FINAL • JULY 2008

Clearwater Specific Plan Environmental Impact Report

PREPARED FOR:
Town of Mammoth Lakes

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FINAL
ENVIRONMENTAL IMPACT REPORT

THE CLEARWATER SPECIFIC PLAN

SCH NO. 2006062154

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1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the Town of Mammoth Lakes, as the lead agency, has evaluated the comments received on the Clearwater Specific Plan Draft Environmental Impact Report (Draft EIR).

The Draft Environmental Impact Report (DEIR) for the proposed Clearwater Specific Plan was distributed to potential responsible and trustee agencies, interested groups, and organizations. The DEIR was made available for public review and comment for a period of 45 days. The public review period for the DEIR established by the State *CEQA Guidelines* commenced on December 15, 2006 and ended January 29, 2007. A public scoping meeting for the EIR was held on January 24, 2007, at the Town Council Chambers, in order to gather information on concerns and issues that the general public may have regarding the Project and the EIR.

The Final EIR consists of four components listed below:

- Section 2 – Revisions to Information presented in the Draft EIR
- Section 3 – Responses to Comments on the Draft EIR
- Section 4 – Draft EIR Errata
- Section 5 – Mitigation Monitoring and Reporting Program

Because of its length, the text of the Draft EIR is not included with this document; however, it is included by reference in this Final EIR. None of the corrections or clarifications to the Draft EIR identified in this document constitutes "significant new information" pursuant to Section 15088.5 of the CEQA Guidelines. As a result, a recirculation of the Draft EIR is not required.

Section 2.0 – Revisions to Information Presented in the Draft EIR

2.0 REVISIONS TO INFORMATION PRESENTED IN THE DRAFT EIR

INTRODUCTION

On December 14, 2006, the Town of Mammoth Lakes issued the Clearwater Specific Plan Draft EIR (SCH# 2006062154) for a 45-day review period by responsible and trustee agencies and interested parties. Since issuance of the Draft EIR, the project applicant has submitted modifications to the proposed project. Potential impacts resulting from modifications to the proposed project are discussed herein. As presented within this section, these revisions represent modifications to the previously analyzed project description (December 2006). The revisions do not change the conclusions presented in the December 2006 Draft EIR. The revised project would not create any new significant impacts or create the need for additional mitigation.

REVISED PROJECT

The revised project proposes a 308-unit condominium hotel with 18,000 square feet of retail and restaurant commercial uses and 11,900 square feet of recreation uses. The condominium hotel would also include 32 dwelling units for workforce housing and 8,000 square feet for conference space. Refer to Table 2-1, *Land Use Summary*, for a comparison of the revised project and existing "on the ground" conditions. Exhibit 2-1, *Revised Conceptual Site Plan*, illustrates the revised project.

Table 2-1
Land Use Summary

Land Use	Existing Conditions	Proposed Project	Net Change
Residential Medium Density (MF) – Seasonal Condominiums	141 units	308 units[1]	167 units
Residential Medium Density (MF) – Year Round (Employee Housing)	0	32 units	32 units
Restaurant	11,948 s.f.	5,000 s.f.	(6,948) s.f.
Retail	0	13,000 s.f.	13,000 s.f.
Recreation	0	11,900 s.f.	11,900 s.f.
Conference	0	8,000 s.f.	8,000 s.f.

s.f. = square feet

[1] The proposed Condominium Hotel would include 480 rooms in 308 units.

Source: The Landau Partnership; June 20, 2008.

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Revised Conceptual Site Plan

Exhibit 2-1

The conceptual site plan proposed for the revised Condominium Hotel is based on four different components. The retail uses would front Old Mammoth Road. The Condominium Hotel buildings would be set further back within the project site. The plaza/outdoor recreation area would be sited at the southeast central area of the project site, available for public events, shows, markets, or other uses. Finally, workforce housing would include the required number of units at a rate consistent with the Town of Mammoth Lakes' standards in place at the time of submittal of a future use permit application. The conference space would be included within either the Condominium Hotel, or the retail uses.

Building Height. As revised, the proposed Condominium Hotel would be comprised of multiple buildings ranging in height from one to six levels. Building heights would be segregated into three zones, which vary in allowable limits; refer to Exhibit 2.2, *Maximum Building Height Zones*. Zone 1 would be located in the central portion of the site, with a maximum allowable height of 65 feet (with non-habitable architectural features extending as high as 97 feet[1]). Zone 2 would be located immediately north, east, and south of Zone 1 and would allow heights up to 45 feet. Zone 3 would consist of buildings along the perimeter of the project site and would have a maximum height of 35 feet. As a result, the building heights would step up from the perimeter to the center of the project site.

Parking. Parking for the project site would be provided in the subterranean garage with limited guest parking on the surface. There would be one garage entrance along the motor court off of Sierra Nevada Road and one garage entrance along the interior access road on the northern portion of the project site. The Clearwater Specific Plan features parking rates for the various types of land uses on-site, therefore the exact numbers for each will be a function of the unit mix and use in any project under the Specific Plan. The Specific Plan provides that parking may be shared under a district parking arrangement, if approved at the use permit phase. Should this happen, the exact number of spaces actually built on-site may not reflect the rates in the Specific Plan.

Site Access and Circulation. The revised project proposes one vehicular access point along Old Mammoth Road, two along Sierra Nevada Road, and one along Laurel Mountain Road. The interior access road would be one-way westbound and would have a garage entrance. However, it is possible that the interior access road could be two-way from Laurel Mountain Road to the entrance of the parking garage. A tour bus stop and drop off zone would be located along Old Mammoth Road. It should be noted that the revised project also permits loading/unloading, bus drop off, and parking along the north access road.

The majority of the circulation on the at-grade level would be pedestrian. The Project would include one east-west vehicular connection along the northern portion of the site, and two dedicated public pedestrian connections, one east-west and one north-south.

[1] The 97 foot tall icon would be permitted over no more than 400 square feet.

Source: Integrated Design Studio; July 9, 2008.

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THE CLEARWATER SPECIFIC PLAN
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Maximum Building Height Zones

Exhibit 2-2

MODIFICATIONS TO THE PREVIOUSLY ANALYZED PROJECT

Table 2-2, *Project Comparison*, provides a comparison of the previously analyzed project to the revised project.

Table 2-2
Project Comparison

Project Components	Previously Analyzed Project	Revised Project
Residential Medium Density (MF) – Seasonal Condominiums	339 units	308 units[1]
Residential Medium Density (MF) – Year Round (Employee Housing)	43 units	32 units
Restaurant	8,000 s.f.	5,000 s.f.
Retail	20,205 s.f.	13,000 s.f.
Recreation	0	11,900 s.f.
Conference	0	8,000 s.f.
Parking	740 spaces	675 spaces[2]

s.f. = square feet

1 The proposed Condominium Hotel would include 480 rooms in 308 units.

2 The Clearwater Specific Plan features the provision rates for parking and affordable housing, therefore the exact numbers for each will be a function of the unit mix and use in any project under the Specific Plan. The Specific Plan provides that parking may be shared under a district parking arrangement, if approved at the use permit phase. Should this happen, the exact number of spaces actually built on-site may not reflect the rates in the Specific Plan.

As indicated in Table 2-2, the revised project would not result in significant modifications to the previously analyzed project description. Overall, when compared to the previously analyzed project description, the revised project involves a 31 unit reduction in the number of condominiums and an 11 unit reduction in the number of workforce housing units. Additionally, the restaurant uses would decrease by 3,000 square feet (s.f.) and the revised project would provide 11,900 s.f. of recreational space.

The revised project site plan shows that the building heights would be a maximum of 65 feet. The height zones would shift to the center of the project site and the maximum height on the south, west, and east street frontage would drop to 35 feet. Non-habitable architectural appurtenances would extend as high as 97 feet[2]

Access to the revised project site would result in at least one less vehicular access point along Old Mammoth Road and the interior access road would be realigned to be one-way westbound. However, it is possible that the interior access road could be two-way from Laurel Mountain Road to the entrance of the parking garage. Overall, there would be no more than one vehicular access point along Old Mammoth Road, two along Sierra Nevada Road, and one along Laurel Mountain

[2] The 97 foot tall icon would be permitted over no more than 400 square feet.

Road. There would be one garage entrance along the motor court off of Sierra Nevada Road and one garage entrance along the interior access road on the northern portion of the project site.

All previously identified agreements, permits, and approvals identified in the Draft EIR remain unchanged.

IMPACTS RESULTING FROM MODIFICATIONS TO THE PROJECT

Potential environmental impacts resulting from proposed modifications to the previously analyzed project description are presented below for each environmental topic or consideration presented in the Draft EIR. The proposed modifications to the previously analyzed project description would result in little or no discernible environmental effects not previously considered in the Draft EIR, and do not substantially or fundamentally alter the conclusions or findings of the Draft EIR relative to the project's potential environmental effects, or proposed mitigation measures.

Land Use and Relevant Planning

The modifications to the previously analyzed project would not produce any new significant land use or economic impacts. The December 2006 Draft EIR determined that potential impacts to land use and relevant planning would be significant and unavoidable. The proposed project involves an overall reduction in building square footage and relocation of project components within the site. The proposed land uses would not significantly change from those analyzed in the December 2006 Draft EIR. The revised project would include conference space and recreational uses. Implementation of the proposed project would continue to require a General Plan Amendment, adoption of the Specific Plan, development code and zoning map amendment, and Tentative Tract Map Approval, as analyzed in the December 2006 Draft EIR. The proposed project would reduce the overall building square footage within the project site and would not result in any new, different, or potentially adverse land uses. Additionally, the revised project would not create any relevant planning impacts that were not previously considered and addressed in the December 2006 Draft EIR.

Aesthetics/Light and Glare

The December 2006 Draft EIR determined that after implementation of recommended mitigation measures, the previously analyzed project would result in significant and unavoidable construction impacts as the surrounding residential areas would be exposed to the visually related impacts of construction activities for approximately four years. Additionally, upon implementation of mitigation measures, long-term visual/aesthetic impacts resulting from increased building heights within the area, removed mature vegetation, increased hardscape features, and obstructed views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining uses to the north) would remain significant and avoidable following implementation of recommended mitigation measures. The intensification of the proposed uses from that of the existing on-site uses would also result in a significant light and glare impact as well as shade and shadow impacts.

The proposed project involves an overall reduction in building area, building heights, and relocation of project components within the site. The proposed project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the December 2006 Draft EIR.

Views of the Project Site

Modifications to the previously analyzed project are illustrated in the revised visual simulations; (refer to Attachment A, *Visual Simulations*). Attachment A includes revised visual simulations for each of the six viewpoints previously analyzed in the December 2006 Draft EIR. Views of the project site from the surrounding commercial and residential uses would be altered with project implementation. The proposed modifications to the previously analyzed project would not introduce any new view impacts. These modifications would eliminate one of the icons and reduce the height from 110 feet to 97 feet. Additionally, the massing of the icon would be reduced. As a result the icon would be less visible from the Old Mammoth Road. Overall, the view blockage would be slightly reduced; however, visible features (up to 97 feet high) would continue to block views toward the Sherwin Range and Mammoth Mountain.

The overall mass and scale of the proposed structures would be similar to the previously analyzed project and would remain larger than the surrounding uses and would contrast in appearance. No additional views or features would be blocked from the viewpoints. Westerly views (from surrounding uses to the east of the project) of Mammoth Mountain would remain obstructed. A majority of views to Sherwin Mountain Range from southbound travelers along Old Mammoth Road would also remain. Similar to the previously analyzed project, views looking south from commercial and residential uses to the north would be blocked by proposed project features.

Development of the revised project would still enhance views from within the project site, similar to the previously analyzed project. The heights and orientations of the structures would still provide expansive views of the surrounding area, including Mammoth Knolls, the Sherwin Mountain Range, and Mammoth Mountain, for residents/visitors within the mid to upper levels.

Although implementation of Mitigation Measures AES-5 through AES-12 would reduce long-term visual/aesthetic impacts, impacts resulting from increased building heights within the area, removed mature native vegetation, increased hardscape features, the project massing, and the obstruction of views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining uses to the north) would remain significant and unavoidable.

Similar to the previously analyzed project, the revised project would include low to moderate levels of interior and exterior lighting for security, parking, signage, landscaping, street lighting, and interior lighting of the proposed structures. Implementation of Mitigation Measures AES-13 and AES-14 would reduce light and glare impacts. However, the intensity of operational lighting impacts would remain significant and unavoidable.

Shade and Shadow

Revised shade and shadow patterns of the modifications to the previously analyzed project are provided in Attachment B, *Shade and Shadow Exhibits*. Attachment B includes shade and shadow diagrams during the summer/winter solstices and the spring/autumn equinoxes at 9:00 AM, 12:00 PM, 3:00 PM, and 6:00 PM.

As shown in Attachment B, the proposed modifications to the previously analyzed project would reduce shadow impacts during the winter solstice. Particularly, shadows would not extend as far onto off-site uses including the Sierra Manor Condominiums east of Old Mammoth Road. Additionally, the modifications to the previously approved project would reduce the shade created along a portion of Old Mammoth Road during the summer and winter solstice. However, Mitigation Measure AES-15 would still be required. Mitigation Measure AES-15 requires the applicant to implement a snow plowing and cindering plan during the three worst-case shadow months of the year or to install heat traced pavement at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week.

The modifications to the previously approved project would also reduce the shadow impacts to the residential condominium uses to the north, east, and west. The modifications would reduce shadows within the building and parking areas to the north of the project site (within the Krystal Villas East condominiums). The shadow of proposed buildings on December 21 would extend approximately half of the distance as the previously analyzed project during 9:00 AM, 12:00 PM, and 3:00 PM. During March 21 and September 21, the revised project would not shade any uses across Laurel Mountain Road at 9:00 AM. Additionally, at 12:00 PM and 3:00 PM, the revised project would not shade the uses to the north. However, the proposed modifications would not completely eliminate impacts and the resulting shadows cast by the proposed structures with implementation of AES-15, and impacts in this regard would remain significant and unavoidable.

Conclusion

Aesthetics/light and glare impacts resulting from the proposed project would be similar to those identified in the December 2006 Draft EIR for the previously analyzed project description. Construction of the revised project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the December 2006 Draft EIR. Mitigation Measures AES-1 through AES-4 would reduce short-term construction aesthetic impacts. However, construction aesthetic impacts would remain significant and unavoidable.

Implementation of Mitigation Measures AES-5 through AES-12 would reduce long-term visual/aesthetic impacts. However impacts to views and aesthetics would remain significant due to the obstruction of views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining uses to the north). Additionally, implementation of Mitigation Measures AES-13 and AES-14 would reduce light and glare impacts. However, the intensity of operational lighting impacts would remain significant and unavoidable.

Modifications to the previously approved project would reduce shade and shadow impacts. However, impacts related to shade and shadow and views of the project site would remain

significant and unavoidable with implementation of Mitigation Measure AES-15. Therefore, with implementation of the recommended mitigation measures identified in the December 2006 Draft EIR, the proposed project would also result in significant and unavoidable aesthetic/light and glare impacts, as described above. The proposed project would not result in any new, different or potentially adverse aesthetic/light and glare impacts not previously considered and addressed in the December 2006 Draft EIR.

Traffic and Circulation

The revised project would include the addition of a possible ice skating rink[3], reduce the number of condominium hotel units from 339 to 308, reduce the number of workforce units from 43 to 32, reduce the size of the restaurant from 8,000 to 5,000 square feet, and reduce the size of retail space from 20,205 square feet to 13,000 square feet. This change in land use would alter the trip generation from what was originally analyzed in the December 2006 Draft EIR. The traffic analysis for the revised project is provided in Attachment C, *Traffic Memorandum*.

In addition to the land use changes, the trip generating potential of the hotel's 8,000 square foot conference center has been analyzed separately from the hotel. Typically, trip generation of hotel amenities such as a conference center is assumed to be contained within the trip generation of the hotel itself because the amenities are designed to serve hotel guests. However, because the conference center is described as serving hotel guests and the community, separate conference center trip generation (discounted for the hotel guests' internal trip capture) is also represented in the trip generation calculation. Table 2-3, *Revised Site Plan Trip Generation*, displays the updated trip generation calculation and a comparison to the December 2006 Draft EIR. As shown in Table 2-3, land use changes at the site result in lower trip generation than what was analyzed in the December 2006 Draft EIR.

The stacking distance at the intersection of Old Mammoth Road/Sierra Nevada Road was also analyzed for the Cumulative plus Project condition. The signalization of the Old Mammoth Road/Sierra Nevada Road intersection (Mitigation Measure TRA-1) would ensure that the storage length would not exceed the distance from the intersection to the project entrance driveway. Additionally, the site distance at the project driveway on Laurel Mountain Road was also assessed. The analysis concluded that the project driveway on Laurel Mountain Road has sufficient stopping sight distance.

Parking

Changes in land use at the site would also change the amount of parking required. Parking at the project site is determined by the residential parking requirements, where parking spaces are not shared among users, and commercial parking requirements where parking spaces are shared among users. A shared parking concept was applied using the *Draft Mammoth Lakes Parking Study* prepared by LSC Transportation Consultants, Inc. (2005). For the conference center, the peak parking ratio was applied to the portion of trips estimated to originate outside of the hotel. For the possible ice skating rink, no peak parking ratios were available. Intuitively, many visitors to the possible ice

[3] It should be noted that the ice rink is only a possible use in the plaza/outdoor recreation area. The final use of the plaza/outdoor recreation area would be equal to or less in terms of trip generation.

skating rink would also visit the retail or restaurant uses. It is also believed that parking needs for the possible ice skating rink would not significantly exceed the number of peak hour trips generated by the ice skating rink. To estimate the effects of shared parking, a factor of 50 percent was applied to the possible ice skating rink. Parking requirements for the revised project are shown in Table 2-4, *Residential Parking Requirements*, and Table 2-5, *Commercial Shared Parking Requirements*.

Table 2-3
Revised Site Plan Trip Generation

Land Use	Size	Units	ADT	Weekend Peak Hour		
				In	Out	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal[1]		DU	10.0	0.49	0.38	0.83[2]
Residential High Density (MF) – Year Round[1]		DU	8.0	0.35	0.30	0.65 [2]
Restaurant[3]		TSF	158.37	12.6	7.40	20.0
Retail[1]		TSF	78.71	2.12	2.69	4.81[2]
Ice Rink (potential)[3]		TSF	n/a	1.06	1.30	2.36
Conference Center[3]		TSF	9.10	0.63	0.65	1.28
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal	308	DU	3,080	138	118	256
Residential Medium Density (MF) – Year Round	32	DU	256	11	10	21
Restaurant	5	TSF	792	63	37	100
Retail	13	TSF	1,023	28	35	63
Ice Rink (potential)	11.9	TSF	~280	13	15	28
Conference Center (50 percent internal capture reduction)	8.0	TSF	36	3	3	5
Total Project Trip Generation			5,467	256	218	473
Total Net Trip Generation (Project – Existing)			4,057	193	164	356
December 2006 Draft EIR Trip Generation			5,181	247	202	449
Difference (Current – Original)			-1,124	-54	-38	-93

ADT = Average Daily Traffic; DU = Dwelling Unit; TSF = Thousand Square Feet

Notes:
1 Trip rates referenced from Table 1 of the Town of Mammoth Lakes Travel Demand Model Update by LSC Transportation Consultants, Inc. (2004).
2 Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003).
3 Trip rate referenced from the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003). Land Use Codes 932, High-Turnover (Sit-Down) Restaurant; 465, Ice Skating Rink; 495, Recreational Community Center.

Source: Trip generation data provided in a memo by LSA Associates, Inc., dated July 8, 2008.

The Clearwater Specific Plan features the provision rates for parking and affordable housing, therefore the exact numbers for each will be a function of the unit mix and use in any project under the Specific Plan. The Specific Plan provides that parking may be shared under a district parking arrangement, if approved at the use permit phase. Should this happen, the exact number of spaces actually built on-site may not reflect the rates in the Specific Plan. The 120 spaces allocated to the possible ice rink and conference center is relatively high and considered a conservative estimate. For

those reasons, the specific parking requirements would not be determined until the use permit (project approval) stage. Mitigation Measure TRA-4 would be required to ensure that the project meets the Town's parking code requirement prior to site plan approval.

Table 2-4
Residential Parking Requirements

Quantity	Project Product	Parking Ratio	Required Parking Spaces
480	Hotel Bedroom	1 space/bedroom	480
1	Manager unit	2 spaces/unit	2
480	Guest unit	1 space/20 rooms	24
32	Workforce housing	2 spaces/unit	64
Total Residential Spaces Required			570
Source: Parking data provided in a memo by LSA Associates, Inc., dated July 8, 2008.			

Table 2-5
Commercial Shared Parking Requirements

	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
Retail Percentage[1]	100%	100%	90%	70%	63%	68%	63%
13,000 s.f. @ 4/1,000 s.f. spaces	52	52	47	36	33	35	33
Restaurant Percentage[1]	60%	60%	50%	70%	90%	100%	100%
5,000 s.f. @ 1/85 s.f. spaces	35	35	30	41	53	59	59
Ice Skating Rink Percentage	50%	50%	50%	50%	50%	50%	50%
11,900 s.f. @ 1/150 s.f. spaces	40	40	40	40	40	40	40
Conference Center Percentage[1]	100%	85%	65%	60%	45%	25%	10%
8,000 s.f. @ 1/150 s.f. spaces[2]	80	68	52	48	36	20	8
Total Peak Parking Requirement	207	195	169	165	162	154	140
Notes: Estimated percent of peak parking ratio by hour. Parking rate applied to the portion of the 50 percent of conference center trips estimated to originate from outside of the hotel.							
Source: Draft Mammoth Lakes Parking Study, LSC Transportation Consultants, Inc., 2005.							

Conclusion

The proposed project involves an overall reduction in building square footage that would be developed on the project site. As a result, the number of trips generated by the proposed project would be less than the trip generation identified for the previously analyzed project description in the December 2006 Draft EIR. The proposed project would not result in any new traffic-related impacts, nor would it result in a significant reduction in traffic impacts identified in the December 2006 Draft EIR for the previously analyzed project description. The December 2006 Draft EIR determined that with the implementation of recommended Mitigation Measures TRA-1 through TRA-4, traffic, circulation, and parking impacts would be reduced to a less than significant level. Therefore, with implementation of the recommended mitigation measures identified in the December 2006 Draft EIR, the proposed project would also result in less than significant project and cumulative impacts.

The proposed project would modify the previously analyzed project site access. The entrance to the porte-cochere has been moved from Old Mammoth Road to Sierra Nevada Road, approximately 79 feet from the westerly curb of Old Mammoth Road. Additionally, the exit of the porte-cochere has been combined with the southern entrance/exit of the parking garage and is located approximately 175 feet from Old Mammoth Road. The change in access alters volumes at each project driveway. Visitors to the commercial uses of Mammoth Clearwater are assumed to primarily use the southern entrance of the parking garage, whereas hotel and workforce housing residents would find some utility in the northern garage entrance. Each project driveway was analyzed in the Cumulative plus Project condition. Revised volumes are and level of service worksheets are presented Attachment C, *Traffic Memorandum*. Each project driveway is anticipated to operate at an acceptable level of service. Therefore, the proposed project would not result in any new, different or potentially adverse traffic impacts not previously considered and addressed in the December 2006 Draft EIR.

Air Quality

The December 2006 Draft EIR determined that after implementation of recommended mitigation measures, development of the previously analyzed project description would not result in significant air quality impacts in regards to project construction, project operation, Town of Mammoth Lakes AQMP plan consistency, and cumulative development. Additionally, long-term operational impacts would be consistent with the anticipated growth within the area since vehicle miles traveled (VMT) would not exceed the Town's VMT limits. Due to the land use changes at the project site, the revised project would result in 1,213 fewer vehicle miles traveled than the previously analyzed project.

The proposed project involves an overall reduction in building square footage and relocation of project components within the project site. The proposed project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the previously analyzed project description. As a result, air quality impacts resulting from the proposed project, would be similar to those identified in the December 2006 Draft EIR for the previously analyzed project description. Therefore, with implementation of Mitigation Measures AQ-1 through AQ-5, identified in the December 2006 Draft EIR, the proposed project would not result in significant air quality impacts, as described above. The proposed project would not result in any new, different or potentially adverse air quality impacts not previously considered and addressed in the December 2006 Draft EIR.

Noise

The December 2006 Draft EIR determined that after implementation of recommended mitigation measures, development of the previously analyzed project description would result in significant and unavoidable construction noise and cumulative construction noise impacts. The proposed project involves an overall reduction in building square footage and relocation of project components within the project site. The proposed project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the previously analyzed project description. However, the revised project would include outdoor recreational uses with the potential for music and performances. Such activities would be subject to a conditional use permit which would limit the hours of performances and amplification of equipment. As a result the

proposed project would not result in any new, different or potentially adverse air quality impacts not previously considered and addressed in the December 2006 Draft EIR. Implementation of Mitigation Measures N-1 through N-3 would reduce noise impacts, but construction-related noise impacts would remain significant and unavoidable.

Utilities and Service Systems

The December 2006 Draft EIR determined that development of the previously analyzed project description would create increased demand on utilities and service systems serving the project area however impacts would be less than significant. The proposed project involves an overall reduction in building square footage that would be developed on the project site. As a result, the proposed project's demand for public services and utilities would be less than the demand identified in the December 2006 Draft EIR for the previously analyzed project description. The 2006 Draft EIR determined that with implementation of Mitigation Measure USS-1 and compliance with applicable City, service or utility provider requirements, and City Codes and Ordinances, potential impacts would be reduced to a less than significant level. According to the Mammoth Community Water District (MCWD) there are currently no deficiencies in the water delivery system serving the project site. Additionally, the MCWD has indicated that sufficient facilities exist for water supply and wastewater treatment. Also, due to the land use changes at the project site, the revised project would result a reduced demand for utilities and services. Therefore, with implementation of recommended mitigation measures identified in the December 2006 Draft EIR, impacts related to utilities and service systems resulting from the proposed project would also be reduced to a less than significant level. Thus, the proposed project would not result in any new, different or potentially adverse public services and utilities impacts not previously considered and addressed in the December 2006 Draft EIR.

OTHER CEQA CONSIDERATIONS

Potential effects of the proposed project description modifications related to other mandatory CEQA considerations are presented below, paralleling the discussion of these concerns presented in the Draft EIR.

Long-Term Implications of the Proposed Project

The proposed project involves an overall reduction in building square footage that would be developed on the project site. The irreversible environmental changes that would occur with the revised project would be similar to those identified in the December 2006 Draft EIR for the previously analyzed project. The revised project would not result in any discernible new impacts or significant irreversible environmental changes. The proposed modifications would not affect the discussion presented in the December 2006 Draft EIR.

CEQA requires discussion of the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The December 2006 Draft EIR determined that the previously analyzed project would foster economic expansion and growth opportunities, but would not be considered growth inducing in terms of removing an impediment to growth, establishing a precedent setting action or developing

or encroaching into an isolated or adjacent area of open space. Additionally, the previously analyzed project would not foster population growth beyond that anticipated by the *General Plan*. The revised project involves an overall reduction in building square footage and relocation of project components within the project site. Growth inducing impacts of the proposed project would be similar to those analyzed in the December 2006 Draft EIR. Thus, the revised project would not result in any discernible new growth inducing impacts or significant irreversible environmental changes. The proposed modifications would not affect the discussion presented in the December 2006 Draft EIR.

Alternatives to the Proposed Project

CEQA requires that a range of alternatives be considered that would reduce a project's potentially significant environmental effects. As supported by the preceding discussion, the proposed modifications to the previously analyzed project would result in no discernible environmental effects not previously considered in the December 2006 Draft EIR, and would not result in any new potentially significant environmental effects. As such, the alternatives analysis presented in the Draft EIR is considered to encompass and include environmental effects of the revised project, as modified.

Attachments

A. Visual Simulations

PREVIOUSLY ANALYZED PROJECT

Source: The Landau Partnership; July 2008.

NOT TO SCALE

RBF CONSULTING

07/08 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Viewpoint 1 • Proposed Long-Term Condition

PREVIOUSLY ANALYZED PROJECT

PROPOSED REVISED PROJECT

Source: The Landau Partnership; July 2008.

NOT TO SCALE

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THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Viewpoint 2 • Proposed Long-Term Condition

PREVIOUSLY ANALYZED PROJECT

PROPOSED REVISED PROJECT

Source: The Landau Partnership; July 2008.

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THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Viewpoint 3 • Proposed Long-Term Condition

PREVIOUSLY ANALYZED PROJECT

PROPOSED REVISED PROJECT

Source: The Landau Partnership; July 2008.

NOT TO SCALE

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THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Viewpoint 4 • Proposed Long-Term Condition

PREVIOUSLY ANALYZED PROJECT

PROPOSED REVISED PROJECT

Source: The Landau Partnership; July 2008.

NOT TO SCALE

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THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Viewpoint 5 • Proposed Long-Term Condition

PREVIOUSLY ANALYZED PROJECT

PROPOSED REVISED PROJECT

Source: The Landau Partnership; July 2008.

NOT TO SCALE

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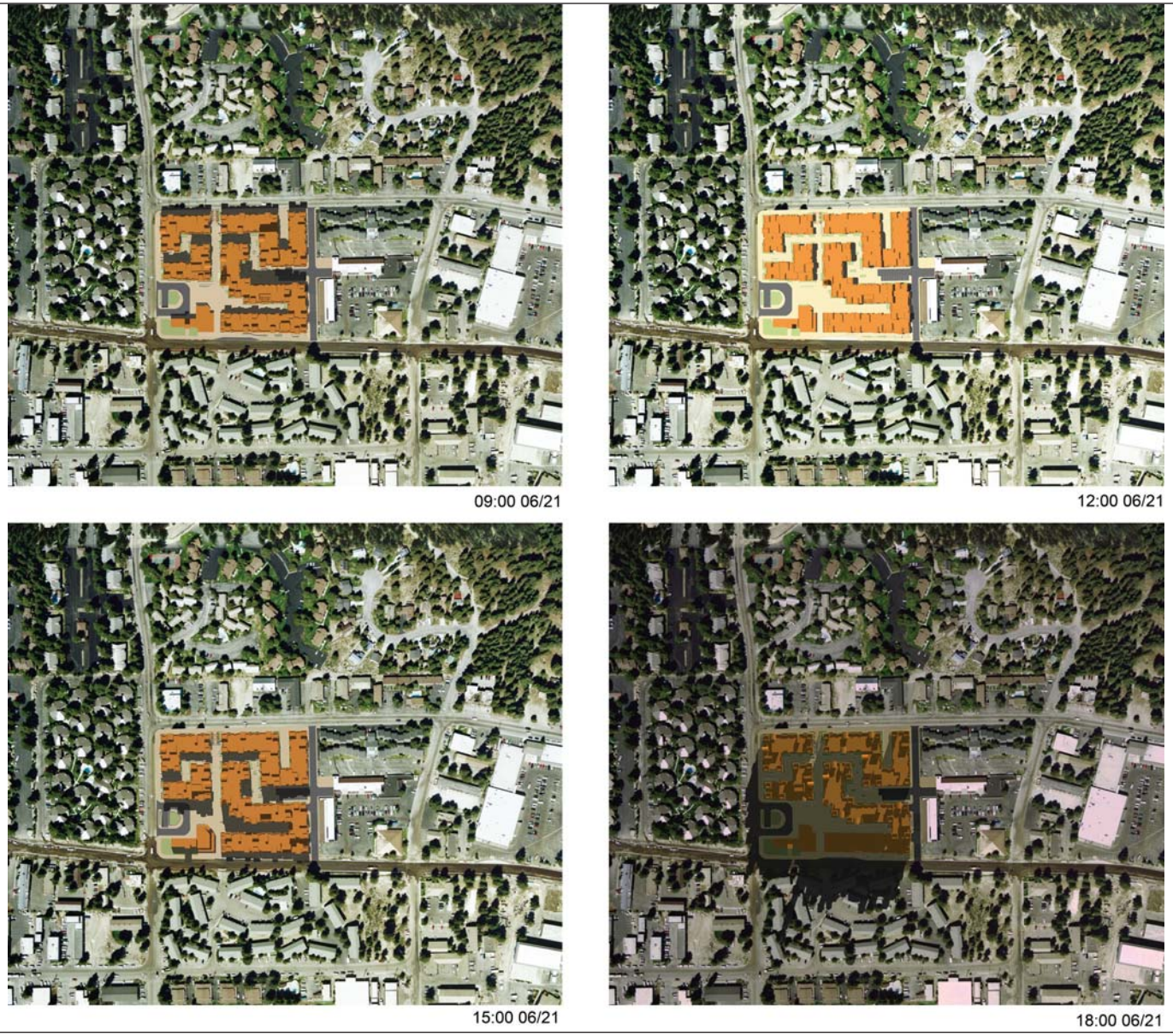
THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Viewpoint 6 • Proposed Long-Term Condition

B. Shade and Shadow Analysis



Source: The Landau Partnership; July 2008.

NOT TO SCALE

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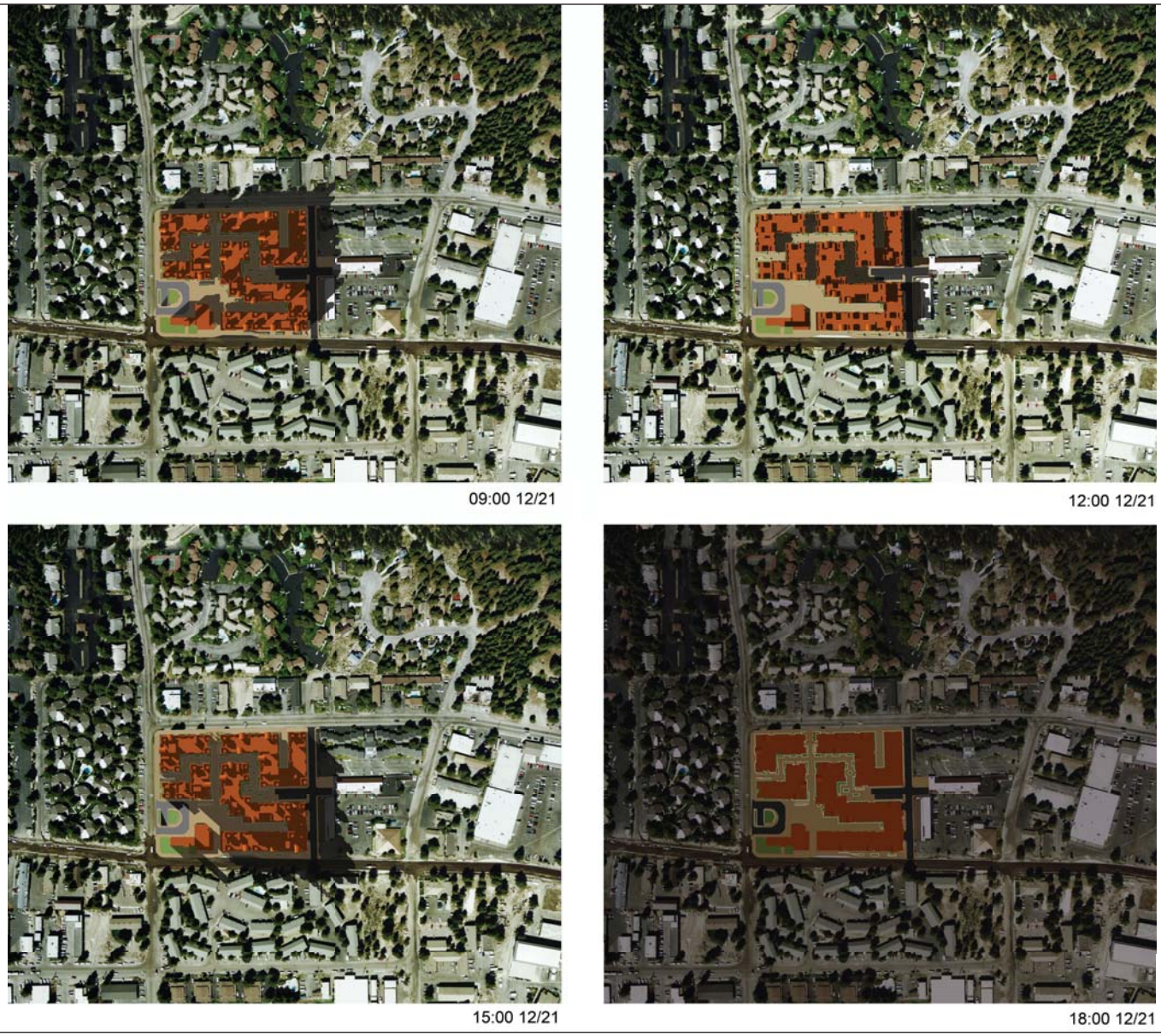
THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Proposed Summer Shadow Patterns



Source: The Landau Partnership; July 2008.

NOT TO SCALE

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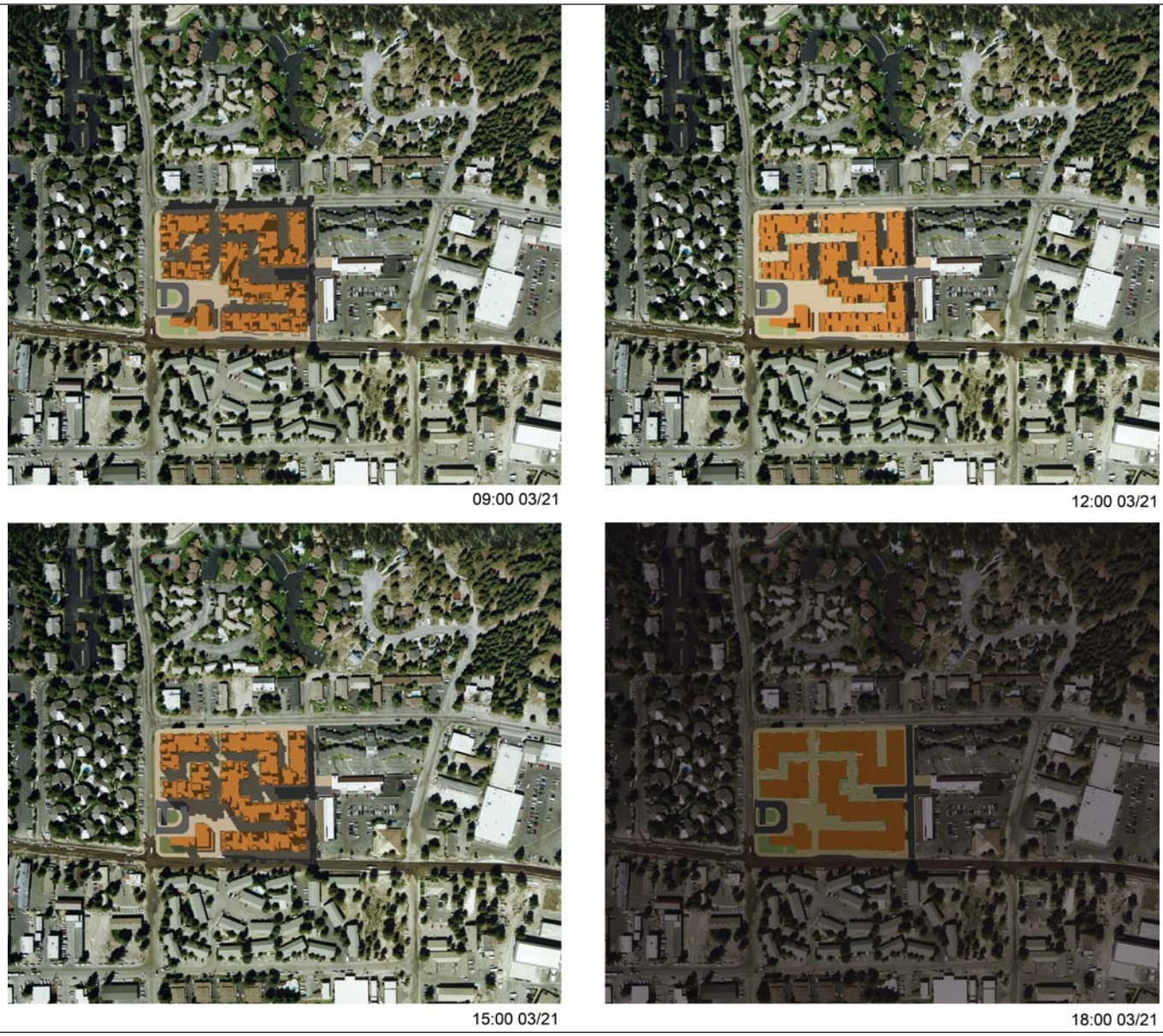
THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Proposed Winter Shadow Patterns



Source: The Landau Partnership; July 2008.

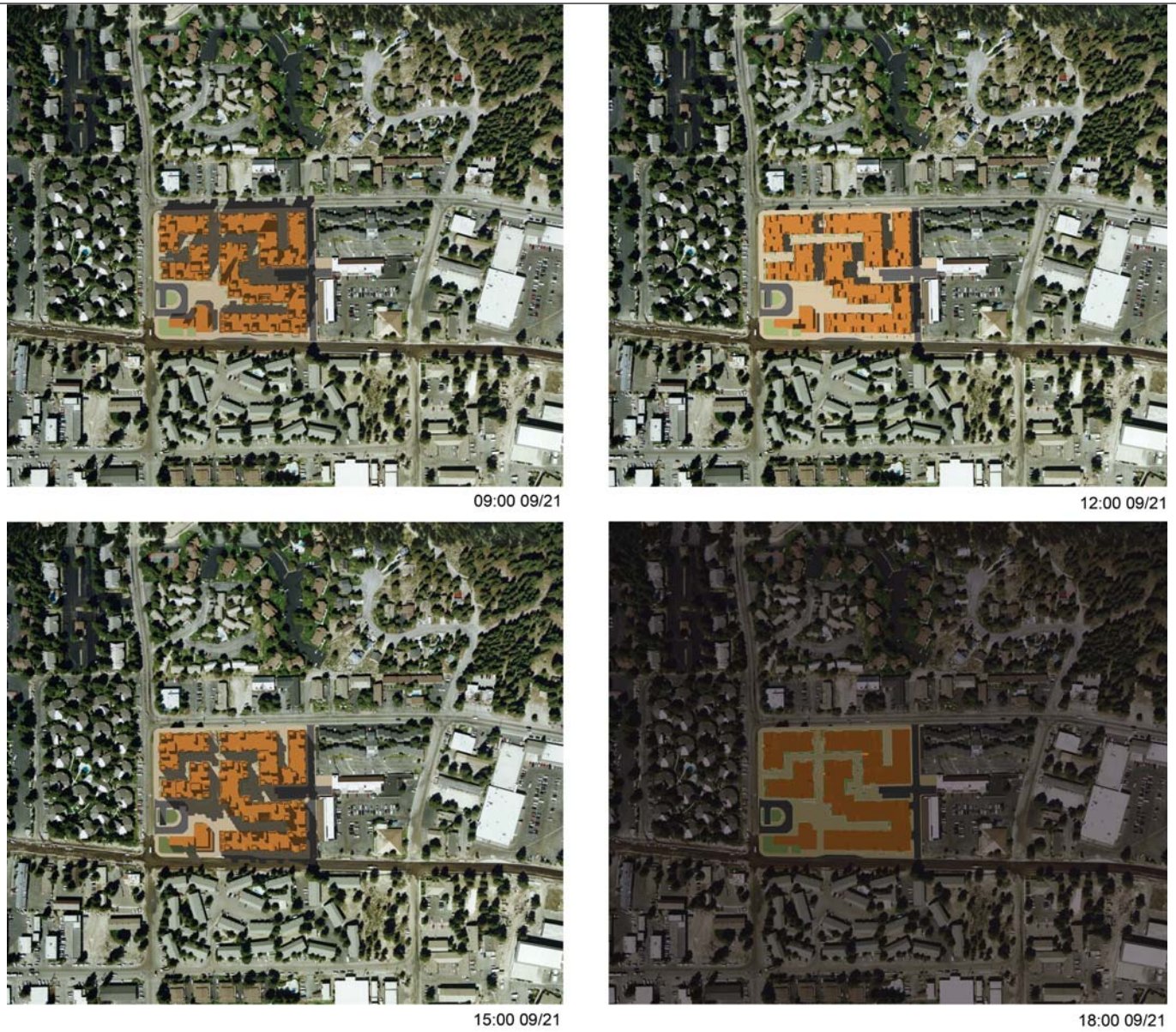
NOT TO SCALE

RBF CONSULTING

07/08 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Proposed Vernal Shadow Patterns



Source: The Landau Partnership; July 2008.

NOT TO SCALE

RBF CONSULTING

07/08 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Proposed Autumnal Shadow Patterns

C. Traffic Memorandum

LSA

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

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

July 8, 2008

Ellen Clark
Town of Mammoth Lakes
PO Box 1609
Mammoth Lakes, CA 93546

Subject: Response to Comments: Mammoth Clearwater Revised Site Plan

Dear Ellen:

This letter supersedes the Response to Comments dated June 4, 2008. LSA Associates, Inc. (LSA) has reviewed the Town's comments dated April 29, 2008, for the Mammoth Clearwater project revised site plan. Comments were generated as a result of a change in the project description to provide for: (1) an alteration of the western service driveway from nominal traffic flow to the exit for the North Access Road, which is one-way (westbound), (2) the addition of an 11,900-square-foot (sf) ice skating rink, (3) a reduction in the number of hotel keys, restaurant land use, and retail land use, (4) an alteration of the valet service to pick up and drop off inside the parking structure, and (5) an alteration of the porte-cochere to enter from and exit onto Sierra Nevada Road. The following presents a response to the comments. Numbering in this letter reflects the numbering used in the Town's comment letter.

Comment 1

LSA reanalyzed the project driveways as a result of changes to the site plan. The entrance to the porte-cochere has been moved from Old Mammoth Road to Sierra Nevada Road, approximately 79 feet from the westerly curb of Old Mammoth Road. Additionally, the exit of the porte-cochere has been combined with the southern entrance/exit of the parking garage and is located approximately 175 feet from Old Mammoth Road. The change in access alters volume at each project driveway. Visitors to the commercial uses of Mammoth Clearwater are assumed to primarily use the southern entrance of the parking garage, whereas hotel and workforce housing residents will find some utility in the northern garage entrance. Revised volumes are presented in a revised Figure 12 attached to this letter.

Each project driveway was analyzed in the Cumulative plus Project condition. LOS worksheets are attached to the letter for reference. Each project driveway is anticipated to operate at an acceptable LOS.

Comment 2

Comment noted.

Comment 3

Comment noted.

Comment 4

LSA conducted a site visit to asses sight distance at the project driveway on Laurel Mountain Road. Standards for Stopping Sight Distance are presented in the California Department of Transportation *Highway Design Manual, Fifth Edition* (2001) Topic 201. While visiting the site, LSA noted that the posted speed limit on Laurel Mountain Road is 25 miles per hour (mph). At that speed, the Highway Design Manual recommends a stopping sight distance of 164 feet. The survey conducted by LSA revealed that approximately 300 feet of sight distance exists to and from the project driveway. Photographs taken at the project driveway are attached to this letter for reference. As a result of the survey, LSA concludes that the project driveway on Laurel Mountain Road has sufficient stopping sight distance.

Comment 5

LSA analyzed the stacking distance at the intersection of Old Mammoth Road/Sierra Nevada Road for the Cumulative plus Project condition. This intersection is currently unsignalized, with Old Mammoth Road allowed to pass through the intersection freely and Sierra Nevada Road controlled by stop signs. Proposed project driveways are located 79 feet west of this intersection (Driveway B, right-in only) and 175 feet west of this intersection (Driveway C, full access).

If this intersection were unsignalized at the time of project completion, the eastbound left-turn queue would be 9 vehicles 95 percent of the peak hour during a typical winter Saturday. The left-turn storage length for this queue would exceed the distance provided between the intersection and Driveway C.

If the intersection of Old Mammoth Road/Sierra Nevada Road were signalized with protected signal phasing in all directions, the forecast 95th percentile queue for the southbound through-right lane would be 36 vehicles. The 95th percentile queue for the eastbound left-turn lane would be 8 vehicles. This queue would be 6 vehicles if protected-permitted left-turn signal phasing is used at all four approaches or 7 vehicles if protected left-turn signal phasing is used in the northbound and southbound directions and permitted left-turn signal phasing is used in the eastbound and westbound directions. Either of the later two options could be used to ensure the storage length will not exceed the distance from the intersection to Driveway C. HCM 2000 operational worksheets for each of these scenarios are attached to this letter for reference.

Comment 6

Part A – Trip Generation. The project applicant is proposing to alter the site plan by adding an entertainment venue in the form of an 11,900 sf ice skating rink. To accommodate the ice skating rink, the applicant is reducing the number of keys in the condo-hotel from 339 to 308, the number of workforce units from 43 to 32, the size of the restaurant from 8,000 sf to 5,000 sf, and the space allotted to retail use from 20,205 sf to 13,000 sf. This change in land use will alter the trip generation from what was originally analyzed in the Mammoth Clearwater TIA.

In addition to these land use changes, the Town has requested that the trip generating potential of the hotel's 8,000 sf conference center be analyzed separately from the hotel. Typically, trip generation of hotel amenities such as a conference center is assumed to be contained within the trip generation of the hotel itself because the amenities are designed to serve hotel guests. However, because the conference center at Mammoth Clearwater is described as serving hotel guests and the community, separate conference center trip generation (discounted for the hotel guests' internal trip capture) is now also represented in the trip generation calculation. Table A displays the updated trip generation calculation and a comparison to the original Mammoth Clearwater TIA.

Table A: Mammoth Clearwater Revised Site Plan Trip Generation

Land Use	Size	Units	ADT	Weekend Peak Hour		
				In	Out	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal[1]		DU	10.0	0.49	0.38	0.83 [2]
Residential High Density (MF) – Year Round[1]		DU	8.0	0.35	0.30	0.65 [2]
Restaurant[3]		TSF	158.37	12.6	7.40	20.0
Retail[1]		TSF	78.71	2.12	2.69	4.81 [2]
Ice Rink[3]		TSF	n/a	1.06	1.30	2.36
Conference Center[3]		TSF	9.10	0.63	0.65	1.28
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal	308	DU	3,080	138	118	256
Residential Medium Density (MF) – Year Round	32	DU	256	11	10	21
Restaurant	5	TSF	792	63	37	100
Retail	13	TSF	1,023	28	35	63
Ice Rink	11.9	TSF	~280	13	15	28
Conference Center (50% internal capture reduction)	8.0	TSF	36	3	3	5
Total Project Trip Generation			5,467	256	218	473
Total Net Trip Generation (Project – Existing)			4,057	193	164	356
Original Mammoth Clearwater TIA Trip Generation			5,181	247	202	449
Difference (Current – Original)			-1,124	-54	-38	-93

Notes:
ADT = Average Daily Traffic
DU = Dwelling Unit
TSF = Thousand Square Feet

[1] Trip rates referenced from Table 1 of the Town of Mammoth Lakes Travel Demand Model Update by LSC Transportation Consultants, Inc. (2004).

[2] Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003).

[3] Trip rate referenced from the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003). Land Use Codes 932, High-Turnover (Sit-Down) Restaurant; 465, Ice Skating Rink; 495, Recreational Community Center.

As the table illustrates, land use changes at the site result in lower trip generation than was analyzed in the original Mammoth Clearwater TIA.

Part B – Parking. Changes in land use at the site will also change the amount of parking required. Parking at the Mammoth Clearwater site is determined by the residential parking requirements, where parking spaces are not shared among users, and commercial parking requirements where parking spaces are shared among users. A shared parking concept was applied using the Draft Mammoth Lakes Parking Study by LSC Transportation Consultants, Inc. (2005). For the conference center, the peak parking ratio was applied to the portion of trips estimated to originate outside of the hotel. For the ice skating rink, no peak parking ratios were available. Intuitively, many visitors to the ice skating rink will also visit the retail or restaurant uses. It is also believed that parking needs for the ice skating rink will not significantly exceed the number of peak hour trips generated by the ice skating rink. To estimate the effects of shared parking, a factor of 50 percent was applied to the ice skating rink. Presented in Tables B and C are revisions to Tables I and J from the Mammoth Clearwater TIA.

Table B: Mammoth Clearwater Residential Parking Requirements

Quantity	Project Product	Parking Ratio	Required Parking Spaces
480	Hotel bedroom	1 space/bedroom	480
1	Manager unit	2 spaces/unit	2
480	Guest unit	1 space/20 rooms	24
32	Workforce housing	2 spaces/unit	64
Total Residential Spaces Required			**570**

Table C: Mammoth Clearwater Commercial Shared Parking Requirements

	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.
Retail Percentage[1]	100%	100%	90%	70%	63%	68%	63%
13,000 sf @ 4/1,000 sf spaces	52	52	47	36	33	35	33
Restaurant Percentage[1]	60%	60%	50%	70%	90%	100%	100%
5,000 sf @ 1/85 sf spaces	35	35	30	41	53	59	59
Ice Skating Rink Percentage	50%	50%	50%	50%	50%	50%	50%
11,900 sf @ 1/150 sf spaces	40	40	40	40	40	40	40
Conference Center Percentage[1]	100%	85%	65%	60%	45%	25%	10%
8,000 sf @ 1/50 sf spaces[2]	80	68	52	48	36	20	8
Total Peak Parking Requirement	**207**	195	169	165	162	154	140

Source: Draft Mammoth Lakes Parking Study, LSC Transportation Consultants, Inc. (2005).

[1] Estimated percent of peak parking ratio by hour.

[2] Parking rate applied to the portion of the 50 percent of conference center trips estimated to originate from outside of the hotel.

Based on this approach the maximum total number of parking spaces for the Mammoth Clearwater project is 777 spaces (570 spaces for residential units and 207 spaces for commercial uses). The total number of parking spaces provided by the Mammoth Clearwater project should also be determined based on the results of on-street parking requirements (Town Comments 2 and 3). The total of 120 spaces allocated to the ice rink and conference center appear unrealistically high. For those reasons, the specific parking requirements should not be determined until the use permit (project approval) stage.

Comment 7

This total number and configuration of parking provided will be addressed by the architect.

Comment 8

The existing condition analysis in the original TIA was based on counts taken by the Town for the General Plan Update Traffic Analysis. In an effort to ascertain whether these counts can still adequately represent existing conditions, LSA compared existing intersection volumes used in the Mammoth Clearwater TIA at Old Mammoth Road/Main Street to volumes recorded at that intersection on a winter Saturday in 2008. The 2008 counts are attached for reference. Volumes analyzed in the original Mammoth Clearwater TIA are higher than volumes recorded in 2008. For that reason, it is believed that the existing counts do not warrant an update.

Comment 9

LSA has prepared a more recent TIA that shares a common intersection with the original Mammoth Clearwater TIA. This presents the opportunity to compare the assumptions of the manual method to the current practice of modeling background traffic at build out. The table below displays the added volume resulting from both methods.

Table D: Old Mammoth Road/Main Street Cumulative Volume Comparison

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Manual Method	70	0	13	0	0	0	0	65	58	15	86	0
Modeled Method	16	0	12	0	0	0	0	-2	99	14	19	0

As can be seen from the table, in general the method previously utilized provided a substantially more conservative approach. Therefore, it is believed that no new significant impacts would occur as a result of changing methodology.

Comment 10

LSA prepared a preliminary analysis of the intersection of Laurel Mountain Road/Sierra Nevada Road to determine if further study is warranted. Because this intersection was not originally included in the approved scope of work, volumes for this preliminary analysis are based on volumes at nearby intersections. Baseline east-west volumes are taken from the cumulative baseline volumes at Old Mammoth Road/Sierra Nevada Road in the Mammoth Clearwater TIA. Baseline north-south volumes are taken from the cumulative baseline volumes at Laurel Mountain Road/Main Street in a Response to LSC Consultants Comments dated May 11, 2007. Project traffic is derived from the revised Figure 12 presented in Comment 1.

Cumulative and Cumulative plus Project worksheets are attached to this letter. The preliminary analysis showed that the intersection of Laurel Mountain Road/Sierra Nevada is expected to operate at an acceptable LOS (LOS B) even with the addition of project traffic. As it is expected to operate satisfactorily, it is not believed that further analysis is necessary.

LSA has responded to all of the traffic-related comments provided. If you have any questions, please call me at (949) 553-0666.

Sincerely,

LSA ASSOCIATES, INC.

Les Card, P.E.
Principal and CEO

Attachments: Comment Letter dated April 29, 2008
Revised Figure 12
Access Analysis Worksheets
Sight Distance Photographs
Stacking Analysis HCM Worksheets
Existing (2008) Counts at Old Mammoth Road/Main Street
Laurel Mountain Road/Sierra Nevada Road Cumulative and Cumulative plus Project LOS Worksheets

cc: Rick Rosenberg, Metric Holdings (via e-mail)
Chris Wilkinson, The Landau Partnership (via e-mail)
Mark Carney, Liebersbach, Mohun, Carney & Reed (via e-mail)
Jane Sedonean, IDS (via e-mail)
Andre Morand, IDS (via e-mail)

COMMUNITY DEVELOPMENT

P.O. Box 1609, Mammoth Lakes, CA 93546
(760) 934-8989 x253
fax (760) 934-8608

29 April 2008

Potential Clearwater traffic and parking issues related to revised site plan

The following items are things that staff has identified as being potential issues related to the revisions to the site plan. We should discuss the potential impacts of these items and their relationship to the current CEQA analysis.

1. Mid-block connector on the north side of the site was analyzed as a service road and now it is proposed to be a one-way road going west. There was no analysis for the intersection of the mid-block connector & Laurel Mt. Rd.

2. On-street parallel parking is now proposed along Old Mammoth Road and it was not part of the original project proposal. Additional, parallel parking may be constructed along Sierra Nevada and Laurel Mountain Roads.

3. On-street parallel parking, bus parking/loading/unloading, delivery loading/unloading is proposed by the Town along the mid-block connector.

4. We may want to conduct a sight distance study that analyzes sight distance for both cars exiting the project and for oncoming southbound traffic. This concern was brought up by the public and one of our workshops.

5. Staff is not supportive of the curb cuts proposed near the intersection of OMR and Laurel Mountain Road. If the applicant wishes to keep the curb cuts in this area, they need to analyze stacking distance at the intersection of OMR and Sierra Nevada Road on both streets in relation to the proposed curb cuts near this intersection. This analysis should include the possibility of a signal being installed at the intersection.

6. Trip generation discussed in the existing traffic analysis did not take into account the ice rink or events. Parking for these uses was also not accounted for.

7. The proposed number and configuration of parking provided should be discussed and possibly evaluated.

8. The existing conditions in the original TIA were analyzed for 2004; this should be updated to reflect 2008 conditions.

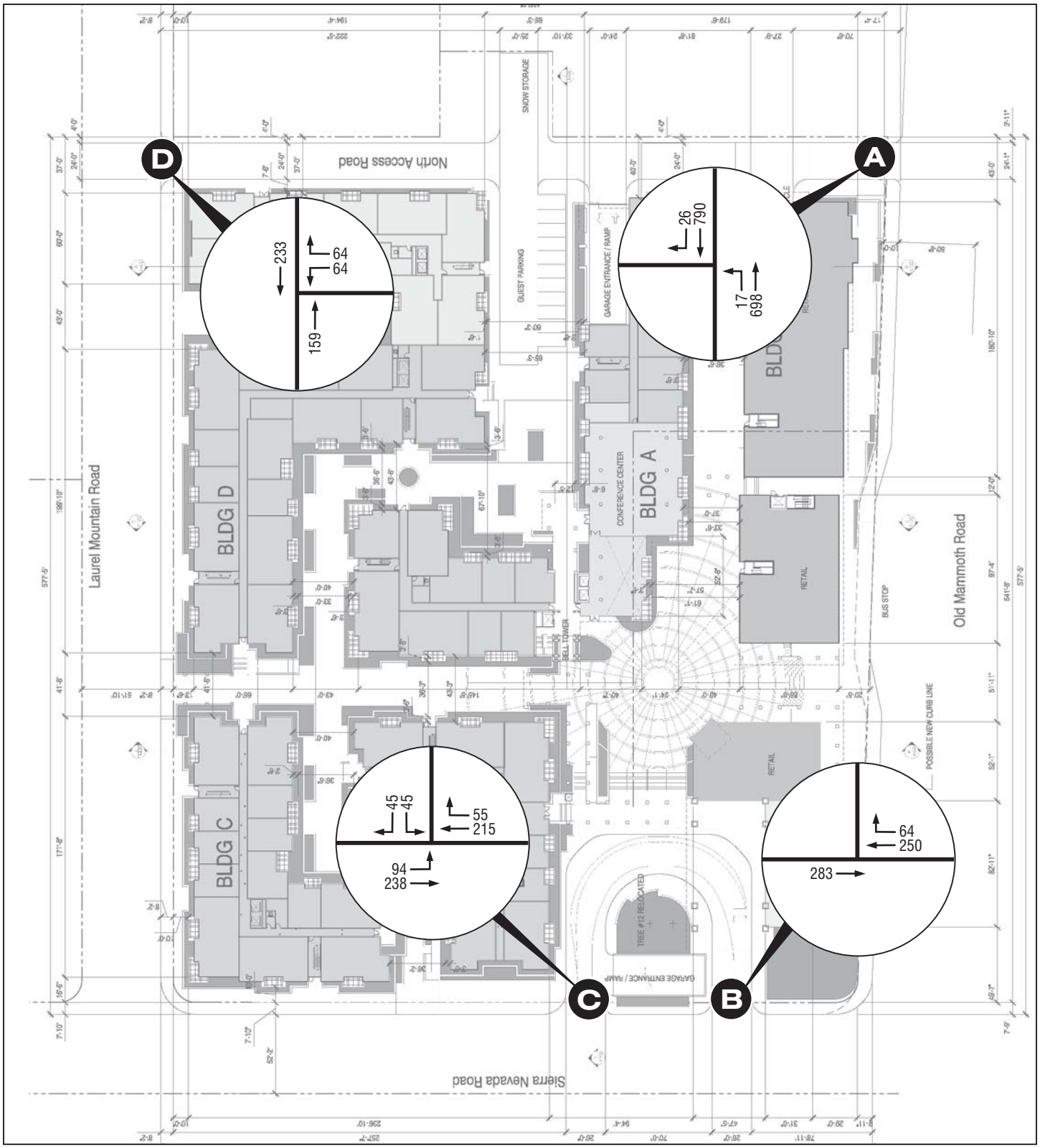
9. To be consistent with more recent TIAs for other developments, trips from cumulative (background) projects should be distributed onto the roadway network using the model, rather than manually. Also, cumulative conditions should reflect the background traffic at *build out* of the project (i.e., background traffic should be modeled at the build out year of the project, which should then be added to the existing 2008 conditions).

10. If we can add additional intersections to the study area at this point, it might be a good idea to add the intersection of Laurel Mt. and Sierra Nevada. We feel that this will be significantly impacted by the project and it does not appear to have been studied.

COMMENT 1

REVISED FIGURE 12

AND ACCESS ANALYSIS WORKSHEETS



LSA

REVISED FIGURE 12

LEGEND

C – Project Access Location

XX/YY – Cumulative Plus Project Winter Saturday Peak Hour Traffic Volumes

N

0 50 100

FEET

Mammoth Clearwater

Internal Circulation and Project Access

I:\MHD0601\G\Internal Circ-REV-II.cdr (7/3/08)

Source: The Landau Partnership; June 20, 2008.

NOT TO SCALE

RBF CONSULTING

06/08 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ADDENDUM ENVIRONMENTAL IMPACT REPORT

Revised Conceptual Site Plan

Exhibit 4-1

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

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

****

Intersection #1 Old Mammoth Road/Driveway A

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

****

Street Name:	Old Mammoth Road								Driveway A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	17	698		0	0	790		26			0	0		0	0		0	0		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		1.00
Initial Bse:	17	698		0	0	790		26			0	0		0	0		0	0		0
Added Vol:	0	0		0	0	0		0			0	0		0	0		0	0		0
PasserByVol:	0	0		0	0	0		0			0	0		0	0		0	0		0
Initial Fut:	17	698		0	0	790		26			0	0		0	0		0	0		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		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95			0.95	0.95		0.95	0.95		0.95	0.95		0.95
PHF Volume:	18	735		0	0	832		27			0	0		0	0		0	0		0
Reduct Vol:	0	0		0	0	0		0			0	0		0	0		0	0		0
Final Vol.:	18	735		0	0	832		27			0	0		0	0		0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Capacity Module:																
Cnflict Vol:	859	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	xxxxx	0	0	xxxxx	0	0	xxxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	A	*		*	*		*	*		*	*		*	*		*	*		*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	A	*		*	*		*	*		*	*		*	*		*	*		*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	*			*			*			*										

****

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

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

Intersection #3 Driveway B/Sierra Nevada Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Driveway B						Sierra Nevada 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 0 0 0			0 0 0 0 0			0 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	283	0	0	250	64
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	283	0	0	250	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	283	0	0	250	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	298	0	0	263	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	298	0	0	263	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

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

Intersection #4 Driveway C/Sierra Nevada Road

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.6]

Street Name:	Driveway C								Sierra Nevada 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	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		45	0	45		94	238	0		0	215	55	
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		45	0	45		94	238	0		0	215	55	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		45	0	45		94	238	0		0	215	55	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		47	0	47		99	251	0		0	226	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		47	0	47		99	251	0		0	226	58	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		704	xxxx	255		284	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		406	xxxx	788		1290	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		381	xxxx	788		1290	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.12	xxxx	0.06		0.08	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	514	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.7	xxxxx		0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	13.6	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				13.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

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

****

Intersection #5 Laurel Mountain Road/Driveway D

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	159		0			0	233		0			0	0		0			64	0		64		
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	159		0			0	233		0			0	0		0			64	0		64		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	0	159		0			0	233		0			0	0		0			64	0		64		
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:	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 Volume:	0	159		0			0	233		0			0	0		0			64	0		64		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	0	159		0			0	233		0			0	0		0			64	0		64		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx		6.2		
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			392	xxxx		159		
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			616	xxxx		892		
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			616	xxxx		892		
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.10	xxxx		0.07		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.3	xxxx		0.2		
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			11.5	xxxx		9.4		
LOS by Move:	*	*		*			*	*		*			*	*		*			B	*		A		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						10.4					
ApproachLOS:	*						*						*						B					

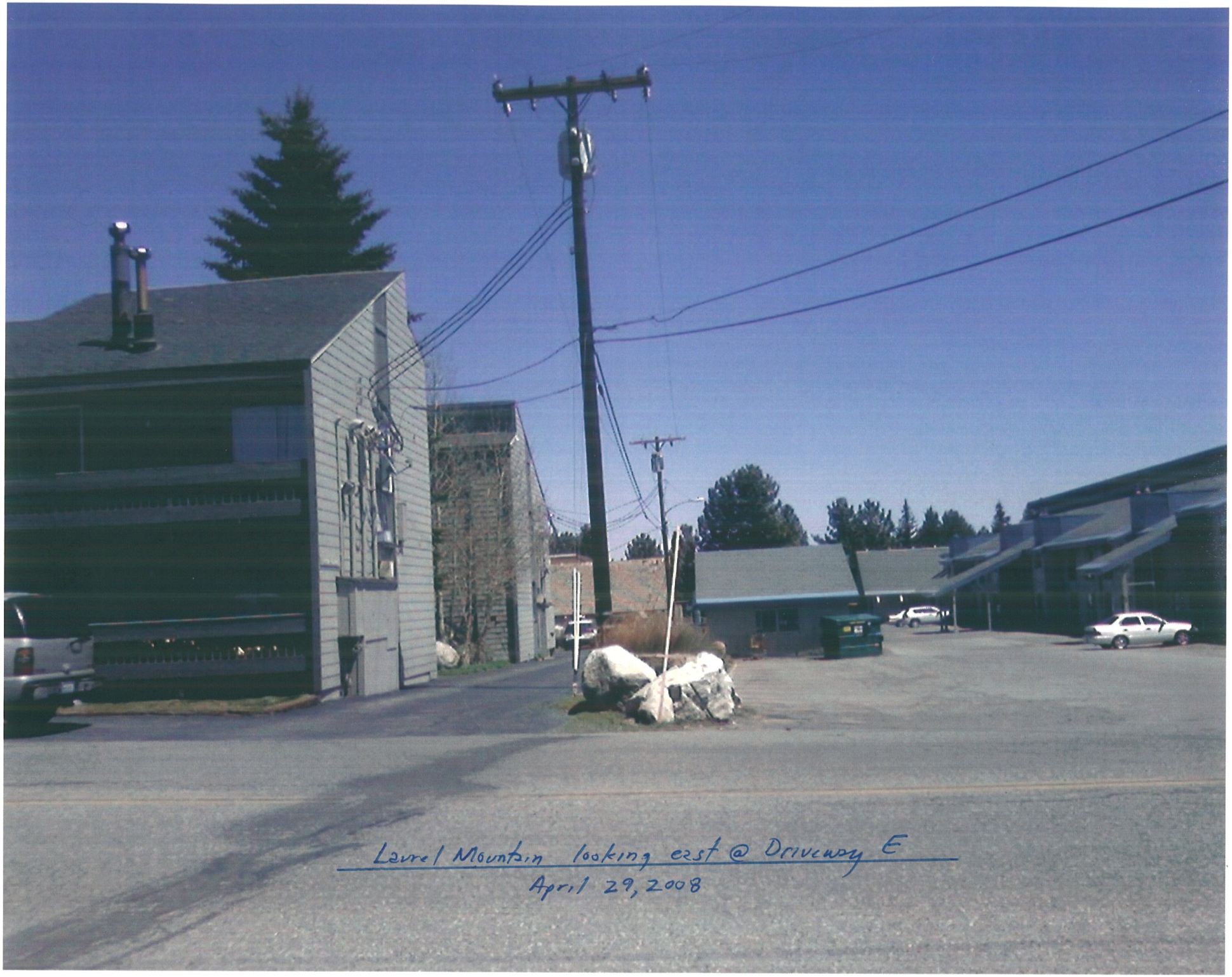
****

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

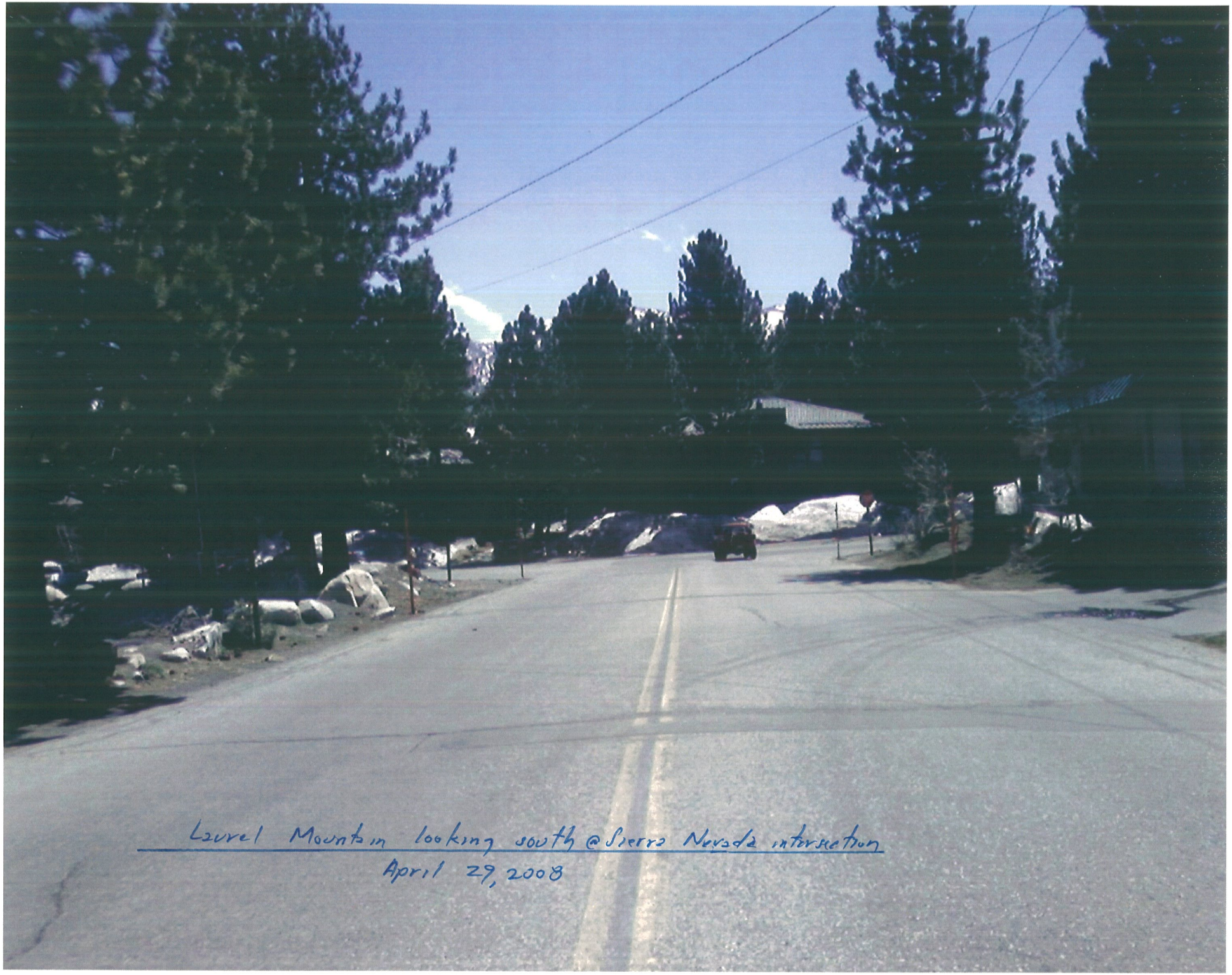
COMMENT 4

SIGHT DISTANCE PHOTOGRAPHS

Laurel Mountain looking north from Driveway E.
April 29, 2008



Laurel Mountain looking east @ Driveway E
April 29, 2008



Laurel Mountain looking south @ Sierra Nevada intersection
April 29, 2008

COMMENT 5

STACKING ANALYSIS HCM WORKWHEETS

Mammoth Clearwater
Cumulative plus Project Condition

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

****

Intersection #85 Old Mammoth Road/Sierra Nevada Road

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

****

Street Name:	Old Mammoth Road								Sierra Nevada Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	61	576		64	35	647		99	83	59		64	85	55		39
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:	61	576		64	35	647		99	83	59		64	85	55		39
Added Vol:	0	99		0	0	121		0	0	0		0	0	0		0
Project Vol:	55	9		0	0	0		9	0	38		39	0	55		8
Initial Fut:	116	684		64	35	768		108	83	97		103	85	110		47
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:	129	760		71	39	853		120	92	108		114	94	122		52
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	129	760		71	39	853		120	92	108		114	94	122		52
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5		6.2	7.1	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0		3.3	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	973	xxxx	xxxxx		831	xxxx	xxxxx		2132	2080		913	2156	2104		796
Potent Cap.:	717	xxxx	xxxxx		810	xxxx	xxxxx		36	54		334	35	52		390
Move Cap.:	717	xxxx	xxxxx		810	xxxx	xxxxx		0	42		334	0	41		390
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		49	180		xxxxx	0	146		xxxxx
Volume/Cap:	0.18	xxxx	xxxx		0.05	xxxx	xxxx		1.89	0.60		0.34	xxxx	0.84		0.13
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx		0.2	xxxx	xxxxx		9.2	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	11.1	xxxx	xxxxx		9.7	xxxx	xxxxx		599.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		A	*	*		F	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	236		xxxx	xxxx	180	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.3		xxxxx	xxxx	7.8	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	88.2		xxxxx	xxxx	111.9	
Shared LOS:	*	*	*		*	*	*		*	*	F		*	*	F	
ApproachDel:	xxxxxx				xxxxxx				238.0				xxxxxx			
ApproachLOS:	*				*				F				F			

****

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

Mammoth Clearwater
Cumulative plus Project Condition

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

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Old Mammoth Road						Sierra Nevada Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	61	576	64	35	647	99	83	59	64	85	55	39
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:	61	576	64	35	647	99	83	59	64	85	55	39
Added Vol:	0	99	0	0	121	0	0	0	0	0	0	0
Project Vol:	55	9	0	0	0	9	0	38	39	0	55	8
Initial Fut:	116	684	64	35	768	108	83	97	103	85	110	47
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:	129	760	71	39	853	120	92	108	114	94	122	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	760	71	39	853	120	92	108	114	94	122	52
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
Final Vol.:	129	760	71	39	853	120	92	108	114	94	122	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.92	0.92	0.95	0.96	0.96
Lanes:	1.00	0.91	0.09	1.00	0.88	0.12	1.00	0.49	0.51	1.00	0.70	0.30
Final Sat.:	1805	1715	160	1805	1636	230	1805	851	903	1805	1271	543
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.02	0.52	0.52	0.05	0.13	0.13	0.05	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.73	0.73	0.04	0.68	0.68	0.08	0.16	0.16	0.07	0.15	0.15
Volume/Cap:	0.77	0.61	0.61	0.61	0.77	0.77	0.63	0.77	0.77	0.77	0.63	0.63
Delay/Veh:	64.0	7.2	7.2	62.9	14.0	14.0	53.5	52.1	52.1	71.4	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	7.2	7.2	62.9	14.0	14.0	53.5	52.1	52.1	71.4	44.7	44.7
LOS by Move:	E	A	A	E	B	B	D	D	D	E	D	D
HCM2kAvgQ:	6	13	13	2	21	21	4	8	8	5	6	6

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

Mammoth Clearwater
Cumulative plus Project Condition

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

****

Intersection #85 Old Mammoth Road/Sierra Nevada Road

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.09	0.73	0.73	0.04	0.68	0.68	0.08	0.16	0.16	0.07	0.15	0.15
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.5	11.1	11.1	1.1	18.3	18.3	2.5	5.9	5.9	2.6	4.5	4.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	2.3	1.5	1.5	1.1	3.1	3.1	1.4	2.6	2.6	2.1	1.5	1.5
HCM2KQueue:	5.8	12.6	12.6	2.2	21.5	21.5	3.9	8.5	8.5	4.7	6.1	6.1
70th%Factor:	1.19	1.17	1.17	1.19	1.16	1.16	1.19	1.18	1.18	1.19	1.19	1.19
70th%HCM2kQ:	6.9	14.8	14.8	2.6	24.9	24.9	4.7	10.0	10.0	5.6	7.2	7.2
85th%Factor:	1.55	1.50	1.50	1.58	1.45	1.45	1.56	1.53	1.53	1.56	1.54	1.54
85th%HCM2kQ:	9.0	18.8	18.8	3.5	31.0	31.0	6.1	13.0	13.0	7.3	9.4	9.4
90th%Factor:	1.70	1.61	1.61	1.76	1.54	1.54	1.73	1.66	1.66	1.72	1.69	1.69
90th%HCM2kQ:	9.8	20.3	20.3	3.9	33.0	33.0	6.8	14.1	14.1	8.1	10.3	10.3
95th%Factor:	1.94	1.80	1.80	2.03	1.68	1.68	1.98	1.87	1.87	1.96	1.93	1.93
95th%HCM2kQ:	11.2	22.6	22.6	4.5	36.1	36.1	7.8	15.9	15.9	9.2	11.8	11.8
98th%Factor:	2.34	2.08	2.08	2.54	1.89	1.89	2.44	2.22	2.22	2.40	2.33	2.33
98th%HCM2kQ:	13.5	26.2	26.2	5.6	40.6	40.6	9.5	18.8	18.8	11.2	14.2	14.2

Mammoth Clearwater
Cumulative plus Project Condition

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

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.5
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Old Mammoth Road						Sierra Nevada Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	61	576	64	35	647	99	83	59	64	85	55	39
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:	61	576	64	35	647	99	83	59	64	85	55	39
Added Vol:	0	99	0	0	121	0	0	0	0	0	0	0
Project Vol:	55	9	0	0	0	9	0	38	39	0	55	8
Initial Fut:	116	684	64	35	768	108	83	97	103	85	110	47
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:	129	760	71	39	853	120	92	108	114	94	122	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	760	71	39	853	120	92	108	114	94	122	52
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
Final Vol.:	129	760	71	39	853	120	92	108	114	94	122	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.92	0.92	0.95	0.96	0.96
Lanes:	1.00	0.91	0.09	1.00	0.88	0.12	1.00	0.49	0.51	1.00	0.70	0.30
Final Sat.:	1805	1715	160	1805	1636	230	1805	851	903	1805	1271	543
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.02	0.52	0.52	0.05	0.13	0.13	0.05	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.77	0.73	0.73	0.71	0.68	0.68	0.23	0.16	0.16	0.22	0.15	0.15
Volume/Cap:	0.38	0.61	0.61	0.10	0.77	0.77	0.42	0.77	0.77	0.48	0.63	0.63
Delay/Veh:	12.9	7.2	7.2	6.0	14.0	14.0	32.8	52.1	52.1	34.6	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	7.2	7.2	6.0	14.0	14.0	32.8	52.1	52.1	34.6	44.7	44.7
LOS by Move:	B	A	A	A	B	B	C	D	D	C	D	D
HCM2kAvgQ:	2	13	13	0	21	21	3	8	8	3	6	6

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

Mammoth Clearwater
Cumulative plus Project Condition

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.09	0.73	0.73	0.04	0.68	0.68	0.08	0.16	0.16	0.07	0.15	0.15
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.2	11.1	11.1	0.3	18.3	18.3	2.2	5.9	5.9	2.3	4.5	4.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.6	1.5	1.5	0.1	3.1	3.1	0.7	2.6	2.6	0.9	1.5	1.5
HCM2KQueue:	1.8	12.6	12.6	0.4	21.5	21.5	2.9	8.5	8.5	3.1	6.1	6.1
70th%Factor:	1.20	1.17	1.17	1.20	1.16	1.16	1.19	1.18	1.18	1.19	1.19	1.19
70th%HCM2kQ:	2.1	14.8	14.8	0.5	24.9	24.9	3.4	10.0	10.0	3.7	7.2	7.2
85th%Factor:	1.58	1.50	1.50	1.60	1.45	1.45	1.57	1.53	1.53	1.57	1.54	1.54
85th%HCM2kQ:	2.8	18.8	18.8	0.7	31.0	31.0	4.5	13.0	13.0	4.9	9.4	9.4
90th%Factor:	1.77	1.61	1.61	1.79	1.54	1.54	1.75	1.66	1.66	1.74	1.69	1.69
90th%HCM2kQ:	3.1	20.3	20.3	0.8	33.0	33.0	5.0	14.1	14.1	5.5	10.3	10.3
95th%Factor:	2.04	1.80	1.80	2.09	1.68	1.68	2.01	1.87	1.87	2.00	1.93	1.93
95th%HCM2kQ:	3.6	22.6	22.6	0.9	36.1	36.1	5.8	15.9	15.9	6.3	11.8	11.8
98th%Factor:	2.57	2.08	2.08	2.67	1.89	1.89	2.50	2.22	2.22	2.49	2.33	2.33
98th%HCM2kQ:	4.6	26.2	26.2	1.2	40.6	40.6	7.2	18.8	18.8	7.8	14.2	14.2

Mammoth Clearwater
Cumulative plus Project Condition

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

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.5
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Old Mammoth Road						Sierra Nevada Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	61	576	64	35	647	99	83	59	64	85	55	39
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:	61	576	64	35	647	99	83	59	64	85	55	39
Added Vol:	0	99	0	0	121	0	0	0	0	0	0	0
Project Vol:	55	9	0	0	0	9	0	38	39	0	55	8
Initial Fut:	116	684	64	35	768	108	83	97	103	85	110	47
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:	129	760	71	39	853	120	92	108	114	94	122	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	760	71	39	853	120	92	108	114	94	122	52
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
Final Vol.:	129	760	71	39	853	120	92	108	114	94	122	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.45	0.92	0.92	0.38	0.96	0.96
Lanes:	1.00	0.91	0.09	1.00	0.88	0.12	1.00	0.49	0.51	1.00	0.70	0.30
Final Sat.:	1805	1715	160	1805	1636	230	864	851	903	720	1271	543
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.02	0.52	0.52	0.11	0.13	0.13	0.13	0.10	0.10
Crit Moves:	****			****						****		
Green/Cycle:	0.10	0.78	0.78	0.04	0.72	0.72	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.72	0.57	0.57	0.57	0.72	0.72	0.59	0.70	0.70	0.72	0.53	0.53
Delay/Veh:	57.5	4.8	4.8	58.0	10.2	10.2	43.3	45.1	45.1	56.7	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	4.8	4.8	58.0	10.2	10.2	43.3	45.1	45.1	56.7	38.7	38.7
LOS by Move:	E	A	A	E	B	B	D	D	D	E	D	D
HCM2kAvgQ:	5	10	10	2	18	18	4	8	8	4	5	5

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

Mammoth Clearwater
Cumulative plus Project Condition

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.78	0.78	0.04	0.72	0.72	0.18	0.18	0.18	0.18	0.18	0.18
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.5	9.1	9.1	1.1	15.8	15.8	2.3	5.8	5.8	2.5	4.4	4.4
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	2.0	1.3	1.3	1.0	2.5	2.5	1.2	2.0	2.0	1.9	1.1	1.1
HCM2KQueue:	5.5	10.4	10.4	2.1	18.3	18.3	3.6	7.8	7.8	4.3	5.5	5.5
70th%Factor:	1.19	1.18	1.18	1.19	1.16	1.16	1.19	1.18	1.18	1.19	1.19	1.19
70th%HCM2kQ:	6.5	12.2	12.2	2.5	21.3	21.3	4.3	9.2	9.2	5.2	6.5	6.5
85th%Factor:	1.55	1.51	1.51	1.58	1.46	1.46	1.57	1.53	1.53	1.56	1.55	1.55
85th%HCM2kQ:	8.5	15.7	15.7	3.3	26.8	26.8	5.6	11.9	11.9	6.8	8.5	8.5
90th%Factor:	1.70	1.64	1.64	1.76	1.56	1.56	1.73	1.67	1.67	1.72	1.70	1.70
90th%HCM2kQ:	9.3	17.0	17.0	3.7	28.6	28.6	6.2	13.0	13.0	7.5	9.3	9.3
95th%Factor:	1.94	1.84	1.84	2.03	1.72	1.72	1.99	1.89	1.89	1.97	1.94	1.94
95th%HCM2kQ:	10.6	19.1	19.1	4.3	31.4	31.4	7.1	14.7	14.7	8.5	10.6	10.6
98th%Factor:	2.36	2.15	2.15	2.55	1.94	1.94	2.46	2.25	2.25	2.42	2.36	2.36
98th%HCM2kQ:	12.9	22.3	22.3	5.3	35.6	35.6	8.8	17.5	17.5	10.5	12.9	12.9

COMMENT 8

FEBRUARY 9, 2008 COUNTS

AT OLD MAMMOTH ROAD/MAIN STREET

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Old Mammoth Rd DATE: 02/02/2008 LOCATION: City of Mammoth Lakes

E-W STREET: Main St DAY: SATURDAY PROJECT# 08-8016-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM	46		17					44	83	19	53		262
3:45 PM	62		13					56	71	20	49		271
4:00 PM	72		16					64	79	16	50		297
4:15 PM	48		14					39	101	21	42		265
4:30 PM	62		19					42	90	31	48		292
4:45 PM	79		17					48	108	24	46		322
5:00 PM	82		15					54	92	28	60		331
5:15 PM	63		15					39	102	27	50		296
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	514	0	126	0	0	0	0	386	726	186	398	0	2336

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	286	0	66	0	0	0	0	183	392	110	204	0	1241
PEAK HR. FACTOR:		0.907			0.000			0.921			0.892		0.937

CONTROL: Signalized;

COMMENT 10

LAUREL MOUNTAIN ROAD/SIERRA NEVADA ROAD

CUMULATIVE AND CUMULATIVE PLUS PROJECT LOS WORKWHEETS

Mammoth Clearwater
Cumulative Condition

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

****

Intersection #86 Laurel Mountain Road/Sierra Nevada Road

****

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[12.3]

****

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	0	0	0		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				116	0	117				69	90	0				0	215	68			
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				116	0	117				69	90	0				0	215	68			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				116	0	117				69	90	0				0	215	68			
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:	0	0	0				129	0	130				77	100	0				0	239	76			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				129	0	130				77	100	0				0	239	76			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	6.2				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				492	xxxx	239				314	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				539	xxxx	805				1257	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				514	xxxx	805				1257	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.25	xxxx	0.16				0.06	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				1.0	xxxx	0.6				0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				14.3	xxxx	10.3				8.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				B	*	B				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						12.3						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

****

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

Mammoth Clearwater
Cumulative plus Project Condition

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

****

Intersection #86 Laurel Mountain Road/Sierra Nevada Road

****

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[14.6]

****

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	0	0	0		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				116	0	117				69	90	0				0	215	68			
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				116	0	117				69	90	0				0	215	68			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project Vol:	0	0	0				32	0	32				0	94	0				0	23	22			
Initial Fut:	0	0	0				148	0	149				69	184	0				0	238	90			
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:	0	0	0				164	0	166				77	204	0				0	264	100			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				164	0	166				77	204	0				0	264	100			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	6.2				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				622	xxxx	264				364	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				454	xxxx	779				1205	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				431	xxxx	779				1205	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.38	xxxx	0.21				0.06	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				1.8	xxxx	0.8				0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				18.4	xxxx	10.9				8.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				C	*	B				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						14.6						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

****

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

Section 3.0 – Response to Comments

3.0 RESPONSE TO COMMENTS

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the Town of Mammoth Lakes, as the lead agency, evaluated the written comments received on the Draft EIR (State Clearinghouse No. 2006062154) for The Clearwater Specific Plan Project and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the project in accordance with CEQA Guidelines Section 15132.

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Each comment has been assigned a letter number. Individual comments within each communication have been numbered so comments can be crossed-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Commenter	Letter Number
Agencies/Organizations	
State Clearinghouse – Terry Roberts, Director	1
Department of Transportation – Gayle J. Rosander, IGR/CEQA Coordinator	2
Mammoth Community Water District – Ericka Hegeman, Public Affairs and Environmental Specialist	3
Sierra Park Villas Owners Association – Stanly Kolodzi, President	4
Sierra Park Villas Owners Association – Stanly Kolodzi, President	5
Advocates for Mammoth – John Walter, Chair	6
Native American Heritage Commission – Dave Singleton, Program Analyst	33
Town Planning Commission Minutes	34
Public	
Terri Switzer	7
Jonathan Rawitz	8
Bill MacBride	9
Jeff and Charlene Maxey	10
John Wilson	11
Marshall Minobe	12
Robert Provost	13
Frank Heinrich	14
Jane Kenyon	15
Gabriel Taylor	16
Robert Mueller	17
Arch and Nelda McCulloch	18
Joel Fadem	19
Resident	20
H. A. Mohaghegh, M.D.	21
John M. Brabson	22
Nicholas R. Moore, Ph.D.	23
Scott Peer	24
Lynn Theard	25
Peyo Michaels, A.I.A	26
Marcie Pettigrew	27
Jeff Coulson	28
Sandy Hogan	29
Jan A. Wing	30
Patricia Eckart	31
Margaret Clevenger	32
Timothy B. Sanford	35

COMMENT NO. 1

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Cynthia Bryant
Director

January 30, 2007

Pam Kobylarz
City of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Subject: The Clearwater Specific Plan
SCH#: 2006062154

Dear Pam Kobylarz:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 29, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2006062154
Project Title The Clearwater Specific Plan
Lead Agency Mammoth Lakes, City of

Type EIR Draft EIR

Description The proposed project involves a two-phased condominium/hotel development consisting of 339 units, with 480 sleeping rooms and approximately 28,200 square feet of commercial/retail uses. In addition, 43 three-bedroom workforce-housing units are proposed. The parking configuration would result in 705 subterranean and 35 surface parking spaces for a total of 740 spaces.

Lead Agency Contact

Name Pam Kobylarz
Agency City of Mammoth Lakes
Phone (760) 934-8989 x253 **Fax**
email
Address P.O. Box 1609
City Mammoth Lakes **State** CA **Zip** 93546

Project Location

County Mono
City Mammoth Lakes
Region
Cross Streets Sierra Nevada Road / Old Mammoth Road
Parcel No. 35-230-05, 06, 07
Township 3S **Range** 27E **Section** 35 **Base** MDBM

Proximity to:

Highways SR-203, US-395
Airports
Railways
Waterways Mammoth Creek, Sherwin Creek
Schools Many
Land Use Commercial General (CG)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Bd., Region 6 (Victorville); Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Fish and Game, Region 6 (Inyo & Mono Region); Department of Water Resources; California Highway Patrol; Caltrans, District 9; Department of Toxic Substances Control

Date Received 12/15/2006 **Start of Review** 12/15/2006 **End of Review** 01/29/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

1. RESPONSES TO COMMENTS FROM STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE, JANUARY 20, 2007.

1-1 This comment indicates that the State Clearinghouse submitted the Draft EIR to selected state agencies for review and that the comment period for the Draft EIR concluded on January 29, 2007. The comment indicates that the lead agency complied with the review requirements for draft environmental documents pursuant to CEQA. As such, the comment does not provide specific comments regarding information presented in the Draft EIR.

COMMENT NO. 2

DEPARTMENT OF TRANSPORTATION
District 9
500 South Main Street
Bishop, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0754
TTY (760) 872-9043

Flex your power!
Be energy efficient!

January 26, 2007

Pam Kobylarz
Assistant Planner
Mammoth Lakes Community Development Department
P.O. Box 1609
Mammoth Lakes, California 93546

File: 09-MNO
DEIR
SCH #: 2006062154

Dear Ms. Kobylarz:

Clearwater Specific Plan Draft Environmental Impact Report (DEIR) (December 2006)

Thank you for giving the California Department of Transportation (Caltrans) the opportunity to review the Clearwater Specific Plan DEIR (Project) for the area along Old Mammoth Road proposed for hotel, condominium, commercial, retail and workforce housing uses. We appreciate that some items noted in our July 13, 2006 letter have been reflected in the Traffic Study (TS). We do have questions on the TS and in your absence I left a phone message with Bill Taylor on January 18, 2007. It would be beneficial for the Town to arrange a meeting or a telephone conference with the Traffic Consultant and Caltrans to more efficiently communicate our concerns and understand the assumptions and conclusions. We have the following comments:

- Our previous letter did specifically ask that Old Mammoth Road/Main Street be studied, within the statement for "addresses impacts to State Route 203". It also appears that the Main/Minaret/Lake Mary intersection should be addressed. Per the TS (Exhibit 5.3-4, page 13), many trips generated are shown for the Canyon Lodge, Village, and Main Lodge areas. The most likely routes all use the Main/Minaret/Lake Mary signal. This means 330 (60% of the 449 peak hour trips) trips would pass through this signal. **2-1**

- In general, the TS does attempt to address cumulative impacts (which is prudent – by including known projects in Table 5.3-5), however it difficult to determine the volumes associated with the Project due to their combination with the "cumulative projects". Some of these other projects (e.g. Eagle Lodge) have their own TS with mitigation recommended. Is it intended that this TS cover all the other smaller projects (e.g. Tavern Road Mixed Use Development), which would not necessarily merit a complete TS of their own? A complete review is not possible unless this Project's volumes can be matched to the trip generation. This is essential to determine if the number of vehicles from this Project using SR 203 is reasonably accurate. Also, showing the valet parking generated trips separately (on Exhibit 5.3-10, page 26) would add clarity. **2-2**

- When the redundant volumes are removed, our calculations show only 295 vehicles - well short of the 449 peak hour vehicles stated in the TS (Exhibit 5.3-4, page 13). A more focused Trip Distribution and Assignment Map would be helpful. It should clearly show this project as a "black box" with a total of 449 vehicles coming in and out of it in appropriate directions. This would be the basis for a wide area view like the Exhibit provided. **2-3**

- Using the TS volumes (which we think are low) for Old Mammoth Road/Main Street intersection, our calculations show that the Project would be responsible for more than 6% of this signal's total future volume. The existing delay at the Old Mammoth Road/Main Street intersection is 18.5 seconds (Table 5.3-3). Cumulative plus project delay is shown to be 32.2 seconds (Table 5.3-7), an increase of 13.7 seconds. Although LOS D is not attained until delay is > 35 seconds, if a marginally higher volume was used LOS D would be easily be reached. A 6% increase should probably indicate that mitigation in some form be provided. A likely mitigation for this Project could be fair share fee contribution for a second northbound left turn lane on Old Mammoth Road onto Main Street. Also, since intersection LOS would approach D, any LOS impact for Main Street needs to be examined. **2-4**

- It seems likely that with new development projects such as this, the number of Town visitors could increase. It may be appropriate to analyze possible impacts to LOS, operability and queuing on the SR 203 ramps at US 395. **2-5**

We have other Town related TS observations, which we will share with you during our meeting. Please contact me at (760) 872-0785 at your earliest convenience to schedule this meeting. We value a cooperative relationship with the Town of Mammoth Lakes to jointly address transportation issues.

Sincerely,

Gayle J. Rosander

GAYLE J. ROSANDER
IGR/CEQA Coordinator

c: State Clearinghouse
Steve Wisniewski, Philip Graham; Caltrans

2. RESPONSES TO COMMENTS FROM DEPARTMENT OF TRANSPORTATION, DATED JANUARY 26, 2007.

Note: An updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, reflects the changes to the project, as attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR.

2-1 The Main/Minaret/Lake Mary intersection has been addressed. Under the existing, cumulative, and cumulative plus project scenarios, no significant impacts are forecast with the addition of 60 percent of the 449 peak-hour trips (i.e., 269) to the intersection of Main/Minaret/Lake Mary; refer to Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR. Note that upon project updates, as discussed in Section 2.0, *Revisions to Information Presented in the Draft EIR*, in the Final EIR, the peak-hour trips would be reduced by 93 trips (for a total of 356 trips).

In addition to studying the Main/Minaret/Lake Mary intersection further, four other intersections have also been analyzed in response to the California Department of Transportations concerns expressed during a meeting with the Town of Mammoth Lakes (Town) in addition to their written comment letter. These intersections include Laurel Mountain/Main Street, Minaret Road/Meridian Boulevard, Tavern Road/Old Mammoth Road, and Main Street/Old Mammoth Road.

It should be noted that the Laurel Mountain/Main Street intersection was not part of the approved study area intersections. Counts at this intersection were conducted in March 2007 and the level of service (LOS) was analyzed. In the existing condition, this intersection exceeds the Town threshold for acceptable LOS. The addition of both cumulative and project traffic aggravates the LOS. The LOS worksheets for the existing, cumulative, and cumulative plus project scenarios are attached.

Based on a typical winter Saturday, the intersection of Laurel Mountain/Main Street exceeds the signal warrant criteria based on a volume of 102 northbound left-turning vehicles from Laurel Mountain Road to Main Street and 1,910 eastbound and westbound through vehicles. In order to review a signal warrant at the intersection of Laurel Mountain/Main Street for a typical weekday (i.e., non-holiday Monday through Thursday of February, mid-April, and August), a full year of data by hour/direction just west of Old Mammoth Road/Main Street was requested from Caltrans staff. Based on this data, the average P.M. peak hour through volume on Main Street (both directions) on a typical weekday was determined to be 1,462. Since data for the side street is not available for a typical weekday, the side street volume corresponding to the 1,462 average through volume was calculated using the consistent proportionality of northbound left turns throughout the year. Therefore, the typical winter Saturday volume of 102 northbound left turns corresponding to 1,910 through vehicles was used to develop a proportion of left turns that would correspond to the typical weekday through volume of 1,462. The calculated northbound left-turn volume for a typical weekday is 78 vehicles. Based on this analysis, the peak-hour warrant criteria would not appear to be met for these average conditions.

Based on observations of the current operation of the Laurel Mountain/Main Street intersection, it should be noted that as northbound left-turning vehicles from Laurel

Mountain to Main Street begin to queue (about four vehicles), vehicles often make a northbound left turn from Laurel Mountain onto the frontage road just prior to Main Street and access Main Street from locations farther west.

The Town does not plan to place a traffic signal at the Laurel Mountain/Main Street intersection. A traffic signal is planned at Center Street and Mountain Boulevard intersection or the Post Office and Mountain Boulevard intersection, which are equally (approximately) spaced (1,500–1,600 feet) between the existing signals at Old Mammoth Road and Minaret Road. This spacing would provide opportunities to synchronize the signals and provide gaps in traffic platoons such that northbound left-turn vehicles would be provided opportunities to turn. Therefore, it does not appear necessary to alleviate the northbound left-turn delay by proposing a traffic signal at the Laurel Mountain/Main Street intersection. However, installment of the traffic signals on Main Street at Mountain and Center or Post Office, will facilitate and ultimately reduce left-turn delay on Laurel Mountain.

The Highway Capacity Manual and the Highway Capacity Manual Applications Guidebook's *U.S. 95 Corridor Case Study (ID# C1OV001)*, with regard to the effect of upstream signals on an unsignalized intersection, supports the supposition that planned installation of a traffic signal at Center Street/Main Street (approximately 700 feet west of the unsignalized intersection of Laurel Mountain/Main Street) would have a potentially beneficial effect on the unsignalized intersection of Laurel Mountain/Main Street.

It should be noted that the signalized intersection of Old Mammoth Road/Main Street is located approximately 500 feet east of the Laurel Mountain/Main Street intersection and Center Street is about 700 feet west. The Highway Capacity Manual states that, "The presence of traffic signals upstream from the intersection on the major street will produce nonrandom flows and affect the capacity of the minor street approaches if the signal is within 0.25 mile (1320 feet) of the intersection." Furthermore, the Highway Capacity Manual Applications Guidebook *U.S. 95 Corridor Case Study* states that "when a two-way stop controlled intersection is relatively close to the signalized intersection, the large gaps that are present between the arrivals of each platoon are available for use by minor street vehicles. These large gaps generally have a neutral or positive effect on the two-way stop controlled intersection's minor movements." This particular case study revealed that the capacity for minor street approaches increases as the distance between the subject two-way stop controlled intersection and an adjacent upstream signalized intersection decreases. More specifically, the case study states that "for any distance greater than about 600 feet, there is no capacity increase. But when we get closer than 600 feet to the signalized intersection, platooning begins to have an effect on the capacity of this movement." Closer than 600 feet, the case study showed capacity increases of 20 percent and a delay reduction of 20 percent (at 250 feet).

According to the Highway Capacity Manual and the *U.S. 95 Corridor Case Study* procedures for quantifying the effect of upstream signals on a two-way stop controlled intersection, technical analysis is not provided because of the lack of required data/information. As the intersection of Center Street/Main Street is planned as a signal and is not an existing signal, little is known about the signal timing, approach volumes, and operational characteristics (i.e., progression speed of through platoon, volume of platooned vehicles, arrival type,

effective green time, etc.) at this specific location. Therefore, any technical analysis of the effect of this intersection on Laurel Mountain/Main Street would require a substantial amount of assumptions to be made for a rough estimate at best.

The installation of a traffic signal at Center Street/Main Street is likely to provide potential benefits to the Laurel Mountain/Main Street intersection based on the discussion in the Highway Capacity Manual and results of the *U.S. 95 Corridor Case Study* because of its close proximity (700 feet) and potential opportunity to synchronize with existing signals. It should be noted, however, that the turn movements at the signalized intersection of Old Mammoth Road/Main Street (i.e., northbound left and westbound through) would limit the benefit of platooning westbound vehicles towards the Laurel Mountain/Main Street intersection due to the similar volumes of each movement.

As the intersection of Laurel Mountain/Main Street exceeds the Town threshold for acceptable LOS in the existing, cumulative, and cumulative plus project scenarios, the *General Plan 2024 Alternative 5: Proposed Project Alternative* model data (see below) reflect the same conclusions. From 2007 to 2024 in the northbound direction (i.e., Laurel Mountain), the LOS will only get aggravated with the addition of eastbound and westbound through traffic. Therefore, the intersection of Laurel Mountain and Main Street is forecast to continue to exceed the Town threshold for acceptable LOS.

The intersection of Minaret Road/Meridian Boulevard is outside the study area and thus was not analyzed in the Draft EIR. However, in the *Snowcreek VIII Traffic Impact Analysis* dated January 2007, this intersection operates at satisfactory LOS in the cumulative plus project scenario, which includes the Clearwater project traffic. Furthermore, a roundabout is planned in the future at this location which would mitigate the cumulative traffic effects at this intersection.

The Tavern Road/Old Mammoth Road intersection has been analyzed and the LOS worksheets follow this response below. The analysis uses the 2009 plus Tavern Road project condition from the Tavern Road Mixed-Use Development study by LSC Consultants (January 4, 2007) as the cumulative baseline condition, and the Town's significant impact thresholds were not exceeded. With addition of the Mammoth Clearwater project to this condition, the Town's significance thresholds were still not exceeded. However, it should be noted that this analysis was based on two westbound approach lanes on Tavern Road at Old Mammoth Road. In today's operation, westbound Tavern Road (approximately 19 feet in width) periodically functions as a two-lane approach (when westbound left/through vehicles do not block vehicles from making a westbound right turn).

For context, the Tavern Road/Old Mammoth Road intersection was also evaluated with cumulative long-range (Proposed Alternative 5 General Plan) traffic forecasts, which indicate that with or without Clearwater traffic the same minor traffic channelization is necessary. Thus, the project volumes at the intersection of Old Mammoth Road/Main Street were analyzed further but not revised as there would be no significant impact with project implementation.

2-2 Exhibit 5.3-4, *Project Trip Distribution and Assignment*, of the Draft EIR, illustrates project-only volumes at the study area intersections. Also, valet parking-generated trips are shown in

Exhibit 5.3-10, *Internal Circulation and Site Access*. As a result of changes to the site plan, the valet plan is now for valet assistance to take place inside the parking garage. The porte-cochere would be used almost exclusively by guests registering at the hotel for the first time.

2-3 With the addition of the Laurel Mountain/Main Street intersection analysis as described above in Response to Comment number 2-1, Revised Figure 12, *Internal Circulation and Project Access*, (attached) illustrates that the total number of trips in and out of the project, 356 total trips. Please refer to Response to Comment number 2-1 and 2-2.

2-4 The volumes at the intersection of Old Mammoth Road/Main Street were verified and are correct. The existing volumes were referenced from the Mammoth Lakes Transportation Model Validation Report by LSC Consultants, Inc. (November 2004). The LOS calculation methodology and thresholds used in the traffic study are consistent with those established by the Town; those standards dictate that mitigation is required when LOS D would be exceeded, which would not be the case at this intersection. The Town threshold for acceptable LOS is D, which is not exceeded at this location.

2-5 It is agreed that with new development projects, such as the Mammoth Clearwater project, the number of Town visitors could increase. However, based on the Traffic Impact Analysis conducted by LSA Associates on November 2006, the SR-203 ramps at the US-395 are well outside the study area. In addition, the projects contribution to trips on the ramps is insignificant. Additionally, as shown on Exhibit5.3-4, *Project Trip Distribution and Assignment*, of the Draft EIR, on a typical Winter Saturday, only 12 vehicles in the P.M. peak hour originate from the direction of the ramps.

2004 Model Land Uses

TAZ	1	2	3	4	5	6	7	10	11	12	13	21	23	31	32	33	34	36	37	39	40	41
	Residential Low Density (SF) - Resident	Residential Medium Density (SF) - Resident	Residential High Density (MF) - Resident	Mobile Home Park - Resident	Residential Low Density (SF) - Visitor	Residential Medium Density (SF) - Visitor	Residential High Density (MF) - Visitor	Lodging (Hotel) - Visitor	Resort Hotel - Visitor	Retail/Comm'l & Town Offices (ACRES)	Retail/Commercial	Light Industrial	Public Utility	Public School	High School	College	Hospital	Post Office	Church	Downhill Skiing Employees	Downhill Skiing Skiers	Cross-country Skiing/Snowmobiling
173	0	0	81	0	0	0	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
174	0	0	0	0	0	0	0	48	0	4	0	0	0	0	0	0	0	0	0	0	0	0
175	0	0	60	0	0	10	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0
176	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
177	0	0	30	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
178	0	0	45	0	0	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
179	0	0	0	0	0	0	0	160	0	4	0	0	0	0	0	0	0	0	0	0	0	0
180	0	0	60	0	0	30	42	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

2024 Alt 5 (Proposed GP)

Table A: Alternative 5: Proposed Project Alternative (Page 2 of 2)

TAZ	1	2	3	4	5	6	7	10	11	12	13	21	23	31	32	33	34	36	37	39	40	41
	Residential Low Density (SF) - Resident	Residential Medium Density (SF) - Resident	Residential High Density (MF) - Resident	Mobile Home Park - Resident	Residential Low Density (SF) - Visitor	Residential Medium Density (SF) - Visitor	Residential High Density (MF) - Visitor	Lodging (Hotel) - Visitor	Resort Hotel - Visitor	Retail/Comm'l & Town Offices (ACRES)	Retail/Commercial	Light Industrial	Public Utility	Public School	High School	College	Hospital	Post Office	Church	Downhill Skiing Employees	Downhill Skiing Skiers	Cross-country Skiing/Snowmobiling
173	0	0	81	0	0	0	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
174	0	0	0	0	0	0	0	48	0	5	0	0	0	0	0	0	0	0	0	0	0	0
175	0	0	60	0	0	10	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0
176	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
177	0	0	30	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
178	0	0	45	0	0	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
179	0	0	0	0	0	0	0	160	0	4	0	0	0	0	0	0	0	0	0	0	0	0
180	0	0	100	0	0	30	42	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

Growth in Volume from 2007-2024

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Laurel Mtn/Main Street	0	0	0	0	0	0	0	70	70	0	96	0	236

Growth in Volume from 2006-2024

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Old Mammoth/Tavern Road	0	4	29	1	1	0	1	0	0	35	10	2	83

2006 Base volumes from Tavern Road Project

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Old Mammoth/Tavern Road	43	487	10	46	564	13	15	8	28	13	13	46	1,286

```
MITIG8 - Existing Weekend  Thu Mar 29, 2007 09:22:15                 Page 1-1
------------------------------------------------------------------------------
                              Mammoth Clearwater
                              Existing Condition
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #90 Laurel Mountain/Main St.
******************************************************************************
Average Delay (sec/veh):      9.9       Worst Case Level Of Service: F[144.3]
******************************************************************************
Street Name:         Laurel Mountain                    Main Street
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:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     102    0    31     0    0     0     0 1038   194    27  576     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:  102    0    31     0    0     0     0 1038   194    27  576     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  102    0    31     0    0     0     0 1038   194    27  576     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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   107    0    33     0    0     0     0 1093   204    28  606     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:   107    0    33     0    0     0     0 1093   204    28  606     0
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1555 xxxx   648  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1297 xxxx xxxxx
Potent Cap.:  106 xxxx   418  xxxx xxxx xxxxx  xxxx xxxx xxxxx   541 xxxx xxxxx
Move Cap.:    102 xxxx   418  xxxx xxxx xxxxx  xxxx xxxx xxxxx   541 xxxx xxxxx
Volume/Cap:  1.06 xxxx  0.08  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    6.7 xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:183.8 xxxx  14.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  12.0 xxxx xxxxx
LOS by Move:    F    *     B     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:        144.3           xxxxxx          xxxxxx          xxxxxx
ApproachLOS:          F               *               *               *
******************************************************************************
Note: Queue reported is the number of cars per lane.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```
MITIG8 - Existing Weekend  Thu Mar 29, 2007 09:24:14                 Page 1-1
------------------------------------------------------------------------------
                            Mammoth Clearwater
          Cumulative (Existing plus Approved Projects) Condition
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #90 Laurel Mountain/Main St.
******************************************************************************
Average Delay (sec/veh):     20.6       Worst Case Level Of Service: F[343.9]
******************************************************************************
Street Name:         Laurel Mountain                  Main Street
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:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      102    0   31     0    0    0     0 1038  194    27  576    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:   102    0   31     0    0    0     0 1038  194    27  576    0
Added Vol:       0    0    0     0    0    0     0    0    0     0    0    0
cumulative:      4    0    0     0    0    0     0  119    6     6  200    0
Initial Fut:   106    0   31     0    0    0     0 1157  200    33  776    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:      0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    112    0   33     0    0    0     0 1218  211    35  817    0
Reduct Vol:     -0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    112    0   33     0    0    0     0 1218  211    35  817    0
Critical Gap Module:
Critical Gp:   6.8 xxxx  6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:   3.5 xxxx  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1801 xxxx  714  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1428 xxxx xxxxx
Potent Cap.:   73 xxxx  378  xxxx xxxx xxxxx  xxxx xxxx xxxxx   482 xxxx xxxxx
Move Cap.:     69 xxxx  378  xxxx xxxx xxxxx  xxxx xxxx xxxxx   482 xxxx xxxxx
Volume/Cap:  1.63 xxxx 0.09  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     9.7 xxxx  0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:440.0 xxxx 15.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  13.0 xxxx xxxxx
LOS by Move:    F     *     C     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *    *     *     *    *     *     *    *     *
ApproachDel:          343.9           xxxxxx          xxxxxx          xxxxxx
ApproachLOS:            F               *               *               *
******************************************************************************
Note: Queue reported is the number of cars per lane.


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```
MITIG8 - Existing + Apvd PrThu Apr 19, 2007 10:04:02                    Page 1-1
------------------------------------------------------------------------------
                          Mammoth Clearwater
                     Cumulative Plus Project Condition
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #90 Laurel Mountain/Main St.
******************************************************************************
Average Delay (sec/veh):     71.8       Worst Case Level Of Service: F[902.4]
******************************************************************************
Street Name:         Laurel Mountain                  Main Street
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:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     102    0   31     0    0    0     0 1038  194    27  576    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:  102    0   31     0    0    0     0 1038  194    27  576    0
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
cum+proj:      65    0    0     0    0    0     0  193    0     6  261    0
Initial Fut:  167    0   31     0    0    0     0 1231  194    33  837    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:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   176    0   33     0    0    0     0 1296  204    35  881    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   176    0   33     0    0    0     0 1296  204    35  881    0
Critical Gap Module:
Critical Gp:  6.8 xxxx  6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1908 xxxx  750  xxxx xxxx xxxxx  xxxx xxxx xxxxx 1500 xxxx xxxxx
Potent Cap.:   62 xxxx  358  xxxx xxxx xxxxx  xxxx xxxx xxxxx  453 xxxx xxxxx
Move Cap.:     58 xxxx  358  xxxx xxxx xxxxx  xxxx xxxx xxxxx  453 xxxx xxxxx
Volume/Cap:  3.03 xxxx 0.09  xxxx xxxx  xxxx  xxxx xxxx  xxxx 0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   18.3 xxxx  0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx  0.2 xxxx xxxxx
Control Del: 1067 xxxx 16.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 13.6 xxxx xxxxx
LOS by Move:    F    *    C     *    *    *     *    *    *     B    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *    *     *    *    *     *    *    *
ApproachDel:       902.4          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:         F              *               *               *
******************************************************************************
Note: Queue reported is the number of cars per lane.


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```

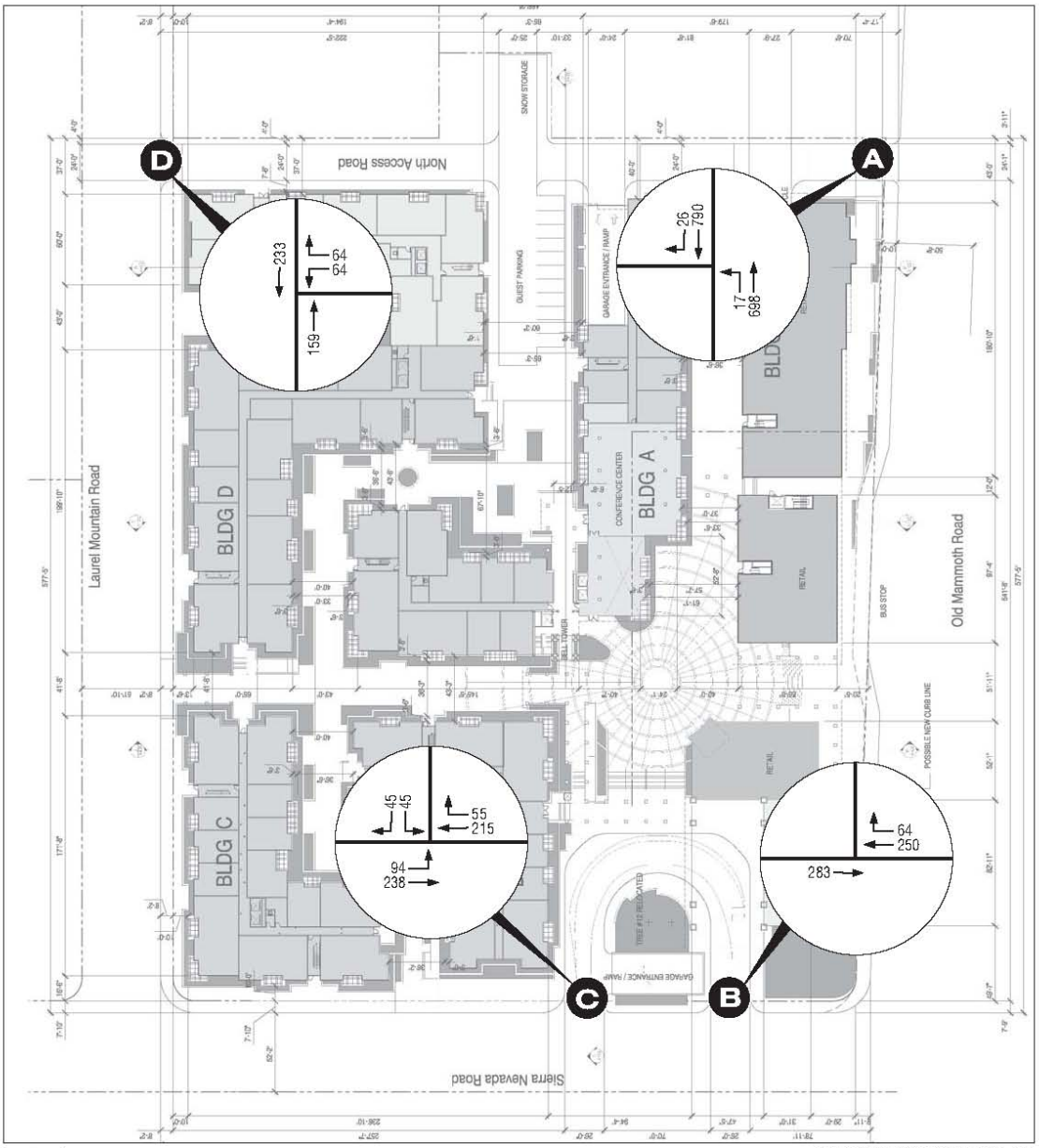

LSA

LEGEND

C - Project Access Location

XX/YY - Cumulative Plus Project Winter Saturday Peak Hour Traffic Volumes

0 50 100
FEET

REVISED FIGURE 12

Mammoth Clearwater
Internal Circulation and Project Access

I:\MHD0601\G\Internal Circ-REV-II.cdr (7/3/08)

```
MITIG8 - Existing Weekend  Fri Apr 20, 2007 15:12:45                 Page 1-1
------------------------------------------------------------------------------
                          Mammoth Clearwater
                      2009 Plus Tavern Projec Condition
      *source: Tavern Road Mixed-Use Development Traffic Impact Analysis
------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #91 Old Mammoth Road/Tavern Road
******************************************************************************
Average Delay (sec/veh):     10.8       Worst Case Level Of Service: F[ 85.3]
******************************************************************************
Street Name:          Old Mammoth Road                 Tavern Road
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     129  515   30    61  600   13    15   10  119    26   14   56
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:  129  515   30    61  600   13    15   10  119    26   14   56
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  129  515   30    61  600   13    15   10  119    26   14   56
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:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   136  542   32    64  632   14    16   11  125    27   15   59
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   136  542   32    64  632   14    16   11  125    27   15   59
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.1  6.5  6.2   7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  645 xxxx xxxxx  574 xxxx xxxxx 1633 1612  638  1664 1603  558
Potent Cap.:  950 xxxx xxxxx 1009 xxxx xxxxx   82  105  480    78  107  533
Move Cap.:    950 xxxx xxxxx 1009 xxxx xxxxx   54   85  480    44   86  533
Volume/Cap:  0.14 xxxx  xxxx 0.06 xxxx  xxxx 0.29 0.12 0.26  0.62 0.17 0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.4
Control Del:  9.4 xxxx xxxxx  8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 12.6
LOS by Move:    A    *    *    A    *    *    *    *    *    *    *    B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  223 xxxxx    53 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.3 xxxxx   3.3 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 49.5 xxxxx 187.1 xxxx xxxxx
Shared LOS:    *    *    *    *    *    *    *    E    *    F    *    *
ApproachDel:    xxxxxx            xxxxxx            49.5            85.3
ApproachLOS:         *                 *              E               F
******************************************************************************
Note: Queue reported is the number of cars per lane.


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```
MITIG8 - Existing + ProjectFri Apr 20, 2007 15:10:37                    Page 1-1
--------------------------------------------------------------------------------
                              Mammoth Clearwater
          2009 Plus Tavern Project Plus Clearwater Project Condition
       *source: Tavern Road Mixed-Use Development Traffic Impact Analysis
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #91 Old Mammoth Road/Tavern Road
********************************************************************************
Average Delay (sec/veh):     16.4       Worst Case Level Of Service: F[147.6]
********************************************************************************
Street Name:          Old Mammoth Road                    Tavern Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     129  515   30    61  600   13    15   10  119    26   14   56
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:  129  515   30    61  600   13    15   10  119    26   14   56
Added Vol:      0   86    0     0   71    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  129  601   30    61  671   13    15   10  119    26   14   56
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:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   136  633   32    64  706   14    16   11  125    27   15   59
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   136  633   32    64  706   14    16   11  125    27   15   59
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.1  6.5  6.2   7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  720 xxxx xxxxx   664 xxxx xxxxx 1798 1777  713  1829 1768  648
Potent Cap.:  891 xxxx xxxxx   934 xxxx xxxxx   63   83  435    60   84  474
Move Cap.:    891 xxxx xxxxx   934 xxxx xxxxx   38   66  435    31   67  474
Volume/Cap:  0.15 xxxx  xxxx  0.07 xxxx  xxxx 0.41 0.16 0.29  0.87 0.22 0.12
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.4
Control Del:  9.8 xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 13.7
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *    B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  177 xxxxx    39 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.1 xxxxx   4.2 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 87.8 xxxxx 335.0 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     F    *     *
ApproachDel:       xxxxxx           xxxxxx            87.8           147.6
ApproachLOS:        *                *                 F              F
********************************************************************************
Note: Queue reported is the number of cars per lane.                    3.936

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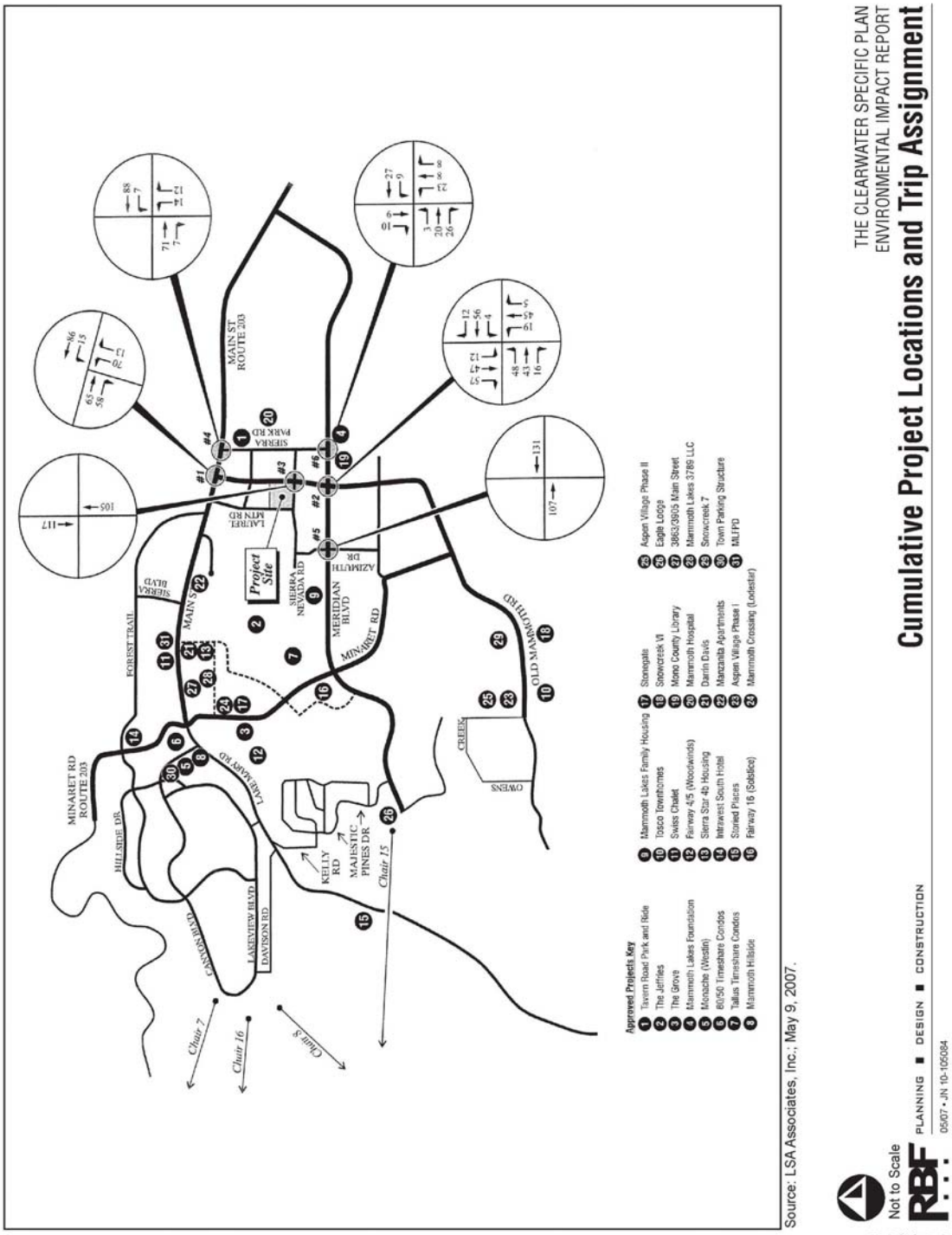


Source: LSA Associates, Inc.; May 9, 2007.

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Cumulative Project Locations and Trip Assignment

Not to Scale

RBF CONSULTING — PLANNING ■ DESIGN ■ CONSTRUCTION

05/07 • JN 10-105084

Exhibit 5.3-5

COMMENT NO. 3

Mammoth Community Water District
P.O. Box 597
Mammoth Lakes, CA 93546
(760) 934-2596; fax (760) 934-4080

January 12, 2007

Pam Kobylarz
Assistant Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Notice of Availability of a Draft Environmental Impact Report for the Clearwater Specific Plan

Ms. Kobylarz:

The District has reviewed the Environmental Impact Report (EIR) for the Clearwater Specific Plan and we appreciate the opportunity to comment on the content of the Draft EIR. The District has two comments on the document.

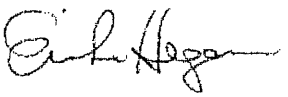
First, on pages 2-2 and 3-9 the EIR states that landscaped areas will include "water features, boulders, and native plant species, where practical." It also states that, "The use of lawn areas would be limited, and plants with low water requirements would be utilized." The District strongly supports the use of drought-tolerant native plant species and encourages the use of drip or bubbler irrigation systems to maintain such plantings in the landscape design. The District also supports plans to use limited areas of lawn. The water features in the landscape design should utilize recirculation to minimize water use. **3-1**

Second, there are several places in the EIR that state "current water supplies are 6,760 acre-feet" and the District would like to clarify this statement. The District currently estimates that a maximum of 4,000 acre-feet could be produced from groundwater supplies in normal and wet water years. The District currently has surface water rights that total 2,760 acre-feet per year. Both of these supply sources are highly dependant upon water year type and can be significantly reduced in single dry and multiple dry years. The District's 2005 Urban Water Management Plan has estimated that shortfalls in supply will occur as the Town approaches build out in multiple dry years and single dry years. In addition, the District's surface water rights currently **3-2**

operate under temporary management constraints that are subject to modification by the State Water Resources Control Board and could possibly be reduced in the future. 3-2

Thank you again for the opportunity to comment on this EIR. Please feel free to contact me if you have any questions.

Sincerely,



Ericka Hegeman
Public Affairs and Environmental Specialist
Mammoth Community Water District

3. RESPONSES TO COMMENTS FROM MAMMOTH COMMUNITY WATER DISTRICT, DATED JANUARY 12, 2007.

3-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Mammoth Community Water District (MCWD) supports the use of drought-tolerant native plant species and encourages the use of drip or bubbler irrigation systems to maintain such plantings in the landscape design. MCWD also supports plans to use limited areas of lawn and encourages that water features in the landscape design utilize recirculation to minimize water use. In addition, the project would be consistent with Town landscaping guidelines, which also require drought tolerant planning and efficient watering systems. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project.

3-2 The comment does not raise new environmental information or directly challenge information presented in the Draft EIR, but rather clarifies a statement within the Draft EIR. The clarification does not alter the impact conclusions identified in the Draft EIR. No further response is necessary.

To: Town of Mammoth Lakes
Community Development Department
% Mr. William Taylor, Ms. Pamela Kobylarz

FAX (760) 934-8608

January 12,2007

RE: Responses to Draft EIR for Coldwater Project

From: Sierra Park Villas Owners Association

After reviewing the Clearwater Project EIR we submit the following comments, and look forward to your responses to each comment.

1. Regarding consistency with "87 General Plan (and 2005 Draft G.P.)

(5.1-8) Land use designated "C" Commercial under the '87 General Plan allows for 20 units/acre which may be doubled for development which provides "public benefit" (This is equivalent to Commercial 2 under the draft 2005 G.P.) Clearwater proposes a multi-family-family project. Or is it a "hotel?" Hotels may be up to 40 units/acre and considered for up to twice this density with covered parking.
The Clearwater Project proposes individually, privately owned condos. Is this a multi-family project (20 units/acre) or a "hotel" (40 units/acre?) How are these terms defined in your planning documents? Please clarify this issue. **4-1**

2. Traffic Analysis

A. The EIR indicates that the Traffic Study represents a "typical winter Saturday" Nowhere in the EIR are specific dates given, only references to "previously conducted traffic studies by the Town" and General Plan Update Traffic Analysis performed in November 2004. However, when the LSA Worksheets in the appendix are reviewed, it is clear that no "Saturday" was used nor any "winter Saturday' used for the traffic study to assess the Clearwater Project traffic impact. Existing conditions were evaluated on Thursday, August 31 for Old Mammoth and Sierra Nevada Roads. Cumulative impacts were based on Monday, November 13, 2006 at 1600, and individual intersection impacts were based on a Friday February 10, 2006 at 10:28. This does not represent what the EIR says it represents, nor is it a valid representation of the traffic impacts. Please have a proper traffic study performed for this project. **4-2**

B. The most important mitigation measure for the traffic impact is reliance on the town/mountain shuttle system and a proposed voluntary program by the Clearwater applicant to provide a shuttle for the residents of this project. **4-3**

It should be conscientiously appreciated by each Commissioner and City Council member that if such a shuttle system is not successful, the traffic impact and

visitor experience in Mammoth will be extremely negative. Obviously at present the town shuttle is not practical for many skiers and consumers who find they must wait longer than the indicated schedule times, and they use their car.

However, to ensure that Clearwater's Shuttle System provides a real alternative for residents of Clearwater, the shuttle system needs to be listed as a mitigation measure (and at site plan a condition.) To be effective the condition must require reliable (every ½ hour) services to ski points of origin, Old Mammoth Road retail centers, 203, and restaurant destinations. The condition must require the provision of the shuttle in perpetuity so when the applicant is gone a future HOA doesn't decide to eliminate it. **4-3**

C. Instead of signalization at Sierra Nevada/Old Mammoth Road, and Azimuth/ Meridian, why not require installation of left, right/thru lanes. Signals would harm traffic flow on Old Mammoth Road and Meridian and have to be carefully coordinated with other signals on Old Mammoth Road. (This doesn't always work.) There is plenty of right of way on Sierra Nevada for both west and east directions. Investigate to see if the same opportunity exists on Meridian. **4-4**

This approach needs to be coupled with signage on Sierra Nevada and Laurel instructing commuters to make a right hand turn on Laurel to get to 203.Also effective signage throughout the community directing commuters returning from skiing or going to Vons onto Minaret to Meridian rather than 203 would help traffic flow on 203 and Old Mammoth Road.

D. Access. It is not clear whether there is an access lane for entrance off Old Mammoth Road to the retail/restaurant users (C & B) There should be. Will there be adequate driveway distance once cars enter the restaurant drive to be handled by one of the nine(?) attendants to ensure stacking on Old Mammoth Road does not occur **4-5**

3. Aesthetic Impact

A. Mitigation involves review of the project architectural design by the Old Mammoth Road Design Review Committee and Planning Commission. The community is very dependent on these decisionmakers to do justice to one of our main community gateways. Hopefully, they will encourage a design that represents a mountain flavor (wood and rock material) and does not give a massive appearance. **4-6**

B. Mitigation indicates "natural colors." That allows any color. Replace this with "natural materials including wood and rock' **4-7**

C. Landscape Plan. Apparently Old Mammoth Road is not designated as a scenic road with specific landscape standards. The landscaping only has to be **4-8**

"consistent with the TOML Municipal Code." To ensure public input require that the landscaping plan be reviewed by Planning Commission at time of site plan review. (mitigation measure)

4-8

4. Site Plan Review

The EIR indicated that the site plan will require "approval by Town Planning Division " It is assumed that the site plan involving multi-family units will be subject to review in a public hearing before the Planning Commission. If this is not the case please require it.

4-9

5. Project Alternatives

In most cases the alternatives were objectively evaluated. However, there are a couple of significant exceptions. In evaluating the "Surface Parking Alternative," it is stated that this alternative "will not revitalize Old Mammoth road "(2-15). Will additional units "revitalize Old Mammoth Road?" Apparently not, because the "reduced height alternative with the same number of units as the proposed project is also rejected for the same reason (7.9). How many units are really needed to "revitalize Old Mammoth Road?" Or would all of the alternatives actually 'revitalize' Old Mammoth Road ?

4-10

Secondly one of the reasons for rejecting the "Surface Parking Alternative" is because "it would not improve the visual quality of the site". (7-14) This is not an objective fact. By reducing the building height by 30 feet and removing 110 foot "architectural features, it is quite likely that the' visual quality' of the project may be improved from the viewpoints of adjacent residents and visitors along Old Mammoth Road. There is absolutely no reason that this project cannot be creatively designed to be "visually attractive" at 35 feet in the'Surface Parking Alternative'

Thank You,

Stanly Kolodzi
President, Sierra Park Villas Owners Association

TM

4. RESPONSES TO COMMENTS FROM SIERRA PARK VILLAS OWNER ASSOCIATION, DATED JANUARY 12, 2007.

4-1 Section 3, *Project Description*, of the Draft EIR provides a definition of Condominium Hotel units. As stated, Condominium Hotel units include resort condominium lodging and similar visitor-oriented lodging. The project is designed and intended to operate like a hotel. The review project would contain hotel amenities, including a short-term parking motor court to accommodate guest check-in, underground parking, a front desk, on-site reservations and management services, business center capabilities, internet access, telephone operator, a bell desk, a concierge, a conference room, a fitness room, on-site restaurants, bars, and retail shops, daily linen service, a pool and jacuzzis, and hotel shuttle service. The suites would be sized to discourage long-term stays, with minimal interior storage and standardized furniture, furnishings, fixtures, and equipment. The proposed Specific Plan would include a definition of "hotel" for the purposes of considering project land use and density. The comment will be forwarded for consideration of consistency with zoning and the General Plan by the Town in the adoption process.

4-2 The dates in question (August 31, November 13, and February 10) represent the dates the LOS analysis was performed, not when the counts were taken. The source of the existing count data is referenced from Table 2 of the Mammoth Lakes Transportation Model Validation Report by LSC Consultants, Inc. (November 2004). The date of the original counts was Saturday, February 23, 2003. The counts have been adjusted upward to account for annual growth.

4-3 The proposed Specific Plan would encourage guests to park vehicles for the duration of their stay and utilize alternative transportation services. Access to off-site areas would be provided via the existing Town shuttle services and passenger vehicles. The Town shuttle would be accessed via the stop located along Old Mammoth Road, adjacent to the site. As a Condition of Approval, the Condominium Hotel would operate a separate hotel shuttle service to the ski area, the airport, the golf courses, and elsewhere in Town, in addition to a taxi-call service/concierge. Additionally, a taxi-call service/ concierge would be available. Currently the exact schedule and route of the hotel shuttle is not known at this time, as it is a project design feature that would be developed as part of the overall Clearwater development plan. It should be noted that the traffic impact analysis does not include any discounted trip rates for the hotel shuttle, and does not assume its operation. Additionally, the proposed hotel shuttle was not indicated as a mitigation measure.

4-4 Installation of left and right/through lanes at the intersection of Sierra Nevada Road/Old Mammoth Road and Azimuth Road/Meridian Boulevard has been analyzed and does not improve the LOS to an acceptable level. Therefore, the installation of traffic signals at these locations are required to mitigate existing deficiencies. Please refer to Response to Comment number 2-4, for additional discussion of the proposed signal at Sierra Nevada Road/Old Mammoth Road.

4-5 The project driveways have been reanalyzed as a result of changes to the site plan. The entrance to the porte-cochere has been moved from Old Mammoth Road to Sierra Nevada Road, approximately 79 feet from the westerly curb of Old Mammoth Road. Additionally, the exit of the porte-cochere has been combined with the southern entrance/exit of the

parking garage and is located approximately 175 feet from Old Mammoth Road. The change in access alters volume at each project driveway. Visitors to the commercial uses of Mammoth Clearwater are assumed to primarily use the southern entrance of the parking garage, whereas hotel and workforce housing residents will find some utility in the northern garage entrance. Each project driveway was analyzed in the Cumulative plus Project condition. Each project driveway is anticipated to operate at an acceptable LOS. Refer to the updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR.

4-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

4-7 The comment expresses a preference for the use of specific materials for the proposed project. The proposed project would be subject to Town design guidelines regarding the use of "natural" colors or materials. The comment does not raise new environmental information. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

4-8 Review of the Landscaping Plans would occur as part of the Conditional Use Permit and Tentative Tract Map reviews.

4-9 The Site Plan shall be subject to review by the Town of Mammoth Lakes Planning Commission as part of the use permit and tentative tract map hearings; refer to Section 3.6, *Agreements, Permits and Approvals*, of the Draft EIR.

4-10 Please refer to Response to Comment numbers 6-7 to 6-100.

COMMENT NO. 5

January 16, 2007

Sierra Park Villas Addendum

ADDENDUM TO JANUARY 12, 2007, RESPONSE TO CLEARWATER EIR

TO: Planning Commission and City Council Members

RE: Changes in the dates of worksheets for Clearwater EIR Traffic Study

Sometime between January 12, 2007 and January 16, 2007, there was a change in the worksheets used for the Clearwater EIR Traffic Study. Either the dates were changed or a different traffic performance analysis was used. The initial dates are indicated in our January 12, 2007 response. The new dates are indicated in the appendix in the traffic study.

However, in no case was a "typical winter Saturday" used for the EIR. Existing LOS was based on a Friday February 10 at 10:28 am. The other LOS studies were based on traffic either on Monday April 10 or Wednesday April 12. Also figures 5, 9 indicated Thursday March 16, Figures 6, 7, 8 indicate Monday March 20, and figures 3, 4 indicate Friday March 17, 2006 was used. No typical winter Saturdays were used as a basis for the traffic study. 5-1

There was one exception: To measure access to the project Saturday March 11, 2006 was used.

Thank You

Stanly Kolodzi, President Sierra Park Villas Owners Association

TM

5. RESPONSES TO COMMENTS FROM SIERRA PARK VILLAS OWNER ASSOCIATION, DATED JANUARY 16, 2007.

5-1 Please refer to Response to Comment number 4-2.

Advocates for Mammoth P.O. Box 2005 Mammoth Lakes, CA 93546

January 29, 2007

Pam Kobylarz
Assistant Planner Town of Mammoth Lakes
Post Office Box 1609
Mammoth Lakes, CA 93546

Dear Ms. Kobylarz,

The December 2006 Clearwater Specific Plan Environmental Impact Report (EIR) proves that the scope of this project is not right for the site or surrounding uses. The long-term impacts created by this project include increased traffic volume, increased noise, increased demands for public services and utilities, increased energy and natural resource consumption, visual impacts, and degradation of local and regional air quality. 6-1

The EIR is obsolete, as changes have been made to the proposed alternative, such as building height and circulation, since it was prepared. Before we can draw a valid conclusion, we need accurate and complete information. 6-2

The EIR is seriously flawed. The document does not provide the required range of alternatives or the necessary and reliable data and analyses that decision makers need to form educated conclusions. 6-3

The EIR is not consistent with the General Plan and Zoning Code and cumulative impacts to land use are identified as not feasible to mitigate. Creative design within existing codes could meet the projects stated desires without adversely affecting a majority of the community. 6-4

The EIR presents no justification for providing the developer a Specific Plan for this project. A specific plan will simply be used to circumvent existing zoning codes. 6-5

The EIR fails to provide sufficient data to evaluate the impact of proposed variants, or to present mitigations. 6-6

The EIR fails to provide analysis of an alternative that fully examines environmental impact for a project conforming to present code requirements, in areas such as design appropriate to a Mountain Village, effect of snow accumulation (flat roof design), impact to neighboring projects' views, sun exposure, etc. 6-7

The EIR fails to provide analysis of traffic conditions on a peak winter holiday period with the impacts of snow removal equipment, narrowed streets, pedestrians crossing in front of traffic, as well as the impact on present businesses and inhabitants. 6-8

The size and scope of the project must be consistent with the Town and surrounding land uses. It clearly does not satisfy these criteria. 6-9

The EIR accepts significant increases in noise generated by this project without including all possible noise sources or adequately exploring mitigations. 6-10

The EIR does not adequately take into account the local geology and hydrology in assessing impacts of Clearwater project on water supply. 6-11

The EIR does not adequately address the proposed expansion of wastewater processing at MCWD, which would result in significant environmental effects. 6-12

The EIR contains no economic/social analysis and this is surprising since the main argument for the project is increased revenues for the Town. 6-13

The term "significant effect on the environment" is defined in CEQA as meaning "a substantial or potentially substantial adverse change in the environment." CEQA requires an agency to determine that a project may have a significant effect on the environment if it will cause substantial adverse effects on human beings, either directly or indirectly.

This project will have substantial adverse effects on the residents of Mammoth Lakes, both directly and indirectly. To quote the proponent's own words, "If the proposed project is approved and constructed, a variety of short-term and long-term impacts would occur on a local level," and that those impacts would "create long-term environmental consequences associated with a transition in land use ...which may impact the physical, aesthetic, and human environments." 6-14

CEQA case law views general plans as hypothetical. The analysis must be based on existing conditions compared to actually proposed conditions. Much of the analysis in this document refers to the "2005 General Plan" that does not exist and bases some discussions on data several years old. . 6-15

The interests of the citizens of Mammoth Lakes should come first. This project offers nothing to the community and should be denied.

Attached, please find detailed comments on the different sections of the EIR.

Sincerely,

John Walter, Chair
Advocates for Mammoth

LAND USE

No justification for providing the developer a Specific Plan for this project is presented. A specific plan will be used to circumvent existing zoning codes and will result in reduced setback requirements, increased maximum lot coverage, increased building height, and reduced snow storage requirements. The EIR fails to provide sufficient data to evaluate the impact of proposed variants, or to present mitigations. 6-16

1. Clarify whether or not the workforce housing units are calculated in the rooms per acre for each of the stated alternatives. Provide data that clearly shows the calculations and analyze the total number of rooms per acre for each alternative. 6-17

2. Explain "non-habitable architectural features," including what they are and what purpose they serve. Explain how this variation from current codes meets the community's vision. 6-18

3. For each alternative, clearly show the number of parking spaces required and the number of parking spaces included in the Clearwater plan. Provide data and analysis for the impacts of any alternative that includes parking spaces over the required number, including additional excavation, noise, traffic, air quality, or other impacts. 6-19

4. Use of a specific plan to circumvent existing zoning codes will result in reduced setbacks and separation requirements, increased maximum lot coverage, increased building height limitation, and reduced snow storage requirements. Provide data and analysis of each of the alternatives as if they adhered to the codes. 6-20

5. Provide data and analysis to support how the project plan of only 8,000 square feet of restaurant space and 20,000 square feet commercial space adequately supports 480 rooms and the visitors it will generate. 6-21

6. Provide data and analysis of the impact of this new commercial space on businesses throughout Town. 6-22

7. Provide updated information throughout the EIR to correspond to the latest design of the project. 6-23

AESTHETICS/LIGHT AND GLARE

A dark night sky, scenic views, and buildings below the tree canopy are an integral part of the pleasure of living in the mountains and are elements of the vision of the Town of Mammoth Lakes. The EIR fails to provide analysis of an alternative that fully examines environmental impact for a project conforming to present code requirements, in areas such as design appropriate to a Mountain Village, effect of snow accumulation (flat roof design), impact neighboring projects' views, sun exposure, etc. 6-24

1. Provide renderings of the architectural design and analyze how this represents a Mountain Village Setting and Alpine Resort consistent with the Town vision. 6-25

2. Provide data and analysis of the feasibility of flat roofs in Mammoth Lakes where regular heavy snow accumulation occurs. Provide examples of construction similar to that proposed in other high altitude heavy snow accumulation areas of the western states. 6-26

3. Provide an alternative that analyzes all aspects of Aesthetics/Light and Glare for a 45' height limit and 70% lot coverage (the current code requirements) and fully analyze the environmental impacts. Include impacts to the surrounding residences in tabular form for all alternatives exceeding existing codes. 6-27

4. Provide renderings for each alternative that affects any views of the surrounding mountains and analyze the impacts from all adjoining residential projects. Include shadow studies for all alternatives. 6-28

TRAFFIC

The analysis included is for a clear, sunny, average winter day and this is inconsistent with normal winter road conditions. Analysis is required of traffic conditions on a peak winter holiday period. (Winter holidays are when most business is done in Mammoth Lakes and winter visitation generates up to a 50% greater traffic volume.) The impacts of snow removal equipment, narrowed streets, pedestrians crossing in front of traffic, as well as the impact on present businesses and inhabitants must be analyzed. 6-29

1. Provide data and analysis of the traffic conditions during the peak winter visitor days and how traffic congestion affects businesses. Include analysis of traffic on icy roads and during snowstorms including the effect of snowplows, loss of visibility, reduction of road width, and slowing of traffic, and how this impairs the smooth operation of the Town. Provide analysis and data showing how often this condition exists and the economic impacts. 6-30

2. Include the effects of traffic delays caused by pedestrians crossing busy streets in the traffic flow analysis. 6-31

3. Provide analysis of the expected increase in frequency of accidents and their effect on traffic congestion. 6-32

4. Expand the analysis of the driveways serving the project to include the effect of delays due to passenger loading and unloading in the garages, pedestrians crossing the streets while vehicles are turning into, or exiting, the driveways; and during snowstorms. 6-33

5. The entire traffic study is inconsistent with the traffic study provided for the General Plan Update (GPU) Draft Plan Environmental Impact Report (DEIR). Provide analysis of all areas in conflict (such as added traffic signals). Explain and provided analysis of the differences. 6-34

AIR QUALITY

The discussion in the EIR focuses on the magic number of 106,600 vehicle miles traveled per day (VMT). This number was based on data taken many years ago. The analysis must be based on existing conditions compared to actually proposed conditions. 6-35

1. Provide analysis using recent measurements of VMT with accurate values for peak and average traffic. Include in this analysis a vehicle mix more accurate to Mammoth Lakes with fewer two-wheel drive cars and more four wheel-drive SUVs and diesel trucks. 6-36

2. Present a plan to meet the California PM10 standard of 50 micrograms per cubic meter per day. 6-37

3. Recalculate, using recent data for each source, the emissions budget for road dust, woodstoves, and VMT to determine the allowable VMT limit. 6-38

4. Provide a VMT emission analysis that more accurately represents the Mammoth fleet, which is certainly higher in emission than a typical urban fleet. 6-39

5. Present a plan to enforce VMT limits, such as mandatory use of public transportation and permits for certain vehicles. 6-40

6. Recalculate and provide analysis of the contribution of emissions resulting from the project. 6-41

7. Correctly identify significant impacts, such as emissions that exceed the state standard. 6-42

8. Provide a cumulative impact analysis that includes the other proposed projects. 6-43

9. Include an additional page to Appendix 15.4 defining symbols and units for the air quality printouts. 6-44

NOISE

Quiet and peaceful surroundings are an integral part of the pleasure of living in the mountains and are elements of the vision of the Town of Mammoth Lakes.

Construction Noise

The EIR accepts a high level of unavoidable noise during construction and fails to adequately explore mitigations.

1. Construction noise will require a Statement of Overriding Considerations. Provide the data and analysis for increased noise for the project as planned. Identify options for modified projects and corresponding data and analysis for noise levels for these options. 6-45

2. The project site is completely surrounded by residences. Provide data and analysis for peak noise levels during the planned four-year construction period at the closest building to the project of each surrounding residential property. 6-46

3. The sound muffling features of the project – buildings, pavements, water features, boulders – are almost non-existent. Provide data on what sound absorbing features will be used in this project and analyze the impact of these features. 6-47

4. Provide data and analysis of the noise impact increase during construction on surrounding residences due to the building setback decrease. 6-48

5. Provide data and analysis for the level of construction noise increase above current noise for all four years of project construction. 6-49

6. Provide data and analysis on the noise impacts of hauling 98,000 cubic yards of soil and demolished and aggregate materials from the construction site. 6-50

7. Table 5.5-11 – provide data and analysis of Combined Construction Equipment Peak noise levels as well as Average noise levels. 6-51

On Site Noise

Adequate analysis of impacts due to increased noise from the project, particularly as it impacts neighboring residential units is not presented. 6-52

1. The proposed project has the potential to result in an increase in ambient noise level due to the generation of on-site noise. Provide data and analysis of the current peak level of ambient noise at project site.

2. Provide data and analysis for noise level increases at the closest building to the project of each surrounding residential property. 6-53

3. Provide data and analysis of noise at property lines of surrounding residences due to proposed building setback decrease. 6-54

4. Provide data and analysis of what noise creating businesses will be operating on site – bars, restaurants, etc. – where, and at what hours. 6-55

5. Provide data and analysis for heavy trucks needed to service units and businesses on peak business days. 6-56

6. Provide data and analysis on any noise making outdoor activities that may occur on the site, such as concerts, festivals, and events. 6-57

7. Provide data and analysis of peak noise levels for the on-site affordable housing and for Krystal Villa East residents. 6-58

Traffic Noise

Traffic flow is projected to significantly increase on Old Mammoth Road, Sierra Nevada Road and Laurel Mountain Road. Impacts on adjacent existing residential developments of noise from traffic increases, including idling vehicles at proposed traffic lights, snow removal equipment, etc., combined with traffic from other planned developments, are not taken into account. 6-59

1. Table 5.5-12 – provide data and analysis of peak hourly traffic rather than ADT. 6-60

2. On all tables predicting future noise scenarios, add Snowcreek VIII, Sierra Star, Sherwin Project, Mammoth Crossing (three corners of Minaret and Main) and any other planned projects not included in your list of Table 5.3-5. 6-61

3. Old Mammoth Road is now designated for moderate volume traffic and both Sierra Nevada Road and Laurel Mountain Road are designated for low volume traffic. Provide data and analysis of how future projected traffic on these roads will fit, or not fit, these traffic volume designations. 6-62

4. Studies on current traffic noise were done on Monday, June 12, 2006 between 5 and 6:30 pm. Provide analysis of the current noise levels on peak traffic days and times and the predicted peak noise levels upon completion of all future development projects, including those listed above in #2 (Snowcreek VIII, Sierra Star, Sherwin Project, Mammoth Crossing [three corners of Minaret and Main] and any other planned projects not included in your list of Table 5.3-5). 6-63

5. Provide data and analysis of any noise associated with idling traffic at both existing and proposed traffic signals. 6-64

6. Provide data and analysis of how planned open spaces on the project are sufficient for snow storage and will not require heavy snow removal vehicles. 6-65

7. Provide data and analysis of increased traffic noise on Sierra Nevada Road and Laurel 6-66

Mountain Road. 6-66

8. Table 5.5.12 – Provide data and analysis how the addition of cumulative projects' trip generation (Table 5.3-5) adds to the "Future Noise Scenarios" model (Table 5.5-12). Add to this project list Snowcreek VIII, Sherwin project, Sierra Star, Mammoth Crossing (three corners) and any other omitted planned project. 6-67

9. Provide data and analysis of future noise impacts to residential units that are less than 100' from center of roadway. 6-68

10. Provide data and analysis showing how future projected traffic will raise the CNEL and what mitigating measures will be taken to maintain the 60 dBA established by existing ordinances. 6-69

UTILITIES AND SERVICE SYSTEMS – WATER

Water Supply

The Mammoth Basin aquifers are now the subject of a comprehensive, ongoing two-year study by the Mammoth Community Water District (MCWD) using numerical models developed by the USGS to determine the long term "safe yield." The EIR does not adequately take into account the local geology and hydrology in assessing impacts of Clearwater project. 6-70

1. The Mammoth Basin is described as "approximately 71 square miles" in area. However, only about 10 square miles lie up-gradient of the 7 well "deep aquifer" well-field and would contribute to recharge of the "deep aquifer." The MCWD has stated there is insufficient water to serve the projected population during drought years. Provide data and analysis of water supply and basin aquifer responses to development. 6-71

2. Provide data and analysis of potential risks resulting from development. 6-72

3. Future groundwater production rates by the MCWD have been based on community growth projections and climatic conditions. Provide data and analysis to show sustainable well production rates are based on aquifer studies using geology, hydrogeology, engineering, and good science. 6-73

4. The well-field aquifer is a fractured volcanic rock described as basalt, scoria and rhyolyte with inter-bedded Tioga till. These volcanic rocks generally can produce water high in iron, manganese and arsenic and sometimes-excessive heat. Provide data and analysis on thorough assessment of water quality. 6-74

5. Exploring for additional water supply from the "deep aquifer" in the basin is at best risky because of the heterogeneity of the rock storage capacity and permeable fractures 6-75

(flow capacity). After drilling well #1, the MCWD drilled wells #2 and #3 about 3,000 and 1,000 ft. respectively to the east as supply wells, but these wells were abandoned (destroyed) as non-productive. Later drilling was to the north and south. The success rate is about 50% and the wells are very expensive. Provide data and analysis of risk factor as applied to further exploration in the basin to reflect true costs of water supply. 6-75

6. The eight supply-wells have exhibited various degrees of "well interference" with each other implying a limited aquifer at current well spacing. A "cone of depression" (Schmidt & Assoc., 12/13/2006) has been identified in the #6, #10 and #15 well area. Provide data and analysis showing there is room remaining for new supply-well development in this basin without "water mining." Provide a good scientific/engineering aquifer study showing that demand will not overrun supply. 6-76

7. Water from Dry Creek has a remote chance of ever happening because of environmental concerns, high costs, many years before actual drilling, and water litigation from down-gradient interests (Owens River). Provide data and analysis to support the statement that this proposed source is a viable alternative. 6-77

8. The basin's cold and hot aquifers appear to be interacting but to what degree has not been determined. Provide data and analysis as to how the cold-water MCWD supply-wells will impact wells drilled for the power generation or other potential thermal projects. 6-78

9. Possible groundwater well contamination from the Clearwater project has not been addressed. Provide data and analysis showing that the Wellhead Protection Act has been consulted and indicating the assessment made. 6-79

10. The MCWD has as a policy a 10% "contingency factor" to apply to the maximum supply-well production capacity not to be exceeded with applications for any additional water connections, but this is not based on any engineering or scientific study. Water demand should be considered on a "cumulative basis," when demand reaches 90% of supply new connections should be denied. Provide data and analysis as to how this project will impact new connection availability and to whom service will be provided if demand exceeds supply. 6-80

11. Mammoth Lakes is built on the flank of an active volcano complete with deadly fumaroles, CO2/H2S emissions in hundreds of tons per day, and earthquakes a common occurrence. Building codes need to be addressed for safe design. Provide data and analysis showing how utility and building design of this project is able to withstand effects of these phenomena both in the subsurface and surface. 6-81

12. Long drought periods of six years +/- occur with certainty. Long period wet-years are less common and rarely occur more than two years in a row. Provide data and analysis to show how the water usage of this project will fare during a long-term drought. 6-82

Wastewater

The wastewater from Mammoth Mountain is being considered for processing in the MCWD facilities. This expansion doesn't appear to have been addressed in the EIR. Such an expansion would cause significant environmental effects. Provide data and analysis to show what the impact of such a project would have on the community wastewater system. 6-83

Regulatory

MCWD is not required to produce a water assessment (SB 610) as it doesn't apply to projects under 500 units. The following plans have been prepared by the MCWD:

a. 2005 Urban Water Mgt. Plan
b. 2005 Groundwater Plan (AB 3030)

The data used to develop these plans lack a scientific and engineering basis and therefore are subject to unspecified risk. Provide data and analysis quantifying the risk based on scientific and engineering studies. 6-84

ECONOMIC/SOCIAL

The EIR contains no economic/social analysis. This is surprising since the main argument for the project is increased income for the Town. 6-85

1. This project may cause economic harm by over-stretching scarce Town resources and by further increasing the vacancy rate in a flat ski market. Show market research and analysis to support adding these additional units. 6-86

2. Provide data and analysis showing the effect of a reduction in Town net income after the added expense of the project and its potential to the Town's ability to provide essential services. 6-87

3. Provide data and analysis of future occupancy and Transient Occupancy Tax and sales tax receipts, taking into account the mountain's limitation on "skiers at one time." 6-88

4. Provide data and analysis comparing the expenses posed by the project to the possible added town income, allowing for the fact that the project will induce vacancies elsewhere. 6-89

5. Provide data and analysis of the expected sales tax income from retail, using present retail performance as a baseline. 6-90

6. Provide analysis of estimates of recreational participation based on actual data, such as counts of people skiing downhill, cross-county skiing, snowmobiling, and other sports using growth rates consistent with past actual growth rates in Mammoth. 6-91

7. Provide data and analysis to show the chain of cause and effect from the proposed project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. 6-92

8. Provide data and analysis to determine the significance of physical changes caused by the project. Include analysis of the effect of increased traffic and noise on the existing church and residents in the area. 6-93

9. Provide data and analysis to determine the significance of the project on increased school enrollment, added costs for fire and police service, the need for additional health care workers, increases in service industry workers, etc. Include data and analysis to show how increased population will lead to the need for more housing. 6-94

ALTERNATIVES TO THE PROJECT

No Alternative Project that meets the Town's existing General Plan and building codes is presented and evaluated. 6-95

1. The Reduced Building Height Alternative narrative suggests that the only way to achieve enhanced visual quality of the site is to construct "architectural elements" up to 110 feet, and that otherwise the project would "create a sense of visual monotony and increased building massing." Provide data and analysis to support this claim and show other designs that would eliminate the "visual monotony" without obstructing the views of surrounding residents. 6-96

2. Table 7-2, titled Comparison of Proposed Project and Surface Parking Alternative lists data for the proposed project and the Reduced Height Alternative. Provide correct data for comparison. 6-97

3. The Surface Parking Alternative appears to be consistent with the existing building codes. However, that is not directly stated. Provide data and analysis on each alternative as to their compliance with existing codes. 6-98

4. The Surface Parking Alternative is identified as the environmentally superior option, but then is offset with unsupported opinions about how this alternative does not meet the project objectives. Project objectives listed as not being met are increased pedestrian and landscaping areas, accessibility to residential units and commercial uses, having to plow surface parking lots, and increased comfort for guests. Provide data and analysis that accurately supports these opinions. 6-99

5. Page 7-6 states that "The Reduced Building Height Alternative ... is considered environmentally superior to the proposed project, because the significant and unavoidable impacts regarding lot coverage and increased building heights would be avoided." However, Section 7.5 identifies the No Project as the superior option. Provide data and analysis supporting one conclusion or the other that will give the decision makers a valid alternative. 6-100

FULL MITIGATION OF IMPACTS

Provide options that show full mitigation of all impacts noted as "significant and unavoidable" or "no mitigation feasible." Without such information the EIR does not meet the requirement of providing decision makers with adequate information on which to make their decisions. 6-101

6. RESPONSES TO COMMENTS FROM ADVOCATES FOR MAMMOTH, DATED JANUARY 29, 2007.

6-1 The comment states that the Draft EIR proves that the scope of the project is not right for the site or surrounding uses due to the long-term impacts created by the project. Specifically, the comment cites increased traffic volume, increased noise, increased demands for public services and utilities, increased energy and natural resource consumption, visual impacts, and the degradation of local and regional air quality. It should be noted that although project implementation would result in long-term impacts, the Draft EIR concluded that impacts would be reduced to a less than significant level with the exception of land use, aesthetics, and short-term construction noise impacts, which would be significant and unavoidable. If the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

6-2 Section 3.0, *Project Description*, of the Draft EIR provides a detailed description of the proposed project analyzed within the Draft EIR. The Draft EIR analyzes the project as identified in the July 2006 Clearwater Specific Plan. However, the Clearwater Specific Plan has been altered since the publication of the Draft EIR. All changes have been analyzed within this Final EIR in Section 2.0, *Revisions to Information Presented in the Draft EIR*. Significance conclusions and mitigation measures within the Draft EIR have not changed or been altered. In accordance with *CEQA Guidelines* Section 15126.6, the Draft EIR describes a range of reasonable alternatives to the proposed project, which includes a No Project/No Development Alternative, Reduced Building Height Alternative, Surface Parking Alternative and Parking Structure Above Grade Alternative. The range of alternatives identified include those alternatives which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen significant effects of the proposed project. The impacts of the alternatives are analyzed for each of the issues areas examined in Section 5.0, *Environmental Analysis*, of the Draft EIR.

6-3 In accordance with *CEQA Guidelines* Section 15126.6, the Draft EIR describes a range of reasonable alternatives to the proposed project, which includes a No Project/No Development Alternative, Reduced Building Height Alternative, Surface Parking Alternative and Parking Structure Above Grade Alternative. The range of alternatives identified include those alternatives which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen significant effects of the proposed project. The impacts of the alternatives are analyzed for each of the issues areas examined in Section 5.0, *Environmental Analysis*, of the Draft EIR. Please refer to Response to Comment Number 6-2.

6-4 Comment is noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. It should be noted that the project involves a General Plan Amendment and Zone Change, which if approved, would designate the project site as the Clearwater Specific Plan and amend the Zoning Map to indicate the new Specific Plan zoning district. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

6-5 As specified by State of California Government Code Section 65450, after the legislative body has adopted a general plan, the planning agency may prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan. In compliance with Sections 65450 to 65457 of the Government Code, the Clearwater Specific Plan includes text and diagrams, which specify:

- The distribution, location and extent of the uses of land;
- The distribution, location and extent and intensity of major components of essential facilities;
- Standards and criteria by which development will proceed and standards regarding natural resources (where applicable);
- A program of implementation measures; and
- A statement of the relationship of the Specific Plan to the General Plan.

Although The Clearwater Specific Plan would create its own development standards, the proposed project has been comparatively analyzed for consistency with Chapter 17.20, *Commercial Zones*, of the Zoning Code as outlined in *Table 5.1-4*, *Summary of Property Development Standards*. The impacts regarding reduced setback requirements, increased maximum lot coverage, increased building height and reduced snow storage requirements are addressed in Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR. Analysis concluded that the proposed project would result in significant and unavoidable impacts regarding the variations in lot coverage and building heights, and less than significant impacts regarding snow storage. Regarding the variation in setbacks, the third bullet on Page 5.1-17 of the Draft EIR has been revised in Section 4.0, *Errata,* of the Final EIR.

6-6 Section 5.0, *Environmental Analysis*, of the Draft EIR provides detailed analysis on environmental topics including Land Use and Relevant Planning; Aesthetics/Light and Glare; Traffic, Circulation, and Parking; Air Quality; Noise; and Utilities and Service Systems. The potential impacts of the proposed project are analyzed within each section and mitigation measures are recommended, where feasible, to reduce potentially significant impacts to a less than significant level. CEQA allows for situations wherein no mitigation measures are feasible or mitigation measures would not reduce impacts to a less than significant level. In accordance with *CEQA Guidelines* Section 15091, if the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings and prepare a Statement of Overriding Considerations, in accordance with *CEQA Guidelines* Section 15093. In addition, Section 7.0, *Alternatives*, the Draft EIR describes a range of reasonable alternatives to the proposed project. These include a No Project/No Development Alternative, Reduced Building Height Alternative, Surface Parking Alternative, and Parking Structure Above Grade Alternative. Refer the updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR for an analysis of traffic-related impacts due to project changes.

6-7 In accordance with *CEQA Guidelines* Section 15126.6, the Draft EIR describes a range of reasonable alternatives to the proposed project, which includes a No Project/No Development Alternative, Reduced Building Height Alternative, Surface Parking Alternative, and Parking Structure Above Grade Alternative. The range of alternatives identified include

those alternatives which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen significant effects of the proposed project. Although, the Reduced Building Height Alternative would involve a Specific Plan development, the alternative would be consistent with the existing General Plan and Zoning development standards regarding minimum parcel size, density, setbacks/separations, snow storage and parking, as well as lot coverage, and building height. Although this alternative would be consistent with existing code requirements, the alternative would still result in a significant amount of view blockage to surrounding areas, as well as light and glare impacts. Additionally, although shade and shadow impacts would be slightly reduced, this alternative would result in significant and unavoidable shade and shadow impacts.

6-8 Analysis of traffic conditions during a peak winter holiday period is not consistent with the Town's methodology for analyzing traffic impacts. Per the Town's established methodology, the design day used is a typical Winter Saturday, which occurs 15 to 20 times a year. In the context of standard engineering practice, even the typical Winter Saturday represents a conservative approach to traffic planning and mitigation.

The Town of Mammoth Lakes General Plan Transportation Element contains the following Policy:

> *"Policy 1.7: Establish and maintain a Level of Service D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions."*

Level of service (LOS) is defined in terms of delay. The following LOS thresholds were applied in the EIR traffic analysis:

1. For Signalized Intersections: Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, mitigation is required. This same threshold was applied to roundabouts.

2. For Unsignalized Intersections: In order to avoid the identification of a LOS failure for intersections that result in only a few vehicles experiencing a delay greater than 50 seconds (such as at a driveway serving a few homes that accesses onto a busy street), a LOS deficiency is not identified for all intersections which approach LOS E or F. Instead, a LOS deficiency is assumed to occur at an unsignalized intersection only if an individual local street movement operates at LOS E or F and total minor approach delay exceeds 4 vehicle hours[1] for a single lane approach and 5 vehicle hours for a multilane approach. In other words, a deficiency is found to occur if the average number of vehicles queued over the peak-hour exceeds 4 vehicle hours at a

[1] A vehicle hour is calculated by multiplying the average delay per vehicle during the peak hour by the number of vehicles experiencing that delay. For example, if 100 vehicles exit a roadway and experience an average delay of 20 seconds per vehicle, the vehicle hours of delay for that approach would be 0.6 vehicle hours (100 vehicles multiplied by 20 seconds of delay per vehicle divided by 3,600 seconds per hour).

single lane approach, or exceeds 5 vehicle hours at a multilane approach. Therefore, this threshold not only considers the average delay per vehicle, but also considers how many vehicles experience the delay. As the Town has adopted a standard that applies the LOS D threshold to a typical winter Saturday standard, the exceedance of LOS D on peak winter days during which traffic volumes are higher than the typical winter Saturday would not result in a significant LOS impact. This is typically done to avoid the need to build facilities that are only needed a few hours per year. Areas with uses that have typical peak hours not on Saturday shall be analyzed for the mid-week peak hours. According to *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2004):

> *"There are roadways for which there are unusual or highly seasonal fluctuations in traffic flow, such as resort roads on which weekend traffic during a few months of the year far exceeds the traffic during the rest of the year. [For such roads], a design that results in somewhat less satisfactory traffic operation during seasonal periods than on rural roads with normal traffic fluctuations, will generally be acceptable to the public. On the other hand, design should not be so economical that severe congestion results during the peak hours. It may be desirable, therefore, to choose an hourly volume for design, which is about 50 percent of the volumes expected to occur during a few highest hours of the design year…"*

Applying LOS thresholds to a typical winter Saturday, which result in traffic volumes that are roughly 86 percent of the peak day traffic volumes, is a far more conservative approach than suggested by the American Association of State Highway and Transportation Officials in this nationally recognized document. In addition, the level of improvements that would be required by more restrictive LOS standards (such as those based upon a peak day analysis) would result in wider roads, more pavement, and would not fit within the existing character of the Town. Not only would these improvements create a more urban environment but wider roads make for a less pedestrian-friendly environment.

In addition, refer to the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR for a discussion regarding the project changes and traffic-related impacts.

6-9 Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR addresses the project's consistency with the applicable land use plan, policy or regulations of the Town, which include the *General Plan* and *Municipal Code*. The *General Plan* is the primary policy-planning document that guides land uses in the Town. Although the Clearwater Specific Plan would create its own development standards, the proposed project would be consistent with the overall development intensity of the existing Commercial land use designation. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final Environmental Impact Report. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. Additionally, the proposed development would be consistent with the intent of the Commercial designation. The Commercial designation is intended for specialized visitor-oriented commercial uses to be located in or near recreation activity nodes, major visitor lodging area. Although the 96 percent total site coverage (including all impervious surfaces) proposed by the project would exceed the allowable 70 percent, the proposed project incorporates design features that

would minimize potential impacts. Specifically, lot coverage on the project site would account for only 40 percent with buildings and together with landscaping and plazas would account for 48 percent. As indicated in the Draft EIR, the variation in height restrictions and lot coverage proposed by the Specific Plan is considered a significant and unavoidable impact. If the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

6-10 Section 5.5, *Noise*, of the Draft EIR analyzes potential impacts associated with short-term construction, long-term mobile, long-term stationary, and cumulative noise impacts. The analysis is based upon the acoustical methodologies provided by the Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), and the State. Impacts were also analyzed per the Town's *General Plan* and *Municipal Code*. Noise associated with short-term construction noise has been found to be significant and unavoidable. Standard noise attenuating mitigation measures have been provided to reduce the impacts.

6-11 Section 5.6-11, *Utilities and Service Systems*, of the Draft EIR analyzes potential impacts to water supply with implementation of the proposed project. As indicated in Section 5.6-11, MCWD was contacted and has indicated that it would be able to accommodate the proposed project's demand for potable water services in combination with other water demands throughout the Town in a normal year with existing water supplies. Additionally, Section 10, *Effects Found Not Significant*, of the Draft EIR addresses the potential for the project to deplete groundwater supplies. As indicated in Section 10, the project site and surrounding area are currently developed and disturbed. Implementation of the project would not cause a significant increase of impervious surfaces and therefore would not substantially deplete groundwater supplies or interfere with groundwater recharge.

6-12 Section 5.6-11, *Utilities and Service Systems*, of the Draft EIR analyzes potential wastewater impacts with implementation of the proposed project. As indicated in Section 5.6-11, although the project would result in an increase of wastewater generation, it would not constrain the capacity of the existing wastewater infrastructure at the MCWD Wastewater Treatment Facility, and therefore, would not require expansion of the MCWD Wastewater Treatment Facility.

6-13 Pursuant to *CEQA Guidelines* Section 15131, *Economic and Social Effects*, "economic or social information may be included in an EIR or may be presented in whatever form the agency desires."

> *(a) Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.*

CEQA and *CEQA Guidelines* state that effects analyzed must be related to physical change in the environment. As such, economic effects are not considered environmental effects under

CEQA, and should be considered in an EIR only if they would lead to a physical impact on the environment. The review of economic effects is optional by a lead agency. Section 15131 of the *CEQA Guidelines* defines the conditions under which economic effects should be reviewed in an EIR. The conditions outlined above do not apply to the proposed project.

The fiscal, economic, and business comments are acknowledged and will be considered by the Town of Mammoth Lakes.

6-14 The Draft EIR analyzes the short-term and long-term impacts of the proposed project. As indicated in Section 5.0, *Environmental Analysis*, of the Draft EIR, project-related impacts would be reduced to a less than significant level with the exception of land use, aesthetics, and short-term construction noise impacts, which would be significant and unavoidable. If the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

6-15 In accordance with *CEQA Guidelines* Section 15125, the environmental analysis sections of the Draft EIR include an environmental setting discussion, which describes the physical conditions that exist at the present time. The impact analysis discussion describes the potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented. The *Town of Mammoth Lakes General Plan 2005* was used for contextual purposes only and it should be noted that the official name of this document is the *Town of Mammoth Lakes General Plan 2007* which was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. Further, the Draft EIR acknowledges that the *1987 General Plan* is the primary policy-planning document that guides land uses in the Town. It establishes goals and polices for the Town. An analysis of the proposed project's consistency with the applicable policies of the *1987 General Plan* are provided in the Draft EIR.

6-16 Please refer to Response to Comment number 6-5.

6-17 The density calculations for each alternative are not inclusive of the workforce housing units, consistent with the Town's standard methodology. The density requirement for Hotels/Motels is 40 guest rooms/net acre; refer to Code Section 17.20.040(B), *Density Requirements*. For projects providing understructure parking, a density bonus of 40 additional guest rooms/net acre is granted. Thus, the allowable density on the 6.09-acre site is 244 guest rooms, with a bonus of 244 additional rooms, if understructure parking is provided (or a total of 488 guest rooms). The density calculations for each alternative are summarized below:

Alternatives	Density Bonus (Under-structure Parking)	Maximum Allowable Guest Rooms	Proposed	Complies
No Project/No Development	No	244	0	Yes
Reduced Building Height	Yes	488	480	Yes
Surface Parking	No	244	226	Yes
Parking Structure Above Grade	No	244	244	Yes

Similar to the proposed project, the No Project/No Development, Reduced Building Height, Surface Parking, and Parking Structure Above Grade Alternatives would not exceed the density restrictions specified in the *1987 General Plan*, *2007 General Plan*, and the Municipal Code; refer to Section 7.0, *Alternatives to the Proposed Project*, in the Draft EIR. These alternatives would be consistent with these relevant planning documents, resulting in less than significant impacts. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final Environmental Impact Report. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period.

6-18 The project includes two icon features that would serve an architectural function only and would not be part of any hotel room or residential unit. These would extend up to 97 feet in height in the central portion of the site. As concluded in Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR, the variation in height restrictions proposed by the Specific Plan is considered a significant and unavoidable impact.

6-19 The commentator requests more data and analysis for the alternatives discussion regarding parking demand and impacts to related issues. The parking demands for the proposed project and alternatives are presented in Section 4.0, *Errata*, and Section 2.0, *Revisions to Information Presented in the Draft EIR,* of the Final EIR. These changes do not alter any conclusions or findings found within the Draft EIR.

6-20 Section 7.0, *Alternatives to the Proposed Project*, in the Draft EIR, provides a comparative analysis of each alternative and the proposed project, as well as an analysis of each alternative's consistency with the *1987 General Plan*, *2007 General Plan*, and *Municipal Code*. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final EIR. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. Refer also to Response to Comment No. 6-16.

6-21 Although hotel guests would be able to make use of the numerous restaurants and shopping opportunities available within easy walking distance of the hotel, the 5,000 square feet of restaurant space and 13,000 square feet of retail space proposed by the project are not intended solely for use by the hotel guests. As indicated in Section 3.4, *Project Goals and Objectives*, of the Draft EIR, a stated objective of the proposed project is to encourage the use of commercial outlets both within the project site and in the surrounding area. Another project objective is to support the needs of the Town as a destination resort community.

6-22 Please refer to Response to Comment number 6-13.

6-23 Please refer to Response to Comment number 6-2.

6-24 Please refer to Response to Comment number 6-7.

6-25 Section 5.2, *Aesthetics/Light and Glare*, of the Draft EIR provides five viewpoint exhibits with renderings of the proposed project (refer to Exhibits 5.2-4b, 5.2-5b, 5.2-6b, 5.2-7b and 5.2-

8b) which are also renderings of the architectural design. An analysis of how the project is consistent with the Town's vision is discussed within Section 5.2, *Aesthetics/Light and Glare*.

6-26 The Draft EIR has identified mitigation measure AES-8, which states: Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square foot, and have a minimum slope of 3/12 for adequate drainage. Roofs shall be designed to not shed ice and snow onto adjacent properties, walkways, plaza, driveways, and decks. The proposed project would be required to comply with Section 15.24.040, Snow loads/snow design – Uniform Building Code – Section 2305(d), of the *Town's Municipal Code*, which identifies the calculation for determining roof snow load and requires that all structures within the Town be designed to withstand snow loads and any additional effects created by snow.

6-27 Please refer to Response to Comment number 6-96.

6-28 Please refer to Response to Comment number 6-96.

6-29 Please refer to Response to Comment number 6-8.

6-30 Please refer to Response to Comment number 6-8.

6-31 Pedestrian activity across Old Mammoth Road is not expected to inhibit vehicles from making turning movements. Based on a preliminary analysis, the time in which pedestrians need to cross Old Mammoth Road based on a 3.5 foot per second walking rate is approximately 14 seconds. The allotted green time for eastbound and westbound vehicles is in excess of 14 seconds. Therefore, pedestrian activity across Old Mammoth Road is not expected to cause significant delays to traffic flow.

6-32 Although the proposed Clearwater project adds traffic to the surrounding circulation system, there is no basis/precedent to suggest that this increased traffic will cause an increase in accident frequency and associated effect on traffic congestion. The project would install traffic signals which will be constructed to be consistent with Town standards. No substandard improvements are recommended.

6-33 Passenger loading/unloading would not impact the nearby roadways, and the vehicle queuing/stacking impacts have been addressed in the Draft EIR. In addition, refer to the updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR. Valet operators would park retail and restaurant vehicles in the garage. There are designated short-term parking spaces available for check-in and unloading purposes. Pedestrians crossing the driveways along Old Mammoth Road and Sierra Nevada Road would not interfere with through traffic. Along Old Mammoth Road, a bus pullout is located between Sierra Nevada Road and the north access road. Along Sierra Nevada Road, the traffic volume is low enough that pedestrian crossings would not interfere with operations. Pedestrian crossings are further addressed in Comment 6-31. There is no methodology to analyze delays based on snowstorms.

6-34 The scope/methodology of the Traffic Impact Analysis (refer to Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR) is consistent with other land development applications and

has been approved by the Town. The Traffic Impact Analysis is different due to the shorter range of analysis. The Traffic Impact Analysis compares existing conditions to what would happen with implementation of the project. In contrast, the General Plan Update analyzes the buildout of the entire Town based upon the General Plan land uses. The Traffic Impact Analysis for the proposed project utilized the same methodology, capacity criteria, and level of service standards applied within the General Plan.

6-35 The 106,600 vehicle miles traveled (VMT) number has been utilized in the air quality analysis per the guidance provided by the Great Basin Unified Air Pollution Control District (GBUAPCD). The GBUAPCD is responsible for ensuring that air quality within the Great Valley Air Basin (GVAB) complies with State and Federal rules and regulations. The GBUAPCD has prepared an Air Quality Management Plan (AQMP) to accomplish a five-percent annual reduction in emissions as required by State and Federal regulations. Compliance with the GBUAPCD's plans is required under CEQA. The 106,600 VMT is a threshold provided by the GBUAPCD for projects within the Town of Mammoth Lakes. The GBUAPCD concluded that a threshold of 106,600 VMTs would ensure that daily emissions within the Town would not exceed State and Federal PM_{10} thresholds. The VMTs that were used in the analysis were generated from recent traffic counts provided by the Town's traffic consultant. The traffic counts were then used to generate anticipated future traffic within the study area. Therefore, the analysis was based on existing conditions and anticipated traffic with implementation of the proposed Specific Plan.

6-36 As previously stated in Response 6-35, the air quality analysis was based upon recent traffic counts provided by the Town's traffic consultant. The traffic consultants conducted traffic counts within the Town and modeled future traffic levels using the existing vehicle fleet mix and peak hour traffic.

6-37 Particulate matter (PM_{10}) is a health concern for all of California and other parts of the United States. The California standard of 50 micrograms per cubic meter ($\mu g/m^3$) over 24 hours was established in order to improve emissions and health impacts. However, PM_{10} and other pollutants can travel outside the jurisdiction of towns, cities, and counties. Wind patterns, temperature, and other activities within other air basins surrounding the GVAB also contribute to PM_{10} emissions within the Town of Mammoth Lakes. The California Air Resources Board (CARB) gives local air quality management districts the task of establishing plans to accomplish emission reductions. The task of providing a PM_{10} plan to comply with State standards is the responsibility of the GBUAPCD for the Town of Mammoth Lakes. This plan was established in the *Town of Mammoth Lakes Air Quality Management Plan* (AQMP), which analyzes PM_{10} sources and their impacts, and the effectiveness of control measures. The AQMP concludes that wood smoke and road cinders generate the primary sources of emissions in the Town. The AQMP requires emissions-reducing activities, control technology for existing sources; control programs for area sources and indirect sources; a GBUAPCD permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions; transportation control measures; and demonstration of compliance with the CARB's established reporting periods of compliance with air quality goals.

6-38 As previously mentioned, the data used to calculate the anticipated emissions generated for road dust and VMT were provided within the air quality analysis. The proposed project

would not include woodstoves, per guidance from the GBUAPCD. The air quality analysis utilized information provided by recent traffic counts and were modeled to generate the anticipated traffic with implementation of the proposed project and other anticipated projects within the area. Additionally, please refer to Response to Comment numbers 6-35 and 6-36.

6-39 Please refer to Response to Comment numbers 6-35, 6-36, and 6-38. As previously mentioned, existing traffic was counted by the Town's traffic consultant. The traffic volumes were then modeled for future growth within the Town. Future project related traffic was then modeled along with other anticipated projects in the area.

6-40 The responsibility of enforcing VMT limits and establishing mandatory use of public transportation is not under the jurisdiction of the proposed Specific Plan project. However, as indicated in the Section 5.4, *Air Quality*, of the Draft EIR, the proposed project is not anticipated to increase VMT beyond the GBUAPCD established threshold of 106,600. In addition, the project design features included within the Specific Plan includes measures to reduce the use of vehicles within the area by focusing on a variety of land uses. The proposed Specific Plan would also encourage guests to park vehicles for the duration of their stay and utilize alternative transportation services. On-site pedestrian circulation features would be connected to the Town's network by sidewalks, paths, and bikeways. Access to off-site areas would be provided via the existing Town shuttle services. The Town shuttle would be accessed via the stop located along Old Mammoth Road, adjacent to the site. Additionally, a taxi-call service/ concierge would be available.

6-41 As previously mentioned, the air quality analysis was prepared using the methodology provided by the GBUAPCD. The anticipated emissions generated by the proposed project have been quantified using the methodology stated within the AQMP. In the AQMP, the 106,600 VMT was established to ensure that PM_{10} emissions within the Town would not exceed the Federal and State standards. Therefore, since the proposed project is consistent with the 106,600 VMT cap, it is anticipated that future emissions would not result in a significant impact to air quality.

6-42 Please refer to Response to Comment number 6-41. Since the proposed project is consistent with the GBUAPCD methodology, it is anticipated that emissions would not exceed the established State standards.

6-43 A cumulative analysis was provided within the air quality analysis. The existing traffic counts were used to determine the future traffic within the area. Traffic generated by the proposed project and other projects within the area were utilized in the VMT analysis. Therefore, the air quality analysis provided both a "Cumulative Baseline" and "Cumulative With Project" analysis. The "Cumulative Baseline" scenario accounted for future traffic levels including other proposed projects in the area. The "Cumulative Baseline With Project" scenario accounted for future traffic levels, traffic including other proposed projects, and traffic associated with the proposed project.

6-44 Following the Table of Contents within the Draft EIR, a listing of symbols and acronyms utilized within Section 5.4, *Air Quality*, is provided.

6-45 Construction activities within the project area are anticipated to vary significantly depending upon the type of activity being performed. The analysis in Section 5.5, Noise, of the Draft EIR provided a range of construction noise levels generated from standard heavy-duty construction equipment. At this level of analysis, exact noise levels at the project site cannot be specified. However, as indicated in Section 5.5, under *Short-Term Construction Noise Impacts*, the greatest noise is typically generated during the initial phases of construction such as demolition and grading and excavation. The analysis provided noise levels that are likely to be generated by the use of equipment based upon the phase of construction being completed. As shown in Table 5.5-11 of the noise analysis, the use of construction equipment could potentially result in noise levels of up to 77 dBA and 87 dBA. Based upon the Town of Mammoth Lakes *Municipal Code,* noise levels within this range would exceed the established thresholds for receiving land uses. Therefore, impacts were determined to be significant and unavoidable. Mitigation measures that are appropriate for reducing noise impacts were recommended. However, impacts would remain significant and unavoidable. Additional analysis for project alternatives were not analyzed or quantified as construction noise would be relatively similar depending on the type of construction phase occurring.

6-46 The analysis provided a maximum range of anticipated noise levels within the project area, which would potentially exceed the established noise standards within the Town's *Municipal Code*. Noise attenuating measures have been included within the Draft EIR to reduce the impacts associated with noise. According to Table 5.5-11, *Combined Construction Equipment Noise Levels*, within the Draft EIR, noise levels during construction activities would range between 77 dBA and 87 dBA within a 100 foot radius from the center of the project site when all pieces of construction equipment are in operation. Additionally, please refer to Response to Comment number 6-45.

6-47 The commenter states that sound muffling features at the project site are not available to absorb noise generated by construction activities. However, the proposed mitigation measures would include measures to reduce noise at the generating source. Mitigation measures include providing appropriate sound mufflers on equipment, reducing idling, and establishing appropriate construction hours. The noise levels at the proposed project site are anticipated to change depending on the type of construction activity being implemented. The analysis has provided a max range of approximately 87 dBA. Standard noise attenuating mitigation measures have been included to reduce noise impacts.

6-48 The commenter requests that data be provided for construction activities as a result of the building setback decrease. As previously mentioned in response 6-45 through 6-46, noise levels within the project site are anticipated to vary. It is anticipated that noise levels within the project site would not significantly change with the building setback decrease. Construction equipment would traverse throughout the project site and noise levels are not anticipated to significantly change.

6-49 As indicated in the Draft EIR, noise levels during construction would vary at the project site. Based on the noise measurements performed on-site, noise levels within the area range from 44.7 dBA to 58.8 dBA. Table 5.5-11, *Combined Construction Equipment Noise Levels*, of the Draft EIR, indicated that noise levels from construction activities could potentially result in noise up to 87 dBA. Noise levels within the construction site are anticipated to significantly vary over the course of four years and have been identified as being significant and

unavoidable. Standard mitigation measures have been applied to help reduce the impacts associated with construction noise. This is a conservative conclusion as any effort to ascertain periods of more or less intense periods of construction noise would be speculative.

6-50 As mentioned in Section 5.5, *Noise*, of the Draft EIR, the proposed project would require the excavation and hauling of approximately 98,000 cubic yards of soil, as well as aggregate and demolished material. The anticipated haul routes would travel along Old Mammoth Road to Main Street to Highway 395 South to the airport exit. It has been anticipated that truck trips associated with transporting the excavated and demolished material off-site would result in approximately 15,000 truck trips to and from the project site. As previously mentioned within Section 5.5, it is anticipated that construction impacts associated with the proposed project would result in significant and unavoidable impacts.

The commenter has requested that impacts associated with soil hauling are quantified. Since construction activity sequencing has not yet been finalized, a preliminary schedule of approximately six months has been utilized for demolition and grading/excavation. In order to provide a conservative analysis, this analysis utilizes a six-month hauling period, with hauling occurring four days per week. This would translate into approximately 125 trips per day for soil hauling. Using FHWA-RD-77-108 to provide additional analysis, it is anticipated that construction activities could potentially increase noise levels along construction haul routes by a maximum of 0.8 dBA. As indicated in the table below, noise levels could potentially increase to above the Town's Standard of 60 dBA CNEL for sensitive receptors. Sensitive receptors would be located along Main Street and Old Mammoth Road. Therefore, impacts would remain significant and unavoidable.

Soiling Hauling Noise Construction Levels

Roadway Segment	Existing		Existing Plus Construction[1]		Difference in dBA @100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 feet from Roadway Centerline	
Main Street:					
Between Sierra Blvd and Old Mammoth Rd	17,420	61.2	18,120	61.6	0.4
Between Old Mammoth Road and Sierra Park Road	9,325	58.5	10,025	59.3	0.8
West of Sierra Park Rd	10,670	59.1	11,370	59.8	0.7
Old Mammoth Road:					
Between Main Street and Sierra Nevada Rd	12,530	59.8	13,230	60.4	0.6
Between Sierra Nevada Road and Meridian Boulevard	11,780	59.5	12,480	60.1	0.6
South of Meridian Blvd	9,590	58.6	10,290	59.3	0.7

Note:
1. The construction traffic fleet mix is composed of 5 percent automobiles and 95 percent heavy trucks, for a total of 700 daily trips. It is anticipated that the soil hauling activities would occur over six months.

6-51 As previously discussed, construction noise varies significantly with the type of activities being performed. Based on the varying noise levels, an average of construction noise levels would not be appropriate. Attempting to define an average noise level would be unduly speculative, because of variation in noise levels over time.

6-52 The commenter requests that data and analysis of the current peak level of ambient noise be provided. As indicated in Table 5.5-3, *Noise Measurements*, of the Draft EIR, noise levels in the project area currently range from 44.7 dBA to 58.8 dBA. The proposed Specific Plan primarily includes hotel condominium/residential homes, a recreational use, and commercial retail land uses. To the south, west, and north of the project are primarily residential homes, while on the east the site is bordered by commercial uses. As indicated in the noise analysis, the majority of on-site uses would be generated by activities at the hotel/residential units, mechanical equipment, parking noise, and deliveries that may occur on-site. However, with proper shielding, design, and compliance with daytime operation of commercial activities, impacts would be less than significant. Although peak hour levels at the proposed site cannot be quantified at this point, it is assumed that the most significant generator of on-site noise would consist of noise from mechanical equipment. However, with proper shielding and design, impacts from mechanical equipment would be less than significant.

6-53 Please refer to Response to Comment number 6-52. As provided within Section 5.5, *Noise*, of the Draft EIR, it is anticipated the on-site stationary noise sources would result in a less than significant impact to surrounding residential properties. The most significant generator of on-site noise would consist of noise from mechanical equipment. However, with proper shielding and design, impacts from mechanical equipment would be less than significant.

6-54 Please refer to Response to Comment numbers 6-52 and 6-53. Noise as a result of the setback decrease is not anticipated to change the noise levels within the project area.

6-55 It is anticipated that the proposed project would include approximately 5,000 square feet of restaurants and approximately 13,000 square feet of retail. Information of the anticipated vendors are currently not available and would be subject to market demands. It is anticipated that all commercial and restaurant uses within the project site would be have limited hours of operation and would be subject to the noise regulations provided in the Town's *Municipal Code*.

6-56 As discussed in Section 5.5, *Noise*, of the Draft EIR, truck deliveries would typically consist of 2-axle trucks, which could generate maximum noise levels of 75 dBA at a distance of 50 feet. As indicated in the analysis, the balance of deliveries for the retail and restaurants would consist of vendor deliveries in vans and would be somewhat infrequent and irregular. The noise associated with one large truck delivery and smaller cargo vans would not result in a significant amount of trips to increase noise within the project area. Furthermore, deliveries and loading and unloading activities would be limited to daytime hours of 7:00 A.M. to 10:00 P.M. as specified in Section 8.16.090 of the Town's *Municipal Code*.

6-57 Currently there are no planned activities, events, or concerts within the Specific Plan Project. However, should there be activities within the project site, all activities would be subject to approval from the Town and would be subject to the Town-approved Special Event Permit which includes regulations regarding amplified music.

6-58 The majority of noise at the workforce housing units would be typical of any residential development. Noise that is typical of residential areas includes children playing, pet noise, amplified music, mechanical equipment, and home repair. Noise from residential stationary sources would primarily occur during the "daytime" activity hours of 7:00 A.M. to 10:00 P.M. In addition, any excessive noise is addressed on a case-by-case complaint basis and is regulated by Town Code.

6-59 The traffic analysis for the proposed Specific Plan accounted for future growth generated from existing traffic, other planned projects in the Town, and the traffic generated by the proposed project. Impacts associated with future vehicular noise were accounted for in the noise modeling analysis. Idling vehicles at traffic lights are not typically modeled since the noise generated by traveling cars typically masks this type of noise. Additionally, noise generated by snow removal equipment during the winter months would not significantly change with the implementation of the proposed project as this type of activity is conducted without the development of the project. Also, snow-clearing activities occur on the project site and throughout the study area. Implementation of the proposed project would not appreciably increase this of noise source.

6-60 Table 5.5-12, *Future Noise Scenarios*, of the Draft EIR, provides an analysis based on average daily trips (ADTs) as a standard procedure provided by the Federal Highway Administration (FHWA) as well as the California Department of Transportation (Caltrans) for analyzing roadway projects. The FHWA RD-77-108 model utilizes the ADTs to generate the anticipated noise levels over a 24-hour period. In addition, the noise levels provided in the analysis uses the community noise equivalence level (CNEL), which includes more stringent noise penalties for "Nighttime" and "Evening" noise levels.

6-61 Snowcreek VII, Sierra Star, Sherwin Project, and Mammoth Crossing were all included within the traffic analysis provided for the proposed Specific Plan project (refer to Table 4-1, *Cumulative Projects List*, of the Draft EIR). The "Cumulative Baseline" scenario accounts for the future traffic generated by existing land uses within the Town as well as the Snowcreek VII, Sierra Star, Sherwin Project, and Mammoth Crossing projects. The "Cumulative Plus Project" scenario analyzes impacts associated with the "Cumulative Baseline" scenario including the proposed Specific Plan project. Therefore, all projects were accounted for within the noise analysis.

6-62 Traffic capacities have been analyzed within Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR. In addition, an updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, reflecting the changes in the project is attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR. Where traffic impacts were anticipated, appropriate mitigation was required.

6-63 The noise measurements recorded on Monday, June 12, 2006 were provided in order to provide a baseline condition of ambient noise within the project area, not provide traffic noise. The roadway analysis accounted for all future developments within the Town of Mammoth Lakes including the proposed project. The anticipated future noise levels for the area are provided in Table 5.5-12, *Future Noise Scenarios*, of the Draft EIR. Table 5.5-12 analyzes future roadway noise based upon average daily traffic (ADT). Assumptions are based upon Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR. In addition, an updated

traffic memorandum, prepared by LSA Associates dated July 8, 2008, reflecting the changes in the project and traffic-related impacts is attached to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR. Changes to the proposed project altered the trip generation from what was originally analyzed within the Traffic Impact Analysis. However, the project changes at the site result in lower trip generation than was analyzed in the originally TIA, thus anticipated impacts are conservative in nature and would potentially cause a lesser impact. Refer to Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR for a full discussion regarding project changes. Additionally, please refer to Response to Comment number 6-61.

6-64 The commenter requests that data and analysis of noise associated with idling traffic is analyzed. However, noise levels generated by moving traffic generate significantly mask noise generated by idling cars. A significant impact is not anticipated in this regard.

6-65 The commenter requests data is provided on how planned open spaces on the project are sufficient for snow storage. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The impacts regarding reduced setback requirements, increased maximum lot coverage, increased building height and reduced snow storage requirements are addressed in Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR. Analysis concluded that the proposed project would result in significant and unavoidable impacts regarding the variations in lot coverage and building heights, and less than significant impacts regarding snow storage. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

6-66 Average daily traffic volumes were not assessed for Sierra Nevada Road and Laurel Mountain Road. However, per the intersection volumes contained in the traffic impact analysis (refer to Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR), traffic volumes along these roadways would be less than those along Old Mammoth Road. As the traffic noise along Old Mammoth Road would not result in a significant impact, traffic noise levels along Sierra Nevada Road and Laurel Mountain Road are not anticipated to be significant.

6-67 Future noise impacts associated with cumulative developments within the project area were analyzed within the noise analysis. The traffic analysis generated ADTs with the development of future noise as a result of the existing land uses in the project area, along with future developments, and trips generated by the proposed Specific Plan development. The Snowcreek VIII, Sherwin Project, Sierra Star, and Mammoth Crossing were all included in the future traffic analysis. Additionally, refer to Response to Comment number 6-61.

6-68 The FHWA RD-77-108 model typically uses 100 feet as a standard distance between the roadway centerline and the liveable outdoor area of a residential home. Noise level contour distances were provided within Section 5.5, *Nosie*, of the Draft EIR, which provides the distances of the 70-, 65-, and 60 dBA, noise contours. Future noise level contour distances are provided within Table 5.5-12, *Future Noise Scenarios*, of the Draft EIR for 70-, 65-, and 60 dBA noise contours.

6-69 As indicated in Table 5.5-12, *Future Noise Scenarios*, of the Draft EIR, the anticipated increase generated by the proposed project would increase noise levels within the project area by a

maximum of 0.5 dBA. Based on the significance criteria, an increase of 0.5 dBA is not considered a significant impact. Therefore, mobile impacts associated with the proposed project would be less than significant. No mitigation measures are required for implementation of this project.

6-70 Please refer to Response to Comment number 6-11.

6-71 As noted in the *2005 Urban Water Management Plan* (UWMP), prepared by the Mammoth Community water District (MCWD), Mammoth Basin is located on the eastern side of the Sierra Nevada Mountain Range. Surface elevations range from a high of about 12,000 feet at Mammoth Crest to 7,000 feet at the downstream easterly extremity. Mammoth Basin is the watershed of Mammoth Creek and is bounded on the south by the drainage divide of Convict Creek; on the west, by Mammoth Crest; on the north by the drainage divide of Dry Creek; and on the east extending along the watershed of Hot Creek. The area of the Mammoth Basin is about 71 square miles and extends approximately 13 miles west to east and 9 miles north to south.

In accordance with the State Urban Water Management Planning Act, MCWD analyzed water supply in the UWMP by addressing availability of water during normal, single dry, and multiple dry water years. Normal water years are based on a 10 percent deviation from an April 1 average snow water content of 43 inches, or 38.7 to 47.3 inches. Normal water years historically have occurred every nine years. The base years for normal water years on which MCWD analyzes its data are: 1946, 1949, 1954, 1971, 1984, 1996, and 1997. Single dry years are based on the lowest yearly runoff since the water year beginning in 1928. The year with the lowest April 1 snow pack is 1997, with 12.3 inches of snow water equivalent for the Mammoth watershed. Groundwater data for single dry water years is determined using the driest years for which the MCWD's production wells were in use: 1992 for wells 1, 6, 10 and 15; 2001 for wells 16, 17, 18, and 20. In addition, MCWD bases multiple dry years on the lowest average runoff for a consecutive, multiple year period (i.e., three years or more) since 1903. The driest multiple year period for the Mammoth watershed was the six years from 1987 to 1992, which averaged 28.7 inches of snow water content at Mammoth Pass. The following table provides a breakdown of existing water supplies for surface and groundwater water sources.

Existing Water Supply Reliability (Acre-feet)[1]

Supply	Normal Water Year	Single Dry Water Year	Multiple Dry Years			
			Year 1	Year 2	Year 3	Year 4
Projected Surface Water	2.760	0	1,780	1,500	1,100	1,084
Projected Groundwater Wells	4,000	3,410	3,410	3,408	3,408	3,408
Projected Total Supply	6,760	3,410	5,190	4,908	4,508	4,492
Notes: 1 – An acre-foot is approximately 325,829 gallons.						
Source: Mammoth Community Water District, 2005 Urban Water Management Plan, December 22, 2005.						

The Town of Mammoth Lakes water demand is driven largely by population and climate. As a resort destination community, population fluctuates seasonally due to changes in the climate. As discussed in Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR, the *1987 General Plan* measures population by permanent residents and by population intensity

or "persons at one time" (PAOT). It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final EIR. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. PAOT in the Town is greatest between October and March, which is the Town's winter ski season, and from July through September, when visitors travel to the area for warm-weather outdoor recreation activities.

With the seasonal fluctuations of population there is an accompanying change in water demand. Residential uses account for the greatest water demand. Condominiums represent the largest share of water use at 30 percent of overall use, followed by single-family residences at 18 percent. According to the 2005 UWMP, water demand is highest during summer months due to the irrigation of residential landscaping. The lowest water demand occurs in October and November.

In the case of a single dry year in which the Town could experience a shortfall of water supplies, MCWD would initiate Level 1 Conservation Controls. In Year 2010, with the inclusion of recycled water use and water loss reduction measures in conjunction with Level 1 Conservation Controls, water demand would be further reduced, resulting in a surplus of 736 acre feet in 2010. As such, with the implementation of recycled water use, loss reduction measures, and Level 1 Conservation Controls, impacts to water supply in a single dry year would be less than significant at the time of project completion in 2011. In a multiple dry year scenario, the water supply from groundwater wells in Year 2 would be approximately 3,408 acre-feet per year. The surface water supply would decline each year due to reduced availability. In Year 4, the total projected supply would be 4,492 acre-feet. During a multiple dry water year scenario, MCWD would implement Level 1 Conservation Controls, which would reduce the demand. In addition, planned improvements discussed above (water pipeline loss and use of recycled water) would also provide additional water supply. Therefore, the projected demand plus the project's demand in 2011 would be met in a four-year multiple dry water year scenario.

As discussed within Section 5.6, *Utilities and Service Systems*, of the Draft EIR, implementation of the project would result in a long-term water demand for operational uses, including visitor accommodations, dining facilities, restrooms, administrative uses, and landscaping. Operation of the project would have an estimated net total potable water demand of approximately 28,409 gallons per day (gpd) on an average day and a peak net water demand of approximately 29,000 gpd (31.6 acre-feet per year for average day conditions and 38.23 acre-feet for peak day conditions).

At the expected project completion date, the MCWD has projected an available water supply of 7,260 acre-feet per year in normal water years, and a projected demand ranging between 3,674 and 4,082 acre-feet per year under single and multiple dry years.[2] At the expected project completion year of 2011, MCWD anticipates it would be able to accommodate the proposed project's demand for potable water services in combination with other water

[2] Mammoth Community Water District, *2005 Urban Water Management Plan*, December 22, 2005. The projected demand in the 2005 Urban Water Management Plan ranges from 3,674 acre-feet per year in Year 2010 and 4,082 acre-feet per year in Year 2015.

demands throughout the Town of Mammoth Lakes in a normal water year with existing water supplies.[3]

6-72 Please refer to Response to Comment numbers 6-71 and 6-79.

6-73 The Groundwater Management Act (Assembly Bill 3030) took effect in January 1993. Under this act, local water agencies or groups of agencies can create their own ground water management plans according to their own requirements and may raise money to run them. Pursuant to Assembly Bill 3030, the MCWD completed the preparation of a comprehensive Groundwater Management Plan (GWMP), adopted in July 2005. The GWMP describes a monitoring and operation plan for the long-term use of local groundwater and surface water resources. The intent is to ensure that groundwater resources are managed in a manner that ensures sufficient, high quality groundwater resources for the community of Mammoth Lakes while minimizing potential environmental impacts.

As previously stated, the MCWD pumps groundwater from the Mammoth Basin watershed, which is located within the Long Valley Groundwater Basin identified by the Department of Water Resources as part of the South Lahontan Hydrologic Region. Mammoth Basin is the watershed of Mammoth Creek and is bounded on the south by the drainage divide of Convict Creek; on the west, by Mammoth Crest; on the north by the drainage divide of Dry Creek; and on the east extending along the watershed of Hot Creek. Elevated areas on the north and west that are comprised largely of extrusive igneous rocks generally form Mammoth Basin; a central trough filled with alluvial and glacial debris; and an abrupt southern flank of igneous intrusive and metamorphic rocks. The central trough area opens and drains to the east to the Owens River and Crowley Lake.

The California Department of Water Resources (DWR) subdivided Mammoth Basin into six internal drainage basins in its 1973 report for purposes of determining total water produced in the watershed. Mammoth Basin has not been adjudicated or identified by DWR as being over drafted. In order to prevent Mammoth Basin from being over drafted, MCWD maintains an extensive groundwater and surface water monitoring system. Groundwater levels are monitored in eight production wells and in fifteen shallow and deep monitor wells. Surface water levels and flow rates are monitored at twelve locations throughout Mammoth Basin.

During the summer of 2004, MCWD received a Local Groundwater Assistance grant from DWR. This grant enabled MCWD to complete a comprehensive groundwater management plan, expand the groundwater and surface water monitoring program, and begin developing a groundwater model. Specifically, this grant funding has enabled MCWD to construct six additional groundwater monitoring wells, purchase mobile monitoring equipment, and install data loggers on all MCWD production wells. During the winter of 2004-2005, MCWD personnel installed water level sensors on all production wells. These devices were also connected to the MCWD's supervisory control and data acquisition (SCADA) system to allow for automatic shutdown of production wells when targeted pumping groundwater levels are sensed.

[3] Written correspondence from Ericka Hegeman, Environmental Specialist, Mammoth Community Water District, September 12, 2006.

MCWD is in the process of reviewing the development of a third water supply source that is located in the Dry Creek drainage basin. This drainage basin is located north of the Town and outside of the Town's boundaries and MCWD's service area and drains the area northeast of Mammoth Mountain extending to Big Springs. In 1988 and 1989 a series of test holes were drilled in the Dry Creek drainage to determine potential production capabilities. Pumping of the test holes resulted in the determination that four wells were capable of producing water at a consistent rate. The U.S. Forest Service prepared an Environmental Assessment (EA) for a potential Dry Creek well and pipeline project in 1992. This study recommended establishing monitoring stations in the Big Springs area in connection with well development. In 2000, the University of California at Santa Barbara conducted a study that developed a detailed water budget for the Dry Creek watershed during various water year scenarios and analyzed issues and impacts associated with groundwater withdrawal in the basin. The study concluded that 3,000 acre-feet in normal years and 2000 acre-feet in dry years could be extracted from the basin.[4] These values include a provision of intensive groundwater and geological investigation to evaluate potential impacts to the Big Springs area and the Upper Owens River.

The additional source of supply at the Dry Creek drainage basin is intended to provide redundancy for the existing groundwater system in Mammoth Basin as well as a backup supply for drought years. The estimated additional demand required at build-out of the community during drought periods amounts to approximately 400 acre-feet. Another potential source of water involves the modification of existing wells to improve capacity and drilling of new wells within the Mammoth Basin. In a 1996 report prepared by Mark J. Wildermuth estimated that a total useful storage in Mammoth Basin amounted to approximately 135,100 acre-feet.[5] This indicates that additional groundwater within the Mammoth Basin may be available. MCWD has also previously identified other potential sources of water. In 1991, MCWD commissioned a feasibility study of alternative sources of water supply.[6] Alternative sources identified in the study included a Convict Creek wellfield, surface water diversion or wellfield in McGee Creek, and surface water diversion or wellfield in the Upper Owens River area. These potential sources of water would be further investigated if groundwater production in the Dry Creek and Mammoth Basin area is determined not to be feasible.

Additionally, the use of recycled water has been identified as a potential source of water supply for golf course and park irrigation, as well as for geothermal power plant cooling purposes. Currently, MCWD is preparing an Environmental Impact Report analyzing the placement of recycled water pipelines and the discharge of recycled water at both golf courses and other large turf sites in town (public review dates of September 18, 2006 to November 1, 2006). A previous environmental study regarding impacts on the District's current wastewater treatment disposal area at Laurel Pond was certified in 1998. The estimated demand for recycled water for Sierra Star Golf Course and Snowcreek Golf Course is approximately 400 acre-feet per year. The implementation of the recycled water

[4] Breibart, A.D., Cathcart, R.E., Didriksen, K.A., and Everett, J.L., *Mammoth Groundwater Extraction: A Hydrological Analysis of Potential Recharge to an Eastern Sierra Nevada Watershed*, June 2001.

[5] Mark J. Wildermuth, *Hydrologic Impacts of the Snowcreek Golf Course Expansion on the AB and CD Headwater Springs*, September 1996.

[6] Mammoth Community Water District, *Feasibility Study of Alternative Sources of Water Supply and Methods of Reducing Demand*, January 1992.

sources would further reduce the need for surface/groundwater supplies for landscaping and golf course irrigation.

6-74 Water provided to MCWD customers comes from both surface water and groundwater sources. Surface water is collected, filtered and disinfected, and groundwater is pumped from wells located within the community in the Mammoth Basin watershed. Water from all but two of the wells is treated with chlorine and filtered for iron and manganese removal prior to delivery to customers. Depending on where on where the customer lives, potable water may be all surface water, all well water, or a combination of the two. The source of the water may also change depending on the season.

The Safe Drinking Water Act (SDWA) of 1974 (PL 93-523), as amended, is the primary Federal law that ensures drinking water quality. Under SDWA, the United States Environmental Protection Agency (USEPA) sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement these standards. In the State of California, the Department of Health Services (DHS) has primary enforcement responsibility (primacy) for the Federal drinking water regulations and guidelines, in addition to certain State regulations that are more stringent than Federal regulations.

As a result of amendments to the SDWA in 1996, water purveyors are required to publish consumer confidence reports each year. These reports inform the public on the quality of the drinking water with respect to primary drinking water standards, secondary drinking water standards, any detection of coliform bacteria, lead and copper measurements, as well as sodium and hardness levels. MCWD's latest Consumer Confidence Report is available on the MCWD website. The following is a summation of the latest report, which outlines source water assessment conducted for the wells and surface water supplies of the Mammoth Community Water District Water System in March 2002. It should also be noted that tap water supplied by MCWD met all USEPA and State drinking water health standards during Year 2005.

Source Water Assessment

Source Number	Source ID	Most Vulnerable Activities (PCA)	Chemical Detected
005	Well 01	Sewer Collection Systems	None
007	Well 06	Sewer Collection Systems	None
009	Well 10	Sewer Collection Systems	None
015	Well 15	Sewer Collection Systems	None
016	Well 16	Sewer Collection Systems	None
019	Well 17	Sewer Collection Systems	None
017	Well 18	Sewer Collection Systems	None
018	Well 20	Sewer Collection Systems	None
003	Lake Mary Raw Water	Recreational area – surface water source Surface water – stream/lakes/rivers Sewer Collection Systems	MTBE (Aug '99, Aug '00 MTBE (Aug '99, Aug '00 None
Source: Mammoth Community Water District, *Mammoth Community Water District Water Quality Report*, 2006.			

Methyl tert-butyl ether (MTBE) was detected in August 1999 and August 2000 sampling events at levels that exceeded the Secondary Maximum Contaminant Level of 5 μg/L (parts

per billion); however, MTBE levels were below the primary MCL of 13 µg/L. Subsequent sampling since September 2000 has shown no further detection of MTBE. Naturally occurring arsenic has been detected in all wells above its detection level of 2.00 µg/L. Arsenic has been detected in Well No. 17 (concentration ranging from 74 µg/L to 130 µg/L) above its Maximum Contaminant Level (MCL) (50 µg/L) during June, August and October 2002 sampling events. Well No. 17 is currently not being utilized as a source of supply for the community.

6-75 Please refer to Response to Comment number 6-73.

6-76 Please refer to Response to Comment numbers 6-71 and 6-73.

6-77 Please refer to Response to Comment number 6-73.

6-78 As noted in the comment, the degree of hot/cold water interaction in the Basin's aquifers is not know at this time. This issue is beyond the scope of the EIR and does not present a project specific impact.

6-79 The proposed project would not create a significant hazard to the public or the environment from the routine use or disposal of hazardous materials. Small amounts of hazardous materials may be found in solvents and chemicals used for cleaning, building maintenance, and landscaping. The materials would be similar to those found in common household products, such as cleaning products or pesticides. Hazardous materials used in construction and operation of the proposed project would be subject to Town, State, and Federal regulations, reducing impacts to a less than significant level. Additionally, storm water runoff generated on-site would be collected in gutters and inlets, and carried by the gutters and piping to a proposed retention facility. The facility would be located underneath the parking garage. The retention facility would be designed to retain storm water runoff generated from the site for a Lahontan 20-year intensity storm. Overflow from the facility would be directed to one of two drop inlets located at the lower ends of the site, one at the southeast and one at the northeast of the site. The overflow would have to be pumped, as the finished floor of the garage would be 7,838.83 feet above mean sea level. Runoff in excess of what is collected by the on-site retention system would be conveyed to the existing storm drain in Old Mammoth Road. As required by the Lahontan Basin Plan, a retention/infiltration system would collect and infiltrate the 20-year, one-hour storm flow generated from the project paving, roofs, landscaping, and natural areas. Total runoff storage volume required for the site is estimated at 19,976 cubic feet. Total storage volume provided by the retention facilities would be pursuant to the State Water Quality Control Board – Lahontan Region requirements.

The 1986 Amendments to the SDWA established a new Wellhead Protection Program to protect ground waters that supply drinking water wells of public water systems. Under SDWA Section 1428, each State was required to prepare a Wellhead Protection Program and submit it to EPA by June 19, 1989. The 1996 Amendments to the SDWA established a related program for states, called the Source Water Assessment Program (SWAP). The key elements of this program-protection area and zone delineation, inventory of possible contaminating activities (PCAs), and vulnerability analysis—are also elements of a Wellhead

Protection Program. USEPA's guidance indicates that the intent of the 1996 SDWA amendments was to promote source water protection, with assessments being the initial step. Section 116762.60 of the California Health and Safety Code requires DHS to develop and implement a program to protect sources of drinking water. Such programs are carried out through the regulatory policy of MCWD and contained within the Groundwater Management Plan, which was adopted in July 2005.

6-80 Please refer to Response to Comment numbers 6-71 and 6-73.

6-81 The Town of Mammoth Lakes is located near the southwest edge of the Long Valley Caldera, which overprints the Sierra Nevada boundary fault system. Persistent earthquake and volcanic activity over the past four million years have formed the eastern Sierra landscape in the vicinity of Long Valley Caldera and the Mono Basin. Detailed surveys indicate that the central portion of the Long Valley Caldera has risen more than 30 inches since the late 1970s, possibly in response to the filling of a shallow magma chamber. In 1990, it was recognized that magmatic gasses were killing trees in certain portions of the caldera. The trees were killed by high carbon dioxide flux and hydrogen sulfide in the soil gasses surrounding their roots. The most well known location of such gases is at the north end of Horseshoe Lake where scientists estimate between 50 and 150 tons of carbon dioxide are emitted daily. However, based on studies performed by the California Division of Mines & Geology and the U.S. Geological Survey it should be noted that there have been no areas of high carbon dioxide flux nor associated hydrogen sulfide levels identified in the project vicinity. Therefore, the residencies and commercial land uses within the project area would not be exposed to carbon dioxide or hydrogen sulfide.

6-82 Please refer to Response to Comment number 6-71.

6-83 The commenter notes that wastewater from Mammoth Mountain is being considered for processing in the MCWD facilities. The potential impact of treating wastewater from Mammoth Mountain at MCWD facilities is beyond the purview of this Draft EIR. Additionally, please refer to Response to Comment number 6-11.

6-84 The commenter states that the data used to develop the MCWD *2005 Urban Water Management Plan* and *2005 Groundwater Plan* lack scientific and engineering basis, and therefore questions the availability of water supply for the proposed project. Development of the project site was considered in the *1987 General Plan*. The *1987 General Plan* establishes goals and objectives for future development within the Town. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final EIR. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. The Land Use and Public Facility Element of the General Plan identifies land uses and provides policy guidelines for land use types, location, intensity and design. The Public Facilities and Services section contains inventories and discussions of the Town's needs, both present and future, for community facilities and services, including the water supply system. Land use types, location, intensity and design identified in the *1987 General Plan* are based upon the ability to provide services and utilities to existing and future development identified in the *1987 General Plan*. The *1987 General Plan* designates the project site as Commercial, which allows for the development of the project site with

488 hotel-motel rooms. The project proposes the development of 480 hotel-motel rooms, which is less than the amount allowed under the *1987 General Plan*. Therefore, the proposed project is consistent with the density allowed by the *1987 General Plan*. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final EIR. The Updated General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. Please also refer to Response to Comment number No. 6-71.

6-85 Please refer to Response to Comment number No. 6-13.

6-86 As concluded in Section 5.6, *Utilities and Service Systems*, of the Draft EIR project implementation would not result in significant unavoidable impacts to public services and utilities under project buildout and cumulative conditions. According to the UCSB Economic Forecast Project Report, the Town of Mammoth Lakes most broad-based occupancy measure shows about a 40 percent occupancy rate on an annual basis. This measure includes condominiums, campgrounds, hotels and motels. Its low occupancy rate reflects the seasonality of the community's tourist trade and provides a measure of opportunity. The Report also notes that Retail Sales and Room Rents have shown strong growth in recent years. This reflects the increased visitor volume resulting from infrastructure investment, increased room rents and increased changing visitor demographics brought about by the new development. Refer also to Response to Comment No. 6-22.

6-87 Please refer to Response to Comment numbers 6-13 and 6-86.

6-88 Please refer to Response to Comment number 6-13.

6-89 Please refer to Response to Comment numbers 6-13 and 6-86.

6-90 Please refer to Response to Comment number 6-13.

6-91 Please refer to Response to Comment number 6-13.

6-92 Please refer to Response to Comment number 6-22.

6-93 The physical impacts resulting from implementation of the proposed project are analyzed within Sections 5.1 through 5.6 of the Draft EIR. Further, they are summarized in Section 2.0, *Executive Summary*, of the Draft EIR. The analysis has concluded that the proposed project would result in less than significant impacts regarding Traffic, Circulation and Parking, and Utilities and Service Systems. The project would result in significant and unavoidable impacts regarding Land Use and Relevant Planning, Aesthetics, Air Quality, and Noise. Section 5.3, *Traffic, Circulation and Parking*, of the Draft EIR includes an analysis of the impacts from increased traffic and the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR includes an analysis of traffic-related impacts as a result of project changes. As concluded in Section 5.3, traffic, circulation and parking impacts would be reduced to a less than significant level, following implementation of all mitigation measures (i.e., all recommended improvements). Section 5.5, *Noise*, includes an analysis of the impacts

from increased noise. As concluded in Section 5.5, the proposed project would result in significant and unavoidable impacts regarding exposure to construction noise (despite compliance with mitigation measures), due to the proximity of sensitive receptors to the project site. Additionally, the project would result in a significant cumulative construction noise impact.

6-94 Section 10.0, *Effects Found Not To Be Significant*, of the Draft EIR provides an analysis of the project impacts upon schools, and police and fire protection services. The findings are summarized as follows:

- Schools. Development of the project would result in an increase in employees, which would result in an indirect demand for additional housing. The additional housing could generate additional students within the Mammoth Unified School District (MUSD) service area. The payment of school district fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to levels that are less than significant (Government Code Section 65995). Thus, with payment of the appropriate fees, the project would result in a less than significant impact in this regard.

- Fire Protection. While the project could result in an increase in calls, the project would not result in development that is unique in the area. The project would be subject to review by the MLFPD to ensure that the project complies with fire requirements. The project would also be subject to payment of fees that are currently imposed by the Town and used to fund the required fire suppression equipment. Potential impacts are considered less than significant.

- Police Protection. The increase in visitors resulting from implementation of the project could result in a greater volume of emergency calls for police services and could potentially impact police protection and law enforcement services and facilities. The project would result in a demand for police services (i.e., 0.63 officers). The development impact fees would serve to mitigate potential impacts to police services. Therefore, impacts are considered less than significant.

Consistent with Section 15126 of the *CEQA Guidelines*, Section 6.2, *Growth-Inducing Impacts*, of the Draft EIR discusses the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 6.2 analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines. As concluded in Section 6.2, the project would foster population growth both directly (through the development of new housing) and indirectly (through the development of employment-generating land uses). The net increase of 198 seasonal units resulting from project implementation could potentially generate a visitor population increase of approximately 792 persons. The potential visitor generated population resulting from the proposed project would not result in substantial unanticipated growth, since it is anticipated in the Town's population forecasts provided in the *2007 General Plan*.

Chapter 17.36 of the Zoning Code, *Affordable Housing Mitigation Regulations*, requires the creation of affordable housing sufficient to mitigate the increased affordable housing demands created by new development. As discussed in Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR implementation of The Clearwater Specific Plan would result in an increase in service-related employment opportunities and consequently, in need for low to moderate-priced living accommodations. Specifically, the project is estimated to generate approximately 160 Full-Time Equivalent Employees (FTEE) (148 for visitor accommodations and 12 for commercial uses). Housing would be required for 100 percent of the FTEE generated at a rate of one three-bedroom unit (with a minimum of 1,000 SF) per four (4) FTEE. The project proposes 32 units of workforce housing, 26 units with three bedrooms and 6 units with two bedrooms. Final specifications regarding the provision of affordable housing will be determined during the application for a Use Permit. Thus, the project would provide sufficient housing to mitigate the demand created by the new development in compliance with the requirements of Chapter 17.36 of the Zoning Code. To further ensure consistency with the Town's employee housing requirements, mitigation is recommended which requires that the project comply with the housing requirements in effect on the date of application for tentative map and use permit.

It is noted potential employees for the project could include existing residents within the Town or surrounding area and people moving to the Town from other areas. The project would provide on-site housing for employees generated by the proposed project. Although, it is possible that employees generated by the project would pursue housing elsewhere within the Town, based on the number of employees generated by the project (160 FTEE) and the number of seasonal housing units and high rents occurring within the Town, the number would be minimal. Further, potential employees that choose not to reside in the workforce housing provided by the project would most likely occupy existing residential units elsewhere within the Town. Consequently, employment growth resulting from the proposed project would not necessitate the construction of additional housing.

6-95 Please refer to Response to Comment number 6-7.

6-96 *CEQA Guidelines* Section 15126.6, requires that an EIR describe a range of reasonable alternatives to the proposed project, which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen significant effects of the proposed project. An EIR need not consider every conceivable alternative to a project. An EIR is not required to consider alternatives, which are infeasible. The *CEQA Guidelines* also require sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project be included; this can be accomplished through a matrix displaying the major characteristics and significant environmental effects of each alternative to summarize the comparison; refer to Table 7-6, *Comparison of Alternatives*, within the Draft EIR. The Draft EIR describes a range of reasonable alternatives, which include, the Reduced Building Height Alternative. The Draft EIR is not intended to suggest that the only way to achieve enhanced visual quality is to construct architectural elements up to 97 feet. Although, the Reduced Building Height Alternative would involve a Specific Plan development, the alternative would be consistent with the existing General Plan and Zoning development standards regarding minimum parcel size, density, setbacks/separations, snow storage and parking, as well as lot coverage and building height. Consistent with the development standards for density, setbacks and heights, the Reduced Building Height

Alternative would allow for structures to extend to 45 feet in height. Even with varying building heights, a significant amount of view blockage to surrounding areas would occur.

6-97 The third column of Table 7-2, *Comparisons of Proposed Project and Surface Parking Alternative*, in the Draft EIR is incorrectly labeled as "Reduced Height Alternative", however the information in the column is correct and summarizes the Surface Parking Alternative. Table 7-2 in the Draft EIR has been revised in the Final EIR as shown in Section 3.0, *Errata*.

6-98 The Land Use and Relevant Planning discussion under each alternative addresses the specific alternative's compliance with existing development standards. Please refer to Response to Comment number No. 6-20.

6-99 *CEQA Guidelines* Section 15142 states that an EIR shall be prepared using an interdisciplinary approach…and the consideration of qualitative as well as quantitative factors. Section 7.0, *Alternatives*, of the Draft EIR provides an analysis of the alternatives utilizing both quantitative and qualitative factors. The Surface Parking Alternative's ability to meet the project objectives is discussed qualitatively. As indicated in Section 7.0 of the Draft EIR, the Surface Parking Alternative would eliminate the provision of underground parking, which is a core element of the proposed project. Underground parking would allow for a greater amount of pedestrian and landscaped areas in comparison to surface parking lots, as surface parking lots would utilize a large portion of the site. As a result, the Surface Parking Alternative would have less landscaped and pedestrian areas than the proposed project. Additionally, since a large portion of the site would be surface parking, landscaped areas would not be cohesive, but would be distributed into small segments across the pavement. Underground parking would provide direct and easy access to residential units and commercial uses, providing increased comfort for guests, especially during more extreme weather conditions. The Surface Parking Alternative would cause patrons to park outdoors, without direct access to residential units and commercial uses, thereby enduring extreme weather conditions. Surface parking lots would require snow plowing to clear them for access and use by patrons. The provision of underground parking would reduce the amount of snow plowing that would need to occur.

6-100 Each alternative, including the Reduced Building Height Alternative, is analyzed and compared to the proposed project on an issue-by-issue basis. For purposes of Land Use and Relevant Planning, the Reduced Building Height Alternative is considered environmentally superior to the proposed project, because the significant and unavoidable impacts regarding lot coverage and increased building heights would be avoided. Section 7.5, *"Environmentally Superior" Alternative*, references the environmentally superior alternative in light of all the alternatives discussed. Upon comparison of all the alternatives, the No Project/No Development Alternative is identified as the environmentally superior alternative.

6-101 *CEQA Guidelines* Section 15124.4(a)(1) states that "An EIR shall describe feasible measures which could minimize significant impacts…" The Draft EIR includes feasible mitigation measures that would reduce potentially significant impacts of the proposed project to a less than significant level. However, there are instances in the Draft EIR where feasible mitigation measures do not exist that would reduce the significant impact of the proposed project or even with the implementation of mitigation measures a significant and unavoidable impact would occur. The CEQA Guidelines account for instances where

significant impacts cannot be mitigated to a less than significant level. If the Town approves the Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

To Ms. Kobylarz: January 18, 2007

I am opposed to granting ANY and ALL variances to the 'Clearwater" Project.

The town of Mammoth has a unique charm that has been maintained by the enforcement of strict zoning and building codes. The town of Mammoth has maintained unique environmental ethics that has allowed people from all over the world to enjoy its remarkable beauty and to learn about the vase and diverse ecosystem of the Eastern Sierras. **7-1**

The granting of any variances to the proposed Clearwater Project is an open invitation to destroy what has been so carefully protected.

Item #1 Building height.

Allowing buildings over the current height limit (three stories) will not only be an eye-sore but would over power and scar the beauty created by the majestic towering pines and firs. Don't let Mammoth turn into a high-altitude Los Angeles with sky scrapers that are a direct affront to the beauty of the surrounding mountain peaks. Glass and steel are not what people come to the mountains for. They come for living trees framing majestic (in the winter--snow capped) mountains and the endless diversity of nature that abounds even in the town itself. If buildings over three stories are allowed the view of the peaks will be limited to only those can afford "multi-million dollar penthouses" on the upper stories of these artificial megaliths. Just look at any panoramic postcard and you see trees reaching for the sky------ NOT buildings. Keep it that way!!!! **7-2**

Item #2 Traffic.

A person only has to try to drive down Old Mammoth Road on a winter/summer weekend to know that there is ALREADY a traffic problem between 203 and Meridian (Vons's). THE CLEARWATER PROJECT WILL ONLY MAKE IT WORSE. Currently Sierra Nevada and Laurel Mountain are quiet streets where families can take a stroll any time of the day without the threat of being run over or overcome by noise and vehicle exhaust. Further the noise that will be created by the additional traffic will, I'm sure, will not meet the noise pollution requirements currently in effect. The last thing I want to hear while enjoying an evening on the deck of my condo unit, which faces Sierra Nevada Road, is the blaring of horns and the screeching of breaks. Did I mention the lack of breathable air that will be produced by the increased traffic on these now quiet and picturesque lanes. I didn't buy property in Mammoth to breathe vehicle fumes **7-3**

Item #3 Unit density.

Stating that there will be 480 "sleeping rooms" can translate into over 1600 people---all crammed into a little over 6 acres. That's barely standing room--even in a multi story building!!!! Yes there are "restrictions" as to how many people can occupy a room but check out any condo unit on any given good ski weekend and you will see a few "additions" that don't quite meet the codes. Add to that the facilities (i.e. toilet/shower) needed for each person and the question arises---'WHERE WILL THE EXTRA WATER COME FROM AND WHERE WILL THE ADDITIONAL SEWAGE GO" Currently the town of Mammoth has a water shortage and adding that many units in such a small area will turn the shortage into a crisis. **7-4**

Item #4 Parking.

Here again the numbers do not add up. 339 rentable units with TWO-THREE VEHICLES PER UNIT. That translates to 750 parking spaces that will be needed to accommodate ONLY guests vehicles (half of the units with three vehicles and half with two) That doesn't even take into account the 43 "service" units where up to 8-10 workers could share EACH unit and EACH have their own vehicle, adding and additional 400 cars and/or trucks that will need parking spaces. The 35 proposes "surface" parking spots are a joke. The Chart House/Volcano commercial area has more than 35 parking spaces and patrons are still **7-5**

forced to park several blocks away. Forcing guests to "fight" for a parking place is not something Mammoth Lakes wants to promote in its brochures---so don't create that scenario.

Underground parking in Mammoth only works to a certain extent (i.e. The Village) If the underground parking were available to the "public", on a busy weekend, the spaces would be filled by shoppers or those out for a meal and the registered guests would have no place for their vehicles. Even with additional parking across the street from The Village, there are never enough places to park for access to The Village complex on a busy ski weekend.

7-5

Currently on a busy weekend the Sierra Park Villa's complex (Sierra Nevada Road) doesn't have adequate parking to accommodate all of the guest's vehicles. Putting the primary proposed Clearwater complex across the street would create parking chaos. This mass overflow would then seek parking in the 'Sierra Park Villa's', 'Timberline', 'Mountain Shadows' and 'Sierra Manors' complexes where owners/guests would be adversely affected by clients of the Clearwater project who would "poach" a place to park even if not allowed. The added expense of towing illegally parked vehicles from would create a financial burden to the owners of the surrounding complexes—not to mention not having a place to park in my own complex

I am not opposed to a development on the corner of Old Mammoth and Sierra Nevada Roads---but do it with care.

7-6

KEEP the current building height restrictions---don't allow a variance.

7-7

DO NOT ALLOW the widening of Sierra Nevada Road,

7-8

I feel that if a development is allowed it should be a variation of the proposed SURFACE PARKING ALTERNATIVE on page 2-14 of the environmental report. With the addition of underground parking (not mentioned in the alternative) for registered guests (400 spaces) and an additional 100 surface parking spaces, this I feel, is the best choice for the development of the site. It maintains the current building height restrictions. It essentially doubles the number of available "sleeping spaces" currently available at the Sierra Roadway Inn and adds needed commercial space and provides for a better parking configuration. In addition this would allow for the preservation of all of the Jeffrey Pines on the site.

7-9

WE DO NOT OWN THE LAND---WE BORROW IT FROM OUT GRANDCHILDERN---LEAVE IT TO THEM AS WE WERE GIVEN IT.

Sincerely

Terri Switzer
PO Box 1657
Tehachapi CA 93581
661-822-8148

Owner: Mountain Shadows E-3

7. RESPONSES TO COMMENTS FROM TERRI SWITZER, DATED JANUARY 18, 2007.

7-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

7-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

7-3 Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR and the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR analyzes potential traffic impacts with implementation of the proposed project. As indicated in Section 5.3, the proposed project would contribute to two cumulatively impacted locations, the unsignalized intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard. These intersections provide inadequate LOS under the Cumulative Baseline and Cumulative Plus Project conditions. With implementation of recommended mitigation measures, traffic impacts would be reduced to a less than significant level. Section 5.5, *Noise*, of the Draft EIR analyzes long-term (mobile) noise impacts as a result of increased traffic. As indicated in Section 5.5, the proposed project would increase noise levels on the surrounding roadways by a maximum of 0.5 dBA, which is considered a less than significant impact. Section 5.4, *Air Quality*, of the Draft EIR analyzes potential long-term (operational) air quality impacts with implementation of the proposed project. Mobile source emissions would be generated from vehicle trips produced by the proposed project. As indicated in Section 5.4, implementation of the proposed project would not exceed the Town's standard for vehicle miles traveled. Additionally, the emissions generated by the proposed project would not exceed Federal standards. Operational air quality impacts associated with implementation of the proposed project would be less than significant.

7-4 Section 5.6, *Utilities and Service Systems*, of the Draft EIR analyzes the potential impact on water supply and wastewater treatment associated with implementation of the proposed project. As indicated in Section 5.6, MCWD anticipates that it would be able to accommodate the proposed project's demand for potable water services in combination with other water demands throughout the Town of Mammoth Lakes in a normal water year with existing water supplies. Impacts to water supply are considered less than significant. The population estimate is four people per unit, which would be a total of 1,232 people, not 1,600 plus people. The project would result in an increase of wastewater generation, but not to the extent that it would constrain the capacity of the existing wastewater infrastructure at the MCWD Wastewater Treatment Facility. In addition, the proposed project would not exceed wastewater treatment requirements of the LRWQCB. The increase in wastewater generated on-site that would result from the project would be accommodated by MCWD's planned improvements to the existing infrastructure. Water and wastewater use is based upon MCWD generation rages, which are estimated based on existing uses and account for projected occupancy, use, and number of fixtures. Wastewater impacts are considered less than significant. Additionally, development of the project site was considered in the *1987*

General Plan. The *1987 General Plan* establishes goals and objectives for future development within the Town. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final EIR. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. The Land Use and Public Facility Element of the General Plan identifies land uses and provides policy guidelines for land use types, location, intensity and design. The Public Facilities and Services section contains inventories and discussions of the Town's needs, both present and future, for community facilities and services, including the water supply system and wastewater treatment system. Land use types, location, intensity and design identified in the *General Plan* are based upon the ability to provide services and utilities to existing and future development identified in the *General Plan*. The *General Plan* designates the project site as Commercial, which allows for the development of the project site with 488 hotel-motel rooms. The project proposes the development of 480 hotel-motel rooms, which is less than the amount allowed under the *General Plan*. Therefore, the proposed project is consistent with the density allowed by the *General Plan*. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final Environmental Impact Report. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period.

7-5 Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR and the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR analyzes the potential impact of the proposed project on parking. An evaluation of the parking requirements indicates that the project would require 675 spaces. The proposed project would provide 664 parking spaces in the subterranean parking structure and provide 11 parking spaces on the surface for a total of 675 spaces. Due to alterations in the parking configuration that would need to occur to meet the requirements of the Town of Mammoth Lakes, mitigation has been recommended that would require the proposed project to demonstrate prior to site plan approval that the project would meet or exceed the requirements of the Town of Mammoth Lakes parking code and that all project related vehicles would be parked on-site. Compliance with recommended mitigation would reduce parking-related impacts to a less than significant level.

7-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

7-7 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

7-8 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. It

should be noted that widening of Sierra Nevada Road is not being proposed as a part of the Clearwater Specific Plan project. No further response is necessary.

7-9 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 8

Eddie Torres - FW: Clearwater Draft EIR review period (Please stop this project)

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>
Date: 1/29/2007 11:19:24 AM
Subject: FW: Clearwater Draft EIR review period (Please stop this project)

From: Jonathan Rawitz [mailto:jrawitz@msn.com]
Sent: Thursday, January 18, 2007 7:58 PM
To: Pam Kobylarz; Mark Wardlaw
Cc: Peyo Michaels; Stan Kolodzi; Lara Kirkner; Robert F. Clark; 'Dunigan, Mary Ann'
Subject: Clearwater Draft EIR review period (Please stop this project)

Dear Pam and Mark,

Hope all is well.

I am writing regarding my concern of the Clearwater Project.

As a long time home owner of Mammoth I believe this project stretches all possible boundaries of what is esthetically unacceptable to the community. It is simply too tall and out of code. Traffic patterns will become over used and lighting will become offensive. **8-1**

I read parts of the EIR report that is quite lengthy.

My findings suggested that a revised traffic study is required and one was never done on a "Typical Saturday" even the revision did not pick a "Typical Saturday" in Mammoth. **8-2**

Please also provide a clear definition if the project is a "Hotel" or a "Condo". Current city regulations need to define this; since the amount of parking and units required per acre of land is different. This project clearly stretches all the reasonableness of each code beyond the limits. **8-3**

Current goals of height are above current codes in Mammoth and the parking arrangements are unacceptable. It relies on shuttles that will go away in time and parking attendants that will loiter in front of the structure and charge for valet service. Ingress and egress are poorly planned and it relies solely on pedestrian traffic for a successful project. **8-4**

The idea that revitalization is required on old Mammoth road is not defined and to what standard is not given. 8-5

Please say no to any continue discussions on this project. It simply is to large for the area and poorly planned for the community. If built it will become disproportional to all surrounding buildings and the current architecture suggests a modern theme that will not bled with the surrounding buildings or community. 8-6

Please say no to another "white elephant" being planned.

Yours truly,

Jonathan Rawitz

8. RESPONSES TO COMMENTS FROM JONATHAN RAWITZ, DATED JANUARY 18, 2007.

8-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. It should be noted that Section 5.2, *Aesthetics/Light and Glare*, of the Draft EIR analyzes long-term light and glare impacts with development of the proposed project. As indicated in Section 5.2, that while the Town of Mammoth Lakes provides polices regarding lighting, given the intensity of the proposed project when compared to the existing on-site conditions, the project would result in a significant and unavoidable impact in regards to light and glare. If the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093. Additionally, please refer to Response to Comment number 7-3.

8-2 The dates in question represent the dates the LOS analysis was performed, not when the counts were taken. Additionally, please refer to Response to Comment number 4-2.

8-3 Section 3.0, *Project Description*, of the Draft EIR includes the definition of Condominium Hotel units proposed by the applicant. As stated, Condominium Hotel units include resort condominium lodging and similar visitor-oriented lodging. For purposes of the parking analysis, as indicated in Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR, and in the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR, parking requirements for the proposed project are based on the number of bedrooms and land uses. The environmental impacts of the uses are similar. The Town of Mammoth Lakes, in its review of the Specific Plan, will have to determine if a Condominium Hotel, as defined in the Specific Plan, meets the community intent of hotel/motel.

8-4 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. It should be noted that although the project encourages the use of shuttles and pedestrian activity, parking requirements are not based on the provision of these services. The parking analysis, conducted in Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR as well as in the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR, is based upon proposed uses (i.e., hotel, workforce housing, retail, restaurant, possible ice rink, convention center) for the site. Access to off-site areas would be provided via the existing Town shuttle services, which would be accessed via the stop located along Old Mammoth Road, adjacent to the site. In addition, the Condominium Hotel would also operate a separate hotel shuttle service to the ski area, the airport, the golf courses, and elsewhere in Town, in addition to a taxi-call service/concierge. Both vehicular and pedestrian traffic are anticipated with implementation of the proposed project. Therefore, the proposed design of the project considers both vehicular and pedestrian access and circulation.

8-5 Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR recognizes the land use objectives, goals and policies identified in the Land Use Element in an effort to accomplish the Town's overall objective to improve the economic stability of Mammoth Lakes by establishing the community as a year-round destination resort. As noted in the *Land Use District* discussion, planning opportunities within District 9 (where the project is located) include a potential redevelopment area along Sierra Manor Road, between Meridian Boulevard and Sierra Nevada Road (to the southeast of the project site). In furtherance of this potential for redevelopment within District 9, General Policy 2 specifies that the Town use Specific Plans to refine Land Use District Plans, as needed, and prepare Program EIR documents to guide Specific Area Plan Development. The project proposes the Clearwater Specific Plan, as the instrument for refining the potential for redevelopment of District 9.

The proposed Clearwater Specific Plan establishes land use guidelines and development standards for the project site. The Specific Plan would replace the existing zoning regulations and effectively become the new zoning ordinance for the area encompassing the project site. Section 5.4, *Land Use Standards*, of The Clearwater Specific Plan presents the Specific Plan's development standards. All future uses within the Specific Plan boundaries would be subject to compliance with these requirements and standards. Except as specified within Section 5.4, all requirements of the Municipal Code would also apply. Future uses within the Specific Plan area would be subject to review for consistency with The Clearwater Specific Plan, the Municipal Code and other applicable development regulations on a project-by-project basis.

It is noted, although The Clearwater Specific Plan would create its own development standards, the proposed project has been comparatively analyzed for consistency with Chapter 17.20, *Commercial Zones*, of the Zoning Code as outlined in Table 5.1-4, *Summary of Property Development Standards*, and discussed in Section 5.1.

8-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

Eddie Torres - FW: Clearwater Project

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>
Date: 1/29/2007 11:20:04 AM
Subject: FW: Clearwater Project

From: bill macbride [mailto:billmacbride@hotmail.com]
Sent: Tuesday, January 23, 2007 2:37 PM
To: Pam Kobylarz
Subject: Clearwater Project

Hi Pam,

I reviewed, what I could, in the Clearwater EIR.

Under the Executive Summary, point 2.1 Project Summary. 740 parking spaces for 382 units (including work force housing). Six buildings, maximum height of 65 feet with appurtances up to 110 feet. Primary access off of Sierra Nevada Road.

In my opinion, the project is still too big. Not just for the parcel, but for the town. A project of this size will create more traffic, particularly during the Holidays, than the streets can handle. It will put a hardship on the visitors and locals who spend 30 minutes driving to Vons, another hour shopping and another 30 minutes driving home. **9-1**

I disagree with having the primary access off of Sierra Nevada Road. I think primary access should be off of Old Mammoth Road with one access from Sierra Nevada Road and one access from Laurel Mountain Blvd. **9-2**

Again, traffic is a big and legitimate concern. Not just for driving, but for those who walk. **9-3**

Under Point 5.2 Aesthetics & Glare. Local residents would be subject to four years of construction activities. The impacts would be significant and unavoidable. The work day would be from 7am to 10pm six days per week. **9-4**

Unacceptable. Local residents should be able to have their windows open, at 7pm, to watch the sunset and not have to deal with substantial noise, and dust in the air from the construction activity. **9-5**

Under Project Activites, I chose one alternative. No Project/ No Development which should be instituted until we come to an agreement. **9-6**

Under point 5.1.4 Impacts & Mitigation Measures the proposed project would conflict with the applicable policies of the 1987 General Plan. **9-7**

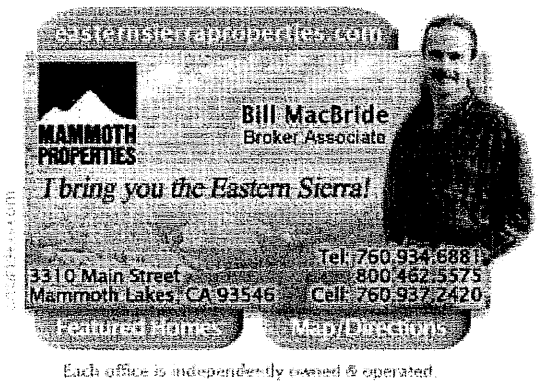
Under Consistency with the Town of Mammoth Lakes Zoning Code, the proposed project may conflict with the standards and requirements of the town zoning code. **9-8**

I will see you at the meeting tomorrow at 9am.

Sincerely,

Bill MacBride

billmacbride@hotmail.com



9. RESPONSES TO COMMENTS FROM BILL MACBRIDE, DATED JANUARY 23, 2007.

9-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR analyzes potential traffic impacts with implementation of the proposed project. As indicated in Section 5.3, the proposed project would contribute to two cumulatively impacted locations, the unsignalized intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard. These intersections provide inadequate LOS under the Cumulative Baseline and Cumulative Plus Project conditions. With implementation of recommended mitigation measures, traffic impacts would be reduced to a less than significant level. Traffic-related changes to the proposed project are analyzed in the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR.

9-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

9-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

9-4 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The commenter states that construction hours would be from "7am to 10pm". It should be noted that as discussed in Section 5.2, *Aesthetics/Light and Glare*, of the Draft EIR, in accordance with Chapter 15.08.020 (hours of working) in the Municipal Code, operations permitted under a building permit would be limited to the hours between 7:00 A.M. and 8:00 P.M. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

9-5 Please refer to Response to Comment number 9-4.

9-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

9-7 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

9-8 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of

Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

January 23, 2007

From: Jeff & Charlene Maxey
P.O. Box 8983
Mammoth Lakes, CA 93546

To: Pam Kobylarz, Assistant Planner
Mammoth Lakes Community Development Department

Subj: Clearwater Project (EIR)

We attended the July 24, 2006 Public Scoping Meeting on the Clearwater Initial Study, along with a roomful of other concerned residents. The perception we walked away with from that meeting was that it was unanimous that the ideas brought forth by the developers for the Clearwater Project were mostly unacceptable and that they in no way adhered to the 1987 General Plan. The December 15, 2006 Clearwater Draft EIR is even more unacceptable, in that apparently no one was listening to the attendees of the July 24th meeting or to the numerous letters that we have seen that were sent to the planning department. In the last six months we have not spoken to anyone who is in favor of the type of development that is being proposed. **10-1**

We manage condominiums in town, and the consensus from second homeowners and visitors alike, is that they come here to escape the city and the overcrowding, and that they will go somewhere else if the town continues to go down this path to citification. These are the very people you are trying to attract to the town with your new developments.

No single person we've spoken with is against developing the parcel; however all of them, after reviewing the plans, are against the following: **10-2**

- Height of the development
- Population density
- Inadequate parking
- Increased traffic
- Pedestrian safety
- Future ramifications

We would like to see the developers and architects to go back to their drawing boards on this one and design a development that falls within the 1987 General Plan Guidelines, with no variances granted and no rezoning of the parcel by the city to accommodate their current plans. More importantly we would like to see the planning department discourage any future developers from requesting these types of variances initially, in our opinion the Clearwater Development should never have reached the EIR stage in it's current design. **10-3**

Thank you for taking the time to address the concerns of your community.

Sincerely,
Jeff & Charlene Maxey

10. RESPONSES TO COMMENTS FROM JEFF AND CHARLENE MAXEY, DATED JANUARY 23, 2007.

10-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

10-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

10-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 11

Eddie Torres - FW: clearwater

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>
Date: 1/29/2007 11:20:34 AM
Subject: FW: clearwater

From: John Wilson [mailto:johnboy@npgcable.com]
Sent: Tuesday, January 23, 2007 6:43 PM
To: Pam Kobylarz
Subject: clearwater

Dear Planning Commission, The Clearwater project is way to big as proposed. Please do not allow any variances for height or density. Emolpyee housing should be on site and for all jobs created.Old Mammoth Road is already a horible nightmare,please dont allow it to become worse.Setbacks on Old Mammoth Road should be extra large. Please do not cut down any trees. Half that big would still be to big. Thank You John Wilson

11-1

11. RESPONSES TO COMMENTS FROM JOHN WILSON, DATED JANUARY 23, 2007.

11-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. It should be noted that the project proposes workforce housing to be located on the site. The capacity of the work-force housing would be able to house the entire work force that would be employed for the Specific Plan. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

Comments on Clearwater Specific Plan DEIR
Submitted by Marshall Minobe
23 January 2007

General Plan

This project constitutes resort corridor development outside the resort corridor.

I believe it is inappropriate to use a Specific Plan for this project. The General Plan addresses Land Use, which is critical in assessing whether the proposed project is appropriate. Application for a Specific Plan is an attempt to circumvent the current General Plan, and more importantly, the ongoing update process. **12-1**

Density and building height

The density bonus seems to be assumed, given provision of underground parking. However, the municipal code indicates that Planning Commission approval is required. Similarly with regard to height: "For any commercial structure where the majority of the ground floor is devoted to understructure parking, the planning commission may approve an increase in height of up to ten feet subject to a use permit." **12-2**

Aesthetics

Architectural features, such as 110 foot towers are elements of urban design, where no natural features such as trees draw attention. These towers, to me, highlight the incongruous nature of this project, with its surroundings. **12-3**

It is also my understanding that the proposed project exceeds the code requirement for percentage of impermeable surfaces. This is not addressed in the DEIR.

Commercial General Zoning (CG)

The Commercial General (CG) zone is intended for the location of office uses, retail and wholesale commercial activities, and such other business or activities, which offer services to both permanent residents and visitors. Uses such as hotels and motels, restaurants, retail (general and accessory), among others, are classified as permitted and conditional use. This **12-4**

at a minimum implies that these proposed uses are NOT automatically permitted. The Clearwater Specific Plan is essentially a development of lodging, with accessory uses of restaurant and retail.

Our collective memories will surely remember less than a year ago, when The Booky Joint, Plaza Theatre and Mammoth Art Supply closed or moved. Retailing in Mammoth Lakes is becoming increasingly difficult. While local retail offerings will never cover the broad spectrum available in larger municipalities (UCSB report), we need to address needs in retailing, to retain vibrancy and character. Clearwater will only exacerbate this problem, and should not be considered until a reasonable land use plan has been agreed upon. 12-4

Traffic Analysis

The warrant analysis for traffic signals at the intersections of Old Mammoth and Sierra Nevada Road and Meridian and Azimuth appear (to me) to be simplistic, first-order analysis. I.e. The intersection traffic examined in isolation. However, the proximity of these intersections, particularly Sierra Nevada, to the very busy intersection of Old Mammoth and Meridian should require more sophisticated traffic modeling.

Furthermore, the conditions for the analysis were not the most severe experienced. The community has commented strenuously with the Traffic Element for the General Plan Update effort, for worst-case and seasonal scenarios to be analyzed. Not being an expert, I do not know if such simplistic analysis is simply standard EIR procedure, or all that is required by law, or all that can be afforded under budget. I can comment that, EIRs being informational, this sort of analysis could be and should be found insufficient by decision-makers, and thus should be held against this project. 12-5

12. RESPONSES TO COMMENTS FROM MARSHALL MINOBE, DATED JANUARY 23, 2007.

12-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

12-2 The Draft EIR analyzes the project, as proposed. As indicated in Section 3.0, *Project Description*, of the Draft EIR the Town of Mammoth Lakes has discretionary authority over the primary project proposal, which includes a Use Permit Application. Approval of the Specific Plan is subject to actions set forth by the Town of Mammoth Lakes. Project construction is subject to review and/or approval of several agencies, including the Planning Commission.

12-3 Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR address the project's consistency with the development standards established by the *General Plan* and Municipal Code, including site coverage. As indicated in Section 5.1, the existing CG Zone restricts site coverage to 70 percent. The total site coverage of the proposed project for all paved or other impervious surfaces (subsurface level) would extend to 96 percent of the site in order to accommodate underground parking. Thus, the proposed Specific Plan would exceed the allowable 70 percent impervious coverage pursuant to the *1987 General Plan*. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final Environmental Impact Report. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period. This is considered a significant and unavoidable impact. It is noted, the Clearwater Specific Plan incorporates design features that would minimize potential impacts in this regard. Specifically, the building footprints on the project site would account for only 40 percent and the landscaping and plaza areas would account for 48 percent. Although these design features would minimize potential impacts, implementation of the proposed project would result in a significant and unavoidable impact with regard to allowable site coverage within the *1987 General Plan*. If the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

12-4 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

12-5 It is recognized that that signal coordination will be required with installation of traffic signals. Analysis of traffic conditions during a peak winter holiday period (worst-case) is not consistent with the Town's methodology for analyzing traffic impacts. Per the Town's established methodology, the design day used is a typical Winter Saturday, which occurs 15 to 20 times a year. In the context of standard engineering practice, even the typical Winter Saturday represents a conservative approach to traffic planning and mitigation.

COMMENT NO. 13

Robert Provost
POB 7886
ML, CA 93546
24 January 2007

Town of Mammoth Lakes
c/o Pam Kobylarz
POB 1609
Mammoth Lakes, CA 93546
760/934-8989 *253

To Who is may Concern:

The proposed Clearwater project violates zoning codes, and does not represent the best interests of Mammoth Lakes. **13-1**

This project would be great in an area with less scenic resources. Mammoth Lakes has a beauty that will be cheapened by the unadulterated gaudy display of big money. The Village was placed out of the main stream of Mammoth proper. This behemmoth is placed in the middle of town. The sky scaping towers over looking the town has the feeling of castles of old with the kings, queens and princes overseeing their realm. Zoning calls for 35 feet. How can 105 feet be justified here? The alternate plan 'Surface Parking' is more in line with the existing vision of Mammoth Lakes then this Manhattan Island monstosity. The Old Mammoth Road staggered level construction progression looks so much better than a 4 story cube at first glance but it will stick out like a sore thumb in reality. And we the residence of Mammoth Lakes will have to live with it. Is not Mammoth Lakes about quality of life rather then becoming another suburb of LA? **13-2**

Amazingly after our concerns over the project were voiced, no change in concept was given in the form of new architectural plans. It remains 6 stories with twin 105 foot tall ivory towers! Arrogance and big money is talking here. And to think that Mammoth Lakes is envisioned to become the "Wellness of Life" / quality of life place to come to? Right!!! It's not heading in the right direction with this one. **13-3**

The proposal has flaws. The simulated pictures look promising. The 'before' pictures from Old Mammoth Road show beautiful skies, with clouds obscuring Mammoth Mountain. You can see part of Lincoln Mountain thru the pine tree. So much for thinking much of our wonderful views. Not much to lose after all is there? **13-4**

Add a traffic lite at Sierra Nevada and all traffic problems will be resolved. Have the town (us) pay for it along with new sewage pipes, waste management capability, a new source of water supply from somewhere and somehow all will work out. Why even the 64.7% vacancy rate in town will vanish and all problems of the world will go away without even the tolerated 24 commercial breaks every hour. 13-5

So- can you tell how much I like this proposal? There is no justification for breaking of all the zoning codes so a few can get wealthy at our expense. They have nothing to lose. We do. I hope you feel the same way and reign in the excesses. The project can be completed so all win. The zoning codes must stand as they are. We have a draft of our General Plan. Until it is finalized, no variation should be entertained. This project violates building height, traffic congestion, noise, lighting, utilities, lot coverage, setbacks, density, parking and others. This project is not for a mountain resort. It's for downtown LA. How can this be justified here? 13-6

Most zoning violations are spelled out clearly in the EIR. I am unclear on how it is possible to come up with 480 units on 6.09 acres. First, without seeing a floor plan for the units and having to assume the dwelling units are less than 850 SF, it appears that the unit count is base on the gross acreage of 6.09 and 80 hotel rooms per gross acre. The density numbers in the Draft General Plan is based on "Net" acre. The unit count must be reduced for commercial, retail, public right of ways, and commercial workforce acreage needs. By reducing the 6.09 acres by the proposed commercial and retail size of 0.65 acres alone, you have 5.44 acres for 435 hotel units. "Net acres" is not defined in the Draft General Plan. Section 17.08.295 does define "Gross area" to exclude the public right of ways. Logically "Net" would include them. Workforce housing for the hotel portion can be added to the unit count them per Section 17.20.040 (B)(1); Commercial workforce housing is not part of the density exception. Splitting the workforce needs between Hotel and Commercial/Retail would further reduce the number of hotel units. 13-7

Parking requirements need to be adjusted accordingly. One area of parking that is unclear is wrt "tandem" parking. Section 17.20.040 (R)(c), allows tandem parking if attendants are used for all parking needs. Is this in the vision of the project for attendant parking only? If there is a nightclub on the premise, the number of parking spaces would need to be increased. It is also hard to believe that only one guest car per 20 rooms will be needed. Ski equipment takes up lots of room in a vehicle; One guest car per 3 rooms would be more like it. The overflow parking goes where? Neighboring condo complexes? The streets? Maybe the zoning allowable of 524 parking stalls has more reasonable insight. 13-8

Further, what justifies reducing setbacks from 20 feet to 10? When the time comes to widen Old Mammoth Road, what happens then? No doubt others will lose out. 13-9

Support the "Surface Parking". This concept fits in with existing zoning, and more importantly, is a better fit to being a part of our community instead of urban blight. We look to you to prevent the disruption of the alpine character of our area and enforce existing zoning codes. 13-10
If I can be of assistance, please contact me.

Sincerely,

Robert Provost

13. RESPONSES TO COMMENTS FROM ROBERT PROVOST, DATED JANUARY 24, 2007.

13-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

13-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

13-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

13-4 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

13-5 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

13-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. It should be noted that although significant and unavoidable impacts were determined for Land Use (building height and view impacts), Aesthetics, and short-term construction noise, the analysis conducted as part of the Draft EIR concluded that the project would be consistent with the development standards of the *General Plan* and Zoning Code in regards to density and that impacts related to traffic, parking, utilities, and long-term operational noise would be less than significant. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

13-7 Please refer to Response to Comment number 6-17.

13-8 Tandem parking is allowed for residential projects (without valet) if tandem spaces are assigned to single units. Based on the parking analysis of the Traffic Study, the project is parked according to Town code, and no additional spaces are required.

13-9 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The purpose of the Draft EIR is not to justify the proposed project, but to address the environmental effects of the project, in accordance with Section 15161 of the *CEQA Guidelines*. In accordance

with Section 15121 of the *CEQA Guidelines*, the main purposes of the Draft EIR are to: Provide decision-makers and the public with specific information regarding the environmental effects associated with the proposed project; Identify ways to minimize the significant effects of the project; and Describe reasonable alternatives to the project. No further response is necessary.

13-10 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

January 24, 2007

From: Frank Heinrich
P.O. Box 965
El Toro, CA 92609

To: Pam Kobylarz, Assistant Planner
Mammoth Lakes Community Development Department

Subj: Clearwater Project (EIR)

I have been a visitor with my family to the Mammoth Lakes area since the early 1950's, and have been a property owner and part-time resident of Mammoth Lakes since the early 1980's.. My perspective is from both a recreational visitor and a homeowner. Jean is more recent to the Mammoth area, but comes from a perspective of living in mountain and resort areas in Colorado for years.

A critical factor in both the owner/resident and recreational visitor perspectives is the unique quality of life, distinct from the city and suburban environment. Lack of overcrowding, low-profile, open, tree and nature oriented surroundings are primary factors in deciding on a vacation destination as well as a place to live. I fear the current course of development as represented by the Clearwater project and its evolution (or lack thereof) through the development process so far would be seriously compromising those values. Allowing Mammoth Lakes to evolve into a "city in the mountains" will ultimately negatively impact the visitor and resident experience, and will not achieve the property value and tourism growth that the current development attitudes seem to be advocating at all costs. **14-1**

Witness other resort developments. Aspen has effectively displaced all but the most affluent residents and visitors, complicating delivering infrastructure and services. When we visit Summit County in Colorado, we may visit Vail ski area to ski, but we never use Vail for lodging, nor do we patronize the local merchants. Instead, we stay in areas like Breckenridge, Silverthorne, or other nearby communities, and when patronizing local merchants, we generally gravitate to the smaller merchants and areas, and avoid the highly developed areas like Village at Copper and River Walk. We are already seeing the exodus of small business owners from Mammoth Lakes, due to escalating rents in existing retail/commercial developments. **14-2**

Specifically regarding the Clearwater project: While we all agree that development and "refreshing" of the area is long overdue, the concerns are the disruption and impact of the scope of development proposed. Specifically, height and traffic impacts are paramount. I don't' see that any of these concerns voiced in last year's preliminary meetings have been addressed at all. Insisting on building heights that reach 100 feet is not compatible with the local environment, nor the vision of a mountain, tree-scape community. Just because they can find one tree on the property above the 100 foot size 9which would be destroyed during development anyway) does not mean that the proposed building is within the treeline. Basic safety issues such as fire equipment capabilities will be impacted, and I see nothing that leads me to believe that cost impacts will be absorbed other than exclusively by the community and public at large. **14-3**

The traffic impacts will be substantial, and relying on "encouraging pedestrian traffic" and passing off responsibility for parking and traffic impacts on some abstract unrealized community shuttle system is an inadequate remediation. As far as I know, the only shuttle system is the gratis shuttle provided by Mammoth Mountain. Where is the community-sponsored shuttle system, and the developer commitments to support it? Without a concrete, committed (and funded) public transportation plan, passing off **14-4**

responsibility to a not-yet-existent comprehensive shuttle system is not an adequate response to traffic concerns. Everyone will still be driving and trying to find parking. 14-4

Which brings up the impact of traffic and parking on neighboring property. I am an owner and resident in Mountain Shadows, and we expect the current development plans will have substantial negative impact on our traffic and parking situation. We can even envision having to undertake significant expenditures to manage our parking for our residents and guests' use. This might range from gated access controls, re-location of driveways, to hiring of security guards or lot attendants. 14-5

In discussion with other owners and residents, I have heard comments that go something like "we need to tread lightly. Unless we compromise and insure that property developers get the return on investment they expect, they will just throw up something really ugly and get out." My responses to that are:

It is not a public responsibility to insure any property owner or developer any return on their investment. It is not acceptable that public policy transfer the impacts and remediation responsibility to other property owners. The planning process has established community development plans, zoning and building codes, and unless and until they change, they should be respected as adopted public policy. When someone buys property, it should never be with the expectation that they will be able to do anything except what the current development plans, zoning and codes allow. It is not a public responsibility to insure a return on investment by shifting burdens to other property owners or to the public. Developers should not expect an entitlement to variances or a variance-in-disguise, parcel-specific rezoning. Live within the established parameters, or invest elsewhere. What good are development plans and standards, if they are compromised at the first step. Variances or re-zoning should be undertaken only when there is an overriding PUBLIC interest, and insuring a developer's return on investment IS NOT an overriding public interest. Abstract notions of increased community value are just that: abstract, and may in fact be compromised by ill-considered, hasty decisions and building out of character for the community. 14-6

As for the consequences of having a developer just throw up something ugly and bail, that is also the responsibility of the town planning and development approval process to insure that does not happen.

In summary, the proposed development still seems on a course that conflicts with stated community development standards and values, established building codes, and community concerns. The developer seems to not be taking public input seriously, and I fear the town may end up misreading its responsibility to the public and community in favor of special considerations for development. Development is a necessary and desired process, it should not done on the backs of the public or other property owners, simply to insure developers make lots of money. . Spot variances or parcel-specific zoning should not be used to sneak in an incremental revised or modified vision of community development, in absence of a revised, consensus community development plan. 14-7

Thank you for taking the time to address these concerns.

Sincerely,
Frank Heinrich and Jean Wise

14. RESPONSES TO COMMENTS FROM FRANK HEINRICH AND JEAN WISE, DATED JANUARY 24, 2007.

14-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

14-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

14-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. It should be noted that Section 10, *Effects Found Not Significant*, of the Draft EIR discusses the project's potential impact to fire protection services and emergency access. According to Section 10, although fire related calls for service may be increased, the project would be reviewed by the Mammoth Lakes Fire Protection District to ensure the project would comply with fire requirements and emergency vehicle access. Additionally, the Town currently collects between $648.00 and $1,349.00 per residential unit of new development and between $1.79/sq. ft. and $0.86/sq. ft. for non-residential uses, which is used to fund the required fire suppression equipment. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

14-4 Pedestrian circulation within the project site and access to off-site uses are components of the project. The project would be designed to encourage guests to utilize existing shuttle services. In addition, the Condominium Hotel would also operate a separate hotel shuttle service to the ski area, the airport, the golf courses, and elsewhere in Town, in addition to a taxi-call service/concierge. However, Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR and the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR analyzes vehicular traffic impacts of the proposed project separate from proposed pedestrian improvements. Traffic generation is determined for the proposed project based proposed uses. Reductions are not considered based on potential pedestrian activity. As indicated in Section 5.3 of the Draft EIR, the proposed project would contribute to two cumulatively impacted locations, the unsignalized intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard. These intersections provide inadequate LOS under the Cumulative Baseline and Cumulative Plus Project conditions. With implementation of recommended mitigation measures, traffic impacts would be reduced to a less than significant level. Additionally, Section 5.3 of the Draft EIR analyzes the potential impact of the proposed project on parking. Parking requirements are based on the Town's parking code, which establishes parking standards based on proposed uses. Mitigation has been recommended that would require the proposed project to demonstrate prior to site plan approval that the project would meet or exceed the requirements of the Town of Mammoth Lakes parking code and that all project related vehicles would be parked on-site. Compliance with recommended mitigation would reduce parking-related impacts to a less than significant level.

14-5 Please refer to Response to Comment number 7-5.

14-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

14-7 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

Eddie Torres - FW: Clearwater Project EIR Comments

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:27:39 AM
Subject: FW: Clearwater Project EIR Comments

From: John Wilson [mailto:johnboy@npgcable.com]
Sent: Friday, January 26, 2007 12:27 PM
To: Pam Kobylarz
Subject: Clearwater Project EIR Comments

Allow No variances for densities, heights and setbacks on the Clearwater Project. | **15-1**

Retain some of the conifers, an asset to our mountain community. | **15-2**

Avian monitoring needs to be done to determine avian use and nesting timing. Timing to cut conifers should be stated that will not interfere with birds nesting in open or cavity nests in the conifers. | **15-3**

All workforce housing should be provided onsite. | **15-4**

Jane Kenyon
PO Box 814
Mammoth Lakes, Ca 93546
760-934-0372
shaboosheba@yahoo.com

15. RESPONSES TO COMMENTS FROM JOHN WILSON, DATED JANUARY 26, 2007.

15-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

15-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

15-3 As indicated in Section 10, *Effects Found Not Significant*, of the Draft EIR migratory species including raptors and songbirds, could nest within existing trees, shrubs, and groundcover on-site. Although unlikely, any potential nesting is protected under Fish and Game Code Section 3503. Compliance with regulations and requirements set forth by the Fish and Game Code would reduce potential impacts resulting from project construction and operation activities. Therefore, implementation of the proposed project would result in a less than significant impact.

15-4 Please refer to Response to Comment number 11-1.

COMMENT NO. 16

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:27:54 AM
Subject: FW:

-----Original Message-----
From: Gabriel Taylor [mailto:gabrieltaylor99@hotmail.com]
Sent: Sunday, January 28, 2007 11:08 AM
To: Pam Kobylarz
Cc: arch_mc@yahoo.com
Subject:

To whom it may concern:

My name is Gabriel Taylor and I am a homeowner in the Timberline project located at 2290 Sierra Nevada Road. I attended the July meeting in regards to the Clearwater project which would be located directly behind Timberline. I have received very little information on the direction of where this project is headed. It was very clear at the July meeting that a large majority of the locals in attendance were opposed to a number of aspects of the proposed Clearwater project, most notably the height of the proposed buildings and the impact the project would have on local traffic.

16-1

After reviewing the "revised" Clearwater projects plans, I am writing this letter to support the "Reduced Building Height Alternative" plan.
Thank you for your time.

Sincerely,
Gabriel Taylor

16. RESPONSES TO COMMENTS FROM GABRIEL TAYLOR, DATED JANUARY 28, 2007.

16-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:27:54 AM
Subject: FW: Clearwater Project

From: RMUELLER1969@aol.com [mailto:RMUELLER1969@aol.com]
Sent: Sunday, January 28, 2007 12:06 PM
To: Pam Kobylarz
Cc: arch_mc@yahoo.com
Subject: Clearwater Project

Re: Clearwater Project - Public Input

Dear Town of Mammoth Lakes,

I am a local homeowner living in Timberline Condos adjacent to the proposed Clearwater Project and wish to express my desire that the "REDUCED BUILDING HEIGHT ALTERNATIVE" be selected for this project. I support the maximum height of all buildings proposed to be a maximum of 45 feet. Any excess height would most definitely increase traffic congestion, and most definitely decrease our peace and quiet that we come to expect living in a small town for the past 30 years. **17-1**

Keep our town quaint and stick to the established general plan height limitations set. Do not get intimidated by these developers who will undoubtedly build with whatever guideline they are given anyway's. **17-2**

PLEASE ADHERE TO THE ESTABLISHED GENERAL PLAN WHICH IS ALREADY IN PLACE. THE GENERAL PLAN WAS DRAFTED WITH THE PUBLICS INPUT YEARS AGO. WE MOST DEFINTLEY DO NOT WANT ANOTHER NORTH VILLAGE RIGHT IN OUR BACKYARD. PLEASE DO NOT SELL OUT YOUR CITIZENS IN EXCHANGE FOR (DIF FEES). **17-3**

Thank You,

Robert Mueller
Timberline Condos,

17. RESPONSES TO COMMENTS FROM ROBERT MUELLER, DATED JANUARY 28, 2007.

17-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

17-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

17-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 18

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:28:08 AM
Subject: FW: Comment on DEIR for Clearwater development

-----Original Message-----
From: Arch McCulloch [mailto:arch_mc@yahoo.com]
Sent: Sunday, January 28, 2007 5:04 PM
To: Pam Kobylarz
Subject: Comment on DEIR for Clearwater development

To whom it may concern,

As homeowners in Mammoth Lakes, and having read the Draft Environmental Impact Report for the proposed Clearwater Development we want it recorded that we support the "Reduced Building Height Alternative" for this development. **18-1**

We believe that this, and all other projects in the Town of Mammoth Lakes, should conform with the existing General Plan, and all applicable town ordinances. Most especially, building height should be limited to 45 feet, as specified in the General Plan. **18-2**

Thank you for the opportunity to comment.
....Arch & Nelda McCulloch
Timberline #5

18. RESPONSES TO COMMENTS FROM ARCH AND NELDA MCCULLOCH, DATED JANUARY 28, 2007.

18-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

18-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 19

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:28:54 AM
Subject: FW: Proposed Clearwater Development

-----Original Message-----
From: Joel Fadem [mailto:joel.fadem@anderson.ucla.edu]
Sent: Sunday, January 28, 2007 6:14 PM
To: Pam Kobylarz
Subject: Proposed Clearwater Development

Dear Ms. Kobylarz,

I am an owner in the Timberline complex very near the proposed Clearwater development project. I read the original submission on behalf of this development through your office, followed closely the report from the July public meeting via our Homeowners Association, and have just had the opportunity to review the most recent DEIR.

While this project has all the unfortunate markings of a "done deal", I still wish to register my strongest opposition to this project in any form because of its adverse consequences in the immediate area in terms of noise, traffic congestion, reduced sunlight, related environmental degradation and probable negative impact on residential property values in the surrounding area.

19-1

Given the choices available in the DEIR, I strongly support "The Reduced Building Height Alternative" as the best of a bad situation.

19-2

Thank you for your attention.

Sincerely,

Joel Fadem
Timberline Condominiums
2290 Sierra Nevada Road
Mammoth Lakes, CA 93546

19. RESPONSES TO COMMENTS FROM JOEL FADEM, DATED JANUARY 28, 2007.

19-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

19-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 20

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:29:09 AM
Subject: FW: Keep Clearwater Development Small

From: CALIFORNIAPENNIE@aol.com [mailto:CALIFORNIAPENNIE@aol.com]
Sent: Sunday, January 28, 2007 9:50 PM
To: Pam Kobylarz
Subject: Keep Clearwater Development Small

I live in the Timberline Condos and don't want to see the growth at Old Mammoth Rd and Sierra Nevada Road be developed to the extent of North (west) Village. Please keep the heights down to under 45 feet as stated in the "Reduced Building Height" alternative. Better yet, keep the buildings down to just two stories so the trees are still taller than the man made buildings. **20-1**

The Town of Mammoth Lakes is getting out of control with construction. Please control the growth!

Thank you!

20. RESPONSES TO COMMENTS FROM CALIFORNIAPENNIE, DATED JANUARY 28, 2007.

20-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 21

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 11:29:09 AM
Subject: FW: CLEARWATER PROJECT

From: Hass Mohaghegh [mailto:hdmo@sbcglobal.net]
Sent: Monday, January 29, 2007 9:40 AM
To: Pam Kobylarz
Subject: CLEARWATER PROJECT

Dear Ms. Kobylatrz, This email is in follow up to my previous email to you and the city planners, regarding the Clearwater project. By now, you have heard all of our objections to that project. **21-1**

The purpose of this email to support the "Reduced Building Height Alternative".

Sincerely;

H. A. Mohaghegh, M.D.
Owner, Timberline Condos., # 48
Jan. 29, 2007

21. RESPONSES TO COMMENTS FROM H. A. MOHAGHEGH, M.D., DATED JANUARY 29, 2007.

21-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 22

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 4:16:54 PM
Subject: FW: My Comments on Clearwater Project Development

-----Original Message-----
From: John Brabson [mailto:johnmbrab@earthlink.net]
Sent: Monday, January 29, 2007 3:08 PM
To: Pam Kobylarz
Subject: My Comments on Clearwater Project Development

Dear DEIR Representative:

I wish to go on record as supporting the "Reduced Building Height Alternative" as referred to by the Draft Environmental Impact Report (DEIR).
I also support the underground parking proposal for the Clearwater Project in the Town of Mammoth Lakes.

22-1

Respectfully yours,
John M. Brabson, owner
Timberline Condominium, Unit #50
2290 Sierra Nevada Road,
Mammoth Lakes, CA 93546

22. RESPONSES TO COMMENTS FROM JOHN M. BRABSON, DATED JANUARY 29, 2007.

22-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 23

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 4:21:40 PM
Subject: FW: Comments on the Clearwater DEIR

-----Original Message-----
From: Nick Moore [mailto:nick@angcrest.com]
Sent: Monday, January 29, 2007 4:20 PM
To: Pam Kobylarz
Subject: Comments on the Clearwater DEIR

TO: Town Of Mammoth Lakes, CA
FROM: Nicholas Moore

I am owner of Unit # 46 in the Timberline Condo complex at 2290 Sierra Nevada Road in Mammoth Lakes, CA.

I am writing you to express my support for the "Reduced Building Height Alternative" given in the DEIR for the Clearwater Project proposed for construction along Old Mammoth Road. **23-1**

I am strongly opposed to the construction of buildings whose height exceeds the limits set in the Town's General Plan.

Sincerely,

Nicholas R. Moore, Ph.D.
2290 Sierra Nevada Road, Unit 46
Mammoth Lakes, CA
Cell Phone: 626-676-9935
email: nick@angcrest.com

23. RESPONSES TO COMMENTS FROM NICHOLAS R. MOORE, PH.D., DATED JANUARY 29, 2007.

23-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 4:55:04 PM
Subject: FW: Clearwater Project Draft EIR

From: Scott Peer [mailto:scott.g.peer@jpl.nasa.gov]
Sent: Monday, January 29, 2007 4:52 PM
To: Pam Kobylarz
Cc: scottpeer@aol.com; arch_mc@yahoo.com; MtShadows@qnet.com; johnmbrab@earthlink.net; marcie44@earthlink.net
Subject: Clearwater Project Draft EIR

Dear Ms. Pam Kobylarz,

I would like to make specific comments regarding the Clearwater Project Draft EIR as a concerned homeowner of a neighboring property who will be impacted by any development of the property. Overall, I think the Draft EIR presents many facts faithfully, but hides many others, and in some cases makes false and deceptive statements. Through omission and deception the report hides the manner in which the developer intends to profit while the neighbors suffer the consequences. **24-1**

Specific comments follow.

3.3 Building Height: this is my first objection. I feel the 35 foot height code in Mammoth is already too high (and there should be no bonuses), and that buildings taller than 3 stories are eyesores, not only for immediate neighbors but also for hikers and others who view the valley from afar. There should be no exception made for building height, and in the worst case 45 feet should be the limit, but 30 feet would be better. **24-2**

3.3 Transportation: the statement "encourage guests to park vehicles for the duration of their stay and utilize alternative transportation services" is truly absurd. The presence of such a statement in a plan has no bearing on the traffic that we will experience 10 years from now. **24-3**

3.3 Landscaping: this appears to be a deceptive paragraph, in that it does not mention that most or all existing old trees will be axed and replaced with little nursery trees that look like bushes on top of sticks. **24-4**

3.4 Goals and Objectives: now they're into pure propaganda. The purpose of the development is to make money for the developer from Encino. It's called profiteering. It is done by taking a property and developing it in such a way that it steals the views, quiet, and open space from the neighbors. He makes money, all the rest of us lose. He goes on to steal from another community, using the money he stole from us as leverage. We can choose to enable him, or we can choose to send him away empty-handed. I'm not even going to bother with the ridiculous claims like "enhance the pedestrian experience" by increasing density and throwing buildings in the lot we can now easily cross on foot while **24-5**

viewing the White Mountains. 24-5

5.2.1 Aesthetics/Visual: this is a completely deceptive section, with photos carefully chosen to not show how the development will obliterate the view from many condos, such as the southern units of Timberline complex. The White Mountains are conveniently obscured by clouds in the one photo that would show them. 24-6

5.2.4 Visual: again conveniently misses the White Mountains as part of the view. "Views from the south and west would also significantly change" is code for "they're stealing your view and you'll never get it back". And so if each neighbor who loses his view loses a $20K value (to put a number on it), how many millions will be stolen in views? 24-7

All viewpoints except for #2 were chosen to show the least significant impact, and none of the worst impacts (neighbors who look directly at the highest parts of construction) are shown at all. That is an outrage, complete propaganda!

5.3.4 Traffic: is that a joke, "not significant increase in traffic"? Or is that just from the perspective of someone who lives in Encino? And are we to believe mitigation plans will be followed through on, when the Village traffic backs up to Main Lodge on holidays after skiing and they dropped any mitigation attempt? 24-8

6.2 Growth: are we supposed to think that growth of this sort (such as adding low paying cashier jobs) is going to benefit us in some way? 24-9

7.0 Alternatives: No Development is certainly the best, until someone that cares a tiny bit about Mammoth comes up with a plan. 24-10

7.2 Reduced Height: is just as lousy as the main plan, perhaps not quite as awful. 24-11

7.3 Surface Parking: is far superior to the main plan. 24-12

7.4 Above Grade: is superior to the main plan. 24-13

In the end, the developer has show his lack of concern for local residents, both by making a plan that is clearly against our interests, and by commissioning a deceptive Draft EIR. I expect that if he continues, the development will create even worse impacts than are known at this time.

Thank you for your interest in the concerns of existing property owners,

Scott Peer
Timberline Condominium owner

24. RESPONSES TO COMMENTS FROM SCOTT PEER, DATED JANUARY 29, 2007.

24-1 This comment is acknowledged. The commenter states that the Draft EIR presents many facts faithfully, but hides many others, and in some cases makes false and deceptive statements. The comment does not provide specific information as to what facts in the Draft EIR the commenter feels are inaccurate. No further response is necessary.

24-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

24-3 In accordance with *CEQA Guidelines* Section 15124(b), the description of the project shall provide a statement of objectives sought by the proposed project. One of the objectives of the proposed project is to "encourage guests to park their vehicles for the duration of their stays and use public transit facilities and/or hotel shuttles." The "Transportation" discussion in the project description describes the components or improvements that the project proposes to achieve this objective. Section 5.3, *Traffic, Circulation, and Parking*, of the Draft EIR analyzes the potential traffic related impacts with implementation of the proposed project and the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR includes an analysis of traffic-related impacts as a result of project changes.

24-4 Section 5.2, *Aesthetics/Light and Glare*, of the Draft EIR discusses the impact of removing existing landscaping within the project site. Specifically, the Draft EIR states that Large Jeffrey Pine trees would be removed and replaced with ornamental and streetscape landscaping (including pine, aspen, and maple trees). Additionally, the aesthetics analysis determined that along with several other factors, the removal of mature native vegetation would result in significant and unavoidable long-term visual/aesthetic impacts.

24-5 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. In accordance with *CEQA Guidelines* Section 15124(b), the description of the project provides a statement of objectives sought by the proposed project. No further response is necessary.

24-6 The "Existing Condition" viewpoint exhibits are actual photographs taken from various viewpoint locations in the project site and along roadways to and within the area. Using the existing condition photograph, the proposed project is rendered to illustrate the "Proposed After Construction Condition" and "Proposed Long-Term Condition". The clouds referred to by the commenter are on the existing condition photograph, therefore, they were not rendered as part of the "Proposed After Construction Condition" or "Proposed Long-Term Condition". Several viewpoints (in consultation with Town Staff) were utilized to illustrate representative views from uses within the surrounding area, including views looking northwest from uses northeast of the project site (existing commercial uses), views looking west from uses east of the project site (Sierra Manor Condominiums), views looking south from uses northeast of the project site (Sierra Manor Condominiums and pedestrians on Old Mammoth Road), views looking south from uses north of the project site (Mammoth Mall

and pedestrian and motorists traveling south on Old Mammoth Road), views looking south from Laurel Mountain Road, and views looking east from Sierra Nevada Road. As indicated in Section 5.2, *Aesthetics/Light and Glare*, of the Draft EIR, impacts resulting from increased building heights within the area, removed mature native vegetation, increased hardscape features, the project massing, and the obstruction of views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining uses to the north) would remain significant and unavoidable. If the Town approves The Clearwater Specific Plan, the Town would be required to adopt Findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

24-7 Please refer to Response to Comment number 24-6.

24-8 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

24-9 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

24-10 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

24-11 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

24-12 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

24-13 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

From: "Pam Kobylarz" <pkobylarz@ci.mammoth-lakes.ca.us>
To: "Eddie Torres" <egtorres@rbf.com>, "Glenn Lajoie" <GAL@rbf.com>
Date: 1/29/2007 5:04:47 PM
Subject: FW: Respopnse to Clearwater DEIR

From: yogalynn1@aol.com [mailto:yogalynn1@aol.com]
Sent: Monday, January 29, 2007 5:01 PM
To: Pam Kobylarz
Subject: Fwd: Respopnse to Clearwater DEIR

-----Original Message-----
From: yogalynn1@aol.com
To: pkobylarz@ci.mammath-lakes.ca.us
Sent: Mon, 29 Jan 2007 4:56 PM
Subject: Respopnse to Clearwater DEIR

My name is Lynn Theard, my husband and I are long-time owners of Unit #49 at Timberline Condominiums on Sierra Nevada Road in Mammoth Lakes, CA.

My opposition to the Clearwater project is based on the excessive size and scope of almost every aspect of the developement. It's negative impact will clearly overwhelm the already existing residential communities and commercial businesses in the adjacent area, including our property, as well the Town of Mammoth Lakes overall Unfortunately, the DEIR does not do anything to diminish my concerns.

25-1

However, after reviewing the choices presented in the DEIR, my preference would have to be for the "Reduced Building Height Alternative". Less height means fewer rooms and therefore less traffic in an area that is already well known for its high level of vehicular traffic. Again, it would have been preferable to have other alternatives to consider, I have to go with what was proposed.

Thanks for your consideration of my comments.

25. RESPONSES TO COMMENTS FROM LYNN THEARD, DATED JANUARY 29, 2007.

25-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

January 29, 2007

Peyo Michaels
Sierra Park Villas, #24
Mammoth Lakes, CA

Town of Mammoth Lakes
Community Development Department
C/o Mr. William Taylor, Ms. Pamela Kobylarz

RE: Clearwater Draft EIR

The attached comments are in response to apparent inadequacies in the draft EIR for the Clearwater Project.

5.1 LAND USE AND RELATIVE PLANNING

The project would not only exceed the Town's existing height restrictions and obstruct existing views, it would exceed the existing density restrictions. Its Specific Plan should conform to the current concept being proposed for the General Plan Update. **26-1**

5.2 AESTHETICS/ LIGHT AND GLARE

1. No mention is made of the loss of the view of Mammoth Knolls from existing units at Sierra Park Villas that are facing Sierra Nevada Road. **26-2**

2. No mention is made of the unavoidable light and glare at night that will result from the extremely large glass areas proposed for the units facing existing neighbors. The project proposes cut-off exterior light fixtures, how does it propose to cut off light from its units? No more privacy, no more stars at night, just 6 stories of lights from huge lantern-like windows. What about the lights from 700+ cars exiting the main driveway onto Sierra Nevada Road? The light from these cars will shine directly into our unit and many others. **26-3**

3. No significant impact is mentioned for the massing "and general visual" character of this project. The massing is totally out of scale with anything around the project. The design looks like it belongs near LAX. It has no vernacular visual elements associated with the Mammoth Lakes area nor any other mountain area characteristics. The proposed mitigation is only its color. Imaginary renderings of the project show views down streets, not the massive wall of development as seen head-on from existing low density residential units across the street. **26-4**

5.3 TRAFFIC, CIRCULATION and PARKING

No mention is made of the unique condition for Sierra Park Villas parking that backs out onto Sierra Nevada Road from its perpendicular spaces. A traffic light **26-5**

at Old Mammoth Road will only worsen this situation, the driveway serving 700+ underground parking spaces is situated directly across from the Sierra Park Villas parking that will back into its stream of traffic. 26-5

The project seems to propose public transportation as mitigation for the 700+ cars it will add. It is highly unlikely that this will mitigate the use of private vehicles for trips to many recreational and other areas which will not be served by public transit such as hiking trails, fishing areas, and back country skiing. Does anyone go to Von's by bus? What about the pollution created by these 700+ vehicles? Don't we have enough no-burn days? The only feasible mitigation would be far less density to reduce the number of cars. 26-6

5.4 AIR QUALITY

Added traffic from the proposed 700+ cars will certainly add to undesirable emissions. This has been completely ignored. Don't we have enough non-burn days in Mammoth? Dust from the construction project will travel through the neighborhood regardless of the mitigation measures proposed. This will slowly accumulate on surrounding properties over time. 26-7

5.5 NOISE

Four years of construction noise and combined effects from most impacts will result in significant loss of environmental quality and rents for the many surrounding condominium complexes. How can that be measured? Noise from 700+ vehicles using the driveway leading to underground parking will impact the units across from it forever. 26-8

5.6 UTILITIES AND SERVICE SYSTEMS

No mitigation is proposed for additional water consumption by this massive project, yet the community has a history of previous drought years, which required water conservation. Doesn't additional demand translate to higher water rates for everyone? 26-9

Sincerely,

Peyo Michaels, A.I.A.
Owner of Sierra Park Villas #24

26. RESPONSES TO COMMENTS FROM PEYO MICHAELS, A.I.A., DATED JANUARY 29, 2007.

26-1 Section 5.1, *Land Use and Relevant Planning*, of the Draft EIR analyzes the proposed project's consistency with the development standards established by the General Plan and Zoning Code. The project proposes 308 units with 480 Hotel-Motel Rooms at 78.75 rooms per acre. As indicated in Table 5.1-2, *Summary of 1987 General Plan Development Restrictions* and Table 5.1-3, *Summary of 2007 General Plan Development Restrictions*, the proposed project would comply with the density standards established in the *1987 General Plan* and the *2007 General Plan*, which allow for the development of 488 Hotel-Motel Rooms when the density bonus is applied for the provision of underground parking. As indicated in Table 5.1-4, *Summary of Property Development Standards*, the proposed project would comply with the density standards established in the Zoning Code, which allows for the development of 488 Guest Rooms; 80 Guest Rooms/Net Acre when the density bonus is applied for the provision of underground parking. It should be noted that although the project is consistent with the *1987 General Plan*, the Updated General Plan was taken into consideration in formulating the Final Environmental Impact Report. The Update General Plan was adopted on August 15, 2007, eight months after the completion of the Clearwater Specific Plan EIR public review period.

26-2 Please refer to Response to Comment number 24-6.

26-3 Please refer to Response to Comment number 8-1.

26-4 Please refer to Response to Comment number 24-6.

26-5 Per the Traffic Impact Analysis (refer to Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR), installation of a traffic signal at Old Mammoth Road/Sierra Nevada Road will provide acceptable LOS. This intersection is deficient in the existing condition; therefore, leaving it as a two-way stop-controlled intersection in the cumulative and cumulative plus project scenarios will only worsen the LOS. Additionally, please refer to Response to Comment number 7-5.

26-6 Please refer to Response to Comment number 4-3.

26-7 This comment is acknowledged. A full analysis of the project's air quality impacts is analyzed within Section 5.4, *Air Quality*, of the Draft EIR. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

26-8 This comment is acknowledged. A full analysis of the project's air quality impacts is analyzed within Section 5.5, *Noise*, of the Draft EIR. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

26-9 Please refer to Response to Comment numbers 6-11 and 6-84.

COMMENT NO. 27

Marcie Pettigrew
Mountain Shadows - F13
Sierra Nevada Rd., Mammoth Lakes, CA
Marcie44@earthlink.net

Pam Kobylarz, Assistant Planner
Town Council
Minaret Village Shopping Center
437 Old Mammoth Rd
Mammoth Lakes, CA 93546

Dear Pam Kobylarz, Assistant Planner,

SUBJECT: CLEARWATER PROJECT

Dear Ms. Kobylarz

Thank you for keeping me informed with regard to the Clearwater project. I have reviewed the current Clearwater Specific Plan (yes the 300+ pages), and I am disappointed in their response to the concerns of the people of Mammoth Lakes. I think they heard clearly, that a height of 110 feet was distressing to the local residents. However their response in the current proposal is disingenuous. They did not make any compromise in their plans at all. Under the Reduced Building Height Alternative Clearwater has retained the same number of condominium rooms, year round workforce housing units, restaurant/retail square feet, and parking spaces. The only change was to reduce the project building height! Yes, *of course* this would result in building massing! It would be a structural blob. That is NOT what the people of Mammoth Lakes want. **27-1**

Further, the argument against the three-level underground parking structure in favor of the 35-foot above ground parking structure is again working clearly in the favor of the Clearwater project, not in the best interest of the Town of Mammoth Lakes. No doubt it will be less expensive to build an above ground parking structure than to excavate three-levels for the underground parking. However, in the long run, underground parking would be more aesthetically pleasing. Those of us who live and visit in Mammoth Lakes want to see trees, mountains, and sky, not massive buildings. Better to tuck our building structures amongst and below the trees than to cut down the trees and replace them with steel, concrete and paint. **27-2**

I hope that the town council will not change the zoning to allow for a project of 110 feet in height, or the above ground parking structure in our beautiful Mammoth Lakes. I'm sure that Clearwater has very talented and experienced architects and engineers who can present a visually pleasing project that conforms to the zoning in that area. Yes, there will no doubt be a reduction in the number of condominium units and perhaps more expense to the developers, but that is the realities of business. Once the project is built, we will have to live with it for many, many years. All the issues must be considered (height, shadowing, snow storage, traffic congestion, noise, lighting) in terms of the best interest of the community in the long run. Short-run, one-time, offset payments to the town or other "mitigating" tactics in order to get a variance or a zoning change will be seen as shortsighted. 27-3

The developers are very skilled at persuasion, but I am hoping that you and the others will just keep the focus on what we want for the long term in Mammoth. Developers come and go, but we live here for years!

Sincerely,

Marcie Pettigrew

Marcie Pettigrew

27. RESPONSES TO COMMENTS FROM MARCIE PETTIGREW, DATED JANUARY 9, 2007.

27-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

27-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

27-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

Clearwater Project
1/24/07

To whom it may
Concern,

I am opposed to
the clearwater project
that is proposed to be built
on old mammoth Rd across
from Sierra Manor which is
where I own my Townhouse.
The height would block
our view of the mountain
and traveling on old mammoth
Rd would be impossible
Tuff Coulson #9

28-1

28. RESPONSES TO COMMENTS FROM JEFF COULSON, DATED JANUARY 24, 2007.

28-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 29

18 August, 2006

Town of Mammoth Lakes: Mayor Stapp

I am enclosing a letter and map that I submitted for the Clearwater Project. I am sending this to you, because some of my proposals would require active Town Council, Staff, and Planning Commission involvement to waive current parking requirements. However, I believe that concepts presented in the letter meet the Town's vision and cannot be achieved if we continue to be directed by parking formulas derived from 1970's strip mall design.

The rough map that is an integral part of the proposal shows two future projects that are quite important in achieving Town goals: the Clearwater Project and the Shady Rest site. I have previously expressed my thoughts about the importance of not compromising the Shady Rest site as a workforce housing site. I have heard Planning Commission members encourage that proponent to add commercial and retail to the site, with the well-intentioned desire of creating a "walkable community". However, I believe that the rough visual that I am providing will illustrate that a more appropriate opportunity exists with the Clearwater Project, especially because it is well within a 5-minute walk of Shady Rest. Shady Rest is also only a few minutes walk to other commercial projects on both Main Street and Old Mammoth Road. Any retail in Shady Rest represents another lost workforce housing opportunity, which we cannot afford. **29-1**

I am suggesting that there should be two different planning principles applied to these two projects, as follows:

Shady Rest: Do not encourage traffic from outside, even pedestrian, other than through bike path connectors. Make the childcare center the only exception, with 15 minute drop-off parking. Dedicate built areas to housing (including the childcare center). Landscape open spaces, with paths and play areas for resident families, not outsiders. As such, it would be a community that wouldn't compete with outside commercial opportunities at the expense of lost housing.

Clearwater Project: Encourage this project to integrate with its resident neighbors by offering ground-floor amenities in all buildings, including a full-service supermarket and other services noted in my letter (without parking!). Recognize this project as our first opportunity to achieve a true community experience within walking distance of many residents, and ask the proponent to design it as such. This project would encourage everyone to visit it by foot, bicycle, or transit only (other than its hotel/condo visitors who arrive in a car). Clearwater can help us achieve many of our goals, if we can find the will to work with the proponent to make it a truly animated integral part of our community. Creative thinking, not rigid formulas, can make this happen.

Please feel free to contact me if you have questions concerning either of these letters.

Sincerely,

/s/ *Sandy Hogan*

Enclosures: Clearwater Scoping Comments and map
Cc: Town Council, Staff, and Planning Commission
Editors, Mammoth Times and The Sheet
Mark Maldonado, Mammoth Lakes Housing, Inc.
Clearwater Project: Metric Holdings, Inc/Metric Mammoth LLC
Mammoth Stakeholders

17 August, 2006

Metric Holdings, Inc/Metric Mammoth LLC
16633 Ventura Blvd, Suite# 925
Encino, CA 91436

I am submitting this letter in response to your request for scoping comments for the **Clearwater Project**. Please accept my apology for not having responded earlier; hopefully you will find my comments helpful in your project planning, even though a week late. I am a Mammoth Lakes resident and property owner for 11 years.

I have reviewed your specific plan, and feel that you have missed some wonderful opportunities to make your project the Town's first 21st Century statement of what we want to look like for the next 50 years. The Clearwater Project site, along with the timing of this project, offers us a chance to state our vision of what we want the Old Mammoth core to become. Your site is one of the largest under one ownership in this area, and it is the only one that offers the opportunities that I am proposing for consideration in your upcoming EIR.

The existing site is a historical tribute to the auto, with an approximately 80/20 ratio of "asphalt to people" space. We have many similar existing sites and strip malls, all of which testify to the importance of the auto in the 1900's. However, our community vision is that our Town's future must be rooted in pedestrian, bicycle, and public transit, for both visitors and residents alike. Your site offers opportunities to achieve this as does no other current project. I have enclosed a rough visual to illustrate those opportunities, for I do not see recognition of these in your current documents. 29-1

The map shows those properties within a 5-minute walking distance of your project. You will notice that the majority of those properties are shaded green, indicating "residents" (full or part-time, or rental condos). Yellow indicates mixed use or potential mixed use, also indicating residents. It also shows the Shady Rest Tract, which has a specific plan for 172 future workforce housing units. Green and yellow represent a 4-season market which is not addressed in your draft plan, yet which presents an outstanding chance to integrate your project with your neighbors, and to make a design statement that future Old Mammoth Road projects will want to emulate.

As designed, your project is an upscale 2006 version of what surrounds it on most sides: a transient occupancy project with minimal services designed to accommodate your guests and nearby transient visitors. As such, you have done a workmanlike job creating this plan, following the Town formulas, and even incorporating 100% workforce housing, for which I congratulate you.

However, what you have overlooked is the other half of a vision: the opportunity to create a true "village" experience, along the model found in both European resorts and cities, where resident services are offered on the ground floor, and auto parking is not accommodated nor is auto traffic encouraged. Your challenge is to design these facilities, and the Town's challenge is to waive parking formulas designed for 1970's commercial centers such as Von's and other strip malls, and to work with you to design a truly unique, future concept which can define our Old Mammoth core area for the next 50 years. This would offer the vitality (economic and recreational) that I find lacking in your present plan, as well as help the Town meet many of its transit goals by keeping your neighbors out of their cars more often.

My specific comments for "ground-floor resident services" follow. I would see many of these directed towards Laurel Mountain Road, but not necessarily all of them.

- A full-service supermarket (minimum 10,000 square feet) (basement delivery, no parking), targeted at walking customers within 5 minutes of your project. This alone could relieve the congestion and auto traffic we now experience at Von's.
- "Mini-malls", containing deli's, coffee stalls, sandwich shops, take-outs, self-service cafeteria areas, bank/ATM (could be located in the supermarket, as is often found in Nevada supermarkets), video rentals, photo/film shop, mailboxes, small tourist shops offering postcards, gifts, stamps, and other similar shops which are directed at a resident market as well as transient guests (no parking constructed for any of these). 29-1
- Plan open space and sidewalk areas as public areas, so that food services can set up tables and chairs, much as we are now seeing at Salsa's, World Cup Coffee, Giovanni's, and other sites in town frequented by locals.
- Integrate sidewalks plumbed for snowmelt on all four sides of your project, as well as in open spaces. Be the first on Old Mammoth Road to implement snowmelt, rather than snow removal.
- Contribute (land) to the first roundabout on Old Mammoth Road (intersection with Sierra Nevada Road), and request that the Town build the roundabout. This would relieve congestion by allowing for safe left-turns, U-turns, and continuous circulation. It may allow you to use Old Mammoth Rd. more efficiently for ingress and egress, also, and allay neighbors' concerns about auto traffic.

I am sure that I have overlooked many possible locals' needs in this brief list, but it is intended only to spark ideas, not serve as a complete list. The concept is what is important, and for all of us to realize that it is achievable, **if we** (Town, locals, and second home owners) are willing to make changes that are necessary to let it happen. Too often we ask proponents to give us everything **we** want, without making the necessary tools available to the developer to allow it to happen. Projects must be economically feasible: e.g. not require huge amounts of (underground) parking (a la 1970's formulas) that may kill desirable features that could help us move towards our "DFC" (Desired Future Condition) in partnership with the developer.

29-1

I would hope that the Town and public would work with you to add features such as those that I am suggesting. They could easily be analyzed as a second alternative in your EIR.

I am sending a copy of this letter to the Town Council, Planning Commission, Mammoth Times, and others in the hope of starting new discussions about what our "DFC" could look like, and what may need to be done to achieve it.

Please feel free to contact me if you have any questions about anything in this letter. Thank you for the opportunity to comment.

Sincerely,

/s/ *Sandy Hogan*
Sandy Hogan

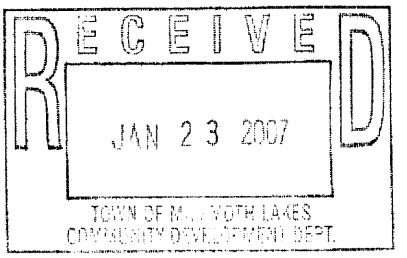
Enclosures: map of project area; letter to TML Mayor Stapp
Cc: Town Council and Staff
Planning Commissioners
Mammoth Stakeholders
Mark Maldonado, Mammoth Lakes Housing, Inc
Editors, Mammoth Times and The Sheet

29. RESPONSES TO COMMENTS FROM SANDY HOGAN, DATED AUGUST 18, 2006.

29-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. 30

January 22, 2007



Jan A. Wing
951 Glenneyre Street
Laguna Beach, CA 92651

Town of Mammoth Lakes
Community Development Department
C/o Mr. William Taylor, Ms. Pamela Kobylarz

RE: Clearwater Draft EIR

In reading the EIR I find to my dismay that in the Traffic Study no real winter Saturday was actually studied. I own a second home near to this proposed project and I can tell you for a fact that putting over 700 additional cars at this intersection is going to tie traffic up all over town on a real winter or August Saturday. Traffic signals also will not work unless you are intending to synchronize lights all over the old Mammoth area. **30-1**

Reliance on the town shuttle to mitigate traffic impacts will also not work. The only thing that might help is if it is a required part of the CC&R's that the homeowners will have to have a private shuttle in perpetuity. **30-2**

I do not understand how a 110 foot high building will revitalize old Mammoth. The current owner is going out of his way to make sure the property looks run down so that the neighbors will feel pressured to let him build anything. I have attached an article from the Los Angles Times dated 1/21/07. This is the first negative article about Mammoth in a long time and it has to do with **"planners aiming at capturing the charm of a Reseda strip mall."** If this project gets approved at this height level that is exactly what will happen to Mammoth. **30-3**

This area has a height limit of 35" and as a neighbor of this property that is high enough. Most all of the neighbors I have spoken to are in favor of some development on this parcel at 35 feet or lower. I reviewed the View Impacts and the view perspective was not taken at the perspective of the project across the street (Sierra Park Villas), instead it was taken down the street where the proposed height of 110 feet would not impact the view. The massive height with no on surface parking are going to make this site a traffic nightmare and block light and views to all of the surrounding projects. The egress and ingress into the 700 car parking garage at one opening is going to create a great deal of noise, light, cars and people 24 hours a day next to existing condos that I find no solution for in the EIR. **30-4**

I am also confused about the density. Is this a hotel or condo project? How are these terms going to be defined in your planning document? **30-5**

Sincerely,

Attachment

WESTERN TRAVEL

GROUP GOOSEBUMPS: *Family members get their ski legs at Snowmass in Aspen, Colo. The sizable resort requires a couple of days to ex*

Penny pinchers fit in some r

[*Aspen, from Page L1*]

of our economic stature do and chugged two flutes apiece, burped and went merrily on our way.

We'd been through Aspen before — on a summer road trip in 2004 — and glimpsed it during TV coverage of previous Winter X Games, which start here Thursday. Despite its well-earned reputation for wealth, we found the town charming, pedestrian-friendly and well-scrubbed, with many authentic Victorian buildings.

That, to us, was a striking departure from California ski towns. The skiing may be great at Mammoth or Tahoe, but planners in both places appear to have been aiming at capturing the charm of a Reseda strip mall.

So it was both the town and the skiing that brought us back to Aspen, which is about a four-hour drive west of Denver. The Aspen Skiing Co. operates four resorts in the area and, cumulatively, they offer 5,246 acres of terrain, with Snowmass almost the size of Mammoth. The hardest part of each day was deciding where to ski — and if that's your biggest problem, then, of course, you don't have any problems.

The four resorts we visited were Aspen Mountain, Aspen Highlands, Buttermilk and Snowmass. To simplify, Aspen and Aspen Highlands have the steepest terrain and are not for beginners; Buttermilk is the easiest and has a terrain park with some features and jumps the size of a small house; Snowmass is a behemoth, the kind of resort that takes at least two days to fully explore.

We started with Aspen Mountain because it looms just above downtown and has long enjoyed a reputation for chewing up skiers and spitting them out.

The funny thing is that the mountain is just not that large in terms of acreage but offers 3,267 feet of vertical. But it's tall. A single gondola ride takes you to the top, and you can ski all the way down without hitting any flat spots. The intermediate (blue) runs would be expert (black) runs most anyplace else, and a few of them — such as Ruthie's Run — are like speedways.

Next up: Aspen Highlands, a five-minute drive from town. The first thing we noticed was that it was empty. The second was that this is the locals' hill. It

DANIEL BAYER

TAKE A WALK: *After a full day on the slopes, visitors can stretch their legs and partake in evening retail therapy along Aspen's Hyman Avenue Mall.*

ly visible from our hotel, so I spent a lot of time glancing. The snow is reputed to be the best in the state, and I spent the better part of the 14-hour drive home trying to come up with a better excuse for not having tried it.

ter because the skiing was voluminous. At one juncture, we spent an hour doing laps on the remote Campground lift, which offered 1,400 feet of vertical on half a dozen or so blue and black runs. We saw maybe 20 skiers in that time.

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30. RESPONSES TO COMMENTS FROM JAN A. WING, DATED JANUARY 22, 2007.

30-1 It is recognized that signal coordination will be required with installation of traffic signals. Analysis of traffic conditions during a peak winter holiday period (worst-case) is not consistent with the Town's methodology for analyzing traffic impacts. Per the Town's established methodology, the design day used is a typical Winter Saturday, which occurs 15 to 20 times a year. In the context of standard engineering practice, even the typical Winter Saturday represents a conservative approach to traffic planning and mitigation.

30-2 Please refer to Response to Comment number 14-4.

30-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

30-4 Please refer to Response to Comment number 24-6.

30-5 Please refer to Response to Comment numbers 8-3 and 26-1

Hand-Delivered
January 29, 2007

To: William Taylor
Deputy Director of Community Development
Town of Mammoth Lakes

From: Pat Eckart
P.O. Box 7525
Mammoth Lakes, CA 93546
(760) 934-3726
paeckart@qnet.com

Re: Comments on Draft Environmental Impact Report (DEIR) for The Clearwater Specific Plan (Project)

I am strongly opposed to the Clearwater Specific Plan (Project) for many reasons, but primarily for its lack of connection in size, design, and purpose to the surrounding area, and for the number of significant and unavoidable impacts its approval would impose on a long-established and increasingly full-time resident community of condominiums, apartments, and single family homes. Few buildings are larger than two stories and most are surrounded by many majestic Jeffrey pines. This *is* the "village within the forest."

The Project, as proposed, clearly introduces an *urbanized resort* development. Visually, I see it as similar to placing a skyscraper between or beside Georgetown brownstone apartments, overpowering and totally out of sync with its surroundings. What is needed on this site is development that raises the bar for the surrounding community but doesn't hammer it. This means a project that is better designed, lower scale, warm and welcoming to its neighbors. The simulated photos in the DEIR show a boxy development of flat, sharp angles, lacking softness and warmth. The design is reminiscent of somewhere else—certainly not a mountain community. 31-1

As noted above, my chief concern is the short-term (four years!) and lasting impacts this Project, if approved, would leave on the resident community. "To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to *outweigh* [italics mine] the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a])." [p. 56, DEIR] 31-2

Those who would support and/or approve this Project must answer the following: What are the Project's specific benefits and who benefits? Would you support the Project if you live and/or work in the immediate area—say, across the street? How important are the "benefits" when compared to the adverse impacts inflicted upon the community? How would you argue the superiority of the benefits over the impacts? What impacts would you consider "acceptable"? What impacts are not acceptable? 31-3

Outlined below are the "Significant and Unavoidable Impacts" and other impacts considered "Significant" or "Less than Significant" (but impacts nonetheless). Much greater detail on these impacts can be found in Section 5, beginning on page 55.

1) **Inconsistency with the Town's 1987 General Plan**

"The proposed project would conflict with the applicable goals and policies of the 1987 General Plan. No mitigation measures are feasible. The proposed project would result in significant and unavoidable impacts with respect to the *obstruction of views* (Land Use District 9 Implementation Plan) and the *variation in height restrictions* . . . . Also, significant and unavoidable *cumulative impacts* are anticipated regarding the introduction of Development associated with the proposed project and other related cumulative projects may result in *cumulatively considerable land use and planning impacts*. No mitigation measures are feasible." [pp. 23-24]

2) **Construction "Short Term" Aesthetic/Light and Glare Impacts (4 years)**

"Although implementation of Mitigation Measures . . . would reduce impacts, . . . surrounding residential areas would be exposed to the *visually related impacts* of construction activities for approximately four years. Thus, construction related *visual impacts* would be significant and unavoidable." [p. 24]

3) **Long-Term Aesthetic/Light and Glare Impacts**

Visual/aesthetic "impacts resulting from increased building heights within the area, removed mature vegetation, increased hardscape features, and obstructed views toward Mammoth Mountain (from adjoining uses to the east) and Sherwin Range (from adjoining uses to the north) would remain significant and [un]avoidable following implementation of recommended mitigation measures." [p. 24] 31-4

Despite implementation of mitigation measures, "the intensification of the proposed uses from that of the existing on-site uses would result in a significant *light and glare* impact." [pp. 24-25]

"...the proposed project, in combination with other *related cumulative* projects identified in Section 4.0 of this EIR, would intensify the developed appearance of the TOML and increase *nighttime ambient lighting* conditions. With implementation of recommended mitigation measures, impacts are concluded to be significant and unavoidable." [p. 25]

4) **Shade and Shadow Impacts**

"Although *shade and shadow impacts* would be reduced through the design review process and Mitigation Measure AES-15, project implementation would result in significant and unavoidable *shade and shadow* impacts." [p. 25]

5) **Noise and Vibration Impacts**

"Grading and construction within the area would result in temporary *noise* and/or *vibration* impacts to nearby noise sensitive receivers. Despite compliance with mitigation measures, the proposed project would result in significant and unavoidable impacts regarding exposure to construction noise, due to the proximity of sensitive receptors to the project site. Additionally, the project would result in a significant cumulative construction impact. If the Town of Mammoth Lakes approves the project, the Town shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations" [p. 31]. See p. 185-186 regarding noise sensitive receivers. Table 5.5-3, which includes Mammoth Elementary School, could be greatly expanded to include a multitude of other named properties that could or will be impacted by noise. Note that "stress" is one of the impacts of noise.

6) **Noise, Traffic Congestion, Pedestrian Safety, Air Quality, and/or Light and Glare; Multiple Impacts Due to Increased Traffic**

Consider the following information from the DEIR:

"*15,000* truck trips"—first year, demolition and excavation, [p. 95].

"Garbage truck = 100 dB. No more than 15 minute exposure recommended." [p. 184] [Note: EPA information in DEIR is over 35 years old.]

"The project could generate *2,144* vehicles traveling in and out of the parking structure during peak hours" [p. 178]

An "estimated *5,181* daily vehicle trips would be generated by the proposed project," [p. 175].

Safety issue: Sierra Nevada Road and Laurel Mountain Road on two sides of the Project are heavily used by children walking or riding their bicycles to and from school.

In addition to the above traffic impact on *air quality*, the discussion of carbon monoxide and "cold starts" in underground parking is of interest. [p.177] 31-4

An increase in traffic *noise* at completion of this Project is based on "25-mile per hour average vehicle speed" [p. 188]. Only drivers looking for addresses are this slow! This raises question of credibility on other traffic studies.

Vibration: See p. 198 regarding "blasting." During construction of the Mormon Church, a giant boulder was blasted (without notice) and a rock missile just missed me while other rocks flew over my building into our parking lot (about 100 feet). Contrary to the DEIR, blasting is a possibility.

8) **Crime Impact**

Expect an increase in crime if this project is approved. This was not addressed in the DEIR but could have a serious impact on the community.

9) **Removal of Trees**

As a result of underground parking all Jeffrey pine trees (about 48) will be removed from site. [p. 81]

Have we learned nothing from the North Village experience? If this Project is a "resort development," does it not belong in the "resort corridor" and other designated "resort" areas? Can such a development be integrated into this long-established community or will it just be a smaller, isolated North Village smack-dab in our neighborhood? Will prices be affordable in restaurants and boutiques for the largely low-income residents in this area? 31-5

In an apparent effort to confuse us, the DEIR makes reference to "Clearwater *residential* units (i.e., 480 bedrooms and 43 workforce housing units)," [p. 159] implying, as it does on other pages, that the Project is less a hotel than a full- and part-time residence—like us. This is not the case as noted by the many references to "resort" and "visitors." In fact, a careful reading of the DEIR indicates that this project is no different than North Village, except in scale. Just suggesting that things might be otherwise does not make it so. 31-6

Thank you for the opportunity to comment on the Clearwater Specific Plan DEIR.

Sincerely,

Patricia Eckart

Patricia Eckart

31. RESPONSES TO COMMENTS FROM PAT ECHART, DATED JANUARY 29, 2007.

31-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

31-2 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

31-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

31-4 The majority of the comment restates information directly from the Draft EIR and does not raise new environmental information or directly challenge information provided in the Draft EIR. Table 5.5-2, *Sensitive Receptors*, of the Draft EIR, identifies sensitive receptors within the project vicinity that would most likely be affected by activities from the proposed project. Regarding off-site pedestrian safety, the pedestrian crossings at the intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard would be improvement with the implementation of signalized intersections and crossing devices. The noise analysis utilizes posted legal speed limits within the project area. Section 10, *Effects Found Not Significant*, of the Draft EIR discusses potential impacts to police protection services with implementation of the proposed project. As indicated in Section 10, the increase in visitors resulting from implementation of the project could result in a greater volume of emergency calls for police services and could potentially impact police protection and law enforcement services and facilities. The project would generate a demand for 0.63 officers. The Town currently collects between $473.00 and $788.00 per residential unit and between $0.78 per square foot and $0.14 per square foot for non-residential uses. The development impact fees would serve to mitigate potential impacts to police services. Therefore, impacts are considered less than significant.

31-5 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

31-6 Please refer to Response to Comment number 4-1.

COMMENT NO. 32

attempt delivery 8:30 1/30/07

January 30, 2007 (8:00 a.m.)

Ms. Pam Kobylarz
Offices of the Town of Mammoth
Mammoth Lakes, Ca 93546

Dear Pam,

Thanks for responding to my e-mail of 1/24/07. I have received your reply e-mail sent at 2:52 on 1/29/07, in which you stated my letter sent of July, 2006 would not automatically be included in the review period ending 1/29/07 at 5:00. Because it was sent close to 5:00 on the 29th, I did not actually read it until after 5:00. I hope this does not preclude my ability to follow the instructions of your e-mail.

I do not know if the concerns of my letter of July, 2006, have been addressed. Please address comments as stated in that letter and diagram. **32-1**

I also have concerns about what will happen with those particular parking spaces and traffic during the many years of construction. With anticipated parking and traffic problems, I believe it will be difficult to live, rent, or sell the condos closest to Old Mammoth Road on Sierra Nevada Road. **32-2**

Thank you for your continual attention.

Margaret Clevenger
934-9744
920-0118

Hi Bill,

How are you?

I left a message for you today about the Clearwater Project and concerns I have about our current parking at Sierra Park Villas.

We live in Unit 8, and our parking is along Sierra Nevada Road, opposite Ocean Harvest. I have colored our parking spaces black in this diagram. The green cars demonstrate the current flow of traffic on a typical day. Some days are quieter, some much busier.

You can see that the parked cars need to back out onto Sierra Nevada Road in order to leave. Typically, the road is not very busy and the wait would be just a couple of cars. Sometimes there is a wait because the cars waiting to enter Old Mammoth Road are backed up. The parking along this road is utilized completely and often overflows to the Ocean Harvest parking lot. The fact that we have insufficient parking is not the problem I am most concerned about.

32-3

The problem is the increase of traffic from the point of ingress and egress for the Clearwater Project on Sierra Nevada Road. With the increase in traffic coming onto the road from Clearwater, I anticipate there will be continual back-up traffic waiting to enter Old Mammoth Road. Oftentimes a left turn onto Old Mammoth Road is virtually impossible. I imagine a light will be required one day, especially with the pedestrian cross-walk (red dots). When cars are backed up waiting, the parked cars are locked in. Light or no light, there will be many parking places that will not be usable. The green cars parked on the project on Old Mammoth Road (in my drawing) are spaces that mostly go unused because it is too difficult to back out onto Old Mammoth Road. I see a scenario like that coming – even worse because cars have to stop at Old Mammoth Road and wait to enter. I think the result would be that those of us who park along Sierra Nevada Road would simply not be able to park there any more. And there is no place else to park. I don't even think we would be able to sell our condo should this problem arise.

Our Manager mentioned this project a couple of weeks ago and indicated we would be getting a letter because we would be impacted. No letter has come. Vern is presently in treatment, entering his fourth week of radiation in Carson City, so things are hectic.

I sure would like to hear what you think about this and whether the problem would be remedied. Naturally, we're quite concerned.

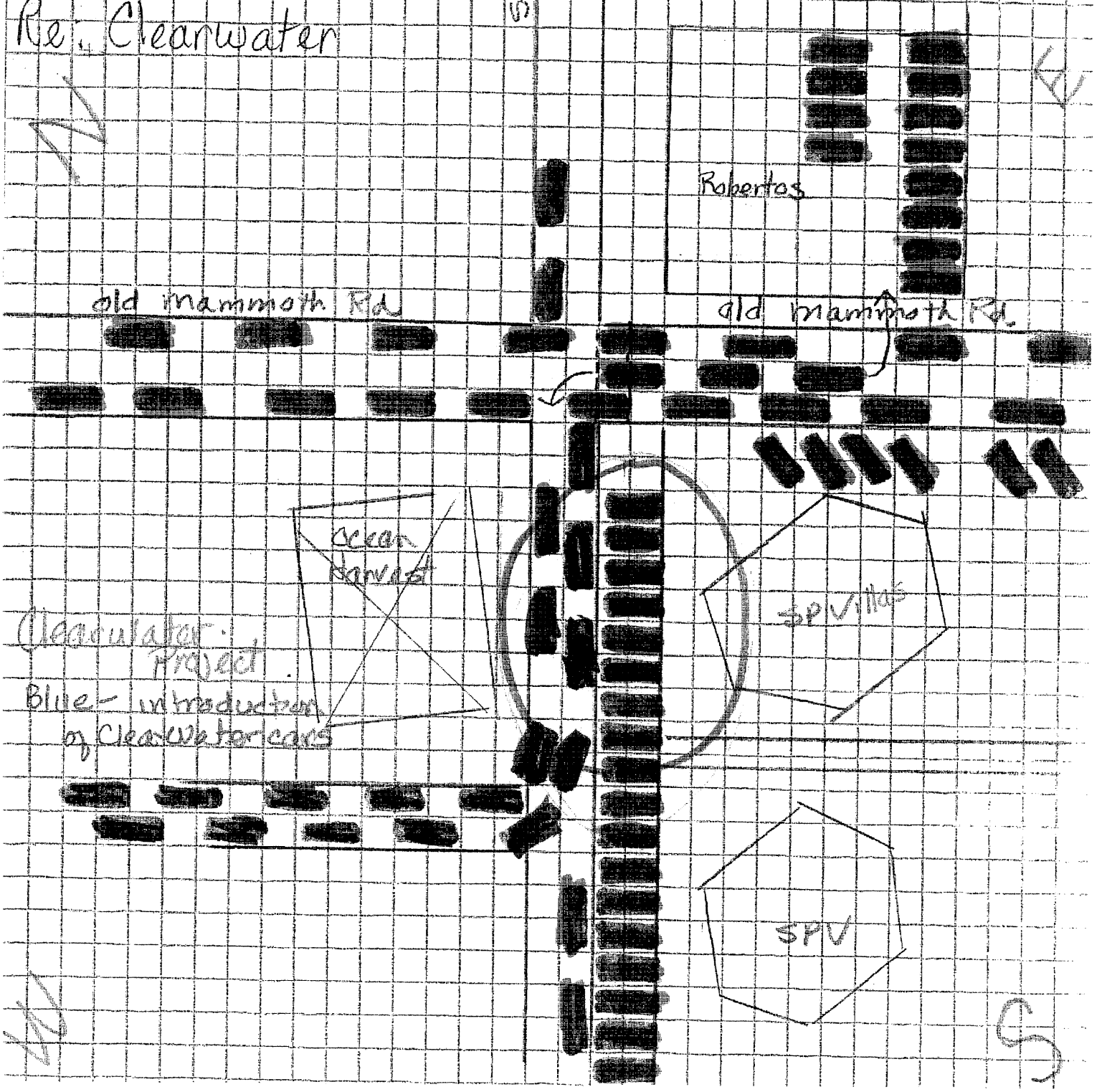
Please give us a call. Home: 934-9744; Vern's cell 920-0118; my work 934-3343 x18. I called Elizabeth Tinney earlier today and she said to contact you and that this information is important. Evidently, things are proceeding towards a point of no return. Yikes!

Margaret + Vern Clevenger

Low cost housing?
Impact on existing condos

Mark Wardlaw
Bill Taylor 4-898 3(9)225
Jim Reed Esq

Congestion will necessitate traffic light causing traffic to back up farther on SMR.
Renders 12-15+ spaces unbuildable
Condos would be unsellable with no parking



32. RESPONSES TO COMMENTS FROM MARGARET CLEVENGER, DATED JANUARY 30, 2007.

32-1 The comment refers to a letter submitted by the commenter in July 2006. Additionally, please refer to Response to Comment number 32-3.

32-2 Please refer to Response to Comment numbers 7-3 and 7-5.

32-3 Installation of a traffic signal at Old Mammoth Road/Sierra Nevada Road is the recommendation per the Traffic Impact Analysis (refer to Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR). A traffic signal will allow vehicles on Sierra Nevada to clear as opposed to the existing two-way stop-controlled geometry at this location that causes vehicles difficulty in backing out of the spaces along Sierra Nevada Road. Although some vehicles may queue up as they wait for the signal to change, overall, the signal would allow for more gaps in the traffic when backing from Sierra Nevada Road. Also, a more efficient clearing of the queued vehicles would occur during the signal change.

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

Clear 1.29.07 E

RECEIVED
DEC 2 8 2006
STATE CLEARING HOUSE

December 27, 2006

Ms. Pam Kobylarz
TOWN OF MAMMOTH LAKES
P.O. BOX 1609
MAMMOTH LAKES, CA 93546

Re: SCH#2006062154; CEQA Notice of Completion; DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR **THE CLEARWATER SPECIFIC PLAN**; Town of Mammoth Lakes; Mono County, California

Dear Ms. Kobylarz:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine: **33-1**

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure. **33-2**
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section: . **33-3**

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact, particularly the contacts of the on the list.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. **33-4**
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans. **33-5**

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. 33-6

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. 33-7

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning. 33-8

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

33. RESPONSES TO COMMENTS FROM THE NATIVE AMERICAN HERITAGE COMMISSION, DATED DECEMBER 27, 2006.

33-1 As a component of the Draft EIR, an Existing Conditions Cultural Resources Inventory was performed. This study was conducted by Brian K. Glenn, M.A. Mr. Glenn is a Registered Professional Archaeologist meeting State of California standards for implementation and reporting of CEQA-compliant cultural resources investigations.

The inventory included a cultural resources (archaeological and historic-period) records search at the Eastern Information Center (EIC), a check of the Native American Heritage Commission (NAHC) Sacred Lands Database and inquiries with NAHC-listed Native American groups/individuals as part of the Senate Bill (SB) 18 consultation process. No fieldwork was conducted as part of the undertaking given that the entirety of the project area is covered with established buildings and pavement. The records search was conducted by staff of EIC located at the University of California, Riverside on September 7, 2006, and included the entire Clearwater Specific Plan Project Area and a one-mile radius. The search identified all previously identified archaeological and historic-period resources and previously conducted cultural resource investigations within and adjacent to the property.

The archaeological/historic records search indicated that 21 studies have been conducted within one-half mile of the Project Area. The Project Area has not been previously investigated. The EIC records search further indicated that 24 cultural resource properties have been identified within the one-half-mile radius, approximately half of which are prehistoric sites. None of these resources are located within the project area.

A check by the NAHC on September 6, 2006 of the Sacred Lands File database resulted in a negative finding for the project area and surrounding region. The NAHC included a list of four representatives of local Native American groups of Paiute, Northern Paiute and Mono heritage as part of the SB 18 (Government Code §65352.3) consultation process. Pursuant to Government Code §65352.3 and in an effort to fully evaluate potential adverse effects to cultural resources, the Town of Mammoth Lakes contacted these individuals/groups via a letter dated September 12, 2006 delivered by overnight mail to elicit information not contained in the present database and offer to initiate government-to-government consultation. The letter summarized the existing conditions as determined by the cultural resources records search and Sacred Lands Database review. Follow-up phone calls were conducted as part of the consultation process. No formal requests for consultation were received by the Town of Mammoth Lakes during the solicitation period ending December 13, 2006, though a letter was received from Charlotte Baker formally stating that the "Bridgeport Indian Colony does not entertain an interest in this proposed project at this time").

If human remains are discovered during the construction process, the Mono County Coroner's office would be notified immediately (California Health and Safety Code §7050.5) and all activities in the immediate area of the find would cease until appropriate and lawful measures have been implemented. If the Coroner determines that the remains are Native American, the Coroner would contact the NAHC (California Public Resources Code §5097.98). The NAHC would designate a Most Likely Descendent who will make

recommendations concerning the disposition of the remains in consultation with the lead agency and project archaeologist.

33-2 Please refer to Response to Comment number 33-1.

33-3 Please refer to Response to Comment number 33-1.

33-4 Please refer to Response to Comment number 33-1.

33-5 Please refer to Response to Comment number 33-1.

33-6 Please refer to Response to Comment number 33-1.

33-7 Please refer to Response to Comment number 33-1.

33-8 Please refer to Response to Comment number 33-1.

Mammoth. She said that the General Plan Update is the number one priority for the Commission at this time and this matter should be postponed until we have adoption of the General Plan Update.

Community Development Director Mark Wardlaw explained the options available to the Commission on this matter.

The consensus of the Commission was to let this amendment lapse.

Commissioner Bacon requested a workshop specifically on the topic of setbacks on steep slopes. She suggested moving forward with the parking issue, instead of waiting for an implementation plan.

Commissioner Barrett requested a fiscal analysis of property rights, what to do if the Town has to purchase property, and on eminent domain.

No formal was action taken and therefore, no recommendations to the Town Council will be made.

VIII. BUSINESS MATTERS

1. Public Comment on the Environmental Impact Report for the Clearwater Project – proposal (DZA 2006-03) to establish a Specific Plan that will allow for the redevelopment of the current Sierra Nevada Rodeway Inn, Igor's and Ocean Harvest sites. The redevelopment proposes to include six buildings ranging in height from one to six stories with architectural elements of certain buildings extending to 110 feet and consist of 339 units, with 480 sleeping rooms, 43 3-bedroom workforce housing units, internal courtyards and landscaped areas, and approximately 28,200 square feet of commercial/retail uses. The parking configuration would result in 705 subterranean and 35 surface parking spaces for a total of 740 spaces. Development is anticipated to be in two phases over a four-year timeframe. Location: the 6.09 acre project site is adjacent in its east side to Old Mammoth Road and is surrounded on the remaining three sides by Sierra Nevada Road to the south, Laurel Mountain Road to the west, and the Mammoth Mall and Krystal Villa East Condominiums to the north. APN's: 35-230-05, 06, 07. Zoning: Commercial General (CG). Proponent: Metric Mammoth LLC. Staff contact: Pam Kobylarz, Assistant Planner, x253. **34-1**

Deputy Director Taylor provided a brief introduction and announced that all public comments would be incorporated into the final Environmental Impact Report. He said the deadline for all written comments is Monday, January 29, 2007. He said all comments received after January 29th would become part of the public record as part of the project review, but

they will not receive a formal response in the final EIR. He introduced the consultants from RBF.

Commissioner Tenney requested clarification on site/lot coverage.

Deputy Director Taylor responded by saying that the code indicates that lot coverage is over 90% and that a parking structure counts as lot coverage. He said there will be open areas, plazas and walkways that will be open space placed on the structures. 34-1

Glenn La Joie, a consultant with RBF Consulting, said that his firm will respond to all comments in the final Environmental Impact Report.

Deputy Director Taylor commented that four comments had been received as of this date from Tom Moody, Faya and Jan Michaels, Marshall Minobe and the Sierra Park Villas Homeowners Association.

Tom Moody, condo owner in Sierra Park Villas, expressed his concerns with the EIR. He covered the following topics: 1) Consistency with the General Plan - requested clarification whether the project was considered to be condo units or a hotel; 2) The traffic analysis that was to be based on a typical winter Saturday; however, no analysis was done on Saturdays during the winter months; 3) Town Shuttle System – currently does not adequately provide for town needs; wants requirement for a reliable shuttle service that operates in perpetuity; 4) He provided an alternative solution to "signalization" that consists of a system of lanes that allows for a left hand turn and provides a right lane for thru traffic; 5) Recommended a signage program throughout Mammoth to reduce traffic by instructing people on alternate routes; 6) Access Area C & B – requested clarification on the distance between access roads into the project; 7) Aesthetics / Natural Colors – natural colors and materials should be used; proposed blue rock material should be changed; 8) Landscape Plan – should be consistent with the Town Municipal Code; he suggested that the landscape plan be included in the site plan for public input and review by the Commission; 9) Surface parking alternative (35' height level) – commented that suggesting a specific number of units required to revitalize Old Mammoth Road is a subjective statement and should not be included in the EIR. 34-2 34-3 34-4 34-5 34-6 34-7 34-8 34-9 34-10

Bill Mac Bride, local condo owner in the Mt. Shadows complex, stated that Mr. Moody covered most of the points that he had planned to make. He said his concerns are height, density, inadequate parking, heavy traffic, pedestrian safety, and the amount of time to build the project. He concluded by saying that we must be responsible, maintain quality of life, and consider full-time residents and wildlife. 34-11

Pat Eckert, local condo owner in the Mt. Shadows complex, is strongly opposed to this project; primarily for its lack of connection in size, design, and purpose to the surrounding area, as well as, for the number of significant and unavoidable impacts. Ms. Eckert commented that the proposed project is inconsistent with the Town's 1987 General Plan. Also, she said that the proposed project would have the following impacts: 1) aesthetic/light and glare; 2) shade and shadow; 3) noise and vibration; 4) increased traffic 5) increased crime; 6) removal of trees and vegetation; and 7) at least four years of construction activity. She said that if you approve this project, you must provide evidence as to why adverse conditions to all the persons living in the surrounding area is less important that the benefit of the project. **34-12**

John Cunningham, local resident, is concerned about the traffic in Mammoth. His comments: 1) He questioned the number of traffic lights and roundabouts that would ultimately be in town; 2) Mammoth is going to have full congestion during the holiday period; 3) Traffic is bad for business because visitors will spend more time on the road than in the shops; 4) The traffic analysis was "plain vanilla" and it did not consider snow conditions; and 5) The narrowing of Old Mammoth Road, buses stopping on the road, and the new project adding additional driveways will create more congestion to Old Mammoth Road. **34-13**

Sandy Hogan, local resident, had written comments that she provided to the Commission. Her recommendations: 1) turn Mammoth into a European style resort, i.e. – shops and commercial businesses on the entire first floor with residents living on the floors above; the ability to walk to the market, not drive to Vons; it is a more pedestrian friendly environment; 2) roundabouts to keep the traffic moving; 3) prepare a study to determine who lives in the area planned for development; and 4) build a satellite post office. **34-14**

The public comment portion concluded. No action was taken on this matter by the Commission.

2. Review of final Conditions of Approval, streetscape design, workforce housing provisions, and ADP recommendations on final design and architecture detailing for TTM 36-234 and UPA 2005-08, South Hotel project within the East Village. Staff contact: Craig Olson, Senior Planner, x269.

Commission Duggan stepped down from the discussion due to a conflict of interest. She is an employee of Mammoth Mountain Ski Area.

Senior Planner Craig Olson reviewed the six provisions in the staff report.

34. RESPONSES TO COMMENTS FROM THE TOWN OF MAMMOTH LAKES PLANNING COMMISSION HEARING, HELD ON JANUARY 24, 2007.

34-1 The comment is regarding process for comments and indicates that a brief overview of the proposed action was provided. As such, the comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. No further response is necessary.

34-2 Please refer to Response to Comment numbers 6-9 and 8-3.

34-3 Please refer to Response to Comment numbers 2-5, 4-2, and 6-8, Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR, and the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR.

34-4 The proposed project does not include enhancing the Town's Shuttle System. Please refer to Response to Comment numbers 4-3, 8-4, and 24-3.

34-5 Please refer to Response to Comment numbers 4-4, 6-62, 7-3, 9-1, 14-4, 26-5, 30-1, and 32-3.

34-6 Please refer to Response to Comment numbers 6-39, 6-43, 6-61, 6-62, 6-67, 6-94, 7-3, 9-1, and 14-4.

34-7 The entrance to the porte-cochere has been moved from Old Mammoth Road to Sierra Nevada Road, approximately 79 feet from the westerly curb of Old Mammoth Road. Additionally, the exit of the porte-cochere has been combined with the southern entrance/exit of the parking garage and is located approximately 175 feet from Old Mammoth Road. Visitors to the commercial uses of Mammoth Clearwater are assumed to primarily use the southern entrance of the parking garage, whereas hotel and workforce housing residents would find some utility in the northern garage entrance. Each project driveway was analyzed in the Cumulative plus Project condition. Revised volumes are and level of service worksheets are presented in Section 2.0, *Revisions to Information Presented in the Draft EIR*, Attachment C, *Traffic Memorandum*. Each project driveway is anticipated to operate at an acceptable level of service.

34-8 Please refer to Response to Comment number 4-7 and 4-8.

34-9 Please refer to Response to Comment number 4-7 and 4-8.

34-10 Please refer to Response to Comment number 6-7 and 6-100.

34-11 Please refer to Response to Comment numbers 34-2 through 34-10.

34-12 Please refer to Response to Comment numbers 6-1, 6-6, 6-9, 6-15, 24-4, 24-6, 31-4, and 34-2 through 34-10.

34-13 Please refer to Appendix 15.3, *Traffic Impact Analysis*, of the Draft EIR, the attached updated traffic memorandum, prepared by LSA Associates dated July 8, 2008, in Section 2.0, *Revisions to Information Presented in the Draft EIR*, of the Final EIR, and Response to Comment numbers 2-5, 6-8, 6-29, 6-39, 6-43, 6-61, and 6-67.

34-14 Please refer to Response to Comment numbers 6-39, 6-43, 6-61, 6-62, 6-67, 6-94, 7-3, 9-1, and 14-4. The comment includes recommendations to the project. As such, the comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. No further response is necessary.

LAW OFFICES OF TIMOTHY B. SANFORD
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tbsanford@earthlink.net

TIMOTHY B. SANFORD
STEPHEN N. KAPPOS

March 21, 2007

Via email: pkobylarz@ci.mammoth-lakes.ca.us

Pam Kobylarz, Assistant Planner
Community Development Department
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Proposed Clearwater Specific Plan

Dear Pam:

As you may recall, the undersigned has been retained by the Board of Directors of the Timberline Homeowners Association to represent it in its opposition to the proposed Clearwater Specific Plan. Although numerous individual Timberline owners have already submitted comments and concerns to the Town with regard to the proposed project, the Board has now decided to initiate and pursue its own effort to see this plan rejected or at least seriously revised. **35-1**

This letter is intended to briefly outline the Board's concerns with the proposed specific plan. I understand that the law does not require Town staff to respond to these concerns at this point, but that nevertheless these concerns will be considered and will become a part of the administrative record.

California Government Code section 65454 requires specific plans to be consistent with current general plans. The proposed Clearwater Specific Plan is not consistent with the Town's current General Plan (dated 1987) and for that reason must be rejected.

The proponent admits that its proposed plan is not consistent with the General Plan with regard to Policy COM-4, which requires the Town to encourage development for the benefit of residents, not visitors, in the Old Mammoth commercial area (see p. 5.1-22 of the Draft EIR ("DEIR")). The appropriateness of this Policy is beyond question given the overwhelmingly residential use of this part of town. For this uncontested reason alone, the proposed specific plan is required to be rejected. **35-2**

However, the DEIR and the proposed specific plan reveal other ways in which the proposal is inconsistent with the General Plan, notwithstanding the proponent's rationalizations and unsubstantiated conclusions to the contrary. In fact, the proposed plan is also inconsistent with the General Plan with regard to traffic, height, density, light and glare, parking and construction disruption.

Traffic. This issue may be Timberline's greatest concern. The two traffic studies performed for the DEIR do not square with the experience of the Timberline owners or other users of the Old Mammoth Road corridor Traffic is already a major problem in this area on weekends and holidays; imagine the problem with the construction of this project. The January 26, 2007 letter from Gayle J. Rosander of Cal Trans is critical of the traffic studies and justifiably points out that the estimated traffic volumes in the traffic studies are "low." Apparently, neither study evaluates the traffic on a Saturday in the winter-the very type of day on which traffic is likely to represent the biggest problem. **35-3**

The proposed specific plan transparently rationalizes away any significant traffic issues by asserting that persons staying, shopping and dining at the project will use the Town's "shuttles" (a more genteel word than "buses") and not their own cars. Yet the Town's bus system is already overtaxed on busy days, and the proponent refuses to commit to any private, supplemental transportation service. And how many people who own or rent "high end" properties such as this proposed project actually use the Town's busses anyway? **35-4**

The proposed plan states that traffic impacts will be reduced to insignificant levels by way of a traffic signal at the junction of Old Mammoth and Sierra Nevada Road and either a signal or roundabout at Azimuth and Meridian. Yet no real study has been done on the impact of such changes on the Town's traffic circulation as a whole. For example, how will such changes interface with the signals at Old Mammoth/Meridian and Old Mammoth/Main? **35-5**

Height. Even aside from the ill-conceived architectural features of more than one hundred feet in height, the proponent has failed to justify its application for a zone change increasing the maximum height of the project to sixty-five feet. At a recent public hearing before the Town Council regarding the proposed development of the Chair 15 parking lot, the Council made it clear that increased heights over the zoned maximums were only appropriate in "iconic" places such as Chair 15, which constitutes both a resort hub and a location at the fringe of the town and the edge of the ski area. The Clearwater location hardly complies with this type of criteria. Sixty-five foot high buildings such as those proposed would rise incongruously out of the sea of much lower buildings that exist in this location in the center of Town. This inappropriate height would also cause unmitigable impacts to views from this part of town as well as cause shadowing of adjoining properties. **35-6**

Density. Once again, a condominium project calls itself a hotel in order to increase (double) its allowable density. The excessive density sought by the proponent is of course the root cause of the traffic, height and other problems associated with this project. There are good reasons why condominium projects are allowed less density than hotels, and in all but the most superficial ways, the Clearwater project appears to be a condominium project. **35-7**

Light and Glare. The DEIR identifies light and glare as a significant unmitigatable impact of the project. Again, this site is not located at the fringes of town, but rather in the middle of a residential area. 35-8

Parking. Parking is already a problem on busy days in this area. The allotted parking under this proposal would lead to a repeat of the miserable Village parking situation. 35-9

Construction Disruption. Imagine being a nearby resident and having to live through four years of continuous construction for this project. The only people who would benefit would be our local mental health professionals. 35-10

In sum, it appears the Clearwater proponents wish their project to be viewed and evaluated as another Eagle Lodge or Village type project. Except that, unlike those projects, this project would not be located at a resort hub, nor on the fringes of town. Instead, it would be located in a quiet residential area in the very middle of town. 35-11

My client hopes the Town will agree this is the wrong project for this location. From a legal standpoint, it is a project whose specific plan is not consistent with the General Plan and thus must be rejected.

Very truly yours,

Timothy B. Sanford

TBS:ks

cc: Bill Taylor, Deputy Community Development Director, Town of Mammoth Lakes (via email)
Timberline Board of Directors (via email)

(timberli\ltrs\kobylarz031907.ltr)

35. RESPONSES TO COMMENTS FROM TIMOTHY B. SANFORD, DATED MARCH 21, 2007.

35-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project. No further response is necessary.

35-2 Please refer to Response to Comment numbers 6-9, 6-14, 6-15, 6-17, 6-19, 12-3, 13-6, and 26-1.

35-3 Please refer to Response to Comment numbers 2-1 through 2-5, 4-2, 6-8, and 6-29.

35-4 Please refer to Response to Comment number 6-59, 6-94, 8-4, 9-1, 14-4, 24-3, and 26-5.

35-5 Please refer to Response to Comment numbers 2-1 through 2-5, 7-3, 14-3, and 26-5.

35-6 Please refer to Response to Comment numbers 6-5, 6-9, 13-6, and 24-6.

35-7 Please refer to Response to Comment numbers 6-17, 7-4, 13-6, and 26-1.

35-8 Please refer to Response to Comment numbers 8-1, 24-4, and 24-6.

35-9 Please refer to Response to Comment numbers 6-17, 6-19, 6-94, 7-3, 7-5, 8-3, 8-4, 9-1, and 14-4.

35-10 Please refer to Response to Comment numbers 6-10, 6-45, 6-47 through 6-50, 6-94, 9-4, and 12-2.

35-11 Please refer to Response to Comment numbers 6-5, 6-9, 6-15, 6-84, 6-95, 7-4, 8-5, 12-3, and 26-1.

Section 4.0 - Errata

4.0 ERRATA

Changes to the Draft Environmental Impact Report (DEIR) are noted below. A double-underline indicates additions to the text; strikeout indicates deletions to the text. Changes have been analyzed and responded to in Section 3.0, *Response to Comments* of the Final EIR. The changes to the DEIR do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

NOTE TO REVIEWER:

These errata address the technical comments, as well as staff-initiated technical corrections on the DEIR, which circulated from December 14, 2006 through January 29, 2007. These clarifications and modifications are not considered to result in any new or greater impacts than identified in the DEIR. Any changes referenced to mitigation measures contained in the DEIR text also apply to the Section 2.0, *Executive Summary* and Section 5.0, *Inventory of Mitigation Measures* of the DEIR. All mitigation measure modifications have been reflected in Section 5.0, *Mitigation Monitoring and Reporting Program* of the Final EIR.

Since issuance of the Draft EIR, the project applicant has submitted modifications to the proposed project. Potential impacts resulting from modifications to the proposed project are discussed in Section 2.0, *Revisions to Information presented in the Draft EIR*. Such changes as they affect the Draft EIR are presented in Section 2.0, *Revisions to Information presented in the Draft EIR* and not Section 4.0, *Errata*.

The Town is comprised of 12 different districts and four mountain portals. The districts and mountain portals add a complimentary element to the community. District boundaries are based on the *1987 General Plan* Planning Districts and are defined by existing development, patterns of vegetation, topographic features, circulation patterns, and the pattern and relationships of land uses. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The Project is located within the Old Mammoth Road District characterized by traditional small-scale mixed uses and a "Main Street" development pattern.

Global Comment Changes:

It should be assumed that the below changes within the Draft EIR have been changed within the Final EIR. These changes are not indicated in double-underline/strikeout throughout the Draft EIR to avoid unnecessary redundancy.

- At the request of the Town, all references to "center of town" should be changed to "Old Mammoth Road Commercial District."
- At the request of the Town, all references to "South Park Villas" should be changed to "Sierra Park Villas."
- At the time the Draft and Final EIR were prepared, the *Town of Mammoth Lakes General Plan 1987* was still the official General Plan, and the General Plan Update was referred to as the *Town of Mammoth Lakes General Plan 2005* (this document was used

for contextual purposes only). All references to the "*Town of Mammoth Lakes General Plan 2005*" should be changed to "*Town of Mammoth Lakes General Plan 2007*" within the Final EIR, as this is the official title of the document.

SECTION 2 EXECUTIVE SUMMARY

Page 2-14, Second Paragraph

The Surface Parking Alternative involves a Specific Plan development of ~~240~~226 hotel/condominium units, 12,500 SF of commercial uses and ~~292~~305 surface level parking spaces.

Page 2-14, Fifth Paragraph

The Parking Structure Above Grade Alternative involves a Specific Plan development of ~~360~~244 hotel/condominium units, 12,500 SF of commercial uses and ~~444~~324 surface level parking spaces provided within a three-level structure at the north end of the project site.

Page 2-15, First Paragraph

The Parking Structure Above Grade Alternative would provide 20~~9~~ workforce housing units. The workforce housing units would not be able to be accommodated on-site because of the proposed surface parking. The 20~~9~~ housing units would be provided off-site within the Town boundaries.

Page 2-15, Third Paragraph

~~Although t~~The development density of ~~59.1~~40 hotel-motel rooms/acre would be less than the project~~, this alternative would still exceed the density limits (40 hotel-motel rooms/acre). Thus, similar to the proposed project, the Parking Structure Above Grade Alternative would result in significant land use impacts. Additionally, t~~ This alternative would result in a significant impact related to aesthetics due to the increased building massing along Old Mammoth Road and the placement of the parking structure above grade.

SECTION 3 PROJECT DESCRIPTION

Page 3-7, Second Paragraph

One on-site workforce housing structure would be established within the northwestern portion of the project site and would be approximately 65 feet in height. Buildings fronting Old Mammoth Road would range in height from one to three stories (approximately 35 to 45 feet high). Pedestrian path surfaces would be composed of concrete, modular pavers, stone, asphalt, and other stabilized surfaces such as decomposed granite.

Page 3-11, First Bullet

- ~~Development Code and Zoning Map~~ Specific Plan Adoption and District Zoning Amendment. The Development Code and Zoning Map would be amended to indicate the

new Specific Plan zoning district, which includes the proposed planning districts: Condominium Hotel (CH) and Work-force Housing (WH).

Page 3-11, Last Paragraph

- Town of Mammoth Lakes Town Council;
- Town of Mammoth Lakes Fire Protection District (MLFPD);
- Town of Mammoth Lakes Planning Commission;
- Town of Mammoth Lakes ~~Planning and~~ Community Development Department;

SECTION 4 BASIS OF CUMULATIVE ANALYSIS

Page 4-2, Table 4-1

Table 4-1
CUMULATIVE PROJECTS LIST

Map Key ID	Project Name	Description
1	Tavern Road Park and Ride	31 high-density dwelling units
2	The Jeffreysies	14 high-density dwelling units
3	The Grove	14 medium-density dwelling units
4	Mammoth Lakes Foundation	75 high-density student housing units
5	Westin Hotel (The Monache)	▪ 230-room resort hotel ▪ 4,000 s.f. of restaurant use
6	80/50 Timeshare Condominiums	23 high-density dwelling units
7	Tallus Timeshare Condominiums	19 high-density dwelling units
8	Mammoth Hillside	234 resort hotel units and 37 employee units
9	Mammoth Lakes Family Housing	24 high-density dwelling units
10	Toscae Townhomes	13 high-density dwelling units
11	Swiss Chalet	40 high-density dwelling units
12	Fairway 4/5 (Woodwinds)	28 high-density dwelling units
13	Sierra Star 4b Housing	35 high-density dwelling units
14	Intrawest South Hotel	149 high-density dwelling units
15	Storied Places	23 high-density dwelling units
16	Fairway 16 (Solstice)	66 high-density dwelling units
17	Stonegate	14 medium-density dwelling units
18	Snowcreek VI	120 high-density dwelling units
19	Mono County Library	12,000 s.f.
20	Mammoth Hospital	40,000 s.f.
21	Darrin Davis	11 high-density dwelling units
22	Manzanita Apartments	14 high-density dwelling units
23	Aspen Village Phase I	48 affordable housing units
24	Mammoth Crossings (Lodestar)	45 condominium/hotel units
25	Aspen Village Phase II	24 high-density dwelling units
26	Eagle Lodge	▪ 62 condominium/hotel dwelling units ▪ 5,000 s.f. ice skating rink ▪ 4,000 s.f. convenience market ▪ 8,000 s.f. day spa ▪ 4,000 s.f. restaurant

		▪ Food Court ▪ Ski school/day care ▪ Skier commercial services
27	~~3863/3905 Main Street~~ Holiday Haus	54 high-density dwelling units
28	Mammoth Lakes 3789, LLC	22 medium-density units
29	Snowcreek 7	118 high density dwelling units
30	Town Parking Structure	340 space Municipal parking garage
31	Mammoth Lakes Fire and Police Department (MLFPD)	Demolition of old station and construction of new station.
sf = square feet Source: Town of Mammoth Lakes Community Development Department, July 2006		

Page 4-3, Exhibit 4-1

Please refer to the revised Exhibit 4-1, *Cumulative Project Locations*, for a clarification on the location of the cumulative projects.

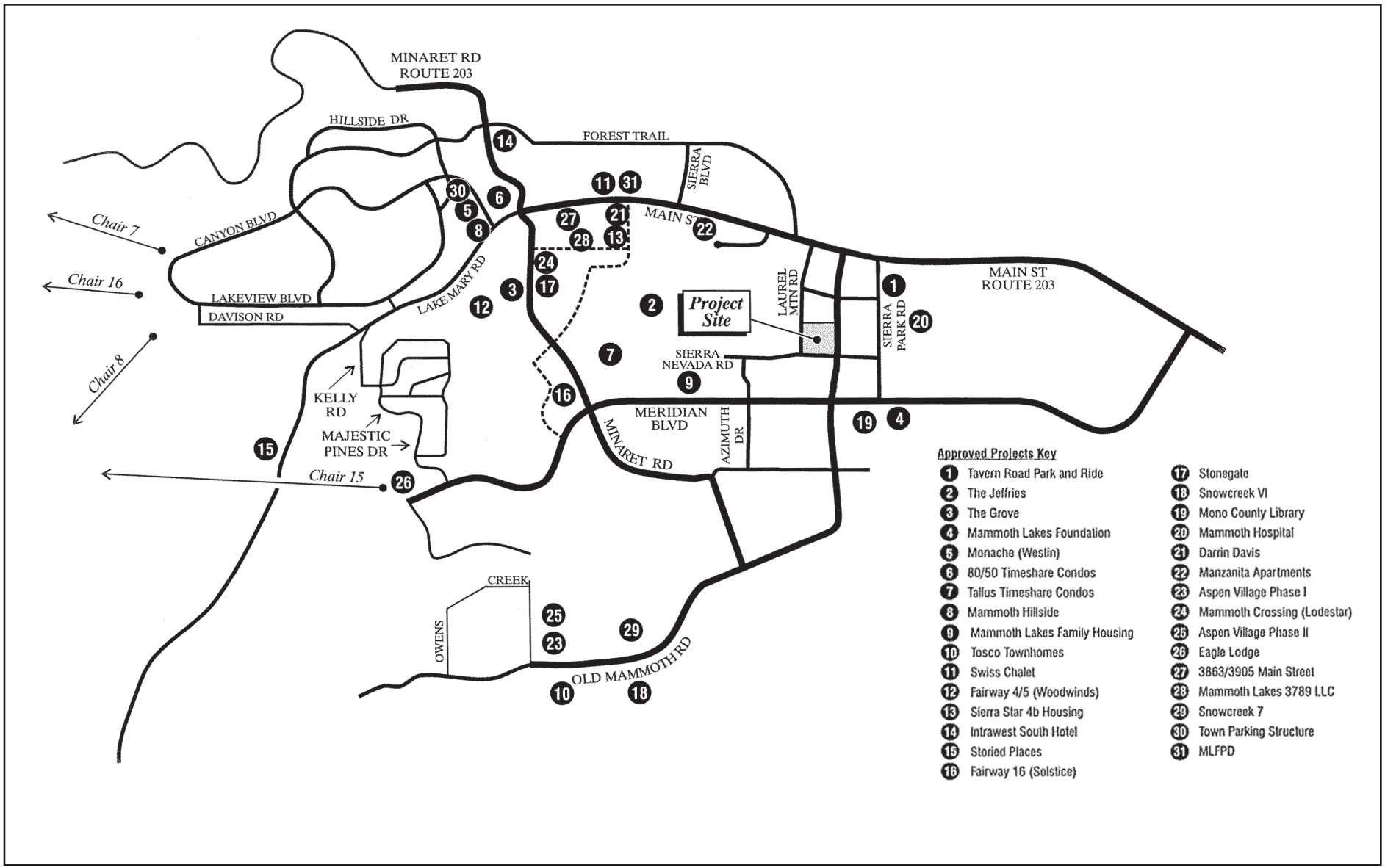
SECTION 5.1 LAND USE AND RELEVANT PLANNING

Page 5.1-14, Third Paragraph

Site Coverage. Site coverage of the proposed project for all paved or other impervious surfaces (subsurface level) would extend to 92 percent of the site in order to accommodate underground parking. Thus, the proposed Specific Plan would exceed the allowable 70 percent impervious coverage pursuant to the *1987 General Plan*. This is considered a significant and unavoidable impact. It is noted, the Clearwater Specific Plan incorporates design features that would minimize potential impacts in this regard. Specifically, ~~the total impervious gross lot coverage for the proposed project at surface level would be approximately 55 percent~~ building footprints on the project site would account for only 40 percent and the landscaping and plaza areas would account for 48 percent; refer to Figure I, *Ground Level Site Coverage*, of The Clearwater Specific Plan~~)~~. ~~Further, due to the amount of existing pavement on the project site (80 percent impervious coverage), project implementation would reduce surface level lot coverage when compared to existing conditions.~~ Although these design features would minimize potential impacts, implementation of the proposed project would result in a significant and unavoidable impact with regard to allowable site coverage within the *1987 General Plan*.

Page 5.1-17, Third Bullet

- Setbacks and Separations: The Specific Plan proposes a variation from the minimum setback and separation requirements established for the existing CG Zone. Specifically, the Specific Plan proposes ten-foot setbacks at the eastern, western and southern site boundaries, and no (zero feet) setback at the northern boundary. These proposed setback variations are not considered a significant impact, since the Specific Plan incorporates design features that would reduce potential impacts in this regard to less than significant.



Source: LSA Associates, Inc.; May 9,2007.

Exhibit 4-1

Not to Scale

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

05/07 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Cumulative Project Locations

SECTION 5.3 TRAFFIC, CIRCULATION, AND PARKING

Page 5.3-13, Exhibit 5.3-4

Please refer to the revised Exhibit 5.3-4, *Clearwater Trip Distribution*, for a clarification on trip distribution patterns.

Page 5.3-15, Exhibit 5.3-5

Please refer to the revised Exhibit 5.3-5, *Cumulative Projects Trip Generation*, for a clarification on the location of the cumulative projects.

Page 5.3-21, Second Paragraph

Since the project contributes to an existing and cumulative deficiency, ~~the project would contribute a fair share of~~ the installation of a traffic signal would be necessary.

Page 5.3-21, Fourth Paragraph

Alternatively, if a roundabout with a 60-foot island diameter and 20-foot circulating width were constructed, the intersection would operate at LOS B. Since the project contributes to an existing and cumulative deficiency, ~~payment of Development Impact Fees (DIF) would provide the fair-share contribution of~~ the installation of a traffic signal or roundabout would be necessary.

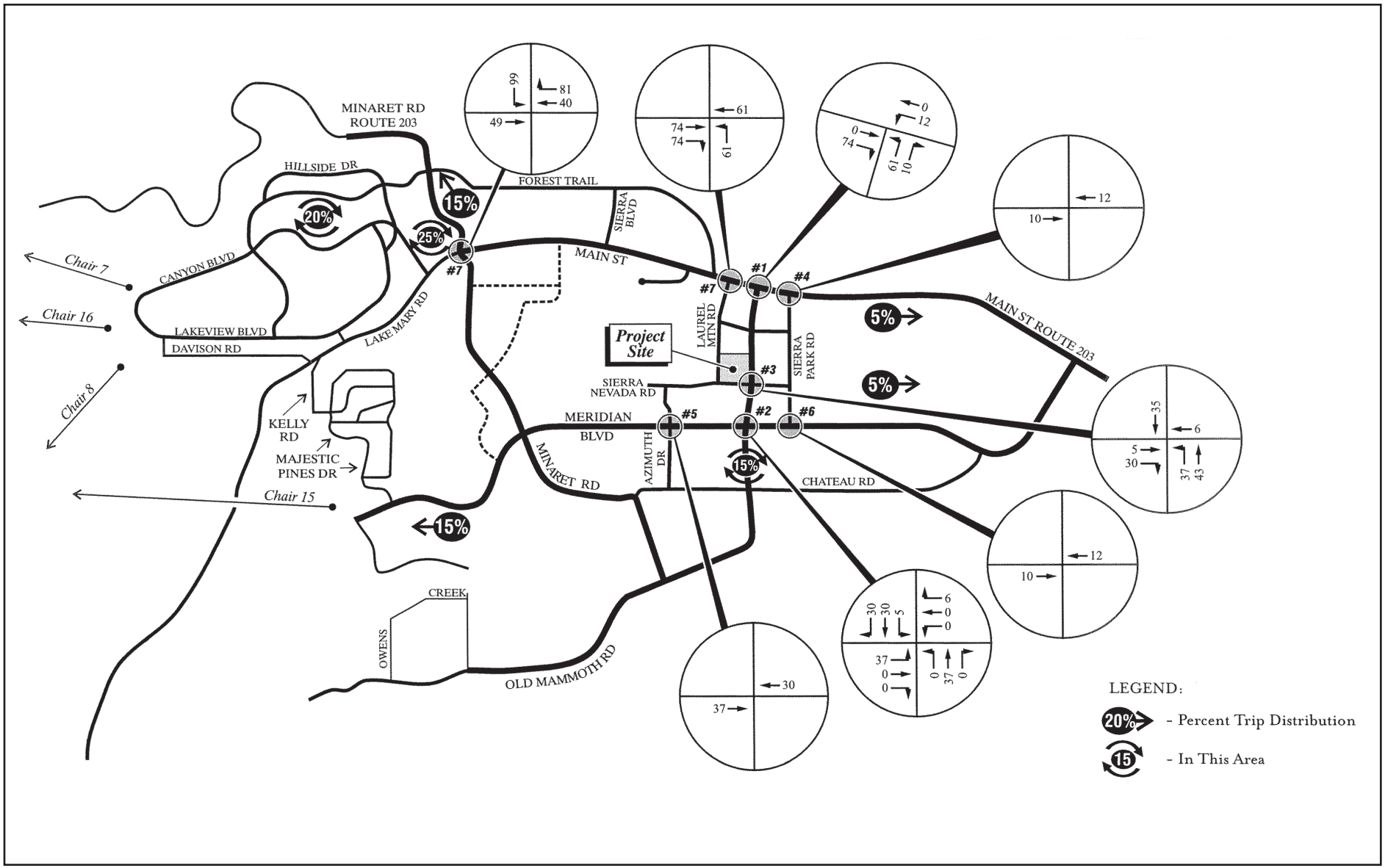
Page 5.3-23, Last Two Paragraphs

Since the project contributes to an existing and cumulative deficiency, ~~the project would contribute a fair share of~~ the installation of a traffic signal would be necessary.

Mitigation Measure TRA-2 recommends a roundabout or traffic signal at the Azimuth Drive/Meridian Boulevard intersection due to the volume of traffic that is expected on the northbound and southbound approaches on Azimuth Drive. As part of the signalization, permitted left-turn phasing in the northbound and southbound directions and protected phasing in the eastbound and westbound directions would need to be installed to improve the intersection to an LOS C. Additionally, a separate northbound left-turn lane would be required. Alternatively, if a roundabout with a 60-foot island diameter and 20-foot circulating width is constructed, the intersection would operate at LOS B. Since the project contributes to an existing and cumulative deficiency, ~~payment of Development Impact Fees would provide the fair-share contribution of~~ the installation of a traffic signal or roundabout would be necessary.

Page 5.3-24, Mitigation Measures, TRA-1

TRA-1 Old Mammoth Road/Sierra Nevada Road. Since the project contributes to an existing, cumulative, and long-range General Plan deficiency at the intersection of Old Mammoth Road/Sierra Nevada Road, ~~the project shall be required to submit a fair share contribution for the installation of~~ a traffic signal shall be installed. As part of the signalization, permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions would need to be constructed.



Source: LSA Associates, Inc.; May 9, 2007.

Exhibit 5.3-4

Not to Scale

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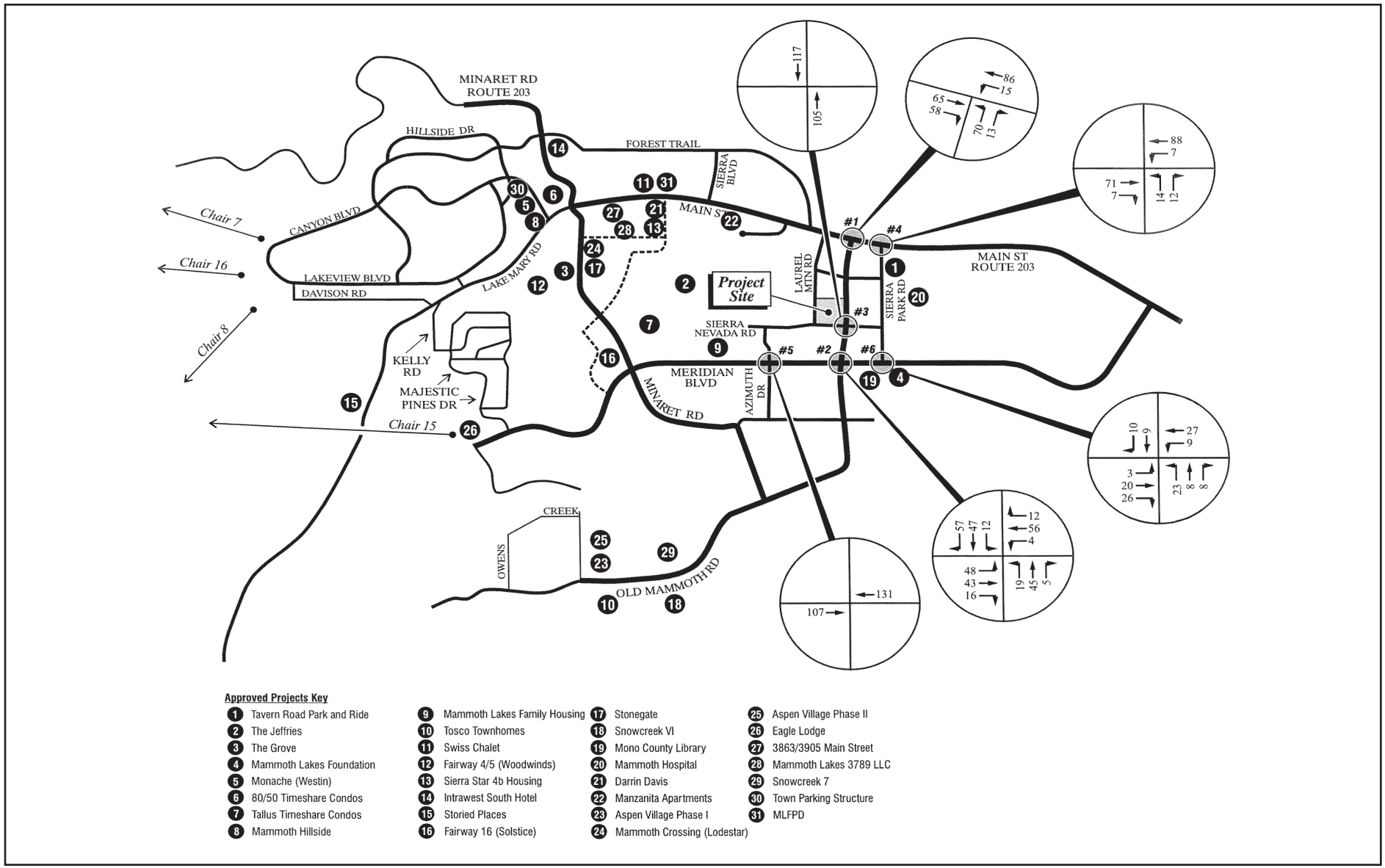
05/07 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Project Trip Distribution and Assignment



Approved Projects Key

1. Tavern Road Park and Ride
2. The Jeffries
3. The Grove
4. Mammoth Lakes Foundation
5. Monache (Westin)
6. 80/50 Timeshare Condos
7. Tallus Timeshare Condos
8. Mammoth Hillside
9. Mammoth Lakes Family Housing
10. Tosco Townhomes
11. Swiss Chalet
12. Fairway 4/5 (Woodwinds)
13. Sierra Star 4b Housing
14. Intrawest South Hotel
15. Storied Places
16. Fairway 16 (Solstice)
17. Stonegate
18. Snowcreek VI
19. Mono County Library
20. Mammoth Hospital
21. Darrin Davis
22. Manzanita Apartments
23. Aspen Village Phase I
24. Mammoth Crossing (Lodestar)
25. Aspen Village Phase II
26. Eagle Lodge
27. 3863/3905 Main Street
28. Mammoth Lakes 3789 LLC
29. Snowcreek 7
30. Town Parking Structure
31. MLFPD

Source: LSA Associates, Inc.; May 9, 2007.

Exhibit 5.3-5

Not to Scale

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

05/07 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Cumulative Project Locations and Trip Assignment

Page 5.3-25, Mitigation Measures, TRA-2

TRA-2 Azimuth Drive/Meridian Boulevard. Since the project contributes to an existing, cumulative, and long-range General Plan deficiency at the intersection of Azimuth Drive/Meridian Boulevard, ~~the project shall be required to submit a fair share contribution for the installation of~~ a traffic signal shall be installed. As part of the signalization, permitted left-turn phasing in the northbound and southbound directions and protected phasing in the eastbound and westbound directions as well as a separate northbound left-turn lane would need to be constructed. Based on the access analysis, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Driveway A..

Page 5.3-28, Last Paragraph

The parking demand for the Clearwater residential units (i.e., 480 bedrooms and 43 workforce housing units) is calculated per ~~the~~ Town Municipal ~~Parking~~ Code Section 17.16.150(H), *Schedule of Required Parking*; ~~The evaluation of the required parking is outlined in~~ refer to Table 5.3-9, *Clearwater ~~Residential~~ Parking Requirements*. The parking demand for the Clearwater commercial uses (i.e., 8,000 square feet [SF] of restaurant uses and 20,205 SF of retail uses) is calculated per Code Section 17.20.040(P), *Parking*; refer to Table 5.3-9. Strict application of the Code's standard parking rates indicates that the project would create a demand for a total of 767 parking spaces. However, pursuant to Code Section 17.20.040(Q)(8), "where two or more uses occupying the same property have distinct and different hours of peak parking demand (e.g., a theater and a bank), the required number of parking spaces may be reduced by up to the number of spaces required for the least intensive use."

Page 5.3-29, Table 5.3-9

Table 5.3-9
Clearwater ~~Residential~~ Parking Requirements

Quantity	Project Product	Parking Ratio	Required Parking Spaces	Proposed Parking Spaces	Complies
Residential					
480	Hotel Bedroom	1 space/bedroom	480		
1	Manager Unit	2 spaces/unit	2		
480	Guest Unit	1 space/20 rooms	24		
43	Workforce Housing	2 spaces/unit	86		
		Sub-Total Residential Spaces ~~Required~~	592	592	Yes
Commercial					
3,400	Restaurant (SF[1] Seating Area)	1 space/50 SF	68		
20,205	Retail (SF)	1 space/250 SF	81		
		Sub-Total Commercial Spaces	149	14	Yes
		Total Spaces	*741*	*740*	*Yes*

[1] SF = Square Feet

Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.

Page 5.3-29, First and Second Paragraphs

~~For the Clearwater commercial portion (i.e., 8,000 square feet of restaurant and 20,205 square of retail),~~In compliance with the provisions of Town Municipal Code Section 17.20.040(Q)(8), a shared parking concept was applied to the commercial portion using the *Draft Mammoth Lakes Parking Study* by LSC Transportation Consultants, Inc. (2005). The evaluation of required commercial parking is outlined in Table ~~5.3-9~~5.3-10, *Clearwater Commercial Shared Parking Requirements*. ~~Based~~ As indicated on Table 5.3-10, ~~Clearwater Commercial Shared Parking Requirements,~~ the highest hourly parking requirement (i.e., 149 spaces) occurs during the 7:00 PM peak hour. Application of the shared parking requirement reduces the parking demand by 26 spaces, compared to application of standard parking rates. Thus, the total number of parking spaces required for the ~~Mammoth~~ Clearwater project is reduced from 767 spaces to 741 spaces (i.e., 592 spaces for residential uses and 149 spaces for commercial uses); refer to Table 5.3-11, *Clearwater Parking Requirements Adjusted*.

Table 5.3-11
Clearwater Parking Requirements Adjusted

Quantity	Project Product	Parking Ratio	Required Parking Spaces	Proposed Parking Spaces	Complies
Residential					
480	Hotel Bedroom	1 space/bedroom	480		
1	Manager Unit	2 spaces/unit	2		
480	Guest Unit	1 space/20 rooms	24		
43	Workforce Housing	2 spaces/unit	86		
	Sub-Total Residential Spaces Required		592	592	Yes
Commercial					
4,700	Restaurant (SF Seating Area)	1 space/50 SF	94		
20,205	Retail (SF)	1 space/250 SF	81		
	Sub-Total Commercial Spaces		175	14	No
	Total Spaces		*767*	*740*	*No*
Shared Parking Credit			26		
	Total Spaces Adjusted		*741*	*740*	*No*

[1] SF = Square Feet

Page 5.3-29, Third Paragraph, First and Second Sentences

~~The total number of parking spaces required for the Mammoth Clearwater project is 741 spaces (i.e., 592 spaces for residential units and 149 spaces for commercial uses).~~ In order to provide the required ~~756~~741 parking spaces, the Mammoth Clearwater project proposes the use of some tandem parking for both the residential and retail components.

Page 5.3-30, First Paragraph

It should be noted that a review of the parking configuration by LSC Transportation Consultants concluded that the central ramp in the parking structure posed an internal circulation conflict. The central ramp requires vehicles to make a sharp turn in a confined area and makes it impossible for

vehicles to pass each other along this area. This may cause a design hazard, as drivers would likely back up to allow passage to other vehicles, thereby causing delays and potential accidents. A possible solution to the problem would be to remove the three tandem spaces to the north of the central ramp in order to provide a wider path of travel.

As noted on Table~~s 5.3-9 and~~ 5.3-~~10~~11, the maximum parking requirement for the ~~site~~ project is 741 spaces. As the project proposes 740 spaces currently, and three tandem parking spaces may need to be removed, the project does not meet the Town Code's parking requirement. Thus, Mitigation Measure TRA-4 is recommended, which would require the Applicant to demonstrate to Town staff that the project meets the Town's ~~parking~~ Code requirements for both number of spaces and design standards, prior to Site Plan approval. Additionally, it should be noted that as all vehicles would be parked on-site, impacts to the ~~South~~ Sierra Park Villas' on-street parking are not anticipated. ~~Thus~~ With mitigation, a less than significant impact would occur in this regard.

Page 5.5-4, Table 5.5-2

Table 5.5-2
Sensitive Receptors

Type	Name	Distance from Project Site (miles)	Direction from Project Site
Residential	Sierra Manors	≤ 0.25	East
	Timberline Condominiums	≤ 0.25	East
	Sierra Park Villas	≤ 0.25	South
Church	Mammoth Lakes Lutheran Church	≤ 0.25	Southeast
	Grace Community Church - Mammoth	≤ 0.25	Southeast
Schools	Mammoth Lakes Christian Preschool	≤0.25	South
	Mammoth Middle School	≤0.25	South
	Mammoth Elementary School	≤1.0	Southwest
Hospitals	Mammoth Hospital	≤ 0.25	East
Source: RBF Consulting field reconnaissance, June 2006.			

SECTION 7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Page 7-5, Table 7-1

Table 7-1
Comparison of Proposed Project and Reduced Building Height Alternative

Development Characteristics	Proposed Project	Reduced Building Height Alternative
Seasonal Hotel/Condominium Units	480 Rooms	480 Rooms
Year Round Workforce Housing	43 Units	43 Units
Restaurant/Retail	28,205 Square Feet	28,205 Square Feet
Parking	~~741~~740 Spaces	741 Spaces
Maximum Height	110 Feet	45 Feet
Setbacks and Separations	10 Feet	10 Feet
Maximum Impervious Site Coverage	92 Percent	70 Percent
Density	78.8 Hotel-Motel Rooms/Acre	78.8 Hotel-Motel Rooms/Acre

Page 7-7, Fourth Paragraph

The project is projected to generate approximately 2,611 ADT. The Reduced Building Height Alternative would entail the same unit count, density and square footage as the proposed project. Thus, there would not be an increase in vehicle trips. ~~Similar to the proposed project,~~ Consistent with ~~City~~ Town Code requirements, this alternative would ~~also~~ provide 741 parking spaces~~. On-site parking improvements would include~~ including six three-level underground parking structures (one per each building), rather than one primary underground structure. Overall, traffic~~,~~ and circulation ~~and parking~~ impacts would be similar to the proposed project under the Reduced Building Height Alternative. Therefore, the Reduced Building Height Alternative would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Page 7-9, First Paragraph, Table 7-2

The Surface Parking Alternative involves a Specific Plan development of ~~240~~ 226 hotel/condominium units, 12,500 SF of commercial uses and ~~292~~ 305 surface level parking spaces. Table 7-2, *Comparison of Proposed Project and Surface Parking Alternative*, provides a comparison of the proposed project and the Surface Parking Alternative. Comparatively, this alternative proposes an approximately less than 50 percent decrease in hotel/condominium units and commercial uses in order to accommodate surface parking. If surface rather than underground parking is provided, the density and height bonuses allowed by the Town's Municipal Code (Section 17.20.040(B) would not be applicable.

Table 7-2
Comparison of Proposed Project and Surface Parking Alternative

Development Characteristics	Proposed Project	~~Reduced Height~~ Surface Parking Alternative
Seasonal Hotel/Condominium Units	480 Rooms	~~240~~226 Rooms
Year Round Workforce Housing	43 Units	20 Units (Off-Site)
Restaurant/Retail	28,205 Square Feet	12,500 Square Feet
Parking	~~741~~740 Spaces	~~292~~ 305 Spaces
Maximum Height	110 Feet	35 Feet
Setbacks and Separations	10 Feet	20 Feet
Maximum Impervious Site Coverage	92 Percent	70 Percent
Density	78.8 Hotel-Motel Rooms/Acre	~~39.4~~ 37.0 Hotel-Motel Rooms/Acre

Page 7-10, First, Second, Third, and Fourth Paragraphs

With the Surface Parking Alternative, the existing land use designation ("Commercial" for the *1987 General Plan* and "Commercial 2" for the *2007 General Plan*) would be amended to Specific Plan, similar to the proposed project. This alternative proposes ~~39.4~~ 37.0 hotel-motel rooms per acre and 12,500 SF of commercial uses, thus, would be consistent with the *1987 General Plan* development restrictions regarding density (40 hotel rooms per acre) and commercial floor area (1.5 SF per SF of gross lot area). In addition, this alternative would be consistent with the *2007 General Plan* density restriction (40 hotel-motel rooms per acre). This alternative involves 70 percent lot coverage, consistent with the *1987 General Plan* lot coverage restriction (70 percent). Therefore, the significant and unavoidable impacts associated with 92 percent lot coverage occurring with the proposed project would be avoided. The existing views toward Mammoth Mountain and the Sherwin Range

would not be retained with this alternative. This alternative would therefore conflict with the stated objective of the *1987 General Plan* to retain existing views, although to a lesser degree than the proposed project. The significant and unavoidable impacts associated with view obstruction occurring with the proposed project would not be avoided.

Similar to the proposed project, the Surface Parking Alternative would create its own development standards for the subject property. The Specific Plan would replace the existing zoning regulations and effectively become the new zoning for the project site. Similar to the proposed project, this alternative involves a zone change from Commercial General to the Specific Plan's CH and WF zoning. This alternative would comply with the existing CG Zone property development standards regarding minimum parcel size, density, setbacks/separations, snow storage, and parking. ~~Thus, this alternative would conflict with the Zoning Code in this regard and significant and unavoidable impacts would result.~~ In compliance with the Code development restrictions (70 percent lot coverage and 45 foot building height), this alternative involves 70 percent lot coverage and a maximum building height of 45 feet. Thus, the significant and unavoidable impacts associated with 92 percent lot coverage and 110-foot building heights occurring with the proposed project would be avoided. The 235 sleeping areas (SA) and 12,500 SF of commercial uses proposed by this alternative would generate an estimated ~~63~~58 Full-Time Equivalent Employees (FTEE) with a resultant demand for ~~16~~15 employee housing units (three-bedroom)(an aggregate amount of approximately ~~16,000~~14,500); refer to Table 17.36.030-1, *Employee Generation By Use*, and Section 17.36.030 (D), *Provision Rate*, of the Zoning Code. The Surface Parking Alternative proposes 20 off-site workforce-housing units, thus, would provide sufficient housing to mitigate the demand created by the new development in compliance with the requirements of Chapter 17.36 of the Zoning Code.

Page 7-11, Second Paragraph

Similar to the proposed project, the Surface Parking Alternative would introduce new sources of light and glare to the project area. The intensity of the lighting is anticipated to be less than that of the proposed project, as the Surface Parking Alternative would only construct ~~240~~ 226 hotel type units and 12,500 SF of commercial uses. Potential light and glare impacts would be minimized through the Town's discretionary review process, approval of development proposals and compliance with Town's lighting ordinance (Chapter 17.34.060, *Outdoor Lighting Plans*, of the Municipal Code).

Page 7-12, First Three Paragraphs and Table 7-3

The project is projected to generate approximately 2,611 net new trips. Table 7-3, *Surface Parking Alternative Trip Generation*, summarizes the projected trip generation for the Surface Parking Alternative. As indicated in Table 7-3, this alternative is projected to generate a total of approximately ~~520~~2,272 net new trips, or approximately ~~80~~ 12.9 percent fewer trips when compared to the proposed project. The significant transportation impacts generated by the proposed project would be slightly reduced with this alternative due to the decreased trips generated (approximately ~~80~~ 12.9 percent less when compared to the proposed project).

~~As the land use intensity would be reduced,~~ The Surface Parking Alternative would provide ~~292~~ 305 parking spaces (~~252~~239 spaces for hotel units and ~~50~~ 66 spaces for commercial uses). Table 7-3.5, *Surface Parking Alternative Parking Demand*, provides an estimate of the parking demand associated with this alternative. As indicated in Table 7-3.5, this alternative would require a total of 317 spaces

to meet the parking demand created by the proposed uses. Application of the shared parking requirement reduces the parking demand by 11 spaces, compared to application of standard parking rates. Thus, the total number of parking spaces required for this alternative is reduced from 317 spaces to 305 spaces.

Table 7-3.5
Surface Parking Alternative Parking Demand

Description	Parking Ratio	Surface Parking Alternative					
		Quantity Proposed	Quantity Proposed Adjusted	Parking Spaces Required	Parking Spaces Proposed	Compare	Complies
RESIDENTIAL							
Guest Rooms	1 space/room	226		226			
Resident Manager Unit	2 spaces/unit	1		2			
Guest Units	1 space/20 units	226		11			
Employee Housing (3 Bedroom-Units)	2 spaces/unit	0		0			
Subtotal Residential Spaces				*239*			
COMMERCIAL							
Restaurant (SF Seating Area)	1 space/50 SF	3,545	2,083	42			
Retail (SF)	1 space/250 SF	8,955	8,955	36			
Subtotal Commercial Spaces		*12,500*	*11,037*	*77*			
Total Spaces				*317*	*305*	*-12*	*No*
Shared Parking Credit				11			
Total Spaces Adjusted				*305*	*305*	*0*	*Yes*

Overall, traffic and circulation impacts would be slightly reduced under the Surface Parking Alternative due to the ~~decreased~~ reduction in trips generated, upon project implementation. Resulting parking impacts would be less than significant ~~similar to the proposed project~~, as adequate parking would be provided, for both hotel/condominium uses and commercial uses. The Surface Parking Alternative would be considered environmentally superior to the proposed project in this regard, since it would generate 12.9 percent fewer trips.

Table 7-3
Surface Parking Alternative Trip Generation

Land Use	Size	Units	Weekend Peak Hour			
			ADT[1]	In[2]	Out[2]	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal[1]		DU	10.000	0.448	0.382	0.830
Residential High Density (MF) – Year Round[1]		DU	8.000	0.350	0.298	0.648
Restaurant[3]		TSF	158.370	12.600	7.400	20.000
Retail[1]		TSF	78.710	2.116	2.694	4.810
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	141	DU	1,410	63	54	117
~~Restaurant[4]~~	~~11,948~~	~~TSF~~	~~1,892~~	~~151~~	~~88~~	~~239~~
Total Existing Trip Generation			1,410~~3,302~~	63~~214~~	54~~142~~	117~~356~~
Project Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	~~240~~226	DU	~~2,400~~2,260	~~108~~101	~~92~~86	~~199~~188
Residential High Density (MF) – Year Round (Workforce Housing)	20	DU	160	7	6	13
Restaurant	3.5	TSF	554	44	26	70
Retail	9	TSF	708	19	24	43
Total Project Trip Generation			3,~~822~~682	~~178~~171	~~148~~142	~~325~~314
Total Net Trip Generation			2,272~~520~~	108~~-36~~	886	197~~-31~~

Notes:
ADT = Average Daily Traffic; DU = Dwelling Unit; TSF = Thousand Square Feet

[1] Trip rates referenced from Table 1 of the Town of Mammoth Lakes Travel Demand Model Update by LSC Transportation Consultants, Inc. (2004).
[2] Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003).
[3] Trip rate referenced from the Institute of Transportation Engineers, *Trip Generation Manual*. 7th Edition (2003) Land Use Code (932) – High-Turnover (Sit-Down) Restaurant.
[4] ~~It should be noted that traffic counts were taken on February 2003 while Igor's was still in operation. Therefore, the baseline existing condition assumes the operation of all existing on-site uses.~~

Page 7-13, Second Paragraph

Air pollutant emissions associated with occupancy and operation of the Surface Parking Alternative would be generated by consumption of electricity and natural gas and the operation of on-road vehicles. The Surface Parking Alternative would result in ~~520~~2,272 net new daily trips, which is ~~80~~ 12.9 percent less traffic than the proposed project. Therefore, as with the proposed project, this alternative would not cause an exceedance of the Town's limit of 106,600 VMT. Similar to the proposed project, long term emissions would be less than significant.

Page 7-14, Last Paragraph

The Parking Structure Above Grade Alternative involves a Specific Plan development of ~~360~~244 hotel/condominium units, 12,500 SF of commercial uses and ~~444~~324 surface level parking spaces provided within a three-level structure at the north end of the project site. Table 7-4, *Comparison of Proposed Project and Parking Structure Above Grade Alternative*, provides a comparison of the proposed project and the Parking Structure Above Grade Alternative. Comparatively, this alternative proposes a reduction in the hotel/condominium units and an approximately 50 percent decrease in commercial uses in order to accommodate a surface level parking structure. If surface rather than underground parking is provided, the density and height bonuses allowed by the Town's Municipal Code (Section 17.20.040(B) would not be applicable.

Page 7-15, Table 7-4

Table 7-4
Comparison of Proposed Project and Parking Structure Above Grade Alternative

Development Characteristics	Proposed Project	~~Reduced Height~~ Parking Structure Above Grade Alternative
Seasonal Hotel/Condominium Units	480 Rooms	~~360~~ 244 Rooms
Year Round Workforce Housing	43 Units	~~29~~ 20 Units (Off-Site)
Restaurant/Retail	28,205 Square Feet	12,500 Square Feet
Parking	~~741~~740 Spaces	~~444~~ 324Spaces
Maximum Height	110 Feet	35 Feet
Setbacks and Separations	10 Feet	10 Feet
Maximum Impervious Site Coverage	92 Percent	70 Percent
Density	78.8 Hotel-Motel Rooms/Acre	~~59.1~~40.0 Hotel-Motel Rooms/Acre

Page 7-15, Last Three Paragraphs

The Parking Structure Above Grade Alternative would provide ~~29~~20 workforce housing units. The workforce housing units would not be able to be accommodated on-site because of the proposed surface parking. The ~~29~~20 housing units would be provided off-site within the Town boundaries.

With the Parking Structure Above Grade Alternative, the existing land use designation ("Commercial" for the *1987 General Plan* and "Commercial 2" for the *2007 General Plan*) would be amended to Specific Plan, similar to the proposed project. This alternative would be consistent with the existing *1987 General Plan* commercial floor area restriction (1.5 SF per SF of gross lot area). This alternative involves a total of ~~59.1~~40.0 hotel-motel rooms per acre, which would ~~exceed~~ comply with the density restrictions specified in the *1987 General Plan* and *2007 General Plan* (40 hotel-motel rooms per acre). Thus, this alternative would ~~conflict~~ comply with the *1987 General Plan* and *2007 General Plan* regarding density~~, and significant and unavoidable impacts would result~~. This alternative involves 70 percent lot coverage, consistent with the *1987 General Plan* lot coverage restriction (70 percent). Therefore, the significant and unavoidable impacts associated with 92 percent lot coverage occurring with the proposed project would be avoided. The existing views toward Mammoth Mountain and the Sherwin Range would not be retained with this alternative. Therefore, this alternative would conflict with the stated objective of the *1987 General Plan* to retain existing views, although to a lesser degree than the proposed project. The significant and unavoidable impacts associated with view obstruction occurring with the proposed project would not be avoided.

Similar to the proposed project, the Parking Structure Above Grade Alternative would create its own development standards for the subject property. The Specific Plan would replace the existing zoning regulations and effectively become the new zoning for the project site. This Alternative involves a zone change from Commercial General to the Specific Plan's CH and WF zoning, as proposed by the project. The ~~59.1~~ 40.0 hotel-motel rooms per acre proposed under this alternative would ~~exceed~~ comply with the density restrictions specified in Code Section 17.20.040(B) (40 guest rooms per acre). ~~Thus, a significant and unavoidable impact would occur in this regard.~~ Similar to the proposed project, this alternative would not conflict with the existing CG Zone property development standards regarding minimum parcel size, setbacks/separations, snow storage and parking. In compliance with the Code development restrictions (70 percent lot coverage and 45 foot building height), this alternative involves 70 percent lot coverage and a maximum building height of 45 feet. Thus, the significant and unavoidable impacts associated with 92 percent lot coverage and 110-foot building heights occurring with the proposed project would be avoided with this alternative. The ~~458~~ 265 SA and 12,500 SF of commercial uses proposed by this alternative would generate an estimated ~~108~~ 65 FTEE with a resultant demand for ~~27~~ 20 employee housing units (three-bedroom) (an aggregate amount of approximately ~~27~~16,000 SF); refer to Table 17.36.030-1 and Section 17.36.030 (D) of the Zoning Code. The Parking Structure Above Grade Alternative proposes ~~29~~ 20 off-site workforce-housing units, thus, would provide sufficient housing to mitigate the demand created by the new development in compliance with the requirements of Chapter 17.36 of the Zoning Code.

Page 7-16, Third and Last Paragraph

The Parking Structure Above Grade Alternative would involve ~~59.1~~40.0 hotel-motel rooms per acre, which would ~~exceed~~ comply with the density restrictions specified in the *1987 General Plan* and Code Section 17.20.040(B). ~~Thus, this alternative would result in significant and unavoidable impacts with~~

~~respect to conflicting with the 1987 General Plan and Zoning Code density restrictions that are not anticipated to occur with the proposed project.~~ ~~t~~The significant and unavoidable impacts regarding lot coverage and increased building heights occurring with the proposed project would be avoided with this Alternative. Based on these impacts, the Parking Structure Above Grade Alternative is considered ~~neither~~ environmentally superior ~~nor inferior~~ to the proposed project.

This alternative would introduce new sources of light and glare to the project area. The intensity of the lighting would be less than that of the proposed project, as this alternative would only construct ~~360~~244 hotel type units and 12,500 SF of commercial uses. As with the proposed project, potential light and glare impacts would be minimized through the Town's discretionary review process, approval of development proposals and compliance with Town's lighting ordinance (Chapter 17.34.060, *Outdoor Lighting Plans*, of the Municipal Code).

Page 7-17, Fourth, Fifth, and Sixth Paragraphs and Table 7-5

The project is projected to generate approximately 2,611 net new trips. Table 7-5, *Parking Structure Above Grade Alternative Trip Generation*, summarizes the projected trip generation for the Surface Parking Alternative. As indicated in Table 7-5, this alternative is projected to generate a total of approximately 2,452~~1,792~~ net new trips, or approximately 6.1~~31~~ percent fewer trips when compared to the proposed project. The significant transportation impacts generated by the proposed project would be reduced with this alternative due to the decreased trips generated (approximately 6.1~~31~~ percent less when compared to the proposed project).

On-site parking improvements would include one three-level aboveground parking structure. ~~As the land use intensity would be reduced,~~ This alternative would provide ~~444~~ 324 parking spaces (~~252~~258spaces for hotel units and ~~50~~66 spaces for commercial uses). Table 7-5.5, *Parking Structure Above Grade Alternative Parking Demand*, provides an estimate of the parking demand associated with this alternative. As indicated in Table 7-5.5, this alternative would require a total of 336 spaces to meet the parking demand created by the proposed uses. Application of the shared parking requirement reduces the parking demand by 11 spaces, compared to application of standard parking rates. Thus, the total number of parking spaces required for this alternative is reduced from 336 spaces to 324 spaces.

Overall, traffic and circulation impacts would be reduced under the Parking Structure Above Grade Alternative due to the decreased trips generated, upon project implementation. Resulting parking impacts would be less than significant ~~similar to the proposed project~~, as adequate parking would be provided, for both hotel/condominium uses and commercial uses. ~~t~~The Parking Structure Above Grade Alternative would be considered environmentally superior to the proposed project in this regard, since it would generate 6.1 percent fewer trips.

Table 7-5
Parking Structure Above Grade Alternative Trip Generation

Land Use	Size	Units	Weekend Peak Hour			
			ADT[1]	In[2]	Out[2]	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal[1]		DU	10.000	0.448	0.382	0.830
Residential High Density (MF) – Year Round[1]		DU	8.000	0.350	0.298	0.648
Restaurant[3]		TSF	158.370	12.600	7.400	20.000
Retail[1]		TSF	78.710	2.116	2.694	4.810
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	141	DU	1,410	63	54	117
~~Restaurant[4]~~	~~11,948~~	~~TSF~~	~~1,892~~	~~151~~	~~88~~	~~239~~
Total Existing Trip Generation			1,410~~3,302~~	63~~214~~	54~~142~~	117~~356~~
Project Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	~~360~~244	DU	~~3,600~~2,440	~~161~~109	~~138~~93	~~299~~203
Residential High Density (MF) – Year Round (Workforce Housing)	20~~29~~	DU	~~232~~160	~~107~~	~~9~~6	~~19~~13
Restaurant	3.5	TSF	554	44	26	70
Retail	9	TSF	708	19	24	43
Total Project Trip Generation			~~5,094~~3,862	~~234~~179	~~197~~149	~~431~~328
Total Net Trip Generation			2,452~~1,792~~	116~~20~~	95~~55~~	211~~75~~

Notes:
ADT = Average Daily Traffic; DU = Dwelling Unit; TSF = Thousand Square Feet

[1] Trip rates referenced from Table 1 of the Town of Mammoth Lakes Travel Demand Model Update by LSC Transportation Consultants, Inc. (2004).

[2] Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003).

[3] Trip rate referenced from the Institute of Transportation Engineers, *Trip Generation Manual*. 7th Edition (2003) Land Use Code (932) – High-Turnover (Sit-Down) Restaurant.

[4] ~~It should be noted that traffic counts were taken on February 2003 while Igor's was still in operation. Therefore, the baseline existing condition assumes the operation of all existing on-site uses.~~

Table 7-5.5
Parking Structure Above Grade Alternative Parking Demand

Description	Parking Ratio	Surface Parking Alternative					
		Quantity Proposed	Quantity Proposed Adjusted	Parking Spaces Required	Parking Spaces Proposed	Compare	Complies
RESIDENTIAL							
Guest Rooms	1 space/room	244		244			
Resident Manager Unit	2 spaces/unit	1		2			
Guest Units	1 space/20 units	244		12			
Employee Housing (3 Bedroom-Units)	2 spaces/unit	20		0			
Subtotal Residential Spaces				*258*			
COMMERCIAL							
Restaurant (SF Seating Area)	1 space/50 SF	3,545	2,083	42			
Retail (SF)	1 space/250 SF	8,955	8,955	36			
Subtotal Commercial Spaces		*12,500*	*11,037*	*77*			
Total Spaces				*336*	*324*	*-12*	
Shared Parking Credit				11			
Total Spaces Adjusted				*324*	*324*	*0*	*Yes*

Page 7-18, Last Paragraph

Air pollutant emissions associated with occupancy and operation of this alternative would be generated by the consumption of electricity and natural gas and the operation of on-road vehicles. The Parking Structure Above Grade Alternative would result in ~~1,792~~2,452 net new daily trips, which is ~~31~~6.1 percent less traffic than the proposed project. Therefore, as with the proposed project, this alternative would not cause an exceedance of the Town's limit of 106,600 VMT. Similar to the proposed project, long term emissions would be less than significant.

Page 7-20, Second and Third Paragraphs

Among the other alternatives assessed in this EIR, the Reduced Building Height Alternative would result in maximum building heights being limited to 45 feet and lot coverage limited to 70 percent, which would result in reduced land use impacts, as it would be consistent with Municipal Code in this regard. However, with increased building massing along Old Mammoth Road, this alternative would result in an increased visual impact as opposed to the proposed project. Impacts related to traffic, noise, air quality and utilities would remain similar. Under the Parking Structure Above Grade Alternative, building heights would be limited to 35 feet and lot coverage would be limited to 70 percent. ~~Although t~~The development density of ~~59.1~~40.0 hotel-motel rooms/acre would be less than the project~~, this alternative~~ and would ~~still~~ not exceed the density limits (40 hotel-motel rooms/acre). ~~Thus, similar to the proposed project, the Parking Structure Above Grade Alternative would result in significant land use impacts. Additionally, t~~This alternative would result in a significant impact related to aesthetics due to the increased building massing along Old Mammoth Road and the placement of the parking structure above grade. Due to the decrease in development density, the Parking Structure Above Grade Alternative would be environmentally superior in relation to traffic, noise, air quality, and utilities.

The Surface Parking Alternative would eliminate the subsurface parking garages and decrease the on-site development density by approximately 50 percent. Under this alternative, building heights would be reduced to 35 feet and lot coverage would be limited to 70 percent. Similar to the proposed project, the Surface Parking Alternative would result in similar view blockage issues to surrounding land uses. However, the short-term construction impacts would be reduced under this alternative due to the condensed construction schedule. This alternative would also result in decreased impacts related to traffic, noise, air quality, and utilities. However, this alternative would not improve the visual quality of the site, revitalize the Old Mammoth Road corridor or provide underground parking. Additionally, the workforce housing would not be able to be accommodated on-site.

Therefore, the No Project/No Development Alternative has been determined be the environmentally superior alternative, as it would retain on-site views and result in decreased traffic, noise, air quality, and utility and service system impacts. Table 7-6, *Comparison of Alternatives*, provides a breakdown of the four alternatives compared to the proposed project.

Page 7-21, Table 7-6

Table 7-6
Comparison of Alternatives

Sections	No Project/No Development	Reduced Building Height	Surface Parking	Parking Structure Above Grade
Land Use and Relevant Planning	⮟	⮟	⮟	⮟=
Aesthetics/Light and Glare	⮟	⮝	=	⮝
Traffic, Circulation and Parking	⮟	=	⮟	⮝⮟
Air Quality	⮟	=	⮟	⮟
Noise	⮟	=	⮟	⮟
Utilities and Service Systems	⮟	=	⮟	⮟

⮝ Indicates an impact that is greater than the proposed projects (environmentally inferior).
⮟ Indicates an impact that is less than the proposed projects (environmentally superior).
= Indicates an impact that is equal to the proposed projects (neither environmentally superior or inferior).

Section 5.0 – Mitigation Monitoring and Reporting Program

5.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environment Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

> *". . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment."*

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that may be included as conditions of approval for the project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The developer will have the responsibility for implementing the measures, and the various Town of Mammoth Lakes departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

THE CLEARWATER SPECIFIC PLAN EIR
MITIGATION MONITORING AND REPORTING CHECKLIST

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
LAND USE AND RELEVANT PLANNING							
LU-1	Prior to issuance of Certificate of Occupancy, the project shall comply with the housing requirements set forth within Chapter 13.60 of the Zoning Code that were in effect on the date of application for tentative map and use permit.	Compliance with housing requirements within Zoning Code	Prior to Issuance of Certificate of Occupancy	Town Community Development Department			
AESTHETICS/LIGHT AND GLARE							
AES-1	Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.	Review and Approval of Final Development Plans and Grading Plans; Building and Engineering Inspections	Prior to Construction; Ongoing During Construction	Town Community Development Department and Public Works Department			
AES-2	A grading plan shall be submitted concurrently with the development plans and shall be approved through the design review process by the Planning Commission. All grading and earthwork activities must be conducted in accordance with an approved construction grading plan and grading permit issued by the Mammoth Lakes Public Works Department. All grading plans must meet Lahontan Regional Water Quality Control Board standards for interim and permanent erosion control measures.	Review and Approval of Grading Plan and Development Plans; Building and Engineering Inspections	Prior to Construction; Ongoing During Construction	Town Community Development Department and Public Works Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AES-3	The applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community Development Department prior to issuance of grading permit. The plan shall ensure that construction haul routes do not affect sensitive uses in the project vicinity.	Review and Approval of Construction Hauling Plan; Building and Engineering Inspections	Prior to Issuance of Grading Permit; During Construction	Town Community Development Department and Public Works Department			
AES-4	All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the Community Development Department for review concurrent with Grading Permit application.	Review and Approval of a Construction Safety Lighting Plan; Building and Engineering Inspections	Prior to Issuance of Grading Permit; Ongoing During Construction	Town Community Development Department and Public Works Department			
AES-5	The overall color scheme shall be determined by the Town Design Guidelines and Town of Mammoth Lakes Advisory Design Panel, subject to approval by the Town of Mammoth Lakes Planning Commission. The color of exterior materials, whether applied or innate, shall reflect the appearance of the natural surroundings and not seem synthetic or man-made. Accent colors shall integrate with the overall color scheme and form of the building.	Review and Approval of Building Color Scheme	Prior to Approval of Use Permit and Prior to Issuance of Building Permits	Town Community Development Department			
AES-6	All signs shall be in accordance with general provisions, prohibitions, exemptions, and special purposes delineated in Chapter 17.40 of the Town's Municipal Code, the Clearwater Specific Plan, and the Clearwater Landscape Design Guidelines as established and adopted hereafter by the Town Planning Commission.	Review and Approval of Development Plans	Prior to Approval of all Sign Permits	Town Community Development Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AES-7	Landscape design shall be consistent with TOML Municipal Code Chapter 17.20.040, property development standards, and the Clearwater Specific Plan Landscape Design Guidelines. The landscape shall enhance the character of the on-site development and shall be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region.	Review and Approval of Landscape Design Plans	Prior to Issuance of Building Permits	Town Community Development Department			
AES-8	Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square foot, and have a minimum slope of 3/12 for adequate drainage. Roofs shall be designed to not shed ice and snow onto adjacent properties, walkways, plaza, driveways, and decks.	Review and Approval of Development Plans	Prior to Issuance of Building Permits	Town Community Development Department			
AES-9	Roof appurtenances shall be integral parts of the architecture of the structure. Non-functional roof ornamentation shall be avoided. Mechanical, electrical and roof access equipments, vents, and antennas shall be integrated into the roof design to avoid visual impact on other properties. Skylights, solar collectors and clerestories shall be designed as masses at angles relating to the primary roof, and building architecture, not applied forms. Exposed chimney flues shall not be permitted.	Review and Approval of Development Plans	Prior to Issuance of Building Permits	Town Community Development Department			
AES-10	All appurtenances (i.e., meters and electrical equipment, etc.) shall be integrated into the project design to avoid visual impact from pedestrians and other properties. These appurtenances shall be screened or placed in areas that are not highly visible, where possible.	Review and Approval of Project Design	Prior to Issuance of Building Permits	Town Community Development Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AES-11	Fencing and outdoor enclosures shall be compatible in material, color, and design to adjacent structures, and the neighborhood and regional character. Fences and enclosures shall be designed to withstand heavy snowfall conditions and snow removal operations. Fences, walls, and enclosures shall be no higher than necessary to perform the intended function. Landscape features, fences, and walls in dedicated snow slope areas shall be designed to accommodate snow storage and removal activities.	Review and Approval of Development Plans	Prior to Issuance of Building Permits	Town Community Development Department			
AES-12	All outdoor furnishings shall complement adjacent building character and scale, and shall be appropriate to the project theme, allow for snow removal operations, and accessibility requirements. The tree grates shall be used in areas of high pedestrian activity and traffic. They shall be constructed of cast iron, metal, or concrete.	Review and Approval of Development Plans	Prior to Issuance of Grading Permits	Town Community Development Department and Public Works Department			
AES-13	The applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (Chapter 17.34.060, Outdoor Lighting Plans, of the Municipal Code) to the Community Development Director that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.	Review and Approval of Outdoor Lighting Plan	Prior to Issuance of Building Permits	Town Community Development Department			
AES-14	Landscape lighting should be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated.	Review and Approval of Landscaping Plans	Prior to Approval of Development Plans; Prior to Issuance of	Town Community Development Department and Public			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	Lighting fixture locations shall not interfere or impair snow storage or snow removal operations. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.		Grading Permit; Prior to Issuance of Building Permit	Works Department			
AES-15	The Applicant shall implement a snow plowing and cindering plan during the three worst-case shadow months of the year at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week. The Community Development Director shall review the methodology and effectiveness of the plan during its implementation. If it is determined by the Town that the plan does not adequately reduce hazards resulting from shadows (i.e. black ice), the Town shall require the applicant to install heat traced pavement at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week.	Review and Approval of Snow Plowing and Cindering Plan	Prior to Issuance of Building Permit; Ongoing throughout operation of project	Town Community Development Department and Public Works Department			
TRAFFIC AND CIRCULATION							
TRA-1	Old Mammoth Road/Sierra Nevada Road. Since the project contributes to an existing, cumulative, and long-range General Plan deficiency at the intersection of Old Mammoth Road/Sierra Nevada Road, a traffic signal shall be installed. As part of the signalization, permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions would need to be constructed.	Receipt of Fair-Share Contribution Payment	Constructed prior to Issuance of the first Certificate of Occupancy	Town Public Works Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
TRA-2	Azimuth Drive/Meridian Boulevard. Since the project contributes to an existing, cumulative, and long-range General Plan deficiency at the intersection of Azimuth Drive/Meridian Boulevard, a traffic signal shall be installed. As part of the signalization, permitted left-turn phasing in the northbound and southbound directions and protected phasing in the eastbound and westbound directions as well as a separate northbound left-turn lane would need to be constructed. Based on the access analysis, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Driveway A..	Receipt of Fair-Share Contribution Payment	Constructed prior to Issuance of the first Certificate of Occupancy	Town Public Works Department			
TRA-3	Old Mammoth Road/Driveway A. Since the project contributes to a long-range General Plan deficiency at Driveway A, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Driveway A.	Review and Approval of Traffic Management Plan	Constructed prior to Issuance of the first Certificate of Occupancy	Town Public Works Department			
TRA-4	Prior to site plan approval, the Applicant shall demonstrate to the satisfaction of the Director of Community Development that the project meets or exceeds the requirements of the Town of Mammoth Lakes Code requirements. The parking configuration shall be designed so that all project related vehicles are parked on-site.	Review and Approval of Development Plans	Prior to Use Permit and Tentative Tract Map Approval; Prior to Issuance of Building Permit	Town Community Development Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AIR QUALITY							
AQ-1	Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with GBUPACD Rule 401, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the GBUPACD Rules and Regulations. In addition, GBUPACD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: • All active portions of the construction site shall be watered to prevent excessive amounts of dust; • On-site vehicles' speed shall be limited to 15 miles per hour (mph); • All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized; • All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;	Review and Approval of Project Plans and Specifications; Building and Engineering Field Inspections	Prior to Issuance of Grading Permit; Ongoing During Construction	Town Public Works Department or Director			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.						
AQ-2	Under GBUAPCD Rule 200-A and 200B, the project Applicant shall apply for a Permit To Construct prior to construction, which provides an orderly procedure for the review of new and modified sources of air pollution.	Review and Approval for Grading Permit	Prior to Issuance of Grading Permit	GBUAPCD; Town Public Works Department			
AQ-3	Under GBUAPCD Rule 216-A (New Source Review Requirement for Determining Impact on Air Quality Secondary Sources), the project Applicant shall complete the necessary permitting approvals prior to commencement of construction activities.	Consistency with GBUAPCD Rule 216-A	Prior to Issuance of Grading Permit	GBUAPCD; Town Public Works Department			
AQ-4	Prior to demolition activities, the Applicant shall demonstrate to the GBUAPCD that the project is consistent with the Toxic Substance Control Act (TSCA), (15 U.S.C. Section 2601 et. seq.) Title 2 - Asbestos Hazard Emergency Response for handling asbestos.	Review and Consistency with the Toxic Substance Control Act	Prior to Issuance of Demolition Permit	GBUAPCD; Town Building Official			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AQ-5	Prior to approval of building plans, the Applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that wood fired stoves or appliances would not be used on-site.	Review and Approval of Building Plans	Prior to Issuance of Building Permits	Town Community Development Department			
NOISE							
N-1	Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that the project complies with the following: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers; • Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible; • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;	Review and Approval of Construction Equipment; Building and Engineering Inspections	Prior to Issuance of Grading Permit; Ongoing During Construction	Town Public Works Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors; • Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and • Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and report the action taken to the reporting party.						
N-2	The proposed project shall be required to adhere to Chapter 8.80.090 of the *Municipal Code,* which prohibits loading activities between the hours of 10:00 P.M. and 7:00 A.M.	Building and Engineering Inspections	Ongoing During Construction	Town Community Development Department; Town Police Department			
N-3	Mechanical equipment shall be placed as far practicable from sensitive receptors. Additionally, the following shall be considered prior HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and	Building and Engineering Inspections	Ongoing During Construction	Town Community Development Department			

Mit. No.	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	incorporating the use of parapets into the building design.						
UTILITIES SERVICE SYSTEMS							
USS-1	The Applicant shall provide lateral sewer lines to the centerlines of the nearest adjacent roadways. The lateral sewer lines shall be constructed in accordance with Town and MCWD standards and specifications, to the satisfaction of the Town of Mammoth Lakes.	Review and Approval of Sewer Plan	Prior to Issuance of Grading Permit	Town Public Works Department and MCWD			