Administrative Draft EIR Completed:	September 21, 2006
Draft Check Copy EIR Completed:	December 5, 2006
Public Review Draft EIR Completed:	December 14, 2006
Final EIR Completed:	

PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

THE CLEARWATER SPECIFIC PLAN

SCH NO. 2006062154

Lead Agency:

TOWN OF MAMMOTH LAKES
437 Old Mammoth Road
Mammoth Lakes, Ca 93546
Contact: Mr. William Taylor
Ms. Pam Kobylarz
760/934-8989

Prepared by:

RBF CONSULTING
14725 Alton Parkway
Irvine, California 92618-2027
Contact: Mr. Glenn Lajoie, AICP
Mr. Edward Torres, INCE
949/472-3505

December 14, 2006

JN 10-105084

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LIST OF ACRONYMS

AB	Assembly Bill
ACM	asbestos containing material
ADP	Advisory Design Panel
ADT	average daily trips
AF	acre-foot/feet
amsl	above mean sea level
ANSI	American National Standards Institute
APN	assessor parcel number
AQMP	Air Quality Management Plan
Basin	Great Basin Valleys Air Basin
BMP	Best Management Practices
C	Commercial
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CC&R	covenants, codes, and restrictions
CCR	California Code of Regulations
CDD	Community Development Panel
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic foot/feet per second
CG	Commercial General
CH	Condominium Hotel
CMP	Congestion Management Plan
CNEL	community noise equivalent level
CO	carbon monoxide
dB	decibel(s)
dBA	A-weighted decibel(s)
DIF	Development Impact Fees(s)
du	dwelling unit(s)
DWR	(California) Department Water Resources
EIR	Environmental Impact Report
EPA	(U.S.) Environmental Impact Agency
FCAA	Federal Clean Air Act
FTEE	Full-Time Equivalent Employee
GBUAPCD	Great Basin Unified Air Pollution Control District

LIST OF ACRONYMS (continued)

gpd	gallon(s) per day
gpm	gallon(s) per minute
HCM	Highway Control Manual
HDR	High Density Residential
HMDP	Housing Mitigation Development Plan
HVAC	heating, ventilation and air conditioning
ICU	intersection capacity utilization
ITE	Institute of Transportation Engineers
Ldn	Day/Night Average Sound Level
Leq	Equivalent Sound Level
LOS	level of service
LRWQCB	Lahontan Regional Water Quality Control Board
LSA	LSA Associates, Inc.
MCWD	Mammoth Community Water District
MF	Multi-Family
mgd	million gallon(s) per day
MLTSMP	Town of Mammoth Lakes Trail System Master Plan
mph	mile(s) per hour
MTM	Mammoth Lakes Transportation Model
NAAQS	National Ambient Air Quality Standards
NESHAP	National Emission Standards for Hazardous Air Pollutants
NPDES	National Pollution Discharge Elimination System
NO_2	nitrogen dioxide
NOA	notice of availability
NOC	notice of completion
NOI	notice of intent
NOP	notice of preparation
NO_X	nitrogen oxides
O_3	ozone
PAOT	population at one time
Pb	lead
PM_{10}	particulate matter up to 10 microns in diameter
$PM_{2.5}$	particulate matter up to 2.5 microns in diameter
ppm	parts per million
psi	pound(s) per square inch
pws	public water supplier
RBF	RBF Consulting

LIST OF ACRONYMS (continued)

ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCADA	supervisory control and data acquisition
sf	square feet
SIP	State Implementation Plan(s)
SO_2	sulfur dioxide
SO_X	sulfur oxides
Standard	National Ambient Air Quality Standard
TAC	toxic air contaminant
TOML	Town of Mammoth Lakes
TOT	Transient Occupancy Tax
TRB	Transportation Research Board
TSCA	Toxic Substance Control Act
UGB	Urban Growth Boundary
USFS	United States Forest Service
UWMP	Urban Water Management Plan
v/c	volume-to-capacity
VdB	vibration in decibel(s)
VMT	vehicle miles traveled
VP	view point
WH	Workforce Housing

APPENDICES ON CD

1.0 Introduction and Purpose

1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE EIR

The Town of Mammoth Lakes (Town) is the Lead Agency under the California Environmental Quality Act (CEQA), and has determined that an Environmental Impact Report (EIR) is required for *The Clearwater Specific Plan* (State Clearinghouse No. 2006062154). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); *CEQA Guidelines* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the Town of Mammoth Lakes. The principal *CEQA Guidelines* sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports) and Section 15161 (Project EIR).

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects of the proposed Clearwater Specific Plan (project), located at the northwest corner of Old Mammoth Road and Sierra Nevada Road in the Town of Mammoth Lakes. For more detailed information regarding the proposal, refer to Section 3.0, *Project Description*. The Clearwater Specific Plan can also be reviewed at the Town of Mammoth Lakes Community Development Department and on-line at www.ci.mammoth-lakes.ca.us/comdev/Clearwater.htm.

This EIR has been prepared as a Project EIR, addressing 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 this 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.

Mitigation measures are provided that may be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation-monitoring program for the proposed project.

The Town (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies, that may use this EIR in the decision-making or permit process, will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with Section 15093(b) of the *CEQA Guidelines*, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the project, based on the

Final EIR and any other information in the public record for the project. This is termed, per Section 15093 of the *CEQA Guidelines*, a "statement of overriding considerations."

This document analyzes the environmental effects of the project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the *CEQA Guidelines*. The analysis considers the activities associated with the project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both the direct and indirect impacts of this project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

1.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF DRAFT EIR

The Draft EIR is subject to a 45-day review period by responsible and trustee agencies and interested parties. Section 15087 of the *CEQA Guidelines* lists optional procedures for noticing, including publication in a newspaper, posting on-site, or mailing to owners of a property or properties contiguous to the site. In accordance with the provision of Sections 15085(a) and 15087(a)(1) of the *CEQA Guidelines*, as amended, the Town of Mammoth Lakes, serving as the Lead Agency, will: 1) publish a notice of availability of a Draft EIR in the Mammoth Times, a newspaper of general circulation; and 2) will prepare and transmit a Notice of Completion (NOC) to the State Clearinghouse. Proof of publication is available at the offices of the Lead Agency.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the individual identified on the document's NOC prior to the end of the public review period. During the public review period, the Town of Mammoth Lakes will hold a regularly-scheduled public hearing regarding the Draft EIR. The public will be afforded the opportunity to orally comment on the Draft EIR at the public hearing. Such comments shall be recorded and shall have the same standing and response requirements as written comments provided during the public review period. Upon the close of the public review period, the Lead Agency will then proceed to evaluate and prepare responses to all relevant oral and written comments received from both citizens and public agencies during the public review period.

FINAL EIR

The Final EIR will consist of the Draft EIR, revisions to the Draft EIR (if any), and responses to all written comments addressing concerns raised in the comments of responsible agencies, the public, and any other reviewing parties. After the Final EIR is completed, and at least ten days prior to the certification hearing, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.

1.3 EIR SCOPING PROCESS

In compliance with the *CEQA Guidelines*, the Town of Mammoth Lakes has maximized opportunities for the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various Federal, State, regional, and local

government agencies and other interested parties to solicit comments on the proposed project. This included the distribution of an Initial Study and Notice of Preparation (NOP) on June 30, 2006, and a Public Scoping Meeting held on July 24, 2006, in the Town Council Chambers.

INITIAL STUDY

In accordance with Section 15063(a) of the *CEQA Guidelines*, as amended, the Town undertook the preparation of an Initial Study. The Initial Study determined that a number of environmental issue areas may be impacted by the Clearwater Specific Plan project. As a result, the Initial Study determined that the Draft EIR should address the project's significant impacts on a variety of environmental issue areas.

Based on the Initial Study, no significant impacts upon agricultural resources, biological resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, mineral resources, population/housing, public services, and recreation are anticipated. As a result, these issues are addressed in Section 10.0, *Effects Found Not To Be Significant*.

NOTICE OF PREPARATION

Pursuant to the provision of Section 15082 of the *CEQA Guidelines*, as amended, the Town of Mammoth Lakes circulated an NOP to public agencies, special districts, and members of the public who had requested such notice for a 30-day period. The NOP and Initial Study were submitted to the State Clearinghouse June 30, 2006, with the 30-day review period ending on July 31, 2006. The Town extended the public review period until August 11, 2006.

The purpose of the NOP was to formally announce that the Town is preparing a Draft EIR for *The Clearwater Specific Plan*, and that, as the Lead Agency, was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The Initial Study was circulated with the NOP. The NOP and Initial Study are provided in Appendix 15.1, and NOP comments are provided in Appendix 15.2.

EARLY CONSULTATION (SCOPING)

During the NOP review period, the Town of Mammoth Lakes advertised a public scoping meeting. The meeting was held in the Town Council Chambers on July 24, 2006, and was intended to facilitate public input. The meeting was held with the specific intent of affording interested individuals/groups and public agencies a forum in which to orally present input directly to the Lead Agency in an effort to assist in further refining the intended scope and focus of the EIR, as described in the NOP.

NOP AND SCOPING RESULTS

The specific environmental concerns outlined below were raised by responses to the NOP for the project. The numerical reference in parenthesis is the EIR section in which the analysis is provided.

- Compatibility with surrounding uses (Section 5.1, *Land Use and Relevant Planning*);
- Snow removal and storage (Section 5.1, *Land Use and Relevant Planning*);
- View impacts due to the size and location of the proposed buildings (Section 5.2, *Aesthetics/Light and Glare*);
- Shade/shadow and light/glare impacts on adjacent properties (Section 5.2, *Aesthetics/Light and Glare*);
- Traffic congestion (Section 5.3, *Traffic, Circulation, and Parking*);
- Traffic circulation impacts due to the proposed project ingress and egress locations (Section 5.3, *Traffic, Circulation, and Parking*);
- On-site and off-site parking impacts (Section 5.3, *Traffic, Circulation, and Parking*);
- Pedestrian circulation and safety impacts (Section 5.3, *Traffic, Circulation, and Parking*);
- Noise impacts from increased traffic and on-site noise sources (Section 5.5, *Noise*);
- Impacts on water demand and wastewater generation (Section 5.6, *Utilities and Service Systems*);
- Impacts on water quality (Section 10.0, *Effects Found Not to be Significant*);
- Impacts to historic and Native American buildings/resources from the proposed construction activities (Section 10.0, *Effects Found Not to be Significant*, Cultural Resources);
- Impacts to biological resources and wildlife corridors (Section 10.0, *Effects Found Not to be Significant*, Biological Resources);
- Population generation impacts resulting from the increased density (Section 10.0, *Effects Found Not to be Significant*, Population and Housing); and
- Impacts on public services and utilities (i.e. fire, police, schools, recreation, solid waste, electric, gas, and telephone) (Section 10.0, *Effects Found Not to be Significant*, Public Services and Utilities).

This EIR focuses primarily on changes in the environment that would result from the proposed project. The EIR identifies potential impacts resulting from the construction and operation of the proposed project and provides measures to mitigate potential significant impacts. Those impacts that cannot be mitigated to less than significant levels are also identified. This EIR addresses impacts in the following areas:

- Land Use and Relevant Planning;
- Aesthetics/ Light and Glare;
- Traffic, Circulation, and Parking;
- Air Quality;
- Noise; and
- Utilities and Public Services.

1.4 FORMAT OF THE EIR

The Draft EIR is organized into 15 sections, as follows:

- Section 1.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 2.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- Section 4.0, *Basis for the Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts for a number of environmental topic areas.
- Section 6.0, *Long-Term Implications of the Proposed Project*, discusses significant environmental changes that would be involved in the proposed action, should it be implemented, and growth-inducing impacts of the proposed project.
- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or to the location of the project that could avoid or substantially lessen the significant impact of the project and still feasibly attain the basic project objectives.
- Section 8.0, *Inventory of Mitigation Measures*, lists mitigation measures proposed to minimize the significant impacts.
- Section 9.0, *Level of Significance After Mitigation*, describes those impacts that remain significant following mitigation.
- Section 10.0, *Effects Found Not to be Significant*, provides an explanation of potential impacts that have been determined not to be significant.

- Section 11.0, *Organizations and Persons Consulted*, identifies all Federal, State, or local agencies, other organizations, and individuals consulted.

- Section 12.0, *Bibliography*, identifies reference sources for the EIR.

- Section 13.0, *Mitigation Monitoring Program*, will be included in the Final EIR and will identify responsibilities for monitoring mitigation.

- Section 14.0, *Comments and Responses,* will be included in the Final EIR and will provide comments and responses pertaining to the Draft EIR.

- Section 15.0, *Appendices*, contains technical documentation for the project.

1.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to Sections 15381 and 15386 of the *CEQA Guidelines*, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)*
>
> *"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include. . . . (Section 15386)*

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- Town of Mammoth Lakes;
- Mammoth Community Water District;
- Mammoth Lakes Fire Protection District;
- California Department of Transportation;
- California Regional Water Quality Control Board (Lahontan);
- State Water Resources Control Board; and
- Great Basin Unified Air Pollution Control District.

1.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with Section 15150 of the *CEQA Guidelines*, which encourages incorporation by reference as a means of reducing redundancy and length of environmental reports. The following documents, which are available for public review at the Town of Mammoth Lakes, are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. These documents are available for review at the Town of Mammoth Lakes, Community Development Department, located at 437 Old Mammoth Road, Mammoth Lakes, California 93546.

- *Town of Mammoth Lakes General Plan* (1987). Development in Mammoth Lakes is presently regulated by the *1987 General Plan* (*1987 General Plan*), which contains the State-mandated elements governing all development on private property, including residential, commercial, and industrial uses (a new Draft General Plan has been prepared but has not yet been adopted by the Town of Mammoth Lakes). The Clearwater Specific Plan must be consistent with the *1987 General Plan*. The *1987 General Plan* sets general goals and objectives for future development within the Town. The *1987 General Plan* is divided into the following elements:

  - Land Use;
  - Transportation and Circulation;
  - Housing;
  - Conservation and Open Space;
  - Safety;
  - Noise; and
  - Parks and Recreation.

  The goals and policies of the *1987 General Plan* set the overall tone for development and land use in Mammoth Lakes.

- *Revised Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (October 2005). The 2005 General Plan Update provides for the Town's long-range comprehensive direction to guide future development and identifies the community's environmental, social, and economic goals. A Draft PEIR was previously prepared and circulated for the General Plan Update project. A Notice of Preparation (NOP) for the Draft PEIR was distributed by certified mail to the State Clearinghouse, responsible agencies, trustee agencies, and others on April 25, 2003. The Town of Mammoth Lakes distributed a Notice of Availability (NOA) in accordance with CEQA Section 150879(a) and circulated the Draft PEIR from February 2005 to May 17, 2005. The project was been redefined to allow for a lesser number of dwelling units than the previously proposed project.

- *Town of Mammoth Lakes Municipal Code (Municipal Code)*. The *Municipal Code* consists of all the regulatory and penal ordinances and administrative ordinances of the Town of Mammoth Lakes. It is the method the Town uses to implement control of land uses, in accordance with *General Plan* goals and policies. The Town of Mammoth Lakes Zoning Ordinance, Title 17, of the *Municipal Code* identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Buildings and Construction Ordinance, Title 15, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

- *Draft Clearwater Specific Plan* (July 2006). The Clearwater Specific Plan establishes land use guidelines and development standards for the Clearwater site. Implementation of the Clearwater Specific Plan through adoption by ordinance will provide a mechanism for directing and focusing development of the project. Upon approval of the Clearwater Specific Plan, a tentative map, use permits, and other approvals will be necessary to implement the project.

2.0 Executive Summary

2.0 EXECUTIVE SUMMARY

2.1 PROJECT SUMMARY

The proposed Clearwater Specific Plan (Specific Plan) is located in the Town of Mammoth Lakes, California. The project site is comprised of three parcels (approximately 6.09 acres) generally located to the west of 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. Overall, the project site is developed with 11,948 square feet of restaurant uses (Igor's and Ocean Harvest restaurants; both currently closed) and a 141-unit motel use (Sierra Nevada Rodeway Inn; currently operating). As part of the proposed project, all existing uses would be removed.

The Specific Plan proposes Condominium Hotel units, work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas. The Condominium Hotel would include 480 rooms in 339 units, resulting in a density of 78.75 rooms per acre. In addition to the Condominium Hotel, the project would provide 43 units of work-force housing with three bedrooms in each unit. The capacity of the work-force housing is able to house the entire work force that would be employed for the Specific Plan. The proposed project would include a subterranean parking structure that would extend over the majority of the site. The parking configuration would result in 705 subterranean and 35 surface parking spaces, for a total of 740 spaces.

The project proposes a mixed-use development involving six buildings with a maximum height of 65 feet (with non-habitable architectural features extending as high as 110 feet), ranging from one to six stories. The proposed Resort Condominium Lodge consists of five structures (approximately 45 to 65 feet high) and parking/retail uses (located underground/first floor). These structures include two architectural features (located within the center of the project site) that would extend as high as 110 feet. 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).

Primary access to the project site would be located along Sierra Nevada Road. Secondary access would consist of three (two vehicular and one service) access points along Old Mammoth Road, and one along Laurel Mountain Road.

The proposed Specific Plan would 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.

Landscape planting would be located along street frontages, driveways, parking areas, in between buildings, along pedestrian walkways, and adjacent to resident amenity areas. Landscaping along Old Mammoth Road would be confined to planters and pavement areas in order to blend in with the proposed retail and commercial uses. Landscaping within the residential areas would be less

structured and would provide screening and separation between adjacent buildings, as well as visual and physical amenities to residents. These landscaped areas would include water features, boulders, and native plant species, where practical.

The use of lawn areas would be limited, and plants with low water requirements would be utilized. Additionally, some areas would be utilized for snow dump and snow storage. These areas would be planted with appropriate plant materials and shall have a drainage system limited to accommodate runoff from snowmelt.

Pedestrian path surfaces would be composed of concrete, modular pavers, stone, asphalt, and other stabilized surfaces such as decomposed granite. Decks, bridges, and boardwalks would be constructed of wood or composite materials. Pedestrian plazas and major outdoor use areas would be paved with modular pavers, concrete, or stone. Building finishes would include textured and colored concrete, wood board and batten, stucco, and stone masonry. The project proposes landscaping along the street frontages, driveways, parking areas, in between buildings, along pedestrian walkways, and adjacent to resident amenity areas. The use of lawn areas would be limited, and plants with low water requirements would be utilized. Additionally, some areas would be utilized for snow dump and snow storage. These areas would be planted with appropriate plant materials and shall have a drainage system limited to accommodate runoff from snowmelt.

2.2 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0 of this EIR. Refer to the appropriate EIR Section for additional information.

EIR SECTION	IMPACTS	MITIGATION MEASURES		SIGNIFICANCE AFTER MITIGATION
5.1	LAND USE AND RELEVANT PLANNING			
	Consistency 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 proposed by the Specific Plan, as compared to the existing CG zoning height restrictions. Also, significant and unavoidable cumulative impacts are anticipated regarding the introduction of
	Consistency With The Town Of Mammoth Lakes Zoning Code			
	The proposed project may conflict with the standards and requirements of the Town Of Mammoth Lakes Zoning Code.	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.	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
			structures that may exceed the Town's existing height restrictions thereby obstructing existing views.
	Cumulative Impacts *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.	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.
5.2	AESTHETICS/LIGHT AND GLARE		
	Short-Term Construction Aesthetic Impacts *Development of the proposed project would result in grading and construction activities that would temporarily alter the visual character of the project site and the surrounding area.*	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. 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. 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.	Although implementation of Mitigation Measures AES-1 through AES-4 would reduce impacts resulting construction activities, 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. Implementation of Mitigation Measures AES-5 through AES-12 would reduce long-term visual/aesthetic impacts. However, 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 avoidable following implementation of recommended mitigation measures. The implementation of Mitigation Measures AES-13 and AES-14 would reduce long-term light and glare impacts. However, the intensification of the proposed

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		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.	uses from that of the existing on-site uses would result in a significant light and glare impact. 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. Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. However, 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. If the Town of Mammoth Lakes approves the Clearwater Specific Plan project, the TOML shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.
	Long-Term Aesthetic Impacts			
	Development of the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings.	AES-5	The overall color scheme shall be determined by the Old Mammoth Road Design Review Committee, 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.	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		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.	
		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.	
		AES-8 Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square feet, 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.	
		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.	
		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.	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		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.	
		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.	
	Long-Term Light and Glare		
	Development of the proposed project would introduce new sources of light and glare into the project area.	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.	
		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. 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.	
	Shade and Shadow		
	Development of the proposed project would introduce shade and shadow effects onto adjacent buildings within the project area.	AES-15 The Applicant shall implement a snow plowing and cindering plan during the three worst-case shadow	

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
			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.	
	Cumulative Impacts			
	Development associated with the proposed project and related cumulative projects would result in significant cumulative aesthetic, light and glare impacts.		Refer to Mitigation Measures AES-1 through AES-15. No additional mitigation measures are recommended.	
5.3	TRAFFIC, CIRCUALTION, AND PARKING			
	Traffic Generation – Long-Term			
	Project implementation would not cause a significant increase in traffic for forecast conditions when compared to the existing traffic capacity of the street system.	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. 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.	Following implementation of all mitigation measures (i.e., all recommended improvements), traffic, circulation, and parking impacts would be reduced to a less than significant level.
		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. As part of the signalization, permitted left-turn phasing in the northbound and southbound directions and	

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
			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.	
	Internal Circulation/Project Access/ Pedestrian Circulation *Project implementation would not cause a significant impact for on-site circulation or pedestrian safety.*	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.	
	Parking *Development associated with the proposed project would not result in an inadequate on- or off-site parking condition.*	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 parking code. The parking configuration shall be designed so that all project related vehicles are parked on-site.	
5.4	AIR QUALITY			
	Short-Term (Construction) Air Emissions			
	Short-term construction activities associated with the proposed project could result in air pollutant emission impacts.	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;	The proposed project would not generate air quality emissions that would exceed State or Federal standards for short-term (construction), long-term (operational), plan consistency, or cumulative impacts. During construction activities, the proposed project would be required to adhere to the GBUAPCD rules and regulations. Based on the analysis, long-term operational impacts would also be consistent with the anticipated growth within the area since VMTs would not exceed the Town's VMT limits. With the incorporation of mitigation measures, impacts would be less than significant. As such, impacts related to the proposed project's consistency with applicable plans, policies and

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		• 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; • 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. 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. 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.	regulations would be less than significant. No significant unavoidable impacts would occur.

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
			Section 2601 et. seq.) Title 2 - Asbestos Hazard Emergency Response for handling asbestos.	
	Long-Term (Operational) Air Emissions			
	Development associated with the proposed project could result in significant air emissions impacts.	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.	
	Consistency With Regional Plans			
	Development associated with the proposed project would be consistent with regional plans..	No mitigation measures are required.		
	CUMULATIVE IMPACTS			
	Short-Term Cumulative Impacts			
	Development associated with the proposed project and related cumulative projects would not result in significant short-term air quality impacts.	Refer to Mitigation Measures AQ-1 through AQ-4.		
	Long-Term Cumulative Impacts			
	Development associated with the proposed project and related cumulative projects would not result in significant long-term air quality impacts.	Refer to Mitigation Measure AQ-5.		
5.5	NOISE			
	Short-Term Construction Noise Impacts			
	Grading and construction within the area would result in temporary noise and/or vibration impacts to nearby noise sensitive receivers.	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	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 in

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		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; • 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.	accordance with Section 15093 of CEQA.
	Long-Term (Mobile) Noise Impacts *Traffic generated by the proposed project may contribute to existing traffic noise in the area and exceed the town's established standards.*	No mitigation measures are required.	
	Long-Term (Stationary) Noise Impacts *The proposed project has the potential to result in an increase in ambient noise level due to the generation of on-site noise.*	N-2 The proposed project shall be required to adhere to Chapter 8.80.090 of the Municipal Code, which prohibits loading activities	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		between the hours of 10:00 P.M. and 7:00 A.M.	
		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 incorporating the use of parapets into the building design.	
	CUMULATIVE IMPACTS		
	Short-Term Cumulative Impacts		
	Development associated with the proposed project and other related cumulative projects would result in cumulatively considerable construction noise impact.	Refer to Mitigation Measure N-1.	
	Long-Term Cumulative Impacts		
	Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable noise impacts.	No mitigation measures are required.	
5.6	UTILITIES AND SERVICE SYSTEMS		
	Construction (Water Supply And Wastewater)		
	Water demand and wastewater generation during construction activities would not result in a significant impact.	No mitigation measures are required.	Implementation of the proposed project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.
	Water Supply		
	Project implementation would increase the demand for water beyond current conditions requiring an increase in future water supply.	USS-1 Prior to the issuance of building permits, the project applicant shall provide engineering studies to the MCWD verifying that the 15-inch sewer main along Old Mammoth Road has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the necessary sewer system improvements.	
	Wastewater		
	Project implementation would generate additional wastewater beyond current condition.	Refer to Mitigation Measure USS-1.	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	CUMULATIVE IMPACTS		
	Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable utility and service systems impacts.	Refer to Mitigation Measure USS-1.	

2.3 SUMMARY OF PROJECT ALTERNATIVES

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the proposed project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. Potential environmental impacts associated with four separate alternatives are compared to impacts of the proposed project. The following is a description of each of the alternatives evaluated in Section 7.0.

"NO PROJECT/NO DEVELOPMENT" ALTERNATIVE

The No Project/No Development Alternative assumes that the proposed project would not be implemented and the project site would remain in its current condition. With this alternative, the proposed project (six buildings ranging from one- to six-stories) with 480 rooms in 339 units, 8,000 square feet of restaurant, 20,205 square feet of retail and 43 work-force housing units would not be developed. The existing 141-unit hotel (currently operating) and 11,948 square feet of restaurant uses (currently closed) would remain on-site.

"REDUCED BUILDING HEIGHT" ALTERNATIVE

The Reduced Building Height Alternative involves a Specific Plan development of 480 hotel/condominium rooms, 28,205 SF of commercial uses and 43 workforce housing units. The hotel/condominium buildings would provide hallways down the middle, with units on each side of the hallway. All on-site structures would extend to 45 feet, including the buildings along Old Mammoth Road. The buildings would adhere to the 45-foot height limitation as specified by Code Section 17.20.040.

Under this alternative, the structures along Old Mammoth Road would provide ground floor retail with two floors of hotel units above. Limited portions of the plan would provide surface parking for a drop-off and temporary parking at a hotel style porte cochere. Surface parking would also be provided for commercial deliveries to the ground floor retail. All hotel/condominium and commercial parking would be accommodated with underground parking. The garages would be located under the respective building footprint of each building as three levels of parking, including under the retail level along Old Mammoth Road and the work force housing. The parking garages

would not extend beyond the edge of each building, except to provide an access ramp to the street. Total parking would be 741 spaces (592 spaces for residential and 149 spaces for commercial). To accommodate the building layout for this alternative, the underground parking garages would need to be three levels, rather than one level. This would require substantially more excavation and shoring than would be required for the proposed project. This Alterative would result in 70 percent lot coverage and would retain a majority of the Jeffrey Pine trees within and along the perimeter of the site. Approximately 30 percent of the site would be maintained as landscaped areas, although much of this would be distributed into small segments across a significant area of the walkway pavement.

"SURFACE PARKING" ALTERNATIVE

The Surface Parking Alternative involves a Specific Plan development of 240 hotel/condominium units, 12,500 SF of commercial uses and 292 surface level parking spaces A. Comparatively, this alternative proposes an approximately 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.

All structures, including the buildings along Old Mammoth Road, would be restricted to heights of 35 feet. Structures along Old Mammoth Road would provide ground floor retail, with two floors of hotel units above. Approximately 30 percent of the site would be maintained as landscaped areas, although much of this would be distributed into small segments across a significant area of pavement.

The Surface Parking Alternative would provide 20 workforce housing units. The workforce housing units would not be able to be accommodated on-site because of the proposed surface parking. The 20 housing units would be provided off-site within the Town boundaries.

"PARKING STRUCTURE ABOVE GRADE" ALTERNATIVE

The Parking Structure Above Grade Alternative involves a Specific Plan development of 360 hotel/condominium units, 12,500 SF of commercial uses and 444 surface level parking spaces provided within a three-level structure at the north end of the project site. 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).

All structures, including the buildings along Old Mammoth Road, would be restricted to 35 feet. Buildings along Old Mammoth Road would provide ground floor retail, with two floors of hotel units above. Approximately 30 percent of the site would be maintained as landscaped areas, although much of this would be distributed into small segments across a significant area of pavement.

The Parking Structure Above Grade Alternative would provide 29 workforce housing units. The workforce housing units would not be able to be accommodated on-site because of the proposed surface parking. The 29 housing units would be provided off-site within the Town boundaries.

"ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. *CEQA Guidelines* Section 15126.6 indicates that, if the "No Project" alternative is the "Environmentally Superior" alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

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 the development density of 59.1 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, 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.

ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

An alternative to the proposed project, which was considered but rejected, involved development of the project on an alternative site within the Town of Mammoth Lakes. It was concluded that no other sites were available within the Town's limits that would accommodate the proposed project. It should also be noted that the Applicant does not retain any ownership rights to other properties within the Town limits and that there are no other infill sites available that are of a comparable size. In part, The Clearwater Specific Plan is proposed to assist with the Town's ongoing effort to achieve the goals and objectives of revitalizing the Old Mammoth Road corridor and as a resort destination community. Based upon a review of other available sites within the Town, it has been determined that there are no available sites that are comparable in size and zoning. The project proposes to intensify development on the site with hotel/condominium and commercial uses, and provide a monument architectural feature at the center of the site. Development of an alternative site is not currently under consideration, as suitable sites are not available within the Town of Mammoth Lakes.

3.0 Project Description

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

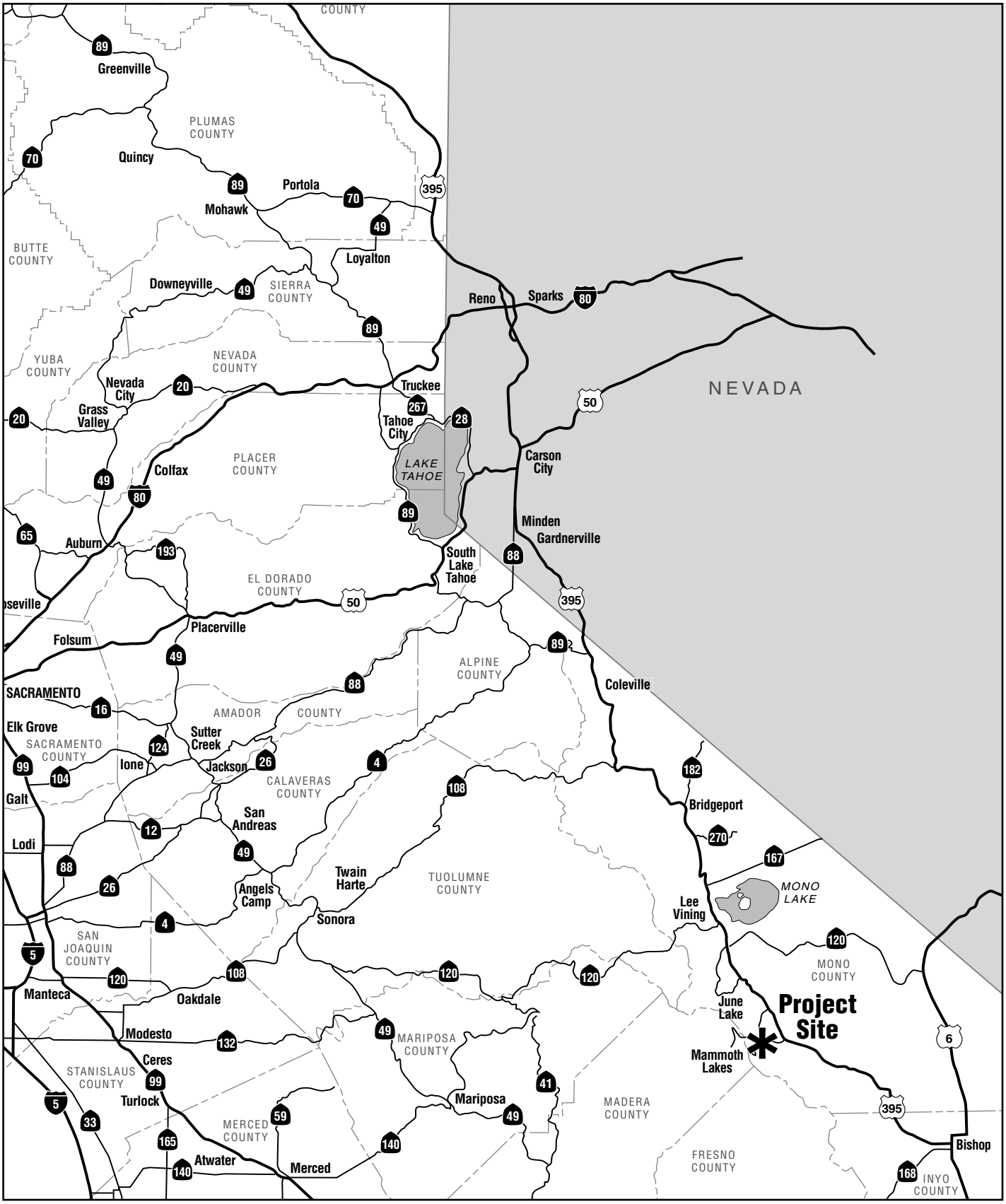
Regionally, the proposed Clearwater Specific Plan (Specific Plan) is located in the eastern portion of the Sierra Nevada Range, within southwestern Mono County, California; refer to Exhibit 3-1, *Regional Vicinity*. The Town is located approximately 300 miles north of Los Angeles and 170 miles south of Reno, Nevada. Regional access to the Town is provided via U.S. Highway 395, which is approximately three miles west of the Town. Mammoth Lakes is served primarily by State Route 203, which acts as a connector to U.S. 395.

The 6.09-acre site is located to the west of 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; refer to Exhibit 3-2, *Site Vicinity*.

PROJECT SETTING (EXISTING CONDITIONS)

The site is currently developed with commercial uses, which include the Sierra Nevada Rodeway Inn, Igor's restaurant, the Ocean Harvest restaurant, and surface parking, which are all permitted under the current Commercial General (CG) zoning; refer to Exhibit 3-3, *Project Aerial Photograph*. The Sierra Nevada Rodeway Inn is an L-shaped building situated at the northwest corner of the project site. Three permanent residences are located within the Sierra Nevada Rodeway Inn. Additionally, two detached buildings that are owned and used by the hotel are located along the eastern side of the hotel's main building. Igor's restaurant, which is currently vacant, is located at the central east side of the site. The Ocean Harvest restaurant, which is currently vacant, is located within a two-story wood building at the southeastern corner of the site. Existing vegetation includes perimeter landscaping and 48 Jeffrey Pines. The remainder of the site consists of surface parking lots and other hardscape surfaces in varying states of deterioration.

To the east of the project site, across Old Mammoth Road, is the Sierra Manor condominium project (zoning designation of CG). To the south, across Sierra Nevada Road, is the Sierra Park Villas condominiums (zoning designation of Residential/Multi-Family [RMF-2]). Across Laurel Mountain Road to the west is the Laurel Mountain Professional Center, an unnamed apartment building, and the Sierra Park Apartments (zoning designation of CG). To the north of the site, beyond the Krystal Villa East condominiums, is the Mammoth Mall, which houses business offices and retail establishments (zoning designation of CG).



Not to Scale

RBF CONSULTING

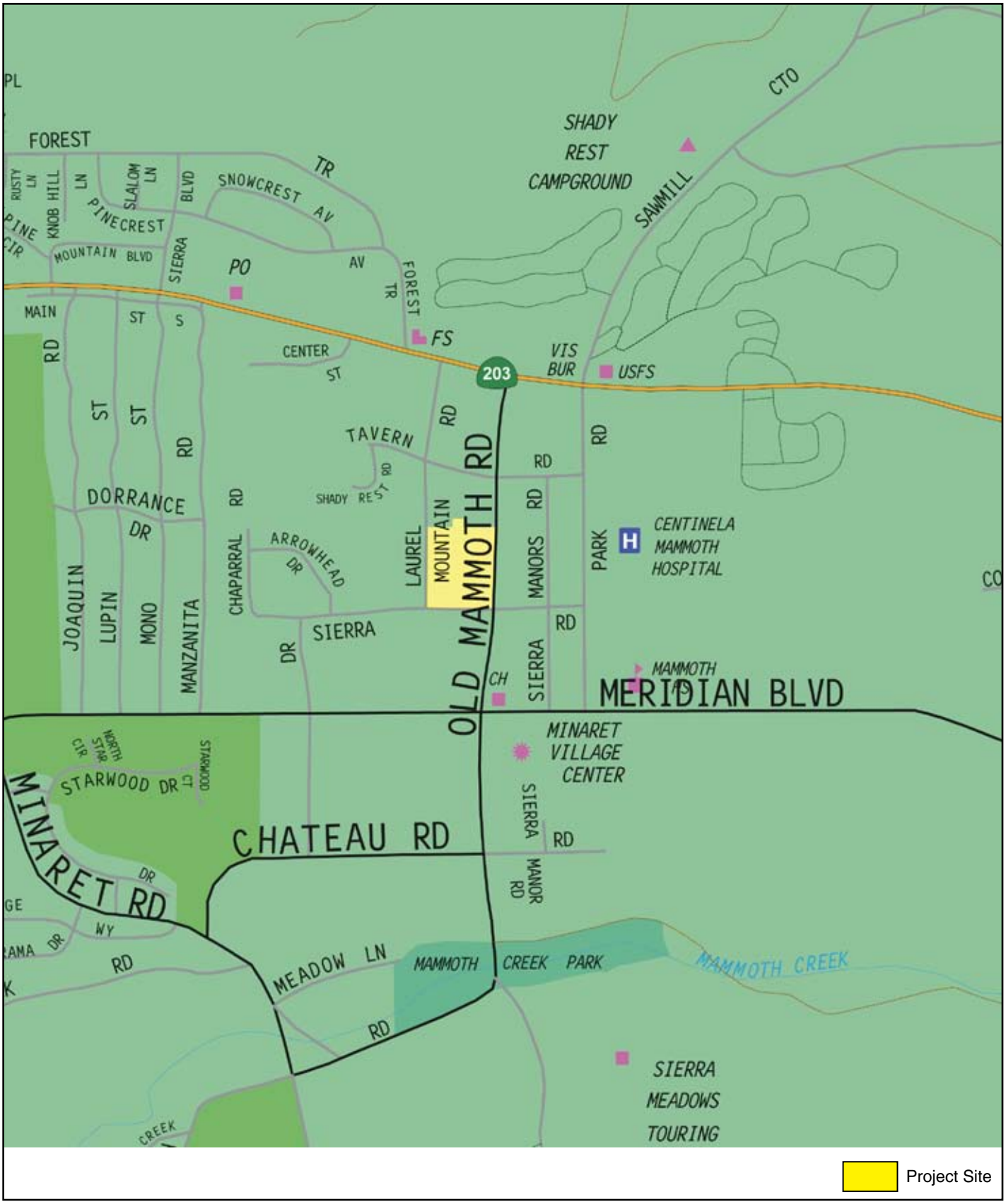
PLANNING ■ DESIGN ■ CONSTRUCTION

12/06 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Exhibit 3-1



Source: Thomas Brothers Maps, 2005.

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

Source: Town of Mammoth Lakes, aerial photograph dated 2003.

Exhibit 3-3

Not to Scale

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Project Aerial Photograph

3.2 BACKGROUND AND HISTORY

The site is currently 100 percent disturbed. Most of the buildings on the site were constructed in the late 1960s utilizing stick framing and T-111 siding. Igor's restaurant and the Ocean Harvest restaurant were once thriving services and generated a substantial draw and on-site traffic. Additionally, each had nightclubs that operated into the early morning hours. Within the last year, Igor's restaurant has closed and the building is in a dilapidated state. The Ocean Harvest restaurant is currently closed as well. The Sierra Nevada Rodeway Inn is a functioning motel with 141 units and would also be closed as a result of project implementation.

Metric Mammoth submitted the first application for the Clearwater Specific Plan, dated December 19, 2005, which was received by Town staff on December 23, 2005. Originally, the project proposed to keep the Ocean Harvest restaurant open and transfer the liquor license. The original proposal for the proposed condominium uses consisted of 480 rooms in 339 units (resultant density of 78.75 rooms per acre), 577 subterranean parking spaces, and 54 aboveground parking spaces. Also included was a substantial internal open-space courtyard for public and private use. The proposal also included 33 units of work-force housing.

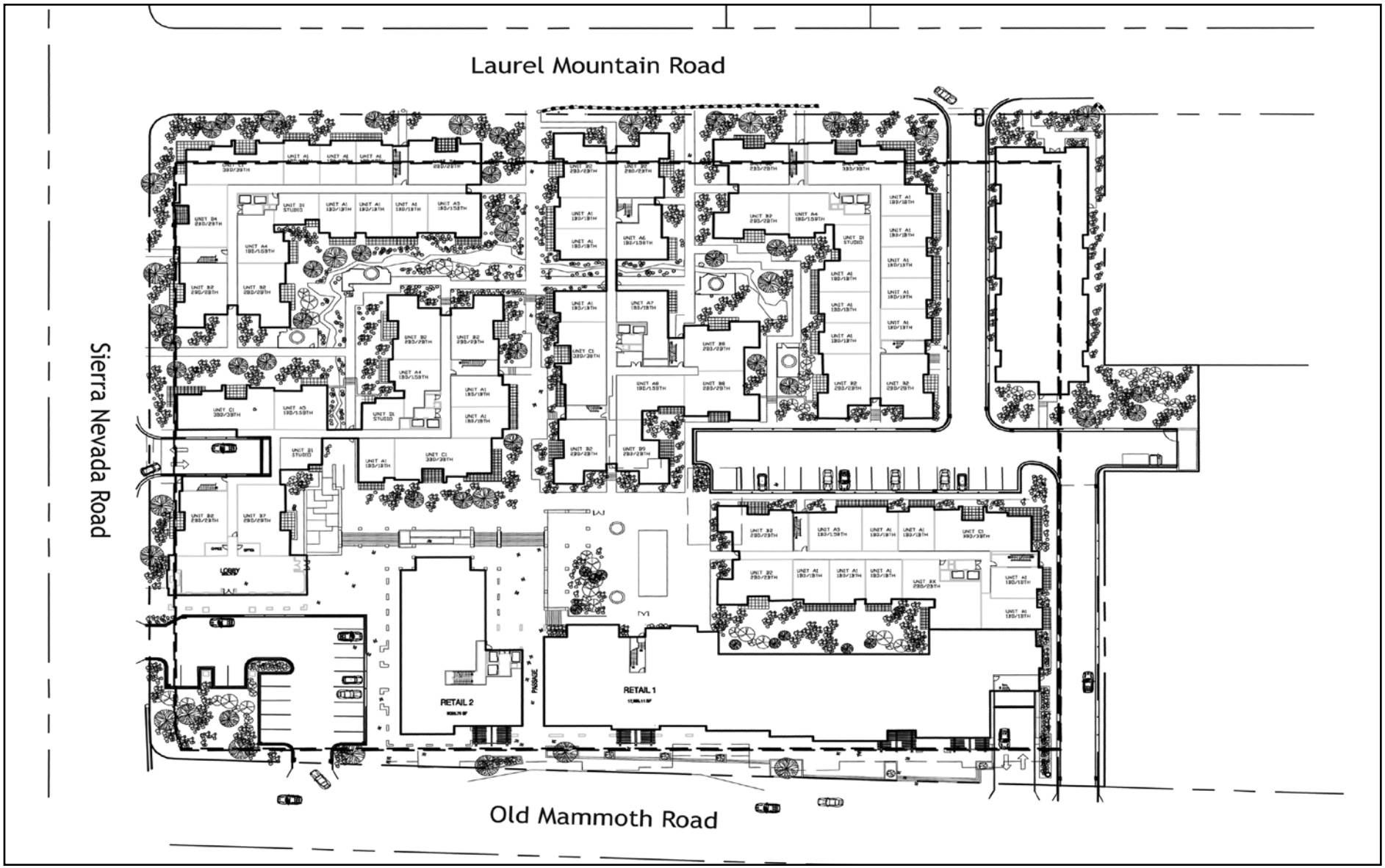
The preliminary project concept was presented for review at the Planning Commission meeting on February 8, 2006. The Planning Commission's review revealed initial areas of concern, which included snow storage areas, on-site circulation for large vehicles, and impacts on the Town's roadway network. Additionally, the proposed lot coverage, building heights, and setbacks were not in conformance with the Town's *Municipal Code*. Based on Planning Commission comments, the Clearwater Specific Plan was modified and resulted in submittal of a revised draft in July 2006.

3.3 PROJECT CHARACTERISTICS

The existing uses on-site include two restaurants (Igor's and Ocean Harvest; both currently closed) with a total of 11,948 square feet, and a 141-unit motel (Sierra Nevada Rodeway Inn; currently operating). As part of the proposed project, all existing uses would be removed.

The Specific Plan proposes Condominium Hotel units[1], work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas; refer to Exhibit 3-4, *Preliminary Site Plan*. As proposed, the Condominium Hotel would include 480 rooms in 339 units, resulting in a density of 78.75 rooms per acre. In addition to the Condominium Hotel, the proposed project would provide 43 units of work-force housing with three bedrooms in each unit; refer to Table 3-1, *Land Use Summary*. The proposed project would include a subterranean parking structure extending over the majority of the site. The parking configuration would result in 705 subterranean and 35 surface parking spaces, for a total of 740 spaces.

[1] "Condominium Hotel" units include resort condominium lodge and similar visitor-oriented lodging.



Source: Metric Holdings Inc., The Clearwater Specific Plan, July 2006.

Not to Scale

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Exhibit 3-4

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Preliminary Site Plan

Table 3-1
Land Use Summary

Land Use	Existing Conditions	Proposed Specific Plan	Net Change
Residential Medium Density (MF) – Seasonal Condominiums	141 units	339 units[1]	198 units
Residential Medium Density (MF) – Year Round (Employee Housing)	0	43 units	43 units
Restaurant	11,948 s.f.	8,000 s.f.	(2,948) s.f.
Retail	0	20,205 s.f.	20,205 s.f.

s.f. = square feet
[1] The proposed Condominium Hotel would include 480 rooms in 339 units.

BUILDING HEIGHTS AND MATERIALS

As proposed, the Condominium Hotel would be comprised of six buildings ranging in height from one to six levels. Building heights would be segregated into three zones, which vary in allowable limits. Zone 1 would be located primarily in the center of the site with a small portion in the northwest corner, allowing for six-story structures, with a maximum allowable height of 65 feet (with non-habitable architectural features extending as high as 110 feet). Zone 1 would allow for 15 percent of the square footage area to extend to a maximum height of 110 feet. Zone 2 would include approximately half of the west side of the site along Sierra Nevada Road and Laurel Mountain Road. Zone 2 would allow heights up to 45 feet and up to 55 feet for 20 percent of the total square footage in that zone. Zone 3 would consist of buildings that front Old Mammoth Road. These structures would range in height from one to three stories, with a maximum height allowance of 45 feet. The purpose of the height variation would be to decrease the height along Old Mammoth Road and "step up" the height toward the middle of the site, as well as to add architectural character and variety in the proposed project area; refer to Table 3-2, *Maximum Allowable Building Height by Zone*. The taller portion of the structures would be located near the center of the site.

The project proposes a mixed-use development involving six buildings with a maximum height of 65 feet (with non-habitable architectural features extending as high as 110 feet), ranging from one to six stories. The proposed Resort Condominium Lodge consists of five structures (approximately 45 to 65 feet high) and parking/retail uses (located underground/first floor). These structures include two architectural features (located within the center of the project site) that would extend as high as 110 feet. 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. Decks, bridges, and boardwalks would be constructed of wood or composite materials. Pedestrian plazas and major outdoor use areas would be paved with modular pavers, concrete, or stone. Building finishes would include textured and colored concrete, wood board and batten, stucco, and stone masonry.

Table 3-2
Maximum Allowable Building Height by Zone

Height Zone	Use/ Area	Maximum Allowable Height
Zone 1	Condominium Hotel and/or Work-Force Housing	65 to 110 feet (heights above 65 feet may not consist of more than 15 percent of the building footprint)
Zone 2	Condominium Hotel	45 to 55 feet (heights above 45 feet may not consist of more than 20 percent of the building footprint)
Zone 3	Old Mammoth Road Frontage	45 feet
Source: Clearwater Specific Plan, July 2006		

SITE ACCESS AND ON-SITE CIRCULATION

If the proposal is approved, primary access to the project site would be located along Sierra Nevada Road. Secondary access would consist of three (two vehicular and one service) access points along Old Mammoth Road, and one along Laurel Mountain Road. Additional site access characteristics would consist of the following:

- Ground-level, covered lodge entry facility at the corner of Old Mammoth Road and Sierra Nevada Road;
- To improve pedestrian circulation and provide secondary access to the subterranean parking structure, an interior access road would be provided that extends from Old Mammoth Road to Laurel Mountain Road; and
- Access to the underground parking structure would be provided via two entrances (one from Old Mammoth Road and one from Sierra Nevada Road).

PARKING

Parking for 740 vehicles would be provided at the project site. A minimum of 95 percent of all parking spaces would be provided in the subterranean parking structure that would extend under the proposed building structures within the Specific Plan area. The parking configuration would result in 705 subterranean and 35 surface parking spaces.

TRANSPORTATION

The proposed Specific Plan would 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.

WORK-FORCE HOUSING

In accordance with chapter 17.36 (Affordable Housing Mitigation Regulations) of the Town of Mammoth Lakes Municipal Code, the Specific Plan would include 43 units of work-force housing with three bedrooms in each unit. The capacity of the work-force housing would be able to house the entire work force that would be employed for the Specific Plan. This portion of the project would have a homeowners association and covenants, codes, and restrictions (CC&R).

LANDSCAPING

Landscape planting would be located along street frontages, driveways, parking areas, in between buildings, along pedestrian walkways, and adjacent to resident amenity areas. Landscaping along Old Mammoth Road would be confined to planters and pavement areas in order to blend in with the proposed retail and commercial uses. Landscaping within the residential areas would be less structured and would provide screening and separation between adjacent buildings, as well as visual and physical amenities to residents. These landscaped areas would include water features, boulders, and native plant species, where practical.

The use of lawn areas would be limited, and plants with low water requirements would be utilized. Additionally, some areas would be utilized for snow dump and snow storage. These areas would be planted with appropriate plant materials and would have a drainage system limited to accommodate runoff from snowmelt.

3.4 PROJECT GOALS AND OBJECTIVES

The Clearwater Specific Plan identifies the following project goals and objectives:

- Improve the visual quality of the site;
- Encourage guests to park their vehicles for the duration of their stays and use public transit facilities and/or hotel shuttles;
- Encourage commercial retail and restaurant uses within and surrounding the site;
- Encourage the use of commercial outlets both within the project site and in the surrounding area;
- Support the needs of the Town as a destination resort community;
- Improve the efficiency of land use on the site;
- Improve the visual quality of the streetscape along Old Mammoth Road;
- Enhance the pedestrian experience along Old Mammoth Road and throughout the Project;

- Improve circulation patterns and foster use of public transportation;
- Provide a high-quality recreational experience to guests and residents;
- Encourage development of employee housing and provide housing for employees on-site;
- Bring more jobs and housing to the center of town; and
- Contribute to the overall revitalization of the Old Mammoth Road corridor.

3.5 PHASING

The Clearwater Specific Plan would be developed according to market conditions and the availability of a construction workforce. If approved, the overall construction period is anticipated to be phased over four years in the following manner:

Construction Year 1

- Demolition and removal of the existing structures;
- Rough grading; and
- Construction of underground parking garage and slab.

Construction Years 2, 3, and 4

- Construction of Condominium Hotel and associated retail improvements;
- Installation of landscaping improvements; and
- Off-site improvements, including utility connections along Old Mammoth Road and curb, gutter, and sidewalks along Sierra Nevada Road.

3.6 AGREEMENTS, PERMITS, AND APPROVALS

The Town of Mammoth Lakes is the Lead Agency for the project and has discretionary authority over the primary project proposal, which includes the following:

- Environmental Review. A certification recommendation by the Planning Commission followed by a presentation to the Town Council for certification of the EIR, as described in Section 1.0, *Introduction and Purpose*.
- General Plan Amendment. The General Plan would be amended concurrently with adoption of the Specific Plan, as follows:
    - The Land Use Element would be amended to designate the project area as the Clearwater Specific Plan.

- Development Code and Zoning Map 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).

- Use Permit Application. Future development within the Clearwater Specific Plan would be subject to approval of a use permit by the Town Planning Division.

- Tentative Tract Map. Future development within the Clearwater Specific Plan would be subject to approval of a tentative tract map by the Town Planning Division.

- Demolition Permits. Permits for demolition within the project site would be subject to the review and approval by the Town.

- Grading Permits. Future grading for development within the Clearwater Specific Plan would be subject to the review of plans and approval of Grading Permits by the Town.

- Building Permits. Future construction of structures within the Clearwater Specific Plan would be subject to the review of plans and approval of Building Permits by the Town.

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 by the following agencies:

- Town of Mammoth Lakes Council;
- Town of Mammoth Lakes Fire Protection District (MLFPD);
- Town of Mammoth Lakes Planning Commission;
- Town of Mammoth Lakes Planning and Community Development;
- Town of Mammoth Lakes Public Works Department;
- Mammoth Community Water District;
- California Regional Water Quality Control Board (Lahontan); and
- Great Basin Unified Air Pollution Control District.

4.0 Basis of Cumulative Analysis

4.0 BASIS OF CUMULATIVE ANALYSIS

Section 15355 of the *CEQA Guidelines*, as amended, provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."*

Pursuant to Section 15130(a) of the *CEQA Guidelines*, cumulative impacts of a project shall be discussed when they are "cumulatively considerable", as defined in Section 15065(a)(3) of the Guidelines. The Initial Study Checklist (Appendix G of the *CEQA Guidelines*) provided as part of Appendix 15.1, indicates that the proposed project may yield potentially significant cumulative effects. As a result, Section 5.0 of this EIR assesses cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*

   a. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*

   b. *A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.*

2. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*

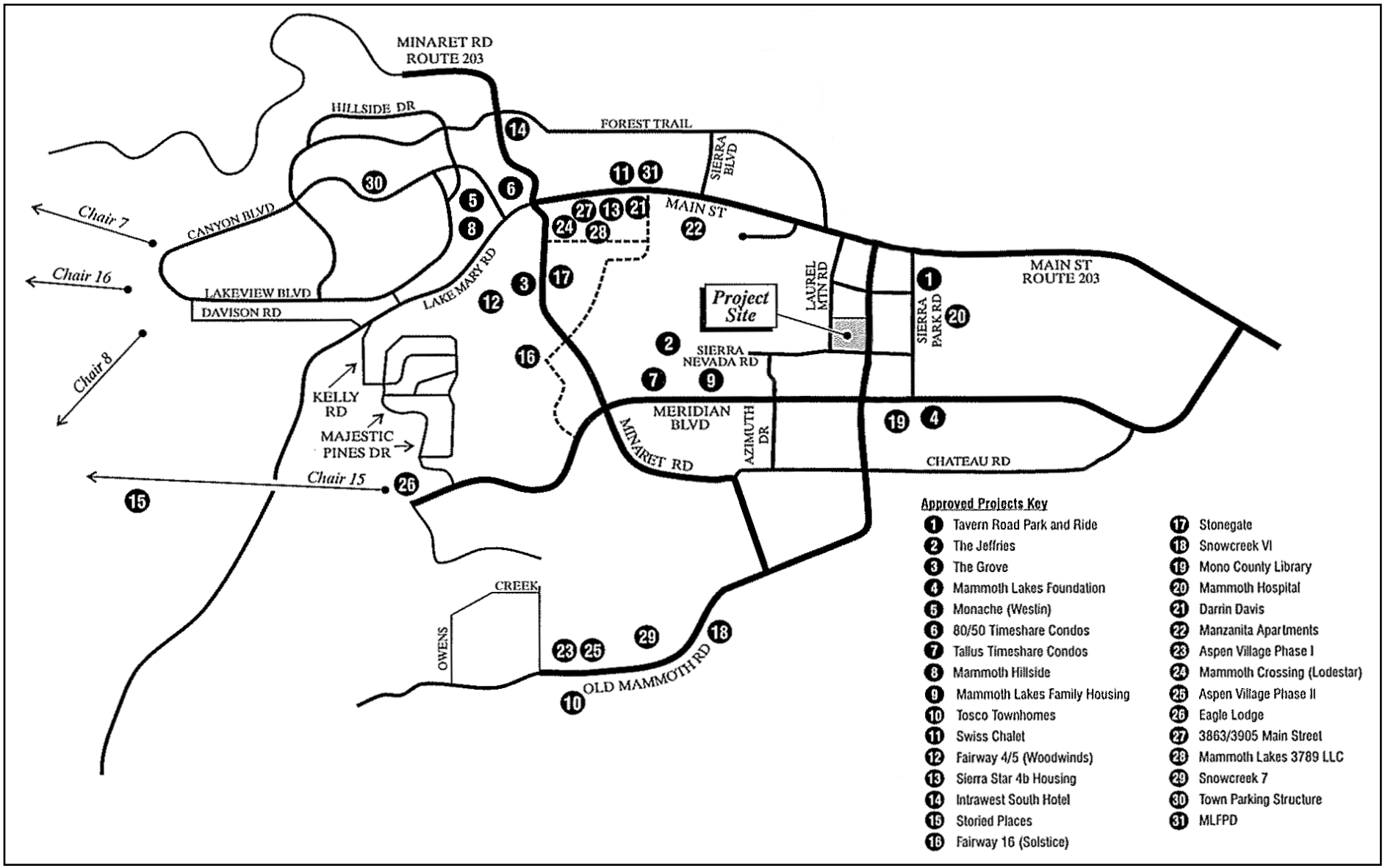
3. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

Table 4-1, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Project Locations*, identify the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. Information integral to the identification process was obtained from the Town of Mammoth Lakes. The resulting related projects are only those determined to be at least indirectly capable of interacting with the proposed project.

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 Jeffries	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	Tosco 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	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



Source: LSA Associates, Inc.; November 2006.

Exhibit 4-1

Not to Scale

RBF CONSULTING

PLANNING ▮ DESIGN ▮ CONSTRUCTION

12/06 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Cumulative Project Locations

5.0 Environmental Analysis

5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term and long-term and cumulative impacts), recommended mitigation measures and unavoidable significant impacts. The EIR analyzes those environmental issue areas, where potentially significant impacts have the potential to occur, as stated in Appendix 15.1, *Initial Study and Notice of Preparation*.

The EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, as follows:

5.1 Land Use and Relevant Planning;
5.2 Aesthetics/Light and Glare;
5.3 Traffic, Circulation, and Parking;
5.4 Air Quality;
5.5 Noise; and
5.6 Utilities and Service Systems.

Each environmental issue is addressed in a separate section of the EIR and is organized into six sections, as follows:

- "Existing Setting" describes the physical conditions that exist at the present time and that may influence or affect the issue under investigation.

- "Regulatory Setting" lists and discusses the laws, ordinances, regulations, and standards that apply to the project.

- "Impact Thresholds and Significance Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 – 15387).

  Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. "…An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (*CEQA Guidelines* Section 15064[b]). Principally, "…a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the

potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

Impacts are generally classified as potentially significant impact, less than significant impact, or no impact. The "Level of Significance After Mitigation" identifies the impacts that would remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts."

"Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned and approved future projects producing related or cumulative impacts. It should be noted that for Section 5.3, *Traffic, Circulation, and Parking*, the Traffic Impact Analysis included the cumulative conditions in the project analysis. Thus, for Section 5.3, the cumulative analysis is inherently contained within the Impacts and Mitigation Measures section.

- "Significant Unavoidable Impacts" describes impacts that would be significant, and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. 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 the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

5.1 LAND USE AND RELEVANT PLANNING

The purpose of this section is to identify the existing land use conditions, analyze the compatibility of the proposed project with surrounding uses, evaluate consistency with relevant planning policies and recommend mitigation measures, which would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and land use policy requirements set forth by the Town. Information in this section is based upon the *1987 Town of Mammoth Lakes General Plan* (*1987 General Plan*) and *2005 Draft Town of Mammoth Lakes General Plan Update* (*2005 Draft General Plan Update*) and *Title 17 of the Town of Mammoth Lakes Municipal Code* (*Zoning*).

5.1.1 EXISTING SETTING

The project site is bounded by residential/commercial uses to the north, Old Mammoth Road to the east, Sierra Nevada Road to the south and Laurel Mountain Road to the west. The project site is comprised of three parcels that total approximately 6.09 acres: Assessor Parcel Number (APN) 35-230-05 (approximately 4.132 acres), APN 35-230-06 (approximately 0.883 acres) and APN 35-230-07 (approximately 1.080 acres). Uses on the project site include the Sierra Nevada Rodeway Inn, Igor's restaurant and the Ocean Harvest restaurant.

Surrounding uses include both multi-family residential and commercial land uses. The following is a detailed description of land uses adjacent to the project site.

North: The Mammoth Mall and the Krystal Villa East condominium development adjoin the project site to the north. The Mammoth Mall contains a large, two-story L-shaped building housing office and retail commercial establishments. The Chart House restaurant is in a separate structure at the northeast corner of the mall. These properties are zoned Commercial General (CG). Also adjoining the project site to the north is the Krystal Villa East condominium development. The property is zoned CG. The condominium units are oriented to the east and west, away from the project site.

East: To the east of the project site, across Old Mammoth Road, is the Sierra Manor condominium development, which is zoned CG.

South: To the south of the project site, across Sierra Nevada Road, is the Sierra Park Villas condominium development, which is zoned Residential Multiple-Family-2. This development (built in the 1970's) is well maintained.

West: To the west of the project site, across Laurel Mountain Road, is the Laurel Mountain Professional Center, a relatively new and well-maintained structure housing several commercial uses. Also to the west is an un-named, smaller apartment building and the well maintained Sierra Park Apartments. These properties are zoned CG.

5.1.2 REGULATORY SETTING

Development in the Town is subject to the policies and guidelines contained within several planning policy documents. Relevant land use and planning policy documents are described below.

1987 TOWN OF MAMMOTH LAKES GENERAL PLAN

The *1987 Town of Mammoth Lakes General Plan* (*1987 General Plan*) is a comprehensive document that sets forth goals and policies for Town decisions concerning the community's future. The *1987 General Plan* is formulated for a 20 year planning horizon and includes: 1) A discussion of current and future planning issues concerning the community's functional and natural systems and activities relating to the use of lands, 2) findings which identify the major issues the General Plan should address, 3) community goals addressing those issues and 4) specific policies to implement the goals.

The *1987 General Plan* is organized into three sections: Introduction and Administration; General Plan Elements; and Land Use Districts. The Introduction and Administration Section and each element of the *1987 General Plan* contain background information and findings relevant to present and future planning issues and community needs. The Land Use District Section identifies the Land Use Districts within the Town and sets forth the general type and intensity of land use to be developed within each District.

Each element includes overall and specific goals and policies. The *1987 General Plan* is comprised of six elements, which are as follows:

- Land Use and Public Facility Element;
- Transportation and Circulation Element;
- Housing Element;
- Conservation and Open Space Element;
- Safety Element (including Seismic Safety); and
- Noise Element.

LAND USE AND PUBLIC FACILITY ELEMENT

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 Land Use Element of the *General Plan* is divided into six sections:

- Population and Economic Issues. The community population and economic information provide a basis for determining land use, housing, transportation and public facility needs and for identifying potential environmental impacts due to projected community population and economic growth. The existing population, economic data and projections in this element were considered in developing the goals and policies for the other *General Plan* Elements.

- Existing Land Use and Development Patterns. A wide range of land use types, intensities and ownership patterns, characterizes existing land uses in Mammoth Lakes. The urbanized portion of the community consists of less than 2,500 acres of privately owned land, which is surrounded entirely by land administered by the U.S. Forest Service. Other nearby major landowners include the U.S. Department of Interior and the City of Los Angeles.

- Public Facilities and Services. This section contains inventories and discussions of the Town's needs, both present and future, for community facilities and services, including the water supply system, wastewater management, storm drainage system, public schools, fire protection services, police services, street and road maintenance, and community recreation facilities and services; refer to Section 5.6, *Utilities and Service Systems*, and Section 10.0, *Effects Found Not To Be Significant*, for further information.

- Land Use Classifications and Distribution. Nine major land use designations are referenced in the General Plan. The distribution of land use designations throughout the Town is indicated in Figure 12, *General Plan Map*, of the *1987 General Plan*. According to Figure 12, the proposed project site is designated as Commercial, as is described as follows:

    - Commercial (C) – The Commercial Land Use Classification indicates two types of commercial areas: resident-oriented retail/service commercial areas and specialized visitor-oriented commercial uses. Visitor-oriented commercial is primarily to be located in or near recreation activity nodes, major visitor lodging areas and in the Resort Land Use designations, which are intended to accommodate mixed uses. Density restrictions for hotel-motel uses are 40 units (hotel-motel rooms) per acre.[1] The maximum intensity of commercial development shall be a floor area ratio of 1.5 square feet of commercial floor area for each square foot of gross lot area. Residential units may also be included up to 12 units per acre.

      Density bonuses may be allowed in response to the provision of undercover parking at a ratio of one additional unit for each covered parking space subject to site constraints and conformance with all performance and development standards. Commercial development should be limited to a total site coverage (including all impervious surfaces) of approximately 70 percent of the gross lot area. Additionally, commercial development will be required to provide extensive landscaped areas, especially in and around parking facilities.

      The commercial land use within Mammoth Lakes is concentrated in the Main Street, Minaret and Old Mammoth Commercial Districts. Recent trends in retail commercial development have been to shift development away from Highway 203/Main Street area to the Old Mammoth and Minaret

[1] For analysis purposes, the City assumes: 1.0 studio/one-bedroom hotel/motel room = 0.5 dwelling unit; and 2.0 hotel/motel rooms = 1.0 dwelling unit.

Boulevard commercial areas. The majority of the retail establishments is small and caters to tourists.

The Town is seeking to increase visitor expenditures through improvements in year-round visitor activities and through an extensive promotion program. By increasing visitor expenditures and carefully encouraging commercial development to occur commensurate with resident and visitor needs, the Town seeks to achieve a vital economic climate for existing and future commercial development.

- Identification of Planning Districts. The Town of Mammoth Lakes has been divided into 17 Land Use Planning Districts to allow area-specific planning issues, opportunities and constraints to be identified and for tailored implementation plans to be developed (refer to Figure 24, *Urban Planning District Boundaries*, of the *1987 General Plan)*. Districts 1 through 13 address the urbanized portions of the Town and Districts 14 through 17 address the undeveloped portions of the community. District boundaries are based in part on existing development types, topographic features, circulation patterns and land ownership. The project site is located within District 9, which is referred to as Old Mammoth Commercial.

- Goals and Policies. The following goals identify land use, public facility and service objectives and programs for the Town. The goals are numbered as they appear in the *1987 General Plan*. The *1987 General Plan* Land Use Element policies relevant to the project are outlined in Table 5.1-5, *Consistency with the TOML 1987 General Plan Land Use Element*, provided at the end of this section:

General Goals

1. To improve the economic stability of Mammoth Lakes by establishing the community as a year-round destination resort, while preserving the unique natural setting of the community and wildlife habitat, which attracts both visitors and residents.

2. To address the needs of the permanent residents of Mammoth Lakes, including the provision of: public facilities and services, improved retail and service commercial development and adequate housing opportunities.

Residential Land Use Goals

1. To provide a balanced variety of residential land uses to meet the housing requirements of residents, visitors and seasonal employees.

2. To locate permanent, visitor and seasonal employee residential units where impacts on the environment, transportation systems, and other public facilities and services are minimized, and natural hazards avoided.

3. To encourage land uses of the proper intensity for the district in which they are located through performance criteria identified in the Town Development Code.

4. To encourage covered or understructure parking.

Commercial Land Use Goals

1. To provide a balanced variety of residential land uses to meet the housing requirements of residents, visitors and seasonal employees.

2. To locate permanent, visitor and seasonal employee residential units where impacts on the environment, transportation systems, and other public facilities and services are minimized, and natural hazards avoided.

3. To encourage land uses of the proper intensity for the district in which they are located through performance criteria identified in the Town Development Code.

4. To encourage covered or understructure parking.

TRANSPORTATION AND CIRCULATION ELEMENT

The Circulation Plan, as shown in Figure 2, *Mammoth Lakes Roadway System*, of the Transportation and Circulation Element, presents the circulation system for the Town of Mammoth Lakes. The circulation system is shown as a series of roadway classifications. The roadway classification system has been developed in order to guide the Town's long range planning and programming. Roadways are classified in this system based on the linkages they provide, as well as their function.

According to Figure 2 of the Transportation and Circulation Element, the roadways located adjacent to the project site are classified as follows:

- Old Mammoth Road. Old Mammoth Road is classified as an Arterial Roadway. An Arterial Roadway provides moderate volume connections between activity centers and connections for collectors to highways.

- Sierra Nevada Road. Sierra Nevada Road is classified as a Collector Road. A Collector Road serves as a low volume connector between local streets and arterials. A Collector Road also provides access to parcels.

- Laurel Mountain Road. Laurel Mountain Road is classified as a Collector Road.

Objectives and policies for the Town primarily focus on providing safety improvements to existing highways and roadways, and development of a trail system for use by non-motorized methods of transportation, such as bicycling, walking, horseback riding and cross country skiing, and promoting public transit. These objectives and policies support the Town's overall goal of minimizing the use of motor vehicles in order to improve air quality, support a pedestrian friendly community, avoid the need for significant street improvements and enhance the mountains resort image of the Town; refer to Section 5.3, *Traffic, Circulation and Parking*.

HOUSING ELEMENT

The Town's housing policies and programs address the needs for housing the residents of the Town. This element outlines the Town's strategy for meeting as many of the housing needs of the community as can be met feasibly. It establishes a framework to guide the decision making process and a workable action program.

The Town modified its zoning regulations to provide incentives for mixed uses (i.e., apartments in commercial structures in commercial zones) and for affordable housing. These incentives include density bonuses, increased height allowances and reductions in parking requirements.

CONSERVATION AND OPEN SPACE ELEMENT

The objective of this Element is to provide goals and policies, which bring development more nearly into harmony with the natural environment, and to protect and manage the community's resources. Refer to Section 5.2, *Aesthetics/Light and Glare*, for a discussion regarding the potential adverse impacts that the project would have on scenic vistas and on the existing visual character or quality of the project site and its surroundings.

SAFETY ELEMENT

The California Legislature has placed specific responsibilities on local government for the identification and evaluation of potential hazards to public safety and the formation of programs and regulations to reduce risk. The intent of the State requirements is to have local communities take hazard planning into account in their planning programs in order to reduce loss of life, injuries, damage to property, and economic and social dislocation. Refer to Section 10.0, *Effects Found Not To Be Significant*, for a discussion regarding potential safety hazards.

NOISE ELEMENT

The Noise Element provides a policy framework for addressing potential noise impacts encountered in the planning process. The content of a Noise Element and the methods used in its preparation have been determined by the requirements of Section 65302 (f) of the California Government Code and by the State of California General Plan Guidelines published by the California Office of Planning and Research in 1990. The Guidelines require that major noise sources and areas containing noise-sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected conditions. Refer to Section 5.5, *Noise*, for a discussion of the existing noise environment and Town standards.

PARKS AND RECREATION ELEMENT

The Parks and Recreation Element helps Town officials find ways to meet park and recreation needs, provides the Town with the basis to require park dedications, creates a logical guide for new acquisition and development of recreation facilities, and focuses community efforts toward enhancing the Town's unique parks and recreation environment; refer to Section 10.0, *Effects Found Not To Be Significant*.

LAND USE DISTRICTS

Permitted uses within District 9 include Commercial (C) and High Density Residential (HDR) (6 to 12 units/acre). Constraints include roads and circulation, drainage and erosion, a lack of open space, and multiplicity of ownerships with mixed commercial/industrial uses. The *1987 General Plan* identifies potential planning opportunities within District 9, which include a potential redevelopment area along Sierra Manor Road, between Meridian Boulevard and Sierra Nevada Road (to the southeast of the project site). Implementation plans identified for District 9 include the following:

- Construct bus shelters and turnouts, parking structure and understructure parking, pedestrian walkways and trails, and a transit node;
- Retain natural landscaped areas, provide on-site sedimentation basins; and
- Retain views, provide pathways, greenbelts and sitting areas.

2005 DRAFT TOWN OF MAMMOTH LAKES GENERAL PLAN UPDATE

The *1987 General Plan* was adopted in 1987 and although elements have been revised, it has never undergone a comprehensive update since the adoption. The *2005 Draft General Plan Update* is the culmination of over three years of review and debate generated through public workshops, public input and Planning Commission review, and General Plan Advisory Group review. Overall, the update process includes the review of the existing *1987 General Plan* and reaffirmation and clarification of the community's Vision Statement and supporting guiding principles. The Vision Statement and supporting guiding principles will become the basis for all *2005 Draft General Plan Update* goals, objectives, policies, implementation measures and land use designations changes.

The *2005 Draft General Plan Update* is formulated for a 20-year planning horizon. It is organized into "chapters," each of which examines and addresses several interrelated issues. Although the Parks and Recreation, Housing, and Noise elements are not being significantly modified, they are still being reformatted and included in the overall *2005 General Plan* update. The following chapters comprise the *2005 Draft General Plan Update*:

- Land Use Designation;
- Environmental Sustainability;
- Community Health and Safety;
- Housing;
- Resort Economy;
- Urban Growth Boundary;
- Aesthetics; and
- Transportation and Circulation.

The *2005 Draft General Plan Update* and supporting environmental documentation identify and analyze resources, opportunities, constraints, and issues important to the Town, and establish goals, objectives and policies to address these issues. Each chapter within the *2005 Draft General Plan*

Update includes goals, objectives and policies in which objectives are a specified end, condition or state that is an intermediate step toward attaining a goal.

It is noted that while the *2005 Draft General Plan Update* is underway, it has yet to be formally adopted. Also, several Chapters are still undergoing revisions pursuant to public input. Thus, the data presented in this discussion and subsequent impact analyses, which are presented for informational and decision-making purposes, will focus on the Land Use Designations Chapter.

Land Use Designations Chapter

The land use designation definitions and accompanying land use map describe and designate the distribution of land uses by type, location and intensity. Land use designations include residential, commercial, industrial, open space, public facilities and other categories of public and private land uses. A comprehensive assessment of existing land uses and their distribution was conducted using field surveys, aerial photo analysis and the Town's Geographic Information System. For the most part, the majority of the land use designations are consistent with those in the *1987 General Plan*. However, revisions have occurred in order to better reflect the varied land use goals of the Town.

Land Use Designation

According to the *2005 Draft General Plan Update*, the project site is designated as Commercial 2 (equivalent to the "C" designation of the *1987 General Plan*), which allows for development of commercial services and sales of goods. Ground-floor street frontage on arterial streets (i.e. Old Mammoth Road) is limited to commercial uses in order to provide development of pedestrian-oriented commercial district along Old Mammoth Road. Multi-unit housing is encouraged as an accessory use within this land use designation. A density of 20 dwelling units per acre is permitted,[2] which may be increased up to double for development, which provides additional community benefits. Development standards and policies associated with maximum density shall be developed as an implementation measure of the *2005 Draft General Plan Update*. Development standards support a pedestrian-oriented retail experience, while maintaining views and some native trees.

Table 5.1-1, *Comparison of Development Restrictions*, provides a comparison of the development restrictions specified in the *1987 General Plan* and *2005 General Plan Update*. As indicated in Table 5.1-1, the *2005 General Plan Update* proposes similar densities in the Commercial 2 (C-2) designation, as compared to the *1987 General Plan* Commercial General (CG) designation. It is noted the *2005 General Plan Update* does not specify the maximum allowable site coverage or intensity of commercial development, as are specified in the *1987 General Plan*.

Policies

The *2005 Draft General Plan Update* proposes adoption of the following policy relative to land use:

LU.2.a The development of commercial nodes that are interconnected, specialized and distinct in character shall be encouraged. These nodes include North Village, Snowcreek, Sierra, Star, Main Street, Old Mammoth and Eagle Lodge.

[2] For analysis purposes, the City assumes: 1.0 studio/one-bedroom hotel/motel room = 0.5 dwelling unit; and 2.0 hotel/motel rooms = 1.0 dwelling unit. Thus, the density restriction for hotel/motel uses is 40 units (hotel/motel rooms) per acre.

Table 5.1-1
Comparison of Development Restrictions

Allowable Development per 1987 General Plan Commercial (C) Designation	Allowable Development per 2005 General Plan Update Commercial 2 (C2) Designation
DENSITY	
Maximum: 12 Dwelling Units/Acre 40 Hotel-Motel Units/Acre	Maximum: 20 Dwelling Units/Acre (40 Hotel-Motel Units/Acre)[1]
Density Bonus: 1 Additional Unit/Covered Parking Space (no more than 2x allowable density)	Density Bonus: Up to 2x allowable density
SITE COVERAGE	
Maximum: 70% of Gross Lot Area	Not Specified
COMMERCIAL FLOOR AREA RATION (FAR)	
1.5 square feet per square foot of gross lot area	Not Specified

Note:
1. The City assumes: 1.0 studio/one-bedroom hotel-motel room = 0.5 dwelling unit; and 2.0 hotel-motel rooms = 1.0 dwelling unit.

TOWN OF MAMMOTH LAKES MUNICIPAL CODE

Title 17 of the *Municipal Code*, *Zoning*, provides the legislative framework to enhance and implement the goals, policies, plans, principles and standards of the *1987 General Plan*. Title 17, which establishes classifications of zones and regulations within these zones, was established and adopted by the Town Council "for the purpose of promoting and protecting the public health, safety and welfare of the people of the town, to safeguard and enhance the appearance and quality of development of the town, and to provide for the social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources."

The Town is divided into zones in order to classify, regulate, restrict and separate the use of land, buildings and structures; to regulate and to limit the type, height and bulk of buildings and structures in the various districts; to regulate areas of yards and other open areas abutting and between buildings and structures; and to regulate the density of population. According to the Town's official Zoning Map, the project site is within the Commercial General (CG) Zone.

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. Permitted and conditional uses within the CG Zone are outlined in Code Section 17.20.030, *Permitted and Conditional Uses*, and include hotels and motels, restaurants, retail (general and accessory), among others.

The property development standards that apply to all land and buildings permitted in the CG Zone, pursuant to Code Section 17.20.040, *Property Development Standards*, include the following:

Parcel Requirements (Minimum)

- Gross Lot Area: 10,000 square feet;
- Gross Lot Area, Corner Lots: 11,000 square feet;
- Lot Width: 75 feet;
- Lot Width, Corner Lots: 90 feet;
- Lot Depth: 100 feet;

Density Requirements

- Hotels/Motels: 40 Guest Rooms/Net Acre;
- Density Bonus (With Understructure Parking): 40 Additional Guest Rooms/Net Acre;

Setbacks and Separations

- Front Yard: 20 Feet;
- Side Yard: 0 Feet;
- Side Yard, Street Side: 20 Feet;
- Rear Yard: 0 Feet;
- Distance Between Buildings: 0 Feet;
- Distance Between Any Construction: 50 Feet;

Lot Coverage

- Maximum 70% of Gross Lot Area

Building Height

- 0 to 10% Average Slope: 35 Feet From Natural Grade;
- Height Bonus (With Understructure Parking): 10 Additional Feet;

According to Chapter 17.36 of the Zoning Code, *Affordable Housing Mitigation Regulations*, the goal of this Chapter is the creation of affordable housing in Mammoth Lakes sufficient to mitigate the increased affordable housing demands created by new development. This includes the needs of part-time employees, full-time employees and nonworking household members. Code Section 17.36.040, *Housing Mitigation Development Plan (HMDP)*, specifies that each developer submit to the Town for approval a HMDP, which shall contain the following specific and detailed information:

1. The housing requirements generated by their project as defined herein;
2. The method or combination of methods by which housing is to be mitigated;
3. The timetable for the mitigation;
4. A description of the land proposed and the type, number and unit size of the proposed housing plus any management/operational plans;
5. Preliminary plans showing the site and floor plans;
6. The proposed rent or sales prices;
7. A statement as to the way that the HMDP meets the intent of these regulations.

2005 URBAN WATER MANAGEMENT PLAN

The Mammoth Community Water District's 2005 Urban Water Management Plan is intended to be a complete planning document, independent of previous versions or other documents. Water management planning includes such items as analysis of past, current and projected future water demand; past, current and projected water supply and potential water shortages; interagency coordination and public participation; and consideration of social, geographic and economic factors of an area. Refer to Section 5.6, *Utilities and Service Systems,* for further discussion regarding water availability.

TOWN OF MAMMOTH LAKES TRANSIT PLAN

The Town of Mammoth Lakes Transit Plan presents an up-to-date transit strategy for Mammoth Lakes, focusing on the requirements associated with redevelopment. This document first presents a summary description of existing transit services in the area, followed by a recommended transit service, capital and institutional plan. These elements, of the *Town of Mammoth Lakes Transit Plan*, are intended as the basis for further decision making regarding a financial implementation strategy, as well as identification of an appropriate institutional form by which to fund and provide or contract for transit services. Refer to Section 5.3, *Traffic, Circulation and Parking*, for further discussion regarding transit services.

MAMMOTH LAKES AIR QUALITY MANAGEMENT PLAN

The Great Basin Unified Air Pollution Control District (GBUAPCD) has developed the Air Quality Management Plan for the Town of Mammoth Lakes in response to a Federal Clean Air Act requirement to develop and implement a Particulate Matter (PM_{10}) State Implementation Plan (SIP). All areas that violate the National Ambient Air Quality Standard (Standard) for PM_{10} are required to develop a SIP that demonstrates how the area will attain the PM_{10} Standard.

In August 1987, the U.S. Environmental Protection Agency (EPA) grouped areas into high, medium and low probabilities of violating the PM_{10} Standard (Federal Register, August 7, 1987). The Mammoth Lakes area was classified as Group I. Group I areas have a greater than 95 percent probability of exceeding the PM_{10} Standard or have measured violations, which is the case with the Mammoth Lakes area. As a result of the Group I classification, a PM_{10} SIP for the Mammoth Lakes area is required under the Federal Clean Air Act. The Air Quality Management Plan for the Town of Mammoth Lakes is intended to satisfy this requirement for a PM_{10} SIP. Refer to Section 5.4, *Air Quality*, for further discussion regarding the PM_{10} SIP.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form, which includes questions relating to land use and relevant planning. The criteria presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use if it would:

- Physically divide an established community; refer to Section 10.0, *Effects Found Not To Be Significant*;

- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or

- Conflict with any applicable habitat conservation plan or natural community conservation plans; refer to Section 10.0, *Effects Found Not To Be Significant*.

For the purposes of this impact analysis, a significant impact would occur if implementation of the proposed project would result in inconsistencies or conflicts with the adopted goals and policies of the *Town of Mammoth Lakes General Plan* and/or applicable rules and regulations of the *Municipal Code*. Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH THE TOWN OF MAMMOTH LAKES 1987 GENERAL PLAN

- **THE PROPOSED PROJECT WOULD CONFLICT WITH THE APPLICABLE POLICIES OF THE 1987 GENERAL PLAN.**

Impact Analysis: The *1987 General Plan* is the primary policy-planning document that guides land uses in the Town. Therefore, the relevant *General Plan* Land Use Element policies have been reviewed below and in Table 5.1-5, *Consistency With the TOML 1987 General Plan Land Use Element*, to ensure consistency. Additionally, relevant *General Plan* policies have been reviewed throughout Section 5, *Environmental Setting, Impacts and Mitigation Measures*, in each of the respective issue sections. Although, the *2005 Draft General Plan Update* has not been formally adopted, the relevant policies have also been reviewed and are presented below for informational purposes.

Land Use Designation

As described in Section 3.0, *Project Description*, the proposed Specific Plan provides a detailed land development plan, which addresses site-specific conditions and constraints. In order to facilitate implementation of the proposed project, the *General Plan* Land Use Element would be amended concurrently with adoption of the Specific Plan. More specifically, the Land Use Map would be amended, changing the project site's designation from Commercial (C) to "The Clearwater Specific Plan." Although The Clearwater Specific Plan would create its own development standards, the proposed project has been comparatively analyzed for consistency with the development restrictions for the *1987 General Plan* Commercial designation; refer to Table 5.1-2, *Summary of 1987 General Plan Development Restrictions*.

Table 5.1-2
Summary of 1987 General Plan Development Restrictions

Restriction	Unit	Allowable Development per Existing C Designation	Proposed Specific Plan
DENSITY			
Maximum: 40 Hotel-Motel Rooms/Acre[1] 12 Dwelling Units/Acre	6.09 Acres	244 Hotel-Motel Rooms	
Density Bonus: 1 Additional Room/Covered Parking Space (no more than 2x allowable density)	705 Covered Parking Spaces	244 Hotel-Motel Rooms	
	Density Total	488 Hotel-Motel Rooms	480 Hotel-Motel Rooms
SITE COVERAGE			
Maximum:	6.09 Acres	70% of Gross Lot Area	Surface: 52%[2] Subsurface: 92%
COMMERCIAL FLOOR AREA RATIO (FAR)			
1.5 square feet (SF) per SF of gross lot area	265,280 SF gross lot area	397,921 SF commercial floor area	28,205 SF (8,000 SF restaurant 20,205 SF retail)

Notes:
1. The City assumes: 1.0 studio/one-bedroom hotel-motel room = 0.5 dwelling unit; and 2.0 hotel-motel rooms = 1.0 dwelling unit.
2. Includes 40 percent building footprint and 12 percent road/parking areas, with a remaining 48 percent dedicated to open space. The subterranean parking structure would cover 92 percent of gross lot area.

Also, the proposed project has been comparatively analyzed for consistency with the development restrictions for the *2005 Draft General Plan Update* Commercial 2 designation; refer to Table 5.1-3, *Summary of 2005 General Plan Development Restrictions*. As previously noted, the *2005 Draft General Plan Update* has not been formally adopted. Thus, the relevant policies have been reviewed for informational purposes.

Intended Use. According to the *1987 General Plan*, the Commercial designation is intended for specialized visitor-oriented commercial uses to be located in or near recreation activity nodes, major visitor lodging areas. Similarly, the project site is designated as Commercial 2 in the *2005 Draft General Plan Update*, which allows for development of commercial services and sales of goods. The project proposes development of a condominium/hotel, commercial uses and work-force housing along Old Mammoth Road. The project would be consistent with development polices, which promote pedestrian use, reduce vehicular conflicts and improve the visual appearance of street frontages. The project would utilize underground parking so that more site coverage could be utilized for a pedestrian friendly atmosphere. The project would improve vehicular circulation adjoining and within the project site. The proposed development would be consistent with the intent of the Commercial designation (*1987 General Plan*) and the Commercial 2 designation (*2005 Draft General Plan Update*).

Table 5.1-3
Summary of 2005 General Plan Development Restrictions

Restriction	Unit	Allowable Development per 2005 GP C-2 Designation	Proposed Specific Plan
DENSITY			
Maximum: 20 Dwelling Units/Acre 40 Hotel-Motel Rooms Per Acre[1]	6.09 Acres	122 Dwelling Units 244 Hotel-Motel Rooms Per Acre	
Density Bonus: This may be increased up to double for development, which provides additional community benefits.	Underground parking would be provided	244 Hotel-Motel Rooms Per Acre	
	Density Total	488 Hotel-Motel Rooms 80 Rooms/Acre	339 Units 78.75/Acre

Note:
1. The City assumes: 1.0 studio/one-bedroom hotel-motel room = 0.5 dwelling unit; and 2.0 hotel-motel rooms = 1.0 dwelling unit.

Density. As indicated in Tables 5.1-2 and 5.1-3, the project proposes the development of 480 hotel-motel rooms, at a density of approximately 78.8rooms/acre; therefore, the project's density would be consistent with that allowed in both the *1987 General Plan* and the *2005 Draft General Plan Update*.

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; 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*.

Land Use District

The project site is located within Land Use District 9, pursuant to the *1987 General Plan*. The following discussion provides a consistency review with Land Use District 9 policies and regulations:

Permitted Uses. Permitted uses within District 9 include Commercial (C) and High Density Residential (HDR) (6 to 12 units/acre). The mixed-use commercial hotel development proposed by the project would be a permitted use within District 9. Work-force housing would be provided in compliance with Code Section 17.36, *Affordable Housing Mitigation Regulations*; refer to the *Zoning Code* discussion below.

Bus Shelters/Turnouts, Parking Structure/Understructure Parking, Pedestrian Walkways/Trails and Transit Node. As described in Section 3.0, *Project Description*, and illustrated on Exhibit 3-4, *Preliminary Site Plan*, the project proposes to construct bus shelters and turnouts, an underground parking structure, and pedestrian walkways and trails in compliance with this policy.

Natural Landscaped Areas/Sedimentation Basins. Although there are no natural landscaped areas present on the project site, Jeffery pines are interspersed throughout the property. Project implementation involves removal of the existing landscaping and all trees on the site. New landscaping would be established along street frontages, driveways and parking areas between the proposed buildings, along pedestrian walkways and adjacent to residential amenity areas. The landscaping may include water features, boulders and other features. Native plant species would be used where practical. Landscaping within the residential areas would be less structured and would provide screening and separation between adjacent buildings, and trees along Old Mammoth Road would be smaller than the existing Jeffrey Pine trees.

Permanent drainage collection, retention and infiltration facilities would be installed for all onsite development. All projects would be required to retain and infiltrate runoff from impervious surfaces in accordance with the Town and Lahontan Regional Water Quality Control Board requirements (i.e., the TOML Storm Drainage Master Plan and the TOML Storm Drain Design Manual). This would include storm drainage facilities that can convey a storm of 20-year intensity and remaining facilities that can convey a storm of 100-year intensity. Additionally, the project would be constructed to include retention/infiltration systems to conform to the Lahontan RWQCB. Refer to Section 10.0, *Effects Found Not To Be Significant*, for further discussion regarding drainage.

Views, Provide Pathways, Greenbelts and Sitting Areas. As discussed in the *Land Use Districts* discussion above, one stated objective of the *1987 General Plan* (District 9 Implementation Plan) is to "retain views, provide pathways, greenbelts and sitting areas." The project would provide pathways, greenbelts and sitting areas; refer to Exhibit 3-4, *Preliminary Site Plan*. However, the project would obstruct views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining uses to the north). Therefore, because the proposed project would not retain the existing views, the project would not be consistent with the Land Use District 9 Implementation Plan. This impact is considered significant and unavoidable.

Based on the analysis presented above and in Table 5.1-5, the project would serve to implement the goals, policies and objectives of the *1987 General Plan*. Project implementation would not conflict with the relevant policies and regulations of the *1987 General Plan* Land Use Element, excluding the obstruction of existing views (Land Use District 9 Implementation Plan) and exceedance of the maximum site coverage, which are considered significant and unavoidable impacts.

Mitigation Measures: No mitigation measures are feasible.

Level of Significance After Mitigation: Significant Unavoidable Impacts. No Feasible Mitigation is Available.

CONSISTENCY WITH THE TOWN OF MAMMOTH LAKES ZONING CODE

- **THE PROPOSED PROJECT MAY CONFLICT WITH THE STANDARDS AND REQUIREMENTS OF THE TOWN OF MAMMOTH LAKES ZONING CODE.**

Impact Analysis: The proposed Clearwater Specific Plan establishes land use guidelines and development standards for the project site. Implementation of the proposed Specific Plan through adoption by ordinance would provide a mechanism for directing and focusing development of the project. The Specific Plan would replace the existing zoning regulations and effectively become the new zoning ordinance for the area encompassing the project site.

In order to facilitate implementation of the proposed project, the Zoning Code and Zoning Map would be amended to identify the proposed Clearwater Specific Plan zoning: Condominium Hotel (CH) and Workforce Housing (WF). The CH zone permits visitor-oriented, major lodging activities and appurtenant commercial activities, including retail shops, restaurants, bars, recreational facilities, spas and parking facilities (to include parking for on-site workforce). The individual units within the project would be privately owned. The WF zone permits the construction and operation of a building or buildings and related appurtenances for on-site housing of the workers serving the project.

Section 5.4, *Land Use Standards*, of The Clearwater Specific Plan presents the Specific Plan's development standards relative to:

- Density;
- Site Coverage;
- Building Separation;
- Building Height;
- Setbacks;
- Parking; and
- Signage.

All future uses within the Specific Plan boundaries would be subject to these requirements and standards. Except as specified within Section 5.4, all requirements of the Zoning 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 (i.e., Zoning Code) and other applicable development regulations on a project-by-project basis.

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 below.

Permitted and Conditional Uses (Code Section 17.20.030). The Clearwater Specific Plan proposes a mixed-use, condominium hotel project, consisting of condominium hotel units (including resort condominium lodge and similar visitor-oriented lodging), workforce housing, retail and restaurant

facilities, an internal courtyard area and landscape areas. The proposed project also includes a parking structure under the majority of the site, to provide onsite parking for all the housing and commercial units. These are Permitted or Conditionally Permitted Uses, according to Code Section 17.20.030.

Property Development Standards (Code Section 17.20.040). The property development standards that apply to all land and buildings permitted in the CG Zone are outlined in Code Section 17.20.040 and discussed below; refer also to Table 5.1-4.

- Parcel Requirements: The proposed Specific Plan satisfies the minimum parcel requirements established for the existing CG Zone.

- Density Requirements: The project proposes development of 480 guest rooms (approximately 78.8 guest rooms/acre; therefore, the project's density would not exceed the density limitation for the existing CG Zone (80 Guest Rooms/Net Acre, including bonus).

- Setbacks and Separations: The Specific Plan proposes a variation from the minimum setback and separation requirements established for the existing CG Zone.

- Lot Coverage: The existing CG Zone restricts site coverage to 70 percent. The Specific Plan proposes a variation from the maximum lot coverage established for the existing CG Zone. Lot 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 and a significant and unavoidable impact would occur in this regard.

- Building Height: The Specific Plan proposes a variation from the building height limitation established for the existing CG Zone. The Specific Plan establishes the maximum allowable building height through assigned Building Height Zones; refer to Figure K, *Maximum Building Height Zones*, of The Clearwater Specific Plan. The maximum allowable heights for these zones are defined in Table 2, *Maximum Allowable Building Height by Zone*, of The Clearwater Specific Plan. As proposed, Zone 1 would exceed the maximum height limit of 45 feet established for the CG Zone. Zones 2 and 3 would exceed the maximum height limit for the CG Zone, but only when options to extend are applied. In consideration of the requirement to retain existing views specified as a Land Use District 9 Implementation Plan (refer to the *1987 General Plan* discussion above), the variation in height restrictions proposed by the Specific Plan is considered a significant and unavoidable impact.

Table 5.1-4
Summary of Property Development Standards

Standard for CG Zone	Unit	Development Allowable per Existing CG Zone	Proposed Specific Plan
PARCEL REQUIREMENTS (MINIMUM)			
Gross lot area: 10,000 SF Gross lot area, corner lots: 11,000 SF Lot width: 75 Feet Lot width, corner lots: 90 Feet Lot depth: 100 Feet	+/-265,280 SF Gross Lot Area	See Minimum Parcel Requirements	Satisfies the minimum parcel requirements.
DENSITY REQUIREMENTS			
Hotels/Motels: 40 Guest Rooms/Net Acre[1]	6.09 Net Acres	244 Guest Rooms	
Density Bonus: 40 Additional Guest Rooms/Net Acre	6.09 Net Acres	244 Guest Rooms	
Density Total		488 Guest Rooms; 80 Guest Rooms/Net Acre	480 Guest Rooms; 78.8 Guest Rooms/Net Acre
SETBACKS AND SEPARATIONS			
Front Yard: 20 Feet Side Yard: 0 Feet Side Yard, Street Side: 20 Feet Rear Yard: 0 Feet Distance Between Buildings: 0 Feet Distance Between Any Construction: 50 Feet	Not Applicable	See Setbacks and Separations	Eastern, Western and Southern Boundaries: 10 Feet Northern Boundary: 0 Feet
LOT COVERAGE			
Maximum 70% of Gross Lot Area	6.09 gross acres	70% of Gross Lot Area	Surface: 52%[2] Subsurface: 92%
BUILDING HEIGHT			
0 to 10% Average Slope: 35 Feet From Natural Grade Height Bonus: 10 Additional Feet W/ Understructure Parking		See Building Height Restrictions	Refer to Table 3-2, *Maximum Allowable Building Height By Zone*
SNOW STORAGE			
Minimum: 60% of Uncovered Parking/Driveways		See Snow Storage Requirements	60% of Uncovered Parking/Driveways; 10 Feet by 10 Feet; or Snow Management Plan
Minimum: 10 Feet Wide by 10 Feet Deep			
PARKING			
Refer to Code Section 17.20.040(Q), Schedule of Required Parking		524 Parking Spaces	740 Parking Spaces (705 Subterranean and 35 Surface)

Notes: 1. Refer to Code Section 17.16.040(B)(2) for definition of net acre.2. Includes 40 percent building footprint and 12 percent road/parking areas, with a remaining 48 percent dedicated to open space. The subterranean parking structure would cover 92 percent of gross lot area.

- Snow Storage: The Specific Plan requires that any areas designated as snow storage be a minimum of ten feet wide and deep at the smallest dimension, and shall be readily accessible and usable. The areas are to be unpaved and be substantially free and clear of

obstructions (trees, tanks, boulders and utilities). If insufficient snow storage areas are designated on the site to accommodate 60 percent of all uncovered parking and drive areas, a Snow Management Plan would be required that details how snow is to be removed and off-hauled from the site. Thus, the Specific Plan proposes a slight variation from snow storage requirements established for the existing CG Zone. This variation proposed in the Specific Plan is not considered a significant impact, since the required Snow Management Plan would be subject to review and approval by the Town through the standard development review process.

- Parking: As stated in Section 5.3, *Traffic, Circulation and Parking*, the project design involves 705 subterranean and 35 surface parking spaces, for a total of 740 spaces; refer to Figure G, *Parking*, of the Specific Plan. Current regulations require 524 parking spaces. Thus, the proposed Specific Plan satisfies the minimum parking requirements established for the existing CG Zone.

Affordable Housing Mitigation Regulations (Chapter 17.36 of the Zoning Code). The primary goal of The Clearwater Specific Plan involves the development of facilities directed toward transient or visitor occupancy. 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.

According to Table 17.36.030-1 of the Zoning Code, *Employee Generation By Use*, visitor accommodations (includes hotels, multiple-family condominiums in all zones other than RMF-1 or A-H, fractional ownerships and all other visitor accommodations) would generate 0.225 Full-Time Equivalent Employees (FTEE) per sleeping areas (SA) and commercial (including retail/office/restaurant, etc.) would generate 0.42 FTEE per 1,000 square feet. Based on these factors, the 141 existing SA, and the 799 SA and 28,205 square feet of commercial uses proposed by the project, the project is estimated to generate approximately 160 FTEE (148 for visitor accommodations and 12 for commercial uses). According to Code Section 17.36.030(D), *Provision Rate*, 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. Accordingly, the employee housing demand generated by the proposed project is approximately 40 three-bedroom housing units (or an aggregate amount of 40,000 SF minimum). In compliance with Code Section 17.36.040, *Housing Mitigation Development Plan*, the Applicant has prepared a HMDP containing specific and detailed information; refer to Section 7.0, *Housing,* of the Specific Plan. The project proposes 43 units of workforce housing, each with three bedrooms and approximately 1,000 square feet (an aggregate amount of approximately 43,000 SF). 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.

Based on the analysis presented above and in Table 5.1-4, project implementation would conflict with the development standards of the CG Zone regarding lot coverage and building height.

Mitigation Measures:

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.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

5.1.5 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS MAY RESULT IN CUMULATIVELY CONSIDERABLE LAND USE AND PLANNING IMPACTS.**

Impact Analysis: The proposed project would introduce a greater intensity land use density, site coverage and building height than surrounding uses and may result in cumulative significant land use impacts as other projects are implemented in the area. Any project proposed within TOML must undergo a project review process as appropriate to the size and nature of the project, in order to preclude potential land use compatibility issues and planning policy conflicts. Each project would be analyzed independent of other land uses, as well as within the context of existing and planned developments to ensure that the goals, objectives and policies of the *1987 General Plan* and all other applicable policies and development guidelines are consistently upheld. The proposed project, in combination with other related cumulative projects identified in Section 4.0, may introduce structures that exceed the Town's existing height restrictions thereby further obstructing existing views. No feasible mitigation measures exist for these potential land use impacts; therefore, cumulative impacts are considered significant and unavoidable.

Mitigation Measures: No mitigation measures are feasible.

Level of Significance After Mitigation: Significant Unavoidable Impact; No Feasible Mitigation is Available.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

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 proposed by the Specific Plan, as compared to the existing CG zoning height restrictions. Also, significant and unavoidable cumulative impacts are anticipated regarding the introduction of structures that may exceed the Town's existing height restrictions thereby obstructing existing views.

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.

Table 5.1-5
Consistency with the TOML 1987 General Plan Land Use Element

Policy No.	Policy	Policy Consistency Analysis
GEN-1	The developable land area designations (all areas not designated Open Space) set forth in the *General Plan* and the overall development intensity described herein are to be the ultimate size and intensity for the community and no intensive development (housing, commercial or industrial) shall take place outside the area designated for such development in the *General Plan*.	Consistent. As indicated in Table 5.1-2, the proposed project would construct approximately 78.8 hotel-motel rooms/acre; therefore, the project's density would be consistent with that allowed (80 hotel-motel rooms/acre) in the *1987 General Plan*.
GEN-2	The Town shall use Specific Plans to refine Land Use District Plans as needed and shall prepare Program Environmental Impact Report documents to guide Specific Area Plan Development and to reduce repetitive project level environmental documentation.	Consistent. The proposed Clearwater Specific Plan establishes more refined 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.
GEN-3	The Town shall evaluate each District Plan, Specific Area Plan and development proposal to assure that a balanced expansion of all major land use types occurs, and is coordinated with commercial recreation development.	Consistent. The proposed Specific Plan was evaluated for consistency with the intended uses identified in the *1987 General Plan* and Zoning Code. Land uses within the project include condominium uses, hotel lodging uses and workforce housing uses. Also, commercial (i.e. retail and restaurant) uses front Old Mammoth Road and provide for a pedestrian friendly atmosphere. These proposed uses are considered balanced and consistent with the existing land use patterns.
RES-1	To provide a balanced variety of residential land uses to meet the housing requirements of residents, visitors and seasonal employees.	Consistent. The on-site condominium uses would be available for purchase to meet the housing demands of area residents. The proposed hotel lodging would serve visitor needs and the on-site workforce housing would serve seasonal employees.
RES-2	To locate permanent, visitor and seasonal employee residential units where impacts on the environment, transportation systems and other public facilities and services are minimized, and natural hazards avoided.	Consistent. The project is located within a commercial and high-density designated area of the TOML in which the transportation system and public facilities and services are planned to be consistent with designated uses in the *1987 General Plan*. This EIR represents an analysis of all potential impacts on the environment. Mitigation measures have been recommended, as needed, to minimize potential impacts. Project implementation would not cause a significant increase in traffic for forecast conditions when compared to the existing traffic capacity of the street system; refer to Section 5.3, *Traffic, Circulation and Parking*. Project implementation would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions; refer to Section 5.6, *Utilities and Service Systems*, and Section 10.0, *Effects Found Not To Be Significant*. Project implementation would result in less than significant impacts relative to potential natural hazards; refer to Section 10.0, *Effects Found Not To Be Significant.*
RES-3	To encourage land uses of the proper intensity for the district in which they are located through performance criteria identified in the Town Development Code.	Consistent. As indicated in Table 5.1-3, the proposed project would construct approximately 78.8 guest rooms/acre; therefore, the project's density would not exceed the density limitation for the existing CG Zone (80 Guest Rooms/Net Acre).
RES-4	To encourage covered or understructure parking.	Consistent. The project would construct a 217,300 square-foot subterranean parking facility, which would provide available parking for the lodge, commercial uses, workforce housing units and on-site workers. The

Policy No.	Policy	Policy Consistency Analysis
		subterranean parking structure would provide 705 subterranean parking spaces (of the 740 total on-site parking spaces).
COM-1	The Town shall prepare and place review criteria, incentives and disincentives in the Town's Municipal Code, Zoning regulations, which will assure the achievement of the community's commercial land use goals.	Consistent. By utilizing the Town's Density Bonus program (Code Section 17.20.040(B)), the project provides for 78.8 guest rooms/acre, rather than the allowed 40 guest rooms/acre, while providing 26,205 SF of commercial uses.
COM-2	Review criteria for commercial development proposals shall include: adequate site size for the proposed use, snow storage and removal, snow shedding and an analysis of the relationship to the Town's transportation and other facilities and services including assurance of adequate access and on-site circulation. Utilization of the natural features of the site, a beneficial relationship to other land uses and adequate landscaping and buffering shall be required.	Consistent. Although The Clearwater Specific Plan would create its own development standards, the proposed project has been comparatively analyzed for consistency with the property development standards for the CG Zone; refer to Table 5.1-4, *Summary of Property Development Standards*. Future individual uses within the Specific Plan area would be subject to review for consistency with The Clearwater Specific Plan, Municipal Code (i.e., Zoning Code) and other applicable development regulations on a project-by-project basis to determine the adequacy of the site size/design and snow storage/removal/shedding. Refer to Section 5.3, *Traffic, Circulation and Parking*, for a detailed discussion on how the project allows for adequate access and on-site circulation. Refer to Section 5.6, *Utilities and Service Systems*, for a detailed discussion on affected utilities and service systems. Refer to Section 5.6, and Section 10.0, *Effects Found Not To Be Significant*, for a detailed discussion of facilities and services.
COM-3	The Town shall review proposed commercial developments and apply incentives and disincentives in the Municipal Code, Zoning regulations, to achieve a balance between the commercial needs of visitors and permanent residents.	Consistent. Refer to Response to Policy COM-1 and Response to Policy RES-1 above.
COM-4	The Town shall encourage resident-related commercial and office development in the Old Mammoth and Minaret commercial areas. Specific Area Plans should be prepared for these areas. The Specific Area Plans should include adequate off-street parking, pedestrian circulation, cohesive architectural design and allow for alternative transit proposals.	Inconsistent. The commercial uses proposed by The Clearwater Specific Plan located within the Old Mammoth Road Commercial area would address the needs of both permanent residents and visitors rather than emphasizing resident services. As concluded above and in Section 5.3, *Traffic, Circulation and Parking*, the proposed Specific Plan would provide adequate off-street parking, pedestrian circulation and allow for alternative transit proposals. All development within the Specific Plan area would be required to conform to the project's established architectural guidelines aimed at achieving cohesive architectural design; refer to Section 5.5, *Architectural Design Guidelines*, of the Specific Plan.
COM-5	The Town shall assure that commercial uses are compatible with Mammoth Lakes livability and environment (e.g., non-disruptive due to traffic, noise, pollution or other impacts and designed appropriately for the site and environmental constraints) through the application of design review criteria and development incentives in the Town Municipal Code, Zoning regulations: a) The architectural design of existing and future commercial structures shall be encouraged to be in keeping with the alpine character of the area; and b) Commercial developments shall be encouraged to be constructed in compact centers, rather than in strip commercial areas or among non-compatible uses.	Consistent. Refer to Response to Policy COM-2 above. a) All construction within the project site would be subject to The Clearwater Specific Plan architectural design standards. These include provisions that would express the alpine character of the area and ensure compatibility with the Mammoth Lakes livability; refer to Section 5.5, *Architectural Design Guidelines*, of the Specific Plan. b) Commercial development within the project site would be concentrated along Old Mammoth.

Policy No.	Policy	Policy Consistency Analysis
COM-6	The Town shall determine the types of retail and service commercial developments, which are needed to serve the Town's permanent population, and encourage their development through incentives in the Town's Development Code.	Consistent. Commercial uses within the project would include both retail and restaurant uses, which would serve both permanent residents and visitors; refer to Section 5.1, *Land Use Designations*, of the Specific Plan for a discussion of the permitted uses.
WS-1	The Town shall only approve development when adequate water supply and fire flows can be demonstrated at the appropriate stage of development as identified in the Development Code. When evaluating available water supply, the Town shall consider water available during a year where precipitation is less than 50 percent of normal.	Consistent. As concluded in Section 5.6, *Utilities and Service Systems*, adequate water supply and fire flows would be available to meet the project demands.
WS-5	The Town may only permit development, which can show that the provision of water service is coordinated with the provision of other public facilities and services.	Consistent. The project water service would be coordinated with the MCWD; refer to Section 5.6, *Utilities and Service Systems*, and Response to Policy WS-1 above.
WS-6	The Town shall ensure water system improvements are made with the least disruption to the environment and community through its reviewing powers.	Consistent. The water supply system in the project area is considered adequate for the proposed improvements. There is an existing main water line located in Old Mammoth Road that currently serves the existing project. The new project would remove the existing water laterals on-site and install new ones as necessary. The provision of these water system improvements would not result in significant disruptions to the environment and community; refer also to Section 5.6, *Utilities and Service Systems*.
WWM-1	The Town shall work cooperatively with the Mammoth County Water District (MCWD), Mono County and other agencies to provide the needed sewage facilities for the community's present and future needs.	Consistent. 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. Furthermore, the increase of wastewater generated on site that would result from the project would be accommodated by MCWD's planned improvements to the existing infrastructure. Therefore, impacts regarding wastewater associated with the project implementation would be less than significant. Refer to Section 5.6, *Utilities and Service Systems*, for a detailed discussion.
WWM-2	The Town shall monitor growth trends and sewer tap requirements to assure development does not exceed the capacity of sewage lines and facilities. The Town shall encourage the MCWD to have adequate sewage capacity available when needed.	Consistent. Refer to Response to Policy WWM-1, above.
WWM-3	The Town shall permit only that development which can be adequately accommodated by the sewage facilities and lines, through conditions in the Town Development Code.	Consistent. Refer to Response to Policy WWM-1, above.
SD-1	The Town shall implement the Storm Drainage Master Plan.	Consistent. Permanent drainage collection, retention and infiltration facilities would be installed for all onsite development. All projects would be required to retain and infiltrate runoff from impervious surfaces in accordance with the Town and Lahontan Regional Water Quality Control Board requirements (i.e., the TOML Storm Drainage Master Plan and the TOML Storm Drain Design Manual). Additionally, the project would be constructed to include retention/infiltration systems to conform to the Lahontan RWQCB; refer also to Section 10.0, *Effects Found Not To Be Significant*.

Policy No.	Policy	Policy Consistency Analysis
SD-2	The Town shall, through requirements in the Town Development Code, assure that development projects provide the necessary on- and off-site drainage facilities and erosion control measures, which assure that Mammoth Creek and other properties are not significantly affected by development runoff.	Consistent. Refer to Response to Policy SD-1, above.
SD-3	The Town shall work with the regional water quality control agency and the County to develop site-specific erosion control and runoff criteria to be integrated into the Town Development Code.	Consistent. Refer to Response to Policy SD-1, above.

GEN = GENERAL POLICIES
RES = RESIDENTIAL LAND USE POLICIES
COM = COMMERCIAL LAND USE POLICIES
WS = WATER SUPPLY POLICIES
WWM = WASTE WATER MANAGEMENT POLICIES
SD = STORM DRAIN POLICIES

5.2 AESTHETICS/LIGHT AND GLARE

This section describes the existing visual environment in and around the Clearwater Specific Plan area. It assesses the potential for aesthetics, light and glare, and shade/shadow impacts using accepted methods of evaluating visual landscape quality and predicts the type and degree of changes the proposed project would likely have. The analysis in this section is primarily based on information provided by the project Applicant and verified through site visits by RBF Consulting in July 2006. Where additional information has been used to evaluate the potential impacts, that information has been referenced. Photographic documentation and visual simulations of the project site and proposed site conditions are utilized to supplement the visual analysis and to fulfill the requirements of CEQA.

5.2.1 EXISTING SETTING

VISUAL SETTING/CHARACTER

The Town of Mammoth Lakes (TOML) is an alpine resort community located in the eastern side of the Sierra Nevada Range, within southwestern Mono County, California. The TOML is specifically located within the Mammoth Lakes Basin at the eastern foothills of Mammoth Mountain (located within the Sierra Nevada Mountain Range). Surrounding topography includes Mammoth Knolls to the north, the Long Valley to the east, the Sherwin Mountain Range to the south, the White Mountains to the southeast, and Mammoth Mountain to the west. Native trees within Mammoth Lakes include red firs, Jeffrey pines, lodge pole pines, white firs, and aspens. Barren rock outcrops, avalanche slopes, and surface waters (i.e., streams, lakes, seeps, and snow) are visible throughout the TOML from surrounding topography. Mammoth Creek traverses the TOML, flowing in an easterly direction. The urbanized portions of the TOML range from 7,800 to 8,600 feet above mean sea level (amsl).

SITE CONDITIONS

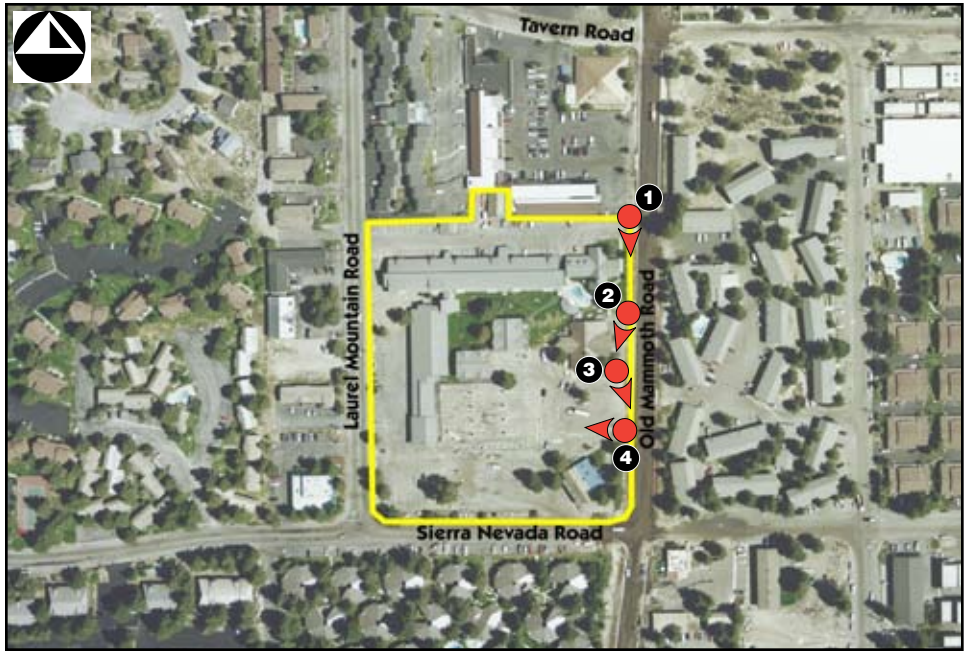
RBF Consulting conducted a photographic inventory of the project area to document existing views of the project site and the surrounding area. The photographs and their respective locations are identified on Exhibits 5.2-1a (On-Site Existing Condition Photographs) and 5.2-1b (Off-Site Existing Condition Photographs).

VIEWS OF THE PROJECT SITE

Mammoth Knolls is visible to the north of the project site (Earthquake Dome is approximately 9,300 amsl). Topography to the east of the project site (Mammoth Lakes Basin) is generally flat (approximately 7,800 feet amsl). The Sherwin Mountain Range is visible to the south of the project site (Bloody Mountain is approximately 12,500 feet amsl) and Mammoth Mountain is visible to the west of the project site at approximately 11,000 feet amsl. Existing on-site vegetation includes ornamental landscaping and approximately 48 Jeffrey Pines.

Orientation

1 Photograph Number



1 View looking south towards the Sierra Nevada Inn.

2 View looking south towards Igor's Restaurant.

3 View looking south along Old Mammoth Road towards the Ocean Harvest Restaurant.

4 View looking west towards the project site.

Exhibit 5.2-1a

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On-Site Existing Condition Photographs

Orientation

1 Photograph Number

5 View looking northeast towards Sierra Manors.

6 View looking south along Old Mammoth Road.

7 View looking southwest towards Sierra Park Villas.

8 View looking west towards the Sierra Park Apartments.

Exhibit 5.2-1b

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Off-Site Existing Condition Photographs

The project site is specifically located within a developed commercial/high density residential area of the TOML. The project site currently consists of commercial uses, which include the Sierra Nevada Rodeway Inn, Igor's restaurant, and Ocean Harvest restaurant. The Sierra Nevada Rodeway Inn provides 159 bedrooms, consisting of 16 studios with kitchens, 116 hotel units, and eight condominium units with kitchens. Three permanent residences are located at the Sierra Nevada Rodeway Inn, and are occupied by the maintenance supervisor, shift manager, and the relief manager. Igor's restaurant and Ocean Harvest restaurant are currently closed. The remainder of the site consists of surface parking lots and other hardscape surfaces in varying states of deterioration.

The project site is bordered by Old Mammoth Road to the east, Sierra Nevada Road to the south, and Laurel Mountain Road to the west. Old Mammoth Road is considered an active retail shopping district which serves as a prominent entrance to the town.[1] Development policies for the Old Mammoth Road commercial area are designed to promote a pedestrian environment and small town resort character. The *Revised Draft Program Environmental Impact Report* (EIR), prepared for the Town *of Mammoth Lakes 2005 General Plan Update*, included northbound and southbound views from Old Mammoth Road as a Major View Corridor and listed northbound/southbound views from Laurel Mountain Road as a Collector Street View Corridor. The *2005 Draft Town of Mammoth Lakes General Plan Update* includes the goal of enhancing commercial development within the Old Mammoth area in consideration of the entrance theme/nature of Old Mammoth Road.

Surrounding uses include the Krystal Villa East condominiums and the Mammoth Mall (which includes the Chart House Restaurant and other business offices/retail establishments) to the north, Sierra Manor condominiums to the east, the Sierra Park Villas condominiums to the south, and the Laurel Mountain Professional Center, an unnamed apartment building, and the Sierra Park Apartments to the west.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with

[1] PCR Services Corporation, *Revised Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update, October 2005.*

buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Light and glare are currently generated within the project site boundaries. Light and glare are being emitted from on-site commercial uses (i.e., the Sierra Nevada Rodeway Inn and the Ocean Harvest Restaurant). On-site exterior light and glare sources include parking lot lighting, building illumination, and security lighting. Lighting sources produced from surrounding uses include interior/exterior lighting from commercial uses (the Chart House Restaurant) to the north. Also, surrounding residential uses to the east, south, and west produce residential safety-oriented exterior and interior lighting. Roadways surrounding the project site result in car headlights and street lighting light and glare affects on the project site and in the surrounding area. No traffic signal lighting currently exists adjoining the project site. Lights from the project site contrast with the generally uninterrupted darkness of the surrounding mountains and National Forest lands. Preservation of dark night skies through appropriate lighting controls has been identified as an important community goal, and is implemented through Chapter 17.34 of the Town's Municipal Code. Glare can also be produced during evening and nighttime hours by reflection of artificial light sources, such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses generally include surrounding residences as well as travelers utilizing the adjacent roadways.

SHADE AND SHADOW

The issue of shade and shadow pertains to the blockage of direct sunlight by on-site buildings, which affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

In order to identify the proposed project's potential shadow-related impacts, existing and project-generated morning, noon, afternoon, and evening shade patterns were compared for each of the four seasons. Specifically, four dates were used for analysis purposes: the winter and summer solstices (December 21 and June 21), when the sun is at its lowest and highest point, respectively, and the spring and fall equinoxes (March 21 and September 21), when day and night are of approximately equal length. The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. The following discussion describes the summer/winter solstice and vernal/autumnal equinox phenomenon, local topography and some general assumptions that affect shadow patterns in the project vicinity. Note that the analysis considers shadow effects associated with proposed building massing only; the shadow patterns associated with proposed landscaping are not addressed.

Summer and Winter Solstice

"Solstice" is defined as either of the two points on the ecliptic that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent

position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23.5° of the arc. At the time of summer solstice, approximately June 21, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. At winter solstice, approximately December 21, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. Measuring shadow lengths for the winter and summer solstices represents the extreme shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for summer and winter solstice, cast from 9:00 AM to 5:00 PM (summer) and to 3:00 PM (winter).

Vernal and Autumnal Equinox

An equinox is the moment when the sun passes over the equator. The event occurs twice a year, approximately March 21 and September 22. The equinoxes are the two days each year when the middle of the sun is an equal amount of time above and below the horizon for every location on Earth. In the Northern Hemisphere, the March equinox is known as the vernal equinox and the September equinox is the autumnal equinox. In the Southern Hemisphere, the names are reversed. In practice, at the equinox, the day is longer than the night.

The equinoxes can be interpreted as virtual points in the sky. As Earth moves around the sun, the apparent position of the sun relative to the other stars moves in a full circle over the period of a year. This circle is called the ecliptic, and is also the plane of Earth's orbit projected against the whole sky. Other bright planets like Venus, Mars, and Saturn also appear to move along the ecliptic, because their orbits are in a similar plane to Earth's. Another virtual circle in the sky is the celestial equator, or the projection of the plane of Earth's equator against the whole sky. Because Earth's axis of rotation is tilted relative to the plane of Earth's orbit around the sun, the celestial equator is inclined to the ecliptic by about 23.5°.

Existing Shadow Patterns

The following discussion describes existing shadow conditions within the project site on the four dates for which shadow pattern simulations were prepared. The shadow simulations assume sunny conditions, and do not take into account overcast conditions.

June 21. On June 21, shadows cast by buildings within the project site are typically limited to the confines of the site throughout the day. However, in the evening hour (6:00 p.m.), shadows that are cast by the project site extend across Old Mammoth Road. It should be noted that at this time period, these shadows are mostly masked by sunset; refer to Exhibit 5.2-2a (Existing Summer Shadow Patterns).[2] Surrounding uses are not affected by the shadows cast by the project site.

December 21. On December 21, the shortest day of the year, shadows are widespread within the northern portion of the project site during the morning (9:00 a.m.) and late afternoon (3:00 p.m.) hours; refer to Exhibit 5.2-2b (Existing Winter Shadow Patterns). At these times, the sun is seen near the horizon and areas without shadows are typically those that are surface parking lots within the southern portion of the site. During noon on December 21, the sun shines above from a

[2] In terms of this analysis, sunset is defined as the point in time at which the sun disappears below the horizon in the west.

southerly direction. Note that shadows are not apparent at dusk.[3] Surrounding uses are not affected by the shadows cast by the existing uses during the winter solstice.

March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Morning shadows on these dates generated from buildings within the project site are generally confined to the project site itself; refer to Exhibits 5.2-2c and 5.2-2d (Existing Vernal Shadow Patterns and Existing Autumnal Shadow Patterns, respectively). Shadows produced by buildings within the project site are relatively constrained throughout the day during the equinox. Surrounding uses are not affected by the shadows cast by the project site.

5.2.2 REGULATORY SETTING

TOWN OF MAMMOTH LAKES GENERAL PLAN

TOML policies pertaining to visual character are contained in the Conservation and Open Space Element of the *General Plan* (adopted October 14, 1987). The objective of the Conservation and Open Space Element is to provide policies which, if implemented, will bring development more nearly into harmony with the natural environment, and will protect and manage the Community's resources to assure they are not lost. These policies include, but are not limited to, the following:

- To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value; and

- To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.

It should also be noted that the Town is currently in the process of revising its General Plan. The preliminary draft, dated April 2005, includes updated goals and policies that have been designed to realize the community's vision and support Guiding Principal VI of the Vision Statement: "Mammoth Lakes has maintained high standards for development and design while allowing for a variety of styles that are complementary and appropriate to the Sierra Nevada alpine setting." Although the *2005 General Plan Update* is underway, it has yet to be formally adopted.

[3] For the purposes of this analysis, dusk refers to "civil dusk", which is the time at which the sun is 6° below the horizon in the evening. At this time objects are distinguishable but there is no longer enough light to perform any outdoor activities.

June 21, 2006 at 9:00 a.m.

June 21, 2006 at 12:00 p.m.

June 21, 2006 at 3:00 p.m.

June 21, 2006 at 6:00 p.m.

Source: The Landau Partnership, December 2006.

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Existing Summer Shadow Patterns

Exhibit 5.2-2a

December 21, 2006 at 9:00 a.m.

December 21, 2006 at 12:00 p.m.

December 21, 2006 at 3:00 p.m.

December 21, 2006 at 6:00 p.m.

Source: The Landau Partnership, December 2006.

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Existing Winter Shadow Patterns

Exhibit 5.2-2b

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March 21, 2006 at 9:00 a.m.

March 21, 2006 at 12:00 p.m.

March 21, 2006 at 3:00 p.m.

March 21, 2006 at 6:00 p.m.

Exhibit 5.2-2c

Source: The Landau Partnership, December 2006.

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Existing Vernal Shadow Patterns

September 21, 2006 at 9:00 a.m.

September 21, 2006 at 12:00 p.m.

September 21, 2006 at 3:00 p.m.

September 21, 2006 at 6:00 p.m.

Source: The Landau Partnership, December 2006.

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Existing Autumnal Shadow Patterns

Exhibit 5.2-2d

TOML DESIGN REVIEW ORDINANCE

The TOML Municipal Code (Section 17.32.120 [Ord. 90-06 and 89-05]) outlines the following objectives of the design review requirements:

- To implement the goals, policies, and objectives of the *1987 General Plan*;
- To regulate the design, coloration, materials, illumination, and landscaping of new construction, renovations, and signage within the TOML in order to maintain and enhance the image, attractiveness, and environmental qualities of the TOML;
- To ensure that property development or redevelopment and building construction or renovation do not detract from the value or utility of adjoining properties as a result of inappropriate, inharmonious, or inadequate design;
- To prevent indiscriminate destruction of trees and natural vegetation, excessive or unsightly grading, indiscriminate clearing of property, and destruction of natural significant landforms;
- To ensure that the architectural design of structures and their materials and colors are appropriate to the function of the project and are visually harmonious with surrounding development and natural landforms, trees, and vegetation; and
- To ensure that the location, size, design, and illumination of signs, their material, and colors are consistent with the scale and design of the building to which they are attached or which is located on the same site, and to assure that signs are visually harmonious with the surrounding environment.

TOML DESIGN GUIDELINES

The policies and goals presented in the TOML Design Guidelines represent the goals and desires of residents and property owners pertaining to the design of new development in the Town. All new structures and all structures that are being renovated, other single-family homes below 8,250 feet elevation are subject to compliance with the Design Guidelines. The Design Guidelines provide a greater level of detail regarding the type of development that promotes the Town's Vision Statement, General Plan, and Municipal Code.

Pursuant to Chapter 9.0, *Design Review Process*, of the Design Guidelines, the design review process is to be conducted by the Community Development Department (CDD) and the Planning Commission. As part of the Design Guidelines Review Process, the CDD and/or an Advisory Design Panel (ADP) reviews project materials such as drawings, site development plans, landscape plans, building elevations, cross-sections, sample materials/color palettes, and visual simulations to determine compliance with the Design Guidelines. All Town Staff and ADP findings and recommendations are forwarded to the Planning Commission in a staff report. At the Planning Commission Meeting, the Planning Commission may deny, approve, approve with conditions or continue the hearing to receive additional input with regards to a project's compliance to the Design Guidelines.

TOML OUTDOOR LIGHTING REGULATIONS

TOML Municipal Code Chapter 17.34, which was adopted in May 2003, regulates outdoor lighting within the TOML. The ordinance provides rules and regulations for outdoor lighting within the TOML in order to promote a safe and pleasant nighttime environment, to protect and improve safe travel, to prevent nuisances caused by unnecessary light, to protect the ability to view the night sky, to phase out nonconforming fixtures, and to promote energy conservation. The ordinance implements requirements to utilize the most effective design standards for lighting to "address nuisances caused by improperly installed, unshielded, or misdirected fixtures, all existing outdoor lighting fixtures would be adjusted or modified to the extent practical to reduce or eliminate glare, light trespass, and light pollution (TOML Municipal Code, Section 17.34, *Outdoor Lighting*)"

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix 15.1 of this EIR. The Initial Study includes questions relating to aesthetics and visual resources. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

AESTHETICS/LIGHT AND GLARE

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Refer to Section 10.0, *Effects Found Not to be Significant*, which concludes that a less than significant impact would occur, as no officially designated State scenic routes or highways occur near the project site;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

SHADE AND SHADOW

A project would have a significant impact if it would substantially block sunlight for neighboring buildings. Specifically, a project would have a significant impact if it would:

- Introduce landscape that would now or in the future cast shadow on existing solar heat collectors (in conflict with California Public Resource Code Section 25980-25986);

- Cast a shadow that substantially impairs the functions of a building using passive solar collection, solar collectors for hot water heating, or photovoltaic collectors; and/or

- Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses.

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

5.2.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION AESTHETIC IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD RESULT IN GRADING AND CONSTRUCTION ACTIVITIES THAT WOULD TEMPORARILY ALTER THE VISUAL CHARACTER OF THE PROJECT SITE AND THE SURROUNDING AREA.**

Impact Analysis: Construction would remove the existing asphalt surface parking, the existing on-site structures, and other on-site manmade features, such as on-site walkways and landscaping. On-site vegetation also would be removed to allow for construction of the proposed project. Following site preparation activities, the construction of the proposed structures and landscape improvements would occur. In terms of context, areas adjacent to the project site are developed and, thus, construction activities would be visible from the surrounding land uses, including adjacent residential uses. Since the project site is in a developed and/or disturbed state, it is generally devoid of substantial vegetation representing the natural character of the site and other aesthetic amenities. With implementation of the recommended Mitigation Measure AES-1, equipment staging areas would provide appropriate screening (i.e., temporary fencing with opaque material) and would, therefore, reduce negative construction impacts. Although, construction-related activities are anticipated to be short-term, surrounding residential uses would be exposed to construction activities for a period of approximately four years.

During project construction, dump trucks and other trucks hauling demolition or grading materials from the project site would be required to access the site via local roadways. Trucking would also be required for the delivery and removal of excavation equipment, cranes, other machinery, and for the delivery of materials. As with on-site activities, the visual aspect of trucks loaded with debris and/or soils would be interesting to some viewers and unsightly to others. Proposed access to the site for dump trucks, semi-trailers, and truck and trailers in the removal of construction debris and excavated soils and delivery of heavy equipment would occur via Old Mammoth Road. With the implementation of Mitigation Measure AES-2, grading plans would be required for submittal concurrently with the development plans and would be subject to approval through the design review process set forth by the Planning Commission. All grading and earthwork activities would be conducted in accordance with an approved construction grading plan and grading permit issued by

the Mammoth Lakes Public Works Department. Additionally, in accordance with Mitigation Measure AES-3, a Hauling Plan would be subject to approval by the Town's Community Development Department.

Short-term light and glare impacts associated with construction activities would likely be limited to nighttime lighting (for security purposes) in the evening hours. In accordance with Chapter 15.08.020 (hours of working) in the TOML's Municipal Code, operations permitted under a building permit would be limited to the hours between 7:00 A.M. and 8:00 P.M., Monday through Saturday. Work hours on Sundays and town recognized holidays would be limited to the hours between 9:00 A.M. and 5:00 P.M. and permitted only with the approval of the building official or designee. With implementation of AES-4, all construction-related lighting would be located and aimed away from adjacent residential areas and would consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan would also be submitted to the Town for review concurrent with Grading Permit application. Residential uses adjacent to the site may be impacted as a result of nighttime security lighting used during construction activities; however, construction activities would cease after 8:00 P.M.

As previously stated, construction activities are anticipated to take place for approximately four years, with demolition and excavation occurring at the initial stages. During this period, there would be temporary construction fencing to screen most activities from surrounding uses. However, it is likely that construction vehicles and activities would still be visible. Additionally, excavation and demolition activities are likely to require approximately 15,000 truck trips (inbound and outbound), resulting in a significant aesthetic impact, especially along Old Mammoth Road. Although implementation of Mitigation Measures AES-1 and AES-4 would reduce impacts resulting from construction activities, surrounding residential areas would be exposed to the visually related construction impacts for an extended period of time. Thus, construction related visual impacts would be significant and unavoidable.

Mitigation Measures:

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.

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.

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.

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.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

LONG-TERM AESTHETIC IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS.**

Impact Analysis: The visual analysis of an area must consider visual quality and visual sensitivity. Although no significant visual resources exist on-site, the project site does provide significant views to off-site visual resources (i.e., Mammoth Knolls, the Sherwin Mountain Range, and Mammoth Mountain).

Implementation of the proposed project would alter the existing visual character of the area, as the project proposes development at a greater intensity than currently exists on-site. As described in Section 3.0, *Project Description*, the project proposes a mixed-use development involving six buildings with a maximum height of 65 feet, ranging from one to six stories. The proposed Resort Condominium Lodge consists of five structures (approximately 45 to 65 feet high) and parking/retail uses (located underground/first floor). These structures include two architectural features (located within the center of the project site) that would extend as high as 110 feet. One on-site workforce housing structure would be present within the northwestern portion of the project site and is 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). Although the varying heights provide visual interest and avoid the appearance of a massive urban street façade, the proposed architectural features would extend significantly higher than the surrounding land uses, which generally rise one to two stories in height.

The project would require the removal of the existing landscaping and trees. New landscaping would be established along street frontages, driveways, and parking areas, between the proposed buildings, along pedestrian walkways, and adjacent to residential amenity areas. The landscaping may include water features, boulders, and other features. Native plant species would be used where practical. Landscaping within the residential areas would be less structured and would provide screening and separation between adjacent buildings. Trees along Old Mammoth Road would be smaller than the current Jeffrey Pines that exist on-site.

Views of the Project Site

The visual character and quality of views from surrounding uses would be altered upon project implementation. Views westward from the Sierra Manor's Condominiums would change from the existing low density commercial character to a higher density developed condition. Westward views onto the project site would consist of the retail uses at street level (35 feet in height), mid- and high-

rise Resort Condominium Lodge structures (approximately 65 feet in height), and architectural features extending approximately 110 feet in height. Project structures would screen views westward to Mammoth Mountain from the Sierra Manor's Condominiums to the east.

Views from the south and west would also significantly change upon project implementation. Views northward (from the Sherwin Park Villas) and eastward (from the Sierra Park Apartments, unnamed apartments, and the Laurel Mountain Professional Center) would also change to a higher density developed condition. Visible project features would include the Resort Condominium Lodge (approximately 45 to 65 feet high) and parking/retail uses at the southeastern portion of the project site. One entrance to the Resort Condominium Lodge and associated landscaping would be visible to the north of Sierra Nevada Road. Two entrances to the Resort Condominium Lodge would be visible from Laurel Mountain Road. Northern views to Mammoth Knolls and associated vegetation would be partially visible from residential uses in areas where project structures are not obstructing views.

Although the Krystal Villa East condominiums (adjoining the project site to the north) do not face the project site directly, the proposed building massing would significantly change from existing conditions. These residential uses would adjoin the proposed workforce housing structure, which is approximately 40 feet higher than the existing Sierra Nevada Rodeway Inn building. Also, the Sherwin Mountain Range would be obstructed from adjoining residential/commercial uses (the Mammoth Mall) to the north due to the workforce housing structure and the Resort Condominium Lodge structures (approximately 35 to 65 feet in height). Note that the two architectural features towards the center of the site would also be visible and extend to approximately 110 feet in height).

Existing northbound/southbound views for travelers along Old Mammoth Road would be replaced with views to retail uses at street level (35 feet in height), mid- and high-rise Resort Condominium Lodge structures (approximately 65 feet in height with architectural features reaching 110 feet in height from this vantage), and an urban streetscape. Project structures would not block northern background views to the Mammoth Knolls and associated vegetation and southern background views to the Sherwin Mountain Range from travelers. Existing eastbound/westbound views from travelers on Sierra Nevada Road would be replaced with views of the Resort Condominium Lodge structures (approximately 45 feet in height) and ornamental landscaping.

Existing northbound/southbound views from travelers along Laurel Mountain Road would be replaced with views of the Resort Condominium Lodge structures (approximately 45 feet in height from this vantage point) and ornamental landscaping. Two entrances to the Resort Condominium Lodge structures would also be visible from Laurel Mountain Road. Project structures would not block northern background views to the Mammoth Knolls and associated vegetation and southern background views to the Sherwin Mountain Range.

Viewpoint Simulations

A viewpoint is an area that can be seen from a particular position (i.e., viewed from various locations in the project site and along roadways to and within the area). Viewpoint (VP) simulations were prepared to demonstrate the degree of change for views toward the project site; refer to Exhibit 5.2-3, *Viewpoint Location Map*. Selected VPs (determined in consultation with TOML staff) represent views to the project site from public locations.

Source: Town of Mammoth Lakes, aerial photograph dated 2003.

Direction of Photograph
Viewppoint Location
1 Viewpoint Number

Not to Scale

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Exhibit 5.2-3

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint Location Map

Characteristics within each viewpoint are defined within foreground, middleground, and/or background views. Characteristics located within foreground views are located at close range and tend to dominate the view. Characteristics located within middleground views are distinguishable, yet not as sharp as those characteristics located in the foreground views. Finally, features located within the background views have few details and distinctions in landform and surface features. The emphasis of background views is an outline or edge. Silhouettes and ridges of one landmass against another are the conspicuous visual aspects of the background, with the skyline serving as the strongest line. Objects in the background eventually fade to obscurity with increasing distance.

The following discussion analyzes the project site's potential impacts at each VP. The primary focus of affects is to residential uses and commuters traveling along local roadways, and to incorporate mitigation measures in order to avoid or reduce the significance of impacts. Conditions analyzed include the "Existing Condition", "Proposed After Construction Condition" (immediately after completion), and "Proposed Long-Term Condition" (approximately twenty years after construction).

Viewpoint 1

Existing Condition – Views from this VP (approximately 7,850 feet amsl) afford views from commercial uses (located to the southeast of the project) and motorists traveling northbound along Old Mammoth Road; refer to Exhibit 5.2-4a, *Viewpoint 1 - Existing Condition*. These views depict the Ocean Harvest Restaurant on-site. Views are typical of low-density commercial development and residential uses. Foreground and middleground views consist of large Jeffrey Pine trees and ornamental vegetation. Background views include Mammoth Knolls and associated vegetation.

Proposed After Construction Condition – The Ocean Harvest Restaurant has been replaced with retail/ commercial uses (approximately 35 feet high) and the Resort Condominium Lodge structures (approximately 45 to 65 feet high); refer to Exhibit 5.2-4b, *Viewpoint 1 - Proposed After Construction Condition*. Two architectural features are located within the middleground and extend approximately 110 feet high. The project structures add large hardscape features to the small town atmosphere. Mature pine trees have been replaced with a variety of pine, spruce, and aspen trees and ornamental landscaping (urban in nature). Background views to Mammoth Knolls and associated vegetation remain similar to the existing condition.

Proposed Long-Term Condition – With the implementation of the proposed project, the views would be altered from that of the "Proposed After Construction Condition" condition; refer to Exhibit 5.2-4c, *Viewpoint 1 - Proposed Long-Term Condition*. The primary difference would be the establishment of the mature landscape surrounding the project site on Old Mammoth Road and Sierra Nevada Road. The largest visible trees include aspen, pine, and maple trees. Mature vegetation partially screens background views to Mammoth Knolls and associated vegetation, unlike the "Proposed After Construction Condition".

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Not to Scale

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THE CLEARWATER SPECIFIC PLAN
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Viewpoint 1 • Existing Condition

Exhibit 5.2-4a

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 1 • Proposed After Construction Condition

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Exhibit 5.2-4b

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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Viewpoint 1 • Proposed Long-Term Condition

Exhibit 5.2-4c

Viewpoint 2

Existing Condition – Views from this VP (approximately 7,850 feet amsl) are afforded from the Sierra Manor Condominiums to the east of the project site, looking to the west; refer to Exhibit 5.2-5a, *Viewpoint 2 - Existing Condition*. Views include on-site surface parking uses, the Ocean Harvest restaurant, Igor's restaurant, and the Sierra Nevada Rodeway Inn. Views are typical of low-density commercial uses. Large Jeffrey Pine trees are visible within the foreground and middleground and Mammoth Mountain is visible in the background.

Proposed After Construction Condition – On-site structures have been replaced with retail/commercial uses (approximately 35 feet high) and the Resort Condominium Lodge structures (approximately 65 feet high); refer to Exhibit 5.2-5b, *Viewpoint 2 - Proposed After Construction Condition*. Two architectural features are located within the middleground and background and extend approximately 110 feet in height. Structures vary in height, color, and form. One architectural feature and portions of a second feature are located within the middleground and extend approximately 110 feet high. Project structures create additional hardscape features that contribute to the large mass and scale of the project. Background views to Mammoth Mountain are obstructed by project structures.

Proposed Long-Term Condition – With the implementation of the proposed project, the views would appear similar to the "Proposed After Construction Condition" condition; refer to Exhibit 5.2-5c, *Viewpoint 2 - Proposed Long-Term Condition*. The primary difference would be the additional growth of the Maple trees along Old Mammoth Road.

Viewpoint 3

Existing Condition – Views from this VP (approximately 7,845 feet amsl) are afforded from the Sierra Manor's Condominiums and pedestrians traversing along Old Mammoth Road; refer to Exhibit 5.2-6a, *Viewpoint 3 - Existing Condition*. These views are to the south-southwest along Old Mammoth Road and the eastern portion of the project site. The Sierra Nevada Rodeway Inn (on-site) and off-site commercial uses (the Chart House) are visible. Mature Jeffrey Pine trees are visible along the eastern boundary of the project site. The background view is of the Sherwin Mountain Range.

Proposed After Construction Condition – The Sierra Nevada Rodeway Inn has been replaced with retail/ commercial uses (approximately 35 feet high) and the Resort Condominium Lodge structures (approximately 65 feet high); refer to Exhibit 5.2-6b, *Viewpoint 3 - Proposed After Construction Condition*. One architectural feature is located within the middleground and extends approximately 110 feet in height. Large trees have been replaced with streetscape landscaping (including pine, aspen, and maple trees). The background view is of the Sherwin Mountain Range.

Proposed Long-Term Condition – With the implementation of the proposed project, the views would appear similar to the "Proposed After Construction Condition" condition; refer to Exhibit 5.2-6c, *Viewpoint 3 - Proposed Long-Term Condition*. The primary difference would be the establishment of the mature landscape along on Old Mammoth Road.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Not to Scale

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THE CLEARWATER SPECIFIC PLAN
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Viewpoint 2 • Existing Condition

Exhibit 5.2-5a

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 2 • Proposed After Construction Condition

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Exhibit 5.2-5b

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 2 • Proposed Long-Term Condition

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Exhibit 5.2-5c

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Not to Scale

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Viewpoint 3 • Existing Condition

Exhibit 5.2-6a

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Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 3 • Proposed After Construction Condition

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Exhibit 5.2-6b

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 3 • Proposed Long-Term Condition

Exhibit 5.2-6c

Viewpoint 4

Existing Condition – Views from this VP (approximately 7,840 feet amsl) are afforded from the Mammoth Mall to the north, and motorists and pedestrians traveling south along on Old Mammoth Road; refer to Exhibit 5.2-7a, *Viewpoint 4 - Existing Condition*. Views consist of the Sierra Nevada Rodeway Inn (on-site) to the west of Old Mammoth Road and the off-site Sierra Manor's Condominiums to the east of Old Mammoth Road. Mature Jeffrey Pines trees and ornamental landscaping are visible along Old Mammoth Road. Background views consist of the Sherwin Mountain Range.

Proposed After Construction Condition – The Sierra Nevada Rodeway Inn has been replaced with retail/commercial uses (approximately 35 feet high) and the Resort Condominium Lodge structures (approximately 65 feet high); refer to Exhibit 5.2-7b, *Viewpoint 4 - Proposed After Construction Condition*. One architectural feature is visible within the middleground and extends approximately 110 feet high. Large Jeffrey Pine trees have been replaced with streetscape and ornamental landscaping (i.e., pine, aspen, and maple trees). Background views to Sherwin Mountain Range remain.

Proposed Long-Term Condition – With the implementation of the proposed project, the views would appear similar to the "Proposed After Construction Condition"; refer to Exhibit 5.2-7c, *Viewpoint 4 - Proposed Long-Term Condition*. The primary difference would be the establishment of the mature landscape located along on Old Mammoth Road.

Viewpoint 5

Existing Condition – Views from this VP (approximately 7,850 feet amsl) are afforded from the residential uses to the northwest of the project site and motorists traveling southbound on Laurel Mountain Road; refer to Exhibit 5.2-8a, *Viewpoint 5 - Existing Condition*. The Sierra Nevada Rodeway Inn is visible to the east of Laurel Mountain Road and apartments/condominiums are visible to the west of Laurel Mountain Road. Mature Jeffrey Pine trees are visible in the middleground along Sierra Nevada Road. Background views include the Sherwin Mountain Range.

Proposed After Construction Condition – The Sierra Nevada Rodeway Inn has been replaced with the workforce housing structure (approximately 65 feet in height) and the Resort Condominium Lodge structures (approximately 45 feet in height); refer to Exhibit 5.2-8b, *Viewpoint 5 - Proposed After Construction Condition*. Project landscaping is visible along Laurel Mountain Road and includes pine, aspen, and maple trees. Southeast background views to the Sherwin Mountain Range are obstructed by the workforce housing structure and the Resort Condominium Lodge structures.

Proposed Long-Term Condition – With the implementation of the proposed project and the establishment of the mature landscaping along Laurel Mountain Road, the project site would appear more obstructed than in the "Proposed After Construction Condition"; refer to Exhibit 5.2-8c, *Viewpoint 5 - Proposed Long-Term Condition*. The primary difference would be visible mature trees (i.e., pine, aspen, and maple trees) located along Laurel Mountain Road.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Not to Scale

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THE CLEARWATER SPECIFIC PLAN
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Viewpoint 4 • Existing Condition

Exhibit 5.2-7a

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Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

THE CLEARWATER SPECIFIC PLAN
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Viewpoint 4 • Proposed After Construction Condition

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Exhibit 5.2-7b

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Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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Viewpoint 4 • Proposed Long-Term Condition

Exhibit 5.2-7c

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Not to Scale

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Viewpoint 5 • Existing Condition

Exhibit 5.2-8a

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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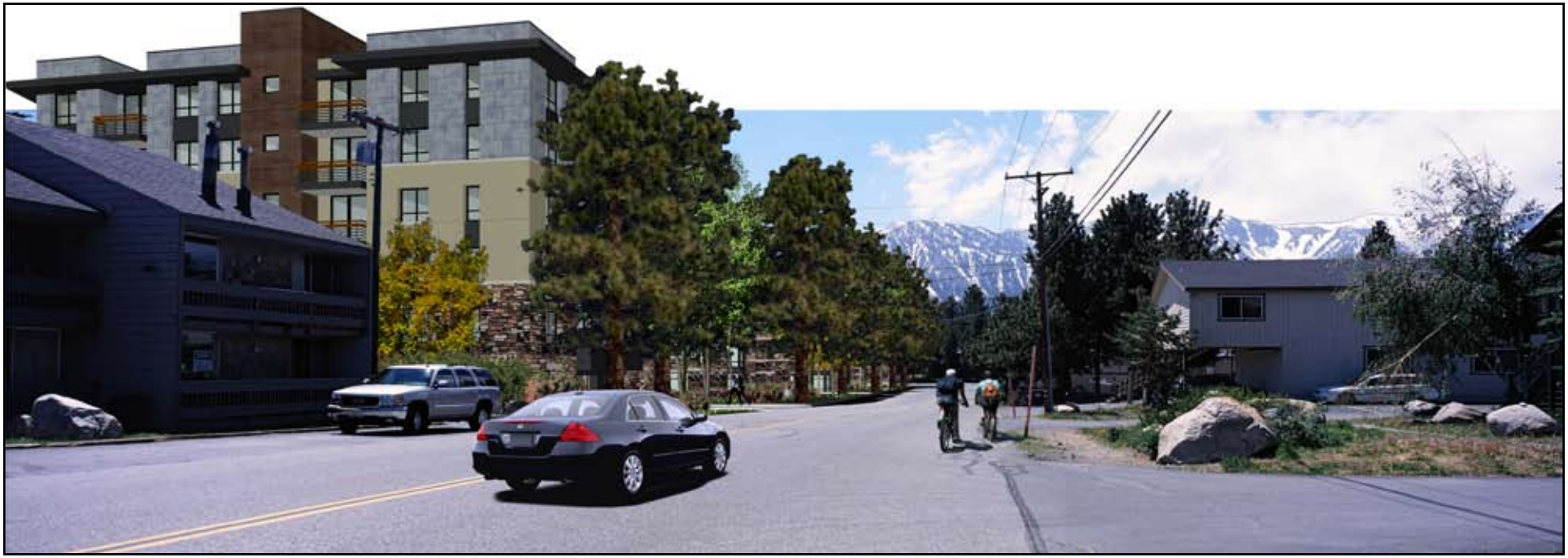
THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 5 • Proposed After Construction Condition

Exhibit 5.2-8b



Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 5 • Proposed Long-Term Condition

Exhibit 5.2-8c

Viewpoint 6

Existing Condition – Views from this VP (approximately 7,860 feet amsl) are afforded from the Sherwin Park Villas to the south of the project site and motorists traveling eastbound on Sierra Nevada Road; refer to Exhibit 5.2-9a, *Viewpoint 6 - Existing Condition*. The views look east toward the on-site surface parking lots and the Sierra Nevada Rodeway Inn. Foreground views include the Laurel Mountain Professional Center to the north of Sierra Nevada Road (off-site). Mature Jeffrey Pine trees are visible along Sierra Nevada Road within the foreground and middleground of this view. Background views to Sierra Nevada Road and mature pine trees exist.

Proposed After Construction Condition – The Sierra Nevada Rodeway Inn and on-site surface parking uses have been replaced with the Resort Condominium Lodge structures (approximately 45 feet high from this vantage point); refer to Exhibit 5.2-9b, *Viewpoint 6 - Proposed After Construction Condition*. Foreground views include the Laurel Mountain Professional Center. Middleground views consist of developed streetscape (including pine, aspen, and maple trees). Project structures appear larger in mass and scale than surrounding uses. The appearance of hardscape features has been reduced with the ornamental landscaping. Background views to Sierra Nevada Road and mature trees remain.

Proposed Long-Term Condition – With the implementation of the proposed project and establishment of the mature landscape along Sierra Nevada Road, the project site would have less visible hardscape features than the "Proposed After Construction Condition"; refer to Exhibit 5.2-9c, *Viewpoint 6 - Proposed Long-Term Condition*. The primary difference would be the establishment of mature trees (i.e., pine, aspen, and maple trees) located along Sierra Nevada Road. Although the mature landscaping would reduce impacts to visible hardscape features, significant visual impacts resulting from larger massing and scale would remain.

Impact Conclusion

Views of the project site from the surrounding commercial and residential uses would be altered with project implementation. Large Jeffrey Pine trees would be removed and replaced with ornamental and streetscape landscaping (including pine, aspen, and maple trees). The mass and scale of the proposed structures would be larger than the surrounding uses and would contrast in appearance. Westerly views (from surrounding uses to the east of the project) of Mammoth Mountain would be obstructed. A majority of views to Sherwin Mountain Range from vantage points in the area that have existing views would remain after project implementation, with the exception of commercial and residential uses to the north of the project site.

Development of the project is anticipated to enhance views from within the project site. Street level views would include low-level retail, live/work and hotel/condominium units with landscaping and plaza areas within the project site. The heights and orientations of the structures may 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 of the structures.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Not to Scale

RBF CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 6 • Existing Condition

Exhibit 5.2-9a

Please note that the simulations are based on an interpretation of The Clearwater Specific Plan dated July 2006. Although every effort is made to include the significant features in each view, final details may be altered.

Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 6 • Proposed After Construction Condition

Exhibit 5.2-9b

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Direction of Photograph
Viewpoint Location
1 Viewpoint Number

Source: The Landau Partnership, August 2006.
Not to Scale

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Viewpoint 6 • Proposed Long-Term Condition

Exhibit 5.2-9c

The overall color scheme would be determined by the Town Design Guidelines and Town of Mammoth Lakes Advisory Design Panel, subject to approval by the TOML Planning Commission (Mitigation Measure AES-5). Also, all signage would be subject to compliance with Chapter 17.40 of the TOML's Municipal Code (Mitigation Measure AES-6). A coordinated and unified signage system would be required for the Clearwater Specific Plan to provide both graphic and visual continuity.

With implementation of Mitigation Measure AES-7, landscape design would be consistent with TOML Municipal Code Chapter 17.20.040, property development standards, and the Clearwater Specific Plan Landscape Design Guidelines. The landscaping would enhance the character of the on-site development and would be required to be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region. Landscape plans would (to the extent possible) use drought tolerant plant species that are native to the eastern Sierra. All non-native plants are proposed by the Specific Plan to be drought tolerant and compatible with native landscape character. Trees and shrubs would generally be grouped in masses rather than uniformly placed.

Project structures would be required to be designed to be consistent with the designs and materials that have been previously determined appropriate to the project area through the adopted Design Guidelines, and roof forms and appurtenances would be minimized to the extent feasible (Mitigation Measures 8 through 12). Although the project would incorporate architectural details that would enhance the visual quality of the site, these features do not offset the alteration and loss of existing views to Mammoth Mountain and the Sherwin Range. Additionally, the existing large Jeffrey Pine trees would be replaced with smaller species of streetscape and ornamental landscaping (i.e., pine, aspen, and maple trees). The proposed structures would create additional hardscape features that contribute to the large mass and scale of the project, and two non-habitable architectural features would be centrally located on-site and extend approximately 110 feet high. 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.

Mitigation Measures:

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.

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.

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.

AES-8 Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square feet, 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.

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.

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.

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.

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.

Level of Significance After Mitigation: Significant and Unavoidable Impact

LONG-TERM LIGHT AND GLARE

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.**

Impact Analysis: Light pollution (also known as photopollution or luminous pollution) refers to light that people find annoying or harmful. Because not everyone is irritated by the same lighting sources, light pollution has a measure of subjectivity. It is common for one person's light "pollution" to be light that is desirable for another. Light trespass occurs when unwanted light enters one's property, for instance, by shining over a neighbor's fence. A common light trespass

problem occurs when a strong light enters the window of one's home from outside, causing problems such as sleep deprivation or the blocking of an evening view.

Glare is the result of excessive contrast between bright and dark areas in the field of view and is primarily a road safety issue, as bright and/or badly shielded lights around roads may partially blind drivers or pedestrians unexpectedly. There are three types of glare: blinding glare which is completely blinding and leaves temporary vision deficiencies; disability glare which describes such effects as being blinded by automobile headlights thus causing a significant reduction in sight capabilities; and discomfort glare, which does not typically cause a dangerous situation in itself, and is annoying and irritating at best.[4]

Given the mountain setting, some fugitive light and glare impacts already exist in the project area due to existing developments that do not meet the current requirements of the Town's Lighting Ordinance. The intensification of development would contribute to the existing built environment. Potential light sources from the proposed project would include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting and landscaping, street lighting, as well as the interior of the proposed structures. Most light sensitive receptors would be residential and hotel uses located adjacent to the project area.

With the implementation of Mitigation Measure AES-13, an outdoor lighting plan would be required for all new outdoor lighting installations. All outdoor lighting fixtures would be designed, located, installed, aimed downward or toward structures, retrofitted if necessary, and maintained in order to prevent glare, light trespass, and light pollution (Mitigation Measure AES-14). An outdoor lighting plan would be submitted in conjunction with an application for design review approval. The outdoor lighting plan would also comply with Chapter 17.34.060, *Outdoor Lighting Plans*, and Chapter 17.20.040, Section M., *Exterior Lighting and Design Review*, of the TOML's Municipal Code.

Development of the proposed project would be subject to environmental and design review to ensure that light and glare impacts would not substantially increase the amount and intensity of nighttime lighting, nor cause light spillover onto adjoining properties. Additionally, all new development would be required to comply with the requirements of the TOML's Lighting Ordinance (17.34). During project operations, ambient lighting would be greater than under existing conditions due to light spillage from windows, security lighting, architectural lighting, landscape lighting, and other sources. Although such light spillage typically has a low glare potential and minimal effect on ambient lighting, the cumulative effect of all the on-site ambient lighting is anticipated to significantly increase over existing conditions. The increase in ambient light and light spillage from the project site would be visible to surrounding land uses and may be at a level that could substantially alter the character of these areas due to their close proximity. The increase in ambient lighting would be particularly noticeable at the ingress/egress locations along Sierra Nevada Road, and the commercial uses along Old Mammoth Road. While the TOML provides policies and regulations regarding lighting, given the intensity of the proposed project when compared to the existing on-site conditions, the project would result in a significant increase in light and glare. Thus, the intensity of operational lighting impacts would be significant, and an unavoidable impact would occur in this regard.

[4] Bob Mizon, *Light Pollution: Responses and Remedies*, 2001.

Mitigation Measures:

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.

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. 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.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

SHADE AND SHADOW

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE SHADE AND SHADOW EFFECTS ONTO ADJACENT BUILDINGS WITHIN THE PROJECT AREA.**

Impact Analysis: The project would construct a mixed-use Condominium Hotel involving six buildings ranging from one to six stories (approximately 35 to 65 feet in height). Architectural features (non habitable) would be located near the center of the site and would extend approximately 110 feet high. Buildings fronting Old Mammoth Road would range in height from one to three stories (approximately 35 feet high). The buildings are proposed to be designed and sited in order to provide maximum sunlight and minimal shadowing where practical.

The proposed buildings would cast new shadows on nearby buildings, public streets, and sidewalks. Project-generated shadows would be cast on portions of Laurel Mountain Road, Old Mammoth Road, and Sierra Nevada Road. In addition, the proposed buildings would cast shadows on the residential (condominium) uses to the west, residential (condominium) and commercial uses to the north, and residential (condominium) uses to the east.

The shade/shadow diagrams, which are utilized in the analysis, are composed of a series of three dimensional rendered site plans. The site plan consists of the project massing models, as well as the surrounding context and geography. The renderings illustrate the shadow effects of the new buildings proposed as part of the project application. The orientation of the model was set to represent the orientation of the project site. Dates selected for each season were: summer/winter solstices and the spring/autumn equinoxes. For each of those days the selected time periods were 9:00 A.M., 12:00 P.M., 3:00 P.M. and 6:00 P.M. The vernal and autumnal shadow patterns are similar in nature, thus the analysis has been grouped together.

June 21. On June 21, shadows cast by buildings within the project site are typically limited to the confines of the site; refer to Exhibit 5.2-10a, *Proposed Summer Shadow Patterns*. Shadow coverage of areas surrounding the project site is minimal during the noon hour, and most prominent during the evening hours (6:00 P.M.). The project would create shadows on Old Mammoth Road and Sierra

Nevada Road. Off-site uses that would be impacted by the project include the Sierra Manor Condominiums located to the east of Old Mammoth Road.

December 21. On December 21, shadows are widespread within and around the project site during the morning (9:00 a.m.) and late afternoon (3:00 P.M.) hours; refer to Exhibit 5.2-10b, *Proposed Winter Shadow Patterns*. Morning shadows would be present primarily to the northwest of the project site. During this period, the project would impact residential (condominium) uses to the west of the project site. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. In the early afternoon (i.e., 3:00 P.M.) the commercial uses (the Chart House) and residential (condominiums) uses to the northeast of the project site are cast over by shadows. Note that shadows are not readily apparent at dusk.

March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Shadows generated during these periods tend to extend to the north, within residential and commercial uses. Morning shadows on these dates generated from buildings within the project site extend to the condominium uses to the west, the residential commercial uses to the north of the project site, and portions of Old Mammoth Road to the east; refer to Exhibits 5.2-10c, *Proposed Vernal Shadow Patterns*, and Exhibit 5.2-10d, *Proposed Autumnal Shadow Patterns*.

Impact Conclusion

As illustrated on Exhibit 5.2-10a and Exhibit 5.2-10b, the proposed buildings would shade a substantial portion of Old Mammoth Road during the summer and winter solstice for more than three hours after 3:00 P.M. Shading of this roadway for such extended periods of time could lead to hazardous roadway conditions such as black ice. As such, impacts are concluded to be significant. To ensure that shading of Old Mammoth Road does not result in hazardous roadway conditions (i.e., black ice), mitigation has been prescribed (Mitigation Measure AES 15) that 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.

In addition, the proposed buildings would cast shadows on the residential (condominium) uses to the west, residential (condominium) and commercial uses to the north, and residential (condominium) uses to the east. Specifically, shadows would be significantly increased within the building and parking areas to the north of the project site (within the Krystal Villas East condominiums). Therefore, the resulting shadows cast by the proposed structures would result in significant and unavoidable impacts.

The TOML Planning Commission would conduct an architectural design review as part of the site plan review process. The design review would consider setbacks, as well as building height, alignment and form. Although shade and shadow impacts may be reduced through the design review process, due to the scale and orientation of buildings as proposed, project implementation would result in significant and unavoidable shade and shadow impacts.

June 21, 2006 at 9:00 a.m.

June 21, 2006 at 12:00 p.m.

June 21, 2006 at 3:00 p.m.

June 21, 2006 at 6:00 p.m.

Exhibit 5.2-10a

Source: The Landau Partnership, December 2006.

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ENVIRONMENTAL IMPACT REPORT

Proposed Summer Shadow Patterns

December 21, 2006 at 9:00 a.m.

December 21, 2006 at 12:00 p.m.

December 21, 2006 at 3:00 p.m.

December 21, 2006 at 6:00 p.m.

Exhibit 5.2-10b

Source: The Landau Partnership, December 2006.

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Proposed Winter Shadow Patterns

March 21, 2006 at 9:00 a.m.

March 21, 2006 at 12:00 p.m.

March 21, 2006 at 3:00 p.m.

March 21, 2006 at 6:00 p.m.

Exhibit 5.2-10c

Source: The Landau Partnership, December 2006.

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Proposed Vernal Shadow Patterns

September 21, 2006 at 9:00 a.m.

September 21, 2006 at 12:00 p.m.

September 21, 2006 at 3:00 p.m.

September 21, 2006 at 6:00 p.m.

Exhibit 5.2-10d

Source: The Landau Partnership, December 2006.

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THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Proposed Autumnal Shadow Patterns

Mitigation Measures:

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.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

5.2.5 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD RESULT IN SIGNIFICANT CUMULATIVE AESTHETIC, LIGHT AND GLARE IMPACTS.**

Impact Analysis: The proposed project would introduce a greater intensity of lighting to the area including lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways) and lighting for interior of buildings. Even with the implementation of the recommended Mitigation Measures, the increased concentration of on-site lighting would result in a significant impact. Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. Potential structures in the area may cast shadows in their respective locations, this issue is typically localized to each project site.

The aesthetic, light and glare impacts of individual development projects can often be mitigated through careful site design, avoidance of significant visual features, the use of building materials that are consistent with the general character of the area, landscape design and proper lighting techniques to direct light on-site and away from adjacent properties and compliance with the Town's *General Plan* and *Municipal Code*. 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.

Mitigation Measures: Refer to Mitigation Measures AES-1 through AES-15.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Although implementation of Mitigation Measures AES-1 through AES-4 would reduce impacts resulting construction activities, 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.

Implementation of Mitigation Measures AES-5 through AES-12 would reduce long-term visual/aesthetic impacts. However, 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 avoidable following implementation of recommended mitigation measures.

The implementation of Mitigation Measures AES-13 and AES-14 would reduce long-term light and glare impacts. However, the intensification of the proposed uses from that of the existing on-site uses would result in a significant light and glare impact.

Although shade and shadow impacts would be reduced through the design review process, and Mitigation Measure AES15, project implementation would result in significant and unavoidable shade and shadow impacts.

Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. However, 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.

If the Town of Mammoth Lakes approves the Clearwater Specific Plan project, the TOML shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

5.3 TRAFFIC, CIRCULATION, AND PARKING

This section is based upon the *Mammoth Clearwater Traffic Impact Analysis* (November 2006) prepared by LSA Associates, Inc. (LSA), which is included as Appendix 15.3, *Traffic Impact Analysis*. The *Traffic Impact Analysis*, which was initially drafted in April 2006, was peer reviewed by LSC Transportation Consultants and resulted in the revised November 2006 draft. The purpose of the *Traffic Impact Analysis* is to evaluate development of the proposed project from a traffic and circulation standpoint. The evaluation considers impacts on local roadways and intersections, as well as regional transportation facilities. Mitigation measures are recommended, if necessary, to avoid or reduce project impacts on traffic and circulation.

5.3.1 EXISTING SETTING

ANALYSIS METHODOLOGY

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. Both the overall methodologies used to develop future traffic volume forecasts, and the explicit traffic operations analysis methodologies, are summarized below.

Overall Analysis Methodology

The analysis of traffic impacts examines the following conditions:

1. Existing Winter (2004) Conditions;
2. Cumulative Baseline (existing plus cumulative projects) conditions;
3. Cumulative Plus Project conditions; and
4. Long-Range Town Build Out.

Typical winter Saturday peak-hour baseline conditions were used to analyze traffic impacts for the Existing and cumulative (Cumulative Baseline and Cumulative Plus Project) conditions. The design day used in this study 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. Typical winter Saturday peak-hour traffic counts previously conducted by the Town and other traffic studies were utilized. For intersections where existing traffic counts were not available, LSA utilized traffic counts from the *General Plan Update Traffic Analysis* (November 2004) prepared by LSC Transportation Consultants, Inc.

LEVEL OF SERVICE STANDARDS

The Town's level of service (LOS, which is defined using letter grades A through F) standard for intersections is LOS D, which corresponds to a volume-to-capacity (v/c) ratio of 0.90 for signalized intersections. An intersection is considered satisfactory when it operates in the range of LOS A to D. An unsignalized intersection would be considered deficient if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle hours for a

single-lane approach and five vehicle hours for a multilane approach, consistent with the adopted Circulation Element and General Plan Update Traffic Analysis (LSC Consultants, 2004).

Methodology

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of LOS. These levels recognize that, while an absolute limit exists regarding the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorates as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stalls) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of LOS can be found in the *Highway Capacity Manual (Special Report 209)* prepared by the Transportation Research Board (TRB). The TRB is a division of the National Research Council, which serves as an independent adviser to the federal government and others on scientific and technical questions of national importance. The Highway Capacity Manual establishes LOS A through F. Brief descriptions of the six LOS, as abstracted from the Manual, are shown in Table 5.3-1, *Intersection LOS Descriptions*. The LOS criteria for unsignalized and signalized intersections are shown in Table 5.3-2, *Level of Service Parameters*.

Table 5.3-1
Intersection LOS Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

Table 5.3-2
Level of Service Parameters

Level of Service	Signalized Intersections Delay (seconds)	Unsignalized Intersections Delay (seconds)[1]
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0–15.0
C	> 20.0 and ≤ 35.0	> 15.0–25.0
D	> 35.0 and ≤ 55.0	> 25.0–35.0
E	> 55.0 and ≤ 80.0	> 35.0 seconds/vehicle and > 4.0 hour cumulative delay for single lane or > 5.0 hour cumulative delay for two-lane approach
F	> 80.0	Not Applicable

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

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

Signalized Intersections and Unsignalized Intersections

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

It should be noted that the LOS threshold at unsignalized intersections can be easily exceeded when only a few vehicles experience a delay greater than 50 seconds. Furthermore, application of this threshold would substantially increase the frequency of identified failure of intersections, along with the need for intersection improvements. For these reasons, the Town has identified unsignalized intersection LOS standards that allow greater delay on low-volume approaches. These thresholds of significance identify a deficiency if the approach delay exceeds four vehicle-hours for a single-lane approach and five vehicle-hours for a multilane approach. This threshold has the advantage of being relatively easy to calculate as well as to explain to the public. For example, it could be summarized as follows: "A deficiency is only found for a side street with two approach lanes when the cumulative total delay exceeds five hours." Therefore, as delay exceeds the 50-second threshold, the four vehicle-hour and five vehicle-hour standard applies.

[1] If the intersection exceeds the LOS D criteria, the hourly total criteria (four vehicle-hours) standard applies.

EXISTING ROADWAY SYSTEM

The study area intersections are as follows:

1. Old Mammoth Road/Main Street;
2. Old Mammoth Road/Meridian Boulevard;
3. Old Mammoth Road/Sierra Nevada Road;
4. Main Street/Sierra Park Road;
5. Azimuth Drive/Meridian Road; and
6. Sierra Park Road/Meridian Road.

Exhibit 5.3-1, *Study Area Intersections and Circulation System*, illustrates the location of the five study area intersections as well as the Town's General Plan Roadway Classifications for the surrounding circulation system.

EXISTING (WINTER 2004) TRAFFIC OPERATIONS

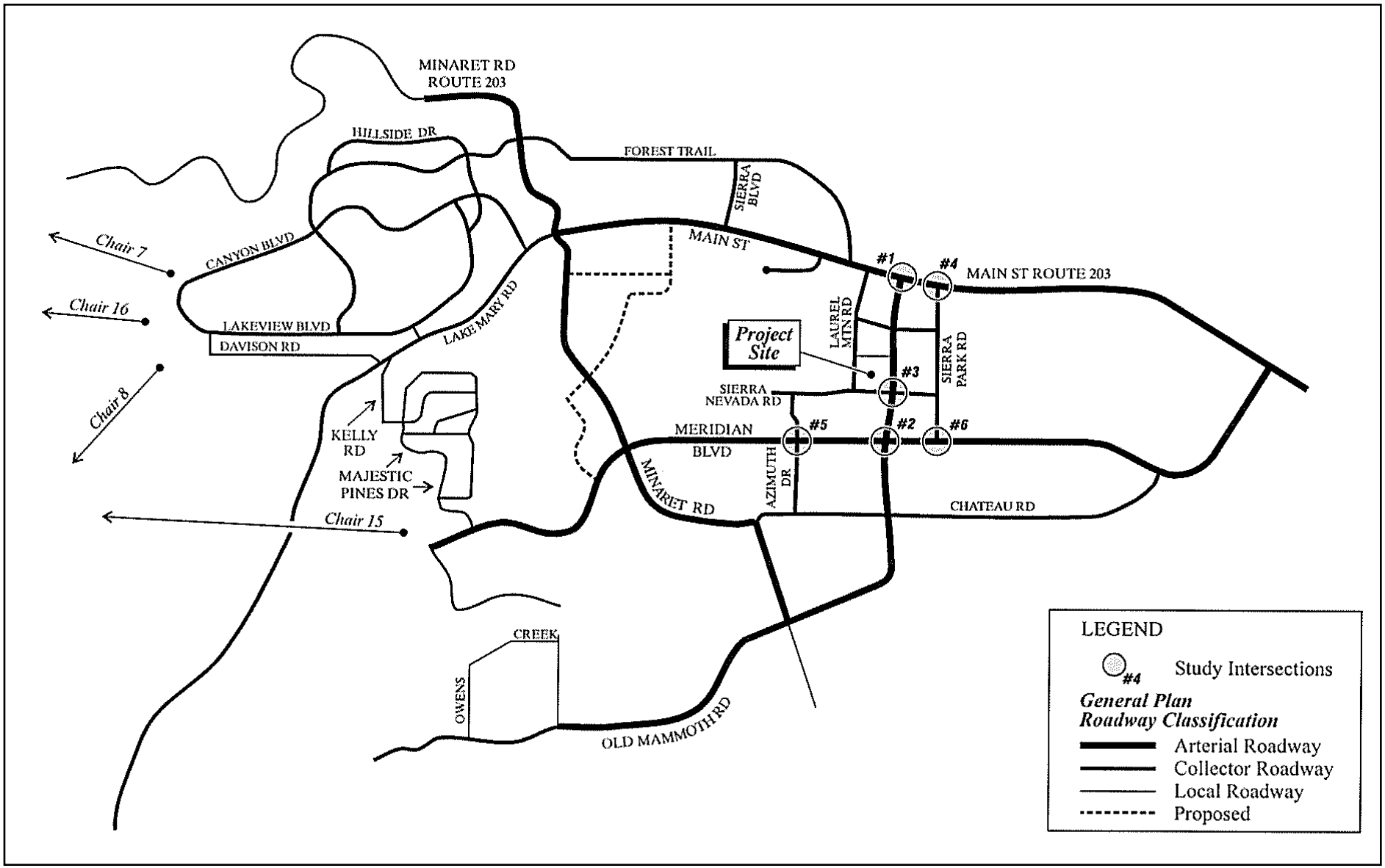
Exhibit 5.3-2, *Study Area Intersection Geometrics and Control Devices*, presents the existing number of lanes and intersection control for the study area intersections. Exhibit 5.3-3, *Existing Condition Typical Winter Saturday Peak Hour Traffic Volumes*, shows the existing typical winter Saturday peak-hour traffic volumes at each study area intersection. Existing LOS at study area intersections are shown in Table 5.3-3, Typical Existing Winter Saturday Intersection LOS. Existing LOS worksheets are presented in Appendix 15.3.

Table 5.3-3
Typical Existing Winter Saturday Intersection LOS

Intersection	Delay (sec)	LOS
1. Old Mammoth Rd./Main Street	18.5	B
2. Old Mammoth Rd./Meridian Blvd.	19.3	B
3. Old Mammoth Rd./Sierra Nevada Rd.	>35.0 and > 4.0 hour cumulative delay on minor street approach	F
4. Sierra Park/Main Street*	15.4	C
5. Azimuth Drive/Meridian Boulevard*	>35.0 and > 4.0 hour cumulative delay on minor street approach	F
6. Sierra Park Road/Meridian Boulevard*	7.7	A
Notes: * = unsignalized intersection Shaded and Bold = unsatisfactory LOS and exceeds four vehicle-hour criteria		
Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.		

As shown in Table 5.3-3, all study area intersections currently operate at satisfactory LOS (LOS D or better) in the existing condition with the exception of the following unsignalized intersections:

- Old Mammoth Road/Sierra Nevada Road; and
- Azimuth Drive/Meridian Boulevard.



Source: LSA Associates, Inc.; November 2006.

Exhibit 5.3-1

Not to Scale

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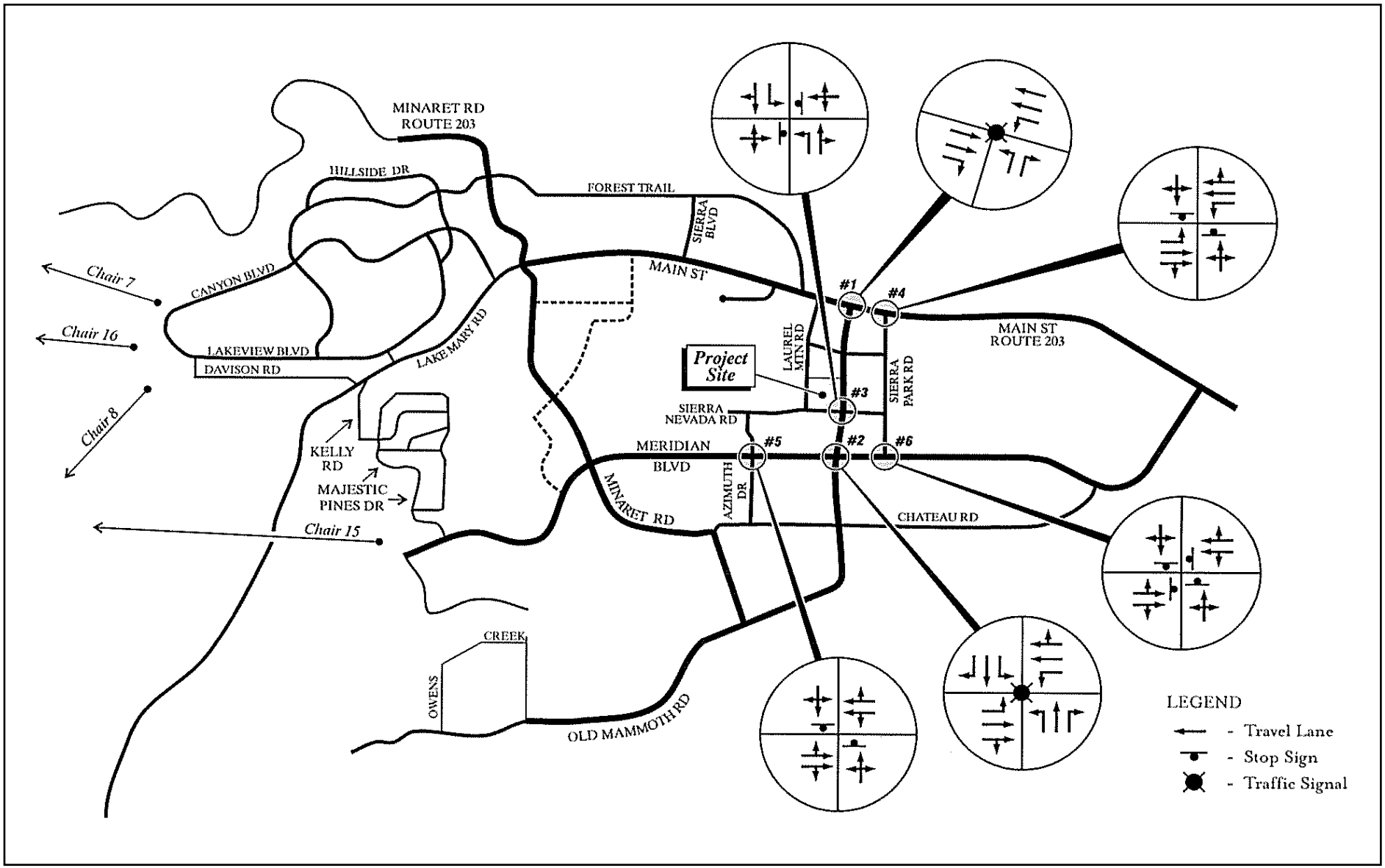
THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Study Area Intersections and Circulation System



Source: LSA Associates, Inc.; November 2006.

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Study Area Intersection Geometrics and Control Devices

Exhibit 5.3-2

Not to Scale

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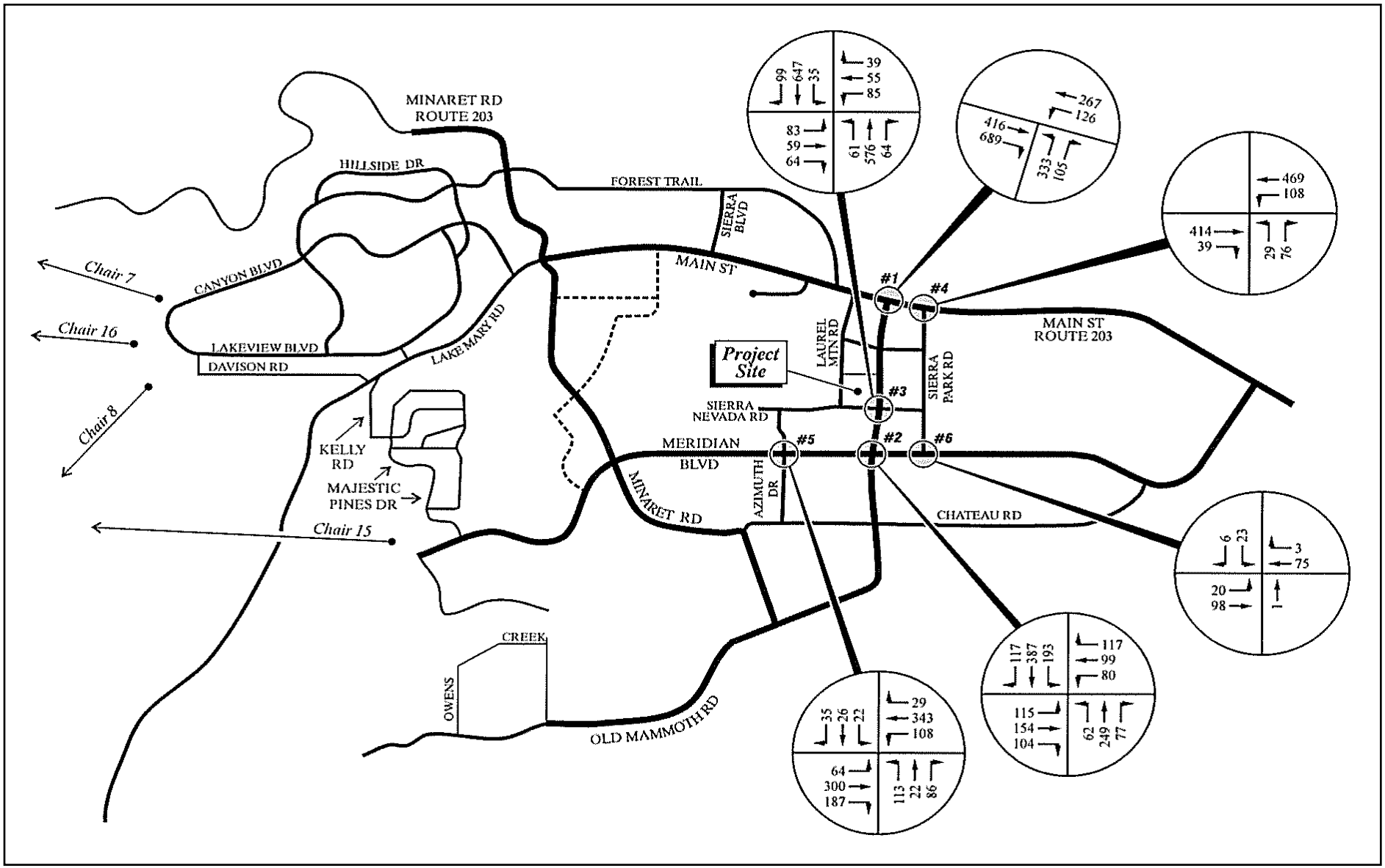

Source: LSA Associates, Inc.; November 2006.

Not to Scale

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Exhibit 5.3-3

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Existing Condition

Typical Winter Saturday Peak Hour Traffic Volumes

These intersections currently operate at LOS F due to the delay conditions experienced on the minor streets (Sierra Nevada and Azimuth Drive). The major street (Old Mammoth Road and Meridian Boulevard) approach at this intersection will experience minimum delay. Based on an analysis, these intersections also exceed the four vehicle-hour criteria in the existing condition.

ALTERNATIVE TRANSPORTATION

Mammoth Lakes Transit Green Line currently provides transit service within the vicinity of the project site. The Green Line provides bus stops adjacent to the project site and provides service to the following roadways:

- North Village and Eagle Lodge via Lake Mary Road;
- Kelly Road;
- Majestic Pines Drive;
- Meridian Boulevard;
- Azimuth Drive;
- Sierra Nevada Road; and
- Old Mammoth Road.

The Green Line day service operates from 7:00 AM to 5:30 PM every 20 minutes past the hour. The evening service operates from 6:20 PM to 1:20 AM every hour on the hour.

Non-scheduled regional and inter-regional transit service is provided by private charter lines, with the majority typically originating from the Los Angeles and San Diego areas. Private charters originate less frequently from Las Vegas and the Bay Area. According to the Mammoth Lakes Visitors Bureau, approximately 20 to 30 buses per day serve Mammoth Lakes in the summer months, averaging 40 persons per bus. In the winter months, there are approximately 10 to 15 buses per day, averaging 40 persons per bus.

As part of the Clearwater Specific Plan, the bus stop along Old Mammoth Road would be improved in accordance with Town of Mammoth Lakes design requirements in order to protect riders from environmental conditions during the winter months. The project would be designed to encourage guests to utilize existing shuttle services. The Condominium Hotel would also operate a separate shuttle service to the ski area, the airport, the golf courses, and elsewhere in Town, in addition to a taxi-call service/concierge.

5.3.2 REGULATORY SETTING

The Transportation and Circulation Element of the General Plan describes the transportation and circulation issues in the Town. This Element includes a description of the existing transportation system, existing and future transportation requirements, and the Transportation findings, goals, and policies. The General Plan establishes a threshold of LOS 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 streets. Pursuant to this policy, 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.

In addition, the Town of Mammoth Lakes in 2005 adopted an updated Development Impact Fee Schedule based on an *Updated Master Facility Plan and Capital Improvement Program*. The Master Facility Plan contains all required facility improvements to mitigate buildout traffic of the existing General Plan. These improvements include all circulation system improvements for streets, signals (roundabouts), bridges, transit and trails. Since the Updated Plan does not propose increased overall unit density over the existing General Plan, the majority of these program improvements would be adequate to mitigate the project. With regard to Development Impact Fees (DIFs), currently the Town collects between $1,805 and $3,578 per residential unit, and between $2.90 and $3.71 per square feet for commercial/office and industrial uses to fund street and traffic improvements. In addition, the Town collects between $9,279 and $15,465 per residential unit, and between $15.47 and $2.90 per square foot for commercial/office and industrial uses to fund transit and trail enhancements.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

DEFINITION OF DEFICIENCY AND SIGNIFICANT IMPACT

The following definitions of deficiencies and significant impacts have been developed in accordance with the Town of Mammoth Lakes requirements.

Definition of Deficiency

The definition of an intersection deficiency for intersections in the Town of Mammoth Lakes sphere of influence has been obtained from the *Town of Mammoth Lakes General Plan*. The General Plan states that peak hour intersection operations of LOS "D" or better are considered acceptable. Therefore, any Town of Mammoth Lakes intersection operating at LOS "E" or LOS "F" will be considered deficient. Per direction from the California Department of Transportation (Caltrans), state controlled facilities (state highways, freeway ramp intersection, etc.) are subject to local jurisdiction traffic operations requirements, with no greater than a 45 second average stopped delay per vehicle during peak hour operations (middle of LOS "D").

Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act (CEQA). The *Town of Mammoth Lakes General Plan* and Circulation Element have been adopted in accordance with CEQA requirements, and any roadway improvements within the Town of Mammoth Lakes, which are consistent with this document, are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

A traffic impact is considered significant and immitigable if the project both: i) contributes measurable traffic to, and ii) substantially and adversely changes the level of service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the Town of Mammoth Lakes General Plan cannot be constructed.

Significance Criteria

Environmental impact thresholds as indicated in Appendix G of the *CEQA Guidelines* (Initial Study Checklist Form) are also used as significance thresholds in this analysis. As such, a project would create a significant impact if it would:

- Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a LOS standard established by the County CMP agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 10.0, *Effects Found Not To Be Significant*;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; and
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

5.3.4 IMPACTS AND MITIGATION MEASURES

TRAFFIC GENERATION – LONG-TERM

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

Impact Analysis: The existing uses on-site include a 141-unit motel (Sierra Nevada Rodeway Inn). As part of the proposed project, the existing motel use would be removed.

The Specific Plan proposes Condominium Hotel units, work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas. The Condominium Hotel would include 480 rooms in 339 units, resulting in a density of 78.75 rooms per acre. In addition to the Condominium Hotel, the project would have 43 units of work force housing with three bedrooms in each unit; refer to Section 3.0, *Project Description*.

Project Trip Generation

Project trips were generated based on the land uses of the proposed project. Winter Saturday daily and peak-hour trips were generated for the proposed Mammoth Clearwater project using trip rates from the Mammoth Traffic Model (MTM) and the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7th Edition. The MTM was developed with the specific goal of providing analyses of the interrelated issues of land use, transportation demand, and air quality. Trip rates from the MTM were used to develop daily trip forecasts. Peak-hour traffic volumes were derived from peak-to-daily ratios and in/out splits for similar land uses from the ITE *Trip Generation Manual*. The project trip rates and trip generation are shown in Table 5.3-4, *Clearwater Trip Generation*.

As shown in Table 5.3-4, the proposed Mammoth Clearwater project would generate approximately 6,591 daily trips and 566 peak-hour trips.

Project Trip Distribution and Assignment

The project trips were distributed to the surrounding circulation system based on the location of activity centers in the Town and the location of the proposed project in relation to the Town's recreational and commercial areas. The trip distribution and project trips at study area intersections are illustrated in Exhibit 5.3-4, *Project Trip Distribution and Assignment*. As shown in Exhibit 5.3-4, 15 percent of the project trips are destined to Main Lodge via Minaret Road, 15 percent are destined west via Meridian Boulevard, and 5 percent destined east via Main Street and Meridian Boulevard, 15 percent destined south via Old Mammoth Road, 20 percent destined to Canyon Lodge area, and 25 percent destined to North Village area.

CUMULATIVE BASELINE (EXISTING PLUS CUMULATIVE PROJECTS) CONDITIONS

In order to forecast background traffic conditions, traffic volumes from cumulative projects in the vicinity of the Clearwater project were added to existing traffic volumes. A list of cumulative projects was provided by the Town; refer to Table 4-1, *Cumulative Projects.*

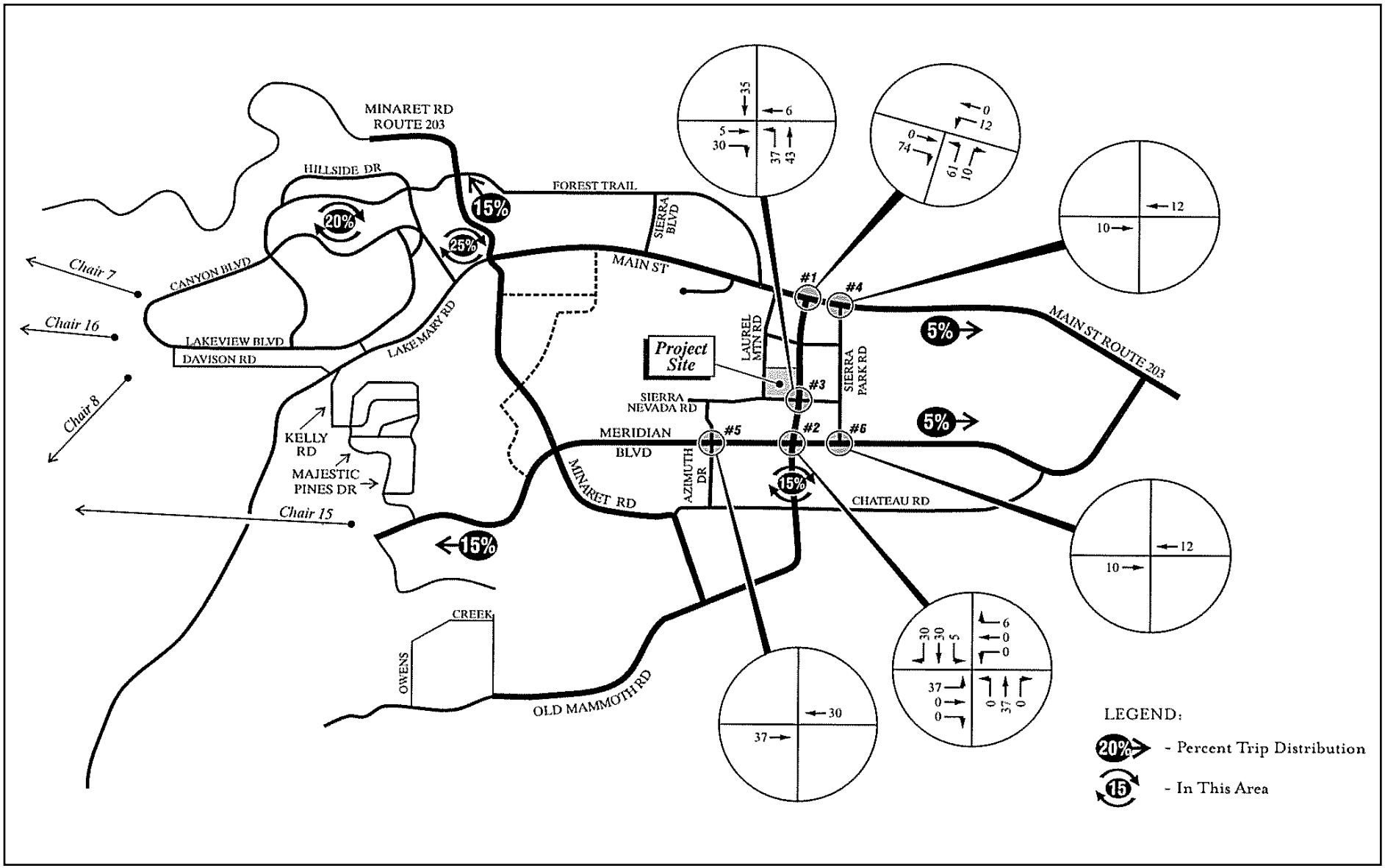
Table 5.3-4
Clearwater Trip Generation

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
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	339	DU	3,390	152	129	281
Residential Medium Density (MF) – Year Round (Employee Housing)	43	DU	344	15	13	28
Restaurant	8	TSF	1,267	101	59	160
Retail	20.205	TSF	1,590	43	54	97
Total Project Trip Generation			6,591	311	255	566
Total Net Trip Generation			5,181	248	201	449

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.

Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.



Source: LSA Associates, Inc.; November 2006.

Exhibit 5.3-4

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Project Trip Distribution and Assignment

Table 5.3-5, *Cumulative Projects Trip Generation*, shows the trip generation of each cumulative project. Where traffic studies were not available, trips were generated for that project using trip rates from the Mammoth Lakes Transportation Model (MTM) and the ITE *Trip Generation Manual*, 7th Edition. The location of the cumulative projects, along with the traffic volumes contributed to study area intersections by the cumulative projects, is illustrated in Exhibit 5.3-5, *Cumulative Project Locations and Trip Assignment*.

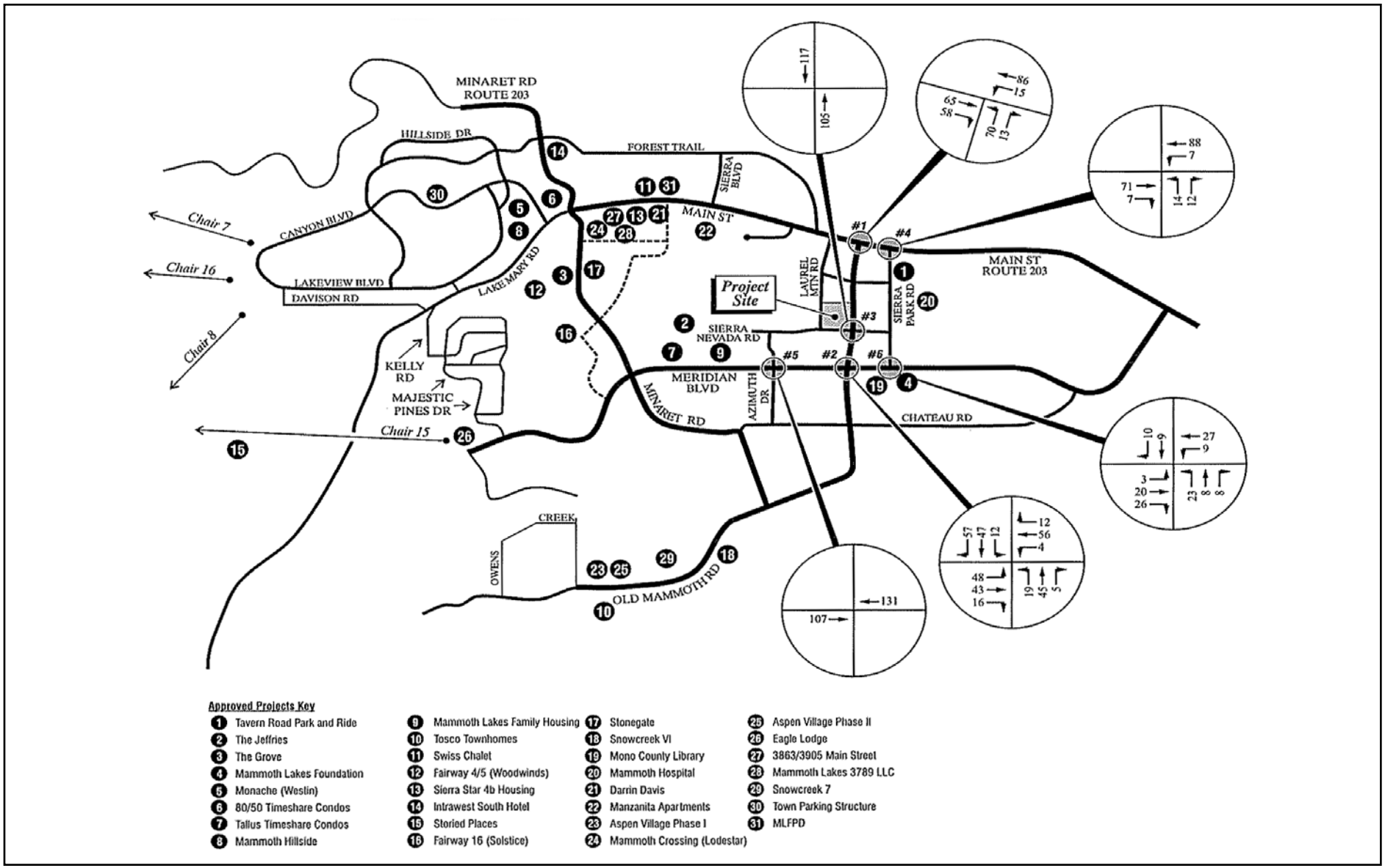
Traffic generated by the cumulative projects was added to existing traffic to arrive at the Cumulative Baseline condition. The Cumulative Baseline traffic volumes at each intersection are illustrated in Exhibit 5.3-6, *Cumulative Baseline Typical Winter Saturday Peak Hour Traffic Volumes*. A level of service analysis at study area intersections was prepared for the cumulative baseline condition.

The Cumulative Baseline LOS are shown in Table 5.3-6, *Cumulative Typical Winter Saturday Intersection Levels of Service*, and the LOS worksheets are presented in Appendix 15.3.

As shown in Table 5.3-6, all the study area intersections are forecast to operate at satisfactory LOS (LOS D or better) in the Cumulative Baseline condition with the exception of the unsignalized intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard. These intersections currently operate at LOS F due to the delay conditions experienced on the minor streets (Sierra Nevada Road and Azimuth Drive). The major street (Old Mammoth Road and Meridian Boulevard) approach at these intersections will experience minimum delay. Based on an analysis, these intersections also exceed the four vehicle-hour criteria.

In order to determine whether traffic signals are appropriate at these two intersections, a peak-hour signal warrant analysis was conducted in the cumulative condition. The Caltrans Traffic Manual peak-hour volume signal warrant for rural areas (communities with a population of less than 10,000 or having a speed limit above 40 mph on the major street) was used for this analysis. A signal warrant analysis is conducted by comparing the sum volume of the major street approaches with the highest volume approach for the minor street. Exhibit 5.3-7, *Peak Hour Traffic Signal Warrant at Old Mammoth Road/Sierra Nevada Road*, represents the peak-hour signal warrant analysis for the intersection of Old Mammoth Road/Sierra Nevada Road in the cumulative scenario. Based on this scenario, this intersection would exceed the peak-hour threshold for a traffic signal at this intersection.

Exhibit 5.3-8, *Peak Hour Traffic Signal Warrant at Azimuth Drive/Meridian Boulevard*, represents the peak-hour signal warrant analysis for the intersection of Azimuth Drive/Meridian Boulevard in the cumulative scenario. Based on this scenario, this intersection would also exceed the peak-hour threshold for a traffic signal at this intersection. Therefore, traffic signals are warranted for both intersections in the Cumulative Baseline condition.



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.; November 2006.

Exhibit 5.3-5

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THE CLEARWATER SPECIFIC PLAN
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Cumulative Project Locations and Trip Assignment

Table 5.3-5
Cumulative Projects Trip Generation

Land Use		Winter Saturday Peak Hour		
	ADT	In	Out	Total
1. Tavern Road Park and Ride[1]	248	10	10	20
2. The Jeffries[1]	112	5	5	9
3. The Grove[1]	420	19	16	35
4. Mammoth Lakes Foundation[1]	600	24	24	49
5. The Monache[1]	2,473	141	100	241
6. 80/50 Timeshare Condominiums[1]	440	20	17	37
7. Tallus Timeshare Condominiums[1]	180	8	7	15
8. Mammoth Hillside[2]	2,205	106	84	265
9. Mammoth Lakes Housing[1]	240	11	9	20
10. Tosco Townhomes[1]	130	6	5	11
11. Swiss Chalet[3]	–	–	–	–
12. Fairway 4/5 (Woodwinds) [1]	280	13	11	23
13. Sierra Star 4b Housing[1]	400	15	15	33
14. Intrawest South Hotel[1]	1,490	67	57	124
15. Storied Places[1]	220	10	8	18
16. Fairway 16 (Solstice) [1]	580	26	22	48
17. Stonegate[1]	140	6	5	12
18. Snowcreek VI[1]	1,060	47	40	88
19. Mono County Library[1]	745	57	51	108
20. Mammoth Hospital[4]	671	9	28	37
21. Darrin Davis Condominiums[1]	110	5	4	9
22. Manzanita Apartments[1]	112	5	5	9
23. Aspen Village Phase I[1]	480	22	18	40
24. Mammoth Crossing (Lodestar) [1]	450	20	17	37
25. Aspen Village Phase II[1]	240	11	9	20
26. Eagle Lodge[1]	1,285	132	114	143
27. 3863/3905 Main Street[1]	540	24	21	45
28. Mammoth Lakes 3789, LLC[1]	230	10	9	19
29. Snowcreek 7[5]	1,062	46	40	86
30. Town Parking Structure[6]	-	-	-	-
31. Mammoth Lakes Fire and Police Department (MLFPD)[7]	-	-	-	-
Total Cumulative Projects	17,143	875	751	1,601

Notes:

1 Daily trip generation based on the Mammoth Traffic Model. The PM peak-hour rates were developed based on the proportional relationship of the daily and PM peak-hour rates for the respective land uses as shown in the ITE Trip Generation, 7th edition.

2 LSA Associates, Inc., *Mammoth Hillside Traffic Impact Analysis*, December 2005.

3 This project is forecast to generate fewer vehicle trips than the existing land use, resulting in no new trip generation.

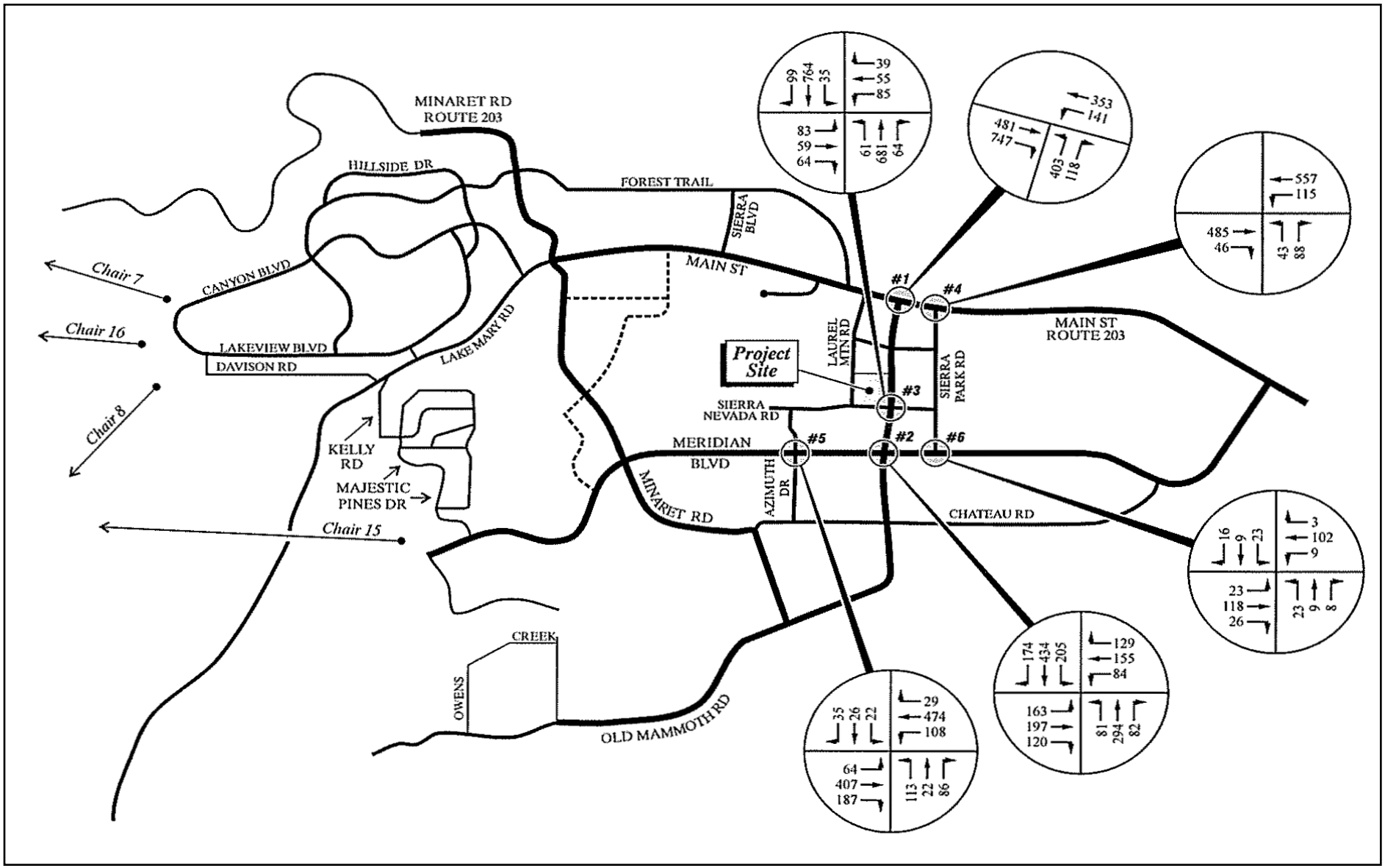
4 LSA Associates, Inc., *Mammoth Hospital Expansion Traffic Impact Analysis*, April 2003.

5 LSA Associates, Inc., *Snowcreek 7 Traffic Impact Analysis*, December 2005.

6 No increase in area-wide traffic generation.

7 This land use will generate a nominal number of trips during the Saturday peak hour.

Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.



Source: LSA Associates, Inc.; November 2006.

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Cumulative Baseline
Typical Winter Saturday Peak Hour Traffic Volumes

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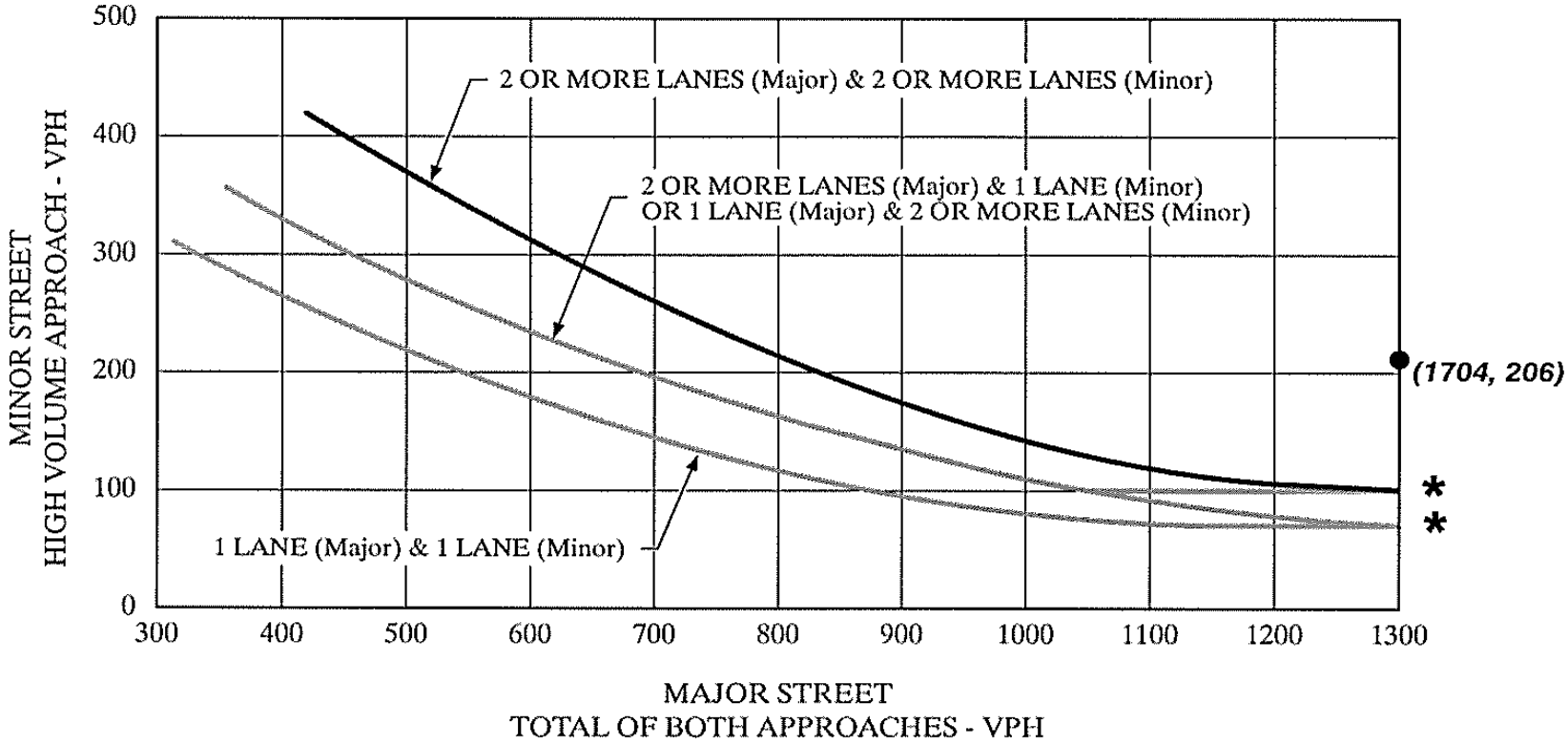
Exhibit 5.3-6

Table 5.3-6
Cumulative Typical Winter Saturday Intersection Levels of Service

Intersection	Delay (sec)	LOS
1. Old Mammoth Rd./Main St.	22.6	C
2. Old Mammoth Rd./Meridian Rd.	22.4	C
3. Old Mammoth Rd./Sierra Nevada Rd.	35.0 and > 4.0 hour cumulative delay on minor street approach	F
4. Sierra Park Rd./Main St.*	21.5	C
5. Azimuth Dr./Meridian Blvd.*	35.0 and > 4.0 hour cumulative delay on minor street approach	F
6. Sierra Park Rd./Meridian Blvd.*	8.1	A

Notes:
* = unsignalized intersection
Shaded and Bold = unsatisfactory LOS and exceeds four vehicle-hour criteria

Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.



WARRANT SATISFIED

* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

Source: LSA Associates, Inc.; November 2006.

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Peak Hour Traffic Signal Warrant at Old Mammoth Road/Sierra Nevada Road

Exhibit 5.3-7

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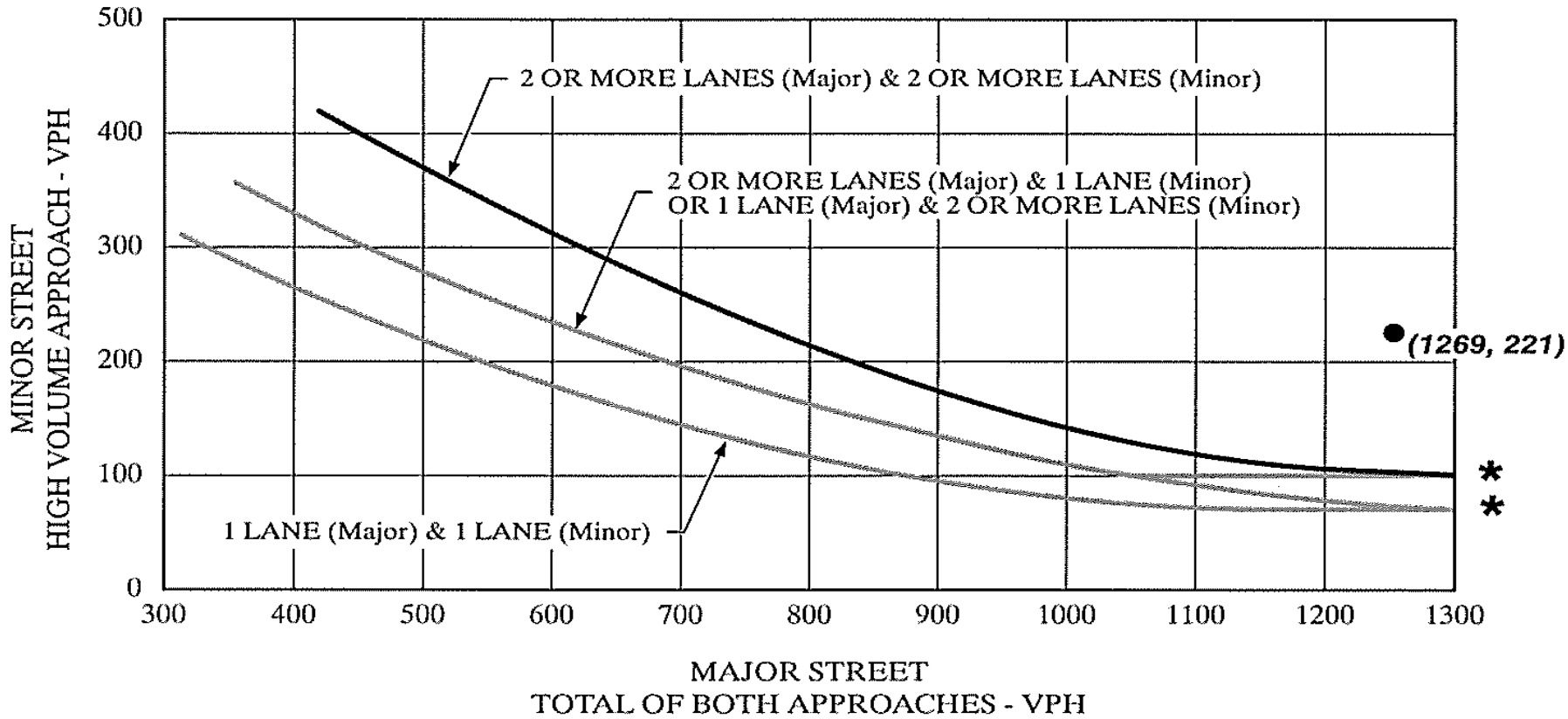

WARRANT SATISFIED

* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

Source: LSA Associates, Inc.; November 2006.

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Peak Hour Traffic Signal Warrant at Azimuth Drive/Meridian Boulevard

Exhibit 5.3-8

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For the intersection of Old Mammoth Road/Sierra Nevada Road, a traffic signal is recommended due to the volume of traffic that is expected on the eastbound and westbound approaches on Sierra Nevada Road. As a component of the traffic signalization, the following improvements would be required for the Cumulative Baseline condition, which would result in LOS C:

- Construct a traffic signal with permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions.

Since the project contributes to an existing and cumulative deficiency, the project would contribute a fair share of the installation of a traffic signal.

For the intersection of Azimuth Drive/Meridian Boulevard, a roundabout or traffic signal is recommended due to the volume of traffic that is expected on the northbound and southbound approaches on Azimuth Drive. As a component of the traffic signalization, the following improvements would be required for the Cumulative Baseline condition, which would result in LOS C:

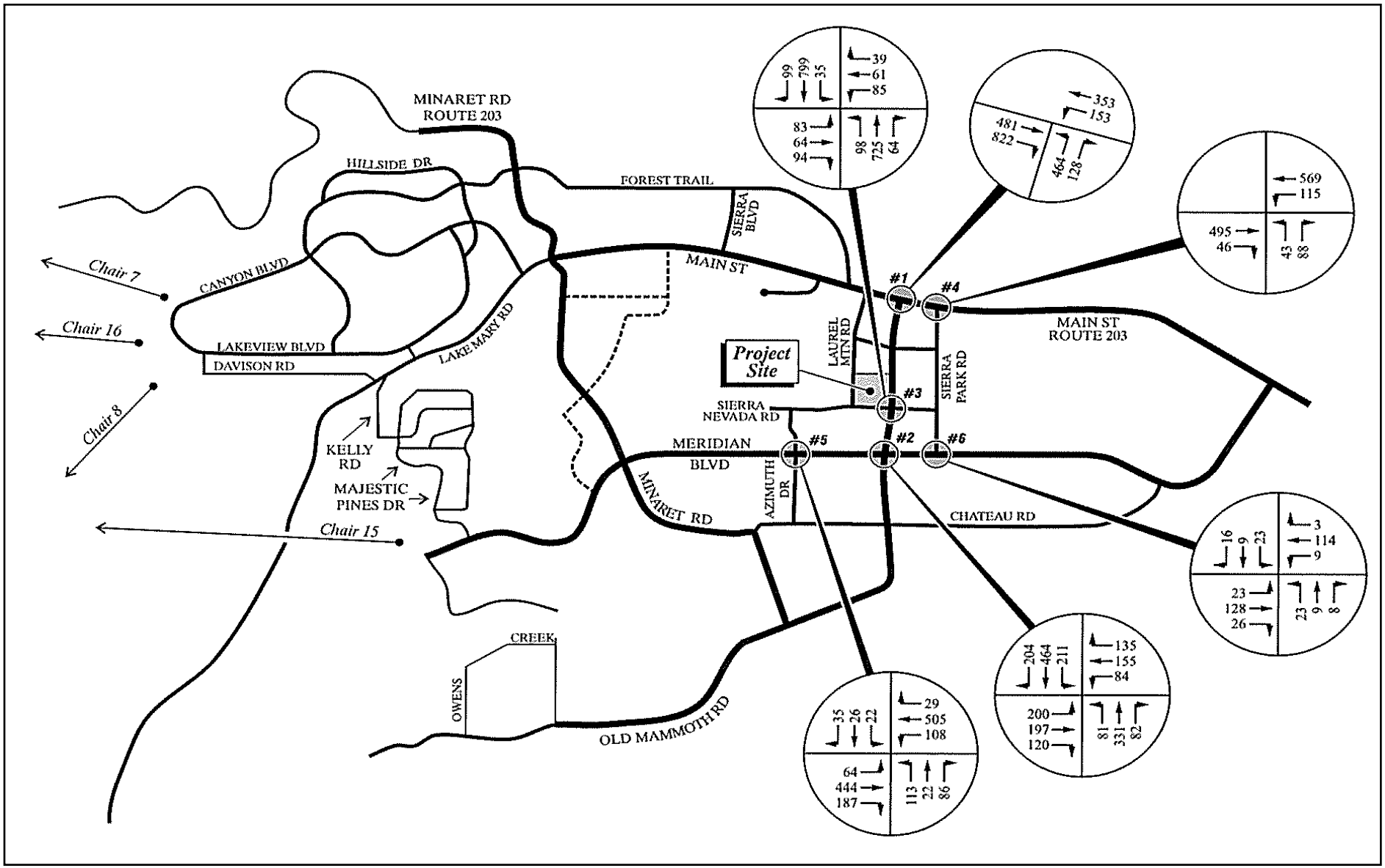
- Construct a traffic signal with permitted left-turn phasing in the northbound and southbound directions and protected phasing in the eastbound and westbound directions; and
- Construct a separate northbound left-turn lane

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.

CUMULATIVE PLUS PROJECT CONDITIONS

Cumulative Plus Project traffic volumes are shown in Exhibit 5.3-9, *Cumulative Plus Project typical Winter Saturday Peak Hour Traffic Volumes*. The LOS at the study area intersections were analyzed and are presented in Table 5.3-7, *Cumulative Plus Project Typical Winter Saturday Intersection LOS*. The LOS worksheets for the Cumulative Plus Project conditions are presented in Appendix 15.3.

As shown in Table 5.3-7, all the study area intersections are forecast to operate at a satisfactory LOS (LOS D or better) in Cumulative Plus Project conditions with the exception of the unsignalized intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard. These intersections currently operate at LOS F due to the delay conditions experienced on the minor streets (Sierra Nevada Road and Azimuth Drive). The major street (Old Mammoth Road and Meridian Boulevard) approach at these intersections would experience a minimum delay. These intersections also exceed the four vehicle-hour criteria in the Cumulative Baseline and Cumulative Plus Project conditions. With the addition of project traffic to the Cumulative Baseline scenario, the total volume increases by approximately 7.0 percent for the intersection of Old Mammoth Road/Sierra Nevada Road and 4.2 percent for the intersection of Azimuth Drive/Meridian Boulevard.



Source: LSA Associates, Inc.; November 2006.

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Cumulative Plus Project
Typical Winter Saturday Peak Hour Traffic Volumes

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Exhibit 5.3-9

Table 5.3-7
Cumulative Plus Project Typical Winter Saturday Intersection LOS

Intersection	Cumulative + Project		With Mitigation	
	Delay (sec)	LOS	Delay (sec)	LOS
1. Old Mammoth Rd./Main St.	32.2	C		
2. Old Mammoth Rd./Meridian Rd.	24.3	C		
3. Old Mammoth Rd./Sierra Nevada Rd.	**35.0 and > 4.0 hour cumulative delay on minor street approach**	**F**	40.3	D
4. Sierra Park Rd./Main St.*	22.1	C		
5. Azimuth Dr./Meridian Blvd.*	**35.0 and > 4.0 hour cumulative delay on minor street approach**	**F**	27.5	C
6. Sierra Park Rd./Meridian Blvd.*	8.1	A		

Notes: * = unsignalized intersection
Shaded and Bold = unsatisfactory LOS and exceeds four vehicle-hour criteria
Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.

Evaluation of the intersection LOS shows that the addition of the Clearwater project traffic to the Cumulative Baseline traffic would not directly significantly impact the study area intersections, according to the Town's criteria. However, the 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.

Mitigation Measure TRA-1 recommends a traffic signal for the Old Mammoth Road/Sierra Nevada Road intersection due to the volume of traffic that is expected on the eastbound and westbound approaches on Sierra Nevada Road. As previously mentioned, as a component of the signalization, permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions would be required to improve the intersection to LOS C. Since the project contributes to an existing and cumulative deficiency, the project would contribute a fair share of the installation of a traffic signal.

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.

LONG-RANGE TOWN BUILD OUT CONDITIONS

In the Long-Range Town General Plan build out scenario from the *General Plan Update Traffic Analysis* (November 2004) prepared by LSC Transportation Consultants, Inc., traffic projections were utilized to evaluate cumulative impacts. Study area intersection LOS and mitigated LOS for Long-Range Town General Plan conditions are summarized in Table 5.3-8, *Long-Range Typical (Existing General Plan) Winter Saturday Intersection LOS*.

As shown in Table 5.3-8, all study area intersections continue to operate at satisfactory LOS (LOS D or better) in Long-Range Town General Plan conditions with the exception of the unsignalized intersections at:

- Old Mammoth Road/Sierra Nevada Road; and
- Azimuth Drive/Meridian Boulevard.

Table 5.3-8
Long-Range Typical (Existing General Plan) Winter Saturday Intersection LOS

			With Mitigation	
Intersection	Delay (sec)	LOS	Delay (sec)	LOS
1. Old Mammoth Rd./Main St.	34.8	C		
2. Old Mammoth Rd./Meridian Rd.	32.7	C		
3. Old Mammoth Rd./Sierra Nevada Rd.	35.0 and > 4.0 hour cumulative delay on minor street approach	F	36.5	D
4. Sierra Park Rd./Main St.*	20.1	C		
5. Azimuth Dr./Meridian Blvd.*	35.0 and > 4.0 hour cumulative delay on minor street approach	F	31.7	C
6. Sierra Park Rd./Meridian Blvd.*	10.3	B		

Notes:
* = unsignalized intersection
Shaded and Bold = unsatisfactory LOS and exceeds four vehicle-hour criteria

Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.

While these intersections provide inadequate LOS under the Existing, Cumulative Baseline, and Cumulative Plus Project conditions, they also fail under for Alternative 2 of the General Plan Update. The mitigation measures discussed previously in the Cumulative Baseline and Cumulative Plus Project scenarios would result in an acceptable LOS for both intersections in the Long-Range Town General Plan build-out conditions. Therefore, a less than significant impact would result.

Mitigation Measures:

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. 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.

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. 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.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated.

INTERNAL CIRCULATION/PROJECT ACCESS/PEDESTRIAN CIRCULATION

- **PROJECT IMPLEMENTATION WOULD NOT CAUSE A SIGNIFICANT IMPACT FOR ON-SITE CIRCULATION OR PEDESTRAIN SAFETY.**

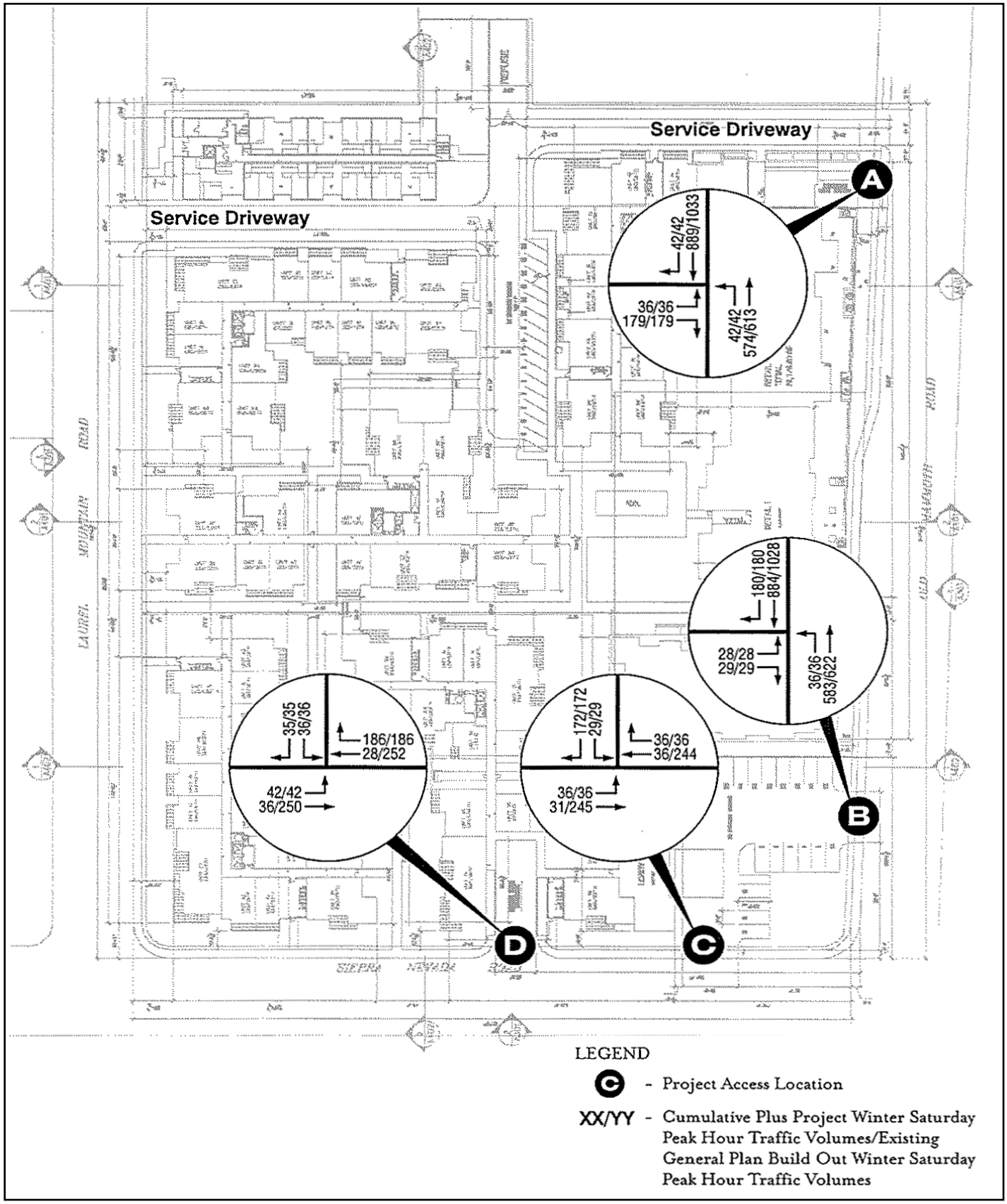
Internal Circulation/Project Access

The operations of the ingress and egress locations of the project site along Old Mammoth Road and Sierra Nevada Road have also been evaluated. As illustrated in Exhibit 5.3-10, *Internal Circulation and Project Access*, four access driveways (Driveway A, Driveway B, Driveway C, and Driveway D) would be provided at the project site. It should be noted that the project residents take access via Driveways A and D while retail/restaurant patrons take access via Driveways B and C.

As the proposed project features a valet program, 144 vehicles are forecast to enter the project site during the peak hour for the retail/restaurant component. Adjusting for a 0.9 peak-hour factor results in a peak 15-minute volume of 40 vehicles. Applying a valet plan of nine attendants assigned to inbound vehicles and estimating an average time to park each vehicle of three minutes results in an average service rate of 45 cars per 15 minutes (9 attendants x 5 vehicles/15 minutes = 45 vehicles). Applying this data to a Reservoir Need vs. Traffic Intensity nomograph and using a 95 percent confidence level results in a reservoir need of less than 10 vehicles.[2] This reservoir requirement is satisfied by the recommended nine valet attendants. No parking storage is required with a nine attendant valet program. Therefore, a valet program of 9 attendants is recommended for the peak-hour condition. It should be noted that the traffic volumes illustrated in Exhibit 5.3-10 reflect the valet operation and therefore are greater than the project trip generation presented in Table 5.3-4.

Based on the project trip assignment of the project at these intersections, the four access driveways are forecast to operate as follows under the Cumulative Plus Project conditions:

[2] Robert Crommelin, P.E., *Entrance-Exit Design*, 1972.



Source: LSA Associates, Inc., November 2006.

Not to Scale

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

12/06 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Internal Circulation nad Project Access

Exhibit 5.3-10

- Driveway A is forecast to operate at an unacceptable LOS (LOS E, 38.5 seconds of delay);
- Driveway B is forecast to operate at an acceptable LOS (LOS C, 19.8 seconds of delay);
- Driveway C is forecast to operate at an acceptable LOS (LOS A, 9.7 seconds of delay); and
- Driveway D is forecast to operate at an acceptable LOS (LOS A, 9.9 seconds of delay).

Although Driveway A is forecast to operate at an unacceptable LOS, it should be noted that this intersection does not exceed the four vehicle-hour criteria. The LOS worksheets for the project access locations are presented in Appendix 15.3.

For the Long-Range Town General Plan build-out condition, the four access driveways are forecast to operate as follows:

- Driveway A is forecast to operate at an unacceptable LOS (LOS F, 64.8 seconds of delay);
- Driveway B is forecast to operate at an acceptable LOS (LOS C, 23.5 seconds of delay);
- Driveway C is forecast to operate at an acceptable LOS (LOS B, 12.4 seconds of delay); and
- Driveway D is forecast to operate at an acceptable LOS (LOS B, 13.6 seconds of delay) in the long-range Town General Plan build out condition.

Driveway A is forecast to operate at an unacceptable LOS, and it should be noted that this intersection also exceeds the four-vehicle hour criteria. The project design would be revised to include a separate left-turn lane and right-turn lane in the eastbound direction (Mitigation Measure TRA-3) to improve the LOS at Driveway A from LOS F (64.8 seconds of delay) to LOS E (44.3 seconds of delay). Although Driveway A would continue to operate at an unacceptable LOS with the recommended Mitigation Measure TRA-3, it should be noted that this intersection would not exceed the four vehicle-hour criteria. As such, no significant impacts associated with internal circulation/project access are concluded. The LOS worksheets for the Long-Range Town General Plan build-out condition access locations are presented in Appendix 15.3.

An additional site access analysis was conducted in order to determine any potential queues from the southbound left-turn volumes at Old Mammoth Road/Sierra Nevada Road that could block left-turn access into the project site at Driveway B. Based on this analysis, a queue of 0.2 of a vehicle (i.e., 5.0 feet) would develop in the southbound left-turn pocket. Therefore, no impacts of queues at the intersection of Old Mammoth Road/Sierra Nevada Road on the site access locations are forecast.

In both the Cumulative Plus Project and Long-Range Town General Plan build out conditions, the volumes in and out of the project access driveways reflect both the project trip assignment and the operation of the valet parking plan. All retail/restaurant vehicles entering via Driveways B and C would be parked in the underground structure via valet. The valet operation would flow in a

clockwise direction (vehicles exit Driveway C, enter Driveway D to the underground parking structure, exit Driveway A, and enter Driveway B). All residential vehicles entering via Driveways A and D would be required to self-park in assigned spaces in the underground structure. Therefore, no impacts of queues at the intersection of Old Mammoth Road/Sierra Nevada Road on the site access locations are forecast.

Pedestrian Circulation

The Town of Mammoth Lakes intends to make a number of near and long-term improvements to its pedestrian facility system, per the comprehensive *Sidewalk Master Plan* that was adopted in July 2003. The goal is to increase the connectivity and safety of the existing bikeway, trail, and sidewalk network. Additionally, the *Town of Mammoth Lakes Trail System Master Plan* (MLTSMP), which was adopted in May 1991, focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, and cross country skiers. The MLTSMP provides trails that connect and pass through a series of parks and open space areas, having numerous access points in and around the Town. Currently, approximately 80 percent or 7.5 miles of trails within the MLTSMP have been developed. Because of the significant existing and future traffic congestion in the Town and the relatively compact development pattern, non-motorized facilities can be more than recreational facilities.

The proposed project would incorporate a broad pedestrian walkway along Old Mammoth Road in order to create a more pedestrian friendly character and appeal. Additionally, the pedestrian crossings at the intersections of Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard would be improved with the implementation of signalized intersections and crossing devices. As previously discussed, pedestrian routes would be developed throughout the site, many of which would continue to link the project to the surrounding area. In addition, clear pedestrian access to the on-site buildings and amenities would be provided. As such, no significant impacts associated with pedestrian access are concluded.

Mitigation Measures:

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.

Level of Significance: Less Than Significant Impact.

PARKING

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD NOT RESULT IN AN INADEQUATE ON- OR OFF-SITE PARKING CONDITION.**

Parking for the Clearwater residential units (i.e., 480 bedrooms and 43 workforce housing units) is calculated per the Town Parking Code. The evaluation of the required parking is outlined in Table 5.3-9, *Clearwater Residential Parking Requirements*.

Table 5.3-9
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
43	Workforce housing	2 spaces/unit	86
		Total Residential Spaces Required	592

Source: LSA Associates, *Mammoth Clearwater Traffic Impact Analysis*, November 2006.

For the Clearwater commercial portion (i.e., 8,000 square feet of restaurant and 20,205 square of retail), a shared parking concept was applied 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.

Based 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.

Table 5.3-10
Clearwater 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%
20,205 sf @ 4/1000 sf-spaces	81	81	73	57	51	55	51
Restaurant Percentage[3]	60%	60%	50%	70%	90%	100%	100%
8,000 sf @ 1/85 sf-spaces	57	57	47	66	85	94	94
Total Peak Parking Requirement	138	138	120	123	136	149	145

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

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 parking spaces, the Mammoth Clearwater project proposes the use of some tandem parking for both the residential and retail components. In total, 239 tandem parking spaces (478 spaces) and 262 single-loaded spaces are proposed. The 239 tandem spaces would be assigned to 163 residential units requiring two spaces per unit (88 two-bedroom, 32 three-bedroom, and 43 workforce housing units), and the remaining 76 tandem spaces (152 spaces) would be assigned and managed via valet parking for the retail and restaurant uses.

The 227 single-loaded spaces in the underground garage would be assigned to the 208 units requiring a single space and the remaining 19 spaces for retail users and guests/visitors. The 35 ground-level single spaces would be used for a combination of retail users, visitor check-in, retail loading, and valet storage.

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

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 Tables 5.3-9 and 5.3-10, the maximum parking requirement for the site 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'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 prior to site plan approval. Additionally, it should be noted that as all vehicles would be parked on-site, impacts to the South Park Villas' on-street parking are not anticipated. Thus a less than significant impact would occur in this regard.

Mitigation Measures:

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 parking code. The parking configuration shall be designed so that all project related vehicles are parked on-site.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated.

5.3.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Following implementation of all mitigation measures (i.e., all recommended improvements), traffic, circulation, and parking impacts would be reduced to a less than significant level.

5.4 AIR QUALITY

This section focuses on potential short-term air quality impacts associated with project construction activities and measures are long-term local and regional air quality impacts associated with the project operation. Mitigation is recommended to avoid or lessen the significance of impacts.

Information in this section is based primarily on the Air Quality Data (California Air Resources Board [CARB] 2000 through 2005); the *GBUAPCD Air Quality Management Plan for the Town of Mammoth Lakes (1990)*; and the *Mammoth Lakes Traffic Impact Analysis* (November 2006) prepared by LSA Associates (LSA); refer to Appendix 15.4, *Air Quality Data*, for the assumptions used in this analysis.

5.4.1 EXISTING SETTING

GREAT BASIN VALLEYS AIR BASIN

Geography

The Town of Mammoth Lakes (Town) is located in the Great Basin Valleys Air Basin (Basin), bounded by the Sierra Nevada mountain range to the west, the White, Inyo, and Coso ranges to the east, Mono Lake to the north, and Little Lake to the south. The Basin includes Mono County, where the project site is located, as well as Alpine and Inyo Counties.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

Climate

The climate of the area consists of variable daily temperatures, hot summers, cold winters, and low humidity. Mammoth Lakes is located at an elevation of 7,920 feet above sea level, and encompasses 24.8 square miles of land. The Town receives an average snowfall of over 200 inches per year. The majority of precipitation takes place between the winter months of December and February.

The average annual temperature varies from a minimum in the upper 20 degrees Fahrenheit (°F) to a maximum of mid to high 50's. January is usually the coldest month, while July and August are usually the hottest months. The average annual wind speed in the area is less than 10 miles per hour (mph), the strongest beginning in the spring months. Average annual relative humidity is approximately 50 percent, and skies are mostly clear.

LOCAL AMBIENT AIR QUALITY

The Great Basin Unified Air Pollution Control District (GBUAPCD) monitors air quality at 18 monitoring stations throughout the Basin. The monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The following air quality information briefly describes the various types of pollutants monitored at the Mammoth Lakes – Gateway HC Monitoring Station. This local monitoring station is located nearest to the project site. Ozone, nitrogen oxides (NO_X), sulfur dioxide (SO_X), and carbon monoxide (CO) concentrations were monitored in the past, but these monitoring programs have been discontinued since the Ozone, CO, NO_X, and SO_X levels have not exceeded Federal standards.[1] Currently, the monitoring site primarily monitors particulate matter (PM_{10} and $PM_{2.5}$). Air quality data from 2000 through 2005 is provided in Table 5.4-1, *Local Air Quality Levels*.

Carbon Monoxide. Carbon monoxide (CO) is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels.

Carbon monoxide replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies) and patients with chronic hypoxemia (oxygen deficiency), as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide. Exposure to high levels of carbon monoxide can slow reflexes and cause drowsiness, and result in death in confined spaces at very high concentrations.

The State and Federal standard for CO is 9.0 ppm. This standard was not exceeded in 2000 or 2002, and data was not available for subsequent years.

Ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are ozone precursors. To reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

[1] PCR Services Corporation, Revised Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update, October 2005.

Table 5.4-1
Local Air Quality Levels

Pollutant	Primary Standard		Year	Maximum[1, 2] Concentration	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)	9.0 ppm for 8 hours	9.0 ppm for 8 hours	2000 2001 2002 2003 2004 2005	2.5 ppm 2.48 1.81 NM NM NM	0/0 0/0 0/0 0/0 0/0 0/0
Ozone (O_3) (1-Hour)	0.09 ppm for 1 hour	NA	2000 2001 2002 2003 2004 2005	NM[3] 0.099 ppm 0.071 NM NM NM	NM 4/0 0/0 N/A N/A N/A
Ozone (O_3) (8-Hour)	0.07ppm for 8 hours	0.08ppm for 8 hours	2000 2001 2002 2003 2004 2005	NM[3] 0.095 ppm 0.063 NM NM NM	NM NM/2 NM/0 NM NM NM
Particulate Matter (PM_{10}) [4,5]	50 µg/m³ for 24 hours	150 µg/m³ for 24 hours	2000 2001 2002 2003 2004 2005	70 µg/m³ 134.0 129.0 74.0 86.0 85.0	2/0 3/0 3/0 1/0 3/0 6/0
Fine Particulate Matter ($PM_{2.5}$) [5]	No Separate State Standard	65 µg/m³ for 24 hours	2000 2001 2002 2003 2004 2005	31.0µg/m³ 41.0 NM 34.0 27.0 27.0	NM/0 NM/0 NM/0 NM/0 NM/0 NM/0

ppm = parts per million
µg/m³ = micrograms per cubic meter
NM = Not Measured/Incomplete data
NA = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the Mammoth Lakes – Gateway HC Monitoring Station located at Hwy 203 and Old Mammoth Rd, Mammoth Lakes, CA 93546.
3. Ozone levels were not provided at the Mammoth Lakes – Gateway HC Monitoring Station.
4. PM_{10} exceedances are based on state thresholds established prior to amendments adopted on June 20, 2002.
5. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, *ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/welcome.html

While ozone in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone (in the troposphere) can adversely affect the human respiratory system and other tissues. Ozone is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of ozone. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue as well as chest pain, dry throat, headache and nausea.

The 1-hour O_3 levels ranged from 0.099 ppm to 0.071 ppm from 2001 to 2002 at the Mammoth Lakes – Gateway HC Monitoring Station. The State ozone standard is 0.09 parts per million (ppm), averaged over one hour, and was exceeded four days in 2001. The Federal Standard for O_3 was revoked as of June 5, 2005 and therefore does not apply. The 8-hour O_3 levels in 2001 and 2002 were 0.095 ppm and 0.063 ppm, respectively. The State 8-hour standard for O_3 is 0.07, and was recently approved by CARB on April 28, 2005. The exceedences for the State standards have not yet been provided by CARB. The Federal standard for O_3 is 0.08 ppm and was exceeded twice in 2001.

Nitrogen Dioxide. Nitrogen oxides (NO_x) are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone, and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries and other industrial operations).

NO_2 can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction. From 2000 through 2005, there was no data provided by CARB available for NO_2 at the Mammoth Lakes – Gateway HC Monitoring Station or any other station in the Basin, since the Basin is in attainment for NO_X.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, and is a mixture of materials that can include smoke, soot, dust, salt, acids and metals. Particulate matter also forms when gases emitted from motor vehicles and industrial sources undergo chemical reactions in the atmosphere. Some particles are large or dark enough to be seen as soot or smoke; others are so small that they can be detected only with an electron microscope. PM_{10} particles are less than or equal to 10 microns in aerodynamic diameter; $PM_{2.5}$ particles are less than or equal to 2.5 microns in aerodynamic diameter, and are a subset (portion) of PM_{10}.

In the western United States, there are sources of PM_{10} in both urban and rural areas. PM_{10} and $PM_{2.5}$ are emitted from stationary and mobile sources, including diesel trucks and other motor vehicles, power plants, industrial processing, wood- burning stoves and fireplaces, wildfires, dust from roads, construction, landfills, agriculture and fugitive windblown dust. Owens and Mono Lakes are two major sources of air pollution with Owens Lake being the largest single source of PM_{10} in the United States.

PM_{10} and $PM_{2.5}$ particles are small enough to be inhaled into, and lodge in, the deepest parts of the lung. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health-related effects include reduced visibility and soiling of buildings.

The State standard for PM_{10} is 50 micrograms per cubic meter ($\mu g/m^3$) averaged over 24 hours; this standard was exceeded 20 days at the Mammoth Lakes- Gateway – HC Monitoring Station between 2000 and 2005. The Federal standard for PM_{10} is 150 $\mu g/m^3$ averaged over 24 hours; this standard was not exceeded between 2000 and 2005.

On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging. For $PM_{2.5}$, the Federal standard is 65 $\mu g/m^3$ over 24 hours. There is no separate State standard for $PM_{2.5}$. At the Mammoth Lakes – Gateway HC Monitoring Station, there were not any exceedances recorded between 2000 and 2005.

Sulfur Dioxide. Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_X) and lead (Pb). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. No data was provided by CARB for the measurement of SO_2 concentrations at the Mammoth Lakes Gateway – HC Monitoring Station or any other station located in the Basin since it is classified as in attainment for SO_2.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools and parks.

Existing sensitive receptors located in the project vicinity include multi-family residential homes, schools, and a hospital. Sensitive receptors can be seen below in Table 5.4-2, *Sensitive Receptors*.

Table 5.4-2
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
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.

5.4.2 REGULATORY FRAMEWORK

Regulatory oversight for air quality in the Basin rests with the Great Basin Unified Air Pollution Control District (GBUAPCD) at the regional level, the California Air Resources Board (CARB) at the State level and the U.S. Environmental Protection Agency (EPA) Region IX office at the Federal level.

FEDERAL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2, which is a form of nitrogen oxides [NO_x]), sulfur dioxide (SO_2, which is a form of sulfur oxides [SO_x]), particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$, respectively) and lead (Pb); refer to Table 5.4-3, *National and California Ambient Air Quality Standards*.

EPA designates areas within the nation as either attainment or nonattainment for each criteria pollutant based on whether the NAAQS have been achieved. An area is designated as nonattainment for a pollutant if air quality data show that the NAAQS for the pollutant was violated at least once during the previous three calendar years. Exceedances affected by highly irregular or infrequent events are not considered violations of a Federal standard, and are not used as a basis for designating areas as nonattainment. The Mono County portion of the Basin has a nonattainment designation for O_3 (State standards only). The Mammoth Lakes area is designated nonattainment of the federal PM_{10} standard. Mono County and the Mammoth Lakes area are considered in attainment or are unclassified with regards to all other Federal and State standards; refer to Table 5.4-3 for Federal attainment status.

Table 5.4-3
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m^3)	Nonattainment	NA[5]	NA[5]
	8 Hours	0.07 ppm (137 μg/m^3)	Unclassified	0.08 ppm (157 μg/m^3)	Attainment
Particulate Matter (PM_{10})	24 Hours	50 μg/m^3	Nonattainment	150 μg/m^3	Nonattainment
	Annual Arithmetic Mean	20 μg/m^3	Nonattainment	50 μg/m^3	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		65 μg/m^3	Unclassified
	Annual Arithmetic Mean	12 μg/m^3	Attainment	15 μg/m^3	Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	N/A	NA	0.053 ppm (100 μg/m^3)	Attainment
	1 Hour	0.25 ppm (470 μg/m^3)	Attainment	N/A	NA
Lead (PB)	30 days average	1.5 μg/m^3	Attainment	N/A	NA
	Calendar Quarter	N/A	NA	1.5 μg/m^3	Attainment
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	N/A	NA	0.030 ppm (80 μg/m^3)	Attainment
	24 Hours	0.04 ppm (105 μg/m^3)	Attainment	0.14 ppm (365 μg/m^3)	Attainment
	3 Hours	N/A	NA	N/A	Attainment
	1 Hour	0.25 ppm (655 μg/m^3)	Attainment	N/A	NA
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 μg/m3	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m3)	Unclassified		

μg/m^3 = micrograms per cubic meter; ppm = parts per million; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable.

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM_{10} and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, CARB identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.
2. National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over the three years, are equal to or less than the standard. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. The Federal 1-hour ozone standard was revoked on June 15, 2005.

Source: California Air Resources Board and U.S. Environmental Protection Agency, 2005.

No ozone standard attainment implementation plan is planned for Mono County, and is not required from the 2001 CARB Ozone transport review, which states that the San Joaquin Valley is responsible for ozone violations in Mammoth Lakes.

The FCAA also specifies future dates for achieving compliance with the NAAQS and mandates that states develop State Implementation Plans (SIPs) to manage the attainment, maintenance and enforcement of the NAAQS. SIPs provide detailed descriptions of the programs a state will use to carry out its responsibilities under the FCAA. SIPs are collections of the regulations used by a state to reduce air pollution. A SIP shows how a state would meet the NAAQS by its attainment dates. The FCAA requires that EPA approve each SIP.

STATE

California Air Resources Board

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.4-3, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide and sulfates. The CCAA, which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP's also serve as the basis for preparation of the SIP for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. Under the CCAA, the Basin is designated as a nonattainment area for O_3, PM_{10}. The Basin is designated as an attainment area for CO, NO_2, SO_2, $PM_{2.5}$ and Pb; refer to Table 5.4-3. Similar to the FCAA, all areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the CAAQS by its attainment dates. The AQMP is the plan for improving air quality in the region.

Great Basin Unified Air Pollution Control District

The GBUAPCD has jurisdiction over the counties of Mono, Alpine, and Inyo. The GBUAPCD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. The most recent AQMP was adopted in 1990.

In 1990, the GBUAPCD prepared the *Air Quality Management Plan for the Town of Mammoth Lakes* (AQMP) to address PM_{10} pollution in the region. The 1990 AQMP identifies policies and measures to achieve Federal and State standards for improved air quality in the Basin. It is the primary document for the Mammoth Lakes to satisfy the FCAA requirement of a State Implementation Plan (SIP) to demonstrate how Mammoth Lakes will achieve the National Ambient Air Quality Standards (NAAQS) for PM_{10}. The AQMP analyzes PM_{10} sources and their impacts, and the effectiveness of control measures, and 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.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* includes questions relating to air quality impacts. Accordingly, a project may create a significant environmental impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people; refer to Section 10.0, *Effects Found Not To Be Significant*.

GBUAPCD THRESHOLDS

Currently, the GBUAPCD does not have separate daily thresholds for criteria pollutants other than State and Federal Standards; refer to Table 5.4-3. The GBUAPCD was consulted during the course of this analysis to determine the proper methodology to use for analyzing criteria pollutants. Based on guidance from the GBUAPCD, construction emissions were not quantified. Construction activities would be subject to the GBUAPCD Rules and Regulations. [2]

Operational emissions were analyzed based on vehicle miles traveled (VMT). Section 8.30.110 of the Town of Mammoth Lakes *Municipal Code* requires that the Town, in its review of proposed project developments, incorporate measures that reduce projected VMTs. The Town's goal is to limit VMT to 106,600 on any given day. The operational analysis utilized a VMT analysis and the AQMP to fully address the emissions as a result of the proposed project.

[2] Telephone conversation with Eddie Torres and Maria Cadiz from RBF Consulting and Duane Ono from the Great Basin Unified Air Pollution Control District, September 7, 2006.

In addition, the significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below State and Federal CO standards. If a project causes an exceedance of either the State one-hour or eight-hour CO concentrations, a project would be considered to have a significant local impact. Based on guidance from the GBUAPCD, a CO analysis was conducted per the South Coast Air Quality Management District (SCAQMD) methodology. Project emissions would be considered significant if ambient levels already exceed a State or Federal standard, if they increase one-hour CO concentrations by 1.0 ppm or more, or eight-hour CO concentrations by 0.45 ppm or more; refer to Table 5.4-4, *Federal and State Carbon Monoxide Standards*.

Table 5.4-4
Federal and State Carbon Monoxide Standards

Jurisdiction	Averaging Time	Carbon Monoxide (CO) Standard (parts per million)
Federal	1 Hour	35
	8 Hours	9
State	1 Hour	20
	8 Hours	9

Source: California Air Resources Board.

5.4.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

- **SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN AIR POLLUTANT EMISSION IMPACTS.**

Impact Analysis: Short-term air quality impacts are predicted to occur during grading and construction operations associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and demolition; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction activities would include demolition, grading, construction of buildings and paving. The proposed project is anticipated to begin construction in 2007 and would last approximately 48 months. The existing uses on-site include two restaurants (Igor's and Ocean Harvest) with a total of 11,948 square feet, and a 141-unit motel (Sierra Nevada Rodeway Inn). As part of the proposed project, all existing uses would be demolished.

The Specific Plan proposes Condominium Hotel units, work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas. The Condominium Hotel would include 480 rooms in 339 units. In addition to the Condominium Hotel, the project would have 43 units of work

force housing with three bedrooms in each unit. The proposed project would include a subterranean parking structure extending over the majority of the site. The parking configuration would result in 705 subterranean and 35 surface parking spaces, for a total of 740 spaces. Grading activities would include the excavation and transport of approximately 98,000 cubic yards of soil to the United States Forest Service (USFS) pit at Mammoth Yosemite Airport. Demolished and aggregate materials would be hauled to the Benton Crossing Landfill, which is approximately 13 miles away near the Crowley Lake area.

The exact construction schedule, number and type of equipment to be used and duration of use are not known at this time. However, the overall construction period is anticipated to be phased over a length of four years in the following manner:

Construction Year 1

- Demolition and removal of the existing structures;
- Rough grading; and
- Construction of underground parking garage and slab.

Construction Years 2,3, and 4

- Construction of Condominium Hotel and associated retail improvements;
- Installation of landscaping improvements; and
- Off-site improvements including utility connection along Old Mammoth Road and curb, as well as gutter, and sidewalks along Sierra Nevada Road.

Fugitive Dust Emissions

Fugitive dust from grading and construction is expected to be short-term and would cease following completion of the proposed project improvements. Most of this material is inert silicate and are less harmful to health than the complex organic particulates released from combustion sources. The greatest amount of fugitive dust generated is expected to occur during demolition and site excavation and grading. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. The Basin is currently classified as nonattainment for particulate matter (PM_{10}). Implementation of the recommended mitigation regarding dust control techniques (e.g., daily watering), limitations on construction hours would reduce impacts of PM_{10} fugitive dust. The GBUAPCD utilizes a permitting process to regulate emissions resulting from construction activities. The following list shows the rules and regulations that are applicable to the proposed project:

a. *GBUAPCD Rule 200-A and 200-B. Permits Required - Before any individual builds or operates anything, which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants, such person must obtain a written authority to construct and permit to operate from an Air Pollution Control Officer.*

b. *GBUAPCD Rule 216-A. New Source Review Requirements for Determining Impact on Air Quality Secondary Sources - Rule 216-A states a person shall not initiate, modify, construct or operate any secondary sources that will cause the emission of any air pollutant without first obtaining a permit. A secondary source is defined by the GBUAPCD as any structure, building, facility, equipment, installation, or operation which is located on one or more bordering properties within the District and which is owned, operated, or under shared entitlement to use by the same person.*

c. *GBUAPCD Rules 401 and 402. Fugitive Dust and Nuisance - Rule 401 requires that airborne particles remain on the site they originate from under normal wind conditions. Proper mitigation techniques approved by the GBUAPCD must be implemented to ensure that fugitive dust is contained. This does not apply to dust emissions discharged through a stack or other point source.*

Rule 402 states that any air discharge that may cause injury or detriment, nuisance or annoyance, or damage to any public property or considerable number of people is regulated. This rule discusses all the health and safety issues that may interfere with public and private areas surrounding the site.

The applicable rules and regulations have been listed as mitigation measures for the proposed project based on guidance from the GBUAPCD. With compliance to the Mitigation Measures AQ-1 through AQ-3 for construction activities, the proposed project is not anticipated to result in significant short-term construction impacts. Construction activities and emissions would be regulated through the permitting process and with the implementation of standard fugitive dust control measures. Impacts are less than significant.

Asbestos

The project would demolish approximately 86,198 square feet of existing structures. It should be noted that the structures appear to have been built in the late 60s and early 70s[3]. Thus, buildings that would be demolished may contain friable asbestos, which has been identified as a hazardous airborne contaminant. Regulations are already in place, which require demolition activities to minimize asbestos released into the air. Primarily, this is accomplished through the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP). The EPA through the CARB and the GBUAPCD enforces this NESHAP.

The asbestos NESHAP specifies work practices to be followed during demolition of all structures that contain, or may contain asbestos. These work practices have been designed to effectively reduce airborne asbestos to safe levels. The project would be subject to the asbestos NESHAP, and thus would be required to comply with these specified work practices. Demolition activities would be subject to Toxic Substance Control Act (TSCA), (15 U.S.C. Section 2601 et. seq.) *Title 2 - Asbestos Hazard Emergency Response* as stated in Mitigation Measure AQ-4. Under Mitigation Measures AQ-4, the proposed project would be required to follow the proper process provided by NESHAP for handling all asbestos materials. It is anticipated with compliance with the TSCA, impacts would be less than significant.

[3] EBI Consulting, Phase I Environmental Site Assessment for the Clearwater Specific Plan, February 3, 2006.

Mitigation Measures:

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;
- 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.

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.

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.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN SIGNIFICANT AIR EMISSIONS IMPACTS.**

Impact Analysis:

Mobile Source Air Emissions

Mobile sources emissions would be generated from vehicle trips produced by residents and employees, and patrons of the commercial land uses. An estimated 5,181 daily vehicle trips would be generated by the proposed project. As a result of the daily trips generated, the proposed project would also generate approximately 5,776 vehicle miles traveled (VMT); refer to Appendix 15.4, *Air Quality Data*, for VMT calculations. As previously stated, Section 8.30.110 of the *Municipal Code* requires that the Town, in its review of proposed project development, incorporate measures that reduce projected VMTs. The Town's goal is to limit VMT to 106,600 on any given day. The Appendix I, *Effectiveness Calculations for the Town of Mammoth Lakes Particulate Emissions Regulations*, of the *Town of Mammoth Lakes AQMP*, was utilized to determine the anticipated impacts resulting from an increase of VMT.

Table 5.4-5, *PM_{10} Operational Emissions Analysis*, illustrates the anticipated emissions associated with three scenarios: Existing, Cumulative Baseline, and Cumulative With Project. These three scenarios were analyzed to be consistent with the scenarios discussed in Section 5.3, *Traffic Circulation, and Parking*. A VMT threshold of 106,600 was used based on Section 8.30.110 of the *Municipal Code*. The 106,600 VMT threshold was implemented within the AQMP and the *Municipal Code* since exceeding the VMT threshold would be analogous to exceeding the Federal PM_{10} Standard of 150 $\mu g/m^3$. As previously discussed, the AQMP is the primary document for the Town to satisfy the FCAA requirement to develop a SIP to demonstrate how the Mammoth Lakes area will attain and maintain the NAAQS for PM_{10}. Although Mono County is categorized as nonattainment of the state ozone standard, there is no ozone implementation plan for attaining the ozone standard in Mono County, nor is one required as outlined in the *2001 CARB Ozone Transport Review*.[4] This document states that "Transport from the central portion of the (San Joaquin) Valley is responsible for ozone violations in Mammoth Lakes . . ." and that the impacts on the Town's air quality from sources in the San Joaquin Valley were "overwhelming".

As shown in Table 5.4-5, the existing emissions scenario results in approximately 74,051 VMTs per day with total emission of 1,763 kilograms/day (kg/day) of PM_{10}. Without implementation of the proposed project, under the Cumulative Baseline scenario, the VMT would be 88,846. Based on the information provided by the LSC Traffic Consultants, LSA Associates, and the Town of Mammoth Lakes, the future VMT for the Cumulative With Project scenario would result in approximately 94,622 VMT with emissions of 2,253 kg/day. In addition to the VMT limit, the Town of Mammoth Lakes has implemented a street sweeping/vacuuming program, which reduces the road and cinder dust along the streets. These measures have been included in GBUAPCD Rule 431 and Section 8.30.110 of the *Municipal Code*.

[4] California Air Resources Board, *2001 CARB Ozone Transport Review*, 2001.

As shown in Table 5.4-5, implementation of the proposed project would not exceed the Town's Standard of 106,600 VMTs. Utilizing the anticipated VMTs, the ambient PM_{10} contribution resulting from the proposed project was also quantified. As shown within Table 5.4-5, the emissions generated by the proposed project would not exceed Federal Standards of 150 $\mu g/m^3$. With implementation of control measures such as street sweeping, the VMTs resulting from proposed project would generate an ambient concentration of 87.6 $\mu g/m^3$. Since the proposed project would not exceed Federal Standards and would not exceed the Town's VMT cap, operational impacts associated with implementation of the proposed project would be less than significant.

Table 5.4-5
PM_{10} Operational Emissions Analysis

Scenario	Vehicle Miles Traveled (VMT)	Controlled Emissions (kilograms/day)[2,3]	Ambient PM_{10} Contribution ($\mu g/m^3$)[(3)]	Is Federal Standard Exceeded?[4]
Existing	74,051	1,763	68.6	No
Cumulative Baseline	88,846	2,115	82.3	No
Cumulative With Project	94,622	2,253	87.6	No
VMT Threshold	106,600	2,537	98.7	No

Notes:
1. Refer to Appendix 15.4, Air Quality Data, for VMT worksheets.
2. Street sweeping is required under Section 8.30.110 of the Municipal Code. Since the Town currently implements a street sweeping process to reduce road and cinder dust. Street sweeping measures were accounted for with a 34 percent control factor.
3. The methodology used to calculate the anticipated emissions were based upon *Appendix I, Effectiveness Calculations for the Town of Mammoth Lakes Particulate Emissions Regulations*, of the *Town of Mammoth Lakes AQMP*.
4. The Federal Standard for PM_{10} is 150 $\mu g/m^3$.

Area Source Emissions

Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified by the GBUAPCD as regional stationary source emissions. Criteria pollutant area source emissions would be generated by increased concentration of electrical energy and natural gas as a result of development of the proposed project. Electric power generating plants are distributed throughout the Basin and western United States. Electricity is considered an area source since it is produced at various locations within, as well as outside of the Basin. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. The primary use of natural gas by the proposed land uses would be for combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products and landscaping.

The area source emissions are also generated by the use of wood burning ovens or fireplaces. The proposed project would not include the use of wood burning ovens or fireplace; therefore, impacts in this regard were not analyzed. The proposed project shall comply with Mitigation Measure AQ-5, which would prohibit the use of wood burning stoves or appliances. Therefore, impacts associated with area sources are not anticipated.

Localized CO Emissions

Project traffic, during the operational phase of the project, would have the potential to create local area impacts. Carbon monoxide is a primary pollutant and, unlike ozone, is directly emitted from a variety of sources. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of its impacts upon the local air quality. Comparisons of levels with State and Federal CO standards indicate the severity of the existing concentrations for receptors in the Project area.

An impact is potentially significant if a project produces emissions levels that exceed the State or Federal AAQS (refer to Table 5.4-4). Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere; adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create "pockets" of CO, referred to as "hot spots." These pockets have the potential to exceed the State 1-hour standard of 20.0 ppm and/or the 8-hour standard of 9.0 ppm. Note that Federal levels are based on 1- and 8-hour standards of 35.0 and 9.0 ppm, respectively.

In order to identify CO hotspots, the SCAQMD criterion was utilized in the analysis since the GBUAPCD does not currently have a preferred methodology. The SCAQMD recommends performing a CO hotspot analysis when a project increases the volume-to-capacity (V/C) ratio (also called the intersection capacity utilization) by 0.02 (2 percent) for any intersection with an existing level of service (LOS) D or worse. A CO hotspot analysis is also required if an existing intersection has a LOS C and worsens to an LOS D with implementation of a proposed project. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersection locations. A higher LOS would result in greater risk for a CO hotspot. Typically, LOS at an intersection producing a hot spot is at LOS D or worse during the peak hour.

Table 5.4-6, *Carbon Monoxide Levels at Surrounding Intersections*, indicates the anticipated CO levels within the area. The maximum 1-hour CO concentration at the surrounding intersection is 5.1 ppm. The CO levels are well below the State and Federal standards of 20 ppm and 35 ppm respectively. Additionally, the maximum 8-hour CO concentration is 3.6 ppm. The measured concentrations are well below the State and Federal standard of 9 ppm. Therefore, the proposed project would not result in adverse CO emissions, and impacts in this regard would be less than significant.

Carbon Monoxide Within Subterranean Parking Areas

Subterranean parking would potentially result in an increase of vehicles operating in a cold start mode. If the catalytic converter of a vehicle is not already warm from previous operation, the car is said to be in a "cold start" mode. A typical cold start would occur after the vehicle is parked in excess of eight hours overnight where the dewpoint could rise and lower the temperature. During a cold start, the catalytic converter is too cold for the chemical reaction that converts pollutants (e.g. carbon monoxide, hydrocarbons and nitrogen oxides) to water vapor, nitrogen and carbon dioxide. More technically, the rate of the chemical reaction is too slow at low temperatures to control the emissions. Thus, the emissions from the tailpipe are the same as the uncontrolled emissions from the engine during a cold start.

Table 5.4-6
Carbon Monoxide Levels

Intersection	1-Hour CO (ppm) [1]		8-Hour CO (ppm)	
	1-Hour Standard[2]	Future + Project	8-Hour Standard[3]	Future + Project
Main Street at Old Mammoth Road	20 ppm	5.1	9 ppm	3.6
Meridian Blvd. at Old Mammoth Road	20 ppm	5.0	9 ppm	3.5
Sierra Nevada Road at Old Mammoth Road	20 ppm	5.0	9 ppm	3.5
Main Street at Sierra Park Road	20 ppm	5.0	9 ppm	3.5
Meridian Blvd. at Azimuth Drive	20 ppm	4.9	9 ppm	3.4
Meridian Blvd. at Sierra Park Road	20 ppm	4.8	9 ppm	3.4

Notes:
1. As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1-hour CO concentrations include a background concentration of 4.8 ppm. Eight-hour concentrations are based on a persistence of 0.7 of the 1-hour concentration.
2. The State 1-hour standard is 20 ppm. The Federal standard is 35 ppm. The most stringent standard is reflected in the Table.
3. The State 8-hour and Federal 8-hour standard is 9 ppm.

Source: CALINE4 Dispersion Model

Using CALINE4, the CO levels within the parking structure were modeled; refer to Table 5.4-7, *Carbon Monoxide Levels Within the Parking Structure*. Based on the project Traffic Impact Analysis, the project could generate 2,144 vehicles traveling in and out of the parking structure during peak hours. This number was utilized to determine the number of cars that could potentially occupy the structure. As shown in Table 5.4-7, the CO levels within the parking structure would be similar to the surrounding intersections at 6.5 ppm, which is well below the State 1-hour standard for CO. Similar to standard subterranean parking structures, the proposed project would be required to include the use of a garage exhaust ventilation system. Per the International Mechanical Code, *Section 403.5*, *Public Garages*, mechanical ventilation systems are required to operate automatically upon detection of a concentration or carbon monoxide of 25 ppm by approved detection devices. The 25 ppm trigger is the maximum allowable concentration for continuous exposure in any eight hour period according to the American Conference of Governmental Industrial Hygienists. Carbon monoxide concentrations within the parking garage would also be below the State's one-hour standard.

Table 5.4-7
Carbon Monoxide Levels Within the Parking Structure

Intersection	1-Hour CO (ppm) [1]		8-Hour CO (ppm)	
	1-Hour Standard[2]	Future + Project	8-Hour Standard[3]	Future + Project
Parking Structure	20 ppm	6.5	9 ppm	4.6

[1] As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1-hour CO concentrations include a background concentration of 4.8 ppm. Eight-hour concentrations are based on a persistence of 0.7 of the 1-hour concentration.
[2] The State 1-hour standard is 20 ppm. The Federal standard is 35 ppm. The most stringent standard is reflected in the Table.
[3] The State 8-hour and Federal 8-hour standard is 9 ppm.
Source: CALINE4 Dispersion Model

Carbon Dioxide

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 in the soil gasses surrounding their roots. The most well known location of high carbon dioxide soil gas 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 identified in the project vicinity. Therefore, the residencies and commercial land uses within the project area would not be exposed to carbon dioxide. Therefore impacts are less than significant.

Mitigation Measures:

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.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated.

CONSISTENCY WITH REGIONAL PLANS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD BE CONSISTENT WITH REGIONAL PLANS.**

Impact Analysis: The *Air Quality Management Plan for the Town of Mammoth Lakes* (AQMP) was developed in compliance with the FCAA requirement to produce a State Implementation Plan (SIP) that demonstrated how the Mammoth Lakes area would attain and maintain the National Ambient Air Quality Standards (NAAQS) for PM_{10}. The AQMP was specifically designed to address the air quality impacts associated with the yearly influx of visitors to the Town during the peak winter season. The increase in population and vehicle traffic result in an increase in PM_{10} emissions from wood stoves, fireplaces, and from traffic-related road dust and cinders.

During the development of the AQMP, an ad-hoc committee was formed to investigate appropriate control measures for PM_{10}. The final control strategy was adopted by the Mammoth Lakes Town Council on November 7, 1990 and was incorporated in the Town of Mammoth Lakes Municipal Code as *Chapter 8.30, Particulate Emissions Regulations*. The measures included within *Chapter 8.30* include the previously mentioned 106,600 VMT limit for the town, street sweeping measures, and regulations on wood-burning stoves and fireplaces.

Based on guidance provided by the GBUAPCD, the proposed project long-term operational impacts were analyzed in relation to the 106,600 VMT limit. Based on the analysis provided under

Long-term Operational Air Emissions, the proposed project would result in approximately 5,776 VMT, which would increase the total cumulative VMT for the Town to 94,622; refer to Table 5.4-5. The proposed project is not anticipated to create additional VMTs that would exceed the 106,600 limit. Therefore, the proposed project is found to be consistent with the current AQMP.

Future development within the Town has been anticipated within the recent *Town of Mammoth Lakes General Plan Update* (October 2005), which is in the process of being adopted. The General Plan Update modeled traffic loads for year 2004 as well as future year 2024. According to the General Plan Update, VMT within the Town is projected to produce a traffic load of 159,961 VMT at buildout, which would exceed the AQMP target by about 53,400 VMT. In order to address the anticipated increase at future buildout, the General Plan Update has included several goals and policies to further regulate the anticipated PM_{10} emissions resulting from the increase VMT. Such goals and policies would build upon the regulations set forth within the current *Municipal Code,* Section 8.30, and GBUPACD Rule 431. As an example of the new goals and policies, the General Plan Update has included the use of higher density residential and mixed-use development adjacent to commercial centers, mountain portals, and transit corridors, which would reduce the number of vehicle trips, VMT, and encourage alternative modes of transportation. It should be noted that the 1987 General Plan does not have specific goals or polices directly related to air quality.

Since the proposed project's VMTs would be below the 106,600 VMT limit implemented by the Town of Mammoth Lakes and GBUPACD, impacts associated with plan consistency are considered less than significant. Furthermore, future VMT increases and renewed plans and policies are anticipated to further improve the PM_{10} emissions within the area.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.4.5 CUMULATIVE IMPACTS

SHORT-TERM CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN SIGNIFICANT SHORT-TERM AIR QUALITY IMPACTS.**

Impact Analysis:

Cumulative Construction Air Quality

Of the 30 projects that have been identified within the proposed project study area, there are a number of related projects that have not been built or are currently under construction. Since Applicants have no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative.

The GBUAPCD has developed a permitting process prior to the construction of any development within the Basin to ensure that construction activities would not result in exceedances of NAAQS. The GBUPACD emphasizes the use of control measures during construction activities. As stated in the *Short-Term (Construction) Air Emissions* Section, AQ-1 through AQ-3 would reduce impacts associated with construction through the application of proper permits and by demonstrating that the appropriate control measures would be utilized during construction activities. Since the proposed project would also require the demolition of existing structures, the project would adhere to requirements mentioned in AQ-4, which regulate the handling of asbestos materials. With implementation of the recommended mitigation measures, the proposed project is anticipated to result in a less than significant impact. Furthermore, future developments within the project area would also be subject to the GBUAPCD rules and regulations for construction activities. All future development would be required to demonstrate compliance with all GBUPACD control measures and the Town of Mammoth Lakes Municipal Code. Therefore, a less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-4.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated.

LONG-TERM CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN SIGNIFICANT LONG-TERM AIR QUALITY IMPACTS.**

Impact Analysis:

Cumulative Operational Air Quality

Table 4-1, *Cumulative Projects Lists*, in Section 4.0 of this EIR includes the current planned projects within the Town of Mammoth Lakes. The project list includes a wide variety of developments such as residential, commercial, institutional, and recreational land uses. The proposed project, in addition to cumulative projects in the area, has been analyzed based on the future VMTs. As shown in the *Long-Term (Operational) Air Emissions* Section of this air quality analysis, the Cumulative with Project VMTs would result in approximately 94,622 and result in a daily emission of 2,253 kg/day of PM_{10}. The Cumulative With Project scenario would have 11,978 fewer VMTs than the Town's limit of 106,600 VMT. Based on the information provided for the analysis, the proposed project would not result in a significant cumulative impact since it would be consistent with the VMT limit for the area. CO modeling for the proposed project was conducted for surrounding intersections and the proposed subterranean parking structure. CO levels were found to be significantly less the Federal and State Standards for CO. Furthermore, adherence to Mitigation Measure AQ-5 would ensure that the proposed project would not install any wood burning stoves or appliances. As noted under the short-term cumulative analysis above, all future development would be required to demonstrate compliance with all GBUPACD control measures and the Town of Mammoth Lakes Municipal Code. Thus, a less than significant cumulative impact would result.

Mitigation Measures: Refer to Mitigation Measure AQ-5.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would not generate air quality emissions that would exceed State or Federal standards for short-term (construction), long-term (operational), plan consistency, or cumulative impacts. During construction activities, the proposed project would be required to adhere to the GBUAPCD rules and regulations. Based on the analysis, long-term operational impacts would also be consistent with the anticipated growth within the area since VMTs would not exceed the Town's VMT limits. With the incorporation of mitigation measures, impacts would be less than significant. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.

5.5 NOISE

The purpose of this Section is to analyze project-related noise source impacts on-site and affects to surrounding land uses. This Section evaluates short-term construction related impacts, as well as future buildout conditions. Mitigation measures are also recommended to avoid or lessen the project's noise impacts. Information in this Section was obtained from the *Town of Mammoth Lakes General Plan* and the *Town of Mammoth Lakes Municipal Code*. For the purposes of mobile source noise modeling and contour distribution, traffic information contained in the project Traffic Impact Analysis was utilized; refer to Section 5.3, *Traffic, Circulation, and Parking*.

5.5.1 EXISTING SETTING

NOISE SCALES AND DEFINITIONS

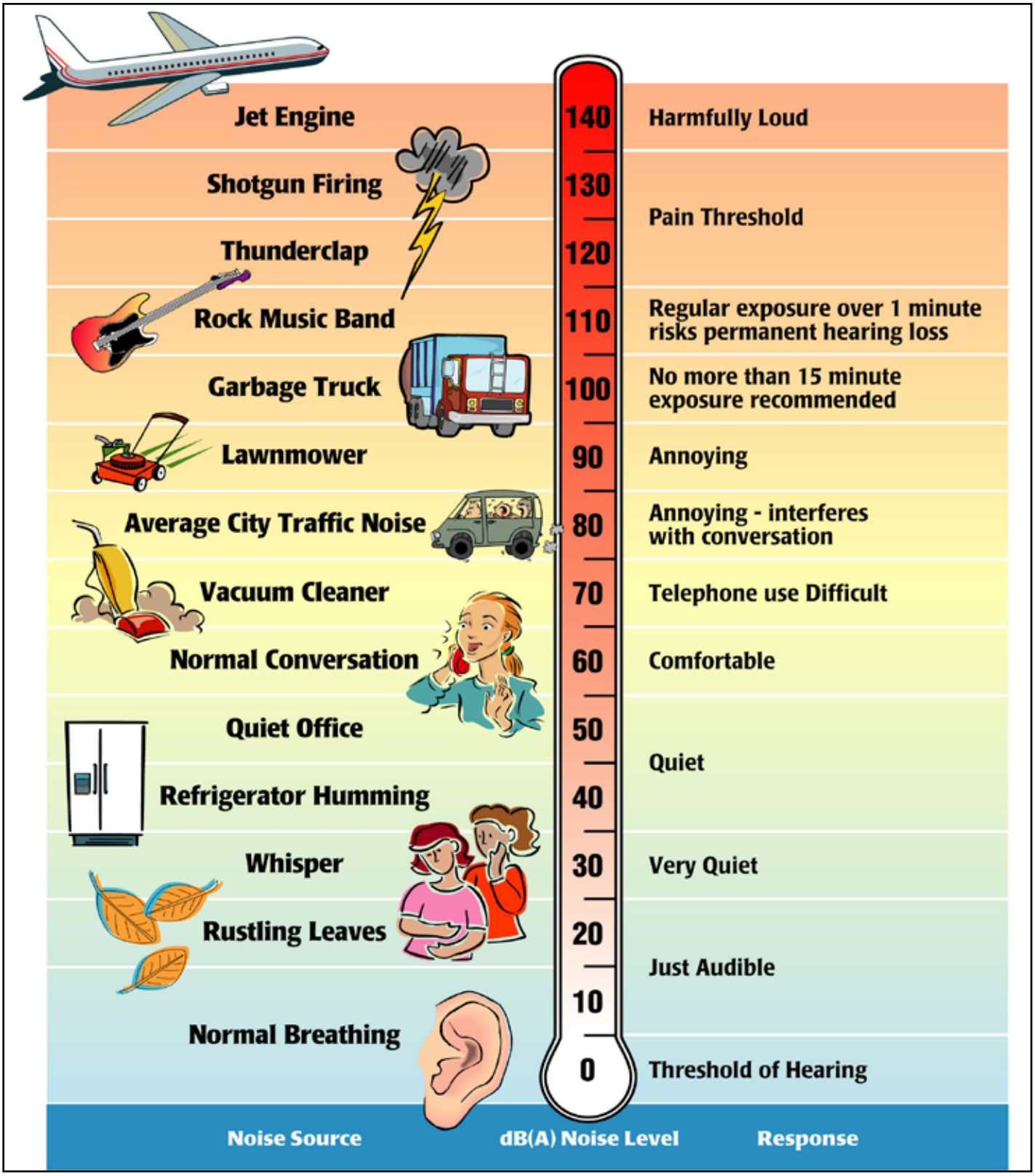
Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise will generally increase with the environmental sound level. However, many factors will also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, will all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Exhibit 5.5-1, *Sound Levels and Human Response*.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.



Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.
Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.5-1, *Noise Descriptors*.

Table 5.5-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 P.M. to 10:00 P.M., and +10 dBA for the night, 10:00 P.M. to 7:00 A.M.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 P.M. to 7:00 A.M.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

SENSITIVE RECEPTORS

Human response to noise varies widely depending on the type of noise, time of day and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack of it, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours.

Existing sensitive receptors located in the project vicinity include multi-family residential homes, schools, and a hospital. East of the project site, across Old Mammoth Road, is the Sierra Manor condominium project (zoning designation of CG). To the south, across Sierra Nevada Road, is the Sierra Park Villas condominium project. Across Laurel Mountain Road to the west, is an unnamed apartment building, and the Sierra Park Apartments (zoning designation of CG). Sensitive receptors can be seen below in Table 5.5-2, *Sensitive Receptors*.

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
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.			

AMBIENT NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted noise measurements on June 12, 2006; refer to Table 5.5-3, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site; refer to Exhibit 5.5-2, *Noise Measurement Locations*. Fifteen-minute measurements were taken at each site, between 5:00 P.M. and 6:30 P.M. Meteorological conditions were typical, with light wind speeds (0 to 5 miles per hour), low humidity and clear skies.

Table 5.5-3
Noise Measurements

Site No.	Location	Leq (dBA)	Time
1	On-Site (north of the Ocean Harvest Restaurant)	44.7	5:00 P.M.
2	On-Site (at the intersection of Sierra Nevada Rd./Laurel Mountain Rd.	42.4	5:30 P.M.
3	North of the Sierra Nevada Rodeway Inn (west of the Mammoth Mall)	58.8	6:05 P.M.
Source: RBF Consulting, June 12, 2006.			

Noise monitoring equipment used for the ambient noise survey consisted of a Larson Davis Laboratories Model LDL 820 sound level analyzer equipped with a Larson Davis Random Incidence Model 2561 microphone. The instrumentation was calibrated prior to use with a Larson Davis Model CAL250 acoustical calibrator to ensure the accuracy of the measurements, and complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are indicated in Appendix 15.5, *Noise Data*. Existing measured noise levels range from approximately 42.4 dBA to 58.8 dBA.

Not to Scale

RBF CONSULTING

PLANNING ▮ DESIGN ▮ CONSULTING

12/06 • JN 10-105084

THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Noise Measurement Locations

Exhibit 5.5-2

MOBILE SOURCES

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The existing roadway noise levels in the vicinity of the project site were projected. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the project Traffic Impact Study.

A 25-mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. ADT estimates were obtained from the project Traffic Impact Study; refer to Appendix 15.3, *Traffic Impact Analysis*. Existing modeled traffic noise levels can be found in Table 5.5-4, *Existing Traffic Noise Levels*. As shown in Table 5.5-4, noise within the area from mobile noise range from 51.8 dBA to 61.2 dBA.

Table 5.5-4
Existing Traffic Noise Levels

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Main Street					
Between Sierra Blvd and Old Mammoth Rd	17,420	61.2	138	64	30
Between Old Mammoth Road and Sierra Park Rd	9,325	58.5	91	42	20
West of Sierra Park Rd	10,670	59.1	99	46	21
Old Mammoth Road					
Between Main Street and Sierra Nevada Rd	12,530	59.8	110	51	24
Between Sierra Nevada Road and Meridian Blvd	11,780	59.5	106	49	23
South of Meridian Blvd	9,590	58.6	92	43	20
Meridian Boulevard					
West of Azimuth Road	7,770	57.7	80	37	17
Between Azimuth Drive and Old Mammoth Rd	6,510	57.0	71	33	15
Old Mammoth Rd and Sierra Park Rd	4,595	55.4	57	26	12
East of Sierra Park Rd	1,990	51.8	32	15	7

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Note: Noise modeling is based upon traffic data provided by LSA, November 2006.

STATIONARY NOISE SOURCES

The project area consists of a mix of residential, commercial/retail, institutional, office and parking uses served by a grid system of arterial and collector streets. The primary sources of stationary noise in the project vicinity are urban related activities (i.e., mechanical equipment, parking areas, conversations and recreational areas). The noise associated with these sources may represent a single event noise occurrence, short-term or long-term/continuous noise.

5.5.2 REGULATORY SETTING

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk or work under various noise conditions. All such studies, however, recognize that individual responses vary considerably. Standards usually address the needs of most of the general population.

This section summarizes the laws, ordinances, regulations and standards that are applicable to the project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and state agencies provide standards and guidelines to the local jurisdictions.

STATE OF CALIFORNIA GUIDELINES

California Environmental Quality Act

CEQA was enacted in 1970 and requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a potentially significant impact if the project exposes people to noise levels in excess of standards established in the local general plan or noise ordinance. Additionally, under CEQA, a project has a potentially significant impact if the project creates a substantial increase in the ambient noise levels in the project vicinity above levels existing without the project. If a project has a potentially significant impact, mitigation measures must be considered. If mitigation measures to reduce the impact to less than significant levels are not feasible due to economic, social, environmental, legal or other conditions, the most feasible mitigation measures must be considered.

California Government Code

California Government Code Section 65302 (f) mandates that the legislative body of each county and city adopt a noise element as part of their comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services, as shown in Table 5.5-5, *Land Use Compatibility for Community Noise Environments*.

Table 5.5-5
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70-75	75-85
Residential - Multiple Family	50 – 65	60 - 70	70 – 75	70 - 85
Transient Lodging - Motel, Hotels	50 – 65	60 - 70	70 – 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 - 70	70 – 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 - 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 - 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 - 80	75 – 85	NA
Source: General Plan Guidelines, Office of Planning and Research, California, October 2003.				
NA: Not Applicable				
Notes: Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Clearly Unacceptable – New construction or development should generally not be undertaken.				

The guidelines rank noise land use compatibility in terms of "normally acceptable", "conditionally acceptable", "normally unacceptable" and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial and professional uses.

TOWN OF MAMMOTH LAKES

Title 8.0 (Health and Safety) of the *Town of Mammoth Lakes Municipal Code* (*Municipal Code)* covers all noise standards. Chapter 8.16 (Noise Regulation) of the *Municipal Code* sets forth all noise regulations controlling unnecessary, excessive and annoying noise and vibration in the Town of Mammoth Lakes. As outlined in Chapter 8.16 of the *Municipal Code* and as indicated in Table 5.5-6, *Exterior Noise Limits,* maximum exterior noise levels are based on land use districts. The following is taken from the *Municipal Code:*

> *Section 8.80.150 Exterior noise limits-Sound levels by receiving land use district.*
>
> *A. The noise standards for the various categories of land use identified by the noise control officer as presented in Table 1* (refer to Table 5.5-6) *shall, unless otherwise specifically indicated, apply to all such property within a designated zone.*

B. No person shall operate or cause to be operated any source of sound at any location within the town or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:

1. *The noise standard for that land use as in Table 1*(refer to Table 5.5-6) *for a cumulative period of more than thirty minutes in any hour; or*
2. *The noise standard plus five dB for a cumulative period of more than fifteen minutes in any hour; or*
3. *The noise standard plus ten dB for a cumulative period of more than five minutes in any hour; or*
4. *The noise standard plus fifteen dB for a cumulative period of more than one minute in any hour; or*
5. *The noise standard plus twenty dB or the maximum measured ambient level, for any period of time.*

C. If the measured ambient level differs from that permissible within any of the first four noise limit categories above the allowable noise exposure standard shall be adjusted in five dB increments in each category as appropriate to encompass or reflect the ambient noise level.

D. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

E. If the measurement location is on a boundary between two different zones, the noise level applicable to the lower noise zone plus five dB, shall apply.

F. If possible, the ambient noise shall be measured at the same location along the property line utilized in subsection B of this section with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, the ambient noise must be estimated by performing a measurement in the same general area of the source but at a sufficient distance such that the noise from the source is at least ten dB below the ambient in order that only the ambient level is measured. If the difference between the ambient and the noise source is five to ten dB, then the level the ambient itself can be reasonably determined by subtracting a one decibel correction to account for the contribution of the source.

G. In the event the alleged offensive noise, as judged by the noise control officer, contains a steady, audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table 1 (refer to Table 5.5-6) *shall be reduced by five dB.*

Table 5.5-6
Exterior Noise Limits

Receiving Land Use Category	Time Period	Rural/Suburban	Suburban	Urban
One and Two Family Residential	10 p.m. – 7 a.m.	40	45	60
	7 a.m. – 10 p.m.	50	55	60
Multi-Family Dwelling Residential	10 p.m. – 7 a.m.	45	50	55
	7 a.m. – 10 p.m.			
Public Space	7 a.m. – 10 p.m.	50	55	60
Limited Commercial Some Multiple Dwellings	10 p.m. – 7 a.m.	55	NA	NA
	7 a.m. – 10 p.m.	60	NA	NA
Commercial	10 p.m. – 7 a.m.	60	NA	NA
	7 a.m. – 10 p.m.	65	NA	NA
Light Industrial	Anytime	70	NA	NA
Heavy Industrial	Anytime	75	NA	NA

Source: Town of Mammoth Lakes, *Municipal Code.*
Note: The classification of different areas of the community in terms of environmental noise zones shall be determined by the noise control officer, based upon assessment of community noise survey data. Additional area classifications should be used as appropriate to reflect both lower and higher existing ambient levels than those shown. Industrial noise limits are intended primarily for use at the boundary of industrial zones rather than for noise reduction within the zone

Additionally, the *Municipal Code* states the following regarding interior noise standards:

Section 8.80.170 Interior noise limits-Maximum sound levels.

B. No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the city or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:

1. The noise standard for that land use district as specified in table C (refer to *Table 5.5-7, Interior Noise Limits*) *for a cumulative period of more than five (5) minutes in any hour; or*

2. The noise standard plus five decibels (5 dB) for a cumulative period of more than one minute in any hour; or

3. The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.

C. If the measured indoor ambient level exceeds that permissible within any of the first two (2) noise limit categories in this section, the allowable noise exposure standard shall be increased in five decibel (5 dB) increments in each category as appropriate to reflect the indoor ambient noise level. In the event the indoor ambient noise level exceeds the third noise limit category, the maximum allowable indoor noise level under said category shall be increased to reflect the maximum allowable indoor noise level under said category shall be increased to reflect the maximum indoor ambient noise level. (Ordinance C-5371 § 1 [part], 1977: prior code § 4430.7 [a]).

Table 5.5-7
Interior Noise Limits

Noise Zone	Type of Land Use	Time Interval	Allowable Interior Noise Level
All	Multifamily Residential	10 p.m. – 7 a.m.	35
		7 a.m. – 10 p.m.	45
Source: Town of Mammoth Lakes, *Municipal Code.*			

In addition to interior and exterior noise standards, the Town provides regulations for construction activities and other types of noises in Section 8.16.090 (Prohibited Acts). The following noise regulations were taken for 8.16.090 for regulations relevant to the proposed project:

5. *Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of ten p.m. and seven a.m. in such a manner as to cause a noise disturbance across a residential real property line or at any time to violate the provisions of this section.*

6. *Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work is subject to the hours of work permitted by this code, except for emergency work of public service agencies.*

   a. *At residential properties:*

      i. *Mobile equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment;* refer to Table 5.5-8, *Maximum Noise Levels For Short-Term Noise:*

Table 5.5-8
Maximum Noise Levels Short-Term Noise

Acceptable Hours Operation	Type I Areas Single-Family Residential	Type II Areas Multifamily Residential	Type III Areas Semi-Residential Commercial
Daily, except Sundays and legal holidays 7 a.m. to 8 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8 p.m. to 7 a.m. and all day Sundays and legal holidays	50 dBA	55 dBA	60 dBA
Source: Town of Mammoth Lakes, *Municipal Code.*			

      ii. *Stationary equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment;* refer to Table 5.5-9, *Maximum Noise Levels For Short-Term Noise*.

Table 5.5-9
Maximum Noise Levels Long-Term Noise

Acceptable Hours Operation	Type I Areas Single-Family Residential	Type II Areas MultifamilyResidential	Type III Areas Semi-ResidentialCommercial
Daily, except Sundays and legal holidays 7 a.m. to 8 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8 p.m. to 7 a.m. and all day Sundays and legal holidays	60 dBA	65 dBA	70 dBA

Source: Town of Mammoth Lakes, *Municipal Code.*

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G, of the *CEQA Guidelines* contains analysis guidelines related to the assessment of noise impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, a project would create a significant environmental impact if it would:

- Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive ground borne vibration or ground borne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; refer to Section 10.0, *Effects Found Not To Be Significant*.
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels; refer to Section 10.0, *Effects Found Not To Be Significant*.

SIGNIFICANCE OF CHANGES IN AMBIENT NOISE LEVELS

Changes from over 5.0 dBA may be noticed by some individuals and, therefore may be considered an environmental impact, since under these conditions sporadic complaints may occur. Changes in community noise levels of less than 3.0 dBA are normally not noticeable and are therefore considered less than significant.[1] Based on this information, the following thresholds have been utilized for this analysis:

- For the project site, exterior noise levels that exceed 60 dBA and interior noise levels that exceed 45 dBA would be considered significant, if no feasible control measures exist.

- On the adjacent network street system, an increase of 5.0 dBA or greater in mobile noise levels occurring from project-related traffic would be significant when the "No project" noise level is below 60 dBA CNEL. Additionally, an increase of 3.0 dBA or greater in noise levels occurring from project-related activities would be significant when the "No Project" noise level is above 60 dBA CNEL. Where the "No Project" noise levels is above 65 dBA, an increase of 1.5 dBA or greater would be significant.

- Stationary noise associated with the operation of any facility within the project area is considered significant if it would create, maintain, cause or allow the sound level, when measured on any other property, to exceed the allowable sound levels within Section 17.26.040(F) of the Municipal Code or Table 5.5-6, *Exterior Noise Limits*.

5.5.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **GRADING AND CONSTRUCTION WITHIN THE AREA WOULD RESULT IN TEMPORARY NOISE AND/OR VIBRATION IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.**

Impact Analysis: Construction activities would potentially include demolition, grading, construction of buildings, and paving. The proposed project is anticipated to begin construction in 2007 and would last approximately 48 months. The existing uses on-site include two restaurants (Igor's and Ocean Harvest; both closed) with a total of 11,948 square feet, and a 141-unit motel (Sierra Nevada Rodeway Inn). As part of the proposed project, all existing uses would be demolished.

The Specific Plan proposes Condominium Hotel units, work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas. The Condominium Hotel would include 480 rooms in 339 units. In addition to the Condominium Hotel, the project would have 43 units of work force housing with three bedrooms in each unit. The proposed project would include a subterranean parking structure extending over the majority of the site. The parking configuration would result in 705 subterranean and 35 surface parking spaces, for a total of 740 spaces. Grading

[1] Caltrans, *A Technical Supplement To the Traffic Noise Analysis Protocol (TENS)*, October 1998.

activities would include the excavation and transport of approximately 98,000 cubic yards of soil to the United States Forest Service (USFS) pit at Mammoth Yosemite Airport. Demolished and aggregate materials would be hauled to the Benton Crossing Landfill, which is approximately 13 miles away near the Crowley Lake area.

The overall construction period is anticipated to be phased over a length of four years in the following manner:

Construction Year 1

- Demolition and removal of the existing structures;
- Rough grading; and
- Construction of underground parking garage and slab.

Construction Years 2,3, and 4

- Construction of Condominium Hotel and associated retail improvements;
- Installation of landscaping improvements; and
- Off-site improvements including utility connection along Old Mammoth Road and curb, as well as gutter, and sidewalks along Sierra Nevada Road.

The two noisiest phases of construction are expected to be: (1) demolition, and (2) site excavation and grading. High groundborne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers and other heavy-duty construction equipment. Table 5.5-10, *Typical Construction Equipment Noise Levels,* indicates the anticipated equipment noise levels during the construction period.

In order to estimate the "worst case" construction noise levels that may occur at an existing noise-sensitive receptor, the combined construction equipment noise levels have been calculated for the demolition and grading/excavation phases; refer to Table 5.5-11, *Combined Construction Equipment Noise Levels*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). These estimations of noise levels take into account the distance to the receptor, attenuation from molecular absorption and anomalous excess attenuation.

Table 5.5-10
Typical Construction Equipment Noise Levels

Equipment Type	Typical Average Equipment Noise Level at 100 ft. in dB(A)[1]
Air Compressor	75
Backhoe	75
Concrete Mixer	75
Concrete Pump	75
Crane	75
Dozer	75
Generator	75
Grader	75
Jackhammer	75
Loader	75
Paver	80
Pneumatic Tools	80
Pump	75
Saws	75
Scraper	80
Tractor	75
Trucks	75

Source: U. S. Environmental Protection Agency, 1971.
Notes:
[1] With noise controls applied. Obtainable by selecting quieter procedures or machines and implementing noise control features such as improved mufflers, use of silencers, shields, shrouds, ducts and engine enclosures.

Table 5.5-11
Combined Construction Equipment Noise Levels

Construction Phase & Equipment	Avg. Equipment Noise Level @ 100'	Usage Factor[1]	Avg. Equipment Noise Level @ 100' with Usage Factor
Demolition			
3 dozers	75 dB(A)	0.4	71 dB(A)
1 loader	75 dB(A)	0.4	71 dB(A)
2 jackhammers	75 dB(A)	0.4	71 dB(A)
1 water trucks	75 dB(A)	0.4	71 dB(A)
		Combined	*77 dB(A)*
Grading and Excavation			
1 grader	75 dB(A)	0.08	64 dB(A)
10 scrapers	90 dB(A)	0.4	86 dB(A)
1 loader	75 dB(A)	0.4	71 dB(A)
4 dozers	81 dB(A)	0.4	77 dB(A)
2 water trucks	78 dB(A)	0.4	74 dB(A)
		Combined	*87 dB(A)*

Source: U. S. Environmental Protection Agency, 1971.
Notes:
[1] Percentage of time equipment is operating at noisiest mode in most used phase on site.

Groundborne vibration is measured in terms of the velocity of the vibration oscillations. As with noise, a logarithmic decibel scale (VdB) is used to quantify vibration intensity. When groundborne vibration exceeds 75 to 80 VdB, it is usually perceived as annoying to building occupants. The degree of annoyance is dependent upon type of land use, individual sensitivity to vibration, and the frequency of the vibration events. Typically, vibration levels must exceed 100 VdB before building damage occurs. The primary vibratory source during the construction of the project will be large bulldozers. Based on published data, activities during grading and excavation generate an approximate vibration level of 87 VdB at a distance of 25 feet.[2] At the average distance of the nearest sensitive property to the project site (approximately 100 feet) the estimated vibration level will be approximately 81 VdB. This is below the threshold at which building damage occurs. However, the anticipated level of vibration may exceed the threshold for perception and result in a significant impact. It should be noted that blasting is not anticipated as part of the construction activities related to the parking structure excavation.

As mentioned in the Sensitive Receptors section above, the project site is surrounded by residential and commercial land uses. According to Table 5.5-11, at 100 feet noise levels range between 77 to 87 dBA. According to Table 5.5-8, short-term noise is considered noise that occurs for up to ten days, the highest acceptable noise levels would be 80 dBA at multi-family residential homes between the hours of 8:00 A.M. and 7:00 P.M. Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers. 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. 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.

Adherence to the *Municipal Code* requirements and compliance with the recommended Mitigation Measure N-1 would reduce short-term construction noise impacts. However, since the proposed project is anticipated to require construction over a period of four years, sensitive receptors would be exposed to significant construction noise levels. Periodic noise impacts would be significant and unavoidable based on the projected noise levels at residential uses surrounding the project.

Mitigation Measures:

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;

[2] Harris, Miller, Miller and Hanson, Inc, *Transit Noise and Vibration Assessment*, April 1995.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;

- 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.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

LONG-TERM (MOBILE) NOISE IMPACTS

- **TRAFFIC GENERATED BY THE PROPOSED PROJECT MAY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA AND EXCEED THE TOWN'S ESTABLISHED STANDARDS.**

Impact Analysis: Future development within the project area would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. The "Cumulative Baseline" (existing plus cumulative projects) and "Cumulative With Project" were compared for long-term conditions. As previously discussed, an increase of five dBA or greater in noise levels occurring from project-related activities would be significant when the "No Project" noise level is below 60 dBA CNEL. An increase of three dBA or greater in noise levels occurring from project-related activities would be significant when the "No Project" noise level is between 60 to 65 dBA CNEL. Finally, an increase of 1.5 dBA or greater would be significant if the "No Project" noise level is above 65 dBA CNEL.

In Table 5.5-12, *Future Noise Scenarios*, the noise level (dBA at 100 feet from centerline) depicts what would typically be heard 100 feet perpendicular to the roadway centerline.

As indicated in Table 5.5.12, under the "Cumulative Baseline" scenario, noise levels at a distance of 100 feet from centerline would range from approximately 53.1 dBA to 62.0 dBA. The highest noise levels under "Cumulative Baseline" conditions would occur along Main Street between Sierra Boulevard and Old Mammoth Road. Similar to the "Cumulative Baseline" scenario, under the "Cumulative With Project" scenario noise levels at a distance of 100 feet from the centerline would range from approximately 53.5 dBA to 62.3 dBA. The highest noise levels under future with project conditions would occur along the same roadway segments as the "Cumulative Baseline" scenario.

Table 5.5-12
Future Noise Scenarios

Roadway Segment	Cumulative Baseline ADT	Cumulative Baseline dBA @ 100 Feet from Roadway Centerline	Cumulative Baseline Distance from Roadway Centerline to: (Feet) 60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	Cumulative Plus Project ADT	Cumulative Plus Project dBA @ 100 Feet from Roadway Centerline	Cumulative Plus Project Distance from Roadway Centerline to: (Feet) 60 CNEL Noise contour	65 CNEL Noise Contour	70 CNEL Noise Contour	Difference in dBA @ 100 Feet from Roadway
Main Street											
Between Sierra Blvd and Old Mammoth Rd	20,631	62.0	154	71	33	22,185	62.3	162	75	35	0.3
Between Old Mammoth Road and Sierra Park Rd	11,429	59.4	104	48	22	11,689	59.5	105	49	23	0.1
West of Sierra Park Rd	12,752	59.9	112	52	24	13,012	60.0	113	53	24	0.1
Old Mammoth Road											
Between Main Street and Sierra Nevada Rd	14,371	60.4	121	56	26	16,185	60.9	131	61	28	0.5
Between Sierra Nevada Road and Meridian Blvd	14,076	60.3	119	55	26	15,761	60.8	129	60	28	0.5
South of Meridian Blvd	11,137	59.3	102	47	22	11,915	59.6	107	50	23	0.3
Meridian Boulevard											
West of Azimuth Road	9,928	58.8	95	44	20	10,706	59.1	99	46	21	0.3
Between Azimuth Drive and Old Mammoth Rd	8,668	58.2	86	40	19	9,446	58.6	91	42	20	0.4
Old Mammoth Rd and Sierra Park Rd	5,793	56.4	66	31	14	6,053	56.6	68	32	15	0.2
East of Sierra Park Rd	2,667	53.1	39	18	8	2,927	53.5	42	19	9	0.4

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Note: Noise modeling is based upon traffic data provided by LSA, November 2006.

Table 5.5-12 also compares the "Cumulative Baseline" scenario to the "Cumulative With Project" scenario. The proposed project would increase noise levels on the surrounding roadways by a maximum of 0.5 dBA along roadways with noise levels below 65 dBA. Thus, as stated under the *Significance Criteria*, when the baseline noise level is less than 65 dBA, an increase in noise levels of less than 5.0 dBA is considered less than significant. Therefore, noise levels resulting from the proposed project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

LONG-TERM (STATIONARY) NOISE IMPACTS

- **THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN AN INCREASE IN AMBIENT NOISE LEVEL DUE TO THE GENERATION OF ON-SITE NOISE.**

Impact Analysis: Land uses intended for the area include retail, restaurants, seasonal condominiums, and year-round residential housing for employees. It is anticipated that the greatest noise would be generated during the winter season, during at the peak of skiing and snowboarding season. Noise associated with operational activities of mixed uses is typically generated by the following sources:

- Trucks traveling on the site, to and from loading docks;
- Mechanical equipment (air conditioners, trash compactors, emergency generators, etc.);
- Typical parking lot activities (i.e., parking lot traffic and car door slamming); and
- Landscape maintenance.

Residential Uses

Development of the proposed residential units would create new stationary noise typical of any new residential development. Noise that is typical of residential areas includes children playing, pet noise, amplified music, pool 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.

Slow-Moving Trucks (Deliveries)

Typically, a medium 2-axle truck used to make deliveries can generate a maximum noise level of 75 dBA at a distance of 50 feet. These are levels generated by a truck operated by an experienced "reasonable" driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved, but would not be considered representative of a nominal truck operation. The proposed project is not anticipated to require a significant amount of truck deliveries. The balance of delivers 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 truck trips to increase noise within the project area. Furthermore, Mitigation Measure N-2 specifies that deliveries and loading and unloading activities shall take place only during 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*. Impacts resulting from loading activities would be less than significant.

Mechanical Equipment

Mechanical equipment such as heating, ventilation and air conditioning (HVAC) units would be located throughout the project area for residential and commercial land uses. Compliance with the *Municipal Code* and Mitigation Measure N-3 would minimize noise impacts from mechanical equipment. Noise levels from mechanical equipment would be further reduced through the implementation of mitigation requiring the orientation of equipment away from any sensitive receptors, proper selection of equipment and the installation of equipment with proper acoustical shielding (muffling).

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Typical noise levels generated by parking areas are an estimated 70 dBA at 50 feet from the source during peak events (this is an "instantaneous" or peak noise level). Parking lot noise would also be partially masked by background noise from adjacent roads and typical community noise sources. Conversations in

parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. The proposed parking facility is primarily a subterranean parking facility, and therefore would not be in direct line of site of any of the proposed retail or residential units. Therefore parking lot noise impacts are anticipated to be less than significant.

Mitigation Measures:

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.

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 incorporating the use of parapets into the building design.

Level of Significance After Mitigation: Less Than Significant.

5.5.5 CUMULATIVE IMPACTS

SHORT-TERM CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD RESULT IN CUMULATIVELY CONSIDERABLE CONSTRUCTION NOISE IMPACT.**

Impact Analysis:

Cumulative Construction Noise

Although 30 related projects have been identified within the project study area, the project Applicant has no control over the timing or sequencing of the related projects, and as such, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Construction-related noise for the proposed project and each related project would be localized. In addition, it is likely that each of the related projects would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Thus, as construction noise is localized in nature and drops off rapidly from the source, a significant cumulative construction related noise impact would result.

Mitigation Measures: Refer to Mitigation Measure N-1.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

LONG-TERM CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE NOISE IMPACTS.**

Cumulative Operational Noise

The proposed project would introduce the use of stationary equipment that would increase noise levels within the area. Based on the analysis, with mitigation, impacts would be less than significant. Based upon the results of the traffic analysis, the maximum noise increase as a result of the proposed project is 0.5 dBA in an area where noise levels are below 65 dBA. Per the significance criteria as specified in Section 5.5.4, an increase of 0.5 dBA when existing noise levels are below 65 dBA are considered less than significant. Based on the criteria, impacts would be considered less than significant. Furthermore, with the implementation of mitigation measures, stationary noise sources would also be less than significant.

Additionally, the proposed project would not result in stationary long-term equipment that would significantly effect surrounding sensitive receptors. Furthermore, future development proposals within the Town of Mammoth Lakes would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Thus, cumulative noise exposure for long-term operations would be considered a less than significant impact.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

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 in accordance with Section 15093 of CEQA.

5.6 UTILITIES AND SERVICE SYSTEMS

This section is based upon information from public service and utility agencies; refer to Appendix 15.1, *Initial Study and Notice of Preparation*, and Appendix 15.6, *Utility Correspondence*. Other references include the *2005 Urban Water Management Plan* (December 22, 2005) prepared by the Mammoth Community Water District. In the context of this EIR, the Utilities and Service Systems consist of water and wastewater (sewers). Other Public Services and Utilities are addressed in Appendix 15.1, *Initial Study and Notice of Preparation*.

This section discusses existing conditions, which provide background information necessary to determine potential impacts of the proposed project. Criteria by which an impact may be considered potentially significant are provided, along with a discussion of impacts pursuant to Appendix G of the *CEQA Guidelines*. Mitigation measures are identified to avoid or reduce potential impacts to less than significant levels.

5.6.1 EXISTING SETTING

WATER

Water Supply

The project site is served by the Mammoth Community Water District (MCWD). The most recent MCWD *2005 Urban Water Management Plan* was adopted in 2005. Water supply is provided by local surface water as well as groundwater sources. Surface water within the Mammoth Basin is generally supplied by snowmelt. The diversion point for surface water is located at Lake Mary in the Lakes Basin. District utilizes varying quantities of either groundwater or surface water depending upon a variety of conditions. Over the last ten years (1995 to 2005) the District has utilized an average of about 60 percent surface water and 40 percent groundwater to meet community demand. Potable water for the community comes from surface water diverted from the Mammoth Creek watershed and groundwater is pumped from wells located within Town boundaries. When lower than normal precipitation years are experienced, the use of groundwater is increased, as less surface water supply is available. As growth in the community occurs, the District will become more dependent on the use of groundwater supplies to meet future increased demand for water. The MCWD has water entitlements from Mammoth Creek for domestic uses, storage rights in Lake Mary, and operates eight groundwater production wells within the MCWD service area. Current water supplies are 6,760 acre feet, of which 2,760 acre feet are from surface sources and 4,000 acre feet are from groundwater sources. Table 5.6-1, *Current and Projected Water Supplies*, provides the current and projected water supplies. Specifically, the project site receives its water supply from well water that is treated at Groundwater Treatment Plant #1, which is located along Old Mammoth Road, adjacent to the Snowcreek Athletic Club. Also, depending on the use period, treated surface water from Lake Mary may also make its way through the distribution system and supply the project area.

The District 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. The Mammoth Basin is located on the eastern side of the Sierra Nevada Mountain Range. Surface elevations range from a high of approximately 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 approximately 71 square miles and extends approximately 13 miles west to east and 9 miles north to south.

Table 5.6-1
Current and Projected Water Supplies

Water Supply Sources	Acre-Feet				
	2005	2010	2015	2020	2025
Lake Mary	2,760	2,760	2,760	2,760	2,760
Well #1	500	500	500	500	500
Groundwater Treatment Plant #1	2,000	2,000	2,000	2,000	2,000
Groundwater Treatment Plant #2	1,500	1,500	1,500	1,500	1,500
Future Wells	0	0	0	1,000	1,000
Recycled Water	0	500	500	500	500
Total	6,760	7,260	7,260	8,260	8,260

Note: The amount of surface water available could be reduced in multiple dry year conditions if current temporary bypass flows are not approved by the State Water Resources Control Board and MCWD must revert to requirements included in the original permit. Also, the above projections assume normal water year supplies.

Source: Mammoth Community Water District, *2005 Urban Water Management Plan*, December 22, 2005.

Existing sources of water available to the District include both surface water and groundwater. The District has established water rights from the State Water Resources Control Board for the storage and diversion of surface water from Lake Mary. The District also has developed eight groundwater production wells within the community.

The District is entitled to divert 2,760 acre-feet annually from Lake Mary. The State Water Resources Control Board has imposed several constraints and conditions on the water permit and licenses that have been issued to the District. Constraints and conditions imposed include, but are not limited to, specific diversion rates at different times of the year and surface water storage limitations. Surface water storage rights are limited to 660 acre-feet annually.

During the past 5-year period (2001-2005), the MCWD pumped a total of 11,671 acre-feet of groundwater, averaging 2,334 acre-feet per year. The maximum volume pumped occurred in 2002 and amounted to 2,717 acre-feet. Groundwater was pumped from MCWD's eight (8) production wells located within the boundaries of the service area serving the Town of Mammoth Lakes. Also, surface water levels and flow rates are monitored at twelve locations throughout the basin watershed. Production volumes of groundwater in any one year are dependent on the type of precipitation year experienced and consequent availability of surface water. During dry year periods, groundwater levels within the Mammoth Basin decrease due to increased pumping and less recharge. During normal and above normal precipitation years, groundwater levels increase and tend to fully recover after two years of normal precipitation.

Future groundwater production rates have been projected based on community growth projections and on the type of climatic conditions. Table 5.6-2, *Groundwater Pumping Projections*, describes the projected volumes of groundwater that will be pumped under normal and multiple dry year water

year conditions, respectively. As indicated by groundwater pumping projections and surface water projections for the future, the volume of groundwater currently available from existing wells is insufficient to meet the total demand under multiple dry year conditions as the community nears buildout in the year 2015. A study conducted for MCWD indicates that an estimated volume of 3,800 acre-feet annually could be pumped from the Mammoth Basin, based on current data, to meet projected demands in multiple dry years.[1]

Table 5.6-2
Groundwater Pumping Projections

Normal Year Conditions[1]				
Well No.	2010	2015	2020	2025
1	146	200	74	38
6	200	300	400	500
10	300	300	400	500
15	300	300	400	500
16	0	0	0	0
17	200	300	400	500
18	0	0	0	0
20	200	210	200	100
Future Wells	0	0	0	0
Total	1,346	1,610	1,874	2,138
Multiple Dry Year Conditions[2]				
Well No.	2010	2015	2020	2025
1	161	256	325	356
6	311	415	475	506
10	500	726	960	991
15	336	440	500	531
16	135	139	199	230
17	231	335	395	426
18	28	41	92	123
20	150	154	214	245
Future Wells	0	0	0	406
Total	1,852	2,506	3,160	3,814

Notes:
[1] Groundwater projections based on utilizing 2,760 acre-feet of surface water in normal year to meet projected demand.
[2] Groundwater projections based on utilizing 1,084 acre-feet of surface water in multiple dry years to meet projected demand. The volume of 1,084 acre-feet is derived from the actual available surface water that could have been available in 1992, the last year of a six-year drought.

Source: Mammoth Community Water District, *2005 Urban Water Management Plan*, December 22, 2005.

Water Demand

The existing uses on-site include two restaurants (Igor's and Ocean Harvest), which are currently closed, with a total of 11,948 square feet, and a 141-unit motel (Sierra Nevada Rodeway Inn), which is currently operating. As part of the proposed project, all existing uses would be removed. As indicated in Table 5.6-3, *Existing Water Demand*, actual historical meter records show the estimated existing water demand for the project site, based on actual historical use, ranges between 18,967 and 26,332 gallons per day.

[1] Wildermuth Environmental, Inc., *Investigation of Groundwater Production Impacts on Surface Water Discharge and Spring Flow*, November 2003.

Table 5.6-3
Existing Water Demand

Land Use	Size	Units	Existing Demand (gallons/day)	
			Average Day[1]	Peak Day[2]
Hotel/Motel [2, 3]	141	DU	18,967	26,332
		Total Existing Water Demand	18,967	26,332

s.f. = square feet; du = dwelling unit(s);
Notes:
[1] Based on historical demand rates per meter; record data provided by MCWD.
[2] The Sierra Nevada Rodeway Inn consists of 159 rooms in 141 units.
[3]This analysis has not assumed Igor's restaurant or Ocean Harvest restaurant in the analysis as they are currently closed.

Source: Consumption rates are provided by the Mammoth Community Water District and are based on historical meter records for the site valid from 2003 to 2005.

Existing Water Facilities

Per the MCWD, the distribution system surrounding the project site consists of an 8-inch ductile iron pipe on Old Mammoth Road, Sierra Nevada Road, and Laurel Mountain Road. The existing design of the water delivery system is sufficient to meet the needs of the existing uses.[2] System pressures range from 50 to 150 pounds per square inch (psi).

WASTEWATER

Wastewater Generation

The MCWD owns, operates and maintains the sewage collection systems for the Town, including pump stations and over 63 miles of sewer mains and interceptors. There are four main trunks of MCWD sewer collection system located on the following streets: Old Mammoth Road, Meridian Boulevard, Sierra Star Golf Course to Center Street, and Main Street. The inceptor lines vary in diameter from 18 to 21 inches. MCWD also operates and maintains 10 pump stations and 15 miles of sewers for the United States Forest service (USFS). Raw wastewater is delivered to the MCWD wastewater treatment facility, located near the intersection of Meridian Boulevard and SR-203, through two 18-inch interceptor sewer lines. As previously indicated, the existing on-site uses consist of two restaurants and a 141-unit motel. As part of the proposed project, all existing uses would be removed. As indicated in Table 5.6-4, *Estimated Existing Wastewater Generation*, the estimated existing generation for the project site ranges from 10,575 and 15,510 gallons per day.

The MCWD's wastewater treatment facility provides advanced secondary treatment. This includes biological treatment, filtration, and disinfection through utilization of chlorine. Treated wastewater is currently discharged to Laurel Pond, located approximately 5.5 miles southeast of the Town on USFS land. Disposal occurs at the pond through percolation into the ground and evaporation into the atmosphere.

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

Table 5.6-4
Estimated Existing Wastewater Generation

Land Use	Size	Units	Generation Factor (gallons/day)		Existing Generation (gallons/day)	
			Average Day[1]	Peak Day[2]	Average Day[1]	Peak Day[2]
Hotel/Motel[3]	141	DU	75	110	10,575	15,510
Total Estimated Existing Wastewater Generation					10,575	15,510

s.f. = square feet; du = dwelling unit(s);
Notes:
[1] Wastewater average day is based on the average of winter months water usage (November, December, January, February, and March).
[2] Wastewater peak day is based on the peak winter month water usage.
[3] The Sierra Nevada Rodeway Inn consists of 159 rooms in 141 units.
[4] This analysis has not assumed Igor's or Ocean Harvest restaurant in the analysis as both are currently closed.

Source: Consumption rates are provided by the Mammoth Community Water District and are valid from July 2006 through December 2007.

The total capacity of the affected trunk sewer lines within the Town has been calculated at 310 gallons per minute (gpm) for the 10-inch sewer at Minaret Road and Main Street, which is the main confluence for the Town. The MCWD is planning to expand the current wastewater collection pipeline from Meridian Boulevard to the Sierra Industrial Park. The pipeline expansion is anticipated to be completed by 2009.

Wastewater Facilities

In terms of planned improvements to the system, MCWD anticipates upgrading the filter backwash system at Groundwater Treatment Plant #2. The planned upgrade would increase capacity in the sewer lines by about 300 to 350 gallons per minute. This would be achieved by reclaiming the filtered backwash water and could recycle as much as 95 to 99 percent of the backwash that currently goes into the sewer. Although the improvement has not been designed, construction may occur as early as the winter 2006/2007 or as late as winter 2007/2008. Planned improvements to the system include an expansion of the current wastewater collection pipeline from Meridian Boulevard to Sierra Industrial Park by 2009. Wastewater is currently conveyed off-site through sewer line laterals that feed into 8- and 15-inch asbestos concrete pipes along Sierra Nevada Road and Old Mammoth Road, respectively.

5.6.2 REGULATORY SETTING

WATER SUPPLY

State of California

Senate Bills 221 and 610

Senate Bills 221 and 610 were signed into law in 2001 and took effect January 1, 2002. The two bills amended State law to better link information on water supply availability to certain land use decisions by cities and counties. The two companion bills provide a regulatory forum that requires more collaborative planning between local water suppliers and cities and counties. All Senate Bill (SB) 221 and 610 reports are generated and adopted by the public water supplier.

SB 610 requires a detailed report regarding water availability and planning for additional water suppliers that is included with the environmental document for specified projects. All projects that meet any of the following criteria require the water availability assessment:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 SF of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 SF of floor space;
- A proposed hotel and/or motel having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant or an industrial park planned to house more than 1,000 persons, occupying more than 60 acres of land, or having more than 650,000 SF of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or
- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

While SB 610 primarily affects the Water Code, SB 221 principally applies to the Subdivision Map Act. The primary effect of SB 221 is to condition every tentative map for an applicable subdivision on the applicant by verifying that the public water supplier (PWS) has sufficient water supply available to serve it. Under SB 221, approval by a city or county of certain residential subdivisions requires a written verification of sufficient water supply. SB 221 applies to any subdivision, defined as:

- A proposed residential development of more than 500 dwelling units (if the PWS has more than 5,000 service connections); or
- Any proposed development that increases connections by 10 percent or more (if the PWS has fewer than 5,000 connections).

As previously stated, based on the requirements of SB 610, the project does not meet the definition of a project per Section 10912 of the Water Code, and as such, SB 610 does not apply to the proposed project. Therefore, MCWD is not required to provide a Water Supply Assessment for the project. In addition, while the condo/hotel would be considered a residential development, the number of units proposed is under 500. As such, based on the requirements of SB 221, written verification of adequate water supply for the project is not required.

Assembly Bill 3030

Assembly Bill (AB) 3030, the Groundwater Management Act, is Section 10750 et. seq. of the California Water Code. AB 3030 provides local water agencies with procedures to develop a groundwater management plan so those agencies can manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under AB 3030, the development of a groundwater management plan by a local water agency is voluntary. Once a plan is adopted, the rules and regulations contained therein must also be adopted to implement the program outlined in

the plan. The District has implemented a number of water conservation measures. These measures include a toilet rebate program, active customer education program, landscape watering restrictions that can be enacted in drought situations by the Board, and a water loss reduction program through the replacement of leaking steel water distribution pipes.

Efficiency Standards

Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, a number of State laws listed below require water-efficient plumbing fixtures in structures:

- Title 24, California Administrative Code, Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required;
- Title 20, California Administrative Code, Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets and tub spout diverters;
- Title 20, California Administrative Code, Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations;
- Health and Safety Code, Section 17921.3 requires low-flush toilets and urinals in virtually all buildings; and
- Health and Safety Code, Section 116785 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied and includes the requirement that water conservation devices on fixtures using softened or conditioned water be installed.

Regional Level

2005 Urban Water Management Plan

In accordance with State legislation, MCWD, the water provider for the project area, prepared an updated UWMP, dated December 2005. The UWMP analyzes past, current, and projected future water supply and demand as they relate to population density, types of water use, water quality, climate, water source availability and reliability, alternate water sources, and potential water shortages. In addition, MCWD has developed a strategy to increase water supply and reduce demand through the identification of alternative water sources, the modification of existing wells to improve capacity and drilling of new wells within the Mammoth Basin, and the use of recycled water, which would be used specifically for golf course and park irrigation. Water conservation measures have also been considered by MCWD, as discussed in the UWMP.

Groundwater Management Plan for the Mammoth Basin Watershed

The Groundwater Management Plan for the Mammoth Basin Watershed (the Groundwater Plan) was developed with guidance from AB 3030. MCWD's Groundwater Plan, dated July 2005,

generally adheres to the guidelines provided in AB 3030. Information and analysis contained within the Groundwater Plan is based on previously published reports, conclusions of recent research and MCWD data compilations on hydrologic conditions, facility locations, and water production for the Mammoth Basin watershed.

WASTEWATER

REGIONAL LEVEL

Water Quality Control Plan for the Lahontan Region, North and South Basins

The Town is within the jurisdictional boundaries of the Lahontan RWQCB. The Lahontan RWQCB develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Chapter 4.4 of the Water Quality Control Plan for the Lahontan Region, North and South Basins, outlines policies and regulations for municipal wastewater treatment, disposal, and reclamation. The standards contained within the Water Quality Control Plan are designed to provide developers with a uniform approach for the design and installation of adequate systems to control wastewater and wastewater treatment/ sewage disposal impacts from the Town, and to prevent any potential contamination of groundwater at the discharge site.

2005 Urban Water Management Plan

Formed in 1958, the Mammoth Community Water District provides water and wastewater service to the community of Mammoth Lakes. The updated 2005 Urban Water Management Plan (UWMP) for the Mammoth Community Water District provides information about MCWD's responsibilities towards water supply and water recycling in the community including wastewater generation, collection, treatment, and disposal. Treated wastewater recycling is currently under evaluation and is anticipated to be used for irrigation purposes on the Sierra Star Golf Course, Snow Creek Golf Course, and the Shady Rest Park in the community.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Pursuant to Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, a project would normally have a significant adverse impact on public services if it would:

UTILITIES AND SERVICE SYSTEMS
(Water and Wastewater)

A significant impact would occur if the project would:

- *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*
- *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

- *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

- *Have insufficient water supplies available to serve the project from existing entitlement and resources, and new or expanded entitlement is needed.*

- *Result in a determination by the wastewater treatment provider, which serves or may serve the project that does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*

5.6.6 IMPACTS AND MITIGATION MEASURES

CONSTRUCTION (WATER SUPPLY AND WASTEWATER)

- **WATER DEMAND AND WASTEWATER GENERATION DURING CONSTRUCTION ACTIVITIES WOULD NOT RESULT IN A SIGNIFCANT IMPACT.**

Impact Analysis:

Water Supply

Project implementation is not anticipated to require new water supply facilities pipelines. The project would be connected to the MCWD system through the existing 6-inch lateral on Laurel Mountain Road. However, local facilities such as backflow prevention devices, fire flow devices, water meters, and other appurtenances may be required during the final design stages for the project.

Water would be used during the four-year construction period for the project. As discussed in Section 3.0, *Project Description*, construction in the first year would involve excavation and the building of the parking garage. Construction activities in the subsequent years would involve the construction of the Condominium/Hotel, Commercial uses, and work force housing.

Construction activities would include demolition, excavation, and grading of the site. The demand for water would be for soil watering (fugitive dust control), clean up, masonry, painting, and other short-term activities. As the existing uses would be demolished as part of the project, it is anticipated that project construction would result in a water demand less than that of the project during operation. As such, construction activities would result in a less than significant impact on the existing water supply and infrastructure.

Wastewater

Portable toilets would be provided during construction, and maintained during all phases of construction by a private contracted vendor who would dispose of waste off-site. Construction personnel would generate a negligible amount of wastewater. Therefore, no measurable wastewater flows are anticipated to constrain the existing wastewater capacity during construction.

Development of the project would encroach into the existing lateral sewer lines that convey into the existing sewer mains located along Old Mammoth Road and Sierra Nevada Road. These laterals would be abandoned and the project would be required to pay the fees necessary to construct new laterals to convey into the main sewer lines. The applicant's engineer would be required to prove that the Town's sewer system has adequate capacity to accept the additional sewage flow. Sewer line abandonment would be conducted pursuant to MCWD requirements.

In compliance with Lahontan RWQCB policies, Best Management Practices (BMPs) would be incorporated during pre-and post-construction. Pursuant to MCWD requirements, all wastewater lines to be installed on-site shall be a minimum of 50 feet from any well and 25 feet from any drainage course or ephemeral stream (as measured from the edge of the channel). Any further upgrades to the wastewater system collection would be the responsibility of the MCWD. In addition, no disruption of service is expected to occur as a result of construction activities with regard to public utilities and wastewater services. Therefore, impacts related to construction of the proposed project expected to occur as a result of wastewater construction would be less than significant. No further mitigation is required beyond standard requirements.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WATER SUPPLY

- **PROJECT IMPLEMENTATION WOULD INCREASE THE DEMAND FOR WATER BEYOND CURRENT CONDITIONS REQUIRING AN INCREASE IN FUTURE WATER SUPPLY.**

Impact Analysis:

Water Supply. 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. Table 5.6-5, *Estimated Water Demand*, illustrates a breakdown of proposed land uses and their corresponding estimated average total water demands. As indicated in Table 5.6-5, operation of the project would have an estimated net total potable water demand of approximately 28,409 gpd on an average day and a peak net water demand of approximately 29,000 gpd (31.6 acre-feet per year for an average day and 38.23 acre-feet during a peak day).[3]

As previously discussed, the amount of precipitation directly impacts water supply, including the supply during drought conditions. MCWD has analyzed existing and projected water supply in normal, single dry, and multiple dry years. According to MCWD, in 2005 groundwater extractions by the MCWD totaled 2,110 acre-feet. Since 1998, when the MCWD began extracting groundwater, groundwater extractions have averaged 1,259 acre-feet with a maximum extraction in 2002 of 2,717 acre-feet. Groundwater extractions are currently projected not to exceed a maximum of 4,000 acre-feet per year. Additionally surface water supply is currently projected to provide a maximum of 2,760 acre-feet per year during normal water years. Single dry water years are not anticipated to provide any surface water to the total MCWD supply. However, at the expected project completion

[3] *An acre-foot equals approximately 325,829 gallons*

year of 2011, MCWD anticipates it would be able to accommodate the proposed project's demand for portable water services in combination with other water demands throughout the Town of Mammoth Lakes in a normal water year with existing water supplies.[4] As such, operation of the project would result in a less than significant impact on water supply.

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.[5] As the proposed project would create a demand of 31.8 acre-feet per year for an average day and 32.5 acre-feet during a peak day, it is anticipated that an adequate supply of water is available for the project.

Table 5.6-5
Estimated Water Demand

Use Type	Size	Units	Demand Factor (gallons/day)		Proposed Demand (gallons/day)	
			Average Day[1]	Peak Day[2]	Average Day[1]	Peak Day[2]
Condo/Hotel and Commercial						
Residential Medium Density (MF) – Seasonal (Condominiums)	339	DU	100	105	33,900	35,595
Residential Medium Density (MF) – Year Round (Employee Housing)	43	DU	135	200	5,805	8,600
Restaurant	8	TSF	580	685	4,640	5,480
Retail	20.205	TSF	150	280	3,031	5,657
				Subtotal	47,376	55,332
				Less Existing Development[3]	18,967	26,332
				Net Total	28,409	29,000

s.f. = square feet; du = dwelling unit(s);
Notes:
[1] Average day is calculated from the average of 36 months of usage.
[2] Peak day is the daily average of the peak month water usage over 36 months.
[3] Refer to Table 5.6-3, *Existing Water Demand*, for existing water demand calculations. (Based on actual existing demand).

Source: Consumption rates are provided by the Mammoth Community Water District and are valid from July 2006 through December 2007.

It should be noted that estimated water demand accounts for project compliance with Title 24 and Title 20 of the California Administrative Code, which relates to water conservation. The District's water consumption factors are based on existing uses, the majority of which comply with Title 24 and Title 20.

The project would be consistent with the policies of the Town's 1987 General Plan, which ensure that a project is approved only when sufficient water supplies can be demonstrated and which support activities that provide for water use reduction and increased water storage, reclamation, and reuse. The project would also comply with policies and implementation measures in the Town's existing *General Plan* relating to water supply. For example, prior to the issuance of building permits, the applicant would be required to consult with the MCWD to determine water connections and

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

[5] 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.

obtain landscape permits. In addition, the implementation of Mitigation Measure USS-1 would ensure that the project complies with MCWD regulations and the Town's Municipal Code.

Mitigation Measures:

USS-1 Prior to the issuance of building permits, the project applicant shall provide engineering studies to the MCWD verifying that the 15-inch sewer main along Old Mammoth Road has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the necessary sewer system improvements.

Level of Significance: Less Than Significant Impact.

WASTEWATER

- **PROJECT IMPLEMENTATION WOULD GENERATE ADDITIONAL WASTEWATER BEYOND CURRENT CONDITION.**

Impact Analysis: Table 5.6-6, *Estimated Wastewater Generation*, provides the estimated net wastewater generation rates that would result from the project. As depicted in Table 5.6-6, the project would have a net generation of 20,749 gpd on an average day and a net peak generation of 33,138 gpd. This equates to approximately 62,247 gpd peak instantaneous flow estimate, which is the factor that the MCWD utilizes in determining a projects impact. Based on the MCWD *2005 Urban Water Management Plan*, the existing capacity at the MCWD treatment facility is 4.9 million gallons per day (mgd) of which, approximately 1.65 mgd is generated and collected on average and a peak of 2.6 mgd is currently treated in the Town. The existing wastewater treatment plant capacity is designed to accommodate the average and peak amounts of wastewater generated in the community through the year 2025. Therefore, the 4.9 mgd design capacity of the wastewater facility would accommodate wastewater generated by the project.

While the wastewater treatment plant would accommodate the project's increase in wastewater, the existing off-site wastewater infrastructure has insufficient capacity to accommodate the project flows. The MCWD has identified two deficiencies in the wastewater system that would be affected by the proposed project:

- The final sewer trunk lines coming into the MCWD wastewater treatment plant located at the corner of Meridian Boulevard and Highway 203; and
- A short section of sewer line on Meridian Boulevard near the intersection with Sierra Nevada Road.

The MCWD has stated that the improvements for these deficiencies would be completed prior to the project's opening year of 2011. It should be noted that although there is an existing deficiency along the 15-inch sewer line main along Old Mammoth Road, the project's generation of wastewater impacts upon this line would ultimately depend on the location of tie-ins to the wastewater system. This sewer line would be need to be investigated by the applicant's engineer to ensure that the anticipated peak flow estimate would not exceed the capacity of the pipeline.

Table 5.6-6
Estimated Wastewater Generation

Use Type	Size	Units	Generation Factor (gallons/day)		Generation Rate (gallons/day)	
			Peak Day[1]	Average Day[2]	Peak Day[1]	Average Day[2]
Condo/Hotel and Commercial						
Residential Medium Density (MF) – Seasonal (Condominiums)	339	DU	100	60	33,900	20,340
Residential Medium Density (MF) – Year Round (Employee Housing)	43	DU	195	170	8,385	7,310
Restaurant	8	TSF	560	510	4,480	4,080
Retail	20.205	TSF	280	150	5,657	3,031
				Subtotal	52,422	34,761
				Less Existing Development[3]	19,284	14,012
				Net Total	33,138	20,749
Wastewater Impact Estimate						
				Total Net Wastewater Impact Estimate		62,247[4]

s.f. = square feet; du = dwelling unit(s);
Notes:
[1] Wastewater peak day is based on the peak winter month water usage.
[2] Wastewater average day is based on the average of winter months water usage (November, December, January, February, and March).
[3] Refer to Table 5.6-4, *Existing Wastewater Generation*, for existing estimated wastewater generation calculations.
[4] For the purposes of determining the project's impact on a collection system, the MCWD recommends utilizing a peak flow estimate, which equates to three times (3x) the average daily demand.
Source: Consumption rates are provided by the Mammoth Community Water District and are valid from July 2006 through December 2007.

In conclusion, 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. Furthermore, the increase of wastewater generated on-site that would result from the project would be accommodated by MCWD's planned improvements to the existing infrastructure. Therefore, impacts regarding wastewater associated with the project implementation would be less than significant.

Mitigation Measures: Refer to Mitigation Measure USS-1.

Level of Significance: Less Than Significant Impact.

5.6.5 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE UTILITY AND SERVICE SYSTEMS IMPACTS.**

Impact Analysis: Development within the Town associated with the proposed project and related cumulative projects identified in Section 4.0, *Cumulative Projects*, would not result in significant cumulative impacts to public services and utilities.

Water Supply

At the time of project design, the applicant would be required to prove to the MCWD that the additional water demand generated by the project would not impact the water system or provide adequate funds for necessary improvements to the water system. The MCWD's *2005 Urban Water Management Plan* takes into account the future water demands of proposed development projects based on housing, population and employment growth forecasts for the Town. The District anticipates that sufficient water supply based on existing supplies would be available at project completion (2011). As the community approaches buildout in 2025, the District has projected shortfalls in supplies in multiple dry year conditions which could be met with the development of additional groundwater wells, recycled water, water conservation, and a reduction in water losses in the distribution system. Water availability for individual development projects would be determined on a case-by-case basis. In accordance with SB 610, a water supply assessment would be required for projects exceeding established development thresholds. The MCWD would review site-specific development plans to determine the impact on existing water mains. Individual projects would be required to pay the cost to relocate existing water mains impacted by new development. Development of the proposed project, along with cumulative development, is not anticipated to result in significant cumulative impacts in regards to water services.

Wastewater

At the time of project design, the applicant would be required to prove to the MCWD that the increased wastewater generation would not impact the sewer system or provide adequate funds for necessary improvements to the sewer system. Due to this requirement, the proposed project would not result in significant impacts to wastewater service and facilities. The legally permitted levels of sewer service are contingent upon the available capacity of the MCWD' treatment facilities, which is in turn limited to levels associated with approved growth identified Town's General Plan. The wastewater flow associated with the proposed project and related cumulative projects are not anticipated to exceed levels associated with approved growth. The proposed project and related cumulative projects would be required to pay a connection fee to mitigate impacts of the development on the sewerage system.

The MCWD would review site-specific development plans to determine the impact on existing sewer mains. Individual projects would be required to pay the cost to relocate existing sewer mains impacted by new development. Development of the proposed project, along with cumulative development, is not anticipated to result in significant impacts in regards to wastewater services.

Mitigation Measures: Refer to Mitigation Measure USS-1.

Level of Significance: Less Than Significant Impact.

5.6.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.

6.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

If the proposed project is approved and constructed, a variety of short-term and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the *Town of Mammoth Lakes Municipal Code*; refer to Section 5.0, *Environmental Analysis*.

Ultimate development of the project site would create long-term environmental consequences associated with a transition in land use. Development of the proposed project and the subsequent long-term effects may impact the physical, aesthetic and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical and landscaping) sources, incremental increased demands for public services and utilities, and increased energy and natural resource consumption. Long-term visual impacts would occur with the alteration of views within the area. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from project-related traffic and stationary source emissions generated from the consumption of natural gas and electricity.

6.1 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Approval of the proposed project would cause irreversible environmental changes, resulting in the following:

- Commitment of land, which would be physically altered;
- Soil erosion due to grading and construction activities;
- Vegetation removal for grading and construction activities;
- Alteration of the human environment as a consequence of the development process and the project's commitment to Condominium Hotel units, work-force housing, retail and restaurant facilities and parking uses, which intensifies land uses in the project area;
- Utilization of various new raw materials, such as lumber, sand and gravel for construction;

- Consumption of energy to develop and maintain the project, which may be considered a permanent investment; and

- Incremental increases in vehicular activity in the surrounding circulation system, due to the nature of the development, resulting in associated increases in air pollutant emissions and noise levels.

6.2 GROWTH-INDUCING IMPACTS

Section 15126 of the *CEQA Guidelines* requires that an EIR discuss 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 *CEQA Guidelines* also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the *CEQA Guidelines*.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);

- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);

- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;

- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, and general plan amendment approval); or

- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated below, based on these criteria.

Note that the *CEQA Guidelines* require an EIR to "discuss the ways" a project could be growth inducing and to "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment." However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to *CEQA Guidelines* Section 15145).

POPULATION, HOUSING AND EMPLOYMENT

Population

County of Mono. The County encompasses approximately 3,018 square miles.[1] It is bordered by the State of Nevada to the northeast, Inyo County to the south, and the Counties of Fresno, Madera, Mariposa, Tuolumne, and Alpine to the west.

Mono County's 2000 population was an estimated 12,853 persons, an increase of approximately 29 percent over its 1990 population of 9,956 persons.[2] As of January 2006, the County's population was an estimated 13,597 persons[3]; refer to Table 6-1, *Population and Housing Estimates*. Mono County is among the lowest populated counties in the State with approximately 0.04 percent of California's residents living in the County.

Table 6-1
Population and Housing Estimates

Year	Mono County	Town of Mammoth Lakes
Population		
1990	9,956	4,785
2000	12,853	7,093
Change	34.5%	48.2%
2006	13,597	7,717
Housing		
1990	10,664	7,102
2000	11,757	7,960
Change	10.2%	12.1%
2006	13,551	9,223

Notes:
[1] Census tract boundaries changed between Census 1990 and Census 2000. Therefore, no comparisons of the 2000 data shown can be made.

Town of Mammoth Lakes. The Town of Mammoth Lakes was incorporated in 1984 and remains the only incorporated jurisdiction within Mono County. The Town's Municipal Boundaries include approximately 24.4 square miles of land. Approximately 4.6 square miles are within the Urban Growth Boundary (UGB). The population in Mammoth Lakes differs from other cities. The *Town of Mammoth Lakes Draft General Plan EIR* (2005) considers the population at one time (PAOT) to account for seasonal residents, second homes and visitors along with the permanent residents. Due to the resort nature of the Town, the actual population of the Town is always greater than the permanent population, particularly during peak season (winter).

[1] Mammoth Lakes official Website. August 2006. http://www.visitmammoth.com/content/area_information.php
[2] 1990 and 2000 United States Census.
[3] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2006, with 2000 Benchmark*. Sacramento, California, May 2006.

The Town's permanent 2000 population was an estimated 7,093 persons, an approximate 48.2 percent increase over the 1990 population of 4,785 persons.[4] As of January 2006, the Town's population reached an estimated 7,717 persons.[5] During the winter months, an average peak population of 34,265 is normal, which is over four times the permanent population.[6] The growth in PAOT is expected to continue in the Town, with and estimated PAOT increase reaching 60,700 persons by 2024.[7]

Project Site. Currently three employees reside at the Sierra Nevada Rodeway Inn, within the project site. The residents are staff of the Inn and therefore the average household size of 2.4 residents would not apply. However, the Inn is currently open for business and is comprised of 141 units. This represents a peak population of 564 visitors on the site at any given time.[8]

Housing

County of Mono. In 2000, the housing stock in Mono County was an estimated 11,757 housing units.[9] This represents an increase of approximately 10.2 percent over the estimated 10,664 housing units reported in the 1990 Census.[10] As of January 2006, the County's housing stock is an estimated 13,551 housing units, with a vacancy rate of 56.7 percent.[11] The high vacancy rate is reflective of the resort nature of the area and seasonal residents. The number of persons per household in the County was 2.28 (January 2006).

Town of Mammoth Lakes. According to the Census 2000, the total housing stock in the Town was an estimated 7,960 housing units.[12] This represents an approximately 12.1 percent increase over the estimated 7,102 housing units reported in the 1990 Census.[13] In January 2006, the Town's housing stock increased to an estimated 9,223 total housing units, which is an almost 16 percent increase in six years. The current vacancy rate for the Town is 64.7 percent.[14] Although it appears the Town has an excess of housing, in actuality a majority of the housing units are short-term seasonal units and overcrowding conditions occur as a result of high rents and limited housing opportunities for permanent residents and the seasonal workforce. This is a reflection of the resort nature of the Town, and the fact that seasonal, recreation or occasional use units account for a majority of the total housing units. According to the Department of Finance (January 2006), the number of persons per household for permanent residents in Mammoth Lakes is 2.3. The *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* uses 4.0 persons per unit to account for the population occupying seasonal, visitor, lodging and second home units.

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4 1990 and 2000 United States Census.

5 State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2006, with 2000 Benchmark*. Sacramento, California, May 2006.

6 Town of Mammoth Lakes, *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, 2005.

7 Ibid.

8 4.0 (average visitor occupancy factor) x 141 (number of units). This amount provides a conservative estimate, as it does not account for vacancy rates or types of rooms (i.e., single versus double).

9 2000 United States Census.

10 1990 and 2000 United States Census.

11 State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2006, with 2000 Benchmark*. Sacramento, California, May 2006.

12 2000 United States Census.

13 1990 United States Census.

14 State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2006, with 2000 Benchmark*. Sacramento, California, May 2006.

The number of housing units in the Town is expected to increase to 16,710 units by 2024 (General Plan buildout). This represents an approximately 81 percent increase in housing between 2006 and 2024.

Project Site. No permanent housing units exist within the project site. The 141-unit hotel is home to three employees and provides temporary housing for visitors.

Employment

County of Mono. In 2000, the civilian labor force in Mono County totaled approximately 7,776 persons.[15] An estimated 4.3 percent of the County's civilian labor force (440 persons) was unemployed at the time of the Census. Approximately 35.5 percent of the County's labor force (2,529 persons) was employed in management, professional and related occupations, followed by service occupations at 23 percent (1,646 persons). The leading industry in the County is the arts, entertainment, recreation, accommodations, and food services industry.

Town of Mammoth Lakes. In 2000, the Town's civilian labor force consisted of approximately 4,586 persons.[16] At the time of the Census, an estimated 4.3 percent of the Town's civilian labor force (248 persons) was unemployed. In 2000, the greatest percentage of employed persons (34 percent or 1,473 persons) was employed in Management and professional occupations and the largest industry was arts, entertainment, recreation, accommodation and food services. Mammoth Lakes' economy is based primarily on tourism related to outdoor recreation. Recreation and tourism-based jobs and support services for workers and visitors account for most of Mammoth Lakes' employment. The majority of the Town's operating revenue is from Transient Occupancy Tax (TOT) and sales tax. The TOT is generated from the rental of a lodging facility for stays less than a month and consisted of 65 percent of the General Fund revenue for the 2004-2005 fiscal year.

Project Site. The project site is currently developed with commercial uses, which include the Sierra Nevada Rodeway Inn, Igor's restaurant (currently vacant) and the Ocean Harvest restaurant (currently vacant). Sierra Nevada Rodeway Inn is the only use currently generating employees with approximately three employees.

IMPACT ANALYSIS

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly.

The project site is located in an urbanized area within the Town of Mammoth Lakes. Implementation of the project, as proposed, would result in the development of a 339-unit Condominium Hotel, 43 units of work-force housing, 28,205 square feet of retail and restaurant facilities and subterranean and surface parking uses; refer to Section 3.0, *Project Description*.

[15] 2000 United States Census.
[16] Ibid.

Based on the factors discussed below, project implementation would not result in significant growth-inducing impacts:

- As discussed in Section 5.6, *Utilities and Service Systems*, development of the proposed project would not require the expansion of existing water and wastewater facilities to meet increased demands associated with the project. New facilities would be required due to the proposed relocation and vacation of on-site uses and roadways, wherein facilities currently exist. Public services and utilities would be extended from existing facilities that are currently located adjacent to the site without the need for expansion of capacity or establishment of new sources of service. The increase in demand would not reduce or impair any existing or future levels of utility services, either locally or regionally, as costs for increases in utilities and services would be met through cooperative agreements between the applicants and servicing agencies. Therefore, the proposed project would not be considered growth inducing, inasmuch as it would not remove an impediment to growth.

- Economic growth of this nature (i.e. short-stay condominiums and restaurant uses) would be consistent with the General Plan's policies with respect to fostering the tourism industry and the primary economic industry in the Town. Implementation of the proposed project would fulfill Town Land Use policies of encouraging visitor lodging and restaurants along Main streets, ensuring pedestrian access and providing adequate parking. The project would facilitate visitor access to visitor-related amenities. The project would be consistent with recreation policies, to encourage resort and resort-related development such as recreation facilities, hotel/motel facilities. Additionally, the proposed project would be consistent with the housing goal to provide a variety of affordable housing types suitable to the needs of the different social and economic segments of the Mammoth Lakes' population.[17]

- A project could foster population growth in an area either directly (through the development of new homes) or indirectly (through the development of employment-generating land uses). The project would develop new seasonal housing (339 units) and workforce housing (49 units), as well as employment-generating land uses (8,000 square feet of restaurant and 20,205 square feet of retail). Development of the project would result in a net increase of 198 condominium hotel units, 43 workforce housing units and 20,205 square feet of retail uses and a net decrease of 2,948 square feet of restaurant uses.

- Based on an estimate of 4.0 persons per unit for seasonal, visitor, lodging and second home units, the net increase of 198 seasonal units could potentially generate a visitor population increase of approximately 792 persons. Visitor population accounts for approximately 42 percent of the PAOT population within the Town and is anticipated in the Town's population forecasts provided in the General Plan Update. Specifically, the General Plan Update estimates a 60,700 total PAOT population for 2024, of which approximately 25,615 would be visitors. Therefore, the potential visitor generated

[17] Town of Mammoth Lakes, *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, 2005.

population resulting from the proposed project would not result in substantial unanticipated growth.

- The Condominium hotel and associated retail and restaurant uses would offer primarily service-type employment. Based upon the Town guidelines, the project is anticipated to require 160 full time employees.[18] 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 employees) 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 would most likely occupy existing residential units within the Town. Consequently, residential growth beyond the 43 workforce housing units from project construction that may occur as a result of employment-generating land uses is not anticipated.

- The proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space. The project is considered an infill development because the site is surrounded by development of similar land uses.

Overall, project implementation would not be considered growth inducing, inasmuch as it would not foster significant unanticipated economic expansion and growth opportunities. The project would not remove an existing impediment to growth and would not develop or encroach into an isolated or adjacent area of open space. The proposed project would not foster significant unanticipated population growth in the project area, as described above. Development within the project is area would not require substantial development of unplanned and unforeseen support uses and services.

In addition to inducing growth, a project may create a significant environmental impact if it would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and/or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Implementation of the proposed project would result in the removal of approximately three residences currently occupied by three employees at the Sierra Nevada Rodeway Inn. Project implementation would result in the development of 43 workforce housing units. The three persons that would be displaced by implementation of the proposed project would have first priority to relocate to the workforce housing units to be constructed on site. Therefore, the displacement of persons, housing and businesses resulting from implementation of the proposed project is not considered a significant impact.

[18] Based upon a formula of 0.225 full time employees per sleeping area and 0.42 full-time employees per 1,000 square feet of commercial uses.

7.0 Alternatives to the Proposed Project

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with *CEQA Guidelines* Section 15126.6, the following section describes 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. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives.

Potential environmental impacts associated with four separate alternatives are compared to impacts from the proposed project. The alternatives include:

- No Project/No Development Alternative;
- Reduced Building Height Alternative;
- Surface Parking Alternative; and
- Parking Structure Above Grade Alternative.

Throughout the following analysis, impacts of the alternatives are analyzed for each of the issue areas examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. Table 7-6, *Comparison of Alternatives*, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. The section concludes with a review of alternatives considered but rejected for further analysis.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. The proposed project would result in significant and unavoidable impacts in the following environmental issue areas:

- Land Use
  - Consistency with the Town's 1987 General Plan;
  - Consistency with the Town's 2005 Draft General Plan Update;
  - Consistency with the Town's Municipal Code; and
  - Cumulative Land Use Impacts.

- Aesthetics/Light and Glare
  - Short-Term Construction Aesthetic Impacts;
  - Long-Term Aesthetic Impacts;
  - Long-Term Light and Glare Impacts;
  - Shade and Shadow Impacts; and
  - Cumulative Aesthetic Impacts.

- Noise
  - Short-term Construction Noise Impacts.

Section 7.5 of the alternatives analysis references the "environmentally superior" alternative, as required by CEQA.

7.1 "NO PROJECT/NO DEVELOPMENT" ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The No Project/No Development Alternative assumes that the proposed project would not be implemented and the project site would remain in its current condition. With this alternative, the proposed project (six buildings ranging from one- to six-stories) with 480 rooms in 339 units, 8,000 square feet of restaurant, 20,205 square feet of retail and 43 work-force housing units would not be developed. The existing 141-unit hotel (currently operating) and 11,948 square feet of restaurant uses (currently closed) would remain on-site.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Under the No Project/No Development Alternative, the existing land use designation ("Commercial" for the 1987 General Plan and "Commercial 2" for the 2005 General Plan Update) would be retained. With this alternative, the existing 141 hotel rooms and 11,948 square feet (SF) of restaurant floor space would remain; therefore, this alternative would be consistent with the *1987 General Plan* development standards 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 *2005 General Plan Update* density restriction (40 hotel-motel rooms per acre). Due to the amount of existing pavement on the project site (80 percent impervious coverage), this alternative would exceed the *1987 General Plan*'s lot coverage restriction (70 percent), similar to the proposed project. Therefore, the significant and unavoidable impacts from lot coverage occurring with the proposed project would not be avoided. The No Project/No Development Alternative would be consistent with the stated objective of the *1987 General Plan* (District 9 Implementation Plan) to retain existing views, since the existing uses do not obstruct views toward Mammoth Mountain and the Sherwin Range. The significant and unavoidable impacts from view obstruction occurring with the proposed project would be avoided.

The existing Commercial General (CG) Zone would be retained with the No Project/No Development Alternative. This alternative would not involve a detailed land development plan (e.g., a specific plan) to guide future development and address site-specific conditions. Similar to the proposed project, this alternative would be in compliance with the existing CG Zone property development standards (Code Section 17.20.040) regarding minimum parcel size, density, setbacks/separations, snow storage and parking. The existing uses on the project site result in 80 percent impervious lot coverage, exceeding the Code's maximum lot coverage (70 percent). Therefore, the significant and unavoidable impacts from lot coverage occurring with the proposed project would not be avoided with this alternative. Since the existing uses do not exceed the Code's

maximum height limit (35 feet, 10 foot height bonus with underground parking), the significant and unavoidable impact due to the variation in height restrictions proposed by the project would be avoided with the No Project/No Development Alternative. Three workers currently live on-site; however, their units are not deed restricted as workforce housing units. Thus, this alternative would conflict with the employee housing requirements outlined in Code Chapter 17.36.

The *1987 General Plan* has established as a goal to address the needs of the permanent residents of Mammoth Lakes by providing improved retail and service commercial development, and adequate housing opportunities. This alternative would conflict with this established goal, as there would be no expansion of the onsite retail/service commercial uses or onsite housing opportunities.

The No Project/No Development Alternative is concluded to be environmentally superior to the proposed project, since the significant and unavoidable impacts regarding increased building heights and view obstructions would be avoided.

Aesthetics/Light and Glare

The No Project/No Development Alternative would maintain the current views of and across the project site from off-site vantage points. Under the No Project/No Development Alternative no new light sources and no new shade and shadow impacts would be created. The No Project/No Development Alternative would be considered environmentally superior to the proposed project, since there would be no new light and glare and shade and shadow impacts, and current views would be maintained.

Traffic, Circulation and Parking

Typical winter Saturday peak-hour baseline conditions were used to analyze traffic impacts for the existing conditions. The design day was a typical winter Saturday peak hour condition, which occurs 15 to 20 times a year. The results of the analysis indicate that two of the study intersections are operating at an unacceptable Level of Service (LOS). These conditions would continue with the No Project/No Development Alternative. When compared to the proposed project, an increase in average daily traffic (ADT) would not occur with this alternative, as no development would occur within the project site. In comparison to the proposed project, this alternative would not result in an increased traffic load to the study intersections. Additionally, the existing on-site surface parking area would remain as they are currently configured and additional parking would not be required. The No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

Air Quality

Grading, excavation and construction activities associated with the proposed project would not occur with this alternative. Similar to the proposed project, the No Project/No Development Alternative would be consistent with the regional air quality plan and would not exceed the Town's limit of daily vehicle miles traveled. Although the proposed project would not result in significant air quality impacts, the No Project/No Development Alternative would be considered environmentally superior to the proposed project since no construction emissions/activities or additional vehicular trips would occur.

Noise

Under the No Project/No Development Alternative, no additional land uses would be developed within the project site. Nearby sensitive receptors would not be subjected to noise associated with construction activities or additional vehicular activity. New stationary and mobile noise sources would not occur and ambient noise levels would not increase. Thus, the No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

Utilities and Service Systems

An increased demand for public services and utilities would not occur with the No Project/No Development Alternative, as no additional land uses would be developed within the project site. Due to the increased demand for utilities and service systems generated by the proposed project, the No Project/No Development Alternative would be considered environmentally superior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/No Development Alternative would not be consistent with the objectives of the proposed project, which include providing more jobs to the center of Town, improving the efficiency of the on-site land uses and supporting the needs of the Town as a resort destination community. Therefore, the project objectives identified in Section 3.4, *Project Goals and Objectives*, would be not met under this alternative.

7.2 "REDUCED BUILDING HEIGHT" ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Reduced Building Height Alternative involves a Specific Plan development of 480 hotel/condominium rooms, 28,205 SF of commercial uses and 43 workforce housing units. The hotel/condominium buildings would provide hallways down the middle, with units on each side of the hallway. All on-site structures would extend to 45 feet, including the buildings along Old Mammoth Road. The buildings would adhere to the 45-foot height limitation as specified by Code Section 17.20.040. Table 7-1, *Comparison of Proposed Project and Reduced Building Height Alternative*, provides a comparison of the proposed project and Reduced Building Height Alternative.

Table 7-1
Comparison of Proposed Project and Reduced Building Height Alternative

Development Characteristics	Proposed Project	Reduced 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 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

Under this alternative, the structures along Old Mammoth Road would provide ground floor retail with two floors of hotel units above. Limited portions of the plan would provide surface parking for a drop-off and temporary parking at a hotel style porte cochere. Surface parking would also be provided for commercial deliveries to the ground floor retail. All hotel/condominium and commercial parking would be accommodated with underground parking. The garages would be located under the respective building footprint of each building as three levels of parking, including under the retail level along Old Mammoth Road and the work force housing. The parking garages would not extend beyond the edge of each building, except to provide an access ramp to the street. Total parking would be 741 spaces (592 spaces for residential and 149 spaces for commercial). To accommodate the building layout for this alternative, the underground parking garages would need to be three levels, rather than one level. This would require substantially more excavation and shoring than would be required for the proposed project. This Alterative would result in 70 percent lot coverage and would retain a majority of the Jeffrey Pine trees within and along the perimeter of the site. Approximately 30 percent of the site would be maintained as landscaped areas, although much of this would be distributed into small segments across a significant area of the walkway pavement.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

With the Reduced Building Height Alternative, the existing land use designation ("Commercial" for the *1987 General Plan* and "Commercial 2" for the *2005 General Plan Update*) would be amended to Specific Plan, similar to the proposed project. This alternative would be consistent with the existing *1987 General Plan* development standards regarding density (40 hotel-motel 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 *2005 General Plan Update* density restriction (40 hotel-motel rooms per acre). This alternative involves 70 percent lot coverage, consistent with the *1987 General Plan*'s 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 Reduced Building Height 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. As with the proposed project, this alternative involves a zone change from Commercial General to the Specific Plan's Condominium Hotel (CH) and Workforce Housing (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. 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. Similar to the proposed project, the Reduced Building Height Alternative would provide 43 workforce-housing units, in compliance with the employee housing requirements outlined in Code Chapter 17.36.

The Reduced Building Height Alternative would be consistent with the *1987 General Plan* goal of addressing the needs of the permanent residents of Mammoth Lakes, since it would provide improved retail and service commercial development, and adequate housing opportunities.

This 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.

Aesthetics/Light and Glare

A majority of the view blockage associated with the proposed project is related to the buildings along Old Mammoth Road, which ranged in height from 35 to 45 feet. Comparatively, the Reduced Building Height Alternative would result in a greater amount of view blockage, as all the buildings along Old Mammoth Road would be 45 feet high. When compared to the proposed project, the most notable aspect of this alternative would be the elimination of the 110-foot architectural features proposed at the center of the site. The workforce housing units would also be reduced to 45 feet in height, which would provide visual relief for the residential units to the north of the site.

Similar to the proposed project, the Reduced Building Height Alternative would introduce new sources of light and glare to the project area. 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).

Shade and shadow impacts would be slightly less than the proposed project with the Reduced Building Height Alternative. Similar to the proposed project, the Reduced Building Height Alternative would shade a substantial portion of Old Mammoth Road during the summer and winter solstice for more than three hours after 3:00 P.M. It should be noted that under the proposed project, buildings fronting Old Mammoth Road would be approximately 35 to 45 feet high. For the Reduced Building Height Alternative, these buildings would be 45 feet high. However, the remainder of the buildings on-site would be reduced from 65 to 45 feet in height. Although shadow

impacts would be less with this Alternative, due to the scale and orientation of the buildings, the Reduced Project Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.

The short-term impacts associated with construction activities would be increased, as this alternative would require a longer construction time frame due to the increased amount of excavation and shoring for the parking garages.

In conclusion, the Reduced Building Height Alternative would result in a significant amount of view blockage to surrounding areas as well as light and glare impacts. Although shade and shadow impacts would be slightly less with the Reduced Building Height Alternative, this alternative would nonetheless result in significant and unavoidable shade and shadow impacts (similar to the proposed project). Additionally, the short-term construction impacts would be increased under this alternative due to the extended construction schedule. Overall, the Reduced Building Height Alternative would be considered environmentally inferior to the proposed project in this regard.

Traffic, Circulation and Parking

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, this alternative would also provide 741 parking spaces. On-site parking improvements would include six three-level underground parking structures (one per each building), rather than one primary underground structure. Overall, traffic, 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.

Air Quality

The amount of site preparation associated with the Reduced Building Height Alternative would be greater than the proposed project, as more excavation and shoring would be required for the six three-level underground parking garages. This alternative would be required to comply with the mandatory requirements of GBUAPCD fugitive dust emissions that include, but are not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces. Thus, as with the proposed project, regional and local construction emissions would be less than significant.

Air pollutant emissions associated with occupancy and operation of the Reduced Building Height Alternative would be generated by consumption of electricity and natural gas and by the operation of on-road vehicles. Similar to the proposed project, this alternative would result in a total of 3,097 vehicle miles traveled (VMT), which along with existing and cumulative projects VMT, results in a total of 88,239 VMT, which is well below the Town's limit of 106,600 VMT. Similar to the proposed project, long-term emissions would be less than significant.

The Reduced Building Height Alternative would be considered neither environmentally superior nor inferior to the proposed project with regard to short- and long-term emissions.

Noise

As previously stated under the Air Quality discussions above, the amount of site preparation associated with the Reduced Building Height Alternative would be greater than the proposed project, as more excavation and shoring would be required for the six three-level underground parking garages. Additionally, the construction schedule would likely be extended to accommodate the increased site preparation. Similar to the proposed project, due to the proximity of adjacent sensitive receptors to the project site, significant noise impacts would be similar as a result of construction activities.

Implementation of this alternative would also result in increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities and the introduction of new uses. This alternative would result in the same amount of traffic as the proposed project; therefore noise levels would be similar. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the project and, as with the project, would be less than significant.

Short- and long-term noise impacts are considered neither environmentally superior nor inferior to the proposed project.

Utilities and Service Systems

As previously discussed, this alternative has the same density and square footage as the proposed project. Therefore, the water demand for this alternative would be the same as the proposed project. Additionally, the amount of wastewater generated from the site would be the same for an average day and a peak instantaneous flow.

Since impacts would be similar, the Reduced Project Alternative would be considered neither environmentally superior nor inferior to the proposed project with regard to utility and service system effects.

ABILITY TO MEET PROJECT OBJECTIVES

The Reduced Building Height Alternative would be only partially consistent with the goals and objectives of the proposed project. Under the proposed project, the increased building height allows for architectural variation and interest, yet also creates significant view blockage issues. Specifically, the increased heights allow for:

- Shifting building heights back from the street to improve the pedestrian scale of the street front;
- Increased building heights allow for more green open spaces and pervious surfaces; and
- The use of taller architectural elements creates unique architectural elements.

Under the proposed project, the Resort Condominium Lodge structures would vary between 45 and 65 feet, the workforce housing units would be 65 feet and the commercial retail uses would range from 35 to 45 feet. Architectural elements in the central portion of the site would be up to 110 feet

in height. Although the proposed project would incorporate architectural details that would enhance the visual quality of the site, these features do not offset the alteration and loss of existing views to Mammoth Mountain and the Sherwin Range.

As stated previously, under this alternative, all buildings would be 45 feet in height. This would create a sense of visual monotony and increased building massing, as there would be no opportunities for relief in the buildings heights. In particular, the streetscape experience along Old Mammoth Road would be diminished, as the buildings would be setback by only ten feet and have a uniform height of 45 feet. Therefore, the goals of improving the visual quality of the streetscape along Old Mammoth Road, enhancing the pedestrian experience along Old Mammoth Road and contributing the overall revitalization of the Old Mammoth Road corridor would not be met under this alternative.

7.3 "SURFACE PARKING" ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Surface Parking Alternative involves a Specific Plan development of 240 hotel/condominium units, 12,500 SF of commercial uses and 292 surface level parking spaces A. 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 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 Alternative
Seasonal Hotel/Condominium Units	480 Rooms	240 Rooms
Year Round Workforce Housing	43 Units	20 Units (Off-Site)
Restaurant/Retail	28,205 Square Feet	12,500 Square Feet
Parking	741 Spaces	292 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 Hotel-Motel Rooms/Acre

All structures, including the buildings along Old Mammoth Road, would be restricted to heights of 35 feet. Structures along Old Mammoth Road would provide ground floor retail, with two floors of hotel units above. Approximately 30 percent of the site would be maintained as landscaped areas, although much of this would be distributed into small segments across a significant area of pavement.

The Surface Parking Alternative would provide 20 workforce housing units. The workforce housing units would not be able to be accommodated on-site because of the proposed surface parking. The 20 housing units would be provided off-site within the Town boundaries.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

With the Surface Parking Alternative, the existing land use designation ("Commercial" for the *1987 General Plan* and "Commercial 2" for the *2005 General Plan Update*) would be amended to Specific Plan, similar to the proposed project. This alternative proposes 39.4 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 *2005 General Plan Update* 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. 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 259 sleeping areas (SA) and 12,500 SF of commercial uses proposed by this alternative would generate an estimated 63 Full-Time Equivalent Employees (FTEE) with a resultant demand for 16 employee housing units (three-bedroom)(an aggregate amount of approximately 16,000); 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.

The Surface Parking Alternative would be consistent with the *1987 General Plan* goal of addressing the needs of the permanent residents of Mammoth Lakes, since it would provide improved retail and service commercial development, and adequate housing opportunities.

This 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.

Aesthetics/Light and Glare

The Surface Parking Alternative would result in the development of buildings with a maximum height of 35 feet, which would allow for greater retention of views within the area. However, it should be noted that a majority of the view blockage associated with the proposed project was related to the buildings along Old Mammoth Road, which ranged in height from 35 to 45 feet. The most notable aspect of this alternative would be the elimination of the 110-foot architectural features that were proposed in the center of the site and the additional views to impervious (parking) surfaces. The workforce housing would be provided off-site within the Town's limits. Residential uses to the north of the project site would provide views to condominium/hotel unit structures (35 feet in height) and surface parking uses.

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 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).

Shade and shadow impacts would be slightly less than the proposed project with the Surface Parking Alternative. The buildings would be rearranged under the Surface Parking Alternative to allow additional surface parking spaces within the central portion of the project site. On-site structures would be relocated to abut the boundary of the project site (with a 20-foot setback). Similar to the proposed project, the Surface Parking Alternative would shade a substantial portion of Old Mammoth Road during the summer and winter solstice for more than three hours after 3:00 P.M. Although shadow impacts would be less with this alternative, due to the scale and orientation of the buildings, the Surface Parking Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.

The short-term impacts associated with construction activities would be decreased, as this alternative would require a shorter construction period due to the elimination of excavation and shoring for the parking uses.

In conclusion, the Surface Parking Alternative would result in similar view blockage issues to surrounding land uses, as well as similar light and glare impacts. Views would not be preserved under the Surface Parking Alternative due to the rearrangement of on-site structures to surround the on-site surface parking uses (located in the central portion of the project site). Although shade and shadow impacts would be slightly less with the Surface Parking Alternative, this alternative would nonetheless result in significant and unavoidable shade and shadow impacts (similar to the proposed project). Additionally, the short-term construction impacts would be reduced under this alternative due to the condensed construction schedule. Overall, the Surface Parking Alternative would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Traffic, Circulation and Parking

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 net new trips, or approximately 80 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 80 percent less when compared to the proposed project). As the land use intensity would be reduced, the Surface Parking Alternative would provide 292 spaces (252 spaces for hotel units and 50 spaces for commercial uses).

Overall, traffic and circulation impacts would be reduced under the Surface Parking Alternative due to the decreased trips generated upon project implementation. Resulting parking impacts would be 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.

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			3,302	214	142	356
Project Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	240	DU	2,400	108	92	199
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	178	148	325
Total Net Trip Generation			520	-36	6	-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.

Air Quality

The amount of site preparation associated with the Surface Parking Alternative would be less than the proposed project, as it would not require excavation and shoring for an underground parking garage. This alternative would comply with the mandatory requirements of GBUAPCD fugitive dust emissions that include, but are not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces. Thus, as with the proposed project, regional and local construction emissions would be less than significant.

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 net new daily trips, which is 80 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.

Although the proposed project would not result in significant air quality impacts, the Surface Parking Alternative would be considered environmentally superior to the proposed project since less site preparation and fewer vehicle trips would occur.

Noise

Compared to the proposed project, the amount of site preparation associated with the Surface Parking Alternative would be significantly reduced, as there would not be a need for excavation or shoring activities. Additionally, the construction schedule would likely be reduced due to the elimination of excavation and soil hauling activities.

Implementation of this alternative would also result in increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities and the introduction of new uses. This alternative would result in less traffic than the proposed project; therefore traffic noise levels would be reduced. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the project and, as with the project, would be less than significant.

Noise impacts would be considered environmentally superior to the proposed project in this regard.

Utilities and Service Systems

As previously discussed, this alternative would be consistent with reduced density and square footage when compared to the proposed project. Therefore, the water demand and wastewater generation for this alternative would be less than proposed project.

Since impacts would be reduced, the Surface Parking Alternative would be considered environmentally superior to the proposed project in this regard in regards to utility and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

The Surface Parking Alternative would not implement all of the objectives of the proposed project. Specifically, this alternative would eliminate the provision of underground parking. The core element of the proposed project is the provision of underground parking across the majority of the site (95 percent of the parking spaces are underground). Some of the benefits of underground parking include:

- Increased amount of pedestrian areas devoted to landscaping, rather than surface parking lots;
- Ease of accessibility to residential units and commercial uses;
- Avoids snow plowing and snow storage for surface parking lots; and
- Increased comfort for guests.

Beyond the elimination of underground parking, this alternative would reduce the number of hotel/condominium units and reduce the commercial uses by approximately 50 percent. Additionally, the workforce housing would not be able to be accommodated on-site. Implementation of the Surface Parking Alternative would reduce land use, air quality, noise, traffic/circulation and parking, and utilities and service systems impacts to less than those resulting from implementation of the proposed project. However, this alternative would not improve the visual quality of the site or provide underground parking. The Surface Parking Alternative would not meet the objectives identified in Section 3.4, *Project Goals and Objectives*.

7.4 "PARKING STRUCTURE ABOVE GRADE" ALTERNATIVE

The Parking Structure Above Grade Alternative involves a Specific Plan development of 360 hotel/condominium units, 12,500 SF of commercial uses and 444 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.

Table 7-4
Comparison of Proposed Project and Parking Structure Above Grade Alternative

Development Characteristics	Proposed Project	Reduced Height Alternative
Seasonal Hotel/Condominium Units	480 Rooms	360 Rooms
Year Round Workforce Housing	43 Units	29 Units (Off-Site)
Restaurant/Retail	28,205 Square Feet	12,500 Square Feet
Parking	741 Spaces	444 Spaces
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 Hotel-Motel Rooms/Acre

All structures, including the buildings along Old Mammoth Road, would be restricted to 35 feet. Buildings along Old Mammoth Road would provide ground floor retail, with two floors of hotel units above. Approximately 30 percent of the site would be maintained as landscaped areas, although much of this would be distributed into small segments across a significant area of pavement.

The Parking Structure Above Grade Alternative would provide 29 workforce housing units. The workforce housing units would not be able to be accommodated on-site because of the proposed surface parking. The 29 housing units would be provided off-site within the Town boundaries.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

With the Parking Structure Above Grade Alternative, the existing land use designation ("*Commercial" for the 1987 General Plan and "Commercial 2" for the* 2005 General Plan Update) 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 hotel-motel rooms per acre, which would exceed the density restrictions specified in the *1987 General Plan* and *2005 General Plan Update* (40 hotel-motel rooms per acre). Thus, this alternative would conflict with the *1987 General Plan* and *2005 General Plan Update* 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 hotel-motel rooms per acre proposed under this alternative would exceed 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 SA and 12,500 SF of commercial uses proposed by this alternative would generate an estimated 108 FTEE with a resultant demand for 27 employee housing units (three-bedroom) (an aggregate amount of approximately 27,000 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 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.

The Parking Structure Above Grade Alternative would be consistent with the *1987 General Plan* goal of addressing the needs of the permanent residents of Mammoth Lakes, since it would provide improved retail and service commercial development, and adequate housing opportunities.

The Parking Structure Above Grade Alternative would involve 59.1 hotel-motel rooms per acre, which would exceed 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. However, the significant and unavoidable impacts regarding lot coverage and increased building heights occurring with the proposed project would be avoided. Based on these impacts, the Parking Structure Above Grade Alternative is considered neither environmentally superior nor inferior to the proposed project.

AESTHETICS/LIGHT AND GLARE

The Parking Structure Above Grade Alternative would result in the development of buildings with a maximum height of 35 feet, which would allow for greater retention of views within the area. However, the majority of the view blockage associated with the proposed project was related to the buildings along Old Mammoth Road, which ranged in height between 35 and 45 feet. The most notable aspect of this alternative would be the elimination of the 110-foot architectural features that were proposed in the center of the site and the introduction of a surface level parking structure.

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 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).

Shade and shadow impacts would be slightly reduced with the Parking Structure Above Grade Alternative. The buildings would be rearranged to allow the addition of a above grade parking structure within the northern portion of the project site. On-site structures would be relocated to abut the boundary of the project site (with a 10-foot setback). Similar to the proposed project, this alternative would shade a substantial portion of Old Mammoth Road during the summer and winter solstice for more than three hours after 3:00 P.M. It should be noted that the buildings fronting Old Mammoth Road would be the same height under the proposed project as with this alternative (approximately 35 feet high). However, the remainder of the buildings on-site would be reduced from 65 feet to 35 feet in height. Although shadow impacts would be reduced with this alternative, due to the scale and orientation of the buildings, the Parking Structure Above Grade Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.

The short-term impacts associated with construction activities would decrease, as this alternative would not require excavation and shoring for an underground parking structure. Although this alternative would construct a three-level parking structure, the total impervious site coverage would only be 70 percent.

In conclusion, the Parking Structure Above Grade Alternative would result in a similar amount of view blockage from adjoining uses to significant visual resources and similar impacts to light and glare. As there is no other surface level parking structure within the Mammoth Lakes downtown area, the structure would be a prominent feature at the northern portion of the project site and would be considered visually incompatible with the area. Although shade and shadow impacts would be slightly reduced with the Parking Structure Above Grade Alternative, this alternative would result in significant and unavoidable shade and shadow impacts (similar to the proposed project). Also, the short-term construction impacts would be decreased under this alternative. Thus, the Parking Structure Above Grade Alternative would be considered environmentally inferior to the proposed project in this regard.

Traffic, Circulation and Parking

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 Parking Structure Above Grade Alternative. As indicated in Table 7-5, this alternative is projected to generate a total of approximately 1,792 net new trips, or approximately 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 31 percent fewer 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 spaces (252 spaces for hotel units and 50 spaces for commercial uses).

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 similar to the proposed project, as adequate parking would be provided for both hotel/condominium uses and commercial uses. The Parking Structure Above Grade Alternative would be considered environmentally superior to the proposed project in this regard.

Air Quality

The amount of site preparation associated with the Parking Structure Above Grade Alternative would be less than the proposed project, as it would not require excavation and shoring for an underground parking garage. This alternative would comply with the mandatory requirements of GBUAPCD fugitive dust emissions that include, but are not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces. Thus, as with the proposed project, regional and local construction emissions would be less than significant.

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			3,302	214	142	356
Project Trip Generation						
Residential Medium Density (MF) – Seasonal (Condominiums)	360	DU	3,600	161	138	299
Residential High Density (MF) – Year Round (Workforce Housing)	29	DU	232	10	9	19
Restaurant	3.5	TSF	554	44	26	70
Retail	9	TSF	708	19	24	43
Total Project Trip Generation			5,094	234	197	431
Total Net Trip Generation			1,792	20	55	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.

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 net new daily trips, which is 31 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.

Although the proposed project would not result in significant air quality impacts, the Parking Structure Above Grade Alternative would be considered environmentally superior to the proposed project since less site preparation and fewer vehicle trips would occur.

Noise

Compared to the proposed project, the amount of site preparation associated with the Parking Structure Above Grade Alternative would be reduced, as there would not be a need for excavation or shoring activities. Additionally, the construction schedule would likely be reduced due to the elimination of excavation and soil hauling activities.

Implementation of this alternative would also result in increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities and the introduction of new uses. This alternative would result in less traffic than the proposed project; therefore traffic noise levels would be less. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the project and, as with the proposed project, would be less than significant.

Noise impacts associated with the Parking Structure Above Grade Alternative would be considered environmentally superior to the proposed project.

Utilities and Service Systems

As previously discussed, this alternative would involve reduced density and square footage when compared to the proposed project. Therefore, the water demand and wastewater generation for this alternative would be less than proposed project. Since impacts would be reduced, the Parking Structure Above Grade Alternative would be considered environmentally superior to the proposed project in regard to utility and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

The Parking Structure Above Grade Alternative would not implement all of the objectives of the proposed project. Specifically, this alternative would eliminate the provision of underground parking and reduce the number of hotel/condominium units and commercial uses. Additionally, the workforce housing would not be able to be accommodated on-site. Implementation of the Parking Structure Above Grade Alternative would result in less air quality, noise, traffic/circulation and parking, and utilities and service systems impacts than from implementation of the proposed project. However, this alternative would not improve the visual quality of the site or provide underground parking. The Parking Structure Above Grade Alternative would not meet the objectives identified in Section 3.4, *Project Goals and Objectives*.

7.5 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. *CEQA Guidelines* Section 15126.6 indicates that, if the "No Project" alternative is the "Environmentally Superior" alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

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 the development density of 59.1 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, 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.

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).

7.6 ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER ANALYSIS

An alternative to the proposed project, which was considered but rejected, involved development of the project on an alternative site within the Town of Mammoth Lakes. It was concluded that no other sites were available within the Town's limits that would accommodate the proposed project. It should also be noted that the Applicant does not retain any ownership rights to other properties within the Town limits and that there are no other infill sites available that are of a comparable size. In part, The Clearwater Specific Plan is proposed to assist with the Town's ongoing effort to achieve the goals and objectives of revitalizing the Old Mammoth Road corridor and as a resort destination community. Based upon a review of other available sites within the Town, it has been determined that there are no available sites that are comparable in size and zoning. The project proposes to intensify development on the site with hotel/condominium and commercial uses, and provide a monument architectural feature at the center of the site. Development of an alternative site is not currently under consideration, as suitable sites are not available within the Town of Mammoth Lakes.

8.0 Inventory of Mitigation Measures

8.0 INVENTORY OF MITIGATION MEASURES

LAND USE AND RELEVANT PLANNING

Consistency with the 1987 Town of Mammoth Lakes General Plan

No mitigation measures are feasible.

Consistency with the Town of Mammoth Lakes Zoning Code

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.

Cumulative Impacts

No mitigation measures are feasible.

AESTHETICS/LIGHT AND GLARE

Short-Term Construction Aesthetic Impacts

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.

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.

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.

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.

Long-Term Aesthetic Impacts

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.

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.

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.

AES-8 Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square feet, 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.

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.

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.

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.

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.

Long-Term Light and Glare

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.

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. 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.

Shade and Shadow

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.

Cumulative Impacts

Refer to Mitigation Measures AES-1 through AES-15.

TRAFFIC AND CIRCULATION

Traffic Generation – Long-Term

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. 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.

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. 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.

Internal Circulation/Project Access/Pedestrian Circulation

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.

Parking

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 parking code. The parking configuration shall be designed so that all project related vehicles are parked on-site.

AIR QUALITY

Short-Term (Construction) Air Emissions

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;
- 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.

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.

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.

Long-Term (Operational) Air Emissions

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.

Consistency With Regional Plans

No mitigation measures are required.

Cumulative Construction Air Quality

Refer to Mitigation Measures AQ-1 through AQ-4.

Cumulative Operational Air Quality

Refer to Mitigation Measure AQ-5.

NOISE

Short-Term Construction Noise Impacts

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;
- 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.

Long-Term (Mobile) Noise Impacts

No Mitigation Measures are recommended.

Long-Term (Stationary) Noise Impacts

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.

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 incorporating the use of parapets into the building design.

Cumulative Construction Noise

Refer to Mitigation Measure N-1.

Cumulative Operational Noise

No mitigation measures are required.

UTIILTIES SERVICE SYSTEMS

Construction (Water Supply and Wastewater)

No mitigation measures are required.

Water Supply

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.

Wastewater

Refer to Mitigation Measure USS-1.

Cumulative Impacts

Refer to Mitigation Measure USS-1.

9.0 Level of Significance After Mitigation

9.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION

LAND USE

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 proposed by the Specific Plan, as compared to the existing CG zoning height restrictions. Also, significant and unavoidable cumulative impacts are anticipated regarding the introduction of structures that may exceed the Town's existing height restrictions thereby obstructing existing views.

AESTHETICS/LIGHT AND GLARE

Although implementation of Mitigation Measures AES-1 through AES-4 would reduce impacts resulting construction activities, 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.

Implementation of Mitigation Measures AES-5 through AES-11 would reduce long-term visual/aesthetic impacts. However, 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 avoidable following implementation of recommended mitigation measures.

The implementation of Mitigation Measures AES-2 and AES-13 would reduce long-term light and glare impacts. However, the intensification of the proposed uses and opposed to the existing on-site uses would result in a significant light and glare impact.

Although shade and shadow impacts would be reduced through the design review process, and Mitigation Measure AES14, project implementation would result in significant and unavoidable shade and shadow impacts.

Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. However, 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.

If the Town of Mammoth Lakes approves the Clearwater Specific Plan project, the TOML shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

TRAFFIC AND CIRCULATION

Following implementation of all mitigation measures (i.e., all recommended improvements), traffic, circulation, and parking impacts would be reduced to a less than significant level.

AIR QUALITY

The proposed project would not generate air quality emissions that would exceed State or Federal standards for short-term (construction), long-term (operational), plan consistency, or cumulative impacts. During construction activities, the proposed project would be required to adhere to the GBUAPCD rules and regulations. Based on the analysis, long-term operational impacts would also be consistent with the anticipated growth within the area since VMTs would not exceed the Town's VMT limits. With the incorporation of mitigation measures, impacts would be less than significant. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.

NOISE

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 in accordance with Section 15093 of CEQA.

UTIILTIES AND SERVICE SYSTEMS

Implementation of the proposed project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.

10.0 Effects Found Not To Be Significant

10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

The Town of Mammoth Lakes conducted an *Initial Study* in June 2006 to determine significant effects of the proposed project. In the course of this evaluation, certain impacts of the project were found to be less than significant because a project of this scope could not create such impacts, or the project has no characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with *CEQA Guidelines* Section 15128, the following section provides a brief description of potential impacts found to be less than significant. A copy of the *Initial Study* is located in Appendix 15.1, *Initial Study and Notice of Preparation*.

AESTHETICS. ***Would the proposal:***

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Less Than Significant Impact. The California Department of Transportation (Caltrans) has designated U.S. Highway 395 as a scenic highway. Highway 395 provides access to the mountain community, which is located approximately 2.75 miles east of the project site. State Route 203, which is located approximately 0.15 miles north of the project site, is eligible for a scenic highway designation, but this designation has not been formally assigned. Vehicle activity during project operations would be conducted in a manner similar to current conditions and would not substantially damage scenic resources or other locally recognized desirable aesthetic natural features within a designated scenic highway. Impacts to scenic resources would be less than significant.

AGRICULTURE RESOURCES. ***In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:***

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The project site is urbanized and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Project implementation would not result in the conversion of farmland to non-agricultural use.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The project site is currently zoned Commercial General (CG) with allowed uses currently on-site. Implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?*

No Impact. The proposed project does not involve changes in the existing environment that could result in conversion of farmland to non-agricultural uses. The project site is urbanized, and there are no farmland uses that are occurring on-site or in the immediate vicinity.

AIR QUALITY. ***Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:***

e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Proposed land uses could create odors. However, odors during project operations are not expected to be objectionable. A less than significant impact would result.

BIOLOGICAL RESOURCES. ***Would the project:***

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. Due to the high degree of variation in topography and geologic condition, the Mammoth Lakes region supports diverse biological communities. The biological communities primarily consist of species that have adapted to cold, snowy winters and arid summers. Mammals that occur in the area include deer, coyote, marmot, beaver, squirrel, chipmunk, mountain lion, marten, and black bear. More than 150 bird species have been identified in the region, which include the bald eagle, grey owl, red-tailed hawk, sage-grouse, various woodpeckers, chickadee, nuthatch, northern goshawk, and gray crowned rosy finch. The area also supports approximately 15 species of amphibians and reptiles, which include the western toad, Pacific tree frog, sagebrush lizard, and western terrestrial garter snake.

The five major vegetation communities within the region are Mixed Conifer Fir, Upper Montane Mixed Shrub, Basin Sagebrush, Wet Meadow, and Alder Wouldow Riparian. The most common plant community within the region is the Mixed Conifer Fir, with the Jeffery Pine species commonly occurring on gradual slopes and lower elevation areas.

Currently, the project site is in a disturbed and developed condition. The limited vegetation and trees that exist on-site are not State or Federally listed species. Per the *2005 General Plan Update*, the site does not support a critical habitat or species. Section 5.6.2 (Landscape Design Guidelines) of the *Clearwater Specific Plan* states that provisions would be taken for the protection of existing on-site trees, which are located in the parking areas and along the perimeter. Project implementation would not have a significant impact on special status species.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. Refer to Biological Response (a) above. As previously stated, the project site is currently disturbed, and consists of impermeable surfaces. According to the Conservation and Open Space Element of the *2005 General Plan Update*, riparian vegetation/habitat within the Town is generally found along the banks of Mammoth Creek, and other drainages. Mammoth Creek is located approximately 0.5 miles to the south of the project site. No riparian habitat or sensitive natural communities exist on-site. Project implementation would not create a substantial adverse effect on any riparian habitat or other sensitive natural community.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, costal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Refer to Biological Response (a) above. No Federally protected wetlands are known to occur on-site. Therefore, implementation of the proposed project would not result in any impacts on Federally protected wetlands.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?*

Less Than Significant Impact. There are specific areas of the Mammoth Lakes region that are utilized by migratory species. For example, the Round Valley herd of mule deer utilizes a route south of the Town of Mammoth Lakes, through the Mammoth Lakes Basin, and then crosses over Mammoth Pass into the Middle Fork of the San Joaquin River drainage. The likelihood of the herd migrating onto the project site is minimal, as the site is completely surrounded by developed uses. Other migratory species include raptors and songbirds, which 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. The project would not interfere with the movement of any native resident or wildlife species. Therefore, implementation of the proposed project would result in a less than significant impact.

e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.*

Less Than Significant Impact. The Town of Mammoth Lakes currently has several policies, ordinances, and conditions of approval that apply to development and protect natural resources. Chapter 6.24 of the *Municipal Code* prohibits the feeding of wildlife, Chapter 8.12 requires proper refuse disposal to eliminate the availability of refuse for wildlife, and Chapter 17.20.040 requires the preservation of trees and other vegetation in reference to commercial sites. To the extent possible, existing on-site trees would be preserved, and a Tree Health Plan would be established to monitor

the trees condition during and after construction.[1] Therefore, project implementation would result in a less than significant impact.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. Conservation and recovery plans for areas which encompass or are in the vicinity of the project site include the Owens Basin Wetland and Aquatic Species Recovery Plan, the Mule Deer Herd Management Plans, and the Greater Sage-Grouse Conservation Plan for Nevada and Eastern California. However, the project site is not located within any of the Plans identified above, nor do any of the species under special concern exist or traverse through the site. Implementation of the proposed project would not conflict with any adopted Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans.

CULTURAL RESOURCES. ***Would the project:***

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?*

No Impact. The project site consists of surface parking areas and dilapidated structures with no historic significance pursuant to Section 15064.5(a)(3) of the *CEQA Guidelines*. The existing on-site buildings were constructed in the late 1960's utilizing stick framing and T-111 siding. Thus, the on-site structures do not have historical value, and project implementation would not impact historic resources.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*

Less Than Significant Impact. Per the *1987 General Plan*, archaeological and historic site surveys should be conducted and results incorporated into environmental review documentation when a critical site(s) exists within a project area. Areas with high levels of disturbance that are predominately urbanized are not considered to have the potential for the discovery of additional archaeological or paleontological resources. An archaeological/historic records search was conducted by the Eastern Information Center (EIC) located at the University of California, Riverside. The records search indicates 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 indicates that 24 cultural resource properties have been identified within the one-half mile radius, approximately half of which are prehistoric sites. However, none of the resources are located within the project site. The Native American Heritage Commission (NAHC) has no record of Native American sacred sites in the immediate vicinity of the project site, based upon the results of a Sacred Lands File search. The NAHC provided a California Tribal Consultation List for the Town of Mammoth Lakes, which included four contacts. In accordance with SB 18 Consultation (*Government Code §65352.3)*, the Town of Mammoth Lakes has initiated consultation with the four identified Native American tribes.

[1] Metric Holdings Incorporated, *The Clearwater Specific Plan*, June 2006.

Archaeological monitoring within the project area is not warranted given the extent of previous development and lack of previously identified cultural resources. If during grading and excavation any archaeological resource is found, construction would be temporarily diverted, redirected, or halted as appropriate. Any discovery of such resources would be treated in accordance with Federal, State, and local regulations, including those outlined in *CEQA Guidelines* Section 15064.5 (e), and as appropriate, the Native American Historical, Cultural, and Sacred Sites Act. Impacts would be less than significant.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact. Refer to Cultural Resources Response (b), above.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. No known human remains occur on-site; due to the level of past disturbance on-site, it is not anticipated that human remains would be encountered during earth removal or disturbance activities. Should human remains be encountered during excavation or site grading, construction activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. The Mono County Coroner's office would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code. Should the Coroner determine the human remains are Native American, the Coroner shall contact the NAHC pursuant to Public Resources Code Section 5097.98. The NAHC would designate a Most Likely Descendent who would make recommendations concerning the disposition of the remains in consultation with the lead agency and archaeologist. Impacts would be less than significant.

GEOLOGY AND SOILS. ***Would the project:***

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

   1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The project site is located within the Sierra Nevada Mountain range, a tilted fault-block that is bordered on the east by the Sierra Nevada frontal-fault system. The region is considered to be an active seismic region. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as those that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[2] Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. The project site is not located within an Earthquake Fault Zone or Alquist-Priolo Hazard Zone. The nearest known active regional fault is the Hartley Springs fault. The closest projected trace for this fault zone is located approximately 1.5 miles southwest of the site.

[2] California Department of Conservation and California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.

This fault could produce a magnitude 6.6 (Mw) earthquake. The Hilton Creek fault, located approximately 7.5 miles from the site, could produce a magnitude 6.7 (Mw) earthquake.

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 in the soil gasses surrounding their roots. The most well known location of high carbon dioxide soil gas is at the north end of Horseshoe Lake, where scientists estimate between 50 and 150 tons of carbon dioxide are emitted daily. However, it should be noted that there have been no areas of high carbon dioxide flux identified in the project vicinity.

The project would locate Condominium Hotel uses within an area known to contain potential seismic hazards. The project would be required to comply with the California Department of Conservation, *California Geologic Survey Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. In addition, the project would be required to comply with the seismic safety requirements contained in the *Town of Mammoth Lakes Municipal Code*, Chapter 15.04 (Building Regulations and Uniform Codes). The Code requires that all structures within the boundaries of the Town shall be designed to the requirements of Seismic Zone 4 as defined in the 2001 *California Building Code*. Adherence to applicable regulations would assure appropriate building design, and would reduce the potential impacts of locating people in buildings susceptible to impacts from seismic activity to a less than significant level.

2) *Strong seismic ground shaking?*

Less Than Significant Impact. As indicated above, active faults exist within the vicinity of the project site. The project site is located within the Sierra Nevada province, a generally north to northwesterly trending, asymmetric, and tilted fault-block. As a result, the fault system could produce seismic ground shaking that may affect the project site. The project would be required to comply with applicable requirements, such as the *California Geologic Survey Special Publications 117* and the Town of Mammoth Lakes *Municipal Code*, which are discussed above. Compliance with these requirements would reduce potential impacts to the project due to seismic ground shaking to less than significant levels.

3) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally have to be granular, loose to medium-dense, and saturated relatively near the ground surface, as well as be subjected to ground shaking of a sufficient magnitude and duration. On-site soils are classified by the U.S. Department of Agriculture Soil Conservation Service (SCS) as Type "B". Granular Type B soils are typically cohesive with an unconfined compressive strength yield of less than 1.5 tons per square

foot, but more than 0.5 tons per square foot, and are also particular angular granular soils. Type B soils may include angular gravel, crushed rock, silt, and silt loam. The project would be required to comply with the State of California's minimum standards for structural design and construction provided in the California Building Code (CBC). Given that the potential for liquefaction is considered very low and the project would comply with applicable requirements, potential impacts with regard to seismic-related ground failure would be less than significant.

4) *Landslides?*

No Impact. Landslides are an earthquake-induced ground failure that occurs primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. Landslides are primarily limited to areas with a combination of poorly consolidated material and slopes that exceed 30 percent. While slopes with these gradients are found in portions of Mammoth Mountain, average on-site slopes range from two to three percent. Therefore, no impact would occur in this regard.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. The highest erosion potential occurs in loose and/or shallow soils on steep slopes. Currently, the project site is generally level and developed with a surface parking lot, a hotel, and two restaurants. Construction of the project would produce loose soils, which are subject to erosion if the surface area were to be disturbed or vegetation were to be removed. Grading and trenching for construction may expose soils to short-term wind and water erosion. Implementation of erosion control measures as required in Section 12.08.076 of the *Municipal Code* and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts to less than significant levels.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Refer to Geologies and Soils Response (a) above.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less Than Significant Impact. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. Approximately 90 percent of the project site would be excavated for the construction of a subterranean parking structure. Development would be subject to a site-specific geotechnical analysis and would be designed in compliance with applicable building codes, reducing impacts to a less than significant level.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The Basin Plan for the Lahontan Regional Water Quality Control Board (LRWQCB) prohibits individual septic systems in the Mammoth Basin or within the entire drainage area of the Town. It would not be necessary to install septic tanks or alternative wastewater disposal systems.

The proposed project would be connected to the Town's existing sewer line along Old Mammoth Road. Since the project would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur.

HAZARDS AND HAZARDOUS MATERIALS. ***Would the project:***

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. The proposed project would not create a significant hazard to the public or the environment from the routine transport, 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.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. Proposed project uses are not anticipated to result in the creation of health hazards following compliance with health and safety regulations. The proposed uses would not use, generate, or dispose of hazardous materials in large quantities. As stated, 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.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The project site is located approximately 0.2 miles northwest of Mammoth High School. However, as stated in Hazards and Hazardous Materials Response (a) and (b) above, the project would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials. No impacts would occur in this regard.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less Than Significant Impact. The project site is currently developed with restaurant, hotel, and parking uses. A Phase I Environmental Site Assessment has determined that neither contamination nor a recognized environmental condition (REC) occur on-site; refer to Appendix 15.7, *Phase I Environmental Site Assessment*.[3] A less than significant impact would result.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

[3] EBI Consulting, *Phase I Environmental Site Assessment Report for the Clearwater*, February 3, 2006.

No Impact. The project site is not located within an airport land use plan or within two miles of an airport. The nearest airport is the Mammoth Yosemite Airport, approximately 6.7 miles southeast of the project site. No impacts would occur in this regard.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. Refer to Hazards and Hazardous Materials Response (e), above.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. Two year-round emergency evacuation routes serve the Town. State Road 203 and U.S. Highway 395 are the primary routes for evacuation, and a secondary evacuation option is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer months, two additional routes are available, including Sherwin Creek Road and the Sawmill cutoff, both of which are graded dirt roads. The project is required to comply with applicable Town of Mammoth Lakes Fire Department codes for emergency vehicle access. In addition, the project may not impede emergency access for adjacent or surrounding properties during construction or operation. Thus, the project would result in a less than significant impact with respect to emergency access.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Less Than Significant Impact. The Town and surrounding area have been rated as having a very high fire potential. The project would be subject to review by the Mammoth Lakes Fire Protection District to ensure that fire regulations are met, such as ensuring adequate clearance of flammable vegetation around individual structures to prevent the spread of fire between wildlands and structures. Thus, compliance with applicable provisions and fire codes pertaining to control of fires would result in a less than significant impact.

HYDROLOGY AND WATER QUALITY. ***Would the Project:***

a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. The project site is currently developed and is almost completely impervious. Currently, stormwater runoff from the site and its tributary area flows by sheet flow or through piping, through the property, and enters the Town of Mammoth Lakes storm drain system (TMLSDS).

The site is currently developed with commercial uses, which include the Sierra Nevada Rodeway Inn, Igor's restaurant, the Ocean Harvest restaurant, and surface parking. Expected pollutants in the existing condition stormwater runoff from the project site are oil and grease from automobile use. Other pollutants associated with commercial development include trash, nutrients, bacteria, and grease associated with restaurant uses.

Residential and urban development is often a significant source of stormwater pollution. Development activities have two primary effects on water quality; they are sources of erosion and sedimentation during the construction phase and they have long-term effects on runoff once the development is complete. Residential and urban development can affect water quality in three ways:

- Impervious surfaces associated with development increase the rate and volume of stormwater runoff, which increase downstream erosion potential;
- Urban activities generate dry-weather ("nuisance") flows, which may contain pollutants and/or may change the ephemeral nature of streams and the degradation of certain habitats; and
- Impervious surfaces increase the concentration of pollutants during wet weather flows.

The potential for negative water quality effects is generally correlated to the density of development and the amount of impervious area associated with development.

Certain commercial activities have the potential to generate pollutants that can negatively affect stormwater quality. Restaurants have the potential to generate pollutants such as grease, trash and other oxygen-demanding substances.

Impacts related to water quality would range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Construction of the proposed project has the potential to produce typical pollutants such as nutrients, suspended solids, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials (including wash water), paints, wood, paper, concrete, food containers, sanitary wastes, fuel and lubricants. A Storm Water Pollution Prevention Plan (SWPPP) would be required for the project during the grading permit stage. This requirement is in compliance with Town of Mammoth Lakes and State Water Quality Control Board – Lahontan Region requirements for site disturbance greater than one acre. The SWPPP would include appropriate construction site BMPs. Graded areas would be protected against erosion once they are brought to final grade. According to the *Preliminary Drainage Study*, no graded areas would be left unstabilized between October 15th and April 15th.[4] Refer to Appendix 15.8, *Preliminary Drainage Study*.

A reduction in permeable surfaces would be considered to be a water quality impact because permeable surfaces allow for rain and runoff to infiltrate into the ground. The project proposes development of Condominium Hotel units, work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas. The proposed project would include a subterranean parking structure extending over the majority of the site. As the site is currently developed with commercial uses, which include the Sierra Nevada Rodeway Inn, Igor's restaurant, the Ocean Harvest restaurant

[4] Triad/Holmes Associates, *Preliminary Drainage Study for the Clearwater Lodge*, June 2006.

and surface parking, the amount of impervious surfaces would not be significantly altered as a result of project implementation. It is expected that the net change in impervious area resulting from project implementation would not result in significant surface drainage impacts on- or off-site.

Proposed onsite drainage facilities would collect and transport the onsite runoff, through the project site, to a proposed retention facility located under the parking structure. Any off-site runoff from Laurel Mountain Road would be allowed to enter the project site where it would be directed to the on-site retention underneath the parking structure. Currently, this runoff flows down Laurel Mountain Road where it enters the TMLSDS untreated.

Compliance with Statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activities, which would prevent storm water pollution from impacting waters of the U.S. in the vicinity of the project area, and fulfillment of recommended design guidelines stated in the drainage study, impacts would be less than significant.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant Impact. The project site is currently developed and disturbed, and surrounding areas are developed as well. 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. The proposed project is consistent with current conditions in the area. Impacts would be less than significant.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. As previously stated, the project site is currently developed and adjacent areas are predominately built-out. The project area does not contain any streams or rivers. The amount of impervious surfaces would not be significantly altered as a result of project implementation. Hydrologic calculations for the existing project site indicate a runoff rate of 11.26 cubic feet per second (cfs) for a storm of 20-year intensity and a runoff rate of 14.42 cfs for a 100-year intensity.[5]

Project implementation would not significantly alter the existing drainage pattern of the area resulting in substantial erosion or siltation on-site or in the project vicinity. The project proposes development of Condominium Hotel units, work-force housing, retail and restaurant facilities, and internal courtyard and landscape areas. The proposed project would include a subterranean parking structure extending over the majority of the site. Hydrologic calculations with development of the proposed project indicate a runoff rate of 13.11 cfs for a storm of 20-year intensity and a runoff rate of 16.61 cfs for a 100-year intensity.[6]

[5] Ibid.
[6] Ibid.

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 7838.83 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.[7] Total storage volume provided by the retention facilities would be pursuant to the State Water Quality Control Board – Lahontan Region requirements. Due to these regional regulations, project specific mitigation is not necessary and less than significant impacts would occur in this regard.

d) *Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. Refer to Hydrology and Water Quality Response (c), above.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Potentially Significant Impact Unless Mitigated. Refer to Hydrology and Water Quality Response (a) above.

f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. Short-term surface water quality impacts may occur from water erosion of soils during construction. The project would be required to utilize best management practices (BMPs) and comply with the NPDES stormwater quality requirements. Refer to Response Hydrology and Water Quality Response (a) and (c) above.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Less Than Significant Impact. The project site is not located in an area mapped as a 100-year flood corridor.[8] Therefore, the proposed project would not place residential uses within a 100-year flood plain. Impacts are considered less than significant.

h) *Place within a 100-year flow hazard area structures which would impede or redirect flood flows.*

No Impact. Refer to Hydrology and Water Quality Response (g), above.

[7] Ibid.

[8] Town of Mammoth Lakes, *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, 2005.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. Refer to Hydrology and Water Quality Response (g), above.

j) *Inundation by seiche, tsunami or mudflow?*

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is relatively distant from the ocean, not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche, and is not positioned downslope from an area of potential mudflow. Therefore, no impacts would occur in this regard.

LAND USE AND PLANNING. ***Would the project:***

a) *Physically divide an established community?*

Less Than Significant Impact. The Clearwater Specific Plan is subject to the *1987 General Plan* (the *2005 General Plan Update* has been prepared but has not yet been adopted by the Town of Mammoth Lakes). According to the *1987 General Plan*, the 6.09 acre site is currently zoned Commercial General ("CG"). Development in Mammoth Lakes is presently regulated by the *1987 General Plan*, which contains the State-mandated elements governing all development on private property, including residential, commercial, and industrial uses.

Existing uses on the site include a hotel and two restaurants (Igor's is currently vacant). East of the project site, across Old Mammoth Road, is the Sierra Manor condominium project (zoning designation of CG). South of the project site, across Sierra Nevada Road, is the Sierra Park Villas condominium project (zoning designation of RMF-2). West of the project site, across Laurel Mountain Road, is the Laurel Mountain Professional Center, an unnamed apartment building, and the Sierra Park Apartments (zoning designation of CG). North of the project site is the Mammoth Mall, which houses business offices and retail establishments (zoning designation of CG). The Krystal Villa East condominium project and Chart House restaurant are also located to the north side of the project site (zoning designation of CG). The project would not introduce buildings or infrastructure that would physically divide the existing residential and commercial community. Impacts would be less than significant.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. There are no habitat conservation plan(s) or natural community conservation plan(s) applicable to the project site or project area. As such, project implementation would not conflict with any habitat conservation plans.

MINERAL RESOURCES. ***Would the project:***

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. Mineral resources in the Mammoth Lakes region include industrial minerals (clay, aggregate, cinders, etc.) and precious metals associated with volcanic rocks and hot springs. There are not any mining activities at the project site or in the project vicinity. Additionally, the California Geological Survey (CGS) has not classified the site as being located in a principal mineral-producing locality. Implementation of the proposed project would not result in the loss of availability of such resources considered to be of value to the region or the State.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Mineral Resources Response (a) above. As the project is not a designated mineral extraction site or a regionally or locally-important significant mineral resources area, project implementation would not create an impact in this regard.

NOISE. ***Would the project result in:***

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive nose levels?*

No Impact. The project site is not located within an airport land use plan area or within two miles of a public airport or public-use airport. The Mammoth Yosemite Airport is located approximately 6.7 miles southeast from the project site. Areas exposed to aircraft noise of CNEL 65 and higher remain within the airfield boundary of the Airport on either Airport property or vacant land controlled by the Airport through leases or use permits.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project is not located in the vicinity of a private airstrip. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip.

POPULATION AND HOUSING. ***Would the project:***

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. The State of California and the *1987 General Plan* require the development of a balanced residential environment with provision of suitable housing for all people regardless of age, race, status or income. The Condominium Hotel units that would be developed as part of the Clearwater Specific Plan would establish rent and/or sales prices based on Town requirements in force at the time of project approval. Depending on developments during the

entitlement process, there may be a mixture of rental and for-sale units. As a transient population would utilize a majority of the Condominium Hotel units, it is not anticipated that they would result in a substantial increase in the permanent population.

The proposed project would provide housing for the employees generated by the proposed development. Based upon the Town guidelines, the project is anticipated to require 163 full time employees.[9] The developer would be required to provide on-site employee housing as set forth in the Town's Housing Development Mitigation Plan (HMDP). As a component of the project's housing mitigation plan, 43 work-force housing units of three bedrooms would be developed on-site. In accordance with the HMDP, the work force housing would be required to be ready for occupancy prior to or concurrent with obtaining the initial certificate of occupancy for the Condominium Hotel project. Therefore, impacts would be less than significant.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. The project site is currently developed with a hotel, two restaurants (one of which is vacant), and a surface parking lot. Development of the proposed project would displace three existing residences. These residences are currently utilized as employee housing for the Sierra Nevada Rodeway Inn, and are occupied by the maintenance supervisor, shift manager, and relief manager. However, it should be noted that the current occupants would have the first option to move into the work-force housing complex. Therefore, impacts are considered less than significant.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. Refer to Population and Housing Response (b) above.

PUBLIC SERVICES. ***Would the Project:***

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

    1) *Fire protection?*

Less Than Significant Impact. The Mammoth Lakes Fire Protection District (MLFPD) provides fire protection and emergency response to the project site. The MLFPD service area includes approximately 3,000 acres of mountain resort area in and around the Town and over 2,500 acres within the Town. The MLFPD currently responds to calls for service from two fire stations. Fire Station No.1, the primary station, is located at 3150 Main Street and is in the process of being replaced with a larger, more updated facility. This facility is located approximately 1/3 mile north of the project site. Fire Station No.2 is located at 1574 Old Mammoth Road and contains housing facilities for full-time employees. This facility is located approximately 1.3 miles southwest of the project site.

[9] Based upon a formula of 0.000675 full time employees per 1,000 square feet of lodging and 0.00042 full-time employees per 1,000 square feet of commercial uses.

Fire ratings range from one to ten, with one representing the best rating. The Town currently has a fire rating of three, as a result of the recent Insurance Service evaluation conducted within the Town.[10] The project could result in an increase in the quantity of emergency calls received by the MLFPD due to the increase in activity and use in the area. The project would comply with the applicable provisions as set forth in the Town's *Municipal Code*. In addition, 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. 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. Potential impacts are considered less than significant.

2) *Police protection?*

Less Than Significant Impact. Police protection and law enforcement in the Town of Mammoth Lakes are provided by the Mammoth Lakes Police Department (MLPD), the Mono County Sheriff's Department (MCSD), and the California Highway Patrol (CHP). The MLPD provides all non-traffic related services for the project area. Criminal investigation calls, the primary job function of the MLPD, increase during the peak visitor months. MLPD is responsible for all traffic related offenses within the Town except for along State Route 203 where the CHP also provides traffic related services. The MLPD staff is currently comprised of 20 sworn officers, two non-sworn investigators and one Animal Control officer, all of whom operate out of the leased facility on Old Mammoth Road. Typically, two to four sworn officers are on duty at any one time. Dispatches for both the MLPD and MCSD are routed by Mono County.

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 MLPD's goal is to provide a sworn officer to resident ratio of 0.8 to 1,000 for permanent residents and fractional ownership units, 1.6 to 1,000 for seasonal residents, 0.4 to 1,000 for second home residents and visitors.[11] As indicated in Section 3.0 (Project Description) the project would consist of a Condominium Hotel with associated restaurants and commercial uses. The project would result in a demand for police services. The Condominium Hotel portion of the project would provide 480 rooms in 339 units (which are assumed to be utilized by second home residents and visitors) and 43 work force housing units (which are assumed to be utilized by permanent residents). Based upon these assumptions, the project would generate a demand for 0.63 officers.[12] 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.

[10] Town of Mammoth Lakes, *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, 2005.

[11] Ibid.

[12] The hotel/fractional condominium units would generate the following demand: 339 units with 4 persons/unit = 1,356 persons x 0.4/1,000 = 0.5424 + 43 work-force units with 2.4 persons/unit = 103.2 persons x 0.8/1,000 = 0.08256. The total demand under this scenario would be 0.6250 officers.

3) *Schools?*

Less Than Significant Impact. The Town is located within the jurisdiction of the Mammoth Unified School District (MUSD). The MUSD provides education to students in grades kindergarten (K) through grade 12 with facilities that include Mammoth High School, Mammoth Middle School, Mammoth Elementary School, Sierra High School, and the Mammoth Olympic Academy for Academic Excellence. The total current enrollment in MUSD schools is approximately 1,191 students in grades K through 12, slightly below the current estimated capacity of 1,290 students.[13] The current capacity is based on the highest number of students accommodated in a school year by the MUSD. In addition, MUSD is currently completing a land trade with the U.S. Forest Service for approximately 11 acres of land that could be used for expansion of an existing facility. The MUSD currently maintains an average pupil to teacher ratio throughout the District of 20 to one. The average per pupil spending throughout the District is approximately $7,425 per student per year, including approximately $1,400 per student in Federal and State aid for categorical, special education, and support programs. 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 MUSD service area.

Senate Bill 50 (SB 50), enacted in 1998, is a program for funding school facilities largely based on matching funds. SB 50 allows the MUSD to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The current fees, as of 2005 collected by the Town on behalf of MUSD are $2.24 per square foot for residential and $0.34 per square foot for nonresidential uses.[14] The payment of these 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).

4) *Parks?*

Less Than Significant Impact. The Mammoth Mountain Ski Area is one of the nation's leading ski resorts, with 1.3 million skier visits annually.[15] The project would include on-site active and passive recreational opportunities, including a pool, spas, fitness centers, and landscaped open spaces. With regard to local parks, the Town provides public recreation facilities for use by the general public. The existing park areas, which are owned and operated by the Town, equal approximately 18 acres. In addition, there are four acres at Mammoth Creek Park and 12.5 acres at Shady Rest Park that are not owned, but are operated by the Town under a Special Use Permit from the U.S. Forest Service. Whitmore Park, which is 18.66 acres, is operated jointly by the Town and Mono County on land leased from the Los Angeles Department of Water and Power. In total, there are over 53 acres of park and recreation land currently developed. The project would generate employees, which could increase the Town population. However, the existing park areas would not be significantly impacted from employee growth due to the recreational opportunities available in the area. Impacts to parks as a result of project implementation would be less than significant.

[13] Town of Mammoth Lakes, *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005* General Plan Update, 2005.

[14] Ibid.

[15] Ibid.

5) *Other public facilities?*

Less Than Significant Impact. Other public services potentially impacted include public libraries, hospitals/healthcare, and public roadway maintenance. Additional discussions of roadway impacts are provided in the Transportation/Traffic Responses below. The Mammoth Lakes Branch Library, located at 960 Forest Trail, serves the Town and surrounding communities. The library is a branch of the Mono County Library and is operated in conjunction with the Mono County Office of Education under the direction of the Mono County Superintendent of Schools. The latest remodel occurred in 1996 and expanded the building to approximately 4,700 square feet. The current structure cannot be expanded further and there is no adjacent land for a new building. The library is currently at capacity with no shelf space for new materials.[16] A second library facility was opened in August 2004 in the Crowley Lake community. Known as the Crowley Library at Hilton Creek, the library facility was not designed to expand or replace the Mammoth Lakes Branch Library. A parcel of land has been purchased to accommodate a new library. It is anticipated that construction of the new library could begin as early as spring of 2006. Development associated with the project would result in an increase in transient population and a potential increase in demand for library services due to an indirect demand for new housing. However, the Town currently collects between $448.00 and $2,593.00 per residential unit to mitigate potential impacts to libraries.[17] Impacts to public facilities are considered less than significant.

RECREATION. ***Would the project:***

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less Than Significant Impact. Refer to Public Services Response (a)(4) above.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant Impact. Refer to Public Services Response (a)(4) above.

TRANSPORTATION/TRAFFIC. ***Would the project:***

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

No Impact. As discussed previously, the closest airport to the project site is the Mammoth Yosemite Airport, which is located approximately 6.7 miles southeast of the project site. The project site is not located within the planning boundary of the Mammoth Yosemite Airport. The project does not propose any uses that would increase the frequency of air traffic or alter air traffic patterns. As such, safety risks associated with a change in air traffic patterns would not occur.

[16] Ibid.
[17] Ibid.

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

No Impact. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site. Project implementation would not involve the construction of new roadways. Access to the project site would be required to comply with all Town design standards, which would reduce potential impacts to a less than significant level.

e) *Result in inadequate emergency access?*

Less Than Significant Impact. The project would be required to comply with applicable Town of Mammoth Lakes Fire Department codes for emergency vehicle access. In addition, the project may not impede emergency access for adjacent or surrounding properties during construction or operation. Bollards would be removable to allow access to emergency vehicles. Thus, the project would result in a less than significant impact with respect to emergency access and no further analysis of this issue is necessary.

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

No Impact. Transit services during the ski season are operated by the Mammoth Mountain Ski Area (MMSA). The closest lines to the project site are the Green Line and Red Line. The Red Line generally runs along Old Mammoth Road to SR-203. The Green Line generally runs along Sierra Nevada Road, Minaret Road, and SR-203.

During the summer months, the Town of Mammoth Lakes operates a transit service, with the closest stop to the project site being located at the corner of Tavern Road and Old Mammoth Road. The Town also operates a free trolley during the summer that follows the same route as the Red Line. The project would include a bus drop-off area along Old Mammoth Road. The project would be designed to encourage guests to utilize existing shuttle services. The Condominium Hotel may operate a separate shuttle service to the ski area, the airport, the golf courses, and elsewhere in Town, in addition to a taxi-call service/concierge. As such, the project would result in a less than significant impact with respect to alternative transportation.

UTILITIES AND SERVICE SYSTEMS. ***Would the project:***

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The Mammoth Community Water District (MCWD) owns, operates and maintains the wastewater collection and treatment systems for the Town, including pump stations and over 35 miles of sewer mains and interceptors.[18] The wastewater treatment facility for the Town provides advanced secondary treatment, which includes biological treatment, filtration, and disinfection through utilization of chlorine. The existing wastewater treatment facility is designed to provide treatment for peak daily flows of 3.0 million gallons per day (mgd) and the current average daily flow is 1.4 mgd with a peak daily flow of 2.4 mgd. An expansion of the wastewater treatment plant was completed in March 2006, which increased the design capacity of

[18] Ibid.

the treatment facility to 4.9 mgd.[19] Thus, it is not anticipated that the proposed project would not exceed the MCWD wastewater treatment requirements.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Refer to Utilities and Service Systems Response (a) above.

e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. Refer to Utilities and Service Systems Response (a) above.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact. Solid waste disposal service for the Town of Mammoth Lakes is currently contracted to Mammoth Disposal Incorporated. Solid waste is disposed at the Benton Crossing Landfill, which is located within Mono County. The landfill has a remaining capacity of 1.7 million cubic yards of compacted waste and is anticipated to have the capacity to accommodate the Town's waste generation and disposal needs for the next 20 years. In addition, the Town has an option for five years at the Pumice Valley Landfill.[20] With the existing capacity in the Benton Crossing Landfill as well as the option for disposal for five years at the Pumice Valley Landfill, there is adequate landfill capacity for the project population.

While the project would generate an increase in the amount of solid waste disposed of at the landfill, the project would not result in the need to construct a new landfill or expand existing facilities to accommodate the project's solid waste disposal needs due to recycling efforts. An organized recycling program would be implemented throughout the proposed facility to include the collection and redemption of California Redemption Value (CRV) plastic, glass, and aluminum. Permanent recycling bays would be built into public food service areas for guest use, as well as public indoor and outdoor containers to be sited alongside trash containers, including portable containers for events. Back of house collection containers would also be sited in areas generating recyclables, including staff break rooms, offices and food service. Mixed paper and cardboard would also be collected where generated, including offices, food service and retail locations. All CRV materials, mixed paper and cardboard would be taken to Mammoth Disposal's recycling facility for regular redemption by staff or contracted recycling service provider. Maintenance areas would also have programs and containers for collecting and properly disposing of universal and hazardous wastes, such as used batteries, fluorescent lamps, motor fluids, unused cleaning and landscaping supplies, and painting materials. With the proposed recycling, the project would not generate an increase in the amount of solid waste disposed of at the landfill, such that the project would result in the need to construct a new landfill or expand existing facilities.

[19] Telephone conversation with Gary Sisson, General Manager, Mammoth Community Water District, June 19, 2006.
[20] Town of Mammoth Lakes, *Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, 2005.

g) *Comply with federal, state and local statutes and regulations related to solid waste?*

Less Than Significant Impact. The project must comply with adopted programs and regulations pertaining to solid waste. Refer also to Utilities and Service Systems Response (f) above.

11.0 Organizations and Persons Consulted

11.0 ORGANIZATIONS AND PERSONS CONSULTED

LEAD AGENCY

Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
760.934.8989

Mr. William Taylor, Deputy Director, Community Development Department
Ms. Pamela Kobylarz, Assistant Planner
Mr. Pat Felt, Deputy Director, Public Works Department

PREPARERS OF THE ENVIRONMENAL IMPACT REPORT

RBF Consulting
14725 Alton Parkway
Irvine, California 92618-2069

Mr. Glenn Lajoie, AICP, EIR Project Director
Mr. Edward Torres, INCE, Project Manager
Ms. Rita Garcia, Senior Environmental Analyst
Ms. Maria Cadiz, Environmental Analyst
Mr. Achilles Mallisos, Environmental Analyst
Ms. Leah Price, Environmental Analyst
Ms. Kristen Hurley, Environmental Analyst
Ms. Linda Bo, Graphic Artist
Mr. Gary Gick, Document Preparation

SUBCONSULTANTS

LSC Transportation Consultants
2690 Lake Forest Road
Tahoe City, California 96145

Mr. Gordan Shaw, P.E., Principal
Ms. Rebecca Bucar, P.E., Project Engineer

Bon Terra Consulting
151 Kalums Drive, Suite 200
Costa Mesa, CA 92626

Mr. Brian K. Glenn, M.A., RPA, Cultural Resources Manager

PUBLIC SERVICE AND UTILITIES

Water and Wastewater:

Mammoth Community Water District
P.O. Box 597
Mammoth Lakes, CA 93546

Ms. Ericka Hegeman

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12.0 BIBLIOGRAPHY

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13.0 Mitigation Monitoring Program

13.0 MITIGATION MONITORING PROGRAM

Section 2.0 of this EIR identifies the mitigation measures that will be implemented to reduce the impacts associated with the *Clearwater Specific Plan*. 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. These measures correspond to those outlined in Section 2.0 and discussed in Sections 5.1 through 5.6. 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.

This Section will be provided with the Final EIR.

14.0 Comments and Responses

14.0 COMMENTS AND RESPONSES

14.1 CEQA REQUIREMENTS

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR).

In accordance with *CEQA Guidelines* Sections 15120 through 15132, and Section 15161, the Town of Mammoth Lakes has prepared an EIR for the for *The Clearwater Specific Plan* (SCH #2006062154). The Response to Comments section, combined with the Draft EIR, comprise the Final EIR.

The following is an excerpt from the *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*:

The Final EIR shall consist of:

(a) The Draft EIR or a version of the draft.

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

(c) A list of persons, organizations and public agencies commenting on the Draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency.

This Response to Comments section includes all of the above-required components and shall be attached to the Final EIR.

14.2 PUBLIC REVIEW PROCESS

DRAFT EIR

The Draft EIR was circulated for review and comment to the public, agencies, and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. A notice of availability was placed in the Mammoth Times. The 45-day public review period ran from _____, 2007 to _____, 2007. Comments received during the 45-day public review period have been incorporated into this section.

During the public review period, the public and local and State agencies submitted comments on the Draft EIR. During the public review period, _____ written comment letters on the Draft EIR were received.

FINAL EIR

The Final EIR allows the public and Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the EIR, such as the Mitigation Monitoring Program, prior to approval of the project. The Final EIR serves as the environmental document to support a decision on the proposed project.

Pursuant to *CEQA Guidelines* Section 15090, the Lead Agency must make the following three certifications, after completing the Final EIR and before approving the project:

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

Additionally, pursuant to *CEQA Guidelines* Section 15093(b), when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must submit in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final EIR. Since the proposed project would result in significant, unavoidable impacts, the Lead Agency would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. Both the Final EIR and the Findings will be submitted to the Lead Agency for consideration of the proposed project.

14.3 WRITTEN COMMENT LETTERS AND RESPONSES

To be completed in the Final EIR.

14.4 ERRATA FOR FINAL EIR

To be completed in the Final EIR.