



FEBRUARY 2010

Old Mammoth Place

California Environmental Quality Act Conformance Review



Prepared for: **Town of Mammoth Lakes**

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CONSULTING

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
CONFORMANCE REVIEW
OLD MAMMOTH PLACE**

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- A. Traffic Memorandum
- B. Parking Program
- C. Water Demand Estimate Memorandum



EXECUTIVE SUMMARY

The Community Development Department of the Town of Mammoth Lakes (Town) has prepared this CEQA Conformance Review to address the environmental impacts of a use permit for a specific development project described as Old Mammoth Place: Use Permit Application (UPA) 09-003 and Vesting Tentative Tract Map (ITM) 09-003 (herein referenced as the “proposed project”). The application request is to develop a 6.1-acre property located at the northwest corner of Old Mammoth Road and Sierra Nevada Road, Town of Mammoth Lakes, California. The project proposes the construction of a mixed-use condominium hotel that would include a full-service hotel, conference and banquet facilities, retail and restaurant uses, workforce housing, subterranean parking, and public open space areas. The proposed project is located within the area covered by *The Clearwater Specific Plan* (Specific Plan). The Specific Plan was the subject of an environmental impact report (SCH No. 2006062154), which was certified by the Town on January 7, 2009.

The project is consistent with the Specific Plan requirements for land uses, building setbacks and step backs, and massing. The project proposes a Specific Plan Amendment for revisions to the definition of building height as well as revisions to allowed height increases (no higher than 3.5 feet above that allowed by the Specific Plan) for portions of buildings along Old Mammoth Road and Laurel Mountain Road (within the 35-foot height zone restriction). The Specific Plan allows three different land use areas: retail/mixed-use, residential, and plaza/outdoor recreation, as well as a permitted use of conference/meeting space. The proposed project would include conference space, retail, commercial, and recreational uses, which are consistent with these three designated land use areas. The proposed building heights would range from 35 to 38.5 feet, and would be consistent with the maximum building height zones allowed by the Specific Plan upon implementation of the proposed Specific Plan Amendment. The project proposes 10-foot setbacks along Sierra Nevada Road, Laurel Mountain Road, and Old Mammoth Place, as well as a zero-foot setback along Old Mammoth Road with a 40-foot right-of-way dedication.

The allowable density for projects within the Specific Plan is 40 hotel rooms per acre. The Specific Plan allows applicants to request a density of more than 40 hotel rooms per acre subject to the Community Benefits and Incentive Zoning (CBIZ) policy. Density above the base density, up to a maximum of 80 hotel rooms per acre, may be granted based upon criteria established by the Town Council pursuant to the CBIZ policy adopted by Town Council in August 2009. The project proposes up to 488 hotel rooms, equivalent to 80 hotel rooms per acre.

Access to the project site would be consistent with the Specific Plan as well. The proposed interior access road would be a two-way road from Laurel Mountain Road to the entrance of the parking garage and a one-way westbound road from Old Mammoth Road. Hotel and parking garage access would be provided along the new interior roadway. There would also be a driveway into the project site from Laurel Mountain Road. Loading and unloading access would be provided at a second driveway at Laurel Mountain Road. However, unlike the development scenario presented in the Specific Plan, no roadway access to the project would be provided from Sierra Nevada Road.



Old Mammoth Place CEQA Conformance Review

As compared to the development scenario analyzed in the Clearwater Specific Plan Environmental Impact Report (Final EIR), the project would not result in substantial changes, no new environmental impacts would result, and no new mitigation measures would be required. The proposed project would result in similar impacts to land use and relevant planning, aesthetics/light and glare, traffic and circulation, air quality, noise, utilities service systems, as well as long-term implications. Mitigation measures recommended within this CEQA Conformance Review are the same as those presented in the Final EIR.



1.0 INTRODUCTION

The Community Development Department of the Town of Mammoth Lakes (Town) has prepared this environmental document to address the environmental impacts of a use permit for a specific development project described as Old Mammoth Place: Use Permit Application (UPA) 09-003 and Vesting Tentative Tract Map (TTM) 09-003 (herein referenced as the “proposed project”). The application request is to develop a 6.1-acre property located at the northwest corner of Old Mammoth Road and Sierra Nevada Road, Town of Mammoth Lakes, California. The project proposes the construction of a mixed-use condominium hotel that would include a full-service hotel, conference and banquet facilities, retail and restaurant uses, workforce housing, subterranean parking, and public open space areas. This study analyzes the environmental conformance of the proposed project with the existing Clearwater Specific Plan Environmental Impact Report (Final EIR).

PRIOR ENVIRONMENTAL DOCUMENTATION

The proposed project is located within the area covered by *The Clearwater Specific Plan* (Specific Plan). The Specific Plan was adopted by the Town on January 7, 2009, for the development of a new, pedestrian oriented, mixed-use, resort destination redevelopment located in the North Old Mammoth Road District of the Town. The Town, as the Lead Agency under CEQA, determined that an Environmental Impact Report (EIR) was required for the Specific Plan prior to adoption. The EIR was prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); *CEQA Guidelines* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the Town. The purpose of the EIR was to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects of the Specific Plan.

The Draft Environmental Impact Report (DEIR) for the proposed Specific Plan was distributed to potential responsible and trustee agencies, interested groups, and organizations. The DEIR (SCH# 2006062154) was made available for public review and comment for a period of 45 days. The public review period for the DEIR established by the *CEQA Guidelines* commenced on December 15, 2006, and ended January 29, 2007. A public scoping meeting for the EIR was held on January 24, 2007, at the Town Council Chambers, in order to gather information on concerns and issues that the general public may have regarding the Specific Plan and EIR.

The EIR focused primarily on changes in the environment that would result from the Specific Plan. The EIR identified potential impacts that would result from the construction and operation of the Specific Plan and provided measures to mitigate potential significant impacts. Those impacts that cannot be mitigated to less than significant levels were also identified. The EIR addressed impacts in the following areas:

- ◆ Land Use and Relevant Planning;
- ◆ Aesthetics/Light and Glare;
- ◆ Traffic, Circulation, and Parking;



- ◆ Air Quality;
- ◆ Noise; and
- ◆ Utilities and Public Services.

Because of its length, the text of the EIR is not included with this document; however, it is included by reference in this CEQA Conformance Analysis and is available on the Town's website.

INCORPORATION BY REFERENCE

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

- *Town of Mammoth Lakes General Plan 2007*. The Town of Mammoth Lakes Council adopted the *Town of Mammoth Lakes General Plan 2007 (2007 General Plan)* on August 15, 2007. The *2007 General Plan* establishes standards, guidelines, and priorities that define the community now and for the future. The *2007 General Plan* is organized by elements. Each element is introduced with an explanation of the intent of the goals, policies, and actions within that element. The *2007 General Plan* contains the following elements:
 - Economy;
 - Arts, Culture, Heritage, and Natural History;
 - Community Design;
 - Neighborhood and District Character;
 - Land Use;
 - Mobility;
 - Resources Management and Conservation; and
 - Public Health and Safety.

It is noted that the Housing and Noise Elements were not updated as part of the *2007 General Plan*. Additionally, the Parks and Recreation Element was not updated, although the *2007 General Plan* includes a Parks, Open Space, and Recreation Chapter that provides updated goals and policies.

- *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update (May 2007)*. The Final Program Environmental Impact Report (*General Plan EIR*) involves the update of the Town's *General Plan*, which provides the Town's long-range comprehensive direction to guide future development and identifies the community's environmental, social, and economic goals. This document was prepared as a Final EIR, which is intended to facilitate consideration of broad policy directions, program-level alternatives, and mitigation measures consistent with the level of detail available for the Plan.



The *General Plan EIR* concluded significant and unavoidable impacts regarding aesthetics, air quality, biological resources, public safety and hazards, noise, public services and utilities, and recreation.

- *Town of Mammoth Lakes Municipal Code (Municipal Code)*. The *Town of Mammoth Lakes Municipal Code (Municipal Code)* consists of all the regulatory and penal ordinances and administrative ordinances of the Town. It is the method the Town uses to implement control of land uses, in accordance with the *2007 General Plan* goals and policies. The Town of Mammoth Lakes Zoning Ordinance, Title 17, of the *Municipal Code* identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Buildings and Construction Ordinance, Title 15, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

- *Clearwater Specific Plan (adopted on January 7, 2009)*. The *Clearwater Specific Plan (Specific Plan)* establishes land use guidelines and development standards for the Clearwater site. Implementation of the Specific Plan provides a mechanism for directing and focusing development of a cohesive, mixed-use, pedestrian-oriented condominium hotel use that would significantly contribute to the revitalization of the Old Mammoth Road corridor. The overall goal of the Specific Plan is to create an attractive, pedestrian-friendly mixed-use condominium hotel opportunity that would serve to revitalize the economy of the core of the North Old Mammoth Road District area. Additional goals include the following:
 - To provide and encourage a range of transportation options;
 - To provide retail and mixed uses that add to Old Mammoth Road’s “Main Street” character;
 - To develop a more attractive and efficient use of land on the site; and
 - To provide comfortable, livable, quality workforce housing, well integrated with the neighborhood.



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2.0 PROJECT DESCRIPTION

PROJECT LOCATION AND EXISTING CONDITIONS

The proposed project is located in the eastern portion of the Sierra Nevada Range, within southwestern Mono County, California; refer to [Exhibit 2-1, *Regional Vicinity*](#). The Town is located approximately 300 miles north of Los Angeles and 170 miles south of Reno, Nevada. Regional access to the Town is provided via U.S. Highway 395, which is approximately three miles west of the Town. Mammoth Lakes is served primarily by State Route 203, which acts as a connector to U.S. 395.

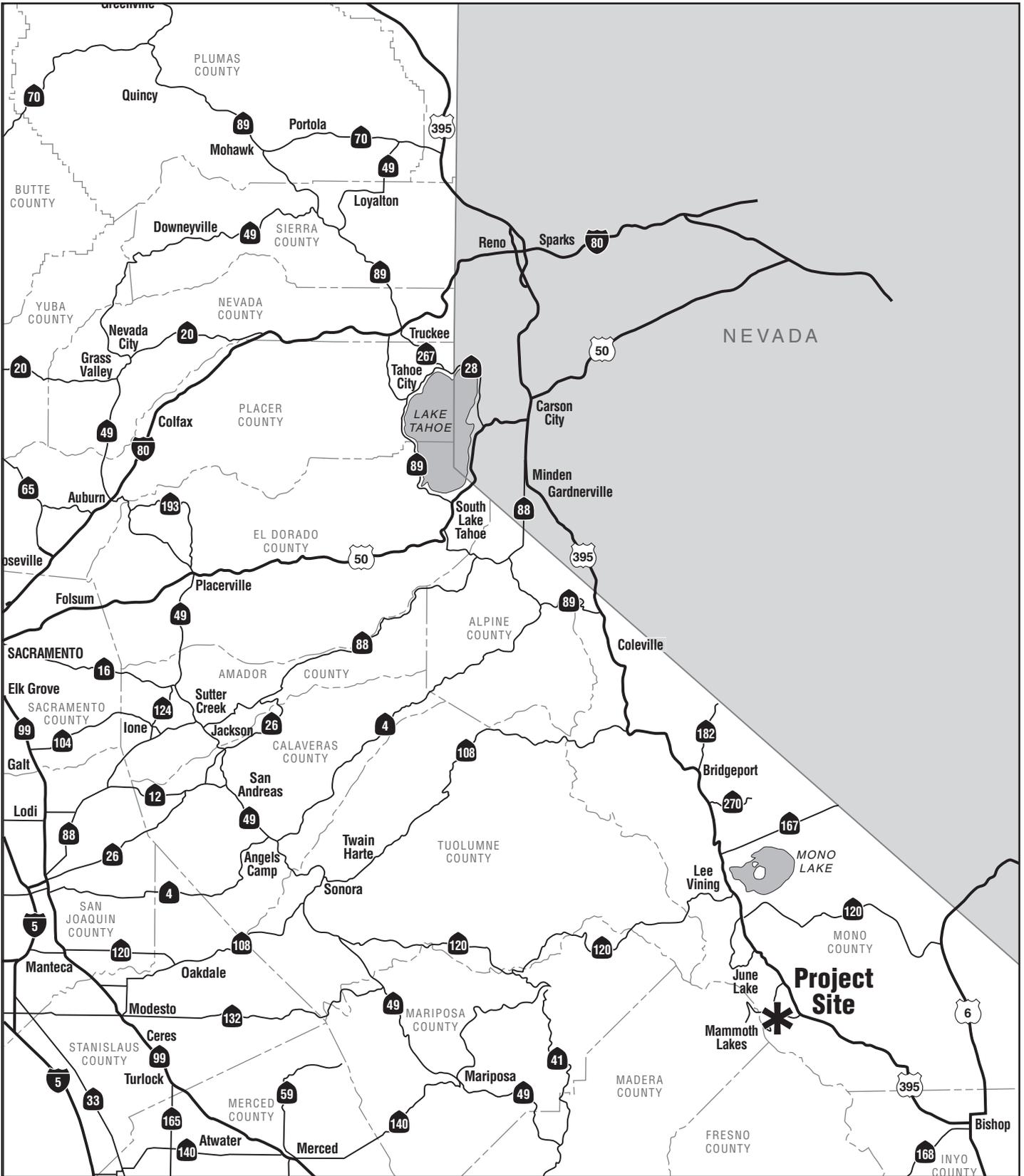
The approximately 6.1-acre site is located to the west of Old Mammoth Road and is surrounded on the remaining three sides by Sierra Nevada Road to the south, Laurel Mountain Road to the west, and the Mammoth Mall and Krystal Villa East condominiums to the north; refer to [Exhibit 2-2, *Site Vicinity*](#), and [Exhibit 2-3, *Project Aerial Photograph*](#).

The site is currently developed with commercial uses, which include the Sierra Nevada Lodge, Rafters restaurant, the Ocean Harvest restaurant, a miniature golf course, and surface parking, which are all allowed under the existing Specific Plan land use designations, as depicted on [Exhibit 2-3](#). The Sierra Nevada Lodge is an L-shaped building situated at the northwest corner of the project site. Three permanent residences (provided by three rooms) are located within the Sierra Nevada Lodge. Additionally, two detached buildings that are owned and used by the hotel are located along the eastern side of the hotel's main building. Rafters restaurant, which reopened in December 2009 after being vacant for several years, is located at the central east side of the site. The Ocean Harvest restaurant, which is currently vacant, is located within a two-story wood building at the southeastern corner of the site. Existing vegetation includes perimeter landscaping and 58 Jeffrey Pines. The remainder of the site consists of surface parking lots and other hardscape surfaces.

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

BACKGROUND

The site is currently 100 percent disturbed. Most of the buildings on the site were constructed in the late 1960s utilizing stick framing and T-111 siding. Igor's restaurant and the Ocean Harvest restaurant were once thriving services and generated a substantial draw and on-site traffic. Additionally, each had nightclubs that operated into the early morning hours. Currently, the Ocean Harvest restaurant is closed. Igor's restaurant has reopened as Rafters restaurant in December 2009. The Sierra Nevada Lodge is a functioning motel with 141 units. All existing uses and buildings on the site would be removed as a result of project implementation.



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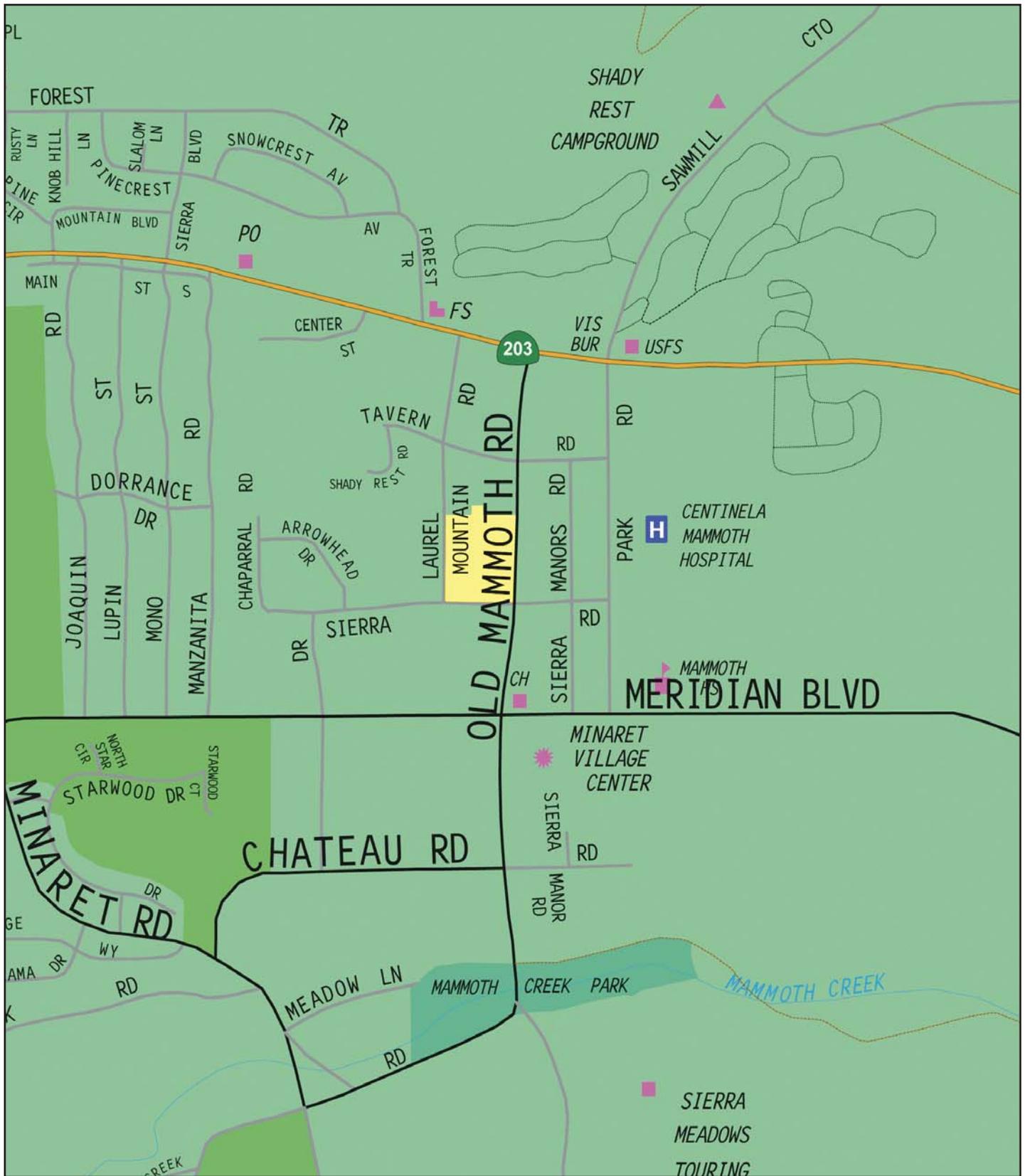


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OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Regional Vicinity

Exhibit 2-1



Source: Thomas Brothers Maps, 2007.

 - Project Site

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OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Project Vicinity

Exhibit 2-2



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

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OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Project Aerial Photograph

Exhibit 2-3



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

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

Prior to finalization of the Specific Plan EIR, the proposed development scenario was slightly revised. The revised project considered a 308-unit, 480-room condominium hotel with 18,000 square feet of retail and restaurant commercial uses and 11,900 square feet of recreation uses. The condominium hotel also included 32 dwelling units for workforce housing and 8,000 square feet for conference space.

On January 7, 2009, the Town of Mammoth Lakes Council adopted the Final Clearwater Specific Plan. The Specific Plan proposes the development of a cohesive, mixed-use, pedestrian-oriented condominium hotel use that would significantly contribute to the revitalization of the Old Mammoth Road corridor. Consistent with the recently adopted Specific Plan, Metric Mammoth submitted a Use Permit Application (UPA) 09-003 and Vesting Tentative Tract Map (TTM) 09-003 (the proposed project) for the 6.1 acre site.

PROJECT CHARACTERISTICS

The project proposes a condominium hotel of up to 488 rooms with 355,000 square feet of mixed-use building area encompassing a hotel, conference and banquet facilities, and commercial space, as well as workforce housing. Refer to Table 2-1, *Land Use Summary*, for a comparison of the revised project, allowed Specific Plan, and existing “on the ground” conditions. Exhibit 2-4, *Site Plan*, illustrates the proposed grading for the project. It should be noted that the project proposes an increase in eight rooms compared to the development scenarios considered in the Specific Plan Draft EIR and Final EIR. However, the Specific Plan does allow for discretionary approval of up to 488 rooms to be developed on-site. This minimal increase of rooms would not result in any environmental impacts not previously considered in the Specific Plan Draft EIR and Final EIR.

**Table 2-1
Land Use Summary**

Land Use	Existing Conditions	Allowed by the Specific Plan	Proposed Project
Residential Medium Density (MF) – Seasonal Condominiums	156 rooms	488 rooms	488 rooms
Residential Medium Density (MF) – Year Round (Employee Housing)	0	Allowed	8 units ¹



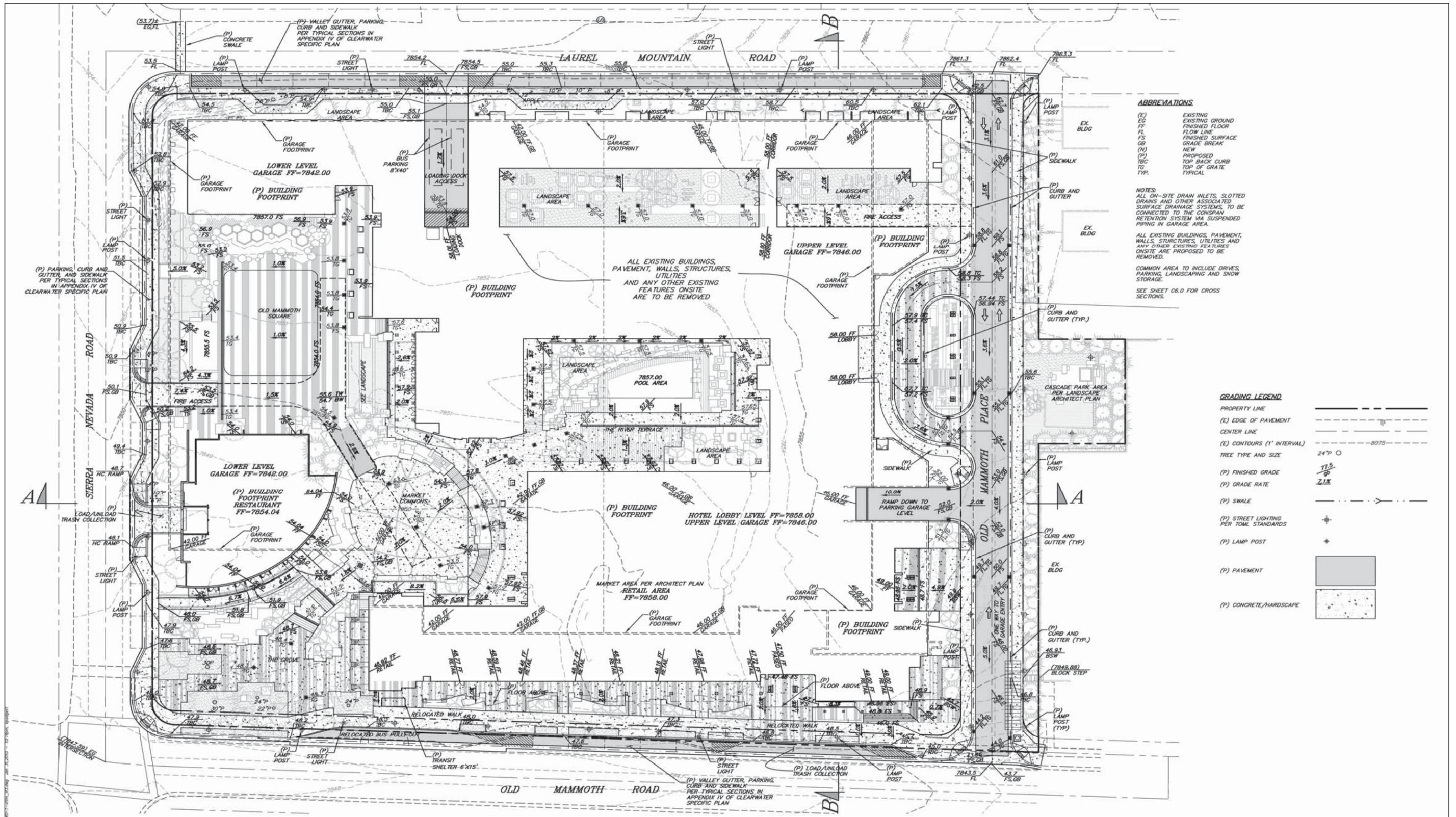
**Table 2-1 (continued)
Land Use Summary**

Land Use	Existing Conditions	Allowed by the Specific Plan	Proposed Project
Restaurant	11,948 s.f.	Allowed	17,361 s.f.
Retail	0	Allowed	19,603 s.f.
Recreation	0	Allowed	75,425 s.f. ²
Conference	0	Allowed	9,582 s.f.
s.f. = square feet ¹ The Specific Plan features the provision rates for affordable housing, therefore the exact numbers will be a function of the unit mix and use in any project under the Specific Plan. Should this happen, the exact number of spaces actually built on-site may not reflect the rates in the Specific Plan. ² The project proposes four recreational areas and other public areas, which include Old Mammoth Grove (25,205 s.f.), The Market Commons (13,705 s.f.), The Grove (14,910 s.f.), Cascade Park (4,885 s.f.), as well as public sidewalks along Old Mammoth Place (14,720 s.f.).			

Table 2-2, *Development Scenario Comparison*, compares the proposed project to the development scenarios analyzed under the Specific Plan Draft EIR and Final EIR. As part of the Draft EIR, a specific development scenario (as depicted in Table 2-2) was considered for the Specific Plan. Prior to adoption, this development scenario was slightly modified (also depicted in Table 2-2) and these changes were considered in comparison to the development scenario analyzed in Draft EIR (Final EIR Chapter 2.0, *Revisions to Information Presented in the Draft EIR*). Therefore, for the purposes of this Conformance Review, the proposed project is considered in comparison to those development scenarios considered in the Draft EIR and Final EIR of the Specific Plan.

**Table 2-2
Development Scenario Comparison**

Proposed Land Use	Development Scenario		
	Specific Plan Draft EIR	Specific Plan Final EIR	Proposed Project
Residential Medium Density (MF) – Seasonal Condominiums	339 units (480 rooms)	308 units (480 rooms)	332 units (488 rooms ¹)
Residential Medium Density (MF) – Year Round (Employee Housing)	43 units	32 units	8 units ²
Restaurant	8,000 s.f.	5,000 s.f.	17,361 s.f.
Retail	20,205 s.f.	13,000 s.f.	19,603 s.f.
Recreation	0	11,900 s.f.	75,425 s.f. ³
Conference	0	8,000 s.f.	9582 s.f.
s.f. = square feet ¹ The project proposes an increase in eight rooms compared to those development scenarios considered for the Specific Plan Draft EIR and Final EIR. However, the Specific Plan does allow for discretionary approval of up to 488 rooms to be developed on-site. ² The Specific Plan features the provision rates for affordable housing, therefore the exact numbers will be a function of the unit mix and use in any project under the Specific Plan. Should this happen, the exact number of spaces actually built on-site may not reflect the rates in the Specific Plan. ³ The project proposes four recreational areas and other public areas, which include Old Mammoth Grove (25,205 s.f.), The Market Commons (13,705 s.f.), The Grove (14,910 s.f.), Cascade Park (4,885 s.f.), as well as public sidewalks along Old Mammoth Place (14,720 s.f.).			



Source: Triad/Holmes Associates, February 2, 2010.

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OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Site Plan

Exhibit 2-4



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Hotel. The proposed hotel would be situated within the central and western portions of the project site. The hotel entry would be located mid-block along the new connector street (Old Mammoth Place). The hotel would include a maximum of 488 rooms. A portion of those rooms may be offered for sale in compliance with the Town's Fractional Use Ordinance (Chapter 17.30, *Fractional Uses*, of the *Municipal Code*). The full-service hotel would also include a publicly accessible spa and wellness center (approximately 5,000 square feet) and approximately 9,500 square feet of conference and banquet facility space. A pool feature (referenced as River Terrace) would be constructed as part of the hotel, and include a sculptural water feature and hotel pool terrace. The pool area would be bounded on the south side by a two-story restaurant building.

Workforce Housing. The project is a multi-unit transient project with commercial/office uses as defined in *Municipal Code* Section 17.36.030(A). The applicant intends to satisfy its mitigation requirements by constructing all of the units required by the ordinance within the project site. The project proposes eight workforce housing units that would be located along Old Mammoth Road. The applicant would further comply with all regulations pertaining to the percentage of units for sale and for rent, income and eligibility guidelines, and the timing that the workforce housing units would be ready for occupancy.

Building Height. The proposed mixed-use hotel would be comprised of five buildings ranging in height from one to five levels. Building heights would vary from approximately 35 to 55 feet as measured from the podium; refer to Exhibit 2-5, Proposed Building Heights. The building fronting Old Mammoth Road and Laurel Mountain Road would range from 35 to 38.5 feet in height (which include appurtenances), as measured from podium height. Buildings fronting Sierra Nevada Road would be approximately 35 feet in height, as measured from podium. Lastly, the hotel structure that would be located within the central portion of the project site would be approximately 55 feet in height, as measured from podium. As a result, the building heights would generally step up from the perimeter to the center of the project site.

Specific Plan Amendment. The Specific Plan outlines site setbacks related to height and massing and, within these setbacks, establishes 35-foot, 45-foot, and 55-foot height zones, exclusive of building appurtenances, across the six acre project site. Within the Specific Plan, height is defined as "*the vertical distance from existing grade adjacent to the structure to the topmost point of the building*". The applicant has stated that this definition is not appropriate to buildings that sit atop parking structures (as proposed).

The applicant has proposed a Specific Plan Amendment that would include revised language to clarify how height is measured for development atop a subterranean parking structure, relative to the adjacent elevation contours. The proposed language revisions are as follows:

"The height of any building located above structured parking shall be measured from the top of the podium to the topmost point of the building, provided that maximum podium height is based on existing grade adjacent to the structure on at least two sides and is no more than nine feet six inches above any other adjacent existing grade. The height of elevator and/or stairway overruns required for standard building operation and code required ADA and rooftop access shall be excluded from the height calculations, as are solar energy and water conservation devices.



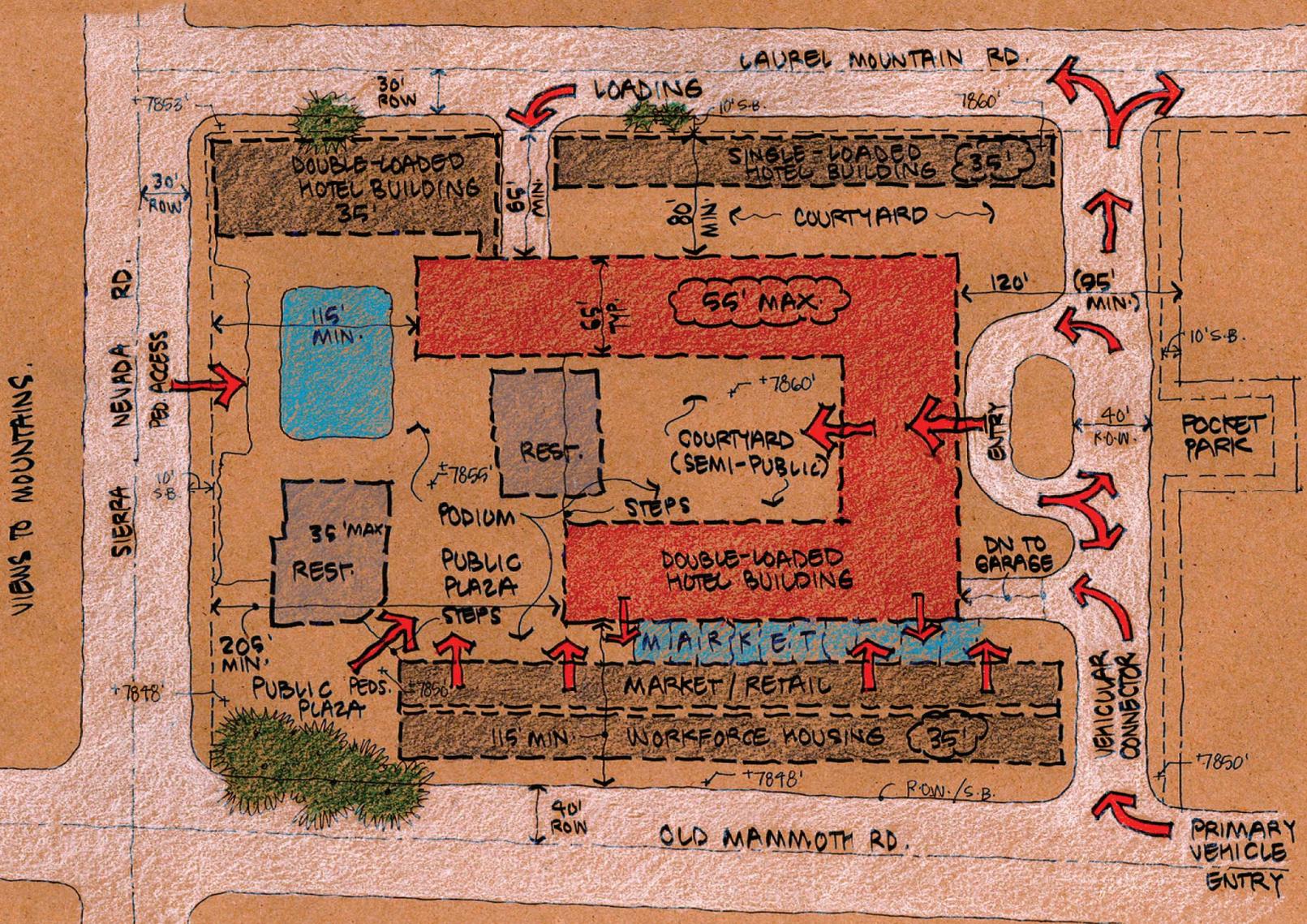
For buildings located on grade, the height of buildings shall be measured using the average grade using the outermost corners of any distinct building mass defined by physical separation between building elements or significant plan offsets greater than ten feet.”

In accordance with the Town’s Municipal Code Section 17.76, *Adjustments and Reasonable Accommodation*, the project also proposes an adjustment in building height of 10 percent (3.5 feet) for up to 28 percent of the three-story buildings along Old Mammoth Road and six percent of the buildings fronting Laurel Mountain Road (specifically at the southernmost portion). The proposed areas of adjustment include the sloped shed portions that are situated within the 35-foot height zones within the Specific Plan. The intent of this proposed adjustment is to allow for visual variety and articulation of the building eave heights.

Public Open Space. Objectives for the project include implementing the Town’s “feet first” policies in order to better integrate pedestrian access from the site to nearby properties. In order to facilitate pedestrian use and community benefits at the site, the project proposes four distinct public open space areas (totaling approximately 75,425 square feet) (refer to Exhibit 2-6, Proposed Open Space Areas), which include the following:

- Cascade Park. This public park (4,885 square feet) is located on the north side of Old Mammoth Place (directly across from the Hotel entrance) and would be a landscaped pocket park. Cascade Park would include decomposed granite and lawn areas, benches, a fountain, and a landscaped buffer to screen neighboring buildings from view.
- Market Commons. A proposed river feature would traverse the Market Commons (from the River Terrace to the north). The river defines the western edge of the Market Commons public open space. This area (13,705 square feet) would be a public terrace and would include a one-story restaurant at the southern portion of the project site (along Sierra Nevada Road). This terrace could be a venue for a large seasonal Christmas tree and would be sized to accommodate a variety of events, such as farmers’ markets and craft fairs.
- Grove. The proposed river feature would then continue southeast toward the Grove, where the river would terminate at a pond located at the southeast corner of the site. This passive public space would be approximately 14,910 square feet. Distinct from the hardscaping of the Market Commons, the Grove would appear more natural in character through landscaping and varying textured materials.
- Old Mammoth Square. A cross the river from the Market Commons is the largest of the on-site public open space areas, referred to as “Old Mammoth Square.” Landscaped amphitheater style steps would be included in order to provide outdoor lounging/seating opportunities. Old Mammoth Square (25,205 square feet) would allow for a number of activities, such as a seasonal ice skating rink, classic car shows, and musical and cultural events. Also, an interactive children’s fountain and two restaurants with outdoor café style seating would be included at Old Mammoth Square.

VIEWS TO MOUNTAINS.



Source: BSA Architects, August 25, 2009.

→ On-Site Traffic and Pedestrian Circulation

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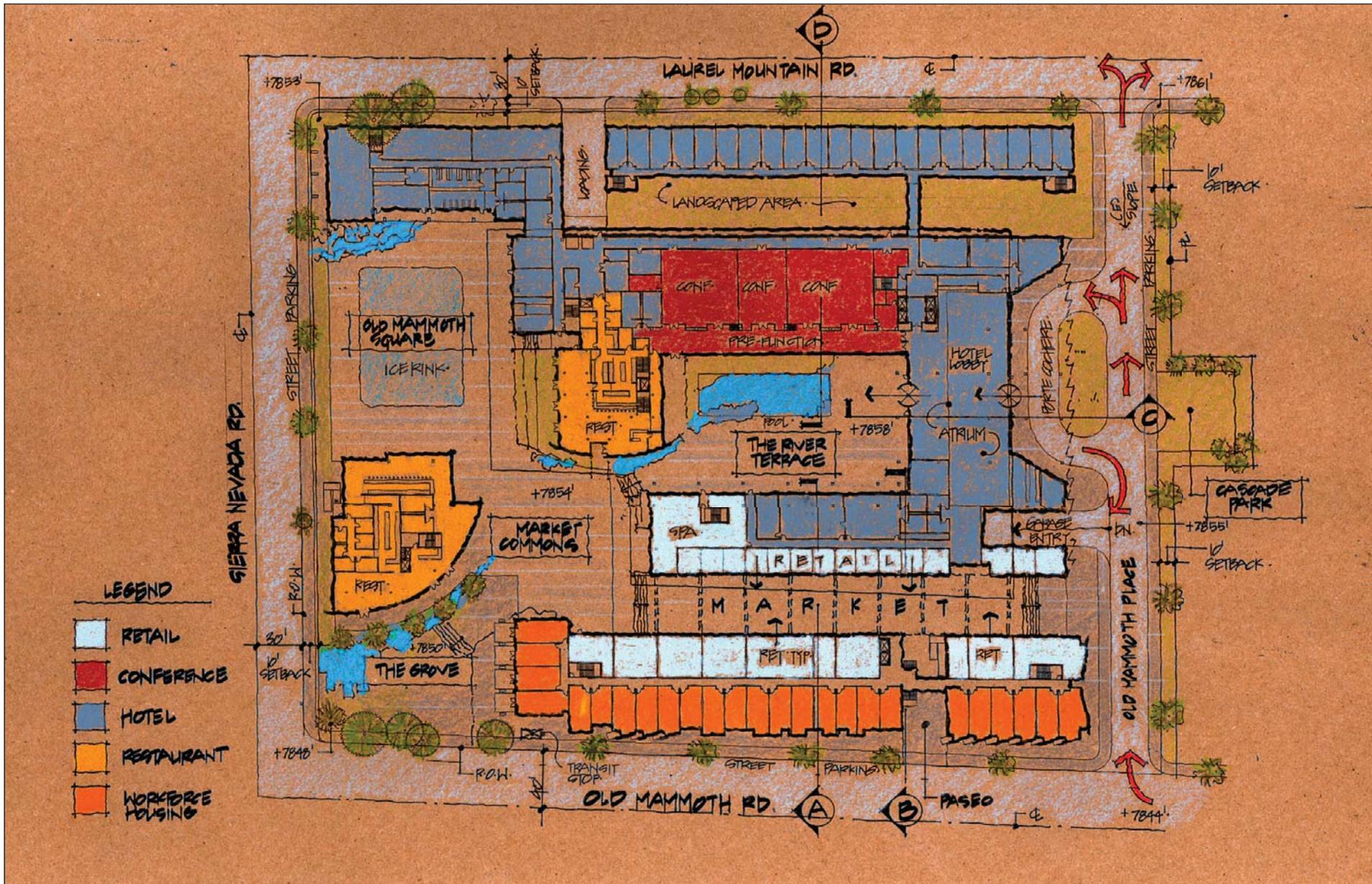


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OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Proposed Building Heights

Exhibit 2-5



Source: BSA Architects, August 25, 2009.

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OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Proposed Open Space Areas

Exhibit 2-6



The Festival Marketplace. The proposed Festival Marketplace would be a skylit central hall situated within the eastern portion of the project site. This public space would include locally-owned retail shops and themed food and beverage market stalls. The goal of The Festival Market Place is to support locally-owned businesses, rather than corporate product offerings operated by non-locally owned businesses.

Site Access and Circulation. The project proposes a new interior east-west access road (Old Mammoth Place) along the northern portion of the project site. Old Mammoth Place would be a two-way street that would connect Old Mammoth Road to Laurel Mountain Road. This new access road would include a porte-cochere and garage entrance. The project would permit loading/unloading, bus drop off, and parking along the north access road. A second load/unloading driveway would be located along Laurel Mountain Road (south of the intersection of Laurel Mountain Road and Old Mammoth Place). A public transit shelter and transit stop improvements would also be constructed along Old Mammoth Road, as part of the proposed project.

The majority of the circulation on the at-grade level would be pedestrian. The project would include multiple dedicated public pedestrian connections that would access the site from the north (along Old Mammoth Place), east (from Old Mammoth Road), and south (from Sierra Nevada Road).

Parking. Parking for the project site would be provided in the subterranean garage. The subterranean garage would include 450 parking spaces and 169 valet spaces, for a total of 619 underground parking spaces. The subterranean garage entrance would be located along Old Mammoth Place. Surface parking would also be permitted along Old Mammoth Place, Sierra Nevada Road, Laurel Mountain Road, and Old Mammoth Road.

Landscaping. Project implementation would require the removal of 42 existing trees; however, 16 existing trees would be preserved. As illustrated on Exhibit 2-7, Tree Planting Plan, coniferous trees are proposed along the perimeter of the project site as well as surrounding the Market Commons area. Coniferous trees would include Red Fir (*Abies magnifica*), Jeffrey Pine (*Pinus jeffreyi*), Lodgepole Pine (*Pinus contorta*), and Mountain Hemlock (*Tsuga mertensiana*). Deciduous trees would be situated along the perimeter as well. Other areas (including Old Mammoth Square, The River Terrace, and around the proposed Hotel) would also include deciduous trees. Deciduous trees would include Mountain Maple (*Acer glabrum*), Box Elder (*Acer negundo*), and Mountain Alder (*Alnus tenuifolia*). Accent trees would also be planted along Old Mammoth Road, Old Mammoth Place, the Grove, Market Commons, Old Mammoth Square, The River Terrace, as well as surrounding the proposed Hotel. Decomposed granite and turf would also be planted on-site. Accent trees would include Western Water Birch (*Betula occidentalis*), Quaking Aspen (*Populus tremuloides*), and Western Chokecherry (*Prunus virginiana demissa*). Various native shrubs and grasses would also be planted throughout the project site that would provide a variety of vegetation heights.

The irrigation system would be an automatic irrigation system operated by an on-site controller with a rain shut-off system. Remote control valves would operate the system. Both drip and spray irrigation would be utilized.



Proposed Community Benefits. The Town adopted the Community Benefits/Incentive Zoning Policy (Resolution No. 09-55) in August 2009. The intent of this policy is to provide regulations for the granting of discretionary development incentives to property developers to encourage the provision of certain community benefits or amenities. The applicant seeks to provide community benefits on the project site. The benefits proposed by the applicant include the following:

- Three public outdoor special events plazas;
- A seasonal ice skating rink open to the public;
- A new east-west connector street at the north end of the site;
- A new north-south pedestrian connector through the project site;
- A public pocket park;
- A children's play area;
- Up to 40,000 square feet of retail and restaurant space;
- Approximately 5,000 square feet of indoor meeting, events, and conference space;
- Full-service spa, open to the public;
- Underground parking structure;
- The dedication of right-of-way along the full length of Old Mammoth Road along the project site to accommodate street widening, sidewalk widening, public parking, and other improvements; and
- The construction of a public bus shelter on Old Mammoth Road.

The ultimate determination of which of these features are considered community benefits would be at the discretion of the Town.

Construction Phasing. Propose construction phasing would occur in three phases. Phase I would include construction of the underground parking facility and connector street (Old Mammoth Place). Phase II would construct the hotel, market hall, 3-story mixed-use building located along Old Mammoth Road, the corner restaurant and Old Mammoth Road sidewalk improvements, Cascade Park and The Grove, Old Mammoth Square/Ice Rink/Events Plaza, as well as the Sierra Nevada Road street and sidewalk improvements. Phase III would construct the 3-story hotel/residential building located along Laurel Mountain Road, a zen garden feature for the proposed hotel and the Laurel Mountain Road street and sidewalk improvements. The project construction would take between 18 and 24 months per phase for a total of 4.5 to 6 years. Construction staging would take place along the northern portion of the project site while the subterranean parking garage is being constructed. Once the parking garage is complete, this area would also serve construction parking and material storage needs until project construction is complete.

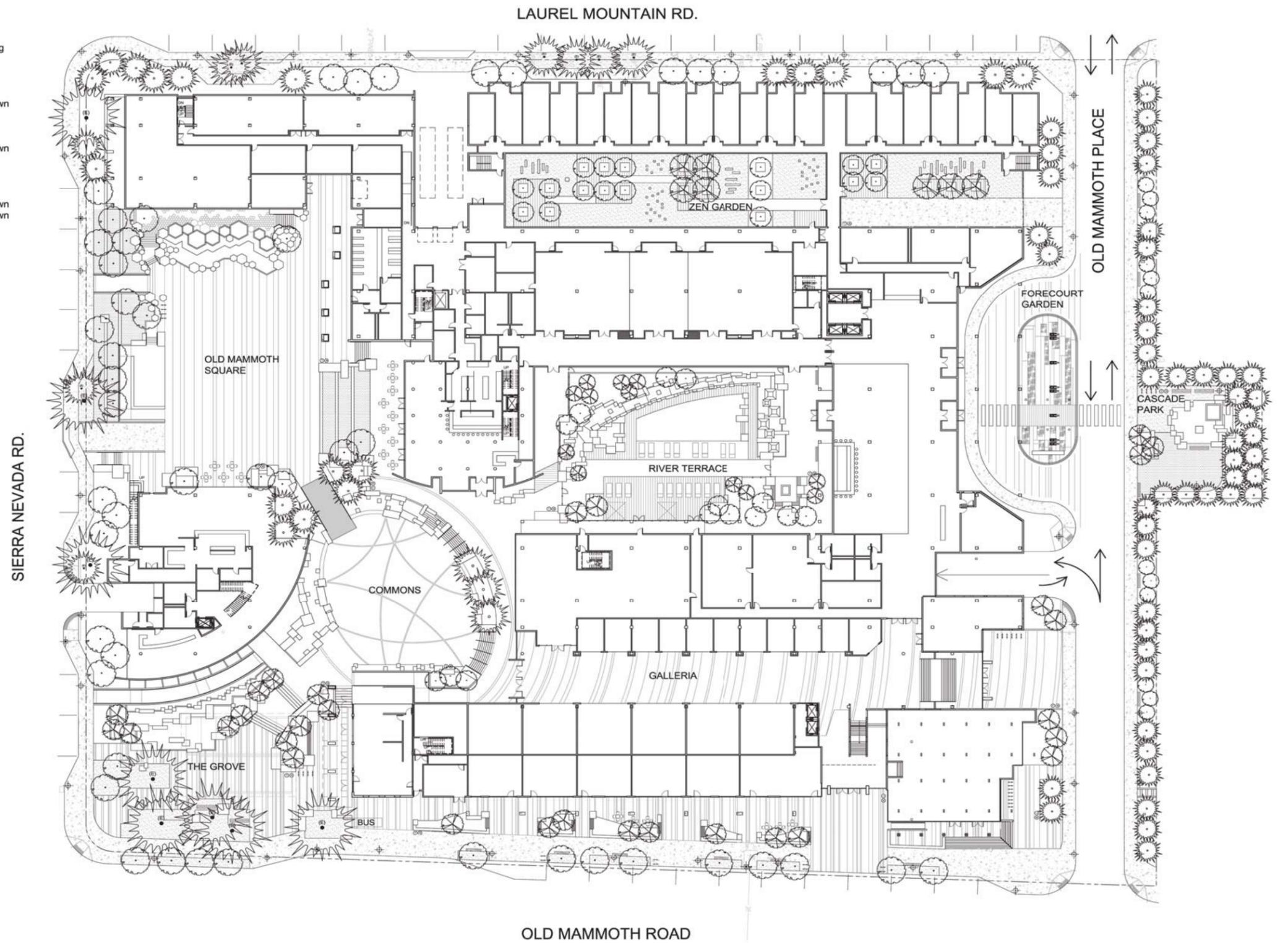
PLANT LIST

Common Name	Scientific Name	Size	Size (At Planting)	Size (Full Grown)	Spacing
CONIFEROUS TREES					
Red Fir*	<i>Abies magnifica</i>		B+B / 8' HT	80' H x 20' W	As Shown
Jeffrey Pine*	<i>Pinus jeffreyi</i>		B+B / 8' HT	80' H x 20' W	
Lodgepole Pine*	<i>Pinus contorta</i>		B+B / 8' HT	40' H x 35' W	
Mountain Hemlock*	<i>Tsuga mertensiana</i>		B+B / 8' HT	50' H x 25' W	
DECIDUOUS TREES					
Mountain Maple*	<i>Acer glabrum</i>		B+B / 2" cal.	20' H x 20' W	As Shown
Box Elder*	<i>Acer negundo</i>		B+B / 2" cal.	60' H x 60' W	As Shown
Mountain Alder*	<i>Alnus tenuifolia</i>		B+B / 2" cal.	25' H x 20' W	As Shown
ACCENT TREES					
Western Water Birch*	<i>Betula occidentalis</i>		B+B / 2" cal.	25' H x 15' W	As Shown
Quaking Aspen*	<i>Populus tremuloides</i>		B+B / 2" cal.	35' H x 30' W	As Shown
Western Chokecherry*	<i>Prunus virginiana demissa</i>		B+B / 1 1/2" cal.	18' H x 18' W	As Shown

Native *
 B+B: BALLED + BURLAP (IF AVAILABLE)

PLANT LEGEND

-  CONIFEROUS TREES
-  DECIDUOUS TREES
-  ACCENT TREES
-  PERMEABLE PAVING SYSTEM (PAVERS OR COBBLES WITH OPEN JOINTS)
-  TURF (DROUGHT TOLERANT)



Source: RHAA, February 2, 2010.

NOT TO SCALE



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PERMITS, AGREEMENTS, AND APPROVALS

The Town of Mammoth Lakes is the Lead Agency for the project and has discretionary authority over the project proposal. Agreements, permits, and approvals for the proposed project by the Town would include the following:

- Use Permit Application;
- Tentative Tract Map;
- Design Review;
- District Zoning Amendment;
- Zoning Adjustment;
- Demolition Permits;
- Grading Permits; and
- Building Permits.

Approval of the project is subject to actions set forth by the Town of Mammoth Lakes. Project construction is subject to review and/or approval by the following agencies:

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



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3.0 ENVIRONMENTAL ANALYSIS

IMPACTS RESULTING FROM MODIFICATIONS TO THE PROJECT

As part of the Draft EIR for the Specific Plan, a specific development scenario (as depicted in [Table 2-2](#)) was considered for the purposes of the environmental analysis. Prior to adoption, this development scenario was slightly modified (also depicted in [Table 2-2](#)) and the potential environmental impacts associated with these changes were considered in comparison to the development scenario analyzed in Draft EIR (Final EIR Chapter 2.0, *Revisions to Information Presented in the Draft EIR*). As concluded within Chapter 2.0 of the Final EIR, these modifications did not change the conclusions presented in the Draft EIR. The revised development scenario presented in the Final EIR did not create any new significant impacts or create the need for additional mitigation, compared to that considered in the Draft EIR.

For the purposes of this Conformance Review, the proposed project is considered in comparison to those development scenarios presented in the Draft EIR and Final EIR for the Specific Plan. Potential environmental impacts resulting from the proposed project, as compared to the development scenarios presented in the Draft EIR and Final EIR for the Specific Plan, are presented below for each environmental topic area considered in the Final EIR. Implementation of the proposed project would not require any new mitigation measures compared to those recommended in the Final EIR (which encompassed those presented in the Draft EIR). Mitigation measures recommended within this analysis are the same as those presented in the Final EIR.

Land Use and Relevant Planning

The proposed project would not produce any new significant land use or economic impacts, as compared to that analyzed in the Final EIR. The Final EIR determined that potential impacts to land use and relevant planning would be significant and unavoidable. The proposed land uses are consistent with the Specific Plan land use designations. The Specific Plan defines three different land use areas: retail/mixed-use (Land Use Area 1), residential (Land Use Area 2), and plaza/outdoor recreation (Land Use Area 3). Conference/meeting space is also permitted by the Specific Plan, in Land Use Areas 1 and 2. Although the revised project would include increased square footage for conference space and recreational uses (as compared to the development scenario analyzed for the Specific Plan in the Final EIR), the proposed project would remain consistent with these three designated land use areas.

Similar to the Specific Plan, the applicant intends to satisfy its mitigation requirements by constructing all of the units required by the Town's housing ordinance within the project site. Pursuant to the Specific Plan, the project is subject to the housing mitigation standards that were in place as of September 2009. Those standards identify the total housing mitigation demand for the project as 23 full time equivalent employees (FTEEs). The applicant proposes eight three-bedroom units totaling approximately 8,800 square feet (1,100 square feet per unit). Based on this and the requirements of Chapter 17.36, each unit would satisfy a total of 3.5 FTEEs, for a total of 28 FTEEs. The applicant would further comply with all regulations pertaining to the percentage of units for sale and for rent, income and eligibility guidelines, and the timing that the workforce



housing units would be ready for occupancy. Therefore, as the project complies with Chapter 17.36 of the Zoning Code, impacts in this regard would be less than significant.

Density

Allowed by the Specific Plan

The allowable density for projects within the Specific Plan is 40 hotel rooms per acre. The Specific Plan allows applicants to request a density of more than 40 hotel rooms per acre subject to the Community Benefits and Incentive Zoning (CBIZ) policy. Density above the base density, up to a maximum of 80 hotel rooms per acre, may be granted based upon criteria established by the Town Council pursuant to the CBIZ policy adopted by Town Council in August 2009. For the purpose of considering increased density up to 80 units per acre, the Specific Plan contemplates the community benefits listed below to be among those that may be determined to be desired by the Town and may be appropriate for the site.

- Indoor meeting and conference space;
- Outdoor public events plaza;
- Commercial, retail, and restaurant uses along Old Mammoth Road;
- Underground parking;
- Pedestrian and vehicular mid-block connectors;
- Dedication of property for the purpose of improving public rights-of-way and sidewalks and achieving "complete streets"; and
- Public access to the events plaza and mid-block connectors secured through easements.

TOML Community Benefits/Incentive Zoning Policy

On August 5, 2009, the Town Council adopted the CBIZ policy (Resolution No. 09-55). The intent of this policy is to provide regulations for the granting of discretionary development incentives to property developers to encourage the provision of certain community benefits or amenities. The CBIZ policy states that discretionary development incentives may be granted in exchange for community benefits only when the community benefits offered would not otherwise be required or likely to result from the applicable planning process before the Town. The Applicant seeks approval of up to 488 hotel or resort condominium rooms. The project proposes the following Community Benefits on the project site:

- 1) Three public outdoor special events plazas;
- 2) Seasonal ice skating rink open to the public;
- 3) An east-west connector street at the north end of the site;
- 4) A north-south pedestrian connector through the project site;
- 5) A public pocket park;
- 6) A children's play area;



- 7) Up to 40,000 square feet of retail and restaurant space (approximately 50 percent of which would be sized and programmed with the intent to attract and accommodate local businesses);
- 8) Approximately 5,000 square feet of indoor meeting, events, and conference space;
- 9) Underground parking to accommodate all hotel, residential, and commercial needs; and
- 10) Dedication of right-of-way along the full length of Old Mammoth Road along the project site to accommodate street widening, sidewalk widening, public parking, and other improvements.

The ultimate determination of which of these features are considered community benefits will be at the discretion of the Town through analysis stipulated in the CBIZ policy.

Implementation of the proposed project would not require a General Plan Amendment. However, a Specific Plan Amendment is proposed for the project in order to clarify the definition of building heights (specifically for structures proposed over subterranean parking structures) as well as to allow for an adjustment in building height of 10 percent (3.5 feet).

Within the Specific Plan, height is defined as “*the vertical distance from existing grade adjacent to the structure to the topmost point of the building*”. The applicant has stated that this definition is not appropriate to buildings that sit atop parking structures (as proposed). The applicant has proposed a Specific Plan Amendment that would include revised language to clarify how height is measured for development atop a subterranean parking structure, relative to the adjacent elevation contours. The proposed language revisions are as follows:

“The height of any building located above structured parking shall be measured from the top of the podium to the topmost point of the building, provided that maximum podium height is based on existing grade adjacent to the structure on at least two sides and is no more than nine feet six inches above any other adjacent existing grade. The height of elevator and/or stairway overruns required for standard building operation and code required ADA and rooftop access shall be excluded from the height calculations, as are solar energy and water conservation devices.

For buildings located on grade, the height of buildings shall be measured using the average grade using the outermost corners of any distinct building mass defined by physical separation between building elements or significant plan offsets greater than ten feet.”

In accordance with the Town’s Municipal Code Section 17.76, *Adjustments and Reasonable Accommodation*, the project also proposes an adjustment in building height of 10 percent (3.5 feet) for up to 28 percent of the three-story buildings along Old Mammoth Road and six percent of the buildings fronting Laurel Mountain Road (specifically at the southernmost portion). The proposed areas of adjustment include the sloped shed portions that are situated within the 35-foot height zones within the Specific Plan. The intent of this proposed adjustment is to allow for visual variety and articulation of the building eave heights.

Tentative Tract Map and Use Permit approvals by the Town would be required for the proposed project. The project would be subject to discretionary actions by the Town with regard to allowance of the proposed density bonus and Specific Plan Amendment. Upon approval by the Town,



impacts in this regard would be less than significant. Additionally, the revised project would not create any relevant planning impacts that were not previously considered and addressed in the Final EIR.

Mitigation Measures: No mitigation measures are required.

Aesthetics/Light and Glare

The Final EIR determined that after implementation of recommended mitigation measures, the previously analyzed project would result in significant and unavoidable construction impacts as the surrounding residential areas would be exposed to the visually related impacts of construction activities for approximately 4.5 to 6 years. Additionally, upon implementation of mitigation measures, long-term visual/aesthetic impacts resulting from increased building heights within the area, removed mature vegetation, increased hardscape features, and obstructed views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining uses to the north) would remain significant and unavoidable following implementation of recommended mitigation measures. The intensification of the proposed uses from that of the existing on-site uses would also result in a significant light and glare impact as well as shade and shadow impacts.

The proposed project involves similar building area and building massing as that analyzed for the Specific Plan. The proposed project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the Final EIR.

The project also proposes a Specific Plan Amendment is proposed for the project in order to clarify the definition of building heights (specifically for structures proposed over subterranean parking structures) as well as to allow for an adjustment in building height of 10 percent (3.5 feet). The Specific Plan Amendment would allow for an adjustment in building height of 10 percent (3.5 feet) for up to 28 percent of the three-story buildings along Old Mammoth Road and six percent of the buildings fronting Laurel Mountain Road (specifically at the southernmost portion). The proposed areas of adjustment include the sloped shed portions that are situated within the 35-foot height zones within the Specific Plan. The intent of this proposed adjustment is to allow for visual variety and articulation of the building eave heights.

Views of the Project Site

The project's proposed building massing, setbacks, and heights are illustrated in the revised visual simulations (refer to Exhibits 3-1a through 3-1d, *Viewpoints 1 through 4*). Similar to the Specific Plan, views of the project site from the surrounding commercial and residential uses would be altered with implementation of the project. The proposed project would not introduce any new view impacts. Although the project would slightly increase portions of buildings along Old Mammoth Road and Laurel Mountain Road by 3.5 feet, the view blockage would be slightly reduced (compared to that analyzed in the Specific Plan), as no icon is proposed and on-site structures would be lower than 65 feet in height (rather buildings would reach 55 feet in height).

The overall massing and scale of the proposed structures would be similar to the development scenario analyzed in the Final EIR for the Specific Plan. The proposed structures would remain larger than the surrounding uses and would contrast in appearance. It should be noted that building



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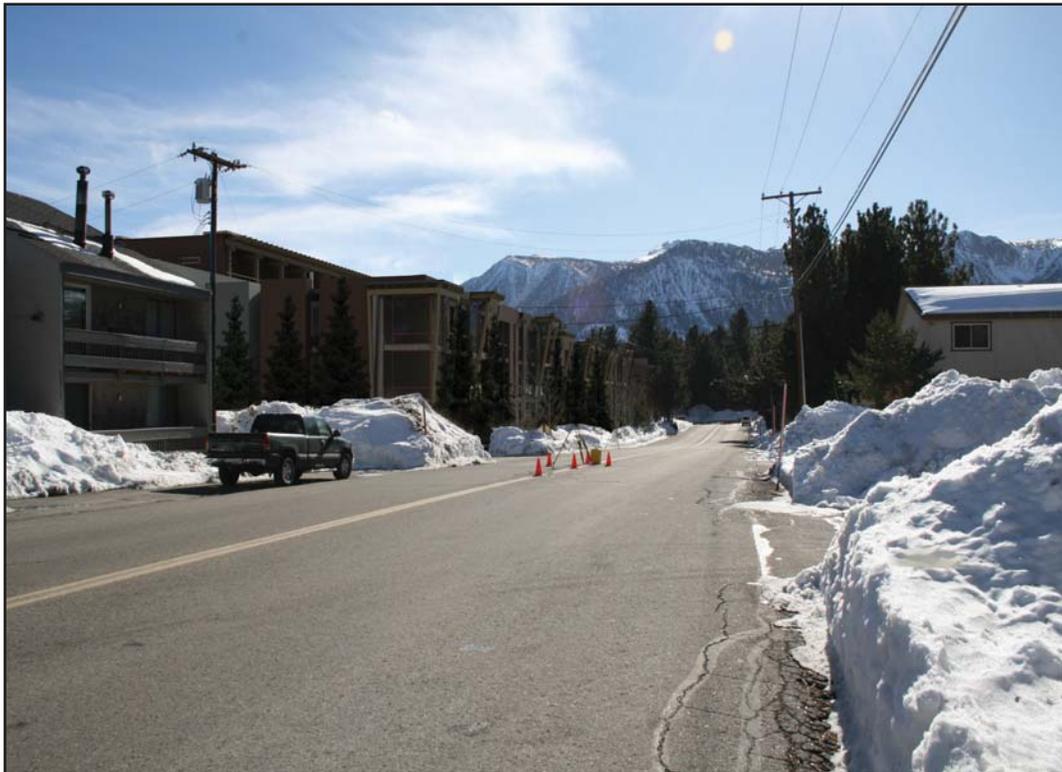
EXISTING



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PROPOSED



EXISTING



PROPOSED



massing and scale is reduced along Sierra Nevada Road, as compared to the previously analyzed development scenario within the Specific Plan as a result of the increased recreational uses along the southern portion of the project site. No additional views or features would be blocked from the viewpoints. Westerly views (from surrounding uses to the east of the project) of Mammoth Mountain would remain obstructed. A majority of views to the Sherwin Mountain Range from southbound travelers along Old Mammoth Road would also remain. Similar to the previously analyzed project, views looking south from commercial and residential uses to the north would be blocked by the proposed project features.

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

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

Shade and Shadow

Shade and shadow patterns for the proposed project are provided in Exhibit 3-2, *Shade and Shadow Diagrams*, which illustrate the proposed shade and shadow conditions during the summer/winter solstices and the spring/autumn equinoxes at 9:00 AM, 12:00 PM, and 3:00 PM.

As shown in Exhibit 3-2, the proposed project would result in fewer shadow impacts, as compared to the development scenario analyzed in the Final EIR. The project would reduce the shade created along portion of Sierra Nevada Road and Old Mammoth Road, as well as to residents located to the west, north, and east of the project site. Shade and shadow created along Old Mammoth Place would exist throughout the day during the winter months. Mitigation Measure AES-15 would reduce impacts from shade and shadow produced by the project, particularly along the proposed Old Mammoth Place. Mitigation Measure AES-15 requires the applicant to implement a snow plowing and cindering plan during the three worst-case shadow months of the year or to install heat traced pavement at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week.

Shade and shadows created by the proposed project would only create shadows for longer than a two hour period along Old Mammoth Place. Upon implementation of Mitigation Measure AES-15, impacts in this regard would be reduced to less than significant levels.

Conclusion

Aesthetics/light and glare impacts resulting from the proposed project would be similar to those identified in the Final EIR for the Specific Plan. Shade and shadow impacts would actually be reduced, compared to that analyzed in the Final EIR. Construction of the project would involve



demolition, site preparation, construction, and project operation activities similar to those identified in the Final EIR. Mitigation Measures AES-1 through AES-4 would reduce short-term construction aesthetic impacts. However, construction-related aesthetic impacts would remain significant and unavoidable.

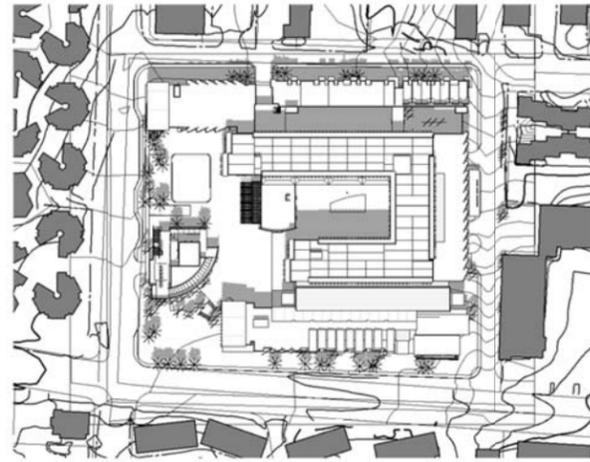
Implementation of Mitigation Measures AES-5 through AES-12 would reduce long-term visual/aesthetic impacts. However, impacts to views and aesthetics would remain significant due to the obstruction of views toward Mammoth Mountain (from adjoining uses to the east) and the Sherwin Range (from adjoining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

The proposed project would reduce shade and shadow impacts, as no icon feature is proposed, building massing along Sierra Nevada Road would be reduced, and proposed building heights would not exceed 55 feet (compared to the previously analyzed 65 feet). With implementation of Mitigation Measure AES-15, impacts would be reduced to less than significant levels, compared to the significant and unavoidable shade and shadow impacts considered in for the development scenario analyzed in the Final EIR. Therefore, with implementation of the recommended mitigation measures identified in the Final EIR, the proposed project would also result in significant and unavoidable aesthetic/light and glare impacts and reduced impacts pertaining to shade and shadow. The proposed project would not result in any new, different, or potentially adverse aesthetic/light and glare impacts not previously considered and addressed in the Final EIR.

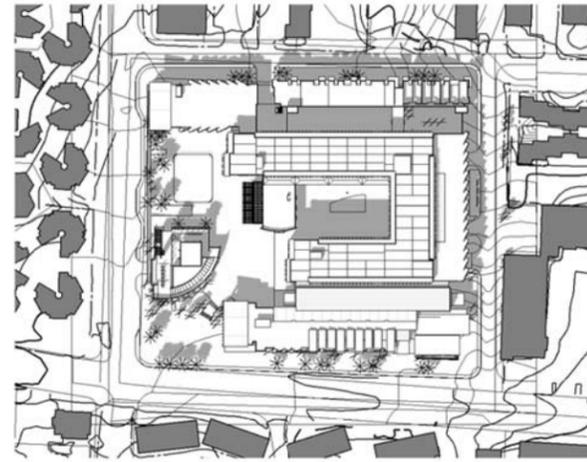
Mitigation Measures:

Short-Term Construction Aesthetic Impacts

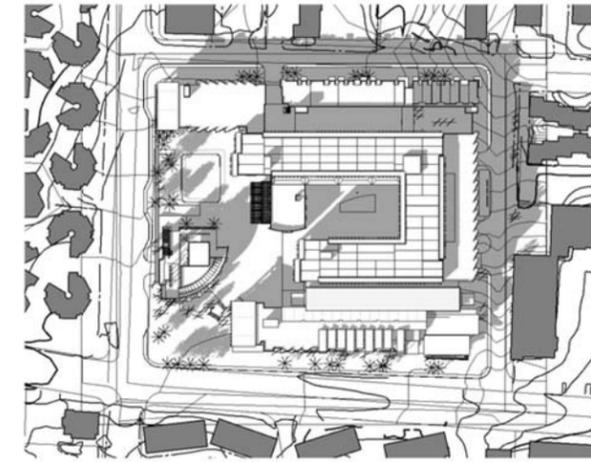
- AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.
- AES-2 A grading plan shall be submitted concurrently with the development plans and shall be approved through the design review process by the Planning Commission. All grading and earthwork activities must be conducted in accordance with an approved construction grading plan and grading permit issued by the Mammoth Lakes Public Works Department. All grading plans must meet Lahontan Regional Water Quality Control Board standards for interim and permanent erosion control measures.
- AES-3 The applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community Development Department prior to issuance of grading permit. The plan shall ensure that construction haul routes do not affect sensitive uses in the project vicinity.
- AES-4 All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the



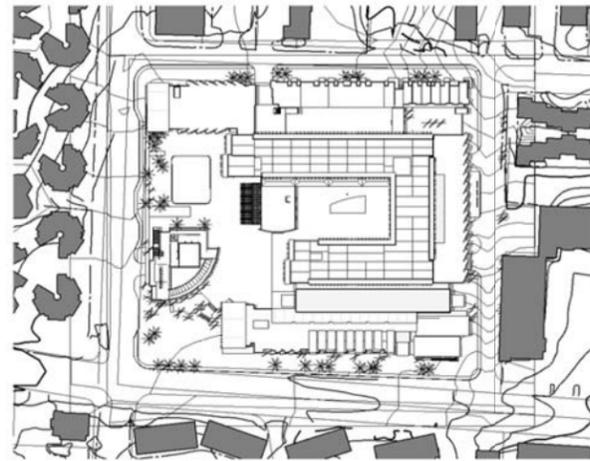
7 SHADOW STUDY - SUMMER 9 AM
1:1500



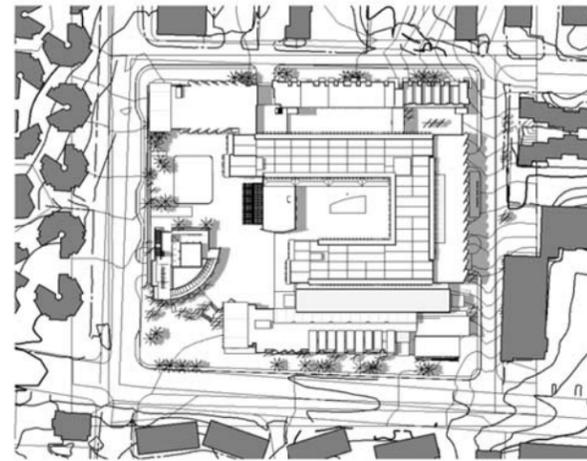
4 SHADOW STUDY - EQUINOX 9 AM
1:1500



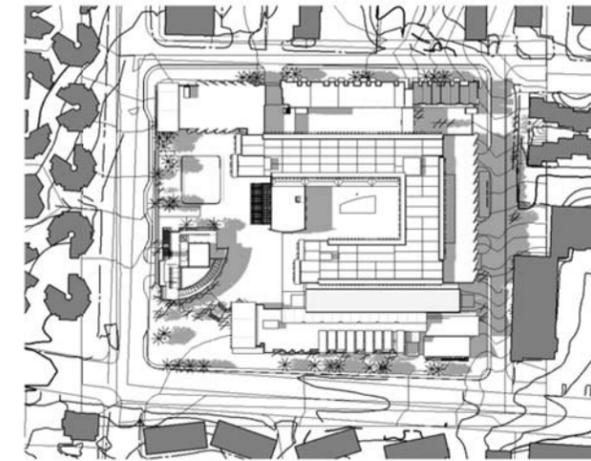
1 SHADOW STUDY - WINTER 9 AM
1:1500



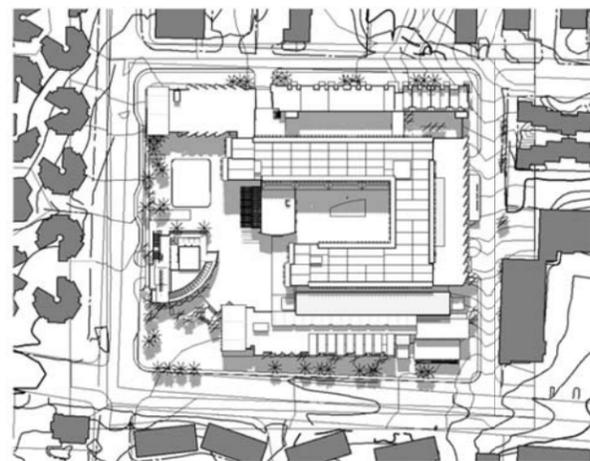
8 SHADOW STUDY - SUMMER 12 PM
1:1500



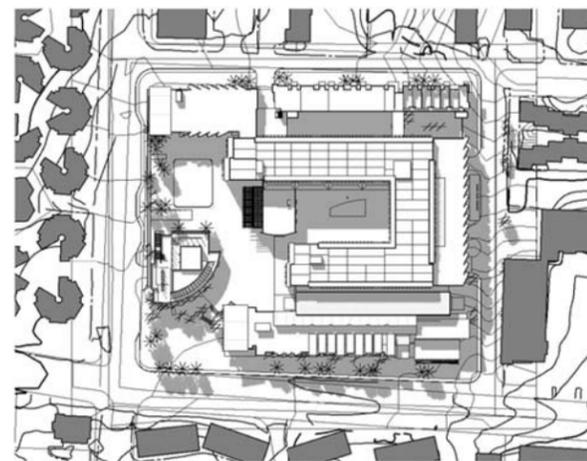
5 SHADOW STUDY - EQUINOX 12 PM
1:1500



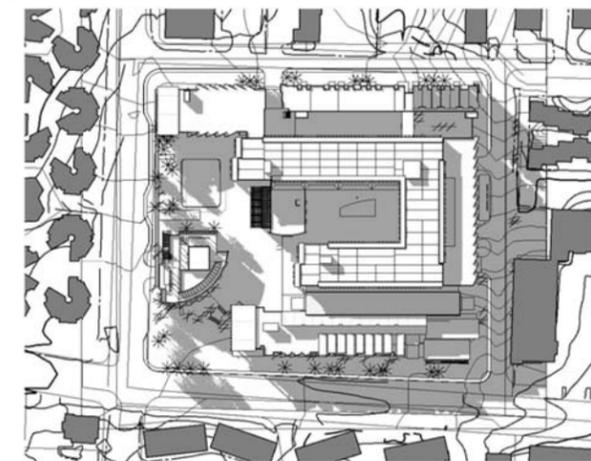
2 SHADOW STUDY - WINTER 12 PM
1:1500



9 SHADOW STUDY - SUMMER 3 PM
1:1500



6 SHADOW STUDY - EQUINOX 3 PM
1:1500



3 SHADOW STUDY - WINTER 3 PM
1:1500

Source: BSAArchitects, February 2, 2010.

NOT TO SCALE



02/10 • JN 10-10725

OLD MAMMOTH PLACE
CEQA CONFORMANCE REVIEW

Shade and Shadow Diagrams

Exhibit 3-2



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Community Development Department for review concurrent with grading permit application.

Long-Term Aesthetic Impacts

- AES-5 The overall color scheme shall be determined by the Town Design Guidelines and Town of Mammoth Lakes Advisory Design Panel, subject to approval by the Town of Mammoth Lakes Planning Commission. The color of exterior materials, whether applied or innate, shall reflect the appearance of the natural surroundings and not seem synthetic or man-made. Accent colors shall integrate with the overall color scheme and form of the building.
- AES-6 All signs shall be in accordance with the general provisions, prohibitions, exemptions, and special purposes delineated in Chapter 17.40 of the Town's *Municipal Code*, the Clearwater Specific Plan, and the Clearwater Landscape Design Guidelines as established and adopted hereafter by the Town Planning Commission.
- AES-7 Landscape design shall be consistent with TOML *Municipal Code* Chapter 17.20.040, property development standards, and the Clearwater Specific Plan Landscape Design Guidelines. The landscape shall enhance the character of the on-site development and shall be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region.
- AES-8 Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square feet, and have a minimum slope of 3/12 for adequate drainage. Roofs shall be designed to not shed ice and snow onto adjacent properties, walkways, plaza, driveways, and decks.
- AES-9 Roof appurtenances shall be integral parts of the architecture of the structure. Non-functional roof ornamentation shall be avoided. Mechanical, electrical and roof access equipments, vents, and antennas shall be integrated into the roof design to avoid visual impact on other properties. Skylights, solar collectors and clerestories shall be designed as masses at angles relating to the primary roof, and building architecture, not applied forms. Exposed chimney flues shall not be permitted.
- AES-10 All appurtenances (i.e., meters and electrical equipment, etc.) shall be integrated into the project design to avoid visual impact from pedestrians and other properties. These appurtenances shall be screened or placed in areas that are not highly visible, where possible.
- AES-11 Fencing and outdoor enclosures shall be compatible in material, color, and design to adjacent structures, and the neighborhood and regional character. Fences and enclosures shall be designed to withstand heavy snowfall conditions and snow removal operations. Fences, walls, and enclosures shall be no higher than necessary to perform the intended function. Landscape features, fences, and walls in dedicated snow slope areas shall be designed to accommodate snow storage and removal activities.



- AES-12 All outdoor furnishings shall complement adjacent building character and scale, and shall be appropriate to the project theme, allow for snow removal operations, and accessibility requirements. The tree grates shall be used in areas of high pedestrian activity and traffic. They shall be constructed of cast iron, metal, or concrete.

Long-Term Light and Glare

- AES-13 The applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (Chapter 17.34.060, Outdoor Lighting Plans, of the *Municipal Code*) to the Community Development Director that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.
- AES-14 Landscape lighting should be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Lighting fixture locations shall not interfere or impair snow storage or snow removal operations. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

Shade and Shadow

- AES-15 The applicant shall implement a snow plowing and cindering plan during the three worst-case shadow months of the year at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week. The Community Development Director shall review the methodology and effectiveness of the plan during its implementation. If it is determined by the Town that the plan does not adequately reduce hazards resulting from shadows (i.e. black ice), the Town shall require the applicant to install heat traced pavement at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week.

CUMULATIVE IMPACTS

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

Traffic and Circulation

The revised project would increase the number of condominium hotel units from 308 to approximately 332, reduce the number of workforce units from 32 to 8, increase the size of the restaurant from 5,000 to 17,361 square feet, and increase the size of retail space from 13,000 square feet to 19,603 square feet (compared to the development scenario analyzed in the Final EIR). This change in land use would alter the trip generation from what was originally analyzed in the Final EIR.

The following analysis is based on the *Old Mammoth Place (Mammoth Clearwater) Revised Site Plan (Traffic Memorandum)*, prepared by LSA Associates, dated December 22, 2009, and the *Old Mammoth Place Parking Program (Parking Program)*, prepared by LSA Associates, dated January 22, 2010; refer to Attachment A, Traffic Memorandum, and Attachment B, Parking Program, respectively.



Trip Generation

Table 3-1, *December 2006 Draft EIR Site Plan Trip Generation*, displays the originally analyzed trip generation calculation from the Traffic Impact Assessment (2006 TIA) for the Specific Plan, dated November 2006. Table 3-2, *Final EIR Site Plan Trip Generation*, displays the trip generation for the development scenario considered prior to the adoption of the Final EIR. Lastly, Table 3-3, *Proposed Site Plan Trip Generation*, displays the trip generation calculation for the currently proposed project. The December 2006 Draft EIR development scenario is included for comparative purposes as this development scenario is greater in trip generation than the proposed project, whereas the Final EIR represents a slightly reduced trip generation scenario.

**Table 3-1
Draft EIR Site Plan Trip Generation**

Land Use	Size	Units	Weekend Peak Hour			
			ADT ¹	In ²	Out ³	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal ¹		DU	10.000	0.448	0.382	0.830
Residential High Density (MF) – Year Round ¹		DU	8.000	0.350	0.298	0.648
Restaurant ³		TSF	158.370	12.600	7.400	20.000
Retail ¹		TSF	78.710	2.116	2.694	4.810
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal	339	DU	3,390	152	129	281
Residential Medium Density (MF) – Year Round	43	DU	344	15	13	28
Restaurant	8	TSF	1,267	101	59	160
Retail	20.205	TSF	1,590	43	54	97
Total Project Trip Generation			6,591	310	256	566
Total Net Trip Generation			5,181	247	202	449

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

TSF = Thousand Square Feet

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

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

³ Trip rate referenced from the Institute of Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003) Land Use Codes (932) - High-Turnover (Sit-Down) Restaurant

Source: LSA Associates, *Old Mammoth Place (Mammoth Clearwater) Revised Site Plan*, dated December 22, 2009.



Table 3-2
Final EIR Site Plan Trip Generation

Land Use	Size	Units	ADT	Weekend Peak Hour		
				In	Out	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal ¹		DU	10.0	0.49	0.38	0.83 ²
Residential High Density (MF) – Year Round ¹		DU	8.0	0.35	0.30	0.65 ²
Restaurant ³		TSF	158.37	12.6	7.40	20.0
Retail ¹		TSF	78.71	2.12	2.69	4.81 ²
Ice Rink ³		TSF	n/a	1.06	1.30	2.36
Conference Center ³		TSF	9.10	0.63	0.65	1.28
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal	308	DU	3,080	138	118	256
Residential Medium Density (MF) – Year Round	32	DU	256	11	10	21
Restaurant	5	TSF	792	63	37	100
Retail	13	TSF	1,023	28	35	63
Ice Rink	11.9	TSF	~280	13	15	28
Conference Center (50% internal capture reduction)	8.0	TSF	36	3	3	5
Total Project Trip Generation			5,467	256	218	473
Total Net Trip Generation (Project – Existing)			4,057	193	164	356
Draft EIR Mammoth Clearwater TIA Trip Generation			5,181	247	202	449
Difference (Current – Original)			-1,124	-54	-38	-93
Notes: ADT = Average Daily Traffic DU = Dwelling Unit TSF = Thousand Square Feet ¹ Trip rates referenced from Table 1 of the Town of Mammoth Lakes Travel Demand Model Update by LSC Transportation Consultants, Inc. (2004). ² Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, <i>Trip Generation Manual</i> , 7th Edition (2003). ³ Trip rate referenced from the Institute of Transportation Engineers, <i>Trip Generation Manual</i> , 7th Edition (2003). Land Use Codes 932, High-Turnover (Sit-Down) Restaurant; 465, Ice Skating Rink; 495, Recreational Community Center. Source: LSA Associates, <i>Old Mammoth Place (Mammoth Clearwater) Revised Site Plan</i> , dated December 22, 2009.						



**Table 3-3
Proposed Site Plan Trip Generation**

Land Use	Size	Units	ADT	Weekend Peak Hour		
				In	Out	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal ^{1,2}		DU	10.00	0.45	0.38	0.83
Residential High Density (MF) – Year Round ^{1,2}		DU	8.00	0.35	0.3	0.65
Restaurant ³		TSF	158.37	6.58	4.57	11.15
Retail ^{1,2}		TSF	78.71	2.12	2.69	4.81
Ice Rink ³		TSF	n/a	1.06	1.30	2.36
Conference Center ³		TSF	9.10	0.58	0.49	1.07
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal	325	DU	3,250	146	124	270
Residential Medium Density (MF) – Year Round	8	DU	64	3	2	5
Restaurant	17,361	TSF	2,749	114	79	194
Retail	19,603	TSF	1,543	42	53	94
Ice Rink (50% internal capture reduction)	4	TSF	~47	2	3	5
Conference Center (50% internal capture reduction)	6.7	TSF	30	2	2	4
Total Project Trip Generation			7,684	309	262	571
Total Net Trip Generation (Project – Existing)			6,274	245	209	454
Draft EIR Mammoth Clearwater TIA Trip Generation			5,181	247	202	449
Difference (Current – Original)			1,093	-2	7	5
Notes: ADT = Average Daily Traffic DU = Dwelling Unit TSF = Thousand Square Feet ¹ Trip rates referenced from Table 1 of the Town of Mammoth Lakes Travel Demand Model Update by LSC Transportation Consultants, Inc. (2004). ² Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, <i>Trip Generation Manual</i> , 8th Edition (2008). ³ Trip rate referenced from the Institute of Transportation Engineers, <i>Trip Generation Manual</i> , 8th Edition (2008). Land Use Codes 932, High-Turnover (Sit-Down) Restaurant weekday p.m. peak hour and Saturday ADT; 465, Ice Skating Rink; 495, Recreational Community Center.						

Land use changes at the site would result in an increase of 1,093 average daily traffic (ADT) than what was originally analyzed in the Draft EIR. Since the same mitigation measures included in the DEIR were also reflected in the FEIR, they would also address the impacts of the revised project.



Development Impact Mitigation Fees

The proposed project is subject to Chapter 15.16, *Special Fees*, of the Town's Municipal Code, which includes Article II. Development Impact Mitigation Fees. The term "Fee" is defined by the Municipal Code as "...a monetary exaction, other than a tax or special assessment, which is charged by the Town to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of providing public facilities and services related to the development project..." As defined by the Municipal Code, funds collected from development impact fees shall be used for the purpose of paying (1) the actual or estimated costs of constructing and/or improving the public facilities within the Town to which such specific fee or fees related, including any required acquisition of land or rights-of-way therefore; (2) reimbursing the Town for the development's share of those public facilities already constructed by the Town or to reimburse the Town for costs advanced, including without limitation, administrative costs incurred with respect to a specific public facility project; or (3) to reimburse other developers who have constructed public facilities described in the resolution adopted pursuant to Section 15.16.081, where those facilities were beyond that needed to mitigate the impact of such developer's project or projects and where reimbursement agreements between the developer and the Town have been executed. The Town has established development impact fees for streets and traffic signals (revenues from which are to be deposited into the streets fund and administered on a consolidated basis).

According to the Final EIR, the Town of Mammoth Lakes adopted an updated Development Impact Fee (DIF) Schedule based on an *Updated Master Facility Plan and Capital Improvement Program*. The Master Facility Plan contains all required facility improvements to mitigate buildout traffic of the existing General Plan. These improvements include all circulation system improvements for streets, signals (roundabouts), bridges, transit and trails. Since the Updated Plan does not propose increased overall unit density over that permitted by the C-2 designation in the General Plan, the majority of these program improvements would be adequate to mitigate the project. With regard to DIFs, at the time of the Final EIR, the Town collected between \$1,805 and \$3,578 per residential unit, and between \$2.90 and \$3.71 per square feet for commercial/office and industrial uses to fund street and traffic improvements. In addition, the Town collected between \$9,279 and \$15,465 per residential unit, and between \$15.47 and \$2.90 per square foot for commercial/office and industrial uses to fund transit and trail enhancements.

Currently, the Town is updating the DIF Program. As of November 2009, the Town adopted an interim DIF schedule which includes \$1,483 per residential unit (multi unit transient), \$2.77 per square feet for commercial/office use, \$1.95 per square feet for industrial uses to fund street and traffic signal improvements, as well as \$5,728 per residential unit (multi unit transient), \$5.73 per square foot for commercial/office, and \$1.06 per square foot for industrial uses to fund transit and trail enhancements. The Town anticipates finalizing the updated DIF program in 2010. The updated DIF program will be consistent with Chapter 15.16 of the Town's Municipal Code and will satisfy the intent of the DIF program, which is to reduce potential impacts to public services and utilities (i.e., circulation system, library, sewer system, etc.) as a result of buildout of the Town.



Intersections

As the proposed project would be relocating the project motor court and garage entrance from Sierra Nevada Road to the new interior roadway (Old Mammoth Place), the following six study area intersections were considered:

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

Changes to the location of the main vehicular entrance to the project would not affect regional circulation, as the same streets would be utilized to access the project site. However, changes to the main entrance to the project would affect the number of and distribution of project trips at Old Mammoth Road/Sierra Nevada Road. In particular, valet drop-off is no longer planned for the corner of the property nearest Old Mammoth Road/Sierra Nevada Road. Also, access to the parking garage is no longer planned on Sierra Nevada Road, just west of Old Mammoth Road. Instead, access to the valet drop-off area and the parking garage is planned along Old Mammoth Place at the northern end of the project site. These changes to the main entrance and valet plan would keep valet trips on-site and off of the Town's streets, thereby reducing the number of project trips traveling through the intersection of Old Mammoth Road/Sierra Nevada Road.

It should be noted that this analysis addresses the proposed east-west roadway (Old Mammoth Place) as either a two-way road between Old Mammoth Road and Laurel Mountain Road or a one-way road between Old Mammoth Road and the parking garage entrance and a two-way road from the parking garage to Laurel Mountain Road.

The 2006 TIA identified that the unsignalized intersection of Old Mammoth Road/Sierra Nevada Road operates at level of service (LOS) F in the Existing, Cumulative, and Cumulative plus Project conditions. LOS F indicates that the delay per vehicle is in excess of 35 seconds and that the cumulative delay for vehicles on the minor street approach exceeds 4 vehicle-hours (equivalent to 60 vehicles delayed for 1 minute). Because the project contributed to this already-deficient location, the 2006 TIA recommended that the project contribute a fair share of the installation of a traffic signal.

LSA prepared a Highway Capacity Manual (HCM) analysis of the Old Mammoth Road/Sierra Nevada Road intersection based on the redistributed project trips. Changes to the main entrance to the project ensure that valet trips would not travel through this intersection. However, the Old Mammoth Road/Sierra Nevada Road intersection would still operate at LOS F in the Existing, Cumulative, and Cumulative plus Project conditions. Therefore, the proposed project would still be required to contribute a fair share of the installation of a traffic signal (Mitigation Measure TRA-1). After installation of a traffic signal including the configuration proposed in TRA-1, the intersection would operate at LOS D in the Cumulative plus Project condition.



The stacking distance at the intersection of Old Mammoth Road/Sierra Nevada Road was also analyzed for the Cumulative plus Project condition. Implementation of TRA-1 would require as part of the signalization, a permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions. This signal intersection configuration, as required per Mitigation Measure TRA-1, would ensure that the storage length would not exceed the distance from the intersection (of Old Mammoth Road/Sierra Nevada Road) to the project entrance driveway (Old Mammoth Place). Additionally, the site distance at the project driveway on Laurel Mountain Road was also assessed. The analysis concluded that the project driveway on Laurel Mountain Road has sufficient stopping sight distance.

The project would have slightly reduced impacts at the intersection of Sierra Nevada Road/Laurel Mountain Road, as the proposed primary site access would be relocated to the northern portion of the project site, rather than along Sierra Nevada Road. Similar to the Final EIR, project impacts to the intersection of Sierra Nevada Road/Laurel Mountain Road would be less than significant.

Similar to the Final EIR, the project contributes to an existing, cumulative, and long-range *General Plan* deficiency at the intersection of Azimuth Drive/Meridian Boulevard. With implementation of Mitigation Measure TRA-2, the project would be required to submit a fair share contribution for the installation of a traffic signal.

Since the project contributes to a long-range *General Plan* deficiency at Old Mammoth Road/Old Mammoth Place (similar to the development scenario analyzed in the Draft EIR), the project design would be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Old Mammoth Place, should the project construct a two-way road along Old Mammoth Place (Mitigation Measure TRA-3).

It should be noted that the Specific Plan, Section 3.5.1, *Traffic Mitigation*, further requires the developer to entirely fund any signalizations at Old Mammoth Road/Sierra Nevada Road and Azimuth Drive/Meridian Boulevard, if required, and that the Town construct these improvements.

Internal Circulation/Access Analysis

The November 2006 TIA identified project trip generation of 247 inbound trips and 202 outbound trips on a typical winter Saturday peak hour. According to the applicant, all vehicles would be valet parked for the development scenario considered in the Final EIR for the Specific Plan. Therefore, each inbound project trip was considered to produce an outbound valet trip and each outbound project trip was considered to produce an inbound valet trip.

The proposed project provides access to both the valet drop-off and parking garage from Old Mammoth Place at the northern end of the property. As a result, additional trips generated by the valet operation are contained on-site and do not travel on Town streets. Refer to Revised Figure 12, *Internal Circulation and Project Access*, in Appendix C of the Traffic Memorandum for both the one-way Old Mammoth Place and two-way Old Mammoth Place development scenarios, which illustrate peak-hour volumes at the project driveways and along Old Mammoth Place. An HCM analysis was prepared for the two unsignalized project driveways and three unsignalized internal intersections along Old Mammoth Place. Table 3-4, *Proposed Project's Access Intersection Level of Service*, displays the



delay and LOS for each of those unsignalized intersections in the Cumulative plus Project condition. All intersections are forecast to operate at an acceptable LOS.

**Table 3-4
Proposed Project's Access Intersection Level of Service**

Intersection	One-Way Road at Old Mammoth Place		Two-Way Road at Old Mammoth Place	
	Delay (seconds)	LOS	Delay (seconds)	LOS
A: Old Mammoth Road/Old Mammoth Place	11.1	B	20.5	C
B: Parking Garage Access/Old Mammoth Place	10.3	B	13.0	B
C: Porte-Cochere Exit/Old Mammoth Place	15.7	C	12.2	B
D: Porte-Cochere Entrance/Old Mammoth Place	8.1	A	8.1	A
E: Laurel Mountain Road/Old Mammoth Place	11.8	B	10.2	B

Notes:
LOS = level of service
Source: LSA Associates, *Old Mammoth Place (Mammoth Clearwater) Revised Site Plan*, dated December 22, 2009.

Parking

Changes in land use at the site would also change the amount of parking required. Parking at the project site is determined by the residential parking requirements, where parking spaces are not shared among users, and commercial parking requirements where parking spaces are shared among users. With the adoption of the Specific Plan, a parking schedule and other parking requirements were established for the specific plan area. The Specific Plan permits on-site parking requirements to be reduced if the applicant prepares a shared parking study, annexes into a parking district, and pays any required in-lieu fees. The Specific Plan allows parking to be shared among conference, restaurant, and retail uses (Section 5.2.8, pages 26 through 28, of the Specific Plan).

As part of the proposed project, a shared parking concept was applied using the *Mammoth Lakes 2005 Parking Study (Draft Report)* prepared by LSC Transportation Consultants, Inc. (April 7, 2005). As part of the use permit evaluation for the proposed project, the Town hired Nelson\Nygaard Consulting Associates to prepare an independent parking study for the project and to provide a third-party review of the applicant's proposed parking study and operational plan.

Parking requirements for the revised project are shown in Table 3-5, *Parking Requirements*.



**Table 3-5
Parking Requirements**

Quantity	Project Product	Parking Ratio	Required Parking Spaces
488	Hotel Bedroom	1 space/bedroom	488
488	Guest unit	1 space/20 rooms	24
1	Manager unit	2 spaces/unit	2
8	Workforce housing	2 spaces/unit	16
8	Workforce housing Guest unit	½ guest space/1 unit	4
Total Residential Spaces Required			534
17,361 s.f.	Restaurant	1 space/150 s.f.	116
19,603 s.f.	Retail	1 space/250 s.f.	54 ¹
<i>Total Residential Spaces Required</i>			<i>170</i>
50 percent (85 space) reduction applied due to internal capture and walk-in traffic from residential units within convenient walking distance (0.25 mile or 1,300 feet)			(85)
Total Restaurant/Retail Spaces Required			85
Total Parking Spaces Required			619
Notes:			
1. Reduced by 32 percent per page 17, Table 7, of the <i>LSC Shared Parking Report</i> , dated July 2005.			
Source: LSA Associates, <i>Old Mammoth Place Parking Program</i> , dated January 22, 2010.			

The above calculations represent the basic parking requirements that were adopted as part of the Specific Plan. As mentioned, Specific Plan Section 5.2.8 also provides for the potential reduction of these requirements under the following conditions:

1. A shared parking plan is submitted and approved with a use permit and a study identifying how shared parking will operate;
2. Developer requests and is annexed into a parking district (application for which will be required to take place within two (2) years of use permit approval); and
3. Developer pays all in-lieu fees (if applicable).

The Specific Plan also establishes that hotel and residential uses may not be incorporated into any shared parking analysis. This prohibition was adopted to encourage a “park-once” concept, which assumes that a driver staying at the hotel will park their vehicle there and leave it there once in town, using transit or other “feet-first” methods of travel. The Specific Plan does not allow for retail uses to be valet parked, meaning that the parking management plan must designate self-parked spaces for retail uses. This requirement is intended to provide greater convenience for those customers of the retail shops.

The Specific Plan does not establish a specific parking rate for conference space and plaza/outdoor recreation space. The Specific Plan allows for the parking demand for these uses to be satisfied through shared and/or off-site parking, recognizing that the primary demand for these uses comes from on-site hotel guests and a smaller portion comes from “walk-in” traffic from surrounding uses. The Specific Plan requires an event management plan, including a parking management plan, to be submitted to and approved by the Town if off-site parking is necessary. Proof of off-site parking agreements (as applicable) is also required.



Parking Demand Analysis

The parking program proposed by the project would be fully valet operated when necessary (as a minimum when occupancy is projected to exceed 75 percent) with the exception of the retail spaces, which are required to be self-parked (about 80 spaces would be reserved for peak retail use). This is significant because the residential demand of 534 spaces would in reality become a pool of parking for restaurant and any other use requiring parking on-site. The valet parking program would be operated 24 hours a day, 365 days a year, as a condition of project use permit approval. The valet program would also be required to maintain a five-minute customer vehicle turnaround. Such valet programs are common to similar developments. The calculation of demand (619 spaces) reflects the Specific Plan constraint of not sharing the residential parking. However, upon implementation of the proposed valet operation, the shared parking of the residential uses would take place. The practical effect of this is to reduce the projected demand into the range of 513 to 576 spaces per the Nelson/Nygaard report (scenarios C and E, Figure 4, page 10). This does not dilute the Town's objective of "feet first," it simply recognizes that some residents would utilize their vehicles even with good transit service and a project committed shuttle.

Also, there is the calculation of retail and restaurant demand. Two adjustments have been made. Due to the different peaking characteristics of retail and restaurant uses, the overall parking can be shared and effectively reduced from the individual peak requirements. The Town has adopted this concept as documented in the LSC Shared Parking Report (July 2005) and results in a 32 percent reduction in the retail demand while the restaurant uses are at peak demand. The second adjustment is applied to reflect the amount of parking demand potentially satisfied by internal capture (residents of the 488 rooms and visitors from the retail uses and walk-in traffic from residential units within convenient walking distance [5 minute walk or 1,000 feet]). A 50 percent reduction (85 spaces) to the retail/restaurant demand has been applied. This is supported by the Nelson/Nygaard parking study in the evaluation of "Full Sharing" (meaning residential/retail/restaurant) and District-Wide Sharing (walk-in traffic). Their analysis suggested a reduction of up to 258 spaces to reflect this internal capture and walk-in traffic compared to the 85-space reduction recommended by the proposed parking program.

In summary, the calculated total parking demand is 619 spaces, which again is very conservative (high) since every room is allocated a parking space even with the full valet operation. This compares to an estimated maximum daily demand of 570 spaces recommended in the Nelson/Nygaard report (page 4). This conservative demand estimate also addresses the parking needs of the conference center and other on-site amenities that might generate some additional parking demand. Most of the users of these facilities would probably include on-site residents however. The Specific Plan recognizes this since there is no requirements for additional parking.

A further consideration for the valet parking requirement is that it is only triggered as necessary when the parking demand exceeds 450 spaces, or approximately 75 percent occupancy. Therefore, standard self-parking could be utilized at up to 75 percent occupancy levels.

The proposed parking structure provides 450 standard spaces (18 x 9 feet), with 24-foot aisles. This is shown in the attached Exhibit 1 of the Parking Demand Memorandum provided in Attachment B. The proposed valet parking plan is shown in Exhibit 2 of the Parking Demand Memorandum provided in Attachment B. The Valet Plan provides an additional 160 spaces (38 percent increase



above standard parking), for a total of 619 spaces. The proposed concept is to provide one area for larger vehicles (greater than 16.5 feet) and another area for vehicles less than 16.5 feet. The large vehicle area can stack vehicles five deep and the smaller vehicle area can stack vehicles six deep. Additional vehicles are parked parallel in the aisles. The self-park retail spaces are maintained in the proposed parking area near Old Mammoth Road.

It is important to understand that this valet parking layout is just to illustrate that there is physical capacity for the 619 vehicles. The valet operator is not bound to this design. There are no standards in the valet parking industry for assessing the capacity of parking facilities when valet operation is applied. When the private parking structure is turned over to a valet operator, they would park the vehicles however they determine is most efficient and would not be bound by minimum aisle widths, etc. This layout does maintain a minimum one-way aisle width of 16 feet, consistent with Town standards.

The Parking Demand Memorandum notes that a minimum capacity increase of no less than 50 percent is standard when valet operation is applied, while the proposed project only needs an increase of 38 percent to meet the calculated demand, per the Specific Plan, of 619 spaces. The parking layout does maintain approximately 80 standard spaces for peak retail use nearest Old Mammoth Road for direct (non-valet) public access, as required.

In summary, the proposed valet parking plan provides a capacity of 619 spaces compared to the demand of 619 spaces. The estimated parking capacity is well within capacities reported by Nelson/Nygaard and valet operators, while at the same time the estimated demand is also very conservative (high) as documented in the Nelson/Nygaard reports. This conservative capacity and conservative demand estimate result in a sound parking program that would not impact the surrounding neighborhoods.

The project would be required to implement the recommended Mitigation Measure TRA-4, which would require the project to meet or exceed the requirements of the Clearwater Specific Plan parking requirements to the satisfaction of the Director of Community Development. The parking configuration would be required to be designed so that all project-related vehicles are parked on-site.

Conclusion

Changes to the location of the main entrance to the project would result in fewer project trips at the project driveways and at the intersection of Old Mammoth Road/Sierra Nevada Road. However, the intersection of Old Mammoth Road/Sierra Nevada Road would still operate at unsatisfactory LOS F (similar to the Final EIR); therefore, the same mitigation (TRA-1) at Old Mammoth Road/Sierra Nevada Road would be required. The proposed project would result in different access (compared to that analyzed in the Final EIR); however, all of the internal intersections and project driveways are still forecast to operate at acceptable LOS with the proposed site plan and valet operation. Therefore, changes to the location of the main entrance to the project would result in similar traffic-related impacts as disclosed in the Draft EIR.

Also, with implementation of Mitigation Measure TRA-4, the project would be required to meet or exceed the requirements of the Town's parking code. With implementation of the proposed site plan, valet parking plan, and Mitigation Measure TRA-4, impacts pertaining to parking would be less



than significant (similar to that analyzed in the Draft EIR). The proposed project would not result in any new, different, or potentially adverse traffic and circulation impacts not previously considered and addressed in the Final EIR.

Mitigation Measures:

Traffic Generation – Long-Term

- TRA-1 Old Mammoth Road/Sierra Nevada Road. Since the project contributes to an existing, cumulative, and long-range *General Plan* deficiency at the intersection of Old Mammoth Road/Sierra Nevada Road, the project shall be required to submit a fair share contribution for the installation of a traffic signal. As part of the signalization, permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions would need to be constructed.
- TRA-2 Azimuth Drive/Meridian Boulevard. Since the project contributes to an existing, cumulative, and long-range *General Plan* deficiency at the intersection of Azimuth Drive/Meridian Boulevard, the project shall be required to submit a fair share contribution for the installation of a traffic signal. As part of the signalization, permitted left-turn phasing in the northbound and southbound directions and protected phasing in the eastbound and westbound directions as well as a separate northbound left-turn lane would need to be constructed. Based on the access analysis, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Old Mammoth Place.

Internal Circulation/Project Access/Pedestrian Circulation

- TRA-3 Old Mammoth Road/Old Mammoth Place (two-way road scenario). Since the project contributes to a long-range *General Plan* deficiency at Old Mammoth Place, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Old Mammoth Place.

Parking

- TRA-4 Prior to site plan approval, the applicant shall demonstrate to the satisfaction of the Director of Community Development that the project meets or exceeds the requirements of the Clearwater Specific Plan parking requirements. The parking configuration shall be designed so that all project-related vehicles are parked on-site.

Air Quality

The Final EIR determined that after implementation of recommended mitigation measures, development of the Specific Plan would not result in significant air quality impacts in regards to project construction, project operation, *Town of Mammoth Lakes Air Quality Management Plan (AQMP)* consistency, and cumulative development. Additionally, long-term operational impacts would be consistent with the anticipated growth within the area since vehicle miles traveled (VMT) would not



exceed the Town's VMT limits. The project would result in a less than 1.6 percent increase in vehicle miles traveled compared to that analyzed in the Final EIR.

The proposed project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the Final EIR. As a result, air quality impacts resulting from the proposed project would be similar to those identified in the Final EIR. Therefore, with implementation of Mitigation Measures AQ-1 through AQ-5, identified in the Final EIR, the proposed project would not result in significant air quality impacts, as described above. The proposed project would not result in any new, different, or potentially adverse air quality impacts not previously considered and addressed in the Final EIR.

Mitigation Measures:

Short-Term (Construction) Air Emissions

AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with GBUPACD Rule 401, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the GBUPACD Rules and Regulations. In addition, GBUPACD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
- On-site vehicles' speed shall be limited to 15 miles per hour (mph);
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.



- AQ-2 Under GBUAPCD Rule 200-A and 200B, the project applicant shall apply for a Permit To Construct prior to construction, which provides an orderly procedure for the review of new and modified sources of air pollution.
- AQ-3 Under GBUAPCD Rule 216-A (New Source Review Requirement for Determining Impact on Air Quality Secondary Sources), the project applicant shall complete the necessary permitting approvals prior to commencement of construction activities.
- AQ-4 Prior to demolition activities, the applicant shall demonstrate to the GBUAPCD that the project is consistent with the Toxic Substance Control Act (TSCA), (15 U.S.C. Section 2601 et. seq.) Title 2 - Asbestos Hazard Emergency Response for handling asbestos.

Long-Term (Operational) Air Emissions

- AQ-5 Prior to approval of building plans, the applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that wood fired stoves or appliances would not be used on-site.

Consistency with Regional Plans

No mitigation measures are required.

Cumulative Construction Air Quality

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

Cumulative Operational Air Quality

Refer to Mitigation Measure AQ-5.

Noise

The Final EIR determined that after implementation of recommended mitigation measures, development of the Specific Plan would result in significant and unavoidable construction noise and cumulative construction noise impacts. The project would involve demolition, site preparation, construction, and project operation activities similar to those identified in the Final EIR. Also similar to the Specific Plan, the project would include outdoor recreational uses with the potential for music and performances. Such activities would be subject to an administrative permit for events, which would regulate the hours of performances and amplification of equipment. As a result, the proposed project would not result in any new, different, or potentially adverse noise impacts not previously considered and addressed in the Final EIR. Implementation of Mitigation Measures N-1 through N-3 would reduce noise impacts, but construction-related noise impacts and cumulative construction noise impacts would remain significant and unavoidable.



Mitigation Measures:

Short-Term Construction Noise Impacts

N-1 Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible; and
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Long-Term (Mobile) Noise Impacts

No mitigation measures are recommended.

Long-Term (Stationary) Noise Impacts

N-2 The proposed project shall be required to adhere to Chapter 8.80.090 of the *Municipal Code*, which prohibits loading activities between the hours of 10:00 P.M. and 7:00 A.M.

N-3 Mechanical equipment shall be placed as far as practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.



Cumulative Construction Noise

Refer to Mitigation Measure N-1.

Cumulative Operational Noise

No mitigation measures are required.

Utilities and Service Systems

The Final EIR determined that development of the Specific Plan would create increased demand on utilities and service systems serving the project area; however, impacts would be less than significant. The proposed project involves similar development, compared to the development scenarios considered for the Draft EIR and Final EIR for the Specific Plan. The project would construct 332 units (488 rooms), compared to the 339 units (480 rooms) and 308 units (480 rooms) considered in the Draft EIR and Final EIR, respectively. Also, the project proposes slightly more square feet of retail and restaurant uses (a total of 36,964 square feet), compared to the Draft EIR (28,205 square feet) and Final EIR (18,000 square feet) development scenarios. As a result, the proposed project's demand for public services and utilities is anticipated to be similar to that identified in the Draft EIR and Final EIR for the Specific Plan. The Draft EIR and Final EIR determined that with implementation of Mitigation Measure USS-1 and compliance with applicable City requirements, service or utility provider requirements, and City Codes and Ordinances, potential impacts would be reduced to a less than significant level.

Based on the Draft EIR, the Mammoth Community Water District (MCWD) stated that, at the time of the Draft EIR, there were no deficiencies in the water delivery system serving the project site. Additionally, the MCWD indicated that sufficient facilities existed for water supply and wastewater treatment. However, upon submittal of the Old Mammoth Place application, the MCWD provided a comment letter, dated December 9, 2009, with concerns regarding increased square footage of retail, restaurant, and hotel uses. The MCWD stated their concerns regarding the project's compliance with Senate Bill (SB) 610 for the preparation of a Water Supply Assessment (WSA). In order to address these concerns, RBF prepared a *Water Demand Estimate Memorandum*, dated February 18, 2010, for the proposed project in order to determine whether or not the project meets the requirements for a WSA; refer to Attachment C, *Water Demand Estimate Memorandum*.

The Water Demand Estimate Memorandum is based on the SB610 Water Supply Assessment for the Mammoth Crossing Project, dated March 14, 2008. The analysis is also supplemented with water supply data provided by the MCWD for total water usage on the project site in 2003, which included similar water meter readings for land uses similar to the existing on-site uses (i.e., restaurant and motel uses).

Senate Bill 610

According to the California Water Code Section 10912, a "Project" that is subject to a WSA includes any of the following:



- (1) A proposed residential development of more than 500 dwelling units.
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- (4) A proposed hotel or motel, or both, having more than 500 rooms.
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (6) A mixed-use project that includes one or more of the projects specified above.
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

Existing Water Demand Estimate at the Project Site

The current water demands within the project site can be estimated as follows:

- 141 Condo Hotel Units x 80 gallons per day (gpd)/unit = 11,280 gpd
- 11,948 square feet of restaurant x 580 gpd/1000 sf = 6,930 gpd
- Total = 18,210 gpd

Baseline Old Mammoth Place Water Demand Estimate

Based on Table 1, *Old Mammoth Place – Water Demand Estimate*, of the Water Demand Estimate Memorandum provided in Attachment C, the proposed project is estimated to have a daily water demand of 45,233 gallons, or an annual water usage of 16.51 million gallons (50.7 acre feet). Considering the existing 18,210 gpd, the net (increased) water demand for the proposed project is 27,023 gpd.

Water Efficiency Measures

The Water Demand Estimate Memorandum also included an assessment of the project's water efficiency measures contribution to the water demand for the project, based on a letter prepared by Beaudin Ganze Consulting Engineers (BGCE), dated January 27, 2010 (refer to Attachment A of the Water Demand Estimate Memorandum provided in Attachment C of this document). The BGCE letter identifies the potential impacts to estimated project water demands based on expected water usage efficiency. Table 2, *Old Mammoth Place Water Demand Estimate – Expected Water Use Efficiency*, of the Water Demand Estimate Memorandum provided in Attachment C, is an estimate of the proposed project's water demands based on the LEED Silver-certification. This analysis assumes that the Town will require the use of water fixtures that will use 20 percent less water for all non-irrigation uses, and 50 percent less water for landscape irrigation.



Old Mammoth Place Water Demand Estimate With Water Efficiency Measures

The estimated average project water demand with Silver-certification is 36,076 gpd. Considering the existing 18,210 gpd, the net (increased) water demand for the proposed project (with water efficiency measures incorporated) is 17,866 gpd, or the equivalent of approximately 72 single family dwelling units, as calculated using MCWD standard usage factor for single-family dwellings of 250 gpd/DU.

Water Supply Assessment Requirements

The Senate Bill 610 legislation has several methods to define a “project”, including any development “that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project”. Because the proposed project is considered a mixed use development, other definitions may apply. Section 10912 of the law includes consideration of “shopping center or business establishment”, “commercial office”, and “hotel or motel”. If standard MCWD factors are applied to each of the project’s proposed land uses, then these definitions calculate threshold average water demands between 37,500 gpd and 85,000 gpd. Because the net project demand is significantly less than demands of these potentially applicable project definitions, the project does not require the preparation of a Water Supply Assessment. In addition, the BGCE letter concludes that, with LEED Silver-certification, the proposed project would use up to 18 percent less water than the proposed land uses identified in the development scenarios considered in the EIR for the Specific Plan.

Comparison of Old Mammoth Place to the Clearwater Specific Plan

Based on the development scenario considered for the Draft EIR of the Specific Plan, the Specific Plan development scenario projected a net estimated average water demand of 28,409 gpd. The net (increased) water demand for the proposed project (with water efficiency measures incorporated) is 17,866 gpd (approximately 10,543 fewer gpd than that considered in the Draft EIR for the Specific Plan).

Conclusion

The Draft EIR determined that the development scenario analyzed for the Specific Plan would create increased demand on utilities and service systems serving the project area however impacts would be less than significant. The proposed project is anticipated to result in similar development as that analyzed for the Draft EIR of the Specific Plan. Based on the Water Demand Estimate Memorandum prepared for the proposed project, the project is not subject to a WSA. Also, with implementation of the proposed LEED Silver-certification, the proposed project would result in an 18 percent decrease in water demand, compared to the development scenario considered for the EIR for the Specific Plan.



The Draft EIR determined that with implementation of Mitigation Measure USS-1 and compliance with applicable City, service or utility provider requirements, and City Codes and Ordinances, potential impacts would be reduced to a less than significant level. With implementation of recommended mitigation measures identified in the Draft EIR, impacts related to utilities and service systems resulting from the proposed project would also be reduced to a less than significant level. The proposed project would not result in any new, different or potentially adverse public services and utilities impacts not previously considered and addressed in the Draft EIR for the Specific Plan.

Mitigation Measures:

Construction (Water Supply and Wastewater)

No mitigation measures are required.

Water Supply

USS-1 The Applicant shall provide lateral sewer lines to the centerlines of the nearest adjacent roadways. The lateral sewer lines shall be constructed in accordance with Town and MCWD standards and specifications, to the satisfaction of the Town of Mammoth Lakes.

Wastewater

Refer to Mitigation Measure USS-1.

Cumulative Impacts

Refer to Mitigation Measure USS-1.

OTHER CEQA CONSIDERATIONS

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

Long-Term Implications of the Proposed Project

The proposed project involves a similar building square footage that would be developed on the project site, as compared to the Specific Plan. The irreversible environmental changes that would occur with the project would be similar to those identified in the Final EIR. The project would not result in any discernible new impacts or significant irreversible environmental changes.

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



Old Mammoth Place CEQA Conformance Review

adjacent area of open space. Additionally, the Specific Plan would not foster population growth beyond that anticipated by the *2007 General Plan*. The proposed project involves a similar building square footage compared to the Specific Plan. Growth inducing impacts of the proposed project would be similar to those analyzed in the Final EIR. Thus, the project would not result in any discernible new growth inducing impacts or significant irreversible environmental changes.



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4.0 INVENTORY OF MITIGATION MEASURES

Implementation of the proposed project would not require any new mitigation measures compared to those recommended in the Final EIR. The following mitigation measures were included within the Final EIR and are applicable to the proposed project.

LAND USE AND RELEVANT PLANNING

CONSISTENCY WITH THE 1987 TOWN OF MAMMOTH LAKES GENERAL PLAN

No mitigation measures are required.

CONSISTENCY WITH THE TOWN OF MAMMOTH LAKES ZONING CODE

No mitigation measures are required.

CUMULATIVE IMPACTS

No mitigation measures are required.

AESTHETICS/LIGHT AND GLARE

SHORT-TERM CONSTRUCTION AESTHETIC IMPACTS

- AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.
- AES-2 A grading plan shall be submitted concurrently with the development plans and shall be approved through the design review process by the Planning Commission. All grading and earthwork activities must be conducted in accordance with an approved construction grading plan and grading permit issued by the Mammoth Lakes Public Works Department. All grading plans must meet Lahontan Regional Water Quality Control Board standards for interim and permanent erosion control measures.
- AES-3 The applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community Development Department prior to issuance of grading permit. The plan shall ensure that construction haul routes do not affect sensitive uses in the project vicinity.
- AES-4 All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the Community Development Department for review concurrent with Grading Permit application.



LONG-TERM AESTHETIC IMPACTS

- AES-5 The overall color scheme shall be determined by the Town Design Guidelines and Town of Mammoth Lakes Advisory Design Panel, subject to approval by the Town of Mammoth Lakes Planning Commission. The color of exterior materials, whether applied or innate, shall reflect the appearance of the natural surroundings and not seem synthetic or man-made. Accent colors shall integrate with the overall color scheme and form of the building.
- AES-6 All signs shall be in accordance with general provisions, prohibitions, exemptions, and special purposes delineated in Chapter 17.40 of the Town's *Municipal Code*, the Clearwater Specific Plan, and the Clearwater Landscape Design Guidelines as established and adopted hereafter by the Town Planning Commission.
- AES-7 Landscape design shall be consistent with TOML *Municipal Code* Chapter 17.20.040, property development standards, and the Clearwater Specific Plan Landscape Design Guidelines. The landscape shall enhance the character of the on-site development and shall be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region.
- AES-8 Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square feet, and have a minimum slope of 3/12 for adequate drainage. Roofs shall be designed to not shed ice and snow onto adjacent properties, walkways, plaza, driveways, and decks.
- AES-9 Roof appurtenances shall be integral parts of the architecture of the structure. Non-functional roof ornamentation shall be avoided. Mechanical, electrical and roof access equipments, vents, and antennas shall be integrated into the roof design to avoid visual impact on other properties. Skylights, solar collectors and clerestories shall be designed as masses at angles relating to the primary roof, and building architecture, not applied forms. Exposed chimney flues shall not be permitted.
- AES-10 All appurtenances (i.e., meters and electrical equipment, etc.) shall be integrated into the project design to avoid visual impact from pedestrians and other properties. These appurtenances shall be screened or placed in areas that are not highly visible, where possible.
- AES-11 Fencing and outdoor enclosures shall be compatible in material, color, and design to adjacent structures, and the neighborhood and regional character. Fences and enclosures shall be designed to withstand heavy snowfall conditions and snow removal operations. Fences, walls, and enclosures shall be no higher than necessary to perform the intended function. Landscape features, fences, and walls in dedicated snow slope areas shall be designed to accommodate snow storage and removal activities.
- AES-12 All outdoor furnishings shall complement adjacent building character and scale, and shall be appropriate to the project theme, allow for snow removal operations, and accessibility requirements. The tree grates shall be used in areas of high pedestrian activity and traffic. They shall be constructed of cast iron, metal, or concrete.



LONG-TERM LIGHT AND GLARE

- AES-13 The applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (Chapter 17.34.060, Outdoor Lighting Plans, of the *Municipal Code*) to the Community Development Director that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.
- AES-14 Landscape lighting should be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Lighting fixture locations shall not interfere or impair snow storage or snow removal operations. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

SHADE AND SHADOW

- AES-15 The applicant shall implement a snow plowing and cindering plan during the three worst-case shadow months of the year at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week. The Community Development Director shall review the methodology and effectiveness of the plan during its implementation. If it is determined by the Town that the plan does not adequately reduce hazards resulting from shadows (i.e. black ice), the Town shall require the applicant to install heat traced pavement at any portion of a pedestrian or vehicular travelway that receives less than two hours of mid-day sun for more than a week.

CUMULATIVE IMPACTS

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

TRAFFIC AND CIRCULATION

TRAFFIC GENERATION – LONG-TERM

- TRA-1 Old Mammoth Road/Sierra Nevada Road. Since the project contributes to an existing, cumulative, and long-range *General Plan* deficiency at the intersection of Old Mammoth Road/Sierra Nevada Road, the project shall be required to submit a fair share contribution for the installation of a traffic signal. As part of the signalization, permitted left-turn phasing in the eastbound and westbound directions and protected phasing in the northbound and southbound directions would need to be constructed.
- TRA-2 Azimuth Drive/Meridian Boulevard. Since the project contributes to an existing, cumulative, and long-range *General Plan* deficiency at the intersection of Azimuth Drive/Meridian Boulevard, the project shall be required to submit a fair share contribution for the installation of a traffic signal. As part of the signalization, permitted left-turn phasing in the northbound and southbound directions and protected phasing in the eastbound and westbound directions as well as a separate northbound left-turn lane



would need to be constructed. Based on the access analysis, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Old Mammoth Place.

INTERNAL CIRCULATION/PROJECT ACCESS/PEDESTRIAN CIRCULATION

TRA-3 Old Mammoth Road/Old Mammoth Place (two-way road scenario). Since the project contributes to a long-range *General Plan* deficiency at Old Mammoth Place, the project design shall be required to include separate eastbound left- and right-turn lanes at Old Mammoth Road/Old Mammoth Place.

PARKING

TRA-4 Prior to site plan approval, the applicant shall demonstrate to the satisfaction of the Director of Community Development that the project meets or exceeds the requirements of the Clearwater Specific Plan parking requirements. The parking configuration shall be designed so that all project-related vehicles are parked on-site.

AIR QUALITY

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with GBUPACD Rule 401, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the GBUPACD Rules and Regulations. In addition, GBUPACD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
- On-site vehicles' speed shall be limited to 15 miles per hour (mph);
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and



- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

AQ-2 Under GBUAPCD Rule 200-A and 200B, the project applicant shall apply for a Permit To Construct prior to construction, which provides an orderly procedure for the review of new and modified sources of air pollution.

AQ-3 Under GBUAPCD Rule 216-A (New Source Review Requirement for Determining Impact on Air Quality Secondary Sources), the project applicant shall complete the necessary permitting approvals prior to commencement of construction activities.

AQ-4 Prior to demolition activities, the applicant shall demonstrate to the GBUAPCD that the project is consistent with the Toxic Substance Control Act (TSCA), (15 U.S.C. Section 2601 et. seq.) Title 2 - Asbestos Hazard Emergency Response for handling asbestos.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

AQ-5 Prior to approval of building plans, the applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that wood fired stoves or appliances would not be used on-site.

CONSISTENCY WITH REGIONAL PLANS

No mitigation measures are required.

CUMULATIVE CONSTRUCTION AIR QUALITY

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

CUMULATIVE OPERATIONAL AIR QUALITY

Refer to Mitigation Measure AQ-5.

NOISE

SHORT-TERM CONSTRUCTION NOISE IMPACTS

N-1 Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise



sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and
- Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and report the action taken to the reporting party.

LONG-TERM (MOBILE) NOISE IMPACTS

No mitigation measures are recommended.

LONG-TERM (STATIONARY) NOISE IMPACTS

- N-2 The proposed project shall be required to adhere to Chapter 8.80.090 of the *Municipal Code*, which prohibits loading activities between the hours of 10:00 P.M. and 7:00 A.M.
- N-3 Mechanical equipment shall be placed as far practicable from sensitive receptors. Additionally, the following shall be considered prior HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

CUMULATIVE CONSTRUCTION NOISE

Refer to Mitigation Measure N-1.

CUMULATIVE OPERATIONAL NOISE

No mitigation measures are required.



UTILITIES SERVICE SYSTEMS

CONSTRUCTION (WATER SUPPLY AND WASTEWATER)

No mitigation measures are required.

WATER SUPPLY

USS-1 The applicant shall provide lateral sewer lines to the centerlines of the nearest adjacent roadways. The lateral sewer lines shall be constructed in accordance with Town and MCWD standards and specifications, to the satisfaction of the Town of Mammoth Lakes.

WASTEWATER

Refer to Mitigation Measure USS-1.

CUMULATIVE IMPACTS

Refer to Mitigation Measure USS-1.



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5.0 ORGANIZATIONS AND PERSONS CONSULTED

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UTILITIES SERVICE SYSTEMS

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Ms. Irene Yamashita, Public Affairs and Environmental Specialist



6.0 REFERENCES

The following references were utilized during preparation of this CEQA Conformance Review. These documents are available for review at the Town of Mammoth Lakes, 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546.

1. California Environmental Quality Act, 1970, as amended, Public Resources Code Sections 21000-21178.
2. LSA Associates, *Old Mammoth Place Parking Program*, dated January 22, 2010.
3. LSA Associates, *Response to Comments: Old Mammoth Place (Mammoth Clearwater) Revised Site Plan*, December 22, 2009.
4. LSC Transportation Consultants, Inc., *Mammoth Lakes 2005 Parking Study (Draft Report)*, dated April 7, 2005.
5. Mammoth Community Water District, *Comments on the Vesting Tentative Tract Map 09-003 (Old Mammoth Place)*, dated December 9, 2009.
6. Metric Holdings, Inc/ Metric Mammoth LLC, *The Clearwater Specific Plan*, adopted on January 7, 2009.
7. RBF Consulting, *Old Mammoth Place – Water Demand Estimate*, dated February 18, 2010.
8. RBF Consulting, *The Clearwater Specific Plan Final Environmental Impact Report*, dated July 2008.
9. Severy Realty Group, *Old Mammoth Place Use Permit and Vesting Tentative Map*, submitted on August 20, 2009.



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Attachments



A. Traffic Memorandum

December 22, 2009

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

Subject: Response to Comments: Old Mammoth Place (Mammoth Clearwater) Revised Site Plan

Dear Pam:

This letter is in response to Comment No. 24 in your comment letter dated October 1, 2009, in regard to Vesting Tentative Tract Map 09-003, UPA 09-003: Old Mammoth Place. This letter supersedes our letter dated October 15, 2009. LSA prepared a Traffic Impact Analysis (TIA) for the Mammoth Clearwater Project, which was most recently revised in November 2006. Initially, the project site plan included a service driveway at the north end of the site and the main entrance at the southeast corner of the property, near the intersection of Old Mammoth Road and Sierra Nevada Road. The new site plan utilizes a roadway (i.e., Old Mammoth Place) at the north end of the property as the main entrance. Below is a response to Comment No. 24 of that letter.

LSA had previously prepared a letter report evaluating a new site plan in July 2008. For the purposes of this letter report, LSA only considered changes from the November 2006 TIA.

Study Area Intersections

The TIA prepared by LSA for the Mammoth Clearwater Project analyzed six study area intersections.

- Old Mammoth Road/Main Street
- Old Mammoth Road/Meridian Boulevard
- Old Mammoth Road/Sierra Nevada Road
- Main Street/Sierra Park Road
- Azimuth Drive/Meridian Road
- Sierra Park Road/Meridian Road

Changes to the location of the main vehicular entrance to the project will not affect regional circulation because the same streets would be utilized to access the project site. Changes to the main entrance to the project would affect the number of and distribution of project trips at Old Mammoth Road/Sierra Nevada Road. In particular, valet dropoff is no longer planned for the corner of the property nearest Old Mammoth Road/Sierra Nevada Road. Also, access to the parking garage is no longer planned on Sierra Nevada Road just west of Old Mammoth Road. Instead, access to the valet dropoff area and the parking garage is planned for an on-site roadway (Old Mammoth Place) at the north end of the property. These changes to the main entrance and valet plan keep valet trips on site

and off of the Town's streets, which would reduce the number of project trips traveling through the intersection of Old Mammoth Road/Sierra Nevada Road.

LSA prepared two analyses for access to the parking garage. The first (provided in Appendix A) assumes the east-west roadway (Old Mammoth Place) is two-way between Old Mammoth Road and Laurel Mountain Road. It is our opinion that a full two-way operation provides the most efficient circulation pattern. The second (provided in Appendix B) assumes the east-west roadway is one-way between Old Mammoth Road and the parking garage entrance. From the parking garage entrance to Laurel Mountain Road, the east-west roadway would be two-way.

The November 2006 TIA identified that the unsignalized intersection of Old Mammoth Road/Sierra Nevada Road operates at level of service (LOS) F in the Existing, Cumulative, and Cumulative plus Project conditions. LOS F indicates that the delay per vehicle is in excess of 35 seconds and that the cumulative delay for vehicles on the minor street approach exceeds 4 vehicle-hours. Because the project contributed to this already-deficient location, the TIA recommended that the project contribute a fair share of the installation of a traffic signal.

LSA prepared a Highway Capacity Manual (HCM) analysis of Old Mammoth Road/Sierra Nevada Road based on the redistributed project trips. LOS worksheets for the Cumulative and Cumulative plus Project conditions for both designs of Old Mammoth Place are attached to this letter for reference.

Changes to the main entrance to the project ensure that valet trips will not travel through this intersection. However, Old Mammoth Road/Sierra Nevada Road would still operate at LOS F in the Existing, Cumulative, and Cumulative plus Project conditions regardless of the design of Old Mammoth Place. It is still appropriate for the project to contribute a fair share of the installation of a traffic signal. After installation of a traffic signal, the intersection would operate at LOS D in the Cumulative plus Project condition.

Internal Circulation/Access Analysis

The November 2006 TIA identified project trip generation of 247 inbound trips and 202 outbound trips on a typical winter Saturday peak hour. According to the applicant, all vehicles will be valet parked. Therefore, each inbound project trip would also produce an outbound valet trip and each outbound project trip would also produce an inbound valet trip. The new site plan provides access to both the valet dropoff and parking garage from Old Mammoth Place at the northern end of the property. As a result, additional trips generated by the valet operation are contained on site and do not travel on Town streets.

The revised Figure 12, attached, illustrates peak-hour volumes at the project driveways and along Old Mammoth Place for both Old Mammoth Place designs. HCM analyses were prepared for the two unsignalized project driveways and three unsignalized internal intersections along Old Mammoth Place. Appendix A contains the HCM analysis for a two-way Old Mammoth Place. Appendix B contains the HCM analysis which depicts Old Mammoth Place as one-way between Old Mammoth Road and the parking garage. Table A displays the delay and LOS for each of those unsignalized intersections in the Cumulative plus Project condition. All are forecast to operate at an acceptable LOS.

Table A: Access Intersection Level of Service

Intersection	Two-way		One-way	
	Delay (seconds)	LOS	Delay (seconds)	LOS
A: Old Mammoth Road/Old Mammoth Place	20.5	C	11.1	B
B: Parking Garage Access/Old Mammoth Place	13.0	B	10.3	B
C: Porte-Cochere Exit/Old Mammoth Place	12.2	B	15.7	C
D: Porte-Cochere Entrance/Old Mammoth Place	8.1	A	8.1	A
E: Laurel Mountain Road/Old Mammoth Place	10.2	B	11.8	B

LOS = level of service

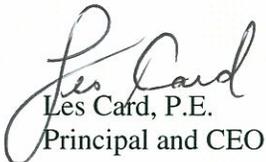
Conclusion

Changes to the location of the main entrance to the project result in fewer project trips at the project driveways and at the intersection of Old Mammoth Road/Sierra Nevada Road. However, the intersection of Old Mammoth Road/Sierra Nevada Road would still operate at unsatisfactory LOS F and therefore, the same mitigation at Old Mammoth Road/Sierra Nevada Road would be required. Changes to the site plan result in different access; however, all internal intersections and project driveways are forecast to operate at acceptable LOS with the revised site plan and valet operation. Therefore, changes to the location of the main entrance to the project result in the same impacts to traffic as disclosed in the November 2006 TIA.

Again, while either operation (one- or two-way) of Old Mammoth Place results in acceptable level of service operations, we recommend a full two-way operation to provide the most flexibility to occupants and minimize traffic loads on Laurel Mountain Road. If you have any questions, please call me at (949) 553-0666.

Sincerely,

LSA ASSOCIATES, INC.


Les Card, P.E.
Principal and CEO



Attachments:

Appendix A: Old Mammoth Place two-way operation between Old Mammoth Road and parking garage entrance

LOS Worksheets for Old Mammoth Road/Sierra Nevada Road

Revised Figure 12

LOS Worksheets for Project Driveways

Appendix B: Old Mammoth Place one-way operation between Old Mammoth Road and parking garage entrance

LOS Worksheets for Old Mammoth Road/Sierra Nevada Road

Revised Figure 12

LOS Worksheets for Project Driveways

Old Mammoth Place Revised Site Plan (December 2009) Trip Generation

Land Use	Size	Units	ADT	Weekend Peak Hour		
				In	Out	Total
Trip Rate						
Residential Medium Density (MF) – Seasonal ^{1,2}		DU	10.00	0.45	0.38	0.83
Residential High Density (MF) – Year Round ^{1,2}		DU	8.00	0.35	0.3	0.65
Restaurant ³		TSF	158.37	6.58	4.57	11.15
Retail ^{1,2}		TSF	78.71	2.12	2.69	4.81
Ice Rink ³		TSF	n/a	1.06	1.30	2.36
Conference Center ³		TSF	9.10	0.58	0.49	1.07
Existing Trip Generation						
Residential Medium Density (MF) – Seasonal	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) – Seasonal	325	DU	3,250	146	124	270
Residential Medium Density (MF) – Year Round	8	DU	64	3	2	5
Restaurant	17.361	TSF	2,749	114	79	194
Retail	19.603	TSF	1,543	42	53	94
Ice Rink (50% internal capture reduction)	4	TSF	~47	2	3	5
Conference Center (50% internal capture reduction)	6.7	TSF	30	2	2	4
Total Project Trip Generation			7,684	309	262	571
Total Net Trip Generation (Project – Existing)			6,274	245	209	454
Original Mammoth Clearwater TIA Trip Generation			5,181	247	202	449
Difference (Current – Original)			1,093	-2	7	5

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

TSF = Thousand Square Feet

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

² Peak-to-daily ratios and in/out splits derived from trip rates contained in the Institute of Transportation Engineers, *Trip Generation Manual*, 8th Edition (2008).

³ Trip rate referenced from the Institute of Transportation Engineers, *Trip Generation Manual*, 8th Edition (2008). Land Use Codes 932,

High-Turnover (Sit-Down) Restaurant weekday p.m. peak hour and Saturday ADT; 465, Ice Skating Rink; 495, Recreational Community Center.

Table A: Mammoth Clearwater Revised Site Plan Trip Generation

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

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

TSF = Thousand Square Feet

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

Table F - Mammoth Clearwater Trip Generation

Land Use	Size	Units	Weekend Peak Hour			Total
			ADT ¹	In ²	Out ²	
Trip Rate						
Residential Medium Density (MF) - Seasonal ¹		DU	10.000	0.448	0.382	0.830
Residential High Density (MF) - Year Round ¹		DU	8.000	0.350	0.298	0.648
Restaurant ³		TSF	158.370	12.600	7.400	20.000
Retail ¹		TSF	78.710	2.116	2.694	4.810
Existing Trip Generation						
Residential Medium Density (MF) - Seasonal (Condominiums)	141	DU	1,410	63	54	117
Total Existing Trip Generation			1,410	63	54	117
Project Trip Generation						
Residential Medium Density (MF) - Seasonal (Condominiums)	339	DU	3,390	152	129	281
Residential Medium Density (MF) - Year Round (Employee Housing)	43	DU	344	15	13	28
Restaurant	8	TSF	1,267	101	59	160
Retail	20,205	TSF	1,590	43	54	97
Total Project Trip Generation			6,591	310	256	566
Total Net Trip Generation			5,181	247	202	449

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

TSF = Thousand Square Feet

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

**APPENDIX A: OLD MAMMOTH PLACE TWO-WAY OPERATION
BETWEEN OLD MAMMOTH ROAD AND PARKING GARAGE
ENTRANCE**

Mammoth Clearwater
Access Analysis
Cumulative

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[98.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns showing critical gap values and follow-up times for different movements.

Capacity Module: Table with 13 columns showing capacity-related metrics like Cnflict Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap.

Level of Service Module: Table with 13 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap., etc.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Average Delay (sec/veh): 105.7 Worst Case Level Of Service: F[559.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns and 2 rows showing Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns and 5 rows showing Capacity metrics like Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap.

Level of Service Module: Table with 12 columns and 10 rows showing Level of Service metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap., etc.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 120 Level Of Service: D

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

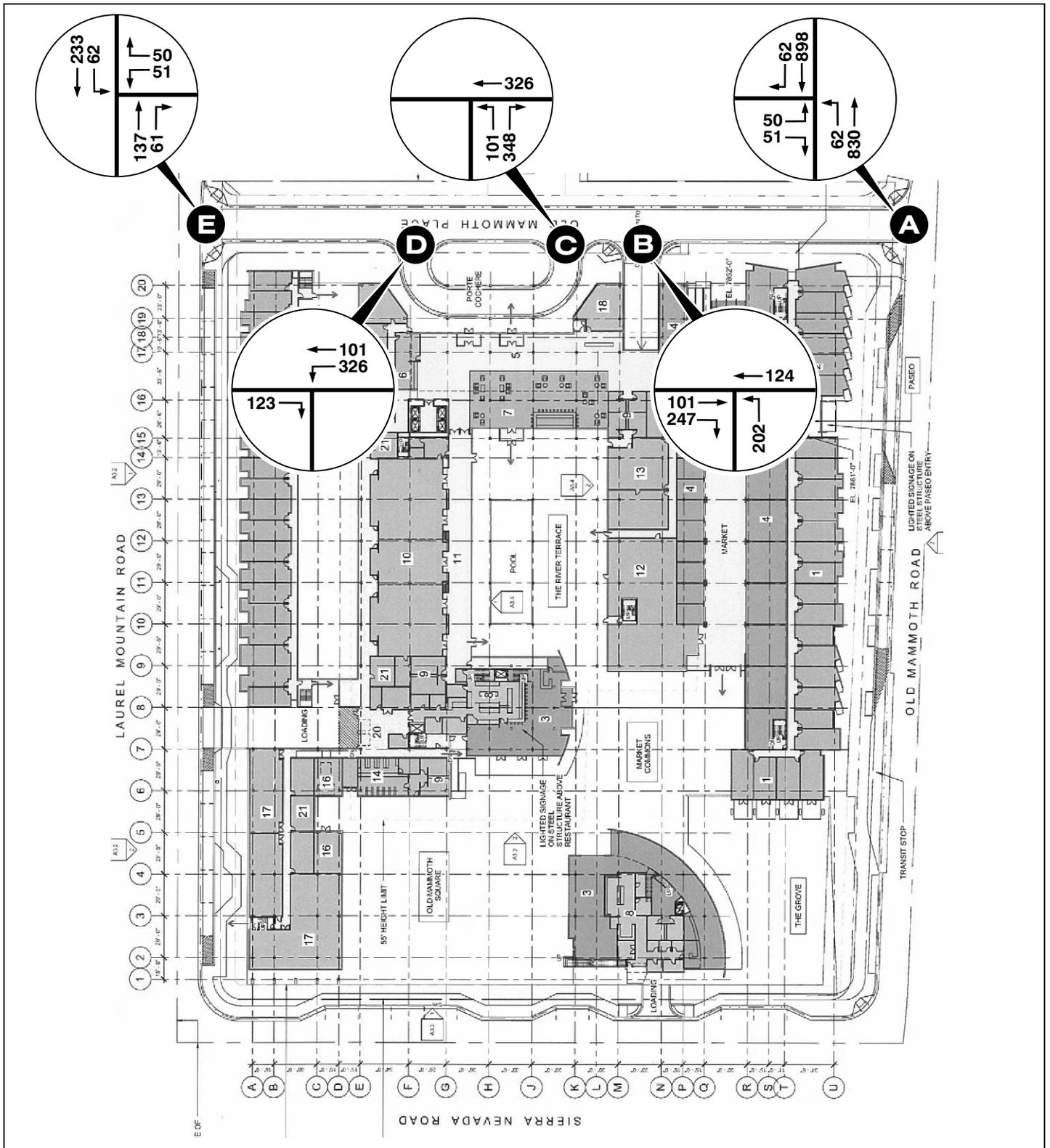
Saturation Flow Module:

Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

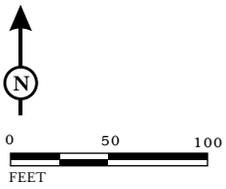
Note: Queue reported is the number of cars per lane.



LSA

LEGEND

-  - Project Access Location
- XXX** - Cumulative Plus Project Winter Saturday Peak Hour Traffic Volumes



REVISED FIGURE 12

Old Mammoth Place
Internal Circulation and
Project Access

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Old Mammoth Road/Old Mammoth Place

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C [20.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Old Mammoth Road and Old Mammoth Place with various traffic details.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Table showing Critical Gap and FollowUpTim values for different approaches.

Capacity Module: Table showing Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap.

Level Of Service Module: Table showing Level of Service metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Driveway B

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Parking Garage and Old Mammoth Place with various lane configurations and control types.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table showing Critical Gap and FollowUpTim values for different movements.

Capacity Module: Table showing Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table showing Level of Service (LOS) and delay data for various movements and approaches.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Driveway C

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[12.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Porte cochere Exit and Old Mammoth Place with various lane configurations and control types.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module table showing Critical Gp and FollowUpTim values for 12 lanes.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for 12 lanes.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for 12 lanes.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Driveway D

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[8.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Porte cochere Entrance and Old Mammoth Place with various movement and control details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include numerical values for each category.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows include values like 4.1 and 2.2.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include values like 124, 1475, 1475, 0.22.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include values like 0.8, 8.1, A, and various asterisks.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Laurel Mountain Road/Driveway E

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Laurel Mountain Road and Old Mammoth Place with various traffic details.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Table showing Critical Gp and FollowUpTim values for different approaches.

Capacity Module: Table showing traffic capacity metrics like Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table showing Level of Service (LOS) and delay metrics for different movements and approaches.

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

**APPENDIX B: OLD MAMMOTH PLACE ONE-WAY OPERATION
BETWEEN OLD MAMMOTH ROAD AND PARKING GARAGE
ENTRANCE**

Mammoth Clearwater
Access Analysis
Cumulative

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[98.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	61	681	64	35	764	99	83	59	64	85	55	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	681	64	35	764	99	83	59	64	85	55	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	681	64	35	764	99	83	59	64	85	55	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	681	64	35	764	99	83	59	64	85	55	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	61	681	64	35	764	99	83	59	64	85	55	39

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	863	xxxx	xxxxxx	745	xxxx	xxxxxx	1766	1751	814	1780	1768	713
Potent Cap.:	788	xxxx	xxxxxx	872	xxxx	xxxxxx	66	87	381	65	84	435
Move Cap.:	788	xxxx	xxxxxx	872	xxxx	xxxxxx	22	77	381	18	75	435
Total Cap:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	184	256	xxxxxx	139	237	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	0.04	xxxx	xxxx	0.45	0.23	0.17	0.61	0.23	0.09

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.0	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT									
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	242	xxxxxx	xxxx	192	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.8	xxxxxx	xxxxxx	7.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	68.9	xxxxxx	xxxxxx	98.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			68.9			98.3		
ApproachLOS:	*			*			F			F		

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

Mammoth Clearwater
 Access Analysis
 Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Average Delay (sec/veh): 86.0 Worst Case Level Of Service: F[457.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1!	0	0	1!

Volume Module:

Base Vol:	61	681	64	35	764	99	85	55	39	83	59	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	681	64	35	764	99	85	55	39	83	59	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Vol:	0	31	0	0	0	0	0	25	25	0	0	31
Initial Fut:	61	712	64	35	764	99	85	80	64	83	59	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	68	791	71	39	849	110	94	89	71	92	66	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	68	791	71	39	849	110	94	89	71	92	66	106

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	959	xxxx	xxxxx	862	xxxx	xxxxx	2029	1979	904	2024	1999	827
Potent Cap.:	726	xxxx	xxxxx	789	xxxx	xxxxx	43	62	338	43	61	375
Move Cap.:	726	xxxx	xxxxx	789	xxxx	xxxxx	0	54	338	0	52	375
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	215	xxxxx	75	198	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	0.05	xxxx	xxxx	0.98	0.41	0.21	1.23	0.33	0.28

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	159	xxxxx	xxxx	143	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.4	xxxxx	xxxxx	20.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	349	xxxxx	xxxxx	457	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			348.8			457.1		
ApproachLOS:	*			*			F			F		

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

Mammoth Clearwater
 Access Analysis
 Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #85 Old Mammoth Road/Sierra Nevada Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
 Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	61	681	64	35	764	99	85	55	39	83	59	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	681	64	35	764	99	85	55	39	83	59	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Vol:	0	31	0	0	0	0	0	25	25	0	0	31
Initial Fut:	61	712	64	35	764	99	85	80	64	83	59	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	68	791	71	39	849	110	94	89	71	92	66	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	791	71	39	849	110	94	89	71	92	66	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	791	71	39	849	110	94	89	71	92	66	106

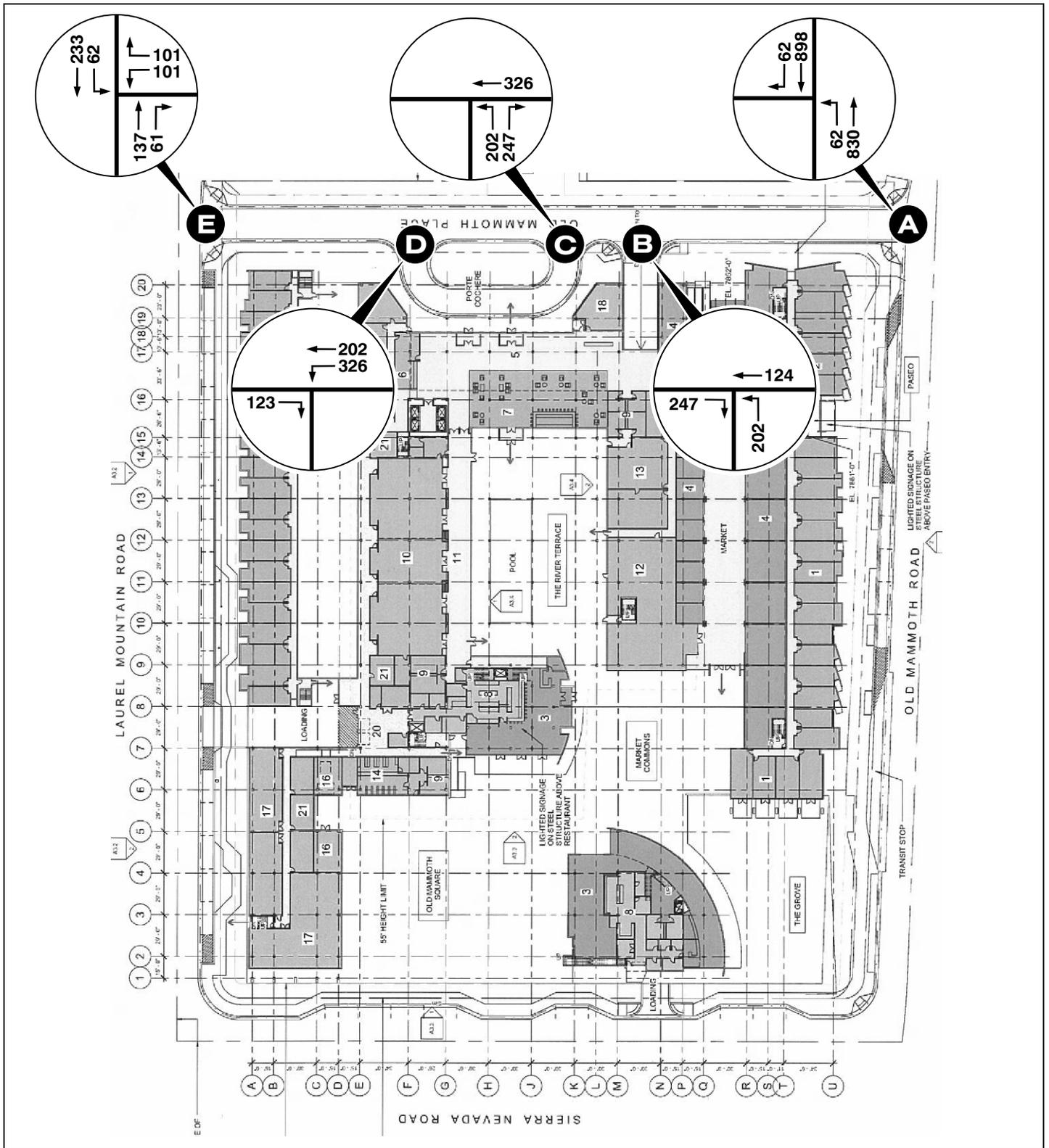
Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.67	0.67	0.67	0.68	0.68	0.68
Lanes:	1.00	0.92	0.08	1.00	0.89	0.11	0.37	0.35	0.28	0.35	0.25	0.40
Final Sat.:	1805	1722	155	1805	1653	214	469	442	353	452	321	517

Capacity Analysis Module:

Vol/Sat:	0.04	0.46	0.46	0.02	0.51	0.51	0.20	0.20	0.20	0.20	0.20	0.20
Crit Moves:	****			****						****		
Green/Cycle:	0.04	0.59	0.59	0.03	0.57	0.57	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.90	0.78	0.78	0.78	0.90	0.90	0.89	0.89	0.89	0.90	0.90	0.90
Delay/Veh:	117.7	19.7	19.7	103.7	29.1	29.1	63.7	63.7	63.7	65.8	65.8	65.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	19.7	19.7	103.7	29.1	29.1	63.7	63.7	63.7	65.8	65.8	65.8
LOS by Move:	F	B	B	F	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	22	22	3	30	30	11	11	11	11	11	11

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

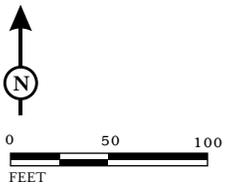


REVISED FIGURE 12

LSA

LEGEND

-  - Project Access Location
- XXX** - Cumulative Plus Project Winter Saturday Peak Hour Traffic Volumes



Old Mammoth Place
Internal Circulation and
Project Access

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Old Mammoth Road/Old Mammoth Place

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Old Mammoth Road and Old Mammoth Place with various movement and lane configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for various movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for various movements.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Driveway B

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[10.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Parking Garage and Old Mammoth Place with various lane configurations and control types.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table showing Critical Gap and FollowUpTim values for different movements.

Capacity Module: Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table showing Level of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Driveway C

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: C[15.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Porte cochere Exit and Old Mammoth Place with various traffic details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include data for each approach.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows include values like 6.4, 6.2, 3.5, 3.3.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include values like 327, 671, 671, 0.30.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include various performance metrics.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Driveway D

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Porte cochere Entrance and Old Mammoth Place with various movement and lane configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module table showing Critical Gp and FollowUpTim values for 12 lanes.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for 12 lanes.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for 12 lanes.

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

Mammoth Clearwater
Access Analysis
Cumulative Plus Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Laurel Mountain Road/Driveway E

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[11.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Laurel Mountain Road and Old Mammoth Place with various traffic details.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Project Vol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Table showing critical gap and follow-up time data for different movements.

Capacity Module: Table showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level Of Service Module: Table showing level of service, control delay, LOS by move, movement, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

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



B. Parking Program



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

949.553.0666 TEL
949.553.8076 FAX

BERKELEY
CARLSBAD
FORT COLLINS

FRESNO
PALM SPRINGS
POINT RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO
SOUTH SAN FRANCISCO

January 22, 2010

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

Subject: Old Mammoth Place Parking Program

Dear Pam:

This letter provides an updated analysis of parking requirements and a parking operations plan for the Old Mammoth Place Project. LSA Associates, Inc. (LSA) has previously provided calculations (dated 12/28/09) of demand and a valet parking layout for the parking garage. This letter combines and updates that information into an overall program. The following project description represents the maximum residential density allowed (488 rooms) in the Specific Plan and therefore represents the worst-case parking demand requirement. If the final project approval lowers this density, then the parking demand would also be reduced.

Old Mammoth Place Parking Requirements

Quantity	Project Product	Parking Ratio	Required Parking Spaces
488	Hotel Bedroom	1 space/bedroom	488
488	Guest unit	1 space/20 rooms	24
1	Manager unit	2 spaces/unit	2
8	Workforce housing	2 spaces/unit	16
8	Workforce housing Guest unit	0.5 guest space/1 unit	4
Total Residential Spaces Required			534
17,361 sf	Restaurant	1 space/150 sf	116
19,603 sf	Retail	1 space/250 sf	54 ¹
<i>Non-residential Spaces Required</i>			<i>170</i>
50 percent (85-space) reduction applied due to internal capture and walk-in traffic from residential units within convenient walking distance (0.25 mile or 1,300 feet)			(85)
Total Restaurant/Retail Spaces Required			85
Total Parking Spaces Required			619

¹ Reduced by 32 percent per page 17, Table 7, of the LSC Shared Parking Report, dated July 2005.
sf = square feet

There are several aspects of the 619 space parking demand calculation that warrant explanation.

First, the parking program will be fully valet operated when necessary (as a minimum when occupancy is projected to exceed 75 percent) with the exception of the retail spaces, which are required to be self-parked (about 80 spaces will be reserved for peak retail use). This is significant because the residential demand of 534 spaces will in reality become a pool of parking for restaurant and any other use. The calculation of demand (619 spaces) reflects the Specific Plan constraint of not sharing the residential parking, however, once the valet operation is put into effect, the shared parking of the residential uses will take place. The practical effect of this is to reduce the projected demand into the range of 513 to 576 spaces per the Nelson/Nygaard report (scenarios C and E, figure 4, page 10). This does not dilute the Town's objective of "feet first," it simply recognizes that some residents will utilize their vehicles even with good transit service and a project committed shuttle.

Secondly, there is the calculation of retail and restaurant demand. Two adjustments have been made. Due to the different peaking characteristics of retail and restaurant uses, the overall parking can be shared and effectively reduced from the individual peak requirements. The Town has adopted this concept as documented in the LSC Shared Parking Report (July 2005) and results in a 32 percent reduction in the retail demand while the restaurant uses are at peak demand. The second adjustment is applied to reflect the amount of parking demand potentially satisfied by internal capture (residents of the 488 rooms and visitors from the retail uses and walk-in traffic from residential units within convenient walking distance [5 minute walk or 1,000 feet]). A 50 percent reduction (85 spaces) to the retail/restaurant demand has been applied. This is supported by the Nelson/Nygaard parking study in the evaluation of "Full Sharing" (meaning residential/retail/restaurant) and District-Wide Sharing (walk-in traffic). Their analysis suggested a reduction of up to 258 spaces to reflect this internal capture and walk-in traffic compared to the 85-space reduction in the recommended plan.

In summary, the calculated total parking demand is 619 spaces, which again is very conservative (high) since every room is allocated a space even with the full valet operation. This compares to an estimated maximum daily demand of 570 spaces recommended in the Nelson/Nygaard report (page 4). This conservative demand estimate also addresses the parking needs of the conference center and other on-site amenities that might generate some additional parking demand. Most of the users of these facilities will be on-site residents however. The Specific Plan recognizes this since there is no requirement for additional parking.

A further consideration for the valet parking requirement is that it is only triggered as necessary when the parking demand exceeds 450 spaces, or approximately 75 percent occupancy. Therefore, standard self-parking could be utilized up to 75 percent occupancy levels.

The proposed parking structure provides 450 standard spaces (18 x 9 feet), with 24-foot aisles. This is shown in the attached Exhibit 1. The proposed valet parking plan is shown in Exhibit 2. The Valet Plan provides an additional 169 spaces (38 percent increase above standard parking), for a total of 619 spaces. The concept is to provide one area for larger vehicles (greater than 16.5 feet) and another area for vehicles less than 16.5 feet. The large vehicle area can stack vehicles five deep and the smaller vehicle area can stack vehicles six deep. Additional vehicles are parked parallel in the aisles. The self-park retail spaces are maintained in the area closest to Old Mammoth Road.

It is important to understand that this valet parking layout is just to illustrate that there is physical capacity for the 619 vehicles. The valet operator is not bound to this design. There are no standards in the valet parking industry for assessing the capacity of parking facilities when valet operation is applied. When the private parking structure is turned over to a valet operator, they will park the vehicles however they determine is most efficient and will not be bound by minimum aisle widths, etc. We have attempted to illustrate just one concept for accommodating the projected demand, but by no means suggest that the valet operator would follow this layout. This layout does maintain a minimum one-way aisle width of 16 feet, consistent with Town standards.

Both the Town's consultant, Nelson/Nygaard, and the valet operators we consulted (Karen Such, Vice President-Operations, PPS Parking) note that a minimum capacity increase of "no less than 50%..." is standard when valet operation is applied while at the same time we are only needing an increase of 38% to meet the calculated demand, per the Specific Plan, of 619 spaces.

The parking layout does maintain approximately 80 standard spaces for peak retail use nearest Old Mammoth Road for direct (non-valet) public access, as required.

In summary, the proposed valet parking plan provides a capacity of 619 spaces compared to the demand of 619 spaces. The estimated parking capacity is well within capacities reported by Nelson/Nygaard and valet operators, while at the same time the estimated demand is also very conservative (high) as documented in the Nelson/Nygaard reports. This conservative capacity and conservative demand estimate result in a sound parking program that will not impact the surrounding neighborhoods.

Sincerely,

LSA Associates, Inc.


Les Card, P.E.
Principal and CEO



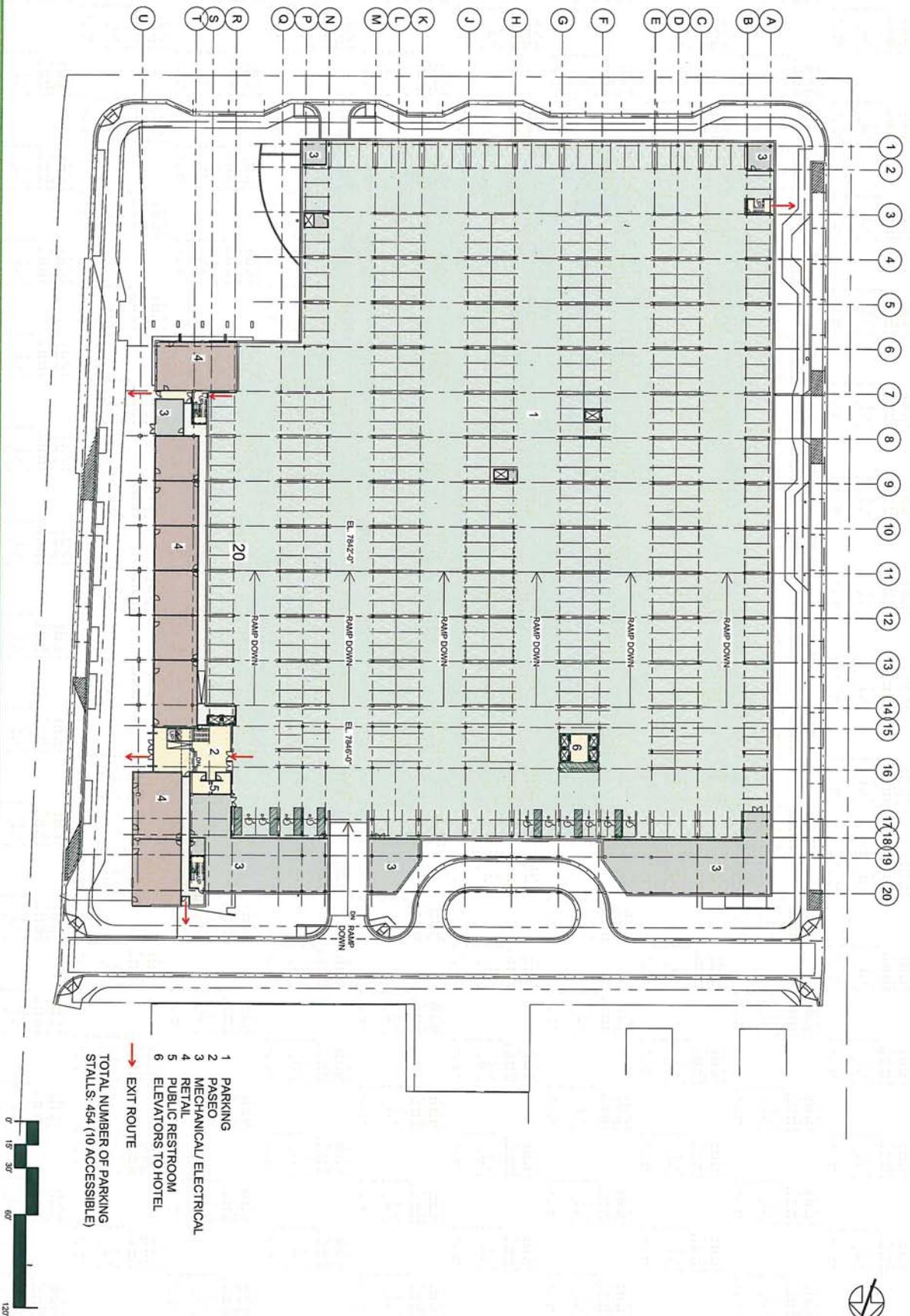
Attachments: Exhibit 1: Standard Parking Garage Layout
Exhibit 2: Valet Operation Parking Garage Layout

METRIC MAMMOTH LLC
 269 South Beverly Drive, Suite No. 576, Beverly Hills, CA 90212

SEVERY REALTY GROUP
 127 El Paseo, Santa Barbara, California 93101

BSA ARCHITECTS
 BULL STOCKWELL ALLEN

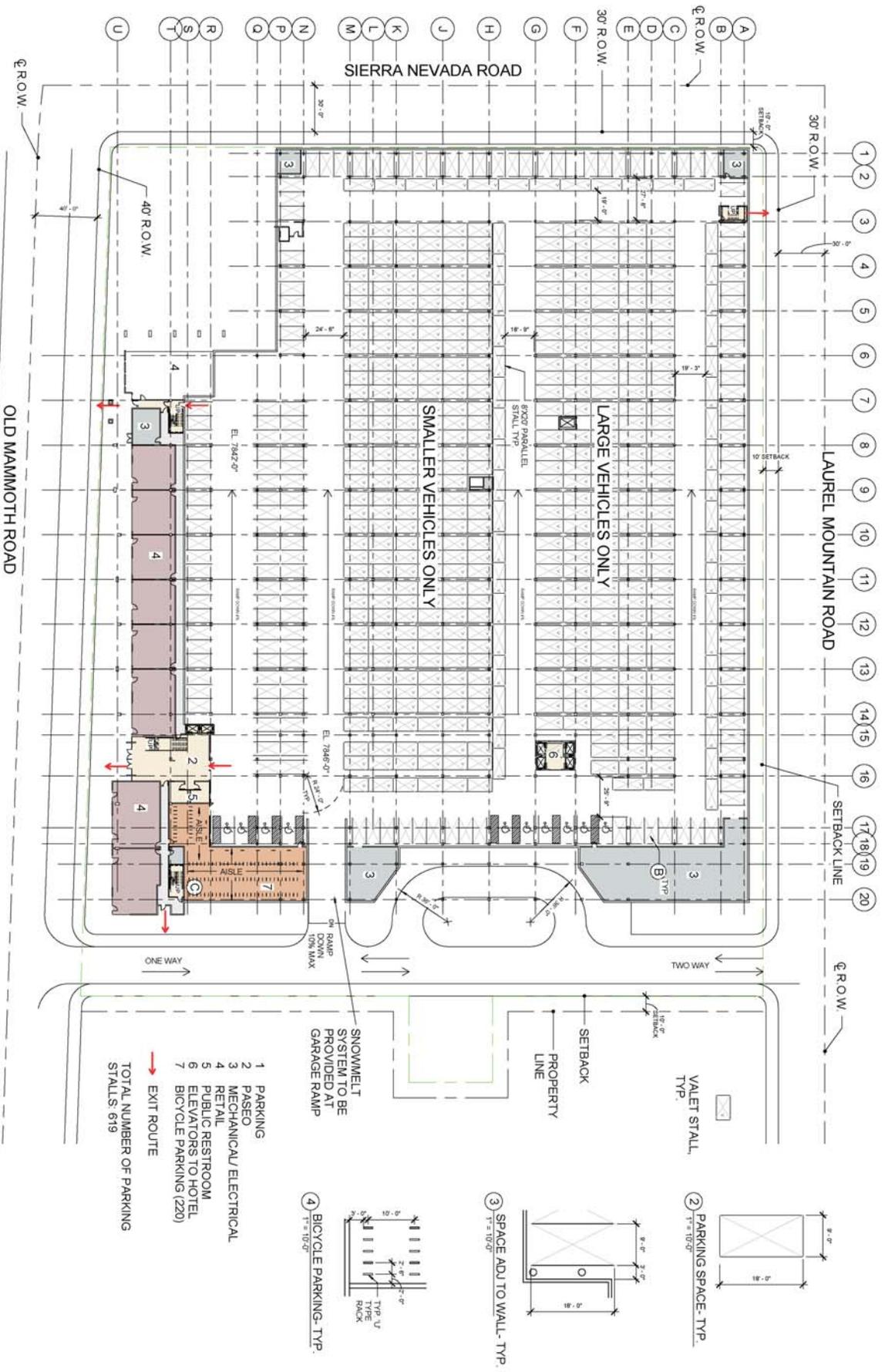
A2.01



- 1 PARKING
 - 2 PASSED MECHANICAL/ELECTRICAL
 - 3 RETAIL PUBLIC RESTROOM ELEVATORS TO HOTEL
 - 4 EXIT ROUTE
- TOTAL NUMBER OF PARKING STALLS: 454 (10 ACCESSIBLE)



OLD MAMMOTH PLACE - STANDARD PARKING
 Mammoth Lakes, CA EXHIBIT 1



METRIC MAMMOTH LLC
 269 South Beverly Drive, Suite No. 576, Beverly Hills, CA 90212

SEVERY REALTY GROUP
 127 El Paseo, Santa Barbara, California 93101

BSA ARCHITECTS
 BULL STOCKWELL ALLEN

A2.02

OLD MAMMOTH PLACE - VALET PARKING
 Mammoth Lakes, CA

EXHIBIT 2

Parking Plan with Valet
 01.21.10



C. Water Demand Estimate Memorandum



MEMORANDUM

To: Pam Kobylarz, Town of Mammoth Lakes

JN 10-107225

From: Eddie Torres and Charles Marr, RBF Consulting

Date: February 18, 2010

Subject: Old Mammoth Place – Water Demand Estimate

On December 9, 2009, the Mammoth Community Water District (MCWD) provided comment on the Vesting Tentative Tract Map 09-0036 (Old Mammoth Place Project). Pursuant to this letter and further consultation with Town staff and the MCWD, the Town has requested that RBF provide a Water Demand Estimate for the project.

Methodology

This estimate is based on the *SB610 Water Supply Assessment for the Mammoth Crossing Project*, dated March 14, 2008. The analysis is also supplemented with water supply data provided by the MCWD for total water usage on the project site in 2003, which included similar water meter readings for land uses similar the existing on-site uses (i.e., restaurant and motel uses). The following proposed land uses were considered for this estimate:

- Condominium Hotel Units: 332 units (488 rooms)
- Workforce Housing Units: 8 units
- Restaurant Uses: 17,361 sf
- Commercial Uses: 19,603 sf
- Conference Uses: 9,582 sf
- Spa: 4,504 sf
- Pool: 1,250 sf
- Water Features: 6,100 sf

Findings

Existing Water Demand Estimate at the Project Site

The current water demands within the Project site can be estimated as follows:

- 141 Condo Hotel Units x 80 gallons per day (gpd)/unit = 11,280 gpd
- 11,948 square feet of restaurant x 580 gpd/1000 sf = 6,930 gpd
- Total = 18,210 gpd

Baseline Old Mammoth Place Water Demand Estimate

Based on Table 1, *Old Mammoth Place – Water Demand Estimate*, the proposed Old Mammoth Place Project is estimated to have a daily water demand of 45,233 gallons, or an annual water usage of 16.51 million gallons (50.7 acre feet). Considering the existing 18,210 gpd, the net (increased) water demand for the proposed project is 27,023 gpd.

Water Efficiency Measures

The Letter prepared by Beaudin Ganze Consulting Engineers (BGCE), dated January 27, 2010 (refer to Attachment A), identifies the potential impacts to estimated project water demands based on expected water usage efficiency. The information and data provided in the BGCE letter appears credible and accurate based on a review by RBF Consulting. This analysis assumes the fixture flows presented in the letter are equivalent to the usage factors used in Table 1. The attached Table 2, *Old Mammoth Place Water Demand Estimate – Expected Water Use Efficiency*, is an estimate of the proposed project's water demands based on the LEED Silver-certification. Upon review of the BGCE letter, this analysis assumes that the Town will require the use of water fixtures that will use 20 percent less water for all non-irrigation uses, and 50 percent less water for landscape irrigation.

Old Mammoth Place Water Demand Estimate With Water Efficiency Measures

The estimated average project water demand with Silver-certification is 36,076 gpd. Considering the existing 18,210 gpd, the net (increased) water demand for the proposed project (with water efficiency measures incorporated) is **17,866 gpd**, or the equivalent of approximately 72 single family dwelling units, as calculated using MCWD standard usage factor for single-family dwellings of 250 gpd/DU.

Water Supply Assessment Requirements

The Senate Bill 610 legislation has several methods to define a “project”, including any development “that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project”. Because the OMP Project is considered a mixed use development, other definitions may apply. Section 10912 of the law includes consideration of ‘shopping center or business establishment’, ‘commercial office’ and ‘hotel or motel’. If standard MCWD factors are applied to each of the project's proposed land uses, then these definitions calculate threshold average water demands between 37,500 gpd and 85,000 gpd. Because the net OMP Project demand is significantly less than demands of these potentially applicable project definitions, the Old Mammoth Place Project should not require preparation of a Water Supply Assessment. In addition, the BGCE letter concludes that, with LEED Silver-certification, the OMP will use up to 18 percent less water than the proposed land uses of the Clearwater Specific Plan.

Comparison of Old Mammoth Place to the Clearwater Specific Plan

Based on The Clearwater Specific Plan Environmental Impact Report (EIR), the Clearwater Specific Plan projected a net estimated average water demand of 28,409 gallons per day. The net (increased) water demand for the proposed project (with water efficiency measures incorporated) is 17,866 gpd (approximately 10,543 fewer gpd than that considered for The Clearwater Specific Plan, as analyzed in the EIR).

Tables

Table 1 – Old Mammoth Place Water Demand Estimate – Current Baseline

Table 2 – Old Mammoth Place Water Demand Estimate – Expected Water Use Efficiency

Attachments

A – Old Mammoth Place Domestic Water Consumption Impacts

Table 1
Old Mammoth Place
Water Demand Estimate - Current Baseline

land use	unit count	Usage Factor *	Average Daily Water Usage	Annual Water Usage	
Condo Hotel	332 units	80 gpd/unit [1]	26,560 gal	9.69 MG	29.7 AF
Workforce Housing	8 DUs	170 gpd/DU [2]	1,360 gal	0.50 MG	1.5 AF
Restaurant	17361 sf	580 gpd/1000sf [3]	10,069 gal	3.68 MG	11.3 AF
Commercial	19603 sf	150 gpd/1000sf [4]	2,940 gal	1.07 MG	3.3 AF
Conference	9582 sf	125 gpd/1000sf [5]	1,198 gal	0.44 MG	1.3 AF
Spa	4504 sf	435 gpd/1000sf [6]	1,959 gal	0.72 MG	2.2 AF
Pool	1250 sf	780 gpd [6]	780 gal	0.28 MG	0.9 AF
Water Features/Irrigation	6100 sf	60 gpd/1000sf [7]	366 gal	0.13 MG	0.4 AF
Total			45,233 gal	16.51 MG	50.7 AF

* Assumes this is equivalent to "Current Baseline" fixture flows for *Water Efficiency Prerequisite 1: Water Use Reduction*, Beaudin Ganze Consulting Engineers, 1/27/10.

[1] Usage factor for "Condo Hotel" as calculated from Mammoth Crossing WSA demand estimate, provided by MCWD, and assumed to account for occupancy rate.

[2] Usage factor for "Condo" as calculated the Mammoth Crossing WSA demand estimate.

[3] Usage factor for "Restaurant" as calculated from Mammoth Crossing WSA.

[4] Usage factor for "General Commercial" as calculated from the Mammoth Crossing WSA demand estimate.

[5] Average usage factor for "Conference Center" as calculated from the Mammoth Crossing WSA demand estimate.

[6] Average usage factor for "Pool/Spa" as calculated from the Mammoth Crossing WSA demand estimate.

[7] Assumes standard arid-region evaporation - 52 inches/year - for 6 months.

Table 2

Old Mammoth Place

Water Demand Estimate - Expected Water Use Efficiency

land use	unit count	Usage Factor *	Average Daily Water Usage	Annual Water Usage	
Condo Hotel	332 units	64 gpd/unit [1]	21,248 gal	7.76 MG	23.8 AF
Workforce Housing	8 DUs	136 gpd/DU [2]	1,088 gal	0.40 MG	1.2 AF
Restaurant	17361 sf	464 gpd/1000sf [3]	8,056 gal	2.94 MG	9.0 AF
Commercial	19603 sf	120 gpd/1000sf [4]	2,352 gal	0.86 MG	2.6 AF
Conference	9582 sf	100 gpd/1000sf [5]	958 gal	0.35 MG	1.1 AF
Spa	4504 sf	348 gpd/1000sf [6]	1,567 gal	0.57 MG	1.8 AF
Pool	1250 sf	624 gpd [7]	624 gal	0.23 MG	0.7 AF
Water Features/Irrigation	6100 sf	30 gpd/1000sf	183 gal	0.07 MG	0.2 AF
Total			36,076 gal	13.17 MG	40.4 AF

* Based on water efficiency percentage as stated in *Water Efficiency Prerequisite 1: Water Use Reduction (Beaudin Ganze Consulting Engineers)* - 20% for commercial and residences, 50% for landscape irrigation.

[1] 0.80 x Usage factor for "Condo Hotel" as calculated from Mammoth Crossing WSA demand estimate, provided by MCWD, and assumed to account for occupancy rate.

[2] 0.80 x Usage factor for "Condo" as calculated the Mammoth Crossing WSA demand estimate.

[3] 0.80 x Usage factor for "Restaurant" as calculated from Mammoth Crossing WSA.

[4] 0.80 x Usage factor for "General Commercial" as calculated from the Mammoth Crossing WSA demand estimate.

[5] 0.80 x Average usage factor for "Conference Center" as calculated from the Mammoth Crossing WSA demand estimate.

[6] 0.80 x Average usage factor for "Pool/Spa" as calculated from the Mammoth Crossing WSA demand estimate.

[7] 0.50 x standard arid-region evaporation - 52 inches/year - for 6 months.

January 27, 2010

Ms. Pam Kobylarz
Associate Planner
Town of Mammoth Lakes
Community Development
PO Box 1609, Mammoth Lakes, CA 93546

RE: Old Mammoth Place – Domestic Water Consumption Impacts

Dear Ms. Kobylarz:

Beaudin Ganze Consulting Engineers (BGCE) has been providing sustainable design, consulting, and commissioning services throughout the United States for over 15 years. We have been heavily involved with the USGBC and the LEED programs, since their inception, and have been involved in over 100 LEED registered projects, of which more than 20 have received certification at all levels. With offices based in both the Rocky and Sierra Mountain ranges, we have had the unique opportunity to work on many snow-county LEED projects. Our first LEED certified project, the Sundek restaurant on the top of Aspen Mountain, was part of the original pilot program. At 11,200' it is the highest elevation LEED certified building in the world. More recently we have complete the LEED certified Northstar Ski Resort Village, in Northstar, California.

At the request of John Ashworth of BSA Architects, and based on our experience, we have reviewed the information you provided regarding the proposed Old Mammoth Place development in Mammoth Lakes, California. Specifically, we have looked into your question of:

“If the proposed Old Mammoth Place project is designed to the requirements of the LEED v3 for new construction, with a target of Silver certification, what are the impacts to domestic water consumption compared to the previously approved Clearwater plan?”

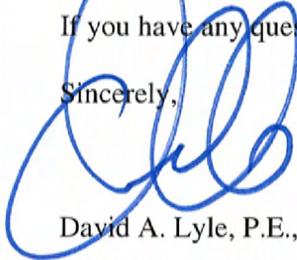
Since detailed plans with actual plumbing fixture counts have not been generated yet, we have based our review and analysis on our experience with similar LEED projects we have worked on in the area. The LEED v3 Water Efficiency section has a prerequisite for a 20% reduction in water use (not including irrigation or commercial kitchen process loads). This reduction is measured against a baseline of water use established by EPA 1992 and the current plumbing codes.

In our experience, a conservative assumption is approximately 50% of the domestic water use will be by the residential units, approximately 35% by the commercial kitchen process loads, and approximately 15% by the retail/recreation/conference functions. When comparing the two projects relative to potential plumbing fixture count (not square footage) we see an overall 10% reduction in residential unit fixtures, a doubling of commercial kitchen fixtures, and a negligible increase in fixtures for the remaining functions. **When we weight these program changes against the expected water use for each area and the required 20% reduction requirement by LEED, we estimate the proposed Old Mammoth Place project will use between 2% and 18% less water than the previously approved Clearwater project. Assuming further water efficiency credits are pursued in the LEED process, we can expect to see as much as a 30% total water use reduction compared to the Clearwater project.**

When we compare the proposed Old Mammoth Place project to the existing 70-80's vintage development, the significant improvements in plumbing fixture water efficiency, compared to the originally installed fixtures, we estimate a slight reduction or neutral change in water usage for the residential units and commercial kitchen functions, but we estimate there will be an overall increase in water usage for the project of approximately 10% to 15% because of the fixtures added as part of the new retail, recreation, and conference functions.

If you have any questions please call.

Sincerely,



David A. Lyle, P.E., LEED AP

cc: John Ashworth – BSA
David Whitfield - BSA
Denis Beaudin – BGCE

Attachments: LEEDv3 Water Efficiency Section

WATER EFFICIENCY

WE Prerequisite 1: Water Use Reduction

Required

Intent

To increase water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems.

Requirements

Employ strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation).

Calculate the baseline according to the commercial and/or residential baselines outlined below.¹ Calculations are based on estimated occupant usage and must include only the following fixtures and fixture fittings (as applicable to the project scope): water closets, urinals, lavatory faucets, showers, kitchen sink faucets and prerinse spray valves.

Commercial Fixtures, Fittings, and Appliances	Current Baseline
Commercial toilets	1.6 gallons per flush (gpf)* Except blow-out fixtures: 3.5 (gpf)
Commercial urinals	1.0 (gpf)
Commercial lavatory (restroom) faucets	2.2 gallons per minute (gpm) at 60 pounds per square inch (psi), private applications only (hotel or motel guest rooms, hospital patient rooms) 0.5 (gpm) at 60 (psi)** all others except private applications 0.25 gallons per cycle for metering faucets
Commercial prerinse spray valves (for food service applications)	Flow rate ≤ 1.6 (gpm) (no pressure specified; no performance requirement)

Residential Fixtures, Fittings, and Appliances	Current Baseline
Residential toilets	1.6 (gpf)***
Residential lavatory (bathroom) faucets	2.2 (gpm) at 60 psi
Residential kitchen faucet	
Residential showerheads	2.5 (gpm) at 80 (psi) per shower stall****

* EPAAct 1992 standard for toilets applies to both commercial and residential models.

** In addition to EPAAct requirements, the American Society of Mechanical Engineers standard for public lavatory faucets is 0.5 gpm at 60 psi (ASME A112.18.1-2005). This maximum has been incorporated into the national Uniform Plumbing Code and the International Plumbing Code.

*** EPAAct 1992 standard for toilets applies to both commercial and residential models.

**** Residential shower compartment (stall) in dwelling units: The total allowable flow rate from all flowing showerheads at any given time, including rain systems, waterfalls, bodysprays, bodyspas and jets, must be limited to the allowable showerhead flow rate as specified above (2.5 gpm) per shower compartment, where the floor area of the shower compartment is less than 2,500 square inches. For each increment of 2,500 square inches of floor area thereafter or part thereof, an additional showerhead with total allowable flow rate from all flowing devices equal to or less than the allowable flow rate as specified above must be allowed. Exception: Showers that emit recirculated nonpotable water originating from within the shower compartment while operating are allowed to exceed the maximum as long as the total potable water flow does not exceed the flow rate as specified above.

¹ Tables adapted from information developed and summarized by the U.S. Environmental Protection Agency (EPA) Office of Water based on requirements of the Energy Policy Act (EPAAct) of 1992 and subsequent rulings by the Department of Energy, requirements of the EPAAct of 2005, and the plumbing code requirements as stated in the 2006 editions of the Uniform Plumbing Code or International Plumbing Code pertaining to fixture performance.

The following fixtures, fittings and appliances are outside the scope of the water use reduction calculation:

- Commercial Steam Cookers
- Commercial Dishwashers
- Automatic Commercial Ice Makers
- Commercial (family sized) Clothes Washers
- Residential Clothes Washers
- Standard and Compact Residential Dishwashers

Potential Technologies & Strategies

WaterSense-certified fixtures and fixture fittings should be used where available. Use high-efficiency fixtures (e.g., water closets and urinals) and dry fixtures, such as toilets attached to composting systems, to reduce potable water demand. Consider using alternative on-site sources of water (e.g., rainwater, stormwater, and air conditioner condensate) and graywater for nonpotable applications such as custodial uses and toilet and urinal flushing. The quality of any alternative source of water used must be taken into consideration based on its application or use.

WE Credit 1: Water Efficient Landscaping

2–4 Points

Intent

To limit or eliminate the use of potable water or other natural surface or subsurface water resources available on or near the project site for landscape irrigation.

Requirements

OPTION 1. Reduce by 50% (2 points)

Reduce potable water consumption for irrigation by 50% from a calculated midsummer baseline case.

Reductions must be attributed to any combination of the following items:

- Plant species, density and microclimate factor
- Irrigation efficiency
- Use of captured rainwater
- Use of recycled wastewater
- Use of water treated and conveyed by a public agency specifically for nonpotable uses

Groundwater seepage that is pumped away from the immediate vicinity of building slabs and foundations may be used for landscape irrigation to meet the intent of this credit. However, the project team must demonstrate that doing so does not affect site stormwater management systems.

OR

OPTION 2. No Potable Water Use or Irrigation¹ (4 points)

Meet the requirements for Option 1.

AND

PATH 1

Use only captured rainwater, recycled wastewater, recycled graywater or water treated and conveyed by a public agency specifically for nonpotable uses for irrigation.

OR

PATH 2

Install landscaping that does not require permanent irrigation systems. Temporary irrigation systems used for plant establishment are allowed only if removed within 1 year of installation.

¹ If the percent reduction of potable water is 100% AND the percent reduction of total water is equal to or greater than 50%, both Option 1 and Option 2 are earned.

Potential Technologies & Strategies

Perform a soil/climate analysis to determine appropriate plant material and design the landscape with native or adapted plants to reduce or eliminate irrigation requirements. Where irrigation is required, use high-efficiency equipment and/or climate-based controllers.

WE Credit 2: Innovative Wastewater Technologies

2 Points

Intent

To reduce wastewater generation and potable water demand while increasing the local aquifer recharge.

Requirements

OPTION 1

Reduce potable water use for building sewage conveyance by 50% through the use of water-conserving fixtures (e.g., water closets, urinals) or nonpotable water (e.g., captured rainwater, recycled graywater, on-site or municipally treated wastewater).

OR

OPTION 2

Treat 50% of wastewater on-site to tertiary standards. Treated water must be infiltrated or used on-site.

Potential Technologies & Strategies

Specify high-efficiency fixtures and dry fixtures (e.g., composting toilet systems, nonwater-using urinals) to reduce wastewater volumes. Consider reusing stormwater or graywater for sewage conveyance or on-site mechanical and/or natural wastewater treatment systems. Options for on-site wastewater treatment include packaged biological nutrient removal systems, constructed wetlands and high-efficiency filtration systems.

WE Credit 3: Water Use Reduction

2–4 Points

Intent

To further increase water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems.

Requirements

Employ strategies that in aggregate use less water than the water use baseline calculated for the building (not including irrigation). The minimum water savings percentage for each point threshold is as follows:

Percentage Reduction	Points
30%	2
35%	3
40%	4

Calculate the baseline according to the commercial and/or residential baselines outlined below.¹ Calculations are based on estimated occupant usage and must include only the following fixtures and fixture fittings (as applicable to the project scope): water closets, urinals, lavatory faucets, showers, kitchen sink faucets and pre-rinse spray valves.

Commercial Fixtures, Fittings, and Appliances	Current Baseline
Commercial toilets	1.6 gallons per flush (gpf)* Except blow-out fixtures: 3.5 (gpf)
Commercial urinals	1.0 (gpf)
Commercial lavatory (restroom) faucets	2.2 gallons per minute (gpm) at 60 pounds per square inch (psi), private applications only (hotel or motel guest rooms, hospital patient rooms) 0.5 (gpm) at 60 (psi)** all others except private applications 0.25 gallons per cycle for metering faucets
Commercial prerinse spray valves (for food service applications)	Flow rate \leq 1.6 (gpm) (no pressure specified; no performance requirement)

Residential Fixtures, Fittings, and Appliances	Current Baseline
Residential toilets	1.6 (gpf)***
Residential lavatory (bathroom) faucets	2.2 (gpm) at 60 psi
Residential kitchen faucet	
Residential showerheads	2.5 (gpm) at 80 (psi) per shower stall****

¹ Tables adapted from information developed and summarized by the U.S. Environmental Protection Agency (EPA) Office of Water based on requirements of the Energy Policy Act (EPAct) of 1992 and subsequent rulings by the Department of Energy, requirements of the EPAct of 2005, and the plumbing code requirements as stated in the 2006 editions of the Uniform Plumbing Code or International Plumbing Code pertaining to fixture performance.

Residential Fixtures, Fittings, and Appliances	Current Baseline
	<p>* EPAcT 1992 standard for toilets applies to both commercial and residential models.</p> <p>** In addition to EPAcT requirements, the American Society of Mechanical Engineers standard for public lavatory faucets is 0.5 gpm at 60 psi (ASME A112.18.1-2005). This maximum has been incorporated into the national Uniform Plumbing Code and the International Plumbing Code.</p> <p>*** EPAcT 1992 standard for toilets applies to both commercial and residential models.</p> <p>**** Residential shower compartment (stall) in dwelling units: The total allowable flow rate from all flowing showerheads at any given time, including rain systems, waterfalls, bodysprays, bodyspas and jets, must be limited to the allowable showerhead flow rate as specified above (2.5 gpm) per shower compartment, where the floor area of the shower compartment is less than 2,500 square inches. For each increment of 2,500 square inches of floor area thereafter or part thereof, an additional showerhead with total allowable flow rate from all flowing devices equal to or less than the allowable flow rate as specified above must be allowed. Exception: Showers that emit recirculated nonpotable water originating from within the shower compartment while operating are allowed to exceed the maximum as long as the total potable water flow does not exceed the flow rate as specified above.</p>