

Attachment G

Planning Commission
Resolution 2007-01
dated January 10, 2007

RESOLUTION NO. PC-2007-01

A RESOLUTION OF THE MAMMOTH LAKES PLANNING COMMISSION

- 1) RECOMMENDING THAT THE TOWN COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT,**
- 2) MAKING CEQA FINDINGS,**
- 3) ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS,**
- 4) ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM,**
- 5) APPROVING GENERAL PLAN AMENDMENT 2005-01 AND DISTRICT ZONING AMENDMENT 2005-03 AND AMENDING THE JUNIPER RIDGE MASTER PLAN TO CHANGE THE PERMITTED USE OF AREA 4, INCREASE DENSITY AND HEIGHT, AND AMENDING PARKING, SETBACK, AND ACCESS REQUIREMENTS**

WHEREAS, a request for consideration of a District Zoning Amendment and General Plan Amendment was filed by Mammoth Mountain Ski Area to:

1. Amend the permitted uses of Area 4 to allow for development of the mixed use base lodge facility.
2. Allow for the primary access for the lodge to be from Majestic Pines Road.
3. Allow for a maximum height of 102 feet with the building stepping down at either end.
4. Allow for parking reductions to be made for internal pedestrian and bicycle trips and shared parking.
5. Reduce the minimum setback for the western boundary to zero, except as required by building or fire codes
6. Increase the permitted density of the Juniper Ridge Master Plan to no more than 395 dwelling unit equivalents.

WHEREAS, the Planning Commission conducted a Noticed Public Hearing on the application request on January 10, 2007, at which time all those desiring to be heard were heard; and

WHEREAS, the Planning Commission considered, without limitation:

1. The application for General Plan Amendment and Zoning Code Amendment
2. The Agenda Report to the Planning Commission with exhibits;
3. The Juniper Ridge Master Plan, General Plan, Draft General Plan, Municipal Code, Design Review Guidelines, and associated Land Use Maps;
4. Oral evidence submitted at the hearing;
5. Written evidence submitted at the hearing;
6. The Final Environmental Assessment and Environmental Impact Report;
7. The following ADP comments:

- a. Eagle Lodge is a unique site.
 - b. The architecture should be iconic.
 - c. The building should contain features and appurtenances that make it iconic.
 - d. The architecture should incorporate layered and detailed building forms.
 - e. The building massing should be stepped down at the north and south elevations to improve the pedestrian scale.
 - f. The building should be articulated and be set back as the height increases, particularly at the pedestrian/commercial levels of the building, thereby enhancing the pedestrian scale of the development.
 - g. The building should incorporate some asymmetry while still remaining balanced.
 - h. The view driving up Meridian Boulevard should create a real sense of arrival at Eagle Lodge.
 - i. The building's architecture should create a series of eye points down a dynamic façade.
8. The building should achieve rugged classic mountain architecture in building top and roofs significantly differentiated.

BE IT RESOLVED that the Planning Commission has:

1. In its independent judgment, has reviewed the Environmental Impact Report prepared for the project pursuant to the California Environmental Quality Act (CEQA) Guidelines and recommends certification of the Joint Environmental Assessment and Program Environmental Impact Report (Exhibit 1),
2. Made California Environmental Quality Act (CEQA) Findings(Exhibit 2),
3. Approved Statements of Overriding Consideration (Exhibit 3),
4. Adopted the Mitigation Monitoring Plan (Exhibit 4),
5. Made approval findings as required by Municipal Code Chapter 17.52 (Exhibit 5),
6. Recommends to Town Council approval of General Plan Amendment 2005-01, re-designating lot 87 Mammoth Vista 2 to Resort, and
7. Recommends to the Town Council approval of District Zoning Amendment 2005-03.

PASSED AND ADOPTED this 10th day of January 2007, by the following vote, to wit:

AYES: Barrett, Saari, Tenny

NAYS: Bacon

ABSENT: Duggan

ABSTAIN:

ATTEST:

Mark Wardlaw
Community Development Director

Roy Saari, Chair of the
Mammoth Lakes Planning Commission

NOTE: This action is subject to Chapter 17.68 of the Municipal Code, which specifies time limits for legal challenges.

**EXHIBIT 1 to
Planning Commission Resolution 2007-01**

**CERTIFICATION OF THE EAGLE LODGE BASE DEVELOPMENT PROJECT FINAL
ENVIRONMENTAL IMPACT REPORT**

WHEREAS, The Environmental Impact Report (EIR) for the Eagle Lodge Base Development Project was prepared to address the environmental effects, mitigation measures, and project alternatives associated with the Eagle Lodge Base Development Project and actions related thereto; and,

WHEREAS, The EIR for the Eagle Base Lodge Development Project (State Clearinghouse # 20066012041) was prepared pursuant to the California Environmental Quality Act and the State CEQA Guidelines; and,

NOW, THEREFORE, BE IT RESOLVED, that upon consideration of the information contained in the Final Environmental Impact Report prepared for the Eagle Lodge Base Development Project, the Planning Commission recommends to Town Council to certify the Final Environmental Impact Report based upon the following findings:

1. Preparation of an Environmental Impact Report.

A Final EIR (FEIR) has been prepared to address the environmental impacts, mitigation measures, project alternatives, comments and responses to comments associated with the consideration of the Eagle Base Lodge Development and related General Plan and District Zoning Code Amendments, pursuant to the requirements of the California Environmental Quality Act; and,

2. Review and Consideration by the Planning Commission of the Town of Mammoth Lakes.

Prior to certification of the FEIR, the Planning Commission of the Town of Mammoth Lakes has reviewed and considered the above mentioned FEIR. The Planning Commission hereby certifies the FEIR for the Eagle Base Lodge Development Project is complete and adequate in that the FEIR addresses all environmental impacts of the proposed project and fully complies with the requirements of CEQA and the state CEQA Guidelines. For the purposes of CEQA, the record of the proceedings for the certification is comprised of the following:

- a) The Draft EIR for the Eagle Base Lodge Development Project;
- b) The Final EIR for the Eagle Base Lodge Development Project;
- c) The proceedings before the Town of Mammoth Lakes Planning Commission relating to the subject project consideration and related actions, including testimony and documentary evidence introduced at the meetings; and,
- d) All attachments, documents incorporated and references made in the documents specified in items (A) through (C) above, including the Draft Mitigation Monitoring Program for the Eagle Base Lodge Development.

**EXHIBIT 2 to
Planning Commission Resolution 2007-01**

FINDINGS PURSUANT TO CEQA GUIDELINES 15091

SECTION 1: INTRODUCTION

Findings for the Final Environmental Impact Report, State Clearinghouse Number 2006012041, are being made pursuant to State CEQA Guidelines §15091.

1.1 Statutory Requirements for Findings

The Final EIR consisting of the Draft and Final EIR is consistent with State CEQA Guidelines Section 15132 relative to the contents of the EIR, including but not limited to a table of contents, summary, the project description, environmental setting, a discussion of the affected environment and environmental consequences, mitigation measures, unavoidable adverse impacts, impacts found not to be significant, cumulative impacts, project alternatives and Draft Mitigation and Monitoring plan. Project files may be reviewed at 437 Old Mammoth Road, Suite R, Mammoth Lakes, CA 93546.

Consistent with the requirements of CEQA and the Guidelines, the Final EIR for the Eagle Base Lodge Development Project identifies environmental effects in proportion to their severity and probability of occurrence. The Final EIR identifies certain potentially significant adverse environmental effects of the project. The Final EIR also identifies mitigation measures, which will reduce or eliminate these potentially significant effects. The analysis contained in this Final EIR also concludes that after the incorporation of mitigation measures the project would result in a significant and unavoidable direct impact in the following area:

- Aesthetic impact to visual resources from Key Observation Point (KOP) #2;

In addition, the cumulative analyses contained in this document conclude that the project would contribute to a significant cumulative impact in the following areas:

- Cumulative roadway noise impacts due to cumulative traffic volumes; and
- Cumulative impacts relative to water supply at Town buildout in 2025.

CEQA Guidelines Section 15091 requires specific findings in conjunction with approval of a project that will create one or more significant environmental effects. Specifically:

15091. Findings

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

For the significant direct and cumulative effects identified in the FEIR, the findings are:

Aesthetic Impact: The Proposed Action would adversely impact views of valued visual resources across the project from Key Observation Point (KOP) #2, which is representative of views for persons utilizing the Mammoth Loop Trail and residences to the north of Majestic Pines Road. The project design features would incorporate architectural details that would enhance the visual quality of the site, including increased roof variation in Alternative 3 and compliance with the Town of Mammoth Lakes Design Guidelines. These measures lessen the visual impact, but do not offset alteration of views or loss of views to a less than significant level. No additional mitigation measures would substantially lessen the visual effect and alternatives that would lessen the impact would eliminate some or all project components and objectives.

Noise Impact: Each of the related projects that have been identified within the general project vicinity would generate stationary-source and mobile-source noise due to ongoing day-to-day operations. All related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact.

The maximum near-term cumulative noise increase occurs along Kelly Road, South of Lake Mary Road, and would be from 47.6 dBA to 52.7 dBA, a 5.1 dBA overall increase. The proposed project contributes approximately 0.1 dBA to this cumulative impact. Roadway segments along Main Street, Lake Mary Road, Old Mammoth Road, Meridian Boulevard, and Majestic Pines Drive modeled for cumulative without project, and cumulative with project traffic volumes would

result in projected vehicular generated noise levels above the 60 dBA Ldn recommended noise level established by the Town of Mammoth Lakes in the Noise Element. The analyzed roadway segments would exceed the cumulative 5 dBA significance threshold, where existing noise levels are less than 60 dB Ldn and the cumulative 3 dBA significance threshold, where existing noise levels are greater than 60 dB Ldn. The maximum 2024 cumulative noise increase from 47.6 dBA to 57.4 dBA or 9.8 dBA occurs along Kelly Road, South of Lake Mary Road, of which the project contributes approximately 0.1 dBA. Therefore, the proposed project would contribute to roadway noise impacts due to cumulative traffic volumes and the impact would be significant and unavoidable.

Mitigation includes project services that eliminate the need for some vehicle trips and enhanced transit service. Additional mitigation is infeasible because the significant long-term effects occur under all alternatives, including the No Action Alternative (4).

Water Supply Impact: With regard to the significant cumulative impact in the single dry year, MCWD is seeking additional water sources that could supplement the existing supply in addition to conservation, recycled water use, and loss reduction measures. MCWD has begun the review of an alternative water source located in the Dry Creek drainage basin that would be used for groundwater extraction. This potential water source would augment the existing the groundwater system in the Mammoth Basin and would also serve as an additional source during drought years. Other potential sources of potable water considered by MCWD include drilling new wells within Mammoth Basin, as well as modifying existing wells to increase capacity. However, due to the uncertainty of the viability of these potential water sources, these sources have not been included as part of the long-term cumulative analysis of water supply at Town buildout in 2025. Therefore, the project could contribute to a cumulative impact at Town buildout in a single dry year.

Mitigation includes landscaping requirements of the Town of Mammoth Lakes Municipal Code and California Codes. Alternatives 2 and 4 would lessen the contribution to the cumulative effect, but would not eliminate that effect. These Alternatives are not considered feasible as they would eliminate some or all project components and objectives.

In making these findings, not all of the rationale and data contained in the Final EIR have been repeated. The Final EIR and other source documents referenced therein are incorporated herein by reference as if set forth in full in this document. Except to the extent they conflict with the findings and determination set forth in this document, the analysis and conclusions of the Final EIR, including responses to comments and any supplemental responses provided by Town of Mammoth Lakes staff and consultants in connection with the proposed project, are hereby adopted as finding by the Planning Commission of the Town of Mammoth Lakes.

**EXHIBIT 3 to
Planning Commission Resolution 2007-01**

STATEMENT OF OVERRIDING CONSIDERATION

Finding: The Eagle Lodge Base Development Project FEIR has determined that, even with the application of identified mitigation measures, certain environmental impacts, and cumulative environmental impacts, may remain significant and unavoidable. The Planning Commission finds, pursuant to CEQA Guidelines Section 15093, the specific economic, legal, social, technological and other benefits of the Project outweigh the Project's unavoidable adverse environmental impacts, and the Town Council finds that the significant and unavoidable adverse environmental impacts are acceptable in light of the Project's benefits.

The Town Council further finds that, in the event it is determined that the mitigation measures identified in the FEIR do not reduce the significant environmental impacts identified and analyzed in the FEIR to less than significant levels, the benefits described below outweigh any and all potential unavoidable adverse impacts of the Project. The Planning Commission further finds that each of the benefits described below is a separate and independent ground for its findings that the benefits of the Project outweigh any and all potential significant and unavoidable adverse environmental impacts of the Project.

The specific benefits of the Project are:

- a) Provision of amenities for the surrounding neighborhood so that commercial goods and services are within close proximity, and even walking distance, so as to reduce total vehicle miles traveled to other parts of the Town.
- b) Leadership in Energy and Environmental Design (LEED) certification from the US Green Building Council, demonstrating to other private developers and community interests that sustainable development is achievable in Mammoth Lakes.
- c) Furthering of the Town's goal of encouraging a pedestrian orientation by virtue of providing higher density lodging on site with associated commercial services thus placing guests within walking distance of the resort amenities and minimizing or even eliminating the need for private vehicle use for those lodging on site or nearby.
- d) Utilization of a previously disturbed area, the day skier surface parking lot, for development, thus preserving adjacent National Forest lands for open space and public recreational uses.
- e) Creation of an architectural landmark that compliments and elevates the alpine setting and character at one of Mammoth's gateway locations.
- f) Development of a major western transit system hub with provisions for public transportation bus unloading, loading and queuing areas. It is a critical component of the overall transit plan for the community.
- g) Development of a performing arts venue for the community by virtue of extensive underground public parking, food and beverage facilities, and publicly available

restrooms. Outdoor and indoor assembly spaces will be available for a multitude of event types, both in winter and summer.

- h) Provision of an on-site remote office and detention space for the Mammoth Lakes Police Dept to enhance their ability to respond to calls and maintain a presence on property when it is appropriate, thereby enhancing overall public safety for the entire neighborhood.
- i) The overall development of Eagle Lodge is fully consistent with the Town's Vision Statement since it will play a major role in facilitating Mammoth Lakes in becoming a "high-quality, destination resort community with year-round recreation opportunities" by providing services and amenities that guests desire at a major resort node in Town.
- j) Enhancement of recreational opportunities for guests and residents through the development of in-town ski school facilities, and a ice rink.

Supporting Evidence for Statement of Overriding Considerations:

The project will allow for development of a permanent lodge facility, at the base of the Eagle Chair lift which is identified in the Mammoth Mountain Ski Area Development Plan, 1987 Town of Mammoth Lakes General Plan and Vision Statement.

The General Plan identifies expansion of Mammoth Mountain Ski Area facilities and infrastructure as integral to providing the recreation capacity required to accommodate population growth within the Town of Mammoth Lakes. The General Plan also proposes several recreation activity nodes in which resort activities are to be concentrated. These nodes are intended to be developed with activities appropriate for the area such as hotel and motel room development, with recreational amenities, appropriate tourist commercial space, transit facilities, and interconnections to the community's trail system. One identified node is the Juniper Ridge Master Plan area. The Project will concentrate transient lodging units, recreation amenities such as skiing and ice skating and tourist oriented commercial facilities including a spa, convenience market, and restaurant within this designated recreation activity node.

In the past MMSA considered development of a similar facility entirely on U.S. Forest Service Land. This development was the focus of the 1997 EA. This project was revised to provide additional commercial services and lodging, to provide increased usable open area for skiing and other opens space uses, and to maintain views across the National Forest land at the Eagle Base.

The project will develop additional transient units that will increase the Town of Mammoth Lakes tax base through the generation of increased transient occupancy tax and sales tax.

**EXHIBIT 4 to
Planning Commission Resolution 2007-01
MITIGATION MONITORING PLAN**

Table 1: Eagle Lodge Base Development Project Mitigation Monitoring and Reporting Plan

This table provides a summary of the potential project impacts and their associated mitigation measures as identified in the Eagle Lodge Base Development Project Environmental Assessment/Environmental Impact Report. The purpose of this Mitigation Monitoring and Reporting Plan (MMRP) is to ensure that the mitigation measures required as conditions of project approval for potential impacts identified in the Eagle Lodge Base Development Project EAI/ER are implemented appropriately and in a timely manner pursuant to the requirements of CEQA Guidelines Section 15097.

The MMRP table is divided into six columns. The first column provides the potential impact identified in the Eagle Lodge Base Development Project EAI/ER by environmental category. The second column provides the associated mitigation measure(s) identified for that impact. The third through fifth columns provide the specific steps required for implementation and monitoring of the mitigation measures identified for the impact, and are broken into three stages: Design Approval (third column), Inspection (fourth column), and Further Monitoring (fifth column). The parenthetical expressions within the third through fifth columns provide a means to track the completion of actions by responsible entities. The final column provides the effectiveness criteria or completion standard to determine the success of mitigation measure implementation.

Mitigation measures have been included for one of three reasons. These reasons are coded by number (see "Mitigation Type" in the table and are identified as follows:

1. The measure is required to mitigate a potentially significant impact to less than significant.
2. The impact is less than significant before mitigation. The measure is designed to further reduce a less than significant effect.
3. The impact is still significant after mitigation. The measure is designed to mitigate the impact to the extent feasible.

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/Completion Standard
SECTION 1: Eagle Lodge					
1. Transportation					
1.1. Construction Parking Project construction could result in short-term parking impacts to adjacent residential streets.	The project applicant shall prepare a construction parking plan for construction personnel to be reviewed and approved by the Town of Mammoth Lakes. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is appropriately implemented. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L. _____)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of construction activities. (T.M.L. _____)
1.2. Construction Traffic Construction traffic could result in delays along Meridian Boulevard.	Construction truck traffic shall not be permitted to queue along Meridian Boulevard where it could interfere with traffic movements or to block access to adjacent residences or businesses. As necessary, flag persons shall be used to assist with truck movements into and out of the site, to ensure that potential disruptions to other traffic and access are accommodated in the safest and most efficient manner. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L. _____) 2. Incorporation into Project: Meridian Boulevard shall be inspected during construction to ensure that this mitigation measure is appropriately implemented. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L. _____)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of construction activities. (T.M.L. _____)

Agency Key: USES (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), RWOCB (California Water Quality Control Board - Lahontan Region), GBUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
<p>1.3 Operational Traffic - Majestic Pines Drive-Meridian Boulevard and Meridian Boulevard-Mammoth Road intersections.</p> <p>Operational traffic could result in unacceptable levels of service (LOS) at the Majestic Pines Drive-Meridian Boulevard and Meridian Boulevard-Mammoth Road intersections.</p> <p>Mitigation Type: 1</p>	<p>To address 2024 with project impact, the project applicant shall pay development impact fees, which include the costs associated with improvements identified in the Mammoth Lakes Capital Improvement Program to the Majestic Pines Drive-Meridian Boulevard and Meridian Boulevard-Mammoth Road intersections. The Town of Mammoth Lakes shall implement the intersection improvements.</p> <p>Mitigation Type: 1</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L.)</p>	<p>2. Field Monitoring: None required since development impact fee paid at Building Permit issuance.</p>	<p>3. Monitoring: None required since assured at Building Permit issuance. (T.M.L.)</p>	<p>4. The Town Finance Department shall track and monitor payment of the development impact fees. (T.M.L.)</p>
<p>1.4 Operational Traffic - Majestic Pines Drive-Meridian Boulevard intersection.</p> <p>Operational traffic could result in unacceptable levels of service at the Majestic Pines Drive-Meridian Boulevard intersection.</p>	<p>To further address 2024 with project impact, the applicant shall pay a fair share contribution fee to the cost of constructing a southbound left-turn lane at the Majestic Pines Drive-Meridian Boulevard intersection. This fee shall be utilized by the Town to construct a single-lane roundabout with a 100-foot inscribed diameter at the Majestic Pines Drive-Meridian Boulevard intersection. The roundabout shall be constructed prior to the intersection reaching a LOS E. The Town of Mammoth Lakes shall implement the intersection improvements.</p> <p>Mitigation Type: 1</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L.)</p>	<p>2. Field Monitoring: None required since fair share contribution paid at Building Permit issuance.</p>	<p>3. Monitoring: None required since assured at Building Permit issuance. (T.M.L.)</p>	<p>4. The Town Finance Department shall track and monitor payment of the development impact fees. (T.M.L.)</p>
<p>1.5 Operational Parking</p> <p>Project operations could result in parking shortfalls.</p>	<p>To meet the parking space requirements, in addition to the parking included as a part of the project, the applicant shall implement a program to reduce parking demand. The program shall follow one of the following three options, or some combination thereof, and shall be approved by the Town:</p>	<p>1. Design: This mitigation measure shall be assured by the Town Community Development Department prior to issuance of Certificate of Occupancy. (T.M.L.)</p>	<p>3. Field Monitoring: Community Development Department. (T.M.L.)</p>	<p>4. Monitoring: Conducted by applicant, submitted for review and approval to the Community Development Department. (T.M.L.)</p>	<p>5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of the project. (T.M.L.)</p>

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Lahontan Region), GBUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County)

The Mitigation, Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard															
	<p>Mitigation Option 1: The project applicant shall provide 544 non-drop-off parking spaces and shall be responsible for purchasing and operating four public transit buses with a capacity of at least 60 passengers to provide 16 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March, unless data provided by the applicant indicates that three or fewer buses are adequate to accommodate the transit demand for a particular weekend(s) or holiday based on the maximum number of skiers per day, as shown in the table below. The transit data shall be subject to review and approval by the Town. Under the 83 multi-family unit option, the project would be required to provide 14 additional bus round trips per day, which would require three new buses.</p> <table border="1" data-bbox="430 294 665 556"> <thead> <tr> <th>Additional Bus Requirements Beyond Existing Service</th> <th>Maximum Number of Skiers per Day (83 Units)</th> <th>Maximum Number of Skiers per Day (81 Units)</th> </tr> </thead> <tbody> <tr> <td>One additional bus</td> <td>5,350</td> <td>5,300</td> </tr> <tr> <td>Two additional buses</td> <td>5,650</td> <td>5,600</td> </tr> <tr> <td>Three additional buses</td> <td>5,950</td> <td>5,900</td> </tr> <tr> <td>Four additional buses</td> <td>6,250</td> <td>6,200</td> </tr> </tbody> </table>	Additional Bus Requirements Beyond Existing Service	Maximum Number of Skiers per Day (83 Units)	Maximum Number of Skiers per Day (81 Units)	One additional bus	5,350	5,300	Two additional buses	5,650	5,600	Three additional buses	5,950	5,900	Four additional buses	6,250	6,200				
Additional Bus Requirements Beyond Existing Service	Maximum Number of Skiers per Day (83 Units)	Maximum Number of Skiers per Day (81 Units)																		
One additional bus	5,350	5,300																		
Two additional buses	5,650	5,600																		
Three additional buses	5,950	5,900																		
Four additional buses	6,250	6,200																		

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQB (California Water Quality Control Board - Lahontan Region), GBUAFCD (Great Basin Unified Air Pollution Control District), MC (Mono County)

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
	<p>times per day on all weekends and holidays between 9:00 A.M. and 3:00 P.M. If the report identifies illegal parking is occurring at nearby residential lodging sites within 1,000 feet of the portal, the project applicant shall be responsible for any incremental cost necessary for enforcement beyond the initial monitoring period, if future complaints indicate that a parking problem is occurring generated by Eagle Lodge or ski area activities, the project applicant shall be responsible for conducting additional monitoring as identified by the Town of Mammoth Lakes and be responsible for funding the necessary measures to address any identified impact.</p> <p>Mitigation Option 2: The project applicant shall provide 544 non-drop-off parking spaces on the project site and 76 off-site parking spaces for employees. If the off-site employee parking is not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lot(s) shall be provided. The project applicant shall be responsible for purchasing and operating three public transit buses with a capacity of at least 60 passengers to provide 13 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March, unless data provided by the applicant indicates that two or fewer buses are adequate to accommodate the transit demand for a particular weekend(s) or holiday based on the maximum number of skiers</p>				

Agency Key: USES (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), IFR/QCB (California Water Quality Control Board - Lahontan Region), GBUAQCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation, Monitoring, and Reporting Coordinator designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria / Completion Standard										
	<p>per day, as shown in the table below. The transit data shall be subject to review and approval by the Town. Under the 83 multi-family unit option, the project would be required to provide 10 additional bus round trips per day, which would require two new buses.</p> <table border="1" data-bbox="446 1472 690 1759"> <thead> <tr> <th>Additional Buses</th> <th>Maximum Number of Buses per Day (83 Dwelling Units)</th> </tr> </thead> <tbody> <tr> <td>None additional</td> <td>5,250</td> </tr> <tr> <td>One additional bus</td> <td>5,300</td> </tr> <tr> <td>Two additional buses</td> <td>5,350</td> </tr> <tr> <td>Three additional buses</td> <td>5,400</td> </tr> </tbody> </table>	Additional Buses	Maximum Number of Buses per Day (83 Dwelling Units)	None additional	5,250	One additional bus	5,300	Two additional buses	5,350	Three additional buses	5,400				
Additional Buses	Maximum Number of Buses per Day (83 Dwelling Units)														
None additional	5,250														
One additional bus	5,300														
Two additional buses	5,350														
Three additional buses	5,400														
	<p>In addition, the project applicant shall provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March, as described under Option 1.</p>														
	<p>Mitigation Option 3: The project applicant shall provide 544 non-drop-off parking spaces on the project site. The project shall request a zone code amendment from the Town to develop and in lieu of parking fee program. The fees shall be used for the construction of off-site parking lots. The fee owed by the project shall be calculated based upon the additional number of spaces that are required. If the parking lots are not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lots shall be provided.</p>														

Agency Key: USFS (United States Forest Service), TMD (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), JRWQCB (California Water Quality Control Board - Lahontan Region), GBUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle I edge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
1.6 Traffic Hazards Operational traffic could result in hazards along Meridian Boulevard.	A sign with an arrow shall be posted along the north side of Meridian Boulevard to direct skiers to the Skier Drop-Off. This Only signage shall be posted at the entrance to the bus drop zone to discourage autos from entering the bus drop zone. No Parking signs shall be posted along Meridian Boulevard adjacent to the auto drop zone, and Do Not Enter signs shall be posted at the west end of the auto and bus drop zones. The signs shall be installed prior to building occupancy. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected to ensure that this mitigation measure is incorporated into development of the site prior to issuance of Certificate of Occupancy. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Building Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)
1.7 Traffic Hazards Operational traffic could result in hazards at the intersection of the drop zone and the main parking garage.	The curbs at the west end of the into drop zone shall be modified to move the intersection of the drop zone and the main parking garage access further north, as determined appropriate by the Town. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is incorporated into development of the site. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Building Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)
1.8 Traffic Hazards Operational traffic could result in hazards within the ski drop off zone.	To decrease the potential for vehicular conflict in the ski wheel drop zone, the circulating area shall be striped for one lane of traffic and one-way operation. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Building Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Monitoring Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
1.9 Traffic Hazards The proposed sawtooth has bays may not provide adequate maneuvering space for buses exiting the bays resulting in traffic hazards.	The distance between sawtooth has bays shall be increased to 15 feet to provide adequate maneuvering space for buses exiting the bays. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is incorporated into development of the site. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Building Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)
1.10 Traffic Hazards Operational traffic could result in traffic hazards at the hotel exit and access approaches.	A "No Left Turn" sign shall be placed at the hotel exit. In addition, "Do Not Enter," "No Left Turn," and "No Right Turn" signs shall be located at the appropriate hotel access approaches. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is incorporated into development of the site. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Building Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)
2. Noise 2.1 Construction Noise (Construction could result in excessive noise levels to adjacent sensitive	Prior to issuance of any grading, excavation, or building permits, the applicant shall provide and secure the approval	1. Design: This mitigation measure shall be assured by the Town Building Division at Building Permit review. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of construction activities.

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Lahontan Region), GBU/APCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Coordinator designated by the Town of Mammoth Lakes is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria / Completion Standard
receptors, including residences north of the site.	<p>of the authorized noise control officer for a program designed to adequately comply with Town of Mammoth Lakes Noise Ordinance and respond to possible noise complaints. At a minimum, the program shall include the following requirements:</p> <ol style="list-style-type: none"> Noise-generating equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, intake silencers, logging, and/or engine enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Effective temporary sound barriers shall be used and relocated, as needed, whenever possible, to block the line-of-sight between the construction equipment and the noise-sensitive receptors, i.e., residential uses located to the north and south of the project site. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site. A construction relations officer shall be designated to serve as liaison with residents, and a contact telephone number shall be provided to residents. 	<p>(TML: _____)</p> <ol style="list-style-type: none"> Incorporation into Project. The project shall be inspected during construction to assure that this mitigation measure is appropriately implemented. <p>(TML: _____)</p>		<p>Contractor is made aware of these requirements.</p> <p>(TML: _____)</p>	<p>(TML: _____)</p>
2.2 Construction Vibration Construction could result in excessive vibration	<p>Mitigation Type: I</p> <p>The applicant shall develop a Blasting Plan that details the measures necessary to ensure potential vibration impacts would comply with Federal and Agency Key: USES (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board)</p>	<p>1. Design: This mitigation measure shall be assured by the Town Building Division at Building Permit review.</p>	<p>3. Field Monitoring, Building and Engineering inspections.</p> <p>(TML: _____)</p>	<p>4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General</p>	<p>5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of construction activities.</p>

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Ledge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria: Completion Standard
<p>levels to adjacent uses, including sensitive receptors (i.e. residential uses to north and south of the site), as a result of blasting activities</p>	<p>State recommended construction vibration limitations. The plan shall include at a minimum the following:</p> <ul style="list-style-type: none"> • A testing or pilot program shall be conducted to assure that off-site vibration levels do not exceed the 2.0 inches per second PPI significance threshold from blasting activities initiated on the site. Under the pilot program the applicant shall install vibration monitors at the following locations: (1) along the fence line of the closest offsite residential uses, (2) along the fence line of the MCDWD Ground Water Treatment Plant No. 2 located immediately to the east of the site across Majestic Pines Road, and (3) the vault housing for MCDWD Well 16 located adjacent to Meridian Boulevard. • Once the monitors are in place, a blasting test would commence. The testing procedures would consist of detonation of increasing sized charges with concurrent checking of monitored levels so as to assure that off-site vibration levels do not exceed the 2.0 inches per second PPI significance threshold. Based on this testing program, an optimal set of blasting parameters (e.g., frequency, responses and soil damping characteristics for different sized charges) shall be established. • The off-site vibration monitors shall remain in place throughout blasting activities, thereby providing ongoing protection for off-site uses and/or facilities throughout this 	<p>(TML: _____)</p> <p>2. Incorporation into Project: The project shall be inspected during construction to assure that this mitigation measure is appropriately implemented.</p> <p>(TML: _____)</p>		<p>(TML: _____)</p> <p>Contractor is made aware of these requirements</p> <p>(TML: _____)</p>	<p>(TML: _____)</p>

Agency Key: USES (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Lahontan Region), GBUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1. Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
2.3 Construction Vibration Construction could result in excessive vibration levels to adjacent uses, including sensitive receptors (i.e. residential uses to north and south of the site), as a result of blasting activities.	phase of the Project's construction process. Mitigation Type: 1 All drilling and blasting operations shall be conducted by a State-licensed blasting contractor with adequate blasting insurance. Mitigation Type: 1	1. Design: This mitigation measure shall be assured by the Town Building Division at Building Permit review. (T.M.L.:) 2. Incorporation into Project: The project shall be inspected during construction to assure that this mitigation measure is appropriately implemented. (T.M.L.:)	3. Field Monitoring: Building and Engineering inspections. (T.M.L.:)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented. (T.M.L.:)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained during drilling and blasting. (T.M.L.:)
2.4 Construction Vibration Construction could result in excessive vibration levels to adjacent uses, including sensitive receptors (i.e. residential uses to north and south of the site), as a result of blasting activities.	All drilling and blasting will be performed during hours designated by local, State, or federal ordinances. Mitigation Type: 1	1. Design: This mitigation measure shall be assured by the Town Building Division at Building Permit review. (T.M.L.:) 2. Incorporation into Project: The project shall be inspected during construction to assure that this mitigation measure is appropriately implemented. (T.M.L.:)	3. Field Monitoring: Building and Engineering inspections. (T.M.L.:)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented. (T.M.L.:)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained during drilling and blasting. (T.M.L.:)
2.5 Construction Vibration Construction could result in excessive vibration levels to adjacent uses, including sensitive receptors (i.e. residential uses to north and south of the site), as a result of blasting activities.	Written notice shall be provided to all W/D and residents within a quarter-mile radius of the blast site 24 prior to the initiation of blasting Mitigation Type: 1	1. Design: This mitigation measure shall be assured by the Town Building Division at Building Permit review. (T.M.L.:) 2. Incorporation into Project: Copy of letter shall be provided to Town indicating date for blasting. (T.M.L.:)	3. Field Monitoring: Building and Engineering inspections. (T.M.L.:)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L.:)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is implemented during execution. (T.M.L.:)

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Lahontan Region), GRUAPCD (Great Basin United Air Pollution Control District), MC (Mono County)

The Mitigation Monitoring and Reporting Consultant, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
<p>3. Biological Resources</p> <p>3.1 Nesting birds construction activities could disturb nesting birds during the nesting season.</p>	<p>The project applicant shall schedule construction, grading, and vegetation removal activities outside the nesting season (typically February 15-August 31) to the extent feasible to avoid the taking of migratory bird species. If initial vegetation removal occurs during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of vegetation clearing. If any active nests are detected a buffer of at least 100 feet (300 feet for raptory) shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor or until construction, grading, and vegetation removal activities are completed (whichever comes first). The results of the monitoring shall be provided in writing by the biological monitor to the (DFG subsequent to the monitoring activities.</p> <p>Mitigation Type: 1</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____)</p> <p>2. Incorporation into Project: The project shall be inspected during construction to assure that this mitigation measures is appropriately implemented. (T.M.L. _____)</p>	<p>3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)</p>	<p>4. Monitoring: The Building and Engineering inspections shall insure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L. _____)</p>	<p>5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is implemented. (T.M.L. _____)</p>
<p>3.2 Jurisdictional Features</p> <p>Construction activities could disturb one off site drainage feature considered under jurisdiction of the ACEQ, RWQCB and/or UNFS.</p>	<p>A qualified biological monitor shall oversee the installation of exclusionary fencing adjacent to the drainage located in close proximity to the northwestern boundary of the project site within USFS-owned land. The exclusionary fencing shall be installed prior to the commencement of construction in that area, shall remain in place during construction and shall be removed once construction disturbance has concluded. The exclusionary</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____)</p> <p>2. Incorporation into Project: The project shall be inspected during construction to assure that this mitigation measures is appropriately implemented.</p>	<p>3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)</p>	<p>4. Monitoring: The Building and Engineering inspections shall insure that this mitigation measure is appropriately implemented. (T.M.L. _____)</p>	<p>5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is implemented and maintained for the duration of construction activities. (T.M.L. _____)</p>

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), ERWQCB (California Water Quality Control Board - Lahontan Region), GBU/APCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Monitoring Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1. Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
	<p>fencing shall be set back a minimum of 50-feet from the drainage and shall include 2-foot high pre-assembled silt fencing for erosion control as well as 4-foot high mesh orange construction fencing for visibility. The qualified monitor shall inspect the fencing once a month while construction activities are occurring within the vicinity of the drainage and report any damage to the fencing. The construction contractor shall correct any damage to the excavation fencing immediately.</p> <p>Mitigation Type: 1</p>	(T.M.L.: _____)			
<p>4. Cultural Resources</p> <p>4.1 Archaeological and Native American Resources</p> <p>Ground disturbing construction activities could affect unknown archaeological and/or Native American resources in the project area.</p>	<p>A qualified archaeological monitor shall be present during the ground-disturbing construction activities affecting the alluvial deposits and upper three feet of the glacial deposits in the project area. Due to the potential for subsurface cultural deposits, a culturally-affiliated Native American monitor with experience in cultural resources also shall monitor these ground-disturbing activities. In the event that the lead agency determines that it will not include a Native American monitor in the archaeological monitoring process, this decision shall be sent in writing to an updated list of all Native American individuals and organizations identified by the N.A.H.C as having affiliation with the project area. These individuals and organizations shall be provided with a comment period of not less than four weeks on this decision. If this course of action is taken, affiliated Native American</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Engineering Division at Grading Permit review. (T.M.L.: _____)</p> <p>2. Incorporation into Project: The project shall be inspected during ground disturbing activities to assure that this mitigation measures is appropriately implemented. (T.M.L.: _____)</p>	<p>3. Field Monitoring: Building and Engineering inspections. (T.M.L.: _____)</p>	<p>4. Monitoring: The Building and Engineering inspections shall insure that this mitigation measure is appropriately implemented. (T.M.L.: _____)</p> <p>5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is implemented during ground disturbing activities. (T.M.L.: _____)</p>	

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQB (California Water Quality Control Board - Lahontan Region), GBUAFCD (Great Basin Unified Air Pollution Control District), MC (Mono County)

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMIRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
	<p>groups shall also be notified if sensitive deposits or cultural materials are encountered. No monitor is required for construction-related activities in the lower glacial deposits.</p> <p>If cultural resources are identified, the archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the Town's goals of preservation where practicable and public interpretation of historic and archaeological resources. The archaeologist shall prepare a final report about the monitoring to be filed with the Project Applicant with the Project Applicant Mono County, and the CHRIS-EAC, as required by the State Historic Preservation Officer (SHPO). The report shall include documentation and interpretation of resources recovered, if any.</p> <p>Interpretation will include evaluation of eligibility of the resources with respect to the National Register and California Register. The report shall also include all specialists' reports as appendices. The lead agency shall designate repositories in the event that significant resources are recovered.</p> <p>Mitigation Type: 1</p>				
<p>4.2 Human Remains</p> <p>Ground disturbing construction activities could affect unknown human remains in the project area.</p>	<p>If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 70510 requires that no further disturbance shall occur until the</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Engineering Division at Grading Permit review.</p> <p>(TML: _____)</p>	<p>3. Field Monitoring: Building and Engineering inspections.</p> <p>(TML: _____)</p>	<p>4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure appropriately implemented and the General Contractor is made aware of these requirements.</p>	<p>5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is implemented during excavation.</p> <p>(TML: _____)</p>

Agency Key: USES (United States Forest Service), FMI (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Lahontan Region), GRUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Commitments designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
	<p>County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are not clearly of recent origin, the coroner shall consult appropriate research materials or specialists as part of the investigation to determine if the remains are of Native American origin. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NARR. The NARR will then identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.</p> <p>Mitigation Type: 1</p>	<p>2. Incorporation into Project: The project shall be inspected during excavation to assure that this mitigation measure is appropriately implemented. (TME: _____)</p>		<p>(TME: _____)</p>	
<p>5. Employment, Population, and Housing</p> <p>5.1 Short-Term Housing Construction activities could result in short-term housing impacts if construction workers are drawn from outside of Mono and Inyo Counties.</p>	<p>If the developer of the project enters into a construction contract for the project with any contractor or subcontractor (1) whose principal place of business is outside Mono and Inyo Counties, (2) whose employees will reside in the Town of Mammoth Lakes in association with project construction in excess of 90 consecutive days, and (3) who provides housing for its employees, then the developer shall provide housing units for such employees. The housing provided by the developer for the construction employees shall not be located within the RMF-1 zone within the boundaries of the Town of Mammoth Lakes. However, existing MMSA-owned seasonal employee housing may be utilized in non-SEL season months only.</p>	<p>1. Design. This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (TME: _____)</p>	<p>2. Field Monitoring. None required since assured at Grading Permit issuance.</p>	<p>3. Monitoring. None required since assured at Grading Permit issuance.</p>	<p>4. Short-term housing shall be monitored by the Town Community Development Department to assure that this mitigation measure is implemented and maintained for the duration of construction activities. (TME: _____)</p>

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQC B (California Water Quality Control Board), Lahontan Region, GBUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1. Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria / Completion Standard
	Mitigation Type: 1				
6. Aesthetics					
6.1 Visual Quality and Character Construction Temporary construction barriers and pedestrian walkways are subject to unvarnished posting.	The applicant shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L.:) 2. Incorporation into Project: The project shall be inspected during construction to assure that this mitigation measure is appropriately implemented. (T.M.L.:)	3. Field Monitoring: Building and Engineering inspections (T.M.L.:)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L.:)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is implemented and maintained for the duration of construction activities. (T.M.L.:)
6.2 Visual Quality and Character Construction Construction vehicle trips could affect sensitive uses in the project vicinity.	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, including residential uses along Majestic Pines Road. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L.:) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is appropriately implemented. (T.M.L.:)	3. Field Monitoring: Building and Engineering inspections (T.M.L.:)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L.:)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of construction activities. (T.M.L.:)
6.3 Light Intrusion Northbound traffic along Majestic Pines Road could create light impacts to residences to the north of this roadway.	The applicant shall plant landscaping or enhance the existing berm along the northern side of Majestic Pines Road to minimize light intrusion to the adjacent residences. The improvement shall be installed prior to issuance of a certificate of occupancy for the lodge.	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L.:)	3. Field Monitoring: Building and Engineering inspection. (T.M.L.:)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L.:)	5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L.:)

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDEG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRW/QCB (California Water Quality Control Board - Lahontan Region), GRUAP/D (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Coordinator designated by the Town of Mammoth Lakes is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
6.4 Nighttime Lighting Project lighting could result in light intrusion to adjacent residences.	Mitigation Type: 1 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. The sensitive receptor locations shall be determined in consultation with the Community Development Director. Mitigation Type: 1	2. Incorporation into Project: The project shall be inspected to ensure that this mitigation measure is incorporated into development of the site prior to issuance of Certificate of Occupancy. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented. (T.M.L. _____)	5. Site shall be monitored by the Town Building and Engineering Divisions to assure that this mitigation measure is maintained for the duration of the development. (T.M.L. _____)
6.5 Shade Shadow Development of the project would result in shading that could create hazardous roadway conditions (i.e. black ice) along Majestic Pines Road to the north of the project site.	The project applicant shall implement a proactive snow plowing and clearing plan during the two or 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 Town of Mammoth Lakes shall review the methods and effectiveness of the plan during its implementation. If 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 treated pavement at any heat treated pavement at any.	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected to ensure that this mitigation measure is appropriately implemented prior to issuance of Certificate of Occupancy. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the operation of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is effective and is maintained for the duration of the project. (T.M.L. _____)

Agency Key: USFS (United States Forest Service), T.M.L. (Town of Mammoth Lakes), CDEG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Labontan Region), GBAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).
The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
	<p>portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week.</p> <p>Mitigation Type: 1</p>				
7. Hydrology and Water Quality					
7.1 Groundwater Supply and Recharge	<p>The applicant in cooperation with the Mammoth Community Water District shall monitor water levels within existing on-site wells on a monthly basis especially during the snowmelt run-off periods to assess maximum seasonal groundwater underflow rates.</p> <p>Mitigation Type: 1</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L.)</p> <p>2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is appropriately implemented. (T.M.L.)</p>	<p>3. Field Monitoring: Building and Engineering inspections. (T.M.L.)</p>	<p>4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented. (T.M.L.)</p>	<p>5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L.)</p>
7.2 Groundwater Supply and Recharge	<p>The applicant shall fund the installation of at least two monitoring wells adjacent to or up gradient of the proposed construction area to aid in the recording of groundwater depths and flow rates. The wells shall be installed prior to the issuance of building permits for the project.</p> <p>Mitigation Type: 1</p>	<p>1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L.)</p> <p>2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is incorporated into development of the site prior to issuance of building permits. (T.M.L.)</p>	<p>3. Field Monitoring: Building and Engineering inspections. (T.M.L.)</p>	<p>4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L.)</p>	<p>5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained for the duration of the development. (T.M.L.)</p>

Agency Key: USFS (United States Forest Service), T.M.L. (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), I.R.W./C.B. (California Water Quality Control Board - Lahontan Region), CIBUA/CD (Great Basin Unified Air Pollution Control District), MC (Mono County).
The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge Phase Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
7.3 Groundwater Supply and Recharge Dewatering activities could affect groundwater flows in the project area.	The applicant shall monitor the volumes of water pumped from the site as a result of dewatering activities during construction. The applicant shall provide the data, along with the date of withdrawals, and the water level information from the on site monitoring wells to the MCHW.	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is appropriately implemented. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented. (T.M.L. _____)	5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained during construction. (T.M.L. _____)
7.4 Water Quality Operation Operation of the subterranean parking lot could result in long-term water quality impacts	The applicant shall install a sump pump system that lifts stormwater to the surface within the underground parking garage, which conveys water through a device that removes oil and silt, prior to reintroduction into the storm water system. The sump pump system shall be installed prior to use of the parking structure. Mitigation Type I	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is incorporated into development of the site. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L. _____)	5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)
7.5 Water Quality Operation Operation of the project could result in stormwater flows that violate water quality standards	The applicant shall design on-site detention facilities to capture approximately 2.3,442 cubic feet of stormwater, which represents the average runoff volume necessary to accommodate the first inch of rainfall during a storm event of 20-year intensity pursuant to Lahontan RWQCB design parameters. The final design of the detention facilities shall be determined during the design.	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site and the General Contractor is made aware of these requirements. (T.M.L. _____)	5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L. _____)

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), ERWQCB (California Water Quality Control Board, Lahontan Region), GBQAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Maintenance and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1. Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I Design Approval	Implementation / Monitoring Action II Inspection	Implementation / Monitoring Action III Further Monitoring	Effectiveness Criteria/ Completion Standard
	process and shall be subject to review and approval by the Town and/or Lahontan RWQCB. Mitigation Type: I	incorporated into development of the site. (T.M.L.: _____)			
8. Water Supply					
8.1 Water Infrastructure Project development could impair access to MCWD Well No. 16.	The Applicant shall ensure the provision of 40 square feet of work area adjacent to Well 16 on the project site that shall be used by MCWD as needed during periodic maintenance of Well 16. Mitigation Type: I	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Building Permit Review. (T.M.L.: _____) 2. Incorporation into Project: The project shall be inspected to ensure that this mitigation measure is incorporated into development of the site. (T.M.L.: _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L.: _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is incorporated into the development of the site and the General Contractor is made aware of these requirements. (T.M.L.: _____)	5. Site shall be monitored by the Town Engineering Division to assure that this mitigation measure is maintained for the duration of the project. (T.M.L.: _____)
8.2 Fire Flows Due to the proposed building heights, fire flows could be inadequate to serve the upper floors of the structure.	The project applicant shall install a standpipe along the northwest side of the site, near the ice rink and plaza, as approved by MLFD to ensure that adequate fire flows are available at this location. The standpipe shall be operational prior to occupancy of the facility. Mitigation Type: I	1. Design: This mitigation measure shall be assured and monitored by the Mammoth Lakes Fire Department at Building Permit review. (T.M.L.: _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is incorporated into development of the site. (T.M.L.: _____)	3. Field Monitoring: Fire Department inspections. (T.M.L.: _____)	4. Monitoring: The Fire Department inspections shall ensure that this mitigation measure is incorporated into the development of the site. (T.M.L.: _____)	5. Site shall be monitored by the Mammoth Lakes Fire Department to assure that this mitigation measure is maintained for the duration of the project. (T.M.L.: _____)
9. Wastewater					
9.1 Wastewater Treatment	Prior to the issuance of a Certificate of Occupancy for the commercial and residential	1. This mitigation measure shall be assured and monitored by the Town Community Development	2. Field Monitoring: MCWD.	3. Monitoring: MCWD and Building and Engineering.	4. The Town Building and Engineering shall coordinate with MCWD to ensure the filter backwash system upgrade is

Agency Key: USFS (United States Forest Service), TML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), LRWQCB (California Water Quality Control Board - Lahontan Region), GB/UA/PCD (Great Basin Unified Air Pollution Control District), MC (Mono County)

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

Table 1: Eagle Lodge base Development Project MMRP

Potential Impact (Without Mitigation)	Mitigation Measure (Source Document)	Implementation / Monitoring Action I	Implementation / Monitoring Action II	Implementation / Monitoring Action III	Effectiveness Criteria/ Completion Standard
Wastewater generated by the project site could result in insufficient capacity at MCHD treatment facilities	Components of the project, MCHD shall install and have operational the filter backwash system upgrade at Groundwater Treatment Plant #2. Mitigation Type: 1	Design Approval Department prior to issuance of a Certificate of Occupancy. (T.M.L. _____)	Inspection	Further Monitoring	complete at Groundwater Treatment Plant #2. (T.M.L. _____)
SECTION 2: Interim Off-Site Parking During Construction					
10.1. If parking is provided off-site during construction, the proposed off-site parking could impact the surrounding neighborhood.	The project applicant shall prepare a construction parking plan for construction personnel to be reviewed and approved by the Town of Mammoth Lakes. The project applicant shall prepare a written plan for the use of off-site parking which shall be reviewed and approved by the Town of Mammoth Lakes. Implementation of the plan shall be funded by the applicant. The plan shall incorporate, at a minimum, the following elements: <ul style="list-style-type: none"> Provide for monitoring and enforcement in the nearby residential areas to ensure that illegal parking does not occur; The shuttle bus system shall be monitored and augmented, as necessary, to ensure adequate capacity and headways are maintained; Signage shall be provided to direct vehicles to the temporary parking areas; Parallel parking within proximity of intersections shall only be allowed provided adequate sight distance can be maintained. Mitigation Type: 1	1. Design: This mitigation measure shall be assured and monitored by the Town Community Development Department at Grading Permit review. (T.M.L. _____) 2. Incorporation into Project: The project shall be inspected during construction to ensure that this mitigation measure is appropriately implemented. (T.M.L. _____)	3. Field Monitoring: Building and Engineering inspections. (T.M.L. _____)	4. Monitoring: The Building and Engineering inspections shall ensure that this mitigation measure is appropriately implemented and the General Contractor is made aware of these requirements. (T.M.L. _____)	5. Site shall be monitored by the Town Community Development Department to assure that this mitigation measure is maintained for the duration of construction activities. (T.M.L. _____)

Table 1: Eagle Lodge base Development Project MMRP

Note: The purpose of this table is to provide a useful tracking tool for the Mitigation Monitoring and Reporting Coordinator for the project. It should be referred to and updated continuously throughout the project. The success of the MMRP can be determined by the degree of compliance with the effectiveness criteria/completion standards. In addition, spaces used to track agency performance in this table should be completed as the project progresses. By project completion, every space to track agency performance should be completed.

Agency Key: USFS (United States Forest Service), FML (Town of Mammoth Lakes), CDFG (California Department of Fish & Game), Caltrans (California Department of Transportation), FAA (Federal Aviation Administration), ERWQCB (California Water Quality Control Board - Lahontan Region), GIBUAPCD (Great Basin Unified Air Pollution Control District), MC (Mono County).

The Mitigation Monitoring and Reporting Coordinator, designated by the Town of Mammoth Lakes, is responsible for compliance tracking using this form.

**EXHIBIT 5 to
Planning Commission Resolution 2007-01**

FINDINGS FOR DISTRICT ZONING AMENDMENT 2005-03

(Municipal Code Section 17.72)

FINDINGS FOR DISTRICT ZONING AMENDMENT

The Planning Commission finds that the proposed changes to the Juniper Ridge Master Plan are consistent with the Resort Designation of the General Plan and do not adversely constrain the General Plan Update process as described in the staff report and that the amendments will permit the future development of a permanent base lodge facility which provides the following community benefits that justify the modifications to the height, parking, land use, density, access and setback standards of the Juniper Ridge Master Plan:

1. Consistent with the evidence contained within the Agenda Report, Final Environmental Impact Report/Environmental Assessment, and provided at the public hearing, the Planning Commission finds that the proposed amendments are consistent with the General Plan because:
 - a) The General Plan identifies development of a permanent base lodge facility at Juniper Ridge as integral to providing the recreation capacity required to accommodate population growth within the Town of Mammoth Lakes.
 - b) The proposed District Zoning and General Plan Amendments will allow Mammoth Mountain Ski Area to apply for the development of a permanent base lodge facility with a condominium/hotel and a mix of recreational-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, restrooms, a convenience market, ice rink, restaurant, day spa facilities and a locker club, at the base of Eagle Express. The permanent facility will accomplish the following General Plan goals and policies through the concentration of transient-oriented services at this resort node.
 - i) To encourage recreation related development to locate near designated recreation activity nodes (Resort Land Use Designation, Goal 4).
 - ii) Encourage resort and resort-related development such as recreation facilities, hotel/motel facilities, and recreation-related commercial projects at designated recreational activity nodes (Resort Land Use Designation, Policy 5).
 - iii) Each recreation activity node and related development shall have an architectural theme, and well integrated design plan which encourages visitors to stay in the designated resort nodes (Resort Land use Designation, Policy 4).

The base lodge has its own distinct identity and tourist oriented attractions such as the ice skating rink, and ski school features. The Mammoth Mountain Ski Area

has intended for this facility to have more family oriented features such as the ice rink, day care, ski school etc., which will provide for a different resort atmosphere than is currently provided for in the Village. Furthermore, development of concentrated commercial services, recreation activities and lodging will encourage people to park there vehicles and stay in the designated resort node decreasing town-wide vehicle miles traveled.

2. Consistent with the evidence contained within the staff report, Final Environmental Impact Report/Environmental Assessment and provided at the public hearing, the Planning Commission finds that the proposed changes to the Juniper Ridge Master Plan are consistent with the intent of the Town of Mammoth lakes Municipal Code because the purpose of the Resort Zone as detailed in Section 17.28.220 is to provide a zone classification encompassing various land uses through the adoption of a development plan with area specific development standards.
3. Consistent with the evidence contained within the staff report, Final Environmental Impact Report/Environmental Assessment and provided at the public hearing, the Planning Commission finds that the proposed use is consistent with the Vision Statement because:
 - a) The Town of Mammoth Lakes Vision Statement identifies development within the Juniper Ridge area to consist of a large resort lodge and small supporting.
 - b) The Juniper Ridge area as one of the Town's major skier destinations, due to the base lodge facilities, ski-in/ski-out accommodations and public transit system.
 - c) As noted in the updated Vision Statement of the Draft General Plan "Mammoth Lakes is a year-round destination resort community based on diverse outdoor recreation and tourism." The proposed amendment to the JRMP and future project will increase the Town's vision of being a year-round destination resort by realization of the Project Objectives.
4. Consistent with the evidence contained within the staff report, Final Environmental Impact Report/Environmental Assessment and provided at the public hearing, the Planning Commission finds that the change is in the interest of or will further the public health, safety, comfort, convenience and welfare because with incorporation of mitigation measures included in the FEIR/FEA, the project has not impact on public health, safety, comfort, convenience and welfare.
5. Consistent with the evidence contained within the Staff report, Final Environmental Impact Report/Environmental Assessment, and provided at the public hearing, the Planning Commission finds that: although development of the project will impact Key View Point #2 as identified in the FEIR/EA, the final design must be in conformance with the Town of Mammoth Lakes Design Guidelines; the building form has been modified to improve its aesthetics; development has been programmed for this location for many years, and the property is currently being used for ski area base activities, the use is similar to the uses to the south, southwest, and east and is separated from the properties to the north by Majestic Pines Drive and a landscape

buffer and multi-user trail; therefore, the change will not adversely affect the established character of the surrounding neighborhood nor be detrimental to adjacent properties.

6. Consistent with the evidence contained within the Staff report, Final Environmental Impact Report/Environmental Assessment and provided at the public hearing, the Planning Commission finds that the neighborhood infrastructure is adequate or will be modified to accommodate any increase in intensity of land use if such would occur from a change in the zone classification because the proposed mitigation measures proposed in the EIR and adopted in the Mitigation and Monitoring program will reduce the impact of the project to less than significant.

Attachment H

Public Comments
received after the PC
staff report publication
date.

Via Fax: (760)934-8608
E-mail: smoberly@ci.mammoth-lakes.ca.us
and U.S. Mail

January 7, 2007

Mammoth Lakes Planning Commission
c/o Sandra Moberly
Senior Planner
P.O. Box 1609
Mammoth Lakes, CA 93546

RE: Proposed District Zoning Amendment 2005-03 and General Plan
Amendment 2005-01: Eagle Lodge Base Development Plan

Dear Planning Commissioners:

As the owners of the property on 1118 Majestic Pines Road in Mammoth Lakes (the "Property"), we are writing to register our vehement objection to the proposed zoning amendment and Eagle Lodge Base Development plan sought by Tom Hodges and the Mammoth Mountain Ski Area ("MMSA"), to be considered at the hearing on January 10, 2007. We join in, and incorporate by reference, the objections and points made in the letter to you dated January 3, 2007, by Timothy B. Sanford, Esq. on behalf of his clients, fellow Mammoth Lakes homeowners Michael Arus and Robin Hobson (enclosed).

We acquired the Property in 1974, at a time when the Mammoth Mountain Ski Area and the Town of Mammoth Lakes co-existed in reasonable balance, providing a scenic resort community respectful of the surrounding environment and the Town's homeowners. We have seen this balance threatened if not nearly destroyed in the years since by the continual frantic development of the resort and infrastructure to support it.

Mr. Sanford's letter makes reference to one significant event in this ongoing tension; the December 28, 1994 agreement between the Monterey Pines homeowners and MMSA providing specific restrictions on future development on the area identified in the proposed amendment. Our lot on 1118 Majestic Pines was the property that underwent the most significant impact of the rerouting of Majestic Pines Road as provided by the 1994 agreement, inasmuch as our property bears the most exposure to the newly configured road.

JAN-8-2007 09:07A FROM:MACHIDA

1 310 472 6196

TO:17609348608

P.1/1

JAN-8-2007 07:48A FROM:MACHIDA

1 310 472 6196

TO:13104536541

P.1/1

Today we again find ourselves as owners of the lot most negatively impacted by the proposed development: our property currently enjoys the widest, unobstructed view of the mountain range to the south, and our property would be the closest in proximity to the proposed development. Of greater importance, however, is the potential for negative impact to the overall physical environment from the increased traffic and population density resulting from the proposed development. The 1994 agreement was entered into in order to alleviate homeowners' concerns about these issues, and so we are greatly alarmed now to find that the Town of Mammoth Lakes seeks to vitiate the agreement while favoring crude commercial interests over those of its longtime homeowners.

Very truly yours,

Roy Machida
Fumy Machida
Robert Amonic

Dr. Roy and Fumy Machida

Dr. Robert Amonic

Fax 310-472-6196

machida@adelphia.net

Enclosure

FROM : LAW OFFICES OF TIM SANFORD

FAX NO. : 7609345887

Jan. 03 2007 11:46AM P2

LAW OFFICES OF TIMOTHY B. SANFORD

8 OAKTREE PLACE
POST OFFICE BOX 8081
MAMMOTH LAKES, CALIFORNIA 93546-8081
17601 934-4828
FAX 17601 934-8087
tsanford@earthlink.net

TIMOTHY B. SANFORD
STEPHEN N. RAFFO

January 3, 2007

Via Facsimile (760) 934-8608
and U.S. Mail

Planning Commission
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Proposed District Zoning Amendment 2005-03 and General Plan Amendment
2005-01; Eagle Lodge Base Development Project

Dear Commissioners:

Please be advised this office represents Michael Anus and Robin Hobson, owners of the house at 541 Monterey Pines Drive in Mammoth (Lot 36, Mammoth Vista I), directly to the north of the new lodge proposed as a part of the above-referenced project.

The purpose of this letter is to express my clients' opposition to the proposed Zoning and General Plan Amendments referenced above. These proposed amendments are site specific and only before the Commission as a necessary preliminary step toward the ultimate approval of the Eagle Lodge Base Development Project (the "Eagle Lodge project") sought by the project proponent, the Mammoth Mountain Ski Area ("MMSA"). My clients' opposition is primarily based on the terms of an agreement between MMSA and Monterey Pines homeowners that was recorded with the Mono County Recorder on December 28, 1994 (the "1994 Agreement") as a part of the process for MMSA's then application to the Town for a rerouting of Majestic Pines Drive around the Chair 15 parking lot. A copy of this agreement was furnished to the Community Development Department on December 29, 2006. As will be discussed, the details of the proposed Eagle Lodge project violate the development restrictions of the 1994 Agreement in several significant ways. Thus, the Commission should be aware that its efforts in considering these amendments, and the forthcoming use permit and tract map applications, may well be a waste of its time.

Before itemizing the inconsistencies between the terms of the 1994 Agreement and the proposed Eagle Lodge project, it is essential that the Commissioners be reminded of the history that led up to the consummation of the 1994 Agreement. The 1994 Agreement was a direct result of MMSA's application to the Town for the rerouting of Majestic Pines Drive around its Chair 15 parking lot.

84

FROM : LAW OFFICES OF TIM SANFORD

FAX NO. : 7609345087

Jan. 03 2007 11:46AM P3

Planning Commission
Town of Mammoth Lakes
January 3, 2007
Page 2

The impact of this rerouting application was significant to the Monterey Pines homeowners, as it proposed to bring Majestic Pines close to the south side of their homes. The quiet, unobstructed views enjoyed by these homeowners were sought to be significantly altered by the new proximity of Majestic Pines desired by MMSA.

As described in the preamble to the 1994 Agreement, MMSA's desire to reroute Majestic Pines derived from its plan to develop the Chair 15 parking lot, just as it is now proposing to do. Any development of the parking lot would have been seriously hampered by the former alignment of Majestic Pines. The affected Monterey Pines homeowners did not wish to unnecessarily block MMSA's development plans, yet felt it was reasonable to insist on certain development restrictions in return for their acquiescence in the rerouting proposal.

The attitude of the Town with regard to this issue was, and is, important. The Town, acting through its staff, its Planning Commission and its Council (as evidenced by ample documentation, including meeting minutes), expressed an extreme reluctance to approve a rerouting of Majestic Pines without the consent of the Monterey Pines owners, recognizing the substantial impact such a rerouting would have on these owners. At the direct suggestion of the Town, MMSA and the Monterey Pines owners entered into negotiations. Current Deputy Community Development Director Bill Taylor, then a Town Planner, participated in several of these negotiating sessions, which dragging on for weeks. These negotiations culminated in the 1994 Agreement. Significantly, it was not until the 1994 Agreement was reported to the Town Council that the Council, apparently satisfied that the concerns of the Monterey Pines owners had been addressed, approved MMSA's application for the rerouting of Majestic Pines, thus allowing MMSA to proceed with its development plans. As stated in MMSA's Draft Environmental Impact Report for the Eagle Lodge project, "The realignment (of Majestic Pines) was consistent with the long range vision for the area (page 80)."

Without the rerouting of Majestic Pines, the proposed Eagle Lodge project would not now exist; and without the 1994 Agreement, which arose in large part at the insistence of the Town, Majestic Pines would not have been rerouted. Yet the proposed project is explicitly inconsistent with the 1994 Agreement in at least the following ways:

1. Section 1(a) of the agreement requires that the road pavement of Majestic Pines never come any closer to the Monterey Pines lots than as specified, and further states the "location of the road shall be as reflected in the plan drawings dated 8/2/94." A copy of the 8/2/94 plan drawings is faxed and mailed herewith; these drawings show Majestic Pines Drive in its present location. Yet it is my understanding that the proposed Eagle Lodge project contemplates a widening of Majestic Pines Drive contrary to these restrictions. Further, Section 6(b) of the agreement provides that this restriction was to be incorporated by the Town as a condition of approval for the rerouting of Majestic Pines.

85

FROM : LAW OFFICES OF TIM SANFORD

FAX NO. : 7609345027

Jan. 23 2007 11:47AM P4

Planning Commission
Town of Mammoth Lakes
January 3, 2007
Page 3

2. Section 3(a) of the agreement states that "all land between re-routed Majestic Pines Drive and the southern boundary of lots 33-39 shall remain as greenbelt/open space in perpetuity." Yet, from reviewing the maps in the Draft EIR, and as confirmed by my discussions with Community Development staff, a portion of this same land is now proposed to be rezoned so that it can be used in the project, apparently as a part of the widened Majestic Pines.

3. Section 5(a) of the agreement requires that construction of the parking structure for the Eagle Lodge project be completed within twelve months (in order to minimize disturbance to the adjoining owners). Yet the Draft EIR refers to a construction period of approximately two years.

4. Section 5(b) of the agreement requires that the height of the parking structure "not exceed 8 feet above finish grade" and that the "walls of the structure will be visibly screened or concealed by berming and revegetation." This section further states that the "location and design of the parking structure shall be as reflected in the plan drawings dated 8/2/94." The proposed Eagle Lodge project does not conform to any of these restrictions. The lodge is proposed to have a maximum height of eighty-seven feet, and the proposed skier services building is proposed to have a maximum height of seventy-one feet. Whichever of these buildings is proposed to include the parking structure (otherwise described in detail in the Draft EIR) obviously far exceeds eight feet in height. There is no mention of screening of the walls of the structure, and, as can readily be seen by a glance at the 8/2/94 plan, the location of the proposed parking structure is not as shown on that previous plan.

As might be imagined, the restrictions of this Section 5(b) were of primary importance to the Monterey Pines owners in agreeing to allow the rerouting of Majestic Pines. They wished to preserve most of their view. MMSA agreed to preserve most of their view. Thus, MMSA was allowed to reroute Majestic Pines and clear the way for the development of the Chair 15 base area.

5. Finally, Sections 5(e) and (f) of the agreement impose significant restrictions on the future use of the rerouted Majestic Pines Drive, in order to keep it as a "Secondary Roadway with Low Use" as described in the Draft EIR (at page 353). Section 5(e)(iii) states that "buses and other multi-axle vehicles shall be prevented from using the re-routed portion of Majestic Pines Drive, subject to Town approval." Section 5(f) requires the implementation of "traffic and exhaust mitigation" on Majestic Pines to specifically include a prohibition of MMSA buses and other multi-axle vehicles. MMSA is also required to "use its best efforts to discourage other buses and multi-axle vehicles from using Majestic Pines Drive to service MMSA facilities, excepting therefrom authorized transit buses." Further, MMSA is required to "use its best efforts to have the construction of improvements accessed via Meridian Boulevard," and "after completion of construction, all improvements shall be accessed as reflected in the plan drawings dated 8/2/94."

The current proposal ignores each of these restrictions. Far from mitigating traffic and exhaust on

86

FROM : LAW OFFICES OF TIM SANFORD

FAX NO. : 7609345087

Jan. 03 2007 11:48AM PS

Planning Commission
Town of Mammoth Lakes
January 3, 2007
Page 4

Majestic Pines, the current proposal contemplates Majestic Pines as the sole access route for the lodge, including a loading dock for delivery vehicles. Further, the Draft EIR candidly discloses that this proposal will create an enormous, three hundred and eleven space parking shortfall at the site, to be mitigated by more buses. In sum, the proposed project exponentially increases the use of Majestic Pines, contrary to the restrictions imposed by the 1994 Agreement.

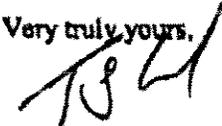
My clients were not Monterey Pines owners in 1994. However, when they subsequently purchased their house they did so in reliance on the 1994 Agreement, which was referenced in their preliminary title report. Without the protections to which MMSA agreed in the 1994 Agreement, Messrs. Arus and Hobson would never have purchased their home, nor later invested about \$400,000 in remodel expenses designed to take better advantage of the view which, in reliance on the agreement, they thought was substantially protected.

The Draft EIR contains references to several different "Key Observation Points" ("KOP's") in its evaluation of the impact of the proposed project on the views from different perspectives. KOP No. 2 in the Draft EIR appears to be located right at the back (view) side of my clients' home. As the Draft EIR concedes, this view will be significantly impacted by the proposed lodge, with no possibility of mitigation.

Sometime ago, my clients initiated discussions with representatives of MMSA with regard to the proposed Eagle Lodge project and the 1994 Agreement. These discussions have been cordial but unproductive, at least to date.

Hopefully you will agree the pending zoning and general plan amendments, and the subsequent use permit and map applications, cannot be adequately evaluated without consideration of the 1994 Agreement. The consummation of this agreement was essentially required by the Town in 1994, and, without the agreement, MMSA would be in no position today to submit its current proposal.

Very truly yours,



Timothy B. Sanford

TBS:pc
Enclosure
cc: Clients
(Arus\lrs\planning010207)

87

7

LAW OFFICES OF TIMOTHY B. SANFORD

6 OAKTREE PLACE
POST OFFICE BOX 8081
MAMMOTH LAKES, CALIFORNIA 93246-8081
(760) 934-4929
FAX (760) 934-5087
tbsanford@earthlink.net

TIMOTHY B. SANFORD
STEPHEN N. KARROS

January 24, 2007

Via Facsimile (760) 934-8608
and U.S. Mail

Town Council
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Proposed District Zoning Amendment 2005-03 and General Plan Amendment
2005-01; Eagle Lodge Base Development Project

Dear Council Members:

Please be advised this office represents Michael Arus and Robin Hobson, owners of the home at 541 Monterey Pines. The purpose of this letter is to supplement my letter dated January 3, 2007 to the Planning Commission with regard to the above referenced proposals. I assume my prior letter will be in your agenda packet for the February 7 meeting at which these proposals are to be discussed.

As noted in my prior letter, one of the most important parts of the December 28, 1994 agreement (the "1994 Agreement") explicitly restricts the usage of Majestic Pines (see the paragraph numbered "5" on page 3 of my January 3rd letter). The current proposal by the Mammoth Mountain Ski Area ("MMSA") is inconsistent with this restriction and the construction of the improvements contemplated by this proposal would constitute a material breach of this agreement.

My prior letter emphasized the extent to which the Town assisted in the creation of the 1994 Agreement. Since the date of the prior letter, I have continued my research and discovered language in staff reports leading up to the realignment of Majestic Pines which further confirms not only the Town's participation in the formation of the 1994 Agreement, but also the significance to the Town of maintaining Majestic Pines as a secondary, low use road, contrary to the terms of MMSA's current proposal. In sum, the Monterey Pines homeowners would never have signed the 1994 Agreement, and the Town would not have allowed Majestic Pines to be realigned to benefit MMSA, if it were not for the assurances that Majestic Pines would remain in perpetuity as a low usage road.

In the "Analysis/Discussion" portion of the Agenda Bill for the Town Council meeting of 9/7/94, it is stated that the proposed realignment "would reduce the amount of traffic on Majestic Pines Drive generated by the future resort, thereby retaining its nature as a local residential road." Under the pending proposal, of course, the "future resort" would significantly increase traffic on Majestic

Town Council
Town of Mammoth Lakes
January 24, 2007
Page 2

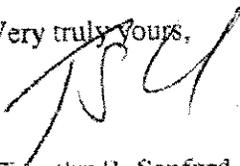
Pines. In the same portion of the Agenda Bill for the Town Council meeting of 10/5/94, it is stated the realignment "would also reduce the ultimate number of vehicles projected on Majestic Pines Drive and discourage through-traffic usage on this local-only road. These considerations are elements of one of the Town's six strategic decisions, as well as being integral to the goals of the General Plan." Finally, the Initial Study for the realignment states that the realignment "allows for Majestic Pines Drive to carry mostly local traffic as it was designed and designated in the General Plan." It also states "Traffic on Majestic Pines Drive will begin to favor residents entering/exiting the Mammoth Vista I and Majestic Pines subdivisions rather than skiers using Kelly Road as a short-cut to the Chair 15 area." (See sections 8 and 10 of the Study).

In other words, both the Monterey Pines owners and the Town agreed to the realignment of Majestic Pines sought by MMSA in reliance on the explicit promise that traffic on Majestic Pines would be reduced in perpetuity. Now MMSA asks the Town to reverse its position and, in defiance of the promises made to the Monterey Pines owners, approve a project which would significantly increase the traffic, noise and pollution on Majestic Pines. It is respectfully submitted that such a decision by the Town would be neither legal nor equitable.

On a related note, please be advised the specific conditions of approval for the realignment of Majestic Pines, as contained in Resolution No. 94-59 and the Negative Declaration approved therewith, are also inconsistent with MMSA's current proposal. These conditions of approval require that Majestic Pines remain in perpetuity as shown in the plan drawing dated 8/2/94 (a copy of which was provided with my prior letter). The configuration of the pavement of Majestic Pines is also required to remain as two lanes.

My clients would like to resolve these matters. However, without such a resolution, it is the intention of my clients not to allow the Town and MMSA to proceed in defiance of the 1994 Agreement, Resolution No. 94-59, and the history of promises and representations that led up to each.

Very truly yours,



Timothy B. Sanford

TBS:pc
cc: Clients
(Arus\lrs\planning012307)

Sandra Moberly

From: Andrew S. Pauly [apauly@gpfm.com]
Sent: Sunday, January 07, 2007 11:15 AM
To: Sandra Moberly
Cc: John Beverly Jones
Subject: District Zoning Amendment 2005-03 and General Plan Amendment 2005-01, initiated by Mammoth Mountain Ski Area
Importance: High

Dear Planning Commission,

We did not receive the staff report and agenda until Friday, January 5, 2007 @ 4:00 p.m., although we had requested it well in advance of that time. We note that the hearing date was specifically designed to make certain that second homeowners could not attend, rather than ensure attendance by placing the hearing date in proximity to the various holidays.

In any event, we are the owners of 467 Monterey Pine Road and must register our strong objection to the Zoning Amendment sought by MMSA. We join in *all* objections previously filed by anyone else and any objections that will be interposed at the hearing.

We are quite concerned about the proposed routing of traffic on Majestic Pines. It seems that no effort was made to minimize the impact of traffic on the residential neighborhoods on and off of Majestic Pines. Why should these neighborhoods be forced to endure an endless stream of delivery vehicles? What traffic study has been conducted to estimate the increase in traffic due this routing?

Also, the hotel project seems excessive in scope and size. It should be eliminated or cut back.

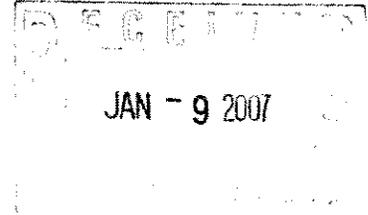
I know that the Planning Commission will do the right thing and not simply rubberstamp the most burdensome alternative being urged by MMSA. Now is the time to balance the interests of all concerned and not just to appease the economic appetite of the 800 lb. gorilla. Should the Planning Commission take the most expedient path, the it will ensure years of litigation that will ultimately be to the detriment of the taxpayers and voters.

Please feel free to call me should you have any questions or concerns.

Andrew S. Pauly, Esq.
Greenwald, Pauly, Foster & Miller,
A Professional Corporation
1299 Ocean Avenue, Suite 400
Santa Monica, California 90401-1007
Telephone: 310.451.8001 Facsimile: 310.395.5961
E-Mail: apauly@gpfm.com Web: <http://www.gpfm.com>

A LAW CORPORATION
30750 VENTURA BOULEVARD, SUITE 220
WARMLAND HILLS, CALIFORNIA 91304
TELEPHONE 818 448 7717
FAX 818 448 7921
www.grassiniwrinkle.com

LAWRENCE P. GRASSINI
ROLAND WRINKLE
DONALD G. LIDDY
LARS C. JOHNSON



January 8, 2007

Mammoth Lakes Planning Commission
P.O. Box 1609
Mammoth Lakes, California 93546
Attn: Executive Secretary

Dear Sir:

I am writing this letter in lieu of appearing at the public hearing to be held Wednesday, January 10, 2007 on the proposed development at Eagle Lodge.

My family and I are second home owners in Mammoth, having purchased and built our home at 619 Monterey Pine Road in 1989. Our home is the second house west of the intersection of Monterey Pine Road and Majestic Pine Road. It is on the south side of the road and abuts the project site. I have actively followed the proposals for development on this site since purchasing the property and have attended many of the public hearings either personally or through my prior lawyer, Paul Rudder.

The purpose of this letter is to go on record as actively supporting the application as presented to this Board.

As you may know, I have not in the past supported the Ski Area's attempts to develop the Chair/15/24. Eagle Lodge area and have actually campaigned against it. I will not go through a history of my objections. Suffice it to say that I felt passionately enough about the Mountain's prior proposals to hire a lawyer who filed a successful appeal of the approved plan. My major concern in the past was that the Mountain failed to consider the opinion of adjacent homeowners and refused to assess the effect of the development on those homeowners and the general public. Since the proposal involves one of the last, large undeveloped parcels of land in Mammoth, I have always believed that it was incumbent on the Mountain, the Town, the Forest Service and the citizenry to really deliberate any development.

Why my change of heart? I believe that the development of the Eagle Lodge area is inevitable and necessary for the continued growth of Mammoth Lakes. I knew it when I purchased the lot right next to the proposed development. My prior complaints were not with development; they were with the

Mammoth Lakes Planning Commisiom

Page Two

January 8, 2007

specifics of the development. The proposal before this Board is significantly different from the prior attempts to develop this land. The distinction between this proposal and the prior attempts is threefold.

First, building over an ugly parking lot as opposed to destroying magnificent raw land is unquestionably a better choice. Expansion that would have caused the destruction of trees, plants and wide open meadows is being replaced by the development of a large, asphalt eyesore.

Second, the proposed buildings, while filling a need, also have architectural qualities that will enhance the visual character and quality of the site. This was not true of the prior proposals.

Third, the traffic, transportation and the circulation routes have been planned in a way that reduces the impact to the neighboring residential areas. Having studied and researched the many plans submitted by the Mountain before this proposal, I will attest that both the planning and the final product exceeded my expectations.

I also wish to commend Rusty Gregory and Tom Hodges on maintaining open lines of communications regarding this proposal. The informational exchange on this project was far superior to that of my prior involvement and much more effective than other developments I have been involved with in Los Angeles and Santa Barbara Counties.

I am sorry that I cannot attend the meeting but personal matters require me to remain in Los Angeles. However, if you have any questions, if I can be of any further assistance, or if you need any of my prior correspondence, please don't hesitate to call.

Very truly yours,



LAWRENCE P. GRASSINI

LPG/jab

Sandra Moberly

From: Janine Angeletti [angelj9@npgcable.com]
Sent: Tuesday, January 09, 2007 4:48 PM
To: Sandra Moberly
Cc: thodges@mammoth-mtn.com; angel@qnet.com; angelj9@npgcable.com
Subject: Application request to be heard 1/10/07 by Mammoth Lakes Planning Commission

Ref: Notice of Public Hearing (undated) mailed 12/20/06 and received by us TODAY regarding Application Request initiated by MMSA to amend the existing Juniper Ridge Master Plan, the MMSA Master Development Plan and the Inyo National Forest Land and Resource Management Plan in the areas of parking, height, density, setbacks, visual quality and land use; General Plan Amendment to rezone Lot 87, Mammoth Vista 2 Subdivision, from Residential Single Family to Resort.

TO: Mammoth Lakes Planning Commission

Subject: Written Input prior to hearing per referenced notice.

Dear Commissioners:

We have just received in the mail the above referenced notice.

We have had several meetings with Tom Hodges in the last year or so, during which he described the proposed project to us in great detail. Most recently, in June of 2006, he made us aware of some changes to the plan as he had originally described it. These were: a return to leaving the existing (Majestic Pines Drive) right-of-way as it presently exists (there had been discussion of moving it toward the north to accommodate traffic flow for deliveries); moving the hotel farther to the south; and moving the main entrance of the hotel to the north side. We have received no notice of any further changes, either in writing or verbally from Tom, and we assume that the plan has remained the same since those June 2006 changes were made.

Our understanding is that there is currently a 35-foot building height restriction in place for the area in question. In addition, there is a 1994 recorded agreement between Mammoth Mountain Ski Area and the lot owners of lots 34 through 39 of Mammoth Vista 1 Subdivision which states that on the western portion of Lot 5, the only building which may be built is a parking structure, the height of which is not to exceed eight feet above grade. The eastern portion of Lot 5 still retains the 35 foot height limitation. (Detailed drawings of the then proposed development locate these areas exactly and are incorporated by reference into the agreement.)

The purpose of this email is to record our opposition to the current proposal in the specific area of building height. As we are unable to attend the hearing tomorrow, we are stating this objection per the instructions in the referenced Notice: in writing, before the hearing tomorrow, via email to the Planning Commission at the address given in the Notice.

Sincerely,

Joseph L. Angeletti and Janine H. Angeletti
529 Monterey Pine Road
P.O. Box 1887
Mammoth Lakes, CA 93546
Tel/Fax 760-934-9226

1/29/2007

Sandra Moberly

From: JONESSharonJones@cs.com
Sent: Monday, January 08, 2007 8:47 AM
To: Sandra Moberly
Subject: Amendment to the Juniper Springs Master Plan

Sandra Moberly
Senior Planner
Mammoth Lakes, CA

Dear Sandra:

We are 100% behind this project and have long awaited services at Juniper Springs. Let's get it done.

Thanks.

Yours truly,

Sharon August Jones

JSL 334
and
520 W. Main Street
Old Town Tustin, CA 92780
(714) 505-6048
(714) 943-1868 (cell)

Sandra Moberly

From: Sonja Porter
Sent: Monday, January 29, 2007 9:50 AM
To: Sandra Moberly; Anita Hatter
Subject: RE: Eagle Lodge Development

Is it too late to include these in the Eagle Lodge ZCA hearing pacate for TC.

From: Mel Butler [mailto:nora.mel@verizon.net]
Sent: Sat 1/27/2007 1:20 PM
To: Sonja Porter
Subject: Eagle Lodge Development

I would like to comment on the Eagle Lodge Development. I am a nearby neighbor (414 Monterey Place).

1. Parking: The parking lot at Eagle Area is too small to accommodate current Day Skiers. Although bus transportation is available, I do not foresee Mammoth resembling Vail. After seeing the debacle at the Village, where the last public parking is being closed, I am very concerned that there must be more public parking at Eagle than there is now. On busy days, cars are parked far down Minaret Road. The parking lot is filled before the lifts open. Either a separate parking facility or additional underground parking spaces specifically for the public must be included.

2. Height: The planned building is far too high. It will totally block nearby homeowners' views. We certainly do not need additional beds in town now or in the future.

3. Location: As an owner since 1971, I always thought the permanent Eagle Lodge was planned to be built where the two tents are now located. If that had been done, then a parking structure could have been built to adequately cope with the car parking problem. If you look at Vail, there are several large peripheral parking lots outside the restricted "bus only" areas. Mammoth has not developed such lots.

Thank you for your attention to my comments. I hope that they are not too late.
R.M. Butler 414 Monterey Place 934-2729
or 1571 Oxford Ave
Claremont, CA 91711
909-626-2339 nora.mel@verizon.net

GREGORY R. APPELEGATE, MD
LAURA J. APPELEGATE, MD

632 Hanley Ave
Los Angeles, Ca
90049
818-908-4937-direct
818-261-1569-cell
818-497-2895-fax
gapplegate@insighthealth.com

Local address: 507 Monterey Pine Drive

January 30, 2007

Town Council
Sandra Moberly

Town of Mammoth Lakes,
PO box 1609
Mammoth Lakes, California 935 4 6

Dear Town Council Members:

I am writing in response to your notice regarding the proposed Eagle Lodge Base Area Development. Almost three years ago, my wife and I purchased a single-family home at 507 Monterey Pine Drive. We love the family neighborhood atmosphere in the quiet, beautiful mountain setting. The clean-air and beautiful views of the mountains drew us to this neighborhood. We felt confident that these attributes would be preserved based on the town's height limitations, setbacks and density limitations. We, along with the other neighbors on Monterey Pine, are in possession of an agreement made between Mammoth Mountain Ski Area and the homeowners on our street assigned and executed on November 15, 1994 by Rusty Gregory of Mammoth Mountain Ski Area, recorded with the Mono County recorder volume 0700 Page 401. This agreement sets a limit on the proposed parking structure "not to exceed eight feet above finished grade". The current proposed base lodge facility including hotel/lodging and retail space rises over 85 feet above grade. This will completely eliminate our mountain view and our neighbors view. Instead of a pristine mountain range will see the back of a tall aesthetically unappealing looming structure. A "football stadium" in the mountains. As documented in the recent EIR(pages367-370) the views(KOP 1 and 2) for residents and Mammoth Loop trail pedestrians and cyclists will be completely eliminated with a 85 ft wall, the north side of the building. While the report minimizes this impact from KOP1 stating "Only for several moments to vehicular travelers". The report also erroneously concludes that the impact view of the valued resources is "less than significant" Perhaps they need to review the photos from KOP #1 and #2 again. We, and any pedestrians or community residents, will find this unacceptable. If approved, this is a permanent, every day-all day alteration to the aesthetics of the community. A view of the valued resources lost is a view lost forever.

The quiet surroundings and air quality will be severely compromised. The added congestion and pollution will certainly spoil the quiet neighborhood and valued resources.

A turnout for eighteen wheel diesel delivery trucks is planned for the back of the building necessitating possible movement of the town bike path closer to the homes on our street. The diesel fumes and noise generated in such close proximity to residential homes is unacceptable. We currently get a lot of trash blowing into our backyard from the current parking lot and small base lodge/igloo. Imagine the volume of trash and water runoff flowing into the wetlands adjacent to our home. The woodpeckers, coyotes and deer that frequent the Greenbelt will be adversely affected by this proposal.

In summary, we are vehemently opposed to the Eagle Lodge Base Area Development proposal. The proposed 87 foot structure will aesthetically ruin the valued natural resources of the neighborhood. The additional traffic will further stretch the access and egress roads, putting additional traffic path through the Mammoth Vistas I neighborhood along Kelly Road. The proposed diagonal parking along Meridian will further narrow and limit access. The diesel eighteen-wheel delivery vehicles will negatively affect the air quality and add additional noise, and possibly necessitate moving the bike path. Can the utilities and service systems handle the additional wastewater, storm water and snow storage? The wetlands adjacent to our home and behind the Water District building may be compromised. The local wildlife will be displaced from the Greenbelt area. I welcome the opportunity to discuss our concerns further with members of the committee or Forest Service.

Respectfully Submitted,
Laura J. Applegate MD
Gregory R. Applegate MD