

RESOLUTION NO. 2014-65

**RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA,
MAKING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS,
CERTIFYING THE INN AT THE VILLAGE FINAL SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT, AND ADOPTING THE MITIGATION
MONITORING AND REPORTING PROGRAM**

WHEREAS, Severy Realty Group and SFI Mammoth Owner, LP have requested approval of the Inn at the Village project (“Project”) and certification of the Final Subsequent Environmental Impact Report (SEIR) for the Project, including the Draft SEIR, Final SEIR, and associated technical appendices (collectively, the “Final Subsequent Environmental Impact Report” or “Final SEIR”), which was prepared to address the environmental effects, mitigation measures, and project alternatives associated with the Project and actions related thereto; and

WHEREAS, the Draft SEIR for the Project (State Clearinghouse # 2014032081) was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq, and State Guidelines for the Implementation of CEQA, California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq. (the “State CEQA Guidelines”) and was transmitted to the State Clearinghouse and circulated from public review during a public comment period from July 8, 2014 to August 22, 2014; and

WHEREAS, the Final SEIR for the Project was prepared pursuant to the California Environmental Quality Act (CEQA) and State CEQA Guidelines; and

WHEREAS, the Planning and Economic Development Commission conducted a duly noticed public hearing on the application request on October 8, 2014, at which times all those desiring to be heard were heard; and

WHEREAS, following the receipt of all oral and written testimony, the Planning and Economic Development Commission closed the public hearing on October 8, 2014 and adopted Resolution No. PEDC 2014-10 recommending certification of the Final SEIR and approval of the Project to the Town Council, with conditions; and

WHEREAS, the Planning and Economic Development Commission considered, without limitation, the staff report to the Planning and Economic Development Commission with all attachments and exhibits, the 2007 General Plan, the North Village Specific Plan, the North Village Neighborhood District Planning Study, oral and written evidence submitted at the hearing, the Final SEIR, and all other items listed in Planning and Economic Development Commission Resolution 2014-10; and

WHEREAS, the Town Council conducted a noticed public hearing on the application request on November 19, 2014, at which time all those desiring to be heard were heard; and

WHEREAS, following the receipt of all oral and written testimony, the Town Council closed the public hearing on the application on November 19, 2014; and

WHEREAS, the Town Council considered, without limitation, the staff report dated November 19, 2014 with all attachments and exhibits to the Town Council, including the Draft SEIR, Final SEIR, and associated technical appendices for the Inn at the Village Project ("Final SEIR") attached hereto as Exhibits 1 and 2, and all oral and written testimony; and

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Mammoth Lakes, California, as follows:

1. That the Town Council finds the above recitations are true and correct.
2. The Town Council incorporates by reference all exhibits and attachments cited in this Resolution.
3. Pursuant to the requirements of the California Environmental Quality Act (CEQA), the Town Council has reviewed and hereby adopts the findings contained in Exhibits 3 and 4 to this Resolution, including but not limited to, the findings that the Final SEIR was prepared in compliance with CEQA and the State CEQA Guidelines.
4. Based on the findings contained in Exhibits 3, 4, and 5 to this Resolution, along with all other evidence in the record of proceedings in this matter, and for purposes of taking action on the Project, the Town Council hereby certifies the Final SEIR pursuant to CEQA and the State CEQA Guidelines.
5. Based on the findings contained in Exhibits 3, 4, and 5 to this Resolution, along with all other evidence in the record of the proceedings in this matter, the Town Council hereby adopts the Mitigation Monitoring and Reporting Program, Section 4.0 of the Final SEIR, and hereby adopts each of the mitigation measures set forth therein and incorporates those measures into the Project.
6. The documents and other materials that constitute the record of proceedings upon which the Town Council's decision is based are located in the Town Offices of the Town of Mammoth Lakes, at 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546 and Jamie Gray, Town Clerk, is hereby designated as the custodian of these records.

APPROVED AND ADOPTED this 19th day of November 2014.



JO BACON, Mayor

ATTEST:


JAMIE GRAY, Town Clerk

EXHIBIT 1

**FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIR) FOR
THE INN AT THE VILLAGE, INCLUDING THE MITIGATION MONITORING
AND REPORTING PROGRAM (SECTION 4.0 OF THE FINAL SEIR)**

(SCH No. 2014032081)



FINAL • SEPTEMBER 2014

Inn at the Village Project

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Prepared for:
Town of Mammoth Lakes

Prepared by:
RBF Consulting
A Company of Michael Baker Corporation



**FINAL
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

Inn at the Village Project

SCH NO. 2014032081

Lead Agency:



TOWN OF MAMMOTH LAKES

P.O. Box 1609

437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546

**Contact: Ms. Jen Daugherty
Senior Planner**

760.934.8989 x260

Prepared by:



RBF CONSULTING

14725 Alton Parkway
Irvine, California 92618-2027

Contacts:

Mr. Eddie Torres

Ms. Kristen Bogue

949.472.3505

September 22, 2014

JN 139231

This document is designed for double-sided printing to conserve natural resources.



TABLE OF CONTENTS

Section 1.0:	Introduction	1-1
Section 2.0:	Response to Comments.....	2-1
Section 3.0:	Errata	3-1
Section 4.0:	Mitigation Monitoring and Reporting Program.....	4-1



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1.0 Introduction



1.0 INTRODUCTION

In accordance with the *California Environmental Quality Act Guidelines* (CEQA Guidelines) Section 15088, the Town of Mammoth Lakes, as the lead agency, has evaluated the comments received on the Inn at the Village Draft Subsequent Environmental Impact Report (Draft SEIR).

The Draft SEIR for the proposed Inn at the Village (herein referenced as the project) was distributed to potential responsible and trustee agencies, interested groups, and organizations. The Draft SEIR was made available for public review and comment for a period of 45 days. The public review period for the Draft SEIR established by the CEQA Guidelines commenced on July 8, 2014 and ended on August 22, 2014.

The Final SEIR consists of the following components:

- Section 1.0 – Introduction
- Section 2.0 – Responses to Comments
- Section 3.0 – Errata
- Section 4.0 – Mitigation Monitoring and Reporting Program

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



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2.0 Response to Comments



2.0 RESPONSE TO COMMENTS

In accordance with the *California Environmental Quality Act Guidelines* (CEQA Guidelines) Section 15088, the Town of Mammoth Lakes, as the lead agency, evaluated the written comments received on the Draft Subsequent Environmental Impact Report (SEIR) (State Clearinghouse No. 2014032081) for the Inn at the Village (herein referenced as the project) and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final SEIR for the project in accordance with CEQA Guidelines Section 15132.

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

Commenter	Letter Number
<u>Agencies</u>	
State Clearinghouse – Scott Morgan, Director (August 22, 2014)	1
California Department of Transportation – Gayle Rosander (August 6, 2014)	2
Lahontan Regional Water Quality Control Board – Tom Browne (August 15, 2014)	3
Mammoth Community Water District – Irene Yamashita (August 22, 2014)	4
Mammoth Lakes Fire Protection District – Thom Heller (August 22, 2014)	5
<u>Public</u>	
Margo Raison and Geoffrey Hill (August 8, 2014)	6
Larry Rasmussen (August 12, 2014)	7
Phyllis St. George and John Roth (August 12, 2014)	8
Annette Oltmans (August 13, 2014)	9
<u>Public Meeting</u>	
Public Meeting (August 13, 2014)	10



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

August 22, 2014

Jen Daugherty
City of Mammoth Lakes
P.O. Box 1609
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546

Subject: Inn at the Village
SCH#: 2014032081

Dear Jen Daugherty:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 21, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

1-1

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

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

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014032081
Project Title Inn at the Village
Lead Agency Mammoth Lakes, City of

Type SIR Supplemental EIR
Description Note: Reference SCH# 1999092082

The project proposes a seven-story hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gsf of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking structure.

The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the North Village area. The project would necessitate three amendments to the North Village Specific Plan (NVSP): (1) an increase in the allowable development density for the project site; (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current application is to amend the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures).

Lead Agency Contact

Name Jen Daugherty
Agency City of Mammoth Lakes
Phone (760) 934-8989 x260 **Fax**
email
Address P.O. Box 1609
437 Old Mammoth Road, Suite R
City Mammoth Lakes **State** CA **Zip** 93546

Project Location

County Mono
City Mammoth Lakes
Region
Lat / Long 37° 38' 57.91" N / 118° 59' 2.45" W
Cross Streets Minaret Road and Main Street/Lake Mary Road
Parcel No. 033-044-011-000
Township 3S **Range** 27E **Section** 34 **Base** MDB&M

Proximity to:

Highways Hwy 203
Airports
Railways
Waterways Mammoth Creek
Schools Mammoth HS, MS, ES
Land Use The present General Plan land use designation is North Village Specific Plan (North Village District).
The present Zoning designation is North Village Specific Plan, Resort General.

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

**Document Details Report
State Clearinghouse Data Base**

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6 (Invo & Mono Region); Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 9; Air Resources Board; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 6 (Victorville); Department of Toxic Substances Control; Native American Heritage Commission

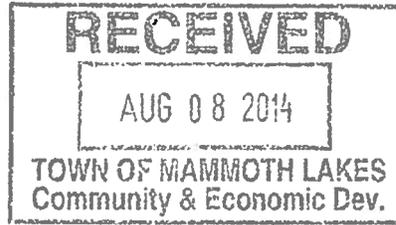
Date Received 07/08/2014 **Start of Review** 07/08/2014 **End of Review** 08/21/2014



1. RESPONSES TO COMMENTS FROM STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE, AUGUST 22, 2014.

- 1-1 This comment indicates that the State Clearinghouse submitted the Draft SEIR to selected State agencies for review and that the comment period for the Draft SEIR concluded on August 21, 2014. The comment indicates that the lead agency complied with the public review requirements for draft environmental documents pursuant to CEQA. As such, the comment does not provide specific comments regarding information presented in the Draft SEIR, and no further response is necessary. The comment also indicates that comments from responsible or other public agencies are enclosed and responses to those comments are provided in response to those letters.

DEPARTMENT OF TRANSPORTATION
DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0754
TTY 711
www.dot.ca.gov



Serious drought.
Help save water!

August 6, 2014

Ms. Jen Daugherty, Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546-1609

File: Mno-203-4.7
DSEIR
SCH#: 2014032081

Inn at the Village – Draft Subsequent Environmental Impact Report (DSEIR)

Dear Ms. Daugherty:

The California Department of Transportation (Caltrans) District 9 appreciates the opportunity to comment again on the proposed Inn at the Village – a redesign of Building C, above the existing parking structure and part of the previously approved 8050 Club, abutting Minaret Road (State Route 203) - during the DSEIR phase. We have the following comments:

- Thank you for the July 31, 2014 email with a revised plan per our interagency teleconference on July 21, 2014 regarding a “fire lane.” Conceptually, this revision with a widened shoulder area is acceptable. Parts of the DSEIR need to be modified accordingly (e.g. pages 1-6, 3-15, 3-17, 5.1-25, 5.1-30, 5.2-21, and exhibit 3-3). Ensure drainage items address the roadway superelevation and potential shade caused by the wall, remove the angle point at the old wall/new wall transition, and consider “No Stopping” or other signage, which could better deter use of this shoulder area for freight or passenger loading. We trust that effective enforcement of parking and delivery restrictions will occur. 2-1
- We will be able to provide more detailed comments during the encroachment permit application review process on the above shoulder area and other transportation related improvements (e.g. Americans with Disability Act driveway and pedestrian facilities, etc.) along Minaret Road. 2-2
- Page 3-10 - Building Setbacks: The Town would need to grant a zoning amendment to reduce the front yard setback from the State right-of-way (R/W) line along Minaret Road. In your decision, please consider that a reduced setback would create larger shadows on Minaret Road (Exhibits 5.2-9 a, b, c) and pedestrian facilities; hence, reducing natural snow/ice melt. 2-3
- Page 5.3-11 - Mitigation Measure TRA-1: Alter last bullet to read “... as well as Town of Mammoth Lakes and Caltrans requirements.” As the Town is aware, a Caltrans encroachment permit would be required for traffic control items within State R/W. 2-4

Ms. Daugherty
August 6, 2014
Page 2

- Page 3-21 - Section 3.5 Project Approvals: Discretionary approval would also be required from Caltrans – via the Encroachment Permit process. **2-5**
- Page 5.3-23, 24 - Intersection Levels of Service: Signalization of Forest Trail or any of the intersections on SR 203 (Main Street or Minaret Road) will be a result of collaborative efforts between the Town and Caltrans. Discussions are necessary to address Warrants and how best to address challenges like the frontage roads and access management. The February 2014 “Town of Mammoth Lakes Main Street Plan” appears to be moving this direction. **2-6**

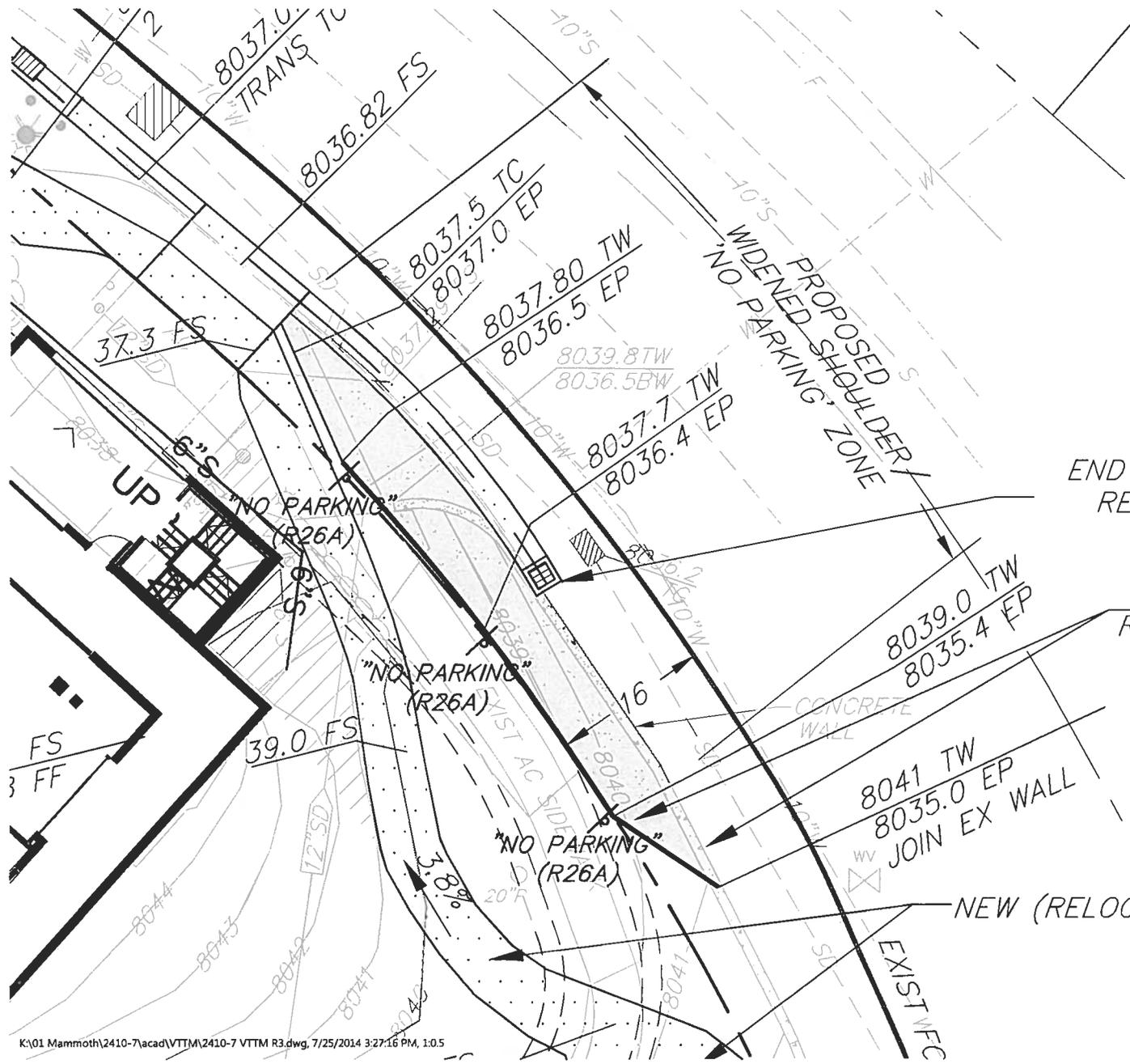
We value our cooperative working relationship with the Town of Mammoth Lakes related to transportation issues. Please contact me at (760) 872-0785, with any questions.

Sincerely,



GAYLE J. ROSANDER
IGR/CEQA Coordinator

c: State Clearinghouse
Dan Watson, Mammoth Lakes Police Department
Mark Reistetter, Caltrans



END V-GUTTER @
RELOCATED DI

EXIST WALL TO BE
REMOVED & RELOCATED
AS SHOWN

NEW (RELOCATED) SIDEWALK

DEVE

2. RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED AUGUST 6, 2014.

- 2-1 The fire lane improvements considered in the Draft SEIR are a worst-case scenario pertaining to environmental impacts. Any design modification, including those discussed per the interagency teleconference on July 21, 2014 (i.e., a widened shoulder within the fire lane footprint already considered, red curb, and “no parking/emergency vehicle parking” signage), that is to a lesser degree than that analyzed in the Draft SEIR, would not result in any new impacts, compared to those already analyzed in the Draft SEIR. Further, a relocated retaining wall along Minaret Road was already considered in the Draft SEIR. Any reconfigured storm drainage facilities or other facilities within the State right-of-way would be constructed consistent with the California Department of Transportation (Caltrans) standards, as applicable. The Town of Mammoth Lakes would enforce all “no parking/emergency vehicle parking” per the Town’s Municipal Code.
- 2-2 The Commenter notes that the project is subject to further comment by Caltrans as part of the encroachment permit application review process. These comments may pertain to Americans with Disability Act driveway and pedestrian facilities, among others, along Minaret Road. The Draft SEIR acknowledges the project’s requirement for an encroachment permit with Caltrans, as stated in Draft SEIR Section 3.5, Project Approvals. This comment does not raise new environmental information or question the Draft SEIR’s factual conclusions or the adequacy of the environmental analysis in the Draft SEIR. Thus, no further response is necessary.
- 2-3 Section 5.2, Aesthetics/Light and Glare, considered the project’s shade/shadow impacts on surrounding uses. As discussed on page 5.2-35 of the Draft SEIR, “As illustrated on Exhibits 5.2-9a through Exhibit 5.2-9c, the proposed buildings would shade the sidewalk and travel lanes of Minaret Road during the spring/autumn and winter months for more than three hours after 12:00 p.m. Particularly, most of the shade increase would occur along the eastern-most northbound travel lane of Minaret Road, compared to the approved 8050 Building C. Caltrans conducts snow removal operations and cindering of the road to maintain safe travel conditions. Furthermore, the existing and future sidewalks along Minaret Road have or will have heat melt systems to address shade conditions.” Thus, it is acknowledged that the proposed building would result in increased shading, particularly along Minaret Road, which would result in decreased natural snow/ice melt. However, Caltrans is currently conducting snow removal operations and cindering of the road and would continue to do so after implementation of the proposed project. Further, it is acknowledged that existing sidewalk heat melt systems, along with heat melt systems that will be required for future sidewalks in the area, would operate, reducing pedestrian safety concerns.
- 2-4 Draft SEIR pages 1-21, 1-22, 5.3-12, and 5.3-13, will be revised, as follows (refer to Section 3.0, Errata, of this Final SEIR):

TRA-1 Prior to issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, Noise Regulation.
- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes and California Department of Transportation (as applicable) requirements.

- 2-5 The Draft SEIR acknowledges the project's requirement for a discretionary encroachment permit with Caltrans, as stated in Draft SEIR Section 3.5, *Project Approvals*.
- 2-6 Although Table 5.3-12, *Cumulative Without Project Peak Hour Intersection Analysis*, of the Draft SEIR identified that there is an existing unacceptable LOS (LOS F) at the intersection of Forest Trail and Main Street, there are currently no plans to improve this intersection (as discussed on page 5.3-24, paragraph 2). As discussed on pages 5.3-18 through 5.3-22, the project would not create a significant traffic impact under 2007 General Plan buildout with project conditions assuming a density transfer from either the Whiskey Creek/Mammoth Brewing Company or Ullr sites. Further, as identified on page 5.3-28, the proposed project would not result in cumulatively considerable traffic impacts in regards to local intersections and roadway segments. As the project would not result in the requirement for improvements to the intersection of Forest Trail and Main Street, no further analysis is required in this regard. However, the Town acknowledges that should the Town undergo future improvement of the intersection of Forest Trail and Main Street, these improvements would be a collaborative effort between the Town and Caltrans. The Town would discuss Warrants and how best to address challenges like the frontage roads and access management with Caltrans at that time.



Lahontan Regional Water Quality Control Board

August 15, 2014

Jen Daugherty, Senior Planner
Town of Mammoth Lakes
Community and Economic Development Department
P.O. Box 1609
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546
Email: jdaugherty@townofmammothlakes.ca.gov



File: Environmental Doc Review
Mono County

COMMENTS ON SUBSEQUENT ENVIRONMENTAL IMPACT REPORT, INN AT THE VILLAGE, TOWN OF MAMMOTH LAKES, MONO COUNTY, STATE CLEARINGHOUSE NUMBER 2014032081

The California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Supplemental Environmental Impact Report (SEIR) that consisted of a Modified Initial Study / Environmental Checklist for the above-referenced project (Project) on July 14, 2014. The SEIR was prepared by the Town of Mammoth Lakes (Town) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). The SEIR cites two prior certified environmental documents issued for the Project, the Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment (1999 SPEIR) and the 1991 Final EIR (1991 FEIR) for the North Village Specific Plan (NVSP). The SPEIR was required to address significant changes in the building plans from the original NVSP for the parcel on which this Project is located. Water Board staff, acting as a responsible agency, are providing these comments to specify the scope and content of the environmental information germane to our statutory responsibilities pursuant to CEQA Guidelines, California Code of Regulations, title 14, section 15096. Based on our review of the SEIR, we have determined that use of low-impact development construction practices, best management practices (BMPs) to capture surface run-on, and BMPs that effectively treat post-construction stormwater run-off, should be included as part of the Project. We encourage the Town to consider our comments and value our mission to protect waters of the State and maintain water quality in the Lahontan Region.

3-1

Project Description

This Project is the construction of a 7-story hotel on top of an existing parking garage near the intersection of Minaret Road and Main Street in the Town of Mammoth Lakes. The Project is the third phase (Phase C) of construction of what is known as the 8050 complex on Tract Map 36-229 and constitutes a small portion of the NVSP. The developer has made substantial changes in Phase C from its original, necessitating this SEIR. The Project

3-2

requires amendments to the NVSP for the following reasons: (1) an increase in the allowable development density for the project site, including allowing a transfer of 30 rooms from the Mammoth Crossing site; an increase in the allowable building height to 80 feet; and a reduction in the required front yard setbacks along Minaret Road. The current application would supersede the approved 8050 complex project of fractionally-owned condominiums and seeks entitlement/permitting for a proposed hotel.

Authority

All groundwater and surface waters are considered waters of the State. Surface waters include streams, lakes, ponds, and wetlands, and may be ephemeral, intermittent, or perennial. All waters of the State are protected under California law. State law assigns responsibility for protection of water quality in the Lahontan Region to the Lahontan Water Board. Some waters of the State are also waters of the U.S. The Federal Clean Water Act (CWA) provides additional protection for those waters of the State that are also waters of the U.S.

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect the quality of waters of the State within the Lahontan Region. The Basin Plan sets forth water quality standards for surface water and groundwater of the Region, which include designated beneficial uses as well as narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan can be accessed via the Water Board's web site at http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml.

3-2

Specific Comments

1. We request that construction be performed in a manner consistent with low impact development (LID) principles that will minimize impacts from stormwater discharges. We suggest you review the following websites on LID and include applicable practices of LID in the construction narrative for this Project:
 - <http://water.epa.gov/polwaste/green/index.cfm>, and
 - <http://water.epa.gov/polwaste/green/upload/lidnatl.pdf>, or
 - <http://www.lowimpactdevelopment.org/lidarticles.htm>
2. Post-construction stormwater management must be considered a significant Project component, and BMPs that effectively treat post-construction stormwater runoff should be included as part of the Project. The SEIR needs to specify temporary and permanent sediment and erosion control BMPs that will be implemented to mitigate potential water quality impacts related to stormwater.
3. We request that construction staging areas be sited in designated areas as far as possible from any ephemeral drainages on the Project site. An adequate combination of BMPs must be used to prevent unauthorized non-stormwater discharges from the site and to stabilize soils from erosion. Construction equipment should use existing roadways to the extent feasible.

3-3

3-4

- 4. Obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required. The environmental document must specifically describe the best management practices and other measures used to mitigate Project impacts.

3-5

Permitting Requirements

A number of activities associated with the proposed Project appear to have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include:

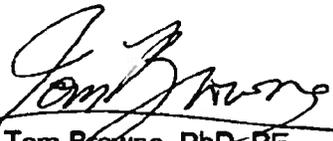
3-6

- 1. Land disturbance of more than 1 acre will require a CWA, section 402(p) stormwater permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or an individual stormwater permit obtained from the Lahontan Water Board; and
- 2. If water diversion and/or dewatering activities are required for construction, these activities may be subject to discharge and monitoring requirements under either NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023, or General Waste Discharge Requirements for Discharges to Land with a Low Threat To Water Quality, WQO-2003-0003, both issued by the Lahontan Water Board.

Please be advised of the permits that may be required for the proposed Project, as outlined above. Should Project implementation result in activities that will trigger these permitting actions, the Project proponent must consult with Water Board staff prior to Project construction. Information regarding these permits, including application forms, can be downloaded from our web site at <http://www.waterboards.ca.gov/lahontan/>.

3-7

Thank you for the opportunity to comment on the SEIR. If you have any questions regarding this letter, please contact me at (760) 241-7391 (tbrowne@waterboards.ca.gov) or Patrice Copeland, Senior Engineering Geologist, at (760) 241-7404 (patrice.copeland@waterboards.ca.gov).



Tom Browne, PhD, PE
Water Resource Control Engineer

cc: State Clearinghouse (SCH 2014032081)
(via email, state.clearinghouse@opr.ca.gov)
California Department of Fish and Wildlife, East Sierra Region
(via email, heidi.sickler@wildlife.ca.gov)

3. RESPONSES TO COMMENTS FROM LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD, DATED AUGUST 15, 2014.

- 3-1 The Commenter requests that the use of low-impact development construction practices, best management practices (BMPs) to capture surface run-on, and BMPs that effectively treat post-construction stormwater run-off, should be included as part of the project.

As discussed in the Draft SEIR Appendix 11.1, *Modified Initial Study and Notice of Preparation*, pages 4.9-1 through 4.9-6, the proposed project would require minor earthwork activities for perimeter improvements, as the new building would be constructed atop the existing parking podium. During project operations, the existing drainage system would be used to support the proposed project. Drainage is routed through the subterranean parking structure to a Conspan retention structure near the parking structure entrance on Canyon Boulevard. The drainage would not be altered as a result of the proposed project. The capacity of the existing on-site and off-site storm drain system was constructed to support future development at the project site. Implementation of the proposed project would not impact the capacity of the existing storm drain system such that on- or off-site flooding would result. During project operations, the existing on-site drainage system would support the proposed project. It should be further noted that construction of the proposed project would be subject to the Town's Municipal Chapter 12.08, *Land Clearing, Earthwork, and Drainage Facilities*, which include applicable Lahontan Regional Water Quality Control Board requirements as well as other best management practices during construction. Refer to Response to Comment 3-3.

- 3-2 The Commenter requests that construction be performed in a manner consistent with low impact development (LID) principles that would minimize impacts from stormwater discharges. As discussed in the Draft SEIR Appendix 11.1, *Modified Initial Study and Notice of Preparation*, pages 4.9-1 through 4.9-6, the proposed project would be required to comply with all the Municipal Code regulatory requirements, as well as those of the Lahontan Regional Water Quality Control Board (RWQCB). This comment does not raise new environmental information or question the Draft SEIR's factual conclusions or the adequacy of the environmental analysis in the Draft SEIR. Thus, no further response is necessary.

- 3-3 Refer to Response to Comment 3-1. The existing 8050 drainage facilities at the project site were designed to accommodate development of a future Building C at the project site. Development of the additional density increase would not substantially change the runoff at the site compared to the existing condition. As discussed in the Draft SEIR Appendix 11.1, *Modified Initial Study and Notice of Preparation*, pages 4.9-1 through 4.9-6, the capacity of the existing on-site and off-site storm drain system was constructed to support future development at the project site. The project will be required to comply with the Town's Municipal Chapter 12.08, *Land Clearing, Earthwork, and Drainage Facilities*, which include applicable Lahontan Regional Water Quality Control Board requirements as well as other best management practices during construction. Specifically, during the Town's permitting process, the applicant will be required to demonstrate that the existing facilities provide the required capacities for the proposed development.

- 3-4 The construction staging areas would occur at the Mammoth Crossing property to the south of the project site. This area is not located within the vicinity of an ephemeral drainage, as the project site is surrounded by developed land, and is located greater than one mile from the nearest creek (Mammoth Creek to the south). The haul/access route is located on existing paved roadways.

Construction equipment would use the existing roadways, as well as the Mammoth Crossing property and the project site. In order to reduce the potential impact of construction-related vehicles interacting with pedestrians and local traffic, a construction management plan would be developed to implement a variety of measures to minimize traffic and parking impacts upon the local circulation system (Additional Mitigation Measure TRA-1). The construction management plan would include, but not be limited to the: prohibition of construction vehicle parking along local streets, identification of appropriate haul routes to avoid traffic disruptions, and limitation of hauling activities to off-peak hours. Implementation of a construction management plan would further ensure potential impacts associated with construction-related traffic would be reduced to a less than significant level.

- 3-5 Refer to Response to Comment 3-1.
- 3-6 The project site is already disturbed at 62 percent lot coverage (1.13 acres) because the parking garage is already built. The project would be constructed on top of this parking garage. However, the project would require some additional site disturbance along the Minaret Road side of the project for pedestrian/frontage improvements. Lot coverage would increase from 62 percent to 70 percent. If the disturbed area is less than one acre, a National Pollutant Discharge Elimination System (NPDES) permit is not required. Thus, as the project site's remaining undisturbed area is less than 0.70 acre, then disturbance of these areas would not require NPDES permit coverage.
- 3-7 Water diversion and/or dewatering activities are not anticipated to be required for construction of the proposed project. If these unanticipated activities are required for construction, the Town and project Applicant will consult with the Lahontan Regional Water Quality Control Board to ensure the necessary permits are obtained.



Mammoth Community Water District
Post Office Box 597
1315 Meridian Blvd.
Mammoth Lakes, CA 93546
(760) 934-2596

August 22, 2014

Via E-mail

Jen Daugherty
Senior Planner
Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546

Subject: MCWD comments regarding the Draft Subsequent Environmental Impact Report (DSEIR) for the Inn at the Village

Dear Ms. Daugherty,

Thank you for the opportunity to review the DSEIR. The Mammoth Community Water District (MCWD) provided scoping comments regarding potential impacts to public utilities for the Proposed Inn at the Village Project (Proposed Project). The MCWD asked that the DSEIR provide the following analysis or information:

1. A description of how the density transfer between the Mammoth Crossing Project to the Proposed Project will be assured. **4-1**
2. A comparison of water demand and wastewater flow between the Proposed Project and the project proposed in the North Village District Planning Study (2009). **4-2**
3. A review of density increases provided to projects compared with densities allowed under the 2007 General Plan. **4-3**
4. Provide an accurate description of water demand as it relates to the MCWD settlement agreement with the Los Angeles Department of Water and Power. Water demand in the agreement includes process, recycled, raw, potable, and non-revenue water. **4-4**

Density transfer

The revised project will require an "increase in the allowable development density for the project site including allowing a transfer of 30 rooms from the Mammoth Crossing site" according to the DSEIR. The **4-5**

project description describes that “The proposed NVSP amendments would ensure that the density transfer would occur prior to development of the proposed project.” However, the DSEIR does not provide a clear explanation of whether approval and adoption of the NVSP amendments for the density transfer are required for approval of the Proposed Project or if the Proposed Project may be approved without the density transfer from the Mammoth Crossing site.

4-5

Comparison of water demand between approved project and proposed project

The DSEIR did not compare water use between the prior approved project and the amended proposed project. The following table provides a rough estimate between the two projects based on usage information in the MCWD 2010 Urban Water Management Plan. The increase in estimated water usage for the proposed project, emphasizes the importance of providing assurances that the transfer in density from the Mammoth Crossing project is required for project approval.

Prior approved project	Projected water demand
21 residential condos (33 bedrooms)	1,083,180 (3.3 acre feet) ¹
New project	
Hotel (67 rooms)	1,548,873 (4.8 acre feet) ²
Spa/restaurant, etc.	1,397,078 (4.3 acre feet) ³
Total estimate for proposed project	2,899,308 (9.1 acre feet)
Difference	1,862,770 (5.7 acre feet)

4-6

1. Applied average condominium water use in 2005 and multifamily water in 2010 multiplied by 21 units.
2. Applied average Hotel/Motel from water use in 2005 and 2010. Usage estimate probably high because MCWD counts units by front door not rooms.
3. Applied average commercial use per 1,000 sq. ft. in 2005 in 2010 multiplied by 29.9.

Cumulative impacts of density increases

The DSEIR included Table 4-1, Cumulative Project List, with the status and unit specifications of upcoming and completed development projects. However, the list did not include information on whether the listed projects received density bonuses. The MCWD relies on the 2007 General Plan build-out projections of new units to plan for future water and wastewater service demand needs. If the Town has changes to the projections of the number of new units at build-out from that presented in the 2007 General Plan, these changes should be described to evaluate potential impacts to water and wastewater service projections.

4-7

Water Supply from MCWD

On page 5.7-1 the description of the MCWD water right permit and licenses should clearly separate the water permitted by the state and the water use limits set by agreement with LADWP. In addition, the 4,387 acre feet limit should not be included in the paragraphs describing surface water because the 4,387 acre-feet of water includes extracted groundwater, diverted surface water and delivered recycled water.

4-8

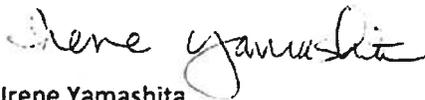
The DSEIR relied upon the MCWD’s Urban Water Management Plan (UWMP) to determine that adequate water supplies are available for the Proposed Project. Readers of the DSEIR should be aware that the UWMP cautioned that the “analysis [of future water supplies in the UWMP] is largely dependent on the Town land use policies and the actual type and density of development which occurs

4-9

between now and build-out. Town policies on development type, density, and enforcement of effective landscape practices will influence water demand significantly. In addition, water supply could be reduced by “climate change impacts to snowpack water content and watershed runoff patterns” and that “local groundwater supplies could be impacted by the major expansion of geothermal energy production planned by ORMAT Corporation at the Casa Diablo power plant complex ...”

4-9

Sincerely



Irene Yamashita
Environmental Specialist/Public Affairs

4. RESPONSES TO COMMENTS FROM MAMMOTH COMMUNITY WATER DISTRICT, DATED AUGUST 22, 2014.

4-1 As discussed on page 3-7 of the Draft SEIR, given the project's maximum room count of up to 67 rooms, the project proposes a zoning amendment for the shortfall of 30 bedrooms and not including commercial space towards the maximum allowable building density. However, this deficiency is proposed to be mitigated by way of a density transfer of an equivalent number of bedrooms from the nearby Mammoth Crossing property that is also owned by the project Applicant. This density transfer requires an amendment to the North Village Specific Plan (NVSP) because density transfers are not currently permitted between zones within the NVSP (i.e., from the Mammoth Crossing zone to the Resort General zone). The project site would have a maximum density of 72 rooms per acre pursuant to a density transfer of 30 rooms from the Mammoth Crossing property. As such, there would be no net increase in development density in the overall NVSP area associated with the project.

The proposed NVSP amendments would ensure that the density transfer would occur prior to development of the proposed project. A condition of project approval would require a density transfer covenant to be recorded on the project site and the Mammoth Crossing site to ensure maximum allowable densities are disclosed and adhered to.

4-2 The North Village District Planning Study (NVDPS) was prepared and accepted in accordance with the Town's district planning policy, which requires completion of district planning in conjunction with major land use applications seeking Zoning Code or General Plan amendments. This planning study was initiated by the Mammoth Crossing project application and assumed development of the planned Building C of the 8050 project at the project site. The NVDPS recommended density of up to 80 rooms per acre along both sides of Minaret Road with the provision of community benefits. The proposed project site density is 72 rooms per acre.

As discussed in Section 5.7, Utilities and Service Systems, pages 5.7-14 through 5.7-17, the proposed project's total water demand is 1,774 gallons per day (gpd) (or 1.99 acre-feet per year [AFY]). Refer to Response to Comment 4-6 pertaining to the water demand discrepancy between the information provided in the Draft SEIR and that provided in Comment 4-6. Per CEQA Guidelines Section 15125(e), where a proposed project is compared with an adopted plan¹, the analysis shall examine the existing physical conditions at the time the notice of preparation is published, as well as the potential future conditions discussed in the plan. Section 5.7.1 of the Draft SEIR discusses the existing water demand for the project site and for the Town. The Draft SEIR discusses that at the expected project completion date in 2015, the Mammoth Community Water District (MCWD) has projected an available water supply of 4,164 AFY in normal water years, and a projected demand of 2,989 AFY (page 5.7-15). As the proposed project would create a demand of 1.99 acre-feet for an average year (less than one percent of the total projected demand), it is anticipated that an adequate supply of water is available for the project. Although the expected water demand of the 8050 Building C was not calculated for this analysis, the Draft SEIR provides a more conservative analysis of the existing conditions (i.e., existing water usage without any building) compared to the proposed project. This analysis concludes that, with

1. Please note that the NVDPS is not an adopted plan; it was "accepted" by the Town Council.

implementation of the 1999 SPEIR Mitigation Measure 5.10-8, the potential impacts to water demand, water supplies, and infrastructure would be reduced to less than significant levels.

With regard to wastewater generation, based on mixed lodging and retail average water use for years 2008, 2009, and 2010 and excluding irrigation usage, the project's estimated annual indoor mixed use wastewater demands are approximately 1,673 gpd (1.87 AFY) (Draft SEIR page 5.7-16). The increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the plant. Given the minimal increase in wastewater generation from the project, wastewater demand would not substantially increase compared to that analyzed in the 1999 SPEIR. Thus, as with the water demand analysis discussed above, although the expected wastewater generation of the 8050 Building C was not calculated for this analysis, the Draft SEIR provides a more conservative analysis of the existing conditions (i.e., existing wastewater usage without any building) compared to the proposed project, which concludes that the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or the expansion of existing facilities that could cause significant environmental effects. In addition, implementation of 1999 SPEIR Mitigation Measure 5.10-7 would ensure that the project complies with all appropriate regulations and fees from the MCWD.

- 4-3 As discussed in Response to Comment 4-1, the proposed project would amend the NVSP to transfer density from the Mammoth Crossing project site to the proposed project site. Thus, no density increases in the NVSP area or Town-wide would occur, and the density considered in the Town's General Plan would not change or increase as a result of the proposed project.
- 4-4 As discussed on page 5.7-2 of the Draft SEIR, based on the *2010 Urban Water Management Plan (UWMP)*, the MCWD can currently supply 3,895 AFY (as of 2010) to their service area. By 2030, available water supply is anticipated to increase to 4,436 AFY, above the MCWD water demand limit of 4,387 AFY per the recent settlement agreement between the Los Angeles Department of Water and Power (DWP) and the MCWD. According to the settlement agreement between DWP and MCWD, future water demands including water diversions, extractions, and deliveries in the MCWD's service area should not exceed 4,387 AFY. The groundwater and surface water supply values do not change over the planning horizon, as there are no new anticipated sources of surface or groundwater supply, with the exception of one planned back up well (Well 11). The recycled water quantities reflect the existing and planned increased use at the Sierra Star and Snowcreek golf courses only.

As required by CEQA, the Draft SEIR evaluated whether or not the MCWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and if new or expanded entitlements are needed. The project's water demand calculations were obtained from the MCWD per written correspondence from Irene Yamashita, Public Affairs/Environmental Specialist on May 14, 2014, which has also been provided in [Appendix 11.5, *Utility Correspondence*](#), of the Draft SEIR. The total water demand for the proposed project is 1,774 gpd (1.99 AFY) compared to existing conditions. Refer to Response to Comment 4-6 pertaining to the water demand discrepancy between the information provided in the Draft SEIR and that provided in Comment 4-6. Per written correspondence from Irene Yamashita, the MCWD anticipates it would be able to

accommodate the proposed project's demand for water services in combination with other water demands throughout the Town with existing water supplies during normal, single-dry, and multiple-dry water years.

At the expected project completion date in 2015, the MCWD has projected an available water supply of 4,164 AFY in normal water years, and a projected District-wide demand of 2,989 AFY (Draft SEIR page 5.7-15). As the proposed project would create a demand of 1.99 acre-feet for an average year (less than one percent of the total projected demand), it is anticipated that an adequate supply of water is available for the project. Thus, implementation of the proposed project, with an increase in demand of 1.99 AFY (or an increase in District-wide MCWD projected demand of up to 2,991 AFY [with the project]), would be below the settlement agreement cap of 4,387 AFY. Thus, no significant impacts are anticipated in this regard.

- 4-5 Refer to Response to Comment 4-1. Adoption of the proposed project would include adoption of the proposed NVSP Amendments, including those pertaining to the required density transfer. As the project relies on the proposed 30-room density transfer in order to be feasible, should the density transfer not be implemented after project approval, the proposed project would not be built.
- 4-6 Refer to Response to Comments 4-1, 4-2, and 4-5. It should be noted that the information presented in this comment differs from that provided by Irene Yamashita, Public Affairs/Environmental Specialist, MCWD, via written correspondence dated May 14, 2014. As discussed in Section 5.7, Utilities and Service Systems, page 5.7-14 and 5.7-15, the MCWD confirmed that the project's estimated demand would be approximately 1,673 gallons per day (gpd) (1.87 AFY). In addition, the irrigation usage is anticipated to be approximately 101 gpd (0.11 AFY). Therefore, the total water demand for the project would be 1,774 gpd (1.99 AFY)

Based on information presented in Comment 4-6, the approved Building C would have an estimated water demand of up to 3.3 AFY. This comment states that the proposed project would actually have an estimated water demand of 9.1 AFY; with a difference in water demand of 5.7 AFY; as illustrated in the Table 1, Changes in Estimated Water Demand.

Table 1
Changes in Estimated Water Demand

Land Use	Estimated Water Demand (gallons per year)	Estimated Water Demand (acre-foot per year)
Draft SEIR Estimated Water Demand		
Commercial Uses	610,600	1.87
Irrigation	36,700	0.11
<i>Total</i>	<i>647,300</i>	<i>1.99</i>
Final SEIR Estimated Water Demand		
Hotel Uses	1,548,873	4.75
Commercial Uses	1,397,078	4.29
Irrigation	36,700	0.11
<i>Total</i>	<i>2,982,651</i>	<i>9.15</i>
Difference	2,335,351	7.17

Upon follow-up e-mail correspondence conducted between the Town and Irene with MCWD, conducted on September 12, 2014, Irene clarified that the 610,600 gallons noted as water demand for the project, as identified in the Draft SEIR, considered only the total square footage of the development and the water usage history from the MCWD's commercial customers. The 9.15 AFY water demand calculation discussed in this comment separates the project into two categories, hotel water usage (for 67 rooms) and commercial water usage for the 29,910 square feet of the development that would be used for food service and a spa. In addition, the irrigation usage for the proposed project is anticipated to be approximately 101 gpd (0.11 AFY). Thus, this comment suggests an increase in water demand of the project by approximately 7.17 AFY.

Even considering the increased demand of 7.17 AFY, the proposed project would require a NVSP Amendment requiring a 30-room density transfer from the Mammoth Crossing site to the south. Thus, implementation of the proposed project would not result in an increase in the overall water demand considered for the NVSP area, or for the water demand assumptions considered for buildout of the Town's 2007 General Plan. Thus, no new impacts would result in this regard.

- 4-7 Table 4-1 provides a complete description of cumulative projects. For example, the Holiday Haus project received a density bonus for on-site affordable housing, and this density bonus is included the total number of units identified in the project description.

Per CEQA Guidelines Section 15130(a), an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Although the proposed project would increase the density allowed at the project site, this increase would occur as a result of a proposed NVSP Amendment which would transfer 30-rooms of allowed density from the nearby Mammoth Crossing property to the project site. Also refer to Response to Comment 4-3. Thus, the proposed project would not result in an increase in the anticipated future water demand for the NVSP area or throughout the Town (as considered in the Town's General Plan). Therefore, regardless of the density bonuses considered by the Town for other projects in the area, the proposed project would not result in an increase in water demand considered as part of the Town's General Plan and, thus, would not result in any significant cumulatively considerable impacts in this regard.

- 4-8 Draft SEIR page 5.7-1, will be revised, as follows (refer to Section 3.0, *Errata*, of this Final SEIR):

Water Supply

The project site is served by the MCWD. The 2010 UWMP was adopted in November 2011. Based on the 2010 UWMP, the MCWD has 3,660 water service connections and relies on water supply provided by local surface water, ground water, recycled water, and savings from water conservation (demand management) measures.

The MCWD has two water right licenses and one permit issued by the State Water Resources Control Board (SWRCB) that entitle the MCWD to both store and divert surface water at Lake Mary, allowing up to a maximum annual surface water diversion of 2,760 acre-feet (permitted by

the State) with the exception of future water demands including water diversions, extractions, and deliveries in the MCWD's service area not exceeding 4,387 acre-feet per year (AFY) per a recent settlement agreement between Los Angeles Department of Water and Power (DWP) and the MCWD. However, actual diversions are typically significantly lower due to the combined influence of natural variability in snowpack runoff quantity and timing, limited storage to manage the variable runoff, mismatch between the seasonal trends in supply availability and community water demands, and compliance with the monthly minimum Mammoth Creek fishery bypass.

~~Surface Water. The MCWD utilizes surface water as the primary water source when it is available because less energy and fewer chemicals are required to divert, treat, and deliver water from the Lake Mary Water Treatment Plant (WTP). Surface water requires minimal treatment, and the supply is gravity-fed to almost the entire service area. The MCWD has two water right licenses and one permit issued by the State Water Resources Control Board (SWRCB) that entitle the MCWD to both store and divert surface water at Lake Mary, allowing up to a maximum annual surface water diversion of 2,760 acre-feet with the exception of future water demands including water diversions, extractions, and deliveries in the MCWD's service area not exceeding 4,387 acre-feet per year (AFY) per a recent settlement agreement between Los Angeles Department of Water and Power (DWP) and the MCWD. However, actual diversions are typically significantly lower due to the combined influence of natural variability in snowpack runoff quantity and timing, limited storage to manage the variable runoff, mismatch between the seasonal trends in supply availability and community water demands, and compliance with the monthly minimum Mammoth Creek fishery bypass.~~

- 4-9 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft SEIR. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project.



Mammoth Lakes Fire Protection District
Post Office Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
760-934-2300 Fax- 760-934-9210

August 22, 2014

Town of Mammoth Lakes
Ms. Jen Daugherty, Senior Planner
PO Box 1609
Mammoth Lakes, CA 93546

Re: Comments on Subsequent Environmental Impact Report

Thank you for the opportunity to comment on the Subsequent EIR for the Inn at the Village Project. The following are the comments from the Fire District:

General Comment:

The project proponent shall provide a name for the project that is not similar to an already existing name or location in town.

5-1

As previously identified, the delivery location/processing of goods to support this project over the long haul has still not been identified in a detailed fashion (if Minaret Road or the loading dock is going to be used, this proposed location needs to be identified). There are safety issues associated with Minaret Road (either in the center lane or on the shoulder) and as the loading dock seems to be used more for private vehicles than delivery trucks, under the present management scheme, additional delivery use may be more problematic.

5-2

As previously identified, the diagram(s) that have been provided thus far are incomplete and make it very difficult to gain an understanding as to the shadowing/shading and the impact of the proposed project on Minaret Road and the surrounding neighborhood. Based upon the information that has been provided to date, it is difficult to understand how a determination of "Less Than Significant Impact" was made.

5-3

Specific Comments:

Page 1-2, Project Summary:

If the original project has not previously paid the required Developer Impact Fees those need to be paid, and in addition, the project proponent shall be required to pay the increase in fees for the currently proposed project verses the original anticipated project.

5-4

Ms. Jen Daugherty
August 22, 2014
Page 2

Page 1-3: Building Height:

The structure will be classified as a high-rise and shall conform with all of the requirements of a high-rise for state and local code compliance.

5-5

Page 1-6: Fire Lane:

The Town, Fire District, and Caltrans are in the process of working on approval of a lane that will be available for emergency vehicles staging within the Minaret Road right of way. If successful, this will be a lane available for emergency vehicles only. If not approved by Caltrans, the Fire District will work with the project proponent on locating an area for such staging within the private lands of the project.

5-6

Page 1-7, Construction Phasing and Staging:

As the height of the proposed project is taller than the previously designed structure, and if the water supply line for the fire suppression system for Building C is going to come from the existing buildings, a calculation needs to be performed and provided to the Fire District to determine if the existing line capacity(s) and fire pump are adequate to provide adequate flows for the proposed project.

5-7

Page 3-12, Parking

As the exiting from the parking garage onto Minaret Road is right turn only, there should be a directional configuration to the exit ramp (pork chop configuration) that makes left hand turns onto Minaret difficult. Under the current configuration, left hand turns are occurring frequently by the users of the garage.

5-8

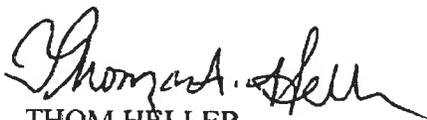
Page 3-17 Construction Phasing and Staging:

It shall be noted that the current emergency fire lane that serves the 80/50 complex and Fireside shall be kept free and clear of all construction related vehicles and building materials throughout the construction of the C Building structure.

5-9

Thank you again for the opportunity to comment on this stage of the project. The Fire District will require a permit for the project and will need a complete set of plans for review. If there are any questions, please feel free to contact me at your convenience.

Sincerely,



THOM HELLER
Fire Marshal

5. RESPONSES TO COMMENTS FROM MAMMOTH LAKES FIRE PROTECTION DISTRICT, DATED AUGUST 22, 2014.

- 5-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft SEIR. A condition of project approval would require the proposed project name to be reviewed and approved by the Mammoth Lakes Fire Protection District (MLFPD).
- 5-2 Delivery trucks serving the proposed project would access the site using the existing project driveway off of Canyon Boulevard. Attachment A, *Delivery Truck Options*, of this Response, includes 1/16-inch scale drawings depicting large delivery trucks (vehicle size is 8 feet by 25 feet) with dimensions provided by the American Institute of Architects' industry recognized dimensional guidebook, Architectural Graphic Standards. There are three options, all of which respect the ingress and egress needs associated with the porte cochere and the subterranean parking garage access doors. Further, it should be noted that no loading/unloading activities would occur along Minaret Road (which would be signed accordingly) for the proposed project. A condition of project approval would require a delivery operational plan to be reviewed and approved by the Town.
- 5-3 The shade/shadow diagrams for the proposed project are provided in Exhibits 5.2-9a through 5.2-9c of the Draft SEIR, and include the entire project site and immediate area for 9:00 AM, 12:00 PM, and 3:00 PM. The analysis includes impacts along Minaret Road. However, this road is not considered a shadow-sensitive use. Land uses are termed "shadow-sensitive", such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas, have expectations for direct sunlight and warmth from the sun. Further, as discussed in the Draft SEIR, the proposed buildings would shade the sidewalk and travel lanes of Minaret Road during the spring/autumn and winter months for more than three hours after 12:00 p.m. Particularly, most of the shade increase would occur along the eastern-most northbound travel lane of Minaret Road, compared to the approved 8050 Building C. Caltrans conducts snow removal operations and cindering of the road to maintain safe travel conditions. Furthermore, the existing and future sidewalks along Minaret Road have or will have heat melt systems to address shade conditions. Thus, as Minaret Road and adjacent areas already experiences similar shading to the north (Village at Mammoth area), and existing snow removal operations and cindering of Minaret Road would continue after implementation of the proposed project, impacts in this regard would be less than significant.

The proposed project would not result in the shading of residential uses to the south (i.e., Fireside Condominiums). As described in the Draft SEIR, the project would result in increased shading of existing residential units on the 8050 site (8050A and B); however, this would generally only occur in the winter morning hours. There are no other shadow-sensitive uses in the vicinity that would be affected. While the Alpenhof Lodge, including cabins that are rented nightly, and Petra's restaurant are not shadow-sensitive uses, they would only be shaded after 12:00 PM during the winter months. During winter, these uses would be shaded at 3:00 PM by the entitled 8050 Building C. Although shadow patterns are cut off at the 3:00 PM winter months diagram (depicting this area to the northeast), these shadows are wide-spread throughout the Town at this time of day in the winter months. Further, as the sun sets earlier in the evening during the winter months, the uses located

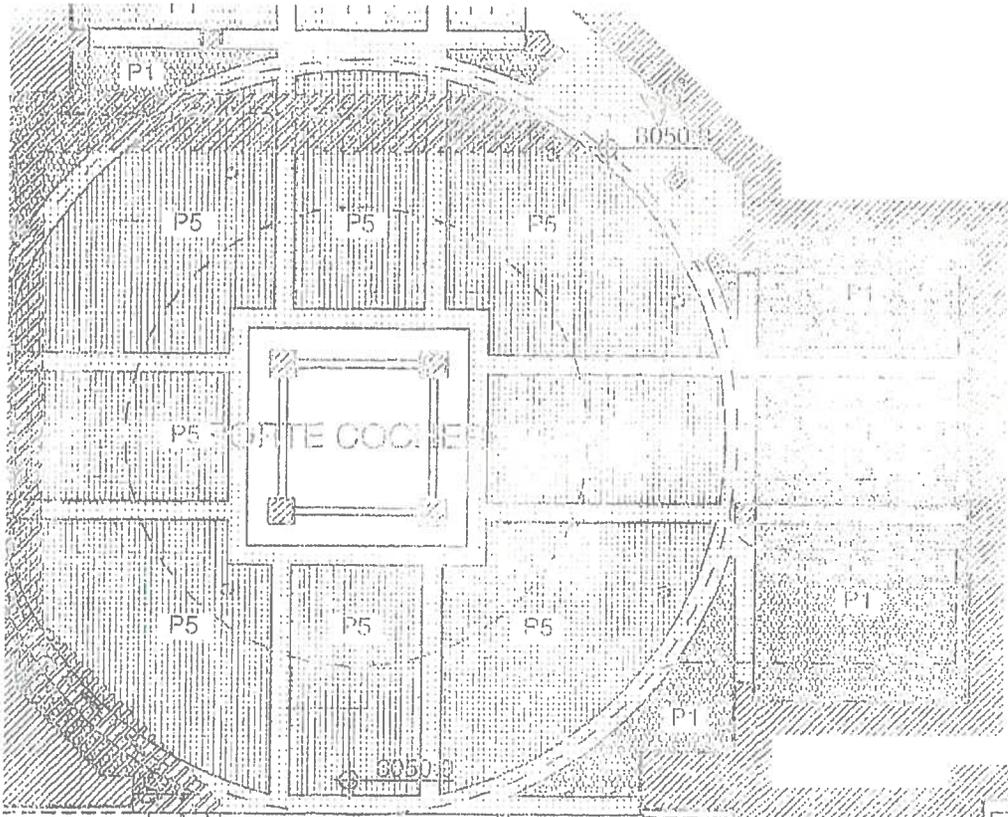
further northeast than that depicted in Exhibit 5.2-9b of the Draft SEIR would be shaded for less than three hours of daylight, if not already shaded as a result of large pine trees in the area. Thus, as discussed in the Draft SEIR, no significant impacts would result in this regard.

- 5-4 Upon building permit issuance, the Applicant would pay all required Developer Impact Fees.
- 5-5 Project design and implementation would be consistent with the Town's Municipal Code, including all applicable requirements pertaining to a high-rise structure. Compliance would be ensured during building permit review and approval.
- 5-6 Refer to Response to Comment 2-1.
- 5-7 As discussed on page 5.7-15 of the Draft SEIR, based on written correspondence from Thom Heller, Fire Marshal/Division Chief (included in Appendix 11.5, Utility Correspondence of the Draft SEIR), the proposed project would be subject to the fire flow requirements specified by the Mammoth Lakes Fire Protection Department (MLFPD), which would be a minimum of 2,750 gallons per minute for a 2 hour period, and would need to provide 100 pounds per square inch (psi) of water pressure on the roof at all times. Based on written correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District (MCWD), the MCWD anticipates it would be able to provide adequate water supply to accommodate the fire flow requirements. As part of the building permit review, the project Applicant would be required to provide specifications demonstrating adequate capacity and flows pursuant to MLFPD requirements consistent with 1999 SPEIR Mitigation Measure 5.10-1c.
- 5-8 Implementation of the proposed project would require all hotel users to use the porte cochere accessed on Canyon Boulevard, at which time, hotel users would use the valet service. The only vehicles exiting the parking garage onto Minaret Road would be the Fireside Condominium homeowners (through a parking agreement to use 50 spaces in the on-site parking structure). Implementation of the proposed project would not change the vehicle conditions at the driveway at Minaret Road. The Town of Mammoth Lakes decision makers will consider all comments on the proposed project.
- 5-9 The existing emergency fire lane that serves the 8050 site and Fireside Condominiums to the west is not proposed to be used for construction staging as shown in Exhibit 3-9 of the Draft SEIR. Enforcement of the construction management plan and necessary emergency access requirements during construction shall be conducted by the Town of Mammoth Lakes, as required through the Town's Municipal Code, and MLFPD, respectively.



Attachment A

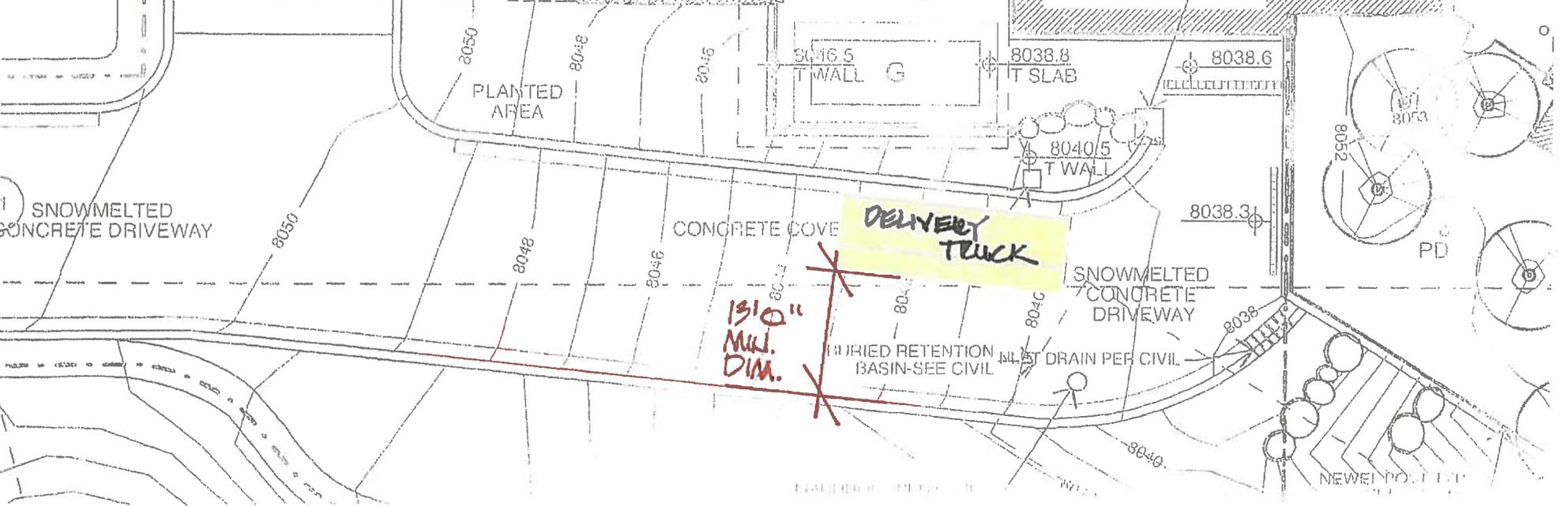
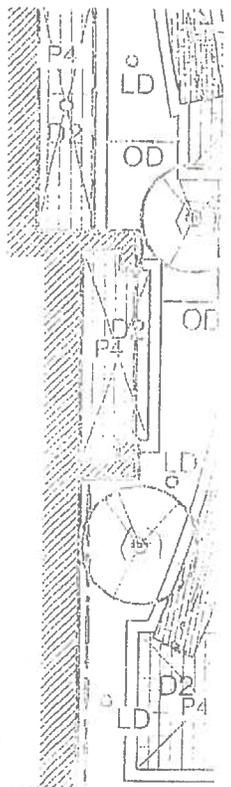
Delivery Truck Options

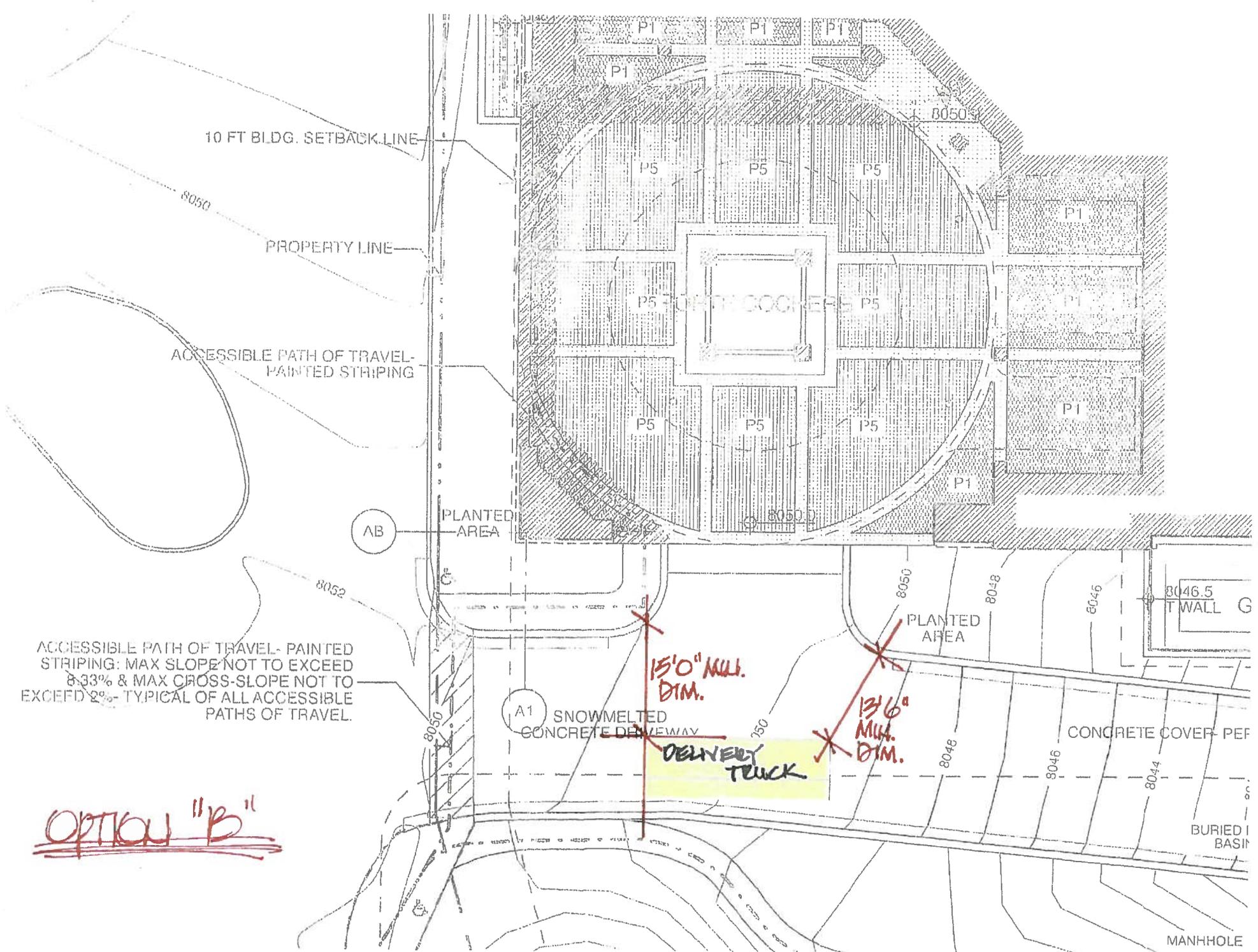


BLDG A

8051

OPTION "A"





ACCESSIBLE PATH OF TRAVEL- PAINTED STRIPING: MAX SLOPE NOT TO EXCEED 8.33% & MAX CROSS-SLOPE NOT TO EXCEED 2% - TYPICAL OF ALL ACCESSIBLE PATHS OF TRAVEL.

OPTION "B"

15'0" MIN. DIM.

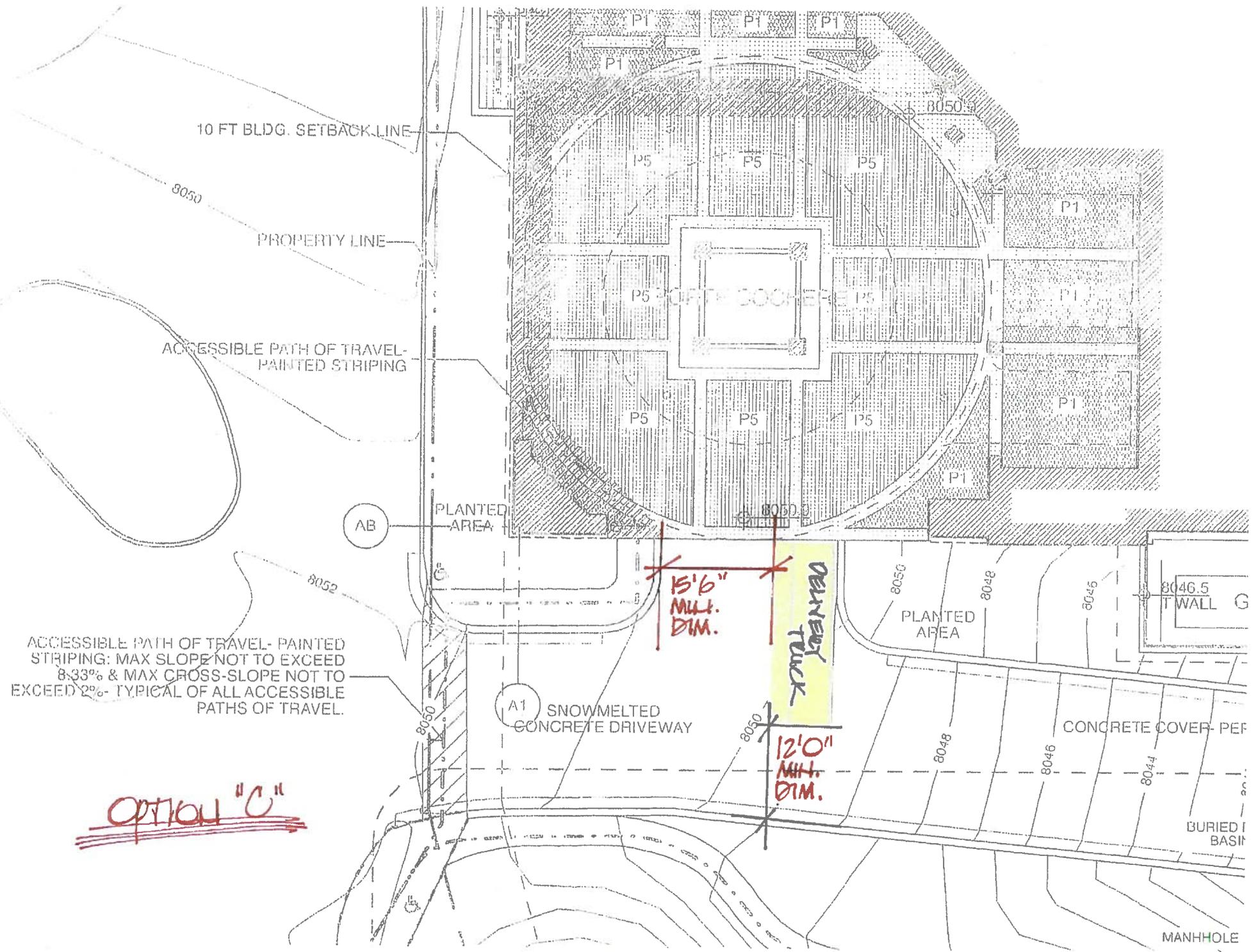
13'6" MIN. DIM.

DELIVERY TRUCK

CONCRETE COVER - PEF

BURIED BASIN

MANHOLE



OPTION "C"

Date: August 8, 2014

To: Jen Daugherty, Senior Planner,
Town of Mammoth Lakes, Community and Economic Development Department,
P.O. Box 1609, 437 Old Mammoth Road, Suite R, Mammoth Lakes, CA, 93546,

From: Margo Raison and Geoffrey Hill, Owners,
Mammoth Fireside Unit 115

We are writing this as individual owners. We are writing this in the interest of fully informing the Town of Mammoth Lakes (Town) and the Planning Commission's (Commission) opinion with regard to the impacts to us the Town and Commission's actions may have. As you thoughtfully consider the SEIR for the Inn at the Village, please take into account the following:

The SEIR Sec 03 Building Setbacks states that "An additional setback is described in a private agreement between Fireside at the Village condominiums to the south and the 8050 property owner (Settlement Agreement, Mutual Release, and Joint Escrow Instructions). Since this is a private agreement, and the Town of Mammoth Lakes is not a party, the Town is not responsible for enforcing the terms and conditions of this agreement."

The agreement between Mammoth Fireside and iStar (Agreement) includes constraints for building setbacks and the building (sight lines). The owner of the Inn at the Village (Project Owner) project does not at this time have the legal right to construct a building closer than "(50) feet from the closest residential improvement existing on the Fireside Property as of this date." The Agreement further constrains the Project Owner to (1) building the originally approved project, (2) construct the building depicted in the agreement as Exhibit 3, or (3) construct a project "redesigned by iStar entities in their discretion, provided any such redesign maintains materially the same sight lines as the design plans attached as Exhibit 3..." I have attached Exhibit 3 for the Town and Commission's use. While the Town and Commission are not a party to the Agreement, the Town and Commission's actions may negatively impact us as parties to the Agreement.

The current SEIR seeks the Towns and Commission's approval for a project to which the Project Owner does not have legal right. SEIR Section 03 Project Description, Preliminary Site Plan, Exhibit 3-3 plan notes indicate a project that is "35'...FROM FIRESIDE CONDOMINIUM STRUCTURES." As this right does not exist with the Project Owner, the project documents and SEIR should not consider them. It is our opinion that the SEIR Project Description is flawed, therefore so is the SEIR in total.

The Agreement additionally constrains the Project Owner to the three options for construction described previously in this letter. The project being considered by the Town and Commission in the SEIR does not comport with these constraints. With regard to the three options legally available to the Project Owner please consider the following:

1. The Project Owner is free to construct the originally approved project. However, from the SEIR: "The currently approved design for Building C allows for a total of five stories with a maximum height of 62 feet plus another three feet for roof appurtenances." The project depicted in the SEIR (7 stories, etc) does not agree with the project previously approved by the Town.

2. The Project Owner can construct the building depicted in the agreement as Exhibit 3. The project included in the Agreement as Exhibit 3 shows a 4 story building with rooftop pool deck. The project described and depicted in the SEIR does not agree with the project described in the Agreement.

3. The Project Owner can construct a project "redesigned by iStar entities in their discretion, provided any such redesign maintains materially the same sight lines as the design plans attached as Exhibit 3..." The new project must maintain materially the same sight lines as the design plans attached as Exhibit 3. The project depicted and described in the SEIR "proposes a maximum height of seven stories (80 feet), when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances; refer to Exhibit 3-4, North and South Building Elevations, and Exhibit 3-5, East and West Building Elevations." Further, SEIR Section 03 Project Description, Preliminary Site Plan, Exhibit 3-3 plan notes indicate a "POOL AREA RELOCATED TO PLAZA LEVEL." The project depicted and described in the SEIR does not meet the requirements of the Agreement for sight lines and is materially different from the legally available options.

Again, it is our opinion the Project Owner does not have the legal right to the project described in the SEIR, the SEIR Project Description is flawed, and therefore, so is the SEIR in total.

We can only infer intent of the Project Owner through the document, so it is our belief that the Project Owner's intent is not to build either option 1 and 2 (from above). The Project Owner's intent is to construct a 7 story building 35 feet from Fireside. A project so described is not a legal right at this time for the Project Owner.

It is true, and appropriately noted in the SEIR, there is an Agreement in place between iStar and Mammoth Fireside to which the Town is not a party and is not in a position to enforce. Our concern is the Town and Commission may approve a project to which the Project Owner does not currently have the legal right and, if approved, the Town and Commission may provide additional force in favor of the Project Owner. As there is an agreement in place with options for the Project Owner to obtain the right to a building 35 feet from Fireside, the Town and Commission's approval may disadvantage us in negotiation. We suggest the Town and Commission postpone approval of the flawed SEIR until the Project Owner possesses the legal right to the project therein described, or correct the SEIR to accurately reflect a project to which the Project Owner has the legal right.

Respectfully,

Margo Raison, and Geoffrey Hill



- NOTES:
1. REFER TO COMPLY WITH SECTION 05110 OF SMI C/C
 2. SUBMITTALS TO COMPLY WITH SECTION 05110 OF SMI C/C
 3. REFER TO AC202 FOR WINDOW SCHEDULE
 4. RELIANT S/C-C/H FOR METALS TRIMS DETAILS
 5. EXTERIOR PAINT COLORS INTO PROCESSING. ADD TO PAINT COORDS OF EXISTING WALL. USE IN THE TRANSITION POINT BETWEEN CLUTER. SURFACES UNDESIGNED SURFACE COLORS UNLESS NOTED.
 6. ICE DAM PROTECTION TO EXCEED #1 UP VERTICAL SURFACES
 7. PLAZA WATER-PROOFING SYSTEM TO EXCEED #1 UP VERTICAL SURFACES
 8. CORNER TRIM AT ALL INSIDE AND OUTSIDE CORNERS PER DETAILS S43 ON AC202

REFER TO NORTH ELEVATION
AC-201 FOR TYPICAL NOTES

1 EAST ELEVATION
SHEET 04 OF 022



100 WEST SPRING STREET
SUITE 200, LOS ANGELES, CA 90012
PH: 213.622.1111
WWW.STRYKERSTANT.COM

PHASE 2

80|50
PRIVATE RESIDENCE CLUB
Marwood Lake, California

DATE	ISSUE
07/20/2010	Conceptual Design
08/10/2010	Program Set
08/20/2010	Permit Review Set
09/10/2010	SD Review Set
09/20/2010	Public Planning Set
10/10/2010	SD Final Review Set
10/20/2010	Design Permit Set
11/10/2010	Permit Set
11/20/2010	Program Set
12/10/2010	Design Permit Resubmitted
12/20/2010	Permit Resubmitted
01/10/2011	Program - Set for Construction
01/20/2011	Per Construction

Building C

COPYRIGHT

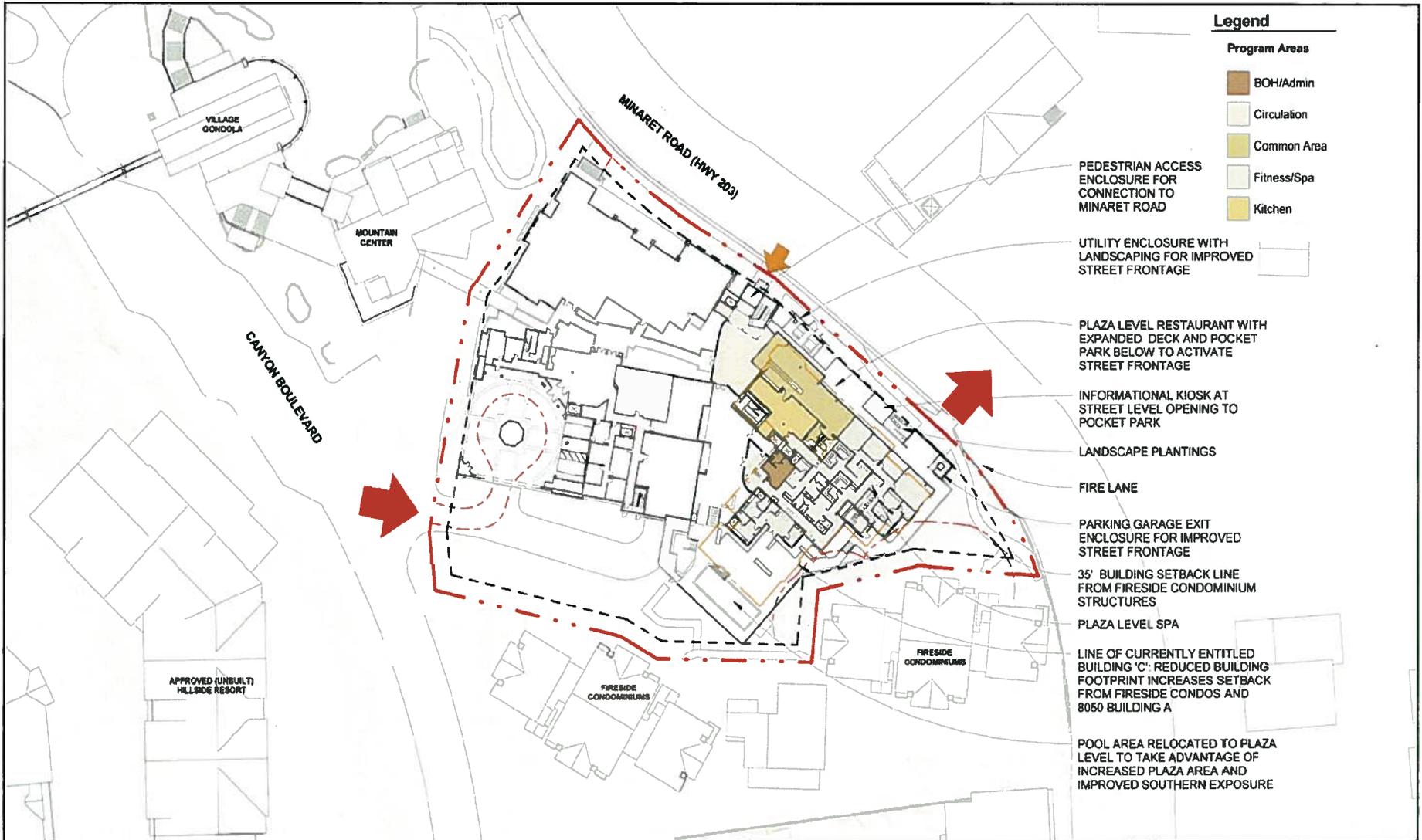
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SHEET TITLE
BUILDING
ELEVATIONS
East Elevation

AC 202

SHEET 04 OF 022



Source: Bull Stockwell Allen, May 22, 2014.

NOT TO SCALE

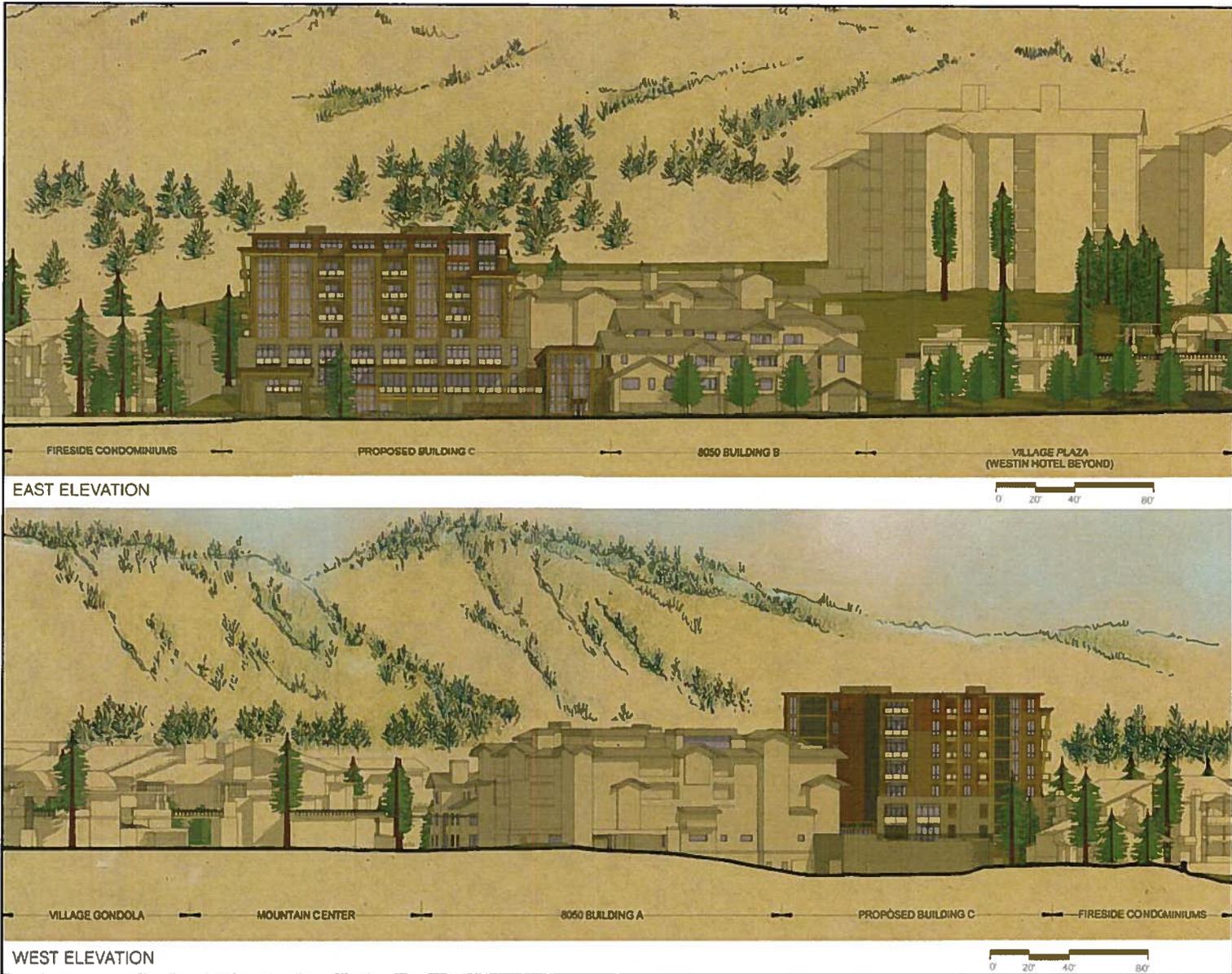


07/14 • JN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Preliminary Site Plan

Exhibit 3-3



Source: Bull Stockwell Allen, May 22, 2014.

INN AT THE VILLAGE
 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
East and West Building Elevations



6. RESPONSES TO COMMENTS FROM MARGO RAISON AND GEOFFREY HILL, DATED AUGUST 8, 2014.

- 6-1 This comment is regarding a settlement agreement between the Applicant and the Fireside Condominium Owners Association. The comment addresses the height and the location of the proposed project, and contends that the project as proposed would violate the settlement agreement. The Town is not a party to that agreement and does not have any obligation or authority to enforce it. The Town is required to evaluate the proposed project on its own merits and based on whether it complies with the Town's zoning code and development standards. Additionally, the settlement agreement does not prohibit the project from obtaining development approvals. The Applicant is aware of its obligations under the agreement.

Architecture
Planning
Interiors

Aug. 12, 2014

Jen Daugherty, Senior Planner
Community & Economic Development Department
Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546

re: Proposed redesign of 8050C
The Inn at the Village

Dear Jen Daugherty,

As an owner of Mammoth Fireside condominium unit 313 have reviewed the proposed redesign of the unbuilt 8050C project described in the Draft SEIR, submitted for the Inn at the Village.

Never, in over 50 years of architectural practice, have I experienced such a disregard for the existing architectural context of a proposed building's neighbors.

It is my belief, and the belief of countless architects, designers, and authors of Specific Plans and Design Guidelines, that proposed buildings should relate to the architectural characteristics of surrounding buildings. The intent is not to replicate or emulate existing buildings, but to allow a range of architectural expression that complements the existing neighborhood fabric. Building design should be based on and reflect a thorough analysis of the surrounding patterns with regard to:

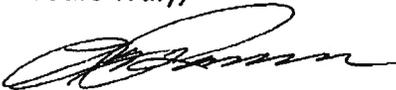
1. Horizontal and vertical building articulation
2. Architectural style
3. Building scale and proportion
4. Roof line and form
5. Fenestration and detailing
6. Exterior finish materials and colors

7-1

The design and massing of the proposed project not only fails to complement the design and planning context of the neighborhood, it compromises the character of North Village and Fireside Condominiums. It is possible to achieve the Project Goals and Objectives stated in the Draft SEIR without the introduction of a structure totally unfitted to its location.

I believe the project can correct any real or imagined performance deficiencies in the approved 8050 project with a project redesign to complement rather than compromise existing adjacent structures and without necessitating the three proposed amendments to the NVSP, i.e. density increase, transfer of 30 rooms, and reduction in front yard setback.

Yours Truly,



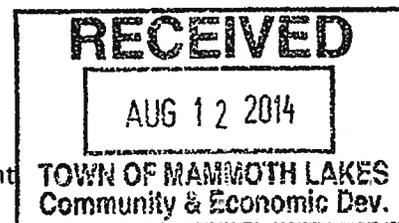
Larry Rasmussen

7. RESPONSES TO COMMENTS FROM LARRY RASMUSSEN, DATED AUGUST 12, 2014.

7-1 The Commenter states that the project should relate to the architectural context and characteristics of the surrounding buildings, including but not limited to design and massing. The project Applicant's architect, Bull Stockwell Allen, has provided the following responses to these comments:

- Although the Commenter is not specific in his discussion of context, we assume he may favor a more traditional, gabled design aesthetic, as opposed to the more contemporary mountain design of our current design scheme;
- Architectural "style" is a subjective subject as traditional or contemporary architecture is not for everybody;
- Contemporary architecture is increasingly popular in mountain communities as it reflects our current place in time and history;
- Demographic trends within the real estate market support a more contemporary approach as fresh architecture tends to attract younger, well-educated individuals;
- Today's design ideas are an important consideration given Mammoth's proximity to Southern California and Silicon Valley;
- The current design, generally well received by the Advisory Design Panel, replaced a more contextual approach characterized by gable roof forms that was described as "too generic and predictable";
- Villages and their architecture evolve over time, underscoring the dynamic evolution of a the living, man-made environment;
- We developed an exterior materials palette that was compatible, if not an identical color match, with the materials used on 8050 buildings A and B. This includes painted horizontal siding and stone cladding; and
- Heavy timber detailing, a classic component of mountain architecture, is used throughout the project.

General Plan Policy C.2.U discourages architectural monotony, as reflected in Bull Stockwell Allen's responses above. The design of the project would be reviewed by the Planning and Economic Development Commission and Town Council during their consideration of the project, and the required findings for a design review permit would need to be made prior to project approval.



To: Jen Daugherty, Senior Planner,
Town of Mammoth Lakes, Community and Economic Development Department
P.O. Box 1609, 437 Old Mammoth Road, Suite R, Mammoth Lakes, CA, 93546,

From: Phyllis St. George, John Roth, Owners
Mammoth Fireside Unit 315

I am writing this in the interest of fully informing the Town of Mammoth Lakes (Town) and the Planning Commission's (Commission) opinion with regard to the impacts to me the Town and Commission's actions may have. As you thoughtfully consider the SEIR for the Inn at the Village, please take into account the following.

The SEIR Sec 03 Building Setbacks states that "An additional setback is described in a private agreement between Fireside at the Village condominiums to the south and the 8050 property owner (Settlement Agreement, Mutual Release, and Joint Escrow Instructions). Since this is a private agreement, and the Town of Mammoth Lakes is not a party, the Town is not responsible for enforcing the terms and conditions of this agreement."

The agreement between Mammoth Fireside and iStar (Agreement) includes constraints for building setbacks and the building (sight lines). The owner of the Inn at the Village (Project Owner) project does not, at this time, have the legal right to construct a building closer than "(50) feet from the closest residential improvement existing on the Fireside Property". The Agreement further constrains the Project Owner to (1) building the originally approved project, (2) construct the building depicted in the agreement as Exhibit 3, or (3) construct a project "redesigned by iStar entities in their discretion, provided any such redesign maintains materially the same sight lines as the design plans attached as Exhibit 3..." I have attached Exhibit 3 for your use. While the Town is not a party to the Agreement, the Town and Commission's actions may negatively impact me as a party to the Agreement.

The current SEIR seeks the Town's and Commission's approval for a project to which the Project Owner does not have legal right. SEIR Section 03 Project Description, Preliminary Site Plan, Exhibit 3-3 plan notes indicate a project that is "35'...FROM FIRESIDE CONDOMINIUM STRUCTURES". As this right does not exist with the Project Owner, the project documents and SEIR should not consider them. It is my opinion that the SEIR Project Description is flawed, therefore so is the SEIR in total.

The Agreement additionally constrains the Project Owner to the three options for construction described previously in this letter. The project being considered by the Town and Commission in the SEIR does not comport with these constraints. With regard to the three options legally available to the Project Owner please consider the following:

1. From the SEIR: "The currently approved design for Building C allows for a total of five stories with a maximum height of 62 feet plus another three feet for roof appurtenances." The project depicted in the SEIR does not agree with the project previously approved by the Town.

2. The project included in the Agreement as Exhibit 3 shows a 4 story building. The project described and depicted in the SEIR does not agree with the project described in the Agreement.

3. The new project must maintain materially the same sight lines as the design plans attached as Exhibit 3. The project depicted and described in the SEIR "proposes a maximum height of seven stories (80 feet), when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances; refer to Exhibit 3-4, North and South Building Elevations, and Exhibit 3-5, East and West Building Elevations. The project proposes a zoning amendment to increase the maximum permitted height allowed for the project site." Further SEIR Section 03 Project Description, Preliminary Site Plan, Exhibit 3-3 plan notes indicate a "POOL AREA RELOCATED TO PLAZA LEVEL" The project depicted and described in the SEIR does not meet the requirements of the Agreement for sight lines and is materially different from the legally available options.

Again, it is my opinion the Project Owner does not have the legal right to the project described in the SEIR, the SEIR Project Description is flawed, therefore so is the SEIR in total.

I can only infer intent of the Project Owner through the document, so it is my belief that the Project Owner's intent is not to build either option 1 and 2 (from above). The Project Owner's intent is to build a 7 story building 35 feet from Fireside. A project so described is not a legal option at this time for the Project Owner.

It is true, and appropriately noted in the SEIR, there is an Agreement in place between iStar and Mammoth Fireside to which the Town is not a party. My concern is the Town and Commission may approve a project to which the Project Owner does not currently have the legal right. If approved, the Town and Commission may provide additional force in favor the Project Owner. As there is an agreement in place with options for the Project owner to obtain the right to a building 35 feet from Fireside, the Town and Commission's approval may disadvantage me in negotiation. I suggest the Town and Commission postpone approval of the flawed SEIR until the Project Owner possesses the legal right to the project therein described, or correct the SEIR to accurately reflect a project to which the Project Owner has the legal right.



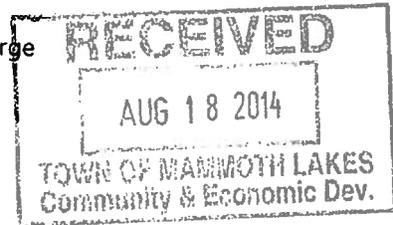
8. RESPONSES TO COMMENTS FROM PHYLLIS ST. GEORGE AND JOHN ROTH, DATED AUGUST 12, 2014.

8-1 Refer to Response to Comment 6-1.

Jen Daugherty

From: Geoffrey Hill <hillgema@gmail.com>
Sent: Saturday, August 16, 2014 7:59 AM
To: Jen Daugherty
Cc: Annette@AnnetteOltmans.com; Phyllis St. George
Subject: Fwd: SEIR For the Inn at the Village

Follow Up Flag: Follow up
Flag Status: Completed



Jen,
Annette Oltmans tried to send the email below but it was bouncing back. She has asked me to try to forward it. Please let me know that you've received this and it is considered valid public comment.

Sent from my iPad

>
> Begin forwarded message:
>
>> From: Annette Oltmans <Annette@AnnetteOltmans.com>
>> Subject: SEIR For the Inn at the Village
>> Date: August 13, 2014 11:11:23 PM PDT
>> To: jdaugherty@townofmammothlakes.ca.gov
>>
>> Dear Ms. Daugherty,
>>
>> As a former board member of Mammoth Fireside during the time of the iStar legal negotiations and obtained settlement, I can personally attest to the hardship it placed on our Fireside community financially and emotionally to have to take on such a legal battle to enforce an agreement which was broken without any moral self regulation from iStar. Since then, we have also had to maintain a partnership with iStar sharing the garage.
>>
>> My husband is President and CEO of a large commercial construction company which has relationships with many repeat client developers and REITs across the United States. It's imperative business practice to build relationships with companies one knows can be trusted to honor their contracts just as it is avoid those who are know to not.
>>
>> It's my sincere hope the Town Of Mammoth Lakes will respect the proper steps and order of business before approving a plan which knowingly violates an agreement which took many years and substantial dollars to enforce.
>>
>> It's also my sincere hope the Town of Mammoth Lakes will take caution before entering an agreement which has a high probability of exposing the town to yet another money draining law suit itself. Fireside nor the Town of Mammoth Lakes should want to spend monies in such a way if they can avoid doing so.
>>
>> Sincerely,
>>
>> Annette Oltmans
>>
>>
>

9-1



9. **RESPONSES TO COMMENTS FROM ANNETTE OLTMANS, AUGUST 13, 2014.**

9-1 Refer to Response to Comment 6-1.

Inn at the Village Subsequent Environmental Impact Report
Public Meeting
August 13, 2014

Public Comment – None

Commissioner Comments –

Commissioner David Harvey: Commissioner Harvey expressed concerns with the Town's position on the Private Agreement.

10-1

Mr. Harvey expressed concerns regarding the delivery of commercial goods to the project site, as North Village has a problem with deliveries already. This issue is particularly bad along Minaret Road, in the vicinity of the project site. Mr. Harvey would like the Applicant to consider using the existing Mammoth Mountain Ski Area loading dock next to 8050. He is also concerned that the proposed pedestrian stairs/porte-cochere may encourage deliveries off of Minaret Road as well as parking for other loading/unloading activities.

10-2

Mr. Harvey requests more detail pertaining to the re-sizing and functionality of the proposed streetscape improvements along Minaret Road.

10-3

Mr. Harvey requests clarification of the shading impacts on Minaret Road and other properties. Mr. Harvey is concerned about the resultant shading onto businesses across Minaret Road, which should be addressed in the EIR.

10-4

Commissioner Elizabeth Tenney: Commissioner Tenney is concerned about pedestrian access. Ms. Tenney feels that the project could better integrate pedestrians and requests that pedestrian connection to the Mammoth Crossing sites (now Mammoth Brewing Company) be provided.

10-5

Ms. Tenny feels that the project may appear "looming" and requests if more information can be provided regarding if the structure could "turn the corner" better; if this is the case, this could impact shade/shadow. Ms. Tenny is concerned about shade/shadow impacts.

10-6

Madame Chair Madeleine "Mickey" Brown: Madame Chair Brown requests and alternative development sites be considered. The Draft SEIR's reasoning is not logical based on how Minaret Road narrows. Ms. Brown disagrees that there are no alternative sites based on the rationale (of enhancing pedestrian integration, etc.), as Minaret Road is too narrow at the project site. The proposed project does not create a more animated street. Ms. Brown also disagrees that the proposed pedestrian porte cochere improves pedestrian integration.

10-7

Ms. Brown is also concerned about shade/shadow impacts, particularly for commercial uses across Minaret Road.

10-8

Ms. Brown is concerned about traffic patterns along Minaret Road, which already tend to be problematic.

10-9

10. RESPONSES TO COMMENTS FROM THE MAMMOTH LAKES PLANNING AND ECONOMIC DEVELOPMENT COMMISSION, DATED AUGUST 13, 2014.

10-1 Refer to Response to Comment 6-1.

10-2 Refer to Response to Comment 5-2.

10-3 Additional detail pertaining to the streetscape improvements proposed by the project along Minaret Road will be provided to the Commission prior to consideration of the project. The Commenter does not provide specific comments regarding analysis presented in the Draft SEIR, and does not raise new environmental information or directly challenge information provided in the Draft SEIR. Therefore, no further response is necessary.

10-4 As discussed in Response to Comment 5-3, the businesses to the northeast of the project site are not considered shadow-sensitive. Further, shadow patterns cast onto these properties would only occur after 12:00 PM during winter months, and the shadow patterns are anticipated to be similar in character to the large pine trees located throughout these properties. Refer to Response to Comment 5-3.

10-5 The Town will be constructing a sidewalk along the west side of Minaret Road that would connect the project site to Main Street/State Route (SR) 203. The sidewalk would continue east along the north side of Main Street/SR 203 and terminate at Mountain Boulevard. This sidewalk project is funded through the State Transportation Improvement Program (STIP), and also includes lighting and safety signage. The construction of this sidewalk is anticipated to start in 2017. The Inn at the Village project includes construction of a permanent sidewalk along Minaret Road in front of the project. This sidewalk is being designed to connect seamlessly with the STIP funded sidewalk.

10-6 The Commenter notes a potential concern that was also voiced by the Advisory Design Panel over “larger architectural expression at the southwest corner,” which may appear to be a “looming” component of the building. The Commenter has requested that the Applicant consider stepping height down at this corner; “turn corner” in a different way.’ Attachment B, *Building Diagrams*, of this Response, includes diagrams that illustrate this portion of the building and the desire to turn the corner in a successful manner. This holistic strategy breaks up and steps back the façade in this area such that the scale feels appropriate. To reiterate this approach, the following has been used to reduce the building’s overall mass at this corner:

- The overall building height has been reduced from the original 93’-9” down to 80’-0”. Since this change, the Applicant has also added a new 13’-6” step-back from the Minaret façade in order to reduce building mass at the corner and provide a stepped appearance;
- A trellis element has been placed along the corner that further breaks down scale and enriches the building profile, reinforcing the idea of a building base, a middle, and reduced mass along the top;
- Materials and colors also vary to create distinct scaling elements: base, middle, and top;

- On the Fireside Condominium-facing façade, the upper floor units have been offset 9'-2" from the face of the trellis and balconies below; and
- The stone clad base was lowered from 3 stories to 2 stories at this corner in order to reduce the mass of this element.

The objective of these strategies was to create a modulated and well-articulated building as it turns the corner at Minaret Road and opposite the Fireside Condominiums development.

- 10-7 As discussed in the Draft SEIR, the Applicant has a vested right to develop the proposed project on the 8050 Building C project site, pursuant to the building permit issued under the approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. Although the Applicant does own other properties in the NVSP area, these other properties are not yet entitled for future development (Mammoth Crossing sites located to the south of the project site). Furthermore, it is a key objective of the proposed project, and a key aspect of its design, to enhance pedestrian integration and accessibility while improving animation and vibrancy of the streetscape along Minaret Road at the project site.

The project would not be able to achieve the project objective of providing "an array of amenities and related back-of-house functions that would allow for the inn to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike" if the project were not located adjacent to the existing 8050 buildings. Thus, an alternative development site is not considered appropriate.

- 10-8 Refer to Response to Comment 10-4.

- 10-9 Page 5.3-5 of the Draft SEIR discusses the existing traffic conditions in the project vicinity. As discussed, the roadway segment of Canyon Boulevard, north of Lake Mary Road, currently experiences a deficient level of service (LOS) F. Table 5.3-5, Existing With Project Peak Hour Roadway Segment Analysis, summarizes the peak hour LOS results of the roadway segments for existing with project conditions.

As indicated in Table 5.3-5, all study area roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under existing with project conditions, with the exception of Canyon Boulevard north of Lake Mary Road. Although the project would increase the volume-to-capacity ratio at this segment, significant impacts would not occur at the adjacent intersections of Canyon Boulevard/Lake Mary Road or Minaret Road/Lake Mary Road-Main Street. Therefore, the project would not create a significant impact to the study area roadway segments under existing with project conditions. Impacts would be less than significant in this regard.

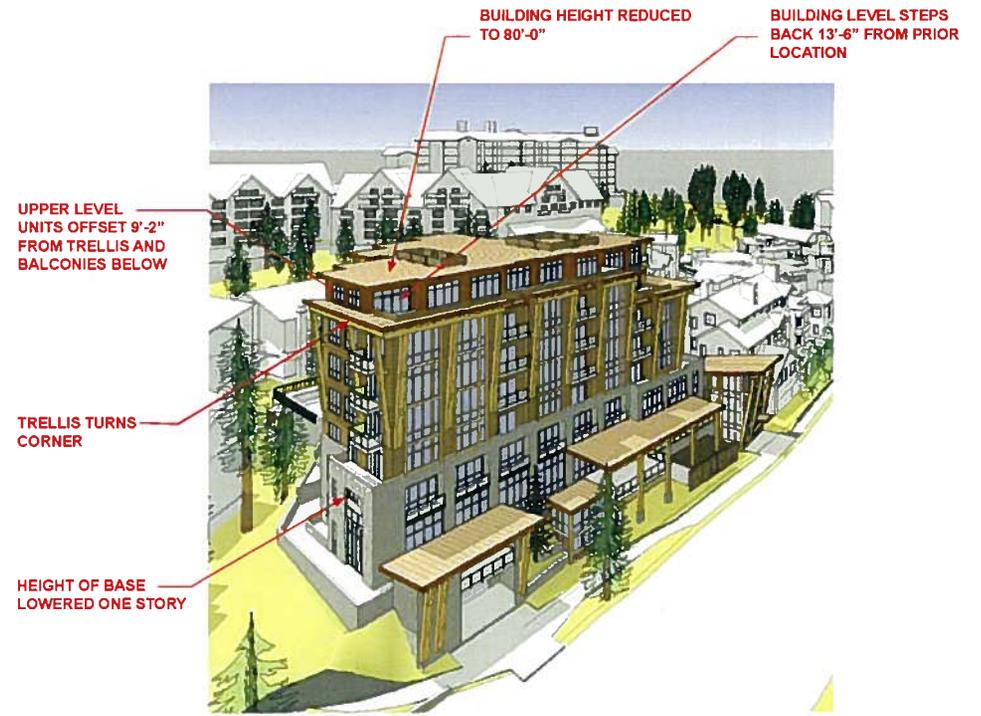
Implementation of the proposed project would not change the vehicle conditions at the driveway at Minaret Road because the only vehicles that would exit the parking garage onto Minaret Road would continue to be the vehicles associated with the 50 parking spaces assigned to the Fireside Condominiums through a private agreement. No access into the parking garage is allowed off of Minaret Road; all parking garage access occurs off of Canyon Boulevard. Also Refer to Response to Comment 5-2.



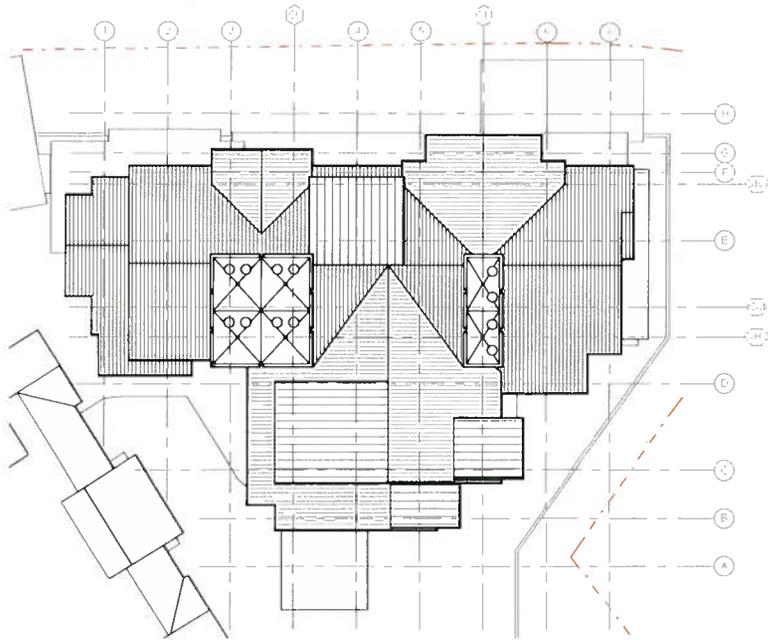
Attachment B
Building Diagrams



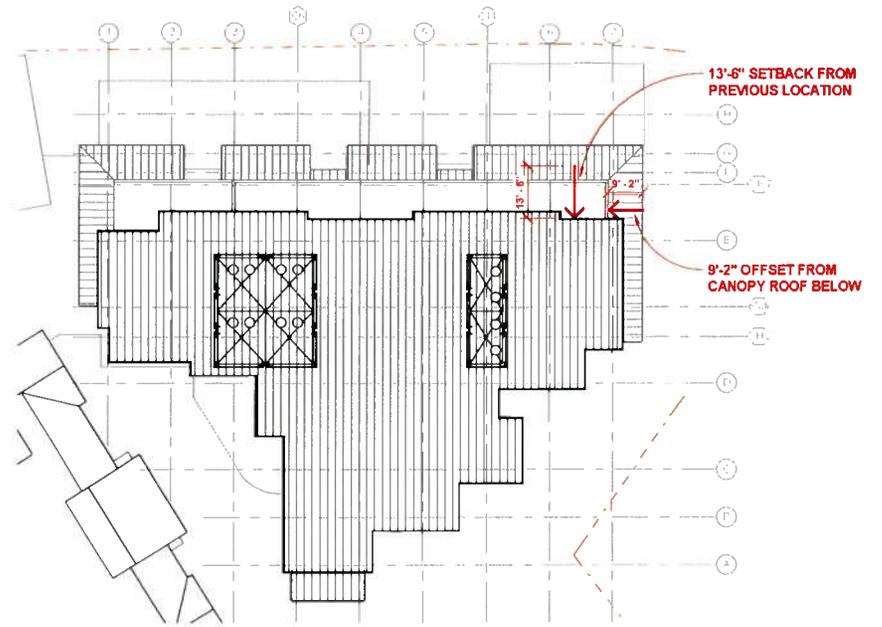
ORIGINAL BUILDING PROPOSAL



REVISED BUILDING PROPOSAL



ORIGINAL BUILDING PROPOSAL



REVISED BUILDING PROPOSAL



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3.0 Errata

3.0 ERRATA

Changes to the Draft Subsequent Environmental Impact Report (Draft SEIR) are noted below. A double-underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. Changes have been analyzed and responded to in Section 2.0, *Response to Comments* of the Final SEIR. The changes to the Draft SEIR do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph. All mitigation measure modifications have been reflected in Section 4.0, *Mitigation Monitoring and Reporting Program* of the Final SEIR.

SECTION 3.0, PROJECT DESCRIPTION

Draft SEIR Page 3-12, Last Paragraph, and Page 3-13, 1st, 2nd, 3rd, 4th Paragraphs

~~On November 5, 2003, the Town Council adopted Resolution No. 2003-63, by which the Town Council identified the “value of cost gap per Employee Housing Unit (EHU)” in the amount of \$52,802. This resulted in the establishment of an Affordable Housing Mitigation In-Lieu Fee of \$30,889 per Full Time Employee Equivalent (FTEE), which equates to the \$52,802 per EHU. On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In-Lieu Fee Agreement for the EHUs (AH In-Lieu Fee Agreement) to mitigate the impact the proposed 8050 project would have on the availability of workforce housing within the community, and to provide additional housing credits to the original developer. The AH In-Lieu Fee Agreement confirmed that at the time, the Town’s value of each EHU was \$52,802. Nonetheless, the AH In-Lieu Agreement provides that in exchange for credit for 30 EHUs, the original developer would pay the Town \$3,000,000 (\$100,000 per EHU credit), in three separate payments of \$1,000,000, in connection with each phase of the proposed project (e.g., Buildings A, B, and C). Pursuant to the AH In-Lieu Fee Agreement, the original developer paid the Town in-lieu fees totaling \$2,000,000. The original developer, however, did not construct Building C at 8050 and did not pay the Town the final payment of \$1,000,000 when it became due.~~

~~At the rate of \$100,000 per EHU, the \$2,000,000 that the original developer paid the Town in mitigation fees yielded credits for 20 EHUs. In addition, the original developer received credit for two EHUs for demolishing two commercial buildings on the project site, for a total of 22 EHUs. The construction of Buildings A and B by the original developer generated a demand for 17.5 EHUs. Therefore, the 8050 project maintains a credit of 4.5 EHUs.~~

~~The AH In-Lieu Fee Agreement provides as follows: “In the event the formula for calculating housing requirements shall be changed prior to the Remaining Credits being utilized to offset housing mitigation requirements, the value of such Remaining Credits shall be applied in conformance with the formulas in effect at the time of use of the Remaining Credits.” Since the effective date of the AH In-Lieu Fee Agreement, the Town has changed its affordable housing policy. The Town’s interim housing policy (Town Council Resolution 09-76) now requires that 10 percent of the total project units be provided for on site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit is achieved.~~



The Applicant proposes to construct up to 67 bedrooms in Building C. Pursuant to the Town's interim housing policy, those 67 bedrooms would require the Applicant to provide 6.7 bedrooms (6.7 EHUs) on the project site. Since each of the project's 4.5 existing EHU credits was generated at the rate of \$100,000 per EHU (which is 189% of the then value of \$52,802 per EHU), the Town has already achieved a substantial additional affordable housing benefit for each of the project's 4.5 EHU credits. Therefore, the Applicant will apply for an AHMP which confirms that no additional housing mitigation is required beyond the Application of the project's existing credit of 4.5 EHUs. The Town and Mammoth Lakes Housing, Inc. would evaluate the Applicant's AHMP request. Per the Town's Interim Affordable Housing Policy (Council Resolution 09-76), the proposed project would be required to provide on-site workforce housing at a rate of 10% of the market rate rooms (i.e., 67 rooms) unless an Alternate Housing Mitigation Plan (AHMP) is approved. An AHMP may be approved if on-site mitigation is undesirable for the community or infeasible, and there would be substantial additional affordable housing benefit derived from the AHMP. The Applicant has requested an AHMP that proposes conformance to the Housing Ordinance in effect at the time of building permit submittal. The Applicant's AHMP would be subject to approval by the Town pursuant to the Interim Affordable Housing Policy.

Draft SEIR Page 3-12, 6th Paragraph

The property owner, iStar, has an agreement with Mammoth Mountain Ski Area (MMSA) to provide up to 50 parking spaces on property owned by iStar. To date, iStar has been providing these spaces in the existing 8050 parking structure. Once the proposed project is developed, it is assumed that no spaces would be available in the 8050 parking structure for MMSA parking during peak occupancy periods. Consistent with the flexible terms of the above-referenced agreement, iStar anticipates providing the MMSA spaces at one or more other properties owned by iStar, such as the Mammoth Crossing properties along Lake Mary Road and Minaret Road.

It should also be noted that a parking agreement exists between the Mammoth Hillside property and the 8050 property in favor of the latter. The Mammoth Hillside property is located on the west side of Canyon Boulevard across from the 8050 property. This agreement provides 8050 parking for up to 50 vehicles at one time at the Mammoth Hillside property. These 50 parking spaces are not considered in the Draft SEIR parking analysis, as the Mammoth Hillside property has not been developed and these spaces do not currently exist.

Draft SEIR Page 3-15, 3rd Paragraph

The project proposes a new fire lane along Minaret Road, to the south of the existing parking structure entrance exit for the 50 Fireside Condominium parking spaces.



SECTION 5.1, LAND USE AND RELEVANT PLANNING

Draft SEIR Page 5.1-33, Table 5.1-2, Housing, Housing Mix, H1, Basis of Analysis

Housing							
Project provides housing opportunities to enhance the quality of life of the town's workforce.							
Housing Mix	Providing quality, diverse, and livable housing opportunities within the community increases quality of life for workers and reduces vehicle travel impacts.	H1	Project provides a mix of housing sizes, types, and affordability, including housing on-site	<input type="checkbox"/>	True	\$2M provided per in-lieu housing agreement <u>Alternate Housing Mitigation Plan (AHMP) to be reviewed and approved by the Town</u>	
				<input type="checkbox"/>	False		
				<input checked="" type="checkbox"/>	NA or TBD		
		H2	Project exceeds workforce/affordable housing requirements	<input type="checkbox"/>	True		Project proposes to use existing credits to meet requirements
				<input type="checkbox"/>	False		
				<input checked="" type="checkbox"/>	NA or TBD		

SECTION 5.2, AESTHETICS/LIGHT AND GLARE

Draft SEIR Page 5.2-25, No. 4

4. Emphasize Sunlight – As discussed in Impact Statement AES-6 below, the proposed project would result in increased shade along Minaret Road and public sidewalks, compared to the approved 8050 Building C massing. ~~However, Additional Mitigation Measures have been provided in order to ensure public safety along streets and sidewalks.~~

SECTION 5.3 TRAFFIC/CIRCULATION

[Note these changes are also applicable to Section 1.0, Executive Summary, of the Draft SEIR.]

Draft SEIR Pages 1-21, 1-22, 5.3-12, and 5.3-13, Additional Mitigation Measures Heading

TRA-1 Prior to issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean

adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

- The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, Noise Regulation.
- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes and California Department of Transportation (as applicable) requirements.

SECTION 5.7 UTILITIES AND SERVICE SYSTEMS

Draft SEIR Page 5.7-1, 3rd, 4th Paragraphs

Water Supply

The project site is served by the MCWD. The 2010 UWMP was adopted in November 2011. Based on the 2010 UWMP, the MCWD has 3,660 water service connections and relies on water supply provided by local surface water, ground water, recycled water, and savings from water conservation (demand management) measures.

The MCWD has two water right licenses and one permit issued by the State Water Resources Control Board (SWRCB) that entitle the MCWD to both store and divert surface water at Lake Mary, allowing up to a maximum annual surface water diversion of 2,760 acre-feet (permitted by the State) with the exception of future water demands including water diversions, extractions, and deliveries in the MCWD's service area not exceeding 4,387 acre-feet per year (AFY) per a recent settlement agreement between Los Angeles Department of Water and Power (DWP) and the MCWD. However, actual diversions are typically significantly lower due to the combined influence of natural variability in snowpack runoff quantity and timing, limited storage to manage the variable runoff, mismatch between the seasonal trends in supply availability and community water demands, and compliance with the monthly minimum Mammoth Creek fishery bypass.



Surface Water. The MCWD utilizes surface water as the primary water source when it is available because less energy and fewer chemicals are required to divert, treat, and deliver water from the Lake Mary Water Treatment Plant (WTP). Surface water requires minimal treatment, and the supply is gravity-fed to almost the entire service area. ~~The MCWD has two water right licenses and one permit issued by the State Water Resources Control Board (SWRCB) that entitle the MCWD to both store and divert surface water at Lake Mary, allowing up to a maximum annual surface water diversion of 2,760 acre-feet with the exception of future water demands including water diversions, extractions, and deliveries in the MCWD's service area not exceeding 4,387 acre feet per year (AFY) per a recent settlement agreement between Los Angeles Department of Water and Power (DWP) and the MCWD. However, actual diversions are typically significantly lower due to the combined influence of natural variability in snowpack runoff quantity and timing, limited storage to manage the variable runoff, mismatch between the seasonal trends in supply availability and community water demands, and compliance with the monthly minimum Mammoth Creek fishery bypass.~~



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4.0 Mitigation Monitoring and Reporting Program

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 1, *Mitigation Monitoring and Reporting Checklist*, has been prepared for the Inn at the Village (the proposed project). This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Town of Mammoth Lakes Inn at the Village Project file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the project, but also allows the Town flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 1). If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The Town distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Modified Initial Study, Draft SEIR, and Final SEIR, which provide general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the Town as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the Town with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.



- The Town prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the Town. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

The following subsections of the Draft SEIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and unavoidable significant impacts, if any. Based on the Modified Initial Study, as stated in Appendix 11.1, *Modified Initial Study and Notice of Preparation*, no significant impacts or no new significant impacts beyond those identified in the *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (1999 SPEIR) would occur in regard to the following environmental issue areas:

- Agricultural Resources;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Mineral Resources;
- Population and Housing;
- Public Services; and
- Recreation.

As a result, these issues are addressed in Section 8.0, *Effects Found Not To Be Significant*. In accordance with Appendix G of the *CEQA Guidelines*, the following environmental issue areas were determined to have a potentially significant impact, as identified in Appendix 11.1, and have been included within this SEIR for further analysis:

- Aesthetics/Light and Glare;
- Air Quality;
- Greenhouse Gas Emissions;
- Land Use and Planning;
- Noise;
- Traffic, Circulation, and Parking; and
- Utilities and Service Systems.

For the purposes of the environmental analysis in the Draft SEIR, impacts were analyzed in each environmental issue area for the proposed project. If necessary, mitigation measures were recommended in order to reduce any significant impacts. As the SEIR was prepared for the Inn at the Village, the 1999 SPEIR Mitigation Measures were applied as appropriate. The "Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by



restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment. Modifications to the 1999 SPEIR mitigation measures are made in ~~striethrough~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature). Where further Mitigation Measures were required beyond what was recommended in the 1999 SPEIR, Additional Mitigation Measures were prescribed.



**Table 1
MITIGATION MONITORING AND REPORTING CHECKLIST**

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
AESTHETICS/LIGHT AND GLARE								
Applicable 1999 SPEIR Mitigation Measures								
5.3-1j	<u>Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible.</u> Staging locations shall be indicated on <u>the</u> project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Department Planning Manager Director in accordance with <u>the</u> Municipal Code requirements.	Applicant/ Construction Contractor	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Grading Plans			
5.3-1d	The landscape design for the site shall maximize the use of existing vegetation, and where new plants are introduced, they shall include, and/or blend with, plants native to the Mammoth Lakes environment. <u>Landscaping shall be tolerant of shaded areas, where applicable.</u> Landscape plans for the site shall be completed by a certified landscape architect.	Applicant/ Certified Landscape Architect	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Landscape Plans			
5.3-2b	The architectural style for the development shall blend with the site's natural setting. Rooflines shall reflect (step down) the slope of the site, and natural "earth tone" colors and materials such as stone and wood shall be emphasized. Conformance shall be assured through the Town's design review procedures.	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Project Plans			
5.3-3c	The project shall use minimally reflective glass and all other materials used on <u>the exterior of the proposed buildings and structures (including the gondola cabins and towers)</u> shall be selected with attention to minimizing reflective glare.	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Project Plans			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
5.3-3d	Vegetative buffers shall be used to reduce light intrusion on residential development <u>to the south of the project site and on forested areas located adjacent to the project site.</u>	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Landscape Plans			
Additional Mitigation Measures								
AES-1	The Applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community and Economic Development Department Planning Manager prior to issuance of Grading Permit. The hauling plan shall ensure that construction haul routes minimize impacts to sensitive uses in the project vicinity.	Applicant/ Construction Contractor	Prior to Issuance of a Grading Permit or any Construction Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Grading Permit/ Review of Hauling Plan			
AES-2	The Applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Regulations (Section 17.36.030, <i>Outdoor Lighting Plans</i> , of the Municipal Code) to the Community and Economic Development Planning Manager that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Outdoor Lighting Plan			
AES-3	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.	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Outdoor Lighting Plan			
AGRICULTURE AND FOREST RESOURCES								
	No mitigation measures are required.							



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
AIR QUALITY								
Applicable 1999 SPEIR Mitigation Measures								
5.5-1a	<p><u>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 excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures and that fugitive dust shall not cause a nuisance off-site, as specified in the Great Basin Unified Air Pollution Control District (GBUAPCD) Rules and Regulations. In order to reduce fugitive dust emissions, each development project shall obtain permits, as needed, from the Town and the State APCD and shall implement</u>The following measures shall be implemented during grading and/or construction of the <u>individual development sites project</u> to ensure compliance with permit conditions and applicable Town and <u>GBUAPCD</u> requirements.</p> <p>a. The <u>individual development</u> projects shall comply with State, <u>GBUAPCD</u>, Town, and Uniform Building Code dust control regulations, so as to prevent the soil from being eroded by wind, creating dust, or blowing onto a public road or roads or other public or private property.</p> <p>b. Adequate watering techniques shall be employed on a daily basis to partially mitigate the impact of construction-generated dust particulates.</p> <p>c. Clean-up on construction-related dirt on approach routes to <u>individual development</u> <u>the</u> <u>project</u> sites/<u>improvements</u> shall be ensured by the application of water and/or chemical dust retardants that solidify loose soils.</p>	Applicant/ Construction Contractor	Prior to Issuance of Grading or Building Permit /During Construction	Public Works Director/ Designee	Prior to Issuance of Grading or Building Permit/ Review of Project Plans/ During Construction			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>These measures shall be implemented for construction vehicle access, as directed by the Town Engineer. Measures shall also include covering, watering or otherwise stabilizing all inactive soil piles (left more than 10 days) and inactive graded areas (left more than 10 days).</p> <p>d. Any vegetative ground cover to be utilized on the individual development the project sites/improvements shall be planted as soon as possible to reduce the amount of open space subject to wind erosion. Irrigation shall be installed as soon as possible to maintain the ground cover.</p> <p>e. All trucks hauling dirt, soil or other loose dirt material shall be covered.</p>							
5.5-1b	To reduce the potential of spot violations of the CO standards and odors from construction equipment exhaust, unnecessary idling of construction equipment shall be avoided <u>pursuant to CARB anti-idling regulations for in-use Off Road Diesel Vehicles, paragraph (d)(3) (Idling).</u>	Applicant/ Construction Contractor	Prior to Issuance of a Grading or Building Permit /During Construction	Public Works Director/ Community and Economic Development Department Planning Manager	Prior to Issuance of a Grading or Building Permit/ During Construction			
5.5-2a	In order to reduce emissions associated with both mobile and stationary sources (i.e., wood burning stoves and fireplaces), all individual development projects the <u>proposed project</u> shall adhere to the regulations contained in the <u>2013 Air Quality Management Maintenance Plan</u> for the Town of Mammoth Lakes and Chapter 8.30, Particulate Emission Regulations, of the Town's Municipal Code. The commercial use tenants throughout the Specific Plan area shall, at a minimum, include the following, as appropriate:	Applicant/ Construction Contractor	Prior to Issuance of a Building Permit	Public Works Director/ Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<ul style="list-style-type: none"> Bicycle racks, lockers or secure storage areas for bicycles; Transit access, including bus turnouts; Site access design shall avoid queuing in driveways; and Mulch, groundcover, and native vegetation to reduce dust. 							
5.5-2b	Each The proposed project shall contribute on a fair share basis to the Town's street sweeping operations in order to reduce emissions and achieve maintain the required Federal standard.	Applicant/ Construction Contractor	Prior to Issuance of a Building Permit	Public Works Director	Prior to Issuance of a Building Permit			
5.5-2c	New development within the Specific Plan area shall not be permitted to utilize wood burning appliances unless the Federal standard is documented to not be exceeded. Prior to approval of building plans, the Applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community and Economic Development Department, that wood fired stoves or appliances would not be used on-site.	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit			
Additional Mitigation Measures								
AQ-1	Under the Great Basin Unified Air Pollution Control District (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.	Applicant/ Construction Contractor	Prior to Issuance of a Grading Permit or any Construction Permit	Public Works Director/ Community and Economic Development Department Planning Manager/ GBUAPCD	Prior to Issuance of a Grading Permit			
AQ-2	Under the Great Basin Unified Air Pollution Control District (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.	Applicant/ Construction Contractor	Prior to Issuance of a Grading Permit or any Construction Permit	Public Works Director/ Community and Economic Development Department Planning Manager/ GBUAPCD	Prior to Issuance of a Grading Permit			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
BIOLOGICAL RESOURCES								
Applicable 1999 SPEIR Mitigation Measures								
5.9-2a	The project shall preserve existing native vegetation to the maximum extent feasible. Landscaping shall emphasize the use of native plants indigenous to the Jeffrey Pine-Fir Forest plant community. Whenever possible, native plants used on-site shall be subject to the Design Review procedure of the Town.	Applicant/ Certified Landscape Architect	Prior to Issuance of a Grading Permit or any Construction Permit that would impact existing vegetation	Community and Economic Development Department Planning Manager	Prior to Issuance of a Grading Permit/ Review of Landscape Plans			
5.9-2b	Landscape materials shall be used that allow for the protection and preservation of existing trees. Native plant species, preferably from seed or cuttings from local plants, shall be used where possible. The Landscape Plan shall be approved by the Town Planning Director <u>Manager</u> prior to issuance of any construction permits.	Applicant/ Certified Landscape Architect	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Landscape Plans			
5.9-2c	Irrigation, fertilization, and other landscape management practices shall be designed to minimize effects on existing trees and other vegetation.	Applicant/ Certified Landscape Architect	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Landscape Plans			
5.9-2d	To the extent possible, native vegetation shall be retained and protected during construction. A Revegetation Plan, prepared by a qualified Landscape Architect and approved by the Town of Mammoth Lakes, shall be completed prior to the commencement of the project, which will describe in detail the species of trees and shrubs which will be used, where they will be planted, and in what numbers, and the methods of planting and maintenance which will ensure successful growth. It shall include a monitoring program to follow the progress of new plantings and ensure replacement of unsuccessful plants. Landscaping with native species of trees and shrubs shall be undertaken to enhance wildlife use of cleared areas.	Applicant/ Certified Landscape Architect	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Landscape Plans			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
5.9-2f	All construction activities, including movement and storage of vehicles and the storage of building and other materials, shall be confined to areas slated for development. Care shall be taken during construction to avoid damage to vegetation and habitats not directly involved in project construction. Any vegetation inadvertently damaged outside of the area slated for development shall be replaced on a one-to-one basis on- or off-site. Off-site replacement shall require the approval of the Town Planning Director <u>Manager</u> .	Applicant/ Construction Contractor	Prior to Issuance of a Building or Grading Permit /During Construction	Public Works Director/ Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Grading Plans/ During Construction			
5.9-2j	Construction and site development, such as grading and trenching, shall be prohibited within the dripline of retained trees. Equipment shall <u>not</u> be stored or driven under trees. Grading shall not cover the ground surface within the dripline of existing trees. Grading limits shall be clearly defined and protected.	Applicant/ Construction Contractor	Prior to Issuance of a Building Permit /During Construction	Public Works Director/ Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Grading Plans/ During Construction			
Additional Mitigation Measures								
	No additional mitigation measures are required.							
CULTURAL RESOURCES								
Applicable 1999 SPEIR Mitigation Measures								
5.11-1e	In the event that a material of potential cultural significance is uncovered during grading activities on the project site, all grading in the area of the uncovered material shall cease and the project applicant shall retain a professional archaeologist to evaluate the quality and significance of the material. Grading shall not continue in the area where a material of potential cultural significance is uncovered until resources have been completely removed by the archaeologist and recorded as appropriate.	Applicant/ Construction Contractor/ Professional Archaeologist	During Construction	Community and Economic Development Department Planning Manager	During Construction			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
5.11-2	See Mitigation Measure 5.11; in addition, if human remains are discovered, work shall cease and an appropriate representative of Native American Indian groups and the County Coroner shall both be informed and consulted, as required by State law.	Applicant/ Construction Contractor/ Professional Archaeologist	During Construction	Community and Economic Development Department Planning Manager	During Construction			
Additional Mitigation Measures								
	No additional mitigation measures are required.							
GEOLOGY								
Applicable 1999 SPEIR Mitigation Measures								
	No 1999 SPEIR mitigation measures are applicable or required.							
Additional Mitigation Measures								
	No additional mitigation measures are required.							
GREENHOUSE GAS EMISSIONS								
Applicable 1999 SPEIR Mitigation Measures								
	At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.							
Additional Mitigation Measures								
	No additional mitigation measures are required.							
HAZARDS AND HAZARDOUS MATERIALS								
Applicable 1999 SPEIR Mitigation Measures								
	No 1999 SPEIR mitigation measures are applicable or required.							
Additional Mitigation Measures								
	No additional mitigation measures are required.							



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
HYDROLOGY								
Applicable 1999 SPEIR Mitigation Measures								
5.8-1c	<p>The following water conservation procedures shall be incorporated in the project elements where feasible:</p> <ul style="list-style-type: none"> • Landscape with low water-using plants; • Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots, such as drip irrigation, soil moisture sensors, and automatic irrigation systems; and • Use pervious paving materials whenever feasible. 	Applicant/ Certified Landscape Architect	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit/ Review of Landscape Plans			
Additional Mitigation Measures								
	No additional mitigation measures are required.							
LAND USE AND PLANNING								
Applicable 1999 SPEIR Mitigation Measures								
	No additional 1999 SPEIR mitigation measures are applicable to this topical area; refer to Section 5.2, <i>Aesthetics/Light and Glare</i> .							
Additional Mitigation Measures								
	No additional mitigation measures are required.							
MINERAL RESOURCES								
Applicable 1999 SPEIR Mitigation Measures								
	No 1999 SPEIR mitigation measures are applicable or required.							
Additional Mitigation Measures								
	No additional mitigation measures are required.							



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
NOISE								
Applicable 1999 SPEIR Mitigation Measures								
5.6-1a	<u>Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plan, and specifications stipulate that construction activities shall not take place outside of the allowable hours specified by Pursuant to ChapterSection 8.16.090 of the Town's Municipal Code Ordinance, construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and prohibited on Sunday or holidays, or as otherwise permitted by ChapterSection 8.16.090).</u>	Applicant/ Construction Contractor	Prior to Issuance of a Grading Permit and Building Permit	Public Works Director/ Building Official	Prior to Issuance of a Grading Permit and Building Permit/ During Construction			
5.6-1b	<u>Prior to Grading Permit issuance, all construction equipment, fixed or mobile, shall be muffled or controlled, if required, to meet Chapter 8.16 requirements for maximum noise generated by construction equipment. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.</u>	Applicant/ Construction Contractor	Prior to Issuance of a Grading Permit or any Construction Permit	Public Works Director	Prior to Issuance of a Grading Permit/ During Construction			
Additional Mitigation Measures								
N-1	Prior to Grading Permit issuance, the Applicant shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the Town within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community and Economic Development Department Planning Manager. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.	Applicant/ Construction Contractor/ Noise Disturbance Coordinator	Prior to Issuance of a Grading Permit or any Construction Permit/ During Construction	Community and Economic Development Department Planning Manager	Prior to Issuance of a Grading Permit/ During Construction			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
N-2	Prior to Grading Permit issuance, during construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers (e.g., along Minaret Road and away from the Fireside at the Village condominiums).	Applicant/ Contractor	Prior to Issuance of a Grading Permit or any Construction Permit/ During Construction	Community and Economic Development Department Planning Manager	Prior to Issuance of a Grading Permit/ During Construction			
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.	Applicant/ Contractor	Prior to Issuance of a Grading or Building Permit/ During Construction	Community and Economic Development Department Planning Manager	Prior to Issuance of a Grading or Building Permit/ During Construction			
POPULATION AND HOUSING								
Applicable 1999 SPEIR Mitigation Measures								
	No 1999 SPEIR mitigation measures are applicable or required.							
Additional Mitigation Measures								
	No additional mitigation measures are required.							
PUBLIC SERVICES								
Applicable 1999 SPEIR Mitigation Measures								
5.10-1a	Each project <u>The Applicant</u> shall contribute a fair share financial contribution for an emergency services facility (fire and police) to be located on the site of Fire Station No. 1 on Main Street.	Applicant	Prior to Issuance of a Building Permit	Fire Chief	Prior to Issuance of a Building Permit			
5.10-1b	Access roads to all structures, and areas of use, shall comply with Mammoth Lakes Fire Protection District <u>requirements Ordinance 98-04</u> .	Applicant	Prior to Issuance of a Building Permit	Fire Chief	Prior to Issuance of a Building Permit			
5.10-1c	An approved water supply system capable of supplying required fire flow for fire protection purposes, as determined by the Fire District, shall be provided.	Applicant	Prior to Issuance of a Building Permit	Fire Chief	Prior to Issuance of a Building Permit			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
5.10-3	In accordance with A.B. 2926, the developer shall pay Developer Fees for commercial uses and foot for residential uses (condominiums).	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit			
5.10-4a	The Applicant project proponent shall contribute a fair share financial contribution in accordance with the Town's DIF Mitigation Program established Resolution 98-06.	Applicant	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager	Prior to Issuance of a Building Permit			
Additional Mitigation Measures								
	No additional mitigation measures are required.							
RECREATION								
Applicable 1999 SPEIR Mitigation Measures								
5.10-4a	Refer to Mitigation Measure 5.10-4a.							
Additional Mitigation Measures								
	No additional mitigation measures are required.							
TRANSPORTATION/TRAFFIC								
Applicable 1999 SPEIR Mitigation Measures								
	No 1999 SPEIR mitigation measures are applicable to this topical area.							
Additional Mitigation Measures								
TRA-1	<p>Prior to issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> Traffic control for any street closure, detour, or other disruption to traffic circulation. Identify the routes that construction vehicles would utilize for the delivery of 	Applicant/ Construction Contractor	Prior to Issuance of a Building Permit	Community and Economic Development Department Planning Manager/ Public Works Director/ California Department of Transportation	Prior to Issuance of a Building Permit			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.</p> <ul style="list-style-type: none"> Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets. Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, <i>Noise Regulation</i>. Haul trucks entering or exiting public streets shall at all times yield to the public traffic. If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer. 							



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<ul style="list-style-type: none"> All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area. This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes and California Department of Transportation (as applicable) requirements. 							
UTILITIES AND SERVICE SYSTEMS								
Applicable 1999 SPEIR Mitigation Measures								
5.10-9	Prior to issuance of a building permit, the applicant shall provide an Integrated Solid Waste Management Plan (ISWMP) consistent with the Town's SRRE. The plan shall address, at a minimum, the following measures: construction demolition ; recycling; composting ; source reduction programs; storage areas for collected recyclable materials, and disposal of hazardous waste materials used on-site.	Applicant	Prior to Issuance of a Building Permit	Public Works Director	Prior to Issuance of a Building Permit			
5.10-8	Prior to building permit issuance, The project applicant shall comply with all applicable Municipal and Fire Code requirements and pay the appropriate fees to the MCWD and MLFPD. All new water conveyance facilities shall be installed within public rights of way or utility easements.	Applicant	Prior to Issuance of a Building Permit	Fire Chief/ Mammoth Community Water District	Prior to Issuance of a Building Permit			
5.10-7	Prior to building permit issuance, The project applicant shall comply with all applicable Municipal Code requirements and pay the appropriate fees to the MCWD. All new wastewater conveyance facilities shall be installed within public rights of way or utility easements.	Applicant	Prior to Issuance of a Building Permit	Mammoth Community Water District	Prior to Issuance of a Building Permit			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
Additional Mitigation Measures								
	No additional mitigation measures are required.							

EXHIBIT 2

**DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR
THE INN AT THE VILLAGE**

(SCH No. 2014032081)

**PUBLIC REVIEW DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

Inn at the Village Project

SCH NO. 2014032081

Lead Agency:



TOWN OF MAMMOTH LAKES

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July 8, 2014

JN 139231

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TABLE OF CONTENTS

Section 1.0:	Executive Summary.....	1-1
	1.1 Introduction	1-1
	1.2 Project Background.....	1-1
	1.3 Project Summary	1-2
	1.4 Goals and Objectives	1-8
	1.5 Environmental Procedures	1-10
	1.6 Environmental Issues/Mitigation Summary	1-15
	1.7 Summary of Project Alternatives	1-33
Section 2.0:	Introduction and Purpose	2-1
	2.1 Purpose of the Subsequent EIR.....	2-1
	2.2 CEQA Document Tiering	2-2
	2.3 Compliance with CEQA	2-5
	2.4 EIR Scoping Process	2-6
	2.5 Format of the Draft EIR.....	2-6
	2.6 Responsible and Trustee Agencies	2-7
	2.7 Incorporation by Reference	2-8
	2.8 Disagreement Amongst Experts	2-13
Section 3.0:	Project Description	3-1
	3.1 Project Location and Setting.....	3-1
	3.2 Background and History	3-4
	3.3 Project Characteristics	3-5
	3.4 Goals and Objectives	3-17
	3.5 Project Approvals.....	3-21
Section 4.0:	Basis of Cumulative Analysis	4-1
Section 5.0:	Environmental Analysis.....	5-1
	5.1 Land Use and Relevant Planning	5.1-1
	5.2 Aesthetics/Light and Glare.....	5.2-1
	5.3 Traffic/Circulation	5.3-1
	5.4 Noise	5.4-1
	5.5 Air Quality	5.5-1
	5.6 Greenhouse Gas Emissions	5.6-1
	5.7 Utilities and Service Systems.....	5.7-1
Section 6.0:	Other CEQA Considerations	6-1
	6.1 Long-Term Implications of the Proposed Project.....	6-1
	6.2 Irreversible Environmental Changes That Would Be Involved In The Proposed Action Should It Be Implemented.....	6-1
	6.3 Growth-Inducing Impacts	6-2
	6.4 Energy Conservation	6-7



TABLE OF CONTENTS (continued)

Section 7.0:	Alternatives to the Proposed Project.....	7-1
7.1	Alternatives Considered But Rejected From Further Analysis.....	7-4
7.2	Alternatives Considered For Further Analysis.....	7-7
7.3	“Environmentally Superior” Alternative	7-21
Section 8.0:	Effects Found Not To Be Significant	8-1
8.1	Assessment in the Modified Initial Study	8-1
Section 9.0:	Organizations and Persons Consulted.....	9-1
Section 10.0:	Bibliography	10-1
Section 11.0:	Appendices (under separate cover and contained on CD at end of section)	
11.1	Modified Initial Study and Notice of Preparation	
11.2	Traffic Study	
11.3	Noise Data	
11.4	Air Quality and Greenhouse Gas Data	
11.5	Utility Correspondence	



LIST OF EXHIBITS

Exhibit 3-1	Regional Vicinity.....	3-2
Exhibit 3-2	Site Vicinity.....	3-3
Exhibit 3-3	Preliminary Site Plan.....	3-6
Exhibit 3-4	North and South Building Elevations	3-8
Exhibit 3-5	East and West Building Elevations	3-9
Exhibit 3-6	Proposed Setbacks	3-11
Exhibit 3-7	Landscape Plan.....	3-14
Exhibit 3-8	Tree Protection/Preservation Plan.....	3-16
Exhibit 3-9	Construction Staging Plan	3-18
Exhibit 4-1	Cumulative Project Locations.....	4-5
Exhibit 5.2-1	Existing Condition Photographs	5.2-2
Exhibit 5.2-2	Existing Character of the Project Site	5.2-3
Exhibit 5.2-3	Key View Locations Map	5.2-6
Exhibit 5.2-4	Key View 1 - Existing Condition	5.2-7
Exhibit 5.2-5	Key View 2 - Existing Condition	5.2-8
Exhibit 5.2-6	Key View 1 - Proposed Condition.....	5.2-19
Exhibit 5.2-7	Key View 2 - Proposed Condition.....	5.2-20
Exhibit 5.2-8	Proposed Character of the Project Site.....	5.2-24
Exhibit 5.2-9a	Proposed Summer Shadow Patterns.....	5.2-32
Exhibit 5.2-9b	Proposed Winter Shadow Patterns	5.2-33
Exhibit 5.2-9c	Proposed Vernal/Autumnal Shadow Patterns.....	5.2-34
Exhibit 5.3-1	Location of Study Intersections.....	5.3-2
Exhibit 5.4-1	Sound Levels and Human Response	5.4-2
Exhibit 5.4-2	Noise Measurement Locations	5.4-7
Exhibit 5.7-1	Existing Water and Wastewater Facilities	5.7-4
Exhibit 5.7-2	Grading and Drainage Plan.....	5.7-6



LIST OF TABLES

Table 1-1	Comparison of Proposed Project and No Project/ Reasonably Foreseeable Development Alternative.....	1-40
Table 1-2	Comparison of Proposed Project and Reduced Height Alternative	1-41
Table 1-3	Comparison of Alternatives	1-42
Table 3-1	Proposed Land Uses	3-5
Table 4-1	Cumulative Projects List.....	4-2
Table 5.1-1	2007 General Plan Policy Consistency Analysis	5.1-15
Table 5.1-2	Project Impact Evaluation Criteria Analysis	5.1-29
Table 5.3-1	LOS and Delay Ranges	5.3-4
Table 5.3-2	Existing Peak Hour Intersection Levels of Service.....	5.3-5
Table 5.3-3	Existing Peak Hour Roadway Segment Levels of Service	5.3-5
Table 5.3-4	Existing With Project Peak Hour Intersection Analysis	5.3-15
Table 5.3-5	Existing With Project Peak Hour Roadway Segment Analysis	5.3-16
Table 5.3-6	2007 General Plan Buildout Without Project Peak Hour Intersection Analysis.....	5.3-17
Table 5.3-7	2007 General Plan Buildout Without Project Peak Hour Roadway Segment Analysis	5.3-18
Table 5.3-8	2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company	5.3-19
Table 5.3-9	2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Ullr	5.3-20
Table 5.3-10	2007 General Plan Buildout With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company	5.3-20
Table 5.3-11	2007 General Plan Buildout With Project Peak Hour Roadway Segment Analysis – Ullr	5.3-21
Table 5.3-12	Cumulative Without Project Peak Hour Intersection Analysis.....	5.3-23
Table 5.3-13	Cumulative Without Project Peak Hour Roadway Segment Analysis	5.3-24
Table 5.3-14	Cumulative With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company	5.3-25
Table 5.3-15	Cumulative With Project Peak Hour Intersection Analysis – Ullr	5.3-26



LIST OF TABLES (continued)

Table 5.3-16	Cumulative With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company	5.3-27
Table 5.3-17	Cumulative With Project Peak Hour Roadway Segment Analysis – Ullr.....	5.3-28
Table 5.4-1	Noise Descriptors.....	5.4-3
Table 5.4-2	Sensitive Receptors.....	5.4-6
Table 5.4-3	Noise Measurements.....	5.4-6
Table 5.4-4	Existing Traffic Noise Levels	5.4-8
Table 5.4-5	Land Use Compatibility for Community Noise Environments.....	5.4-9
Table 5.4-6	Exterior Noise Limits	5.4-10
Table 5.4-7	Interior Noise Limits.....	5.4-12
Table 5.4-8	Maximum Noise Levels For Short-Term Noise.....	5.4-13
Table 5.4-9	Maximum Noise Levels For Long-Term Noise.....	5.4-13
Table 5.4-10	Construction Equipment Noise Emission Levels.....	5.4-17
Table 5.4-11	Typical Vibration Levels for Construction Equipment.....	5.4-19
Table 5.5-1	Local Air Quality Levels	5.5-2
Table 5.5-2	Sensitive Receptors.....	5.5-4
Table 5.5-3	National and California Ambient Air Quality Standards	5.5-6
Table 5.5-4	Regional Thresholds of Significance	5.5-7
Table 5.5-5	Maximum Daily Construction Emissions.....	5.5-11
Table 5.5-6	Long-Term Operational Air Emissions.....	5.5-16
Table 5.6-1	Greenhouse Gas Emissions.....	5.6-13
Table 5.7-1	2005 Through 2030 Total Water Demand	5.7-3
Table 6-1	Population Estimates	6-3
Table 6-2	Housing Estimates.....	6-5
Table 6-3	Construction Fuel Consumption	6-8
Table 6-4	Project Operational Fuel Consumption.....	6-9



LIST OF TABLES (continued)

Table 7-1	Comparison of Proposed Project and No Project/ Reasonably Foreseeable Development Alternative.....	7-12
Table 7-2	Comparison of Proposed Project and Reduced Height Alternative	7-17
Table 7-3	Comparison of Alternatives	7-22
Table 8-1	Impacts Found Not To Be Significant.....	8-2



DRAFT SEIR AND APPENDICES ON CD

This CD contains the Inn at the Village Public Review Draft Subsequent Environmental Impact Report (Draft SEIR) and Appendices. The 1991 PEIR, 1994 PEIR Addendum, and the 1999 SPEIR and associated Technical Appendices can be found on the Town of Mammoth Lakes web site at: <http://www.townofmammothlakes.ca.gov/index.aspx?NID=159>



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1.0 Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The Town of Mammoth Lakes (Town) undertook analysis of the proposed Inn at the Village (the project or proposed project) and evaluated it against the standards set forth in Public Resources Code, Section 21166 and State California Environmental Quality Act (CEQA) Guidelines, Section 15162. That analysis is set forth in the Modified Initial Study attached hereto as Appendix 11.1, *Modified Initial Study and Notice of Preparation*. The Town is the Lead Agency under CEQA and has determined that a Subsequent Environmental Impact Report (SEIR) is required for the proposed project (State Clearinghouse No. 2014032081)¹. This SEIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for the implementation of CEQA, as adopted by the Town. The principal CEQA Guidelines sections governing content of this document include Article 9 (*Contents of Environmental Impact Reports*) (Sections 15120 through 15132), and Section 15162 (*Subsequent EIRs and Negative Declarations*).

1.2 PROJECT BACKGROUND

The North Village Specific Plan (NVSP) was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town. The *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991, was certified along with the adoption of the NVSP in 1991. In 1994, the *North Village Specific Plan Environmental Impact Report Addendum* (1994 PEIR Addendum), dated May 1994, was prepared for an amendment to the NVSP, and in 2000, the *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (1999 SPEIR), dated October 13, 2000, was certified for an update to the NVSP. The most recent amendment to the NVSP was in 2009 for the Mammoth Crossing Project (Mammoth Crossing), which established tailored development standards (e.g., density, height, setbacks, lot coverage) for certain NVSP properties. As part of that effort, the Town also prepared the North Village District Planning Study, which was accepted by the Town Council in July 2009.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects is the 8050 project (encompassing the project site), which consists of a three-phased development. The certified 1999 SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. The requisite building permit

¹ The Town determined that a supplemental EIR was not appropriate for the proposed project, since the necessary additions and changes to the SPEIR are not considered to be minor and are of a project-specific nature rather than programmatic, as with the 1999 SPEIR (discussed below).

was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms. The proposed Inn at the Village project is a redesign of Building C.

1.3 PROJECT SUMMARY

The project proposes a seven-story hotel that includes hotel rooms, food and beverage, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking podium.

The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the NVSP area. The project would necessitate three amendments to the NVSP: (1) an increase in the allowable development density for the project site, including allowing a transfer of 30 rooms from the Mammoth Crossing site (MC zone); (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current Application would supersede the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).

The following list summarizes the components of the project:

Density

The maximum allowable building density within the NVSP RG zone is 55 rooms per acre. The 8050 property is 79,798 square feet or approximately 1.83 acres, yielding an allowable density of 101 rooms at 55 rooms per acre². The existing Buildings A and B of the 8050 project include 28 units with an overall total of 57 bedrooms, and the existing commercial in Building B equates to seven rooms. Therefore, a maximum of 37 rooms would be allowed for Building C without a density amendment to the NVSP.

- Given the project's maximum room count of up to 67 rooms, the project proposes a zoning amendment for the shortfall of 30 bedrooms and not including commercial space towards the maximum allowable building density. However, this deficiency is proposed to be mitigated by way of density transfer of a like-kind number of bedrooms from the nearby Mammoth Crossing property that is also owned by the project Applicant. This density transfer requires an amendment to the NVSP because density transfers are not currently permitted between zones (i.e., from the MC zone to the RG zone). The 8050 project would have a maximum density of 72 rooms per acre pursuant to a density transfer of 30 rooms from the Mammoth Crossing property. As such, there would be no net increase in development density in the overall NVSP area associated with the project. The proposed NVSP amendments would ensure that the density transfer would occur prior to development of the proposed project.

² A 79,798 square foot lot equates to 1.832 acres; 1.832 acres multiplied by 55 rooms per acre equals 100.75 rooms, which is rounded up to 101 total rooms allowed.

Building Heights

The maximum permitted height within the NVSP RG zone is 40 feet and the maximum projected height³ is 50 feet with an additional three feet for roof appurtenances. The NVSP also allows up to an additional 12 feet of building height for affordable housing. When a building sits above a parking garage, building height is measured from the garage roof elevation, provided the garage is no more than 20 feet above natural grade. The currently approved design for Building C allows for a total of five stories with a maximum height of 62 feet plus another three feet for roof appurtenances.

- The project proposes a maximum height of seven stories (80 feet), when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances. The project proposes a zoning amendment to increase the maximum permitted height allowed for the project site.

Building Setbacks

The proposed project conforms to the minimum of 10-foot side and rear yard setbacks. However, the project would require a zoning amendment for the front yard setback area along Minaret Road for a reduced setback.

The reduced setback along Minaret Road intends to:

- Provide a stepped building façade that includes attractive detailing and articulated design;
- Improve the quality of the streetscape and improve pedestrian safety by providing a pedestrian entrance and roof overhangs; and
- Improve pedestrian circulation and connectivity with the street through a signature building entry at street level (i.e., a welcoming pedestrian porte cochere).

An additional setback is described in a private agreement between Fireside at the Village condominiums to the south and the 8050 property owner (Settlement Agreement, Mutual Release, and Joint Escrow Instructions). Since this is a private agreement, and the Town of Mammoth Lakes is not a party, the Town is not responsible for enforcing the terms and conditions of this agreement.

Site Access

Vehicle access to the project site would occur at the existing site entry at Canyon Boulevard. The proposed project does not seek to alter the existing approved access on the property. In addition, enhanced pedestrian access along Minaret Road and access between the existing 8050 project and Building C are proposed to allow access to and from hotel amenities. The project

³ The NVSP allows a “projected height” above the permitted height, provided that a roughly equivalent reduction in building footprint area above the height is provided below the permitted height, and no more than 50 percent of the building square footage exceeds the permitted height.

features a signature street level pedestrian porte cochere that would serve as gateway access into the project from Minaret Road, allowing for pedestrian integration and improved circulation.

The northeastern portion of the project site would also accommodate a visitor serving public kiosk or retail space at the street level that would open up to a proposed public pocket park.

Site Coverage

The site coverage of the existing on-site buildings and parking structure is approximately 62 percent of the total lot area. The proposed project would be constructed on top of the parking podium with similar site coverage. However, the project would also provide enhanced street frontage improvements along Minaret Road (such as the pedestrian entry feature and public kiosk), which would increase the maximum lot coverage to 70 percent (as allowed within the NVSP RG zone).

Building Floor Area

The overall floor area is approximately 139,446 square feet on the 1.83-acre site (which includes the 8050 Buildings A, B, and C, as proposed by the project), resulting in approximately 76,200 square feet per acre. A maximum allowable building floor area within the NVSP RG zone of 87,000 square feet per acre is allowed.

Drainage

A storm drain inlet would be required to be relocated to the entry way on Minaret Road. Drainage is routed through the subterranean parking structure to an existing Conspan retention structure near the parking structure entrance on Canyon Boulevard. The drainage would not be altered as a result of the proposed project.

Parking

The total parking required in the NVSP for the 8050 site, including the proposed project, is 112 spaces. This includes residential parking for the existing Buildings A and B, including parking for the existing Building B commercial,⁴ and the proposed project. A private parking agreement reserves 50 spaces in the 8050 parking structure for Fireside at the Village condominiums.

Proposed parking for the project would be accommodated via the existing parking structure and the valet parking areas. The valet parking areas and driveway entry would provide storage for vehicles entering the site through vehicle stack parking. The valet parking area can accommodate approximately seven vehicles, and an additional two vehicles can be stored between the Canyon Boulevard curb and the valet drop-off area entry. Three valet parking attendants would be provided.⁵

⁴ This includes 12 commercial parking spaces for Building B per the original approval.

⁵ LSA Associates Inc., *Inn at the Village Valet Operation Analysis*, October 23, 2013.

Parking for delivery vehicles, including large trucks, would occur off of Canyon Boulevard in the driveway area or in the porte cochere.

The property owner, iStar, has an agreement with Mammoth Mountain Ski Area (MMSA) to provide up to 50 parking spaces on property owned by iStar. To date, iStar has been providing these spaces in the existing 8050 parking structure. Once the proposed project is developed, it is assumed that no spaces would be available in the 8050 parking structure for MMSA parking during peak occupancy periods. Consistent with the flexible terms of the above-referenced agreement, iStar anticipates providing the MMSA spaces at one or more other properties owned by iStar, such as the Mammoth Crossing properties along Lake Mary Road and Minaret Road.

Affordable Housing Mitigation Plan

On November 5, 2003, the Town Council adopted Resolution No. 2003-63, by which the Town Council identified the “value of cost gap per Employee Housing Unit (EHU)” in the amount of \$52,802. This resulted in the establishment of an Affordable Housing Mitigation In-Lieu Fee of \$30,889 per Full Time Employee Equivalent (FTEE), which equates to the \$52,802 per EHU. On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In-Lieu Fee Agreement for the EHUs (AH In-Lieu Fee Agreement) to mitigate the impact the proposed 8050 project would have on the availability of workforce housing within the community, and to provide additional housing credits to the original developer. The AH In-Lieu Fee Agreement confirmed that at the time, the Town’s value of each EHU was \$52,802. Nonetheless, the AH In-Lieu Agreement provides that in exchange for credit for 30 EHUs, the original developer would pay the Town \$3,000,000 (\$100,000 per EHU credit), in three separate payments of \$1,000,000, in connection with each phase of the proposed project (e.g., Buildings A, B, and C). Pursuant to the AH In-Lieu Fee Agreement, the original developer paid the Town in-lieu fees totaling \$2,000,000. The original developer, however, did not construct Building C at 8050 and did not pay the Town the final payment of \$1,000,000 when it became due.

At the rate of \$100,000 per EHU, the \$2,000,000 that the original developer paid the Town in mitigation fees yielded credits for 20 EHUs. In addition, the original developer received credit for two EHUs for demolishing two commercial buildings on the project site, for a total of 22 EHUs. The construction of Buildings A and B by the original developer generated a demand for 17.5 EHUs. Therefore, the 8050 project maintains a credit of 4.5 EHUs.

The AH In-Lieu Fee Agreement provides as follows: “In the event the formula for calculating housing requirements shall be changed prior to the Remaining Credits being utilized to offset housing mitigation requirements, the value of such Remaining Credits shall be applied in conformance with the formulas in effect at the time of use of the Remaining Credits.” Since the effective date of the AH In-Lieu Fee Agreement, the Town has changed its affordable housing policy. The Town’s interim housing policy (Town Council Resolution 09-76) now requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit is achieved.

The Applicant proposes to construct up to 67 bedrooms in Building C. Pursuant to the Town's interim housing policy, those 67 bedrooms would require the Applicant to provide 6.7 bedrooms (6.7 EHUs) on the project site. Since each of the project's 4.5 existing EHU credits was generated at the rate of \$100,000 per EHU (which is 189% of the then-value of \$52,802 per EHU), the Town has already achieved a substantial additional affordable housing benefit for each of the project's 4.5 EHU credits. Therefore, the Applicant will apply for an AHMP which confirms that no additional housing mitigation is required beyond the Application of the project's existing credit of 4.5 EHUs. The Town and Mammoth Lakes Housing, Inc. would evaluate the Applicant's AHMP request.

Landscaping

Landscaping for the project would include a combination of planting areas. Along the northeast and southeast sides of the building, native plant communities, shrubs, and related groundcover would be utilized. A Zen garden is proposed on the western side of the building. This area would include concrete pavers, accent stone, and cobble paving. Native trees (such as Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) would be installed along the perimeter of the proposed structure.

Although, some vegetation (including sapling trees along Minaret Road) would be removed as a result of the proposed street frontage improvements, several existing trees would be preserved, and new trees would be installed, as discussed above. A Tree Protection/ Preservation Plan would be implemented to preserve and protect existing trees, shrubs, and other plant materials including plants on adjoining properties during grubbing and grading, site preparation, and construction activities. Existing Pine trees to be protected-in-place range from 10 to 24 inches in diameter at breast height (DBH); no trees six inches DBH or greater would be removed as part of the proposed project (as encouraged by the Town's Municipal Code).

The proposed pocket park would be approximately 532 square feet. Decorative pervious and impervious paving and a Zen-style rock garden with public benches and boulders for street-side seating would be installed. The area would be sited under a two-story heavy timber pergola, providing weather protection.

Fire Lane

The project proposes a new fire lane along Minaret Road, to the south of the existing parking structure entrance. The new fire lane would be 60 feet in length by 16 feet in width. The existing retaining wall and sidewalk would be relocated and realigned farther to the west. The relocated retaining wall would appear similar in height as the existing retaining wall. The relocated sidewalk (with new pedestrian safety railing) would be realigned along the relocated wall and then would connect into the future sidewalk planned to the south of the project site, along Minaret Road. Due to the encroachment of the fire lane into California Department of Transportation (Caltrans) right-of-way, Caltrans would need to approve this encroachment.

Energy Saving Measures

The project would incorporate the following energy saving measures:

- South facing units feature deep balconies in front of window walls that act as a sun shade in combination with high, operable windows to provide the desired amount of solar gain and stack effect air circulation.
- A super insulated roof system would minimize thermal transfer through the roof with a combination of built-up rigid insulation above the structural deck and an additional layer of batt insulation applied below the deck.
- Dual method wall insulation would provide a high insular value, and a substantial thermal break in the exterior wall, reducing air infiltration and condensation within the wall cavity to create an extremely robust and long-lived thermal envelope.
- Extensive use of light emitting diode (LED) lighting would be used in a variety of lighting fixtures.
- Weather-lock vestibule at the proposed pedestrian street entry would be positively pressurized to keep warmed or cooled air inside the building and untreated, unfiltered air out.
- The plaza level circulation and amenity spaces would include operable fenestration and, in some areas, fully opening wall panels to embrace the summer season's mild climate.

Grading

A minor amount of grading would be required along the perimeter of the project site, specifically along Minaret Road to allow for pedestrian improvements (the public kiosk and pocket park) and a new fire lane (to the south of the existing parking structure driveway).

Snow Management

Snow storage would be provided for the proposed heated paver sidewalk and heated paved pool deck. The existing Benefit Assessment District (BAD) for the NVSP area would maintain the heated paver sidewalk, and the BAD would haul snow off site, as necessary. Snow storage for the existing driveway located off of Canyon Boulevard would remain unchanged.

Ice build-up on roof eaves would be prevented with heated roof gutters that would convey runoff from the roof and eaves to existing stormwater retention systems. Adequate roof access would also be provided to remove cornices as needed.

Construction Phasing and Staging

The project would commence with above-grade improvements and be completed in a single phase. The construction of the proposed project is anticipated to take 12 months. During construction, the construction offices would be accommodated nearby on the Mammoth

Crossing property located on the northeast corner of Canyon Road and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street. During construction staging, the buildings located on these two sites would remain accessible to emergency services.

1.4 GOALS AND OBJECTIVES

Pursuant to CEQA Guidelines Section 15124(b), the project description must include “[a] statement of objectives sought by the proposed project.... The statement of objectives should include the underlying purpose of the project.”

TOWN GOALS AND OBJECTIVES

The Town is comprised of 12 districts and four mountain portals, as described in the Neighborhood and District Character Element of the 2007 General Plan. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The characteristics of each district provide a sense of place regarding structure, function, and a district center. The project site is located in the North Village District and the identified characteristics for this district are as follows:

- Viewsheds to Sherwin Range and the Knolls are preserved;
- Landscape that recalls the Eastern Sierra and establishes scale and street edge;
- Create a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts;
- Easy pedestrian access across main streets;
- Gateway intersection at Minaret Road and Main Street/Lake Mary Road;
- Visitor-oriented entertainment retail district;
- Active day and evening through all four seasons, designed to achieve a two to three hour visit;
- Resort and resident activities, amenities, and services;
- Animation with retail and significant businesses oriented to the street;
- Retail and services in “storefront” setting located at the sidewalk;
- A variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment;
- Create year-round non-vehicular links to mountain portals;

- Lake Mary Road connected to the North Village District by trails;
- Shared and pooled parking, convenient structured parking, and small-scale street adjacent surface parking; and
- Encourage living and working in close proximity to transit-oriented development.

NVSP GOALS AND OBJECTIVES

The NVSP aims to create a set of land use designations and development standards which facilitate the development (or renovation) of the NVSP area as a concentrated, pedestrian-oriented activity center with limited vehicular access. The NVSP is intended to achieve year-round uses and visitor activity, strengthen the existing winter visitor market, and improve Mammoth's attractiveness to spring, summer, and fall resort visitors. The key objective of the NVSP, and consequently the Land Use Element, is to enhance the Town's image as a destination resort community, through the creation of a high profile, pedestrian-oriented, resort activity center where lodging, restaurants, shopping, housing, and recreational opportunities are located within proximity to one another and easily accessible by transit.

There are six land use districts established within the NVSP. As previously noted, the project site is located in the NVSP RG. RG has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. The Pedestrian Core area is intended to be a mixed-use village with commercial uses on the ground level and accommodation units on upper floors. The scale of the individual ground level shops vary. RG uses are intended to provide visitor-oriented resort services, but retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the NVSP RG district.

The RG objectives identified in NVSP are as follows:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities;
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses; and
- To provide integrated pedestrian access to and from the plazas.

PROJECT GOALS AND OBJECTIVES

The intent of the proposed project is to create a better relationship and integration with Minaret Road, with a signature street level pedestrian porte cochere and other features that would animate the streetscape and serve as an inviting portal into the proposed hotel. In a commitment to help the NVSP area realize its place-making potential, the key goals and objectives of the project are to:

- Greatly improve the project's relationship with the streetscape by introducing the porosity that allows for ease of pedestrian integration with Minaret Road;

- Populate and animate this section of Minaret Road and allow for ease of access to and from the proposed hotel amenities via the inviting pedestrian porte cochere;
- Provide streetscape features, including an informational kiosk and a pocket park;
- Deliver much needed critical mass in terms of hot beds to substantively help the NVSP area achieve economic sustainability;
- Provide an array of services and amenities that make the NVSP area a much more compelling destination for tourists and locals alike;
- Eliminate the need for any additional curb cuts along Minaret Road, which would be disruptive to pedestrian flows, by utilizing the existing vehicular access to Building C off of Canyon Boulevard;
- Improve the animation and vibrancy of the streetscape along Minaret Road with the addition of terraces for casual gathering or dining;
- Provide an array of amenities and related back-of-the-house functions that would allow for the inn to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike;
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant;
- Utilize a contextually sensitive architectural vernacular that departs from the repetitive and mostly uninspiring design solutions associated with earlier generation lodging properties within the community;
- Deliver a project that takes into account snow country design issues and constraints; and
- Produce a compelling, iconic, and economically sustainable lodging project that acts as a catalyst for the revitalization and added vibrancy of the NVSP area.

1.5 ENVIRONMENTAL PROCEDURES

1.5.1 CEQA DOCUMENT TIERING

The project site (the subject site of this SEIR) is located within the North Village Specific Plan (NVSP) area. The NVSP is a set of land use designations and development standards which facilitates the development (or renovation) of the “North Village” area as a concentrated, pedestrian-oriented commercial and visitor accommodation center. Upon adoption of the NVSP, the Town analyzed the potential environmental impacts that would result from the required General Plan Amendments and Zoning Code Amendments necessary for implementation of the NVSP, encompassed in the *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991. These land use changes were approved by the Town and the 1991 PEIR was certified. Since that time, the NVSP has undergone multiple amendments and associated

environmental compliance documentation, including the following (refer to [Section 1.5, *Incorporation by Reference*](#), for a detailed discussion of each of the past environmental analyses conducted for projects in the NVSP area):

- *Final Environmental Impact Report North Village Specific Plan*, dated February 1991;
- 1994 NVSP Amendment;
- *North Village Specific Plan Environmental Impact Report Addendum* (May 1994);
- 1999 NVSP Amendment;
- *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (October 13, 2000);
- 2005 NVSP Amendment;
- 2008 NVSP Amendment;
- 2009 NVSP Amendment; and
- *Final Environmental Impact Report Mammoth Crossing Project* (April 17, 2009).

According to CEQA Guidelines, Section 15168(c), subsequent activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. If the lead agency finds that pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, no new effects could occur or no new mitigation measures would be required, then the lead agency can approve the activity as being within the scope of the project covered by the Program EIR. (CEQA Guidelines Section 15168[c][2].) Otherwise, further environmental review would be required if circumstances under Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are triggered. The CEQA Guidelines go on to state that where subsequent activities involve site specific operations, the lead agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR (CEQA Guidelines, Section 15168[c][4].)

Per Section 15168(d) of the CEQA Guidelines, the Program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The Program EIR provides the basis in an Initial Study for determining whether the later activity may have any significant effects; and be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

THE TIERING PROCESS

To avoid repetition, wasted time, and unnecessary speculation, a lead agency may “tier” EIRs for a sequence of actions so that the later EIRs incorporate and build on the information in the previous EIRs. (PRC Sections 21068.5, 21093; CEQA Guidelines Section 15152.) In particular, tiering may be used when the sequence of environmental review begins with an EIR prepared for a program, plan, policy, or ordinance, such as the 1991 PEIR, 1994 PEIR Addendum, and the 1999 SPEIR. (PRC Section 21094[a]; and CEQA Guidelines Section 15152[d].) The first-tier EIR may be followed by an EIR for another plan or policy of lesser scope, or a site-specific EIR for a specific project. (PRC Section 21094[a]; CEQA Guidelines Sections 15152[b], 15385[a].)

Once a first-tier EIR, such as the 1991 PEIR and 1994 PEIR Addendum, has been certified for a program, plan, policy, or ordinance, the significant environmental effects of a later plan or policy of lesser scope or a later development project must be examined using a tiered EIR. (PRC Section

21094[a].) The second-tier EIR, here the 1999 SPEIR for the 1999 NVSP Amendment, is limited to significant environmental effects that were (1) not examined in the 1991 PEIR and 1994 PEIR Addendum, or (2) previously examined and that are susceptible to substantial reduction or avoidance through project revisions, mitigation measures, or other means. (PRC Section 21068.5, CEQA Guidelines Section 15152[d].) Similar to the second-tier EIR, a third tier would follow a similar methodology.

An SEIR need not examine significant environmental effects that the Town determined were either (1) mitigated or avoided as a result of findings adopted under PRC Section 21081(a)(1) for the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR, or (2) examined in a sufficient level of detail in the previous environmental documentation to allow it to be mitigated or avoided through revisions to the project, imposition of conditions, or other means when the later project is approved. (PRC Section 21094[a][1].) Further, the Town must determine whether the project may cause significant environmental effects that were not adequately addressed in the previous environmental documentation. (CEQA Guidelines Section 15152[f].) The Town may conclude that a significant environmental effect has been adequately addressed in the 1999 SPEIR and earlier documentation if it determines, based on an initial study or other analysis, that either of these statutory standards is met. (CEQA Guidelines Section 15152[f][3].)

Accordingly, the third-tier EIR, the subject SEIR, should not reexamine significant project-related environmental effects that would be mitigated or avoided through measures resulting from the 1999 SPEIR and previous environmental documentation, or impacts that were examined in sufficient detail that they can be mitigated or avoided when the later project is approved. (PRC Section 21094[a][1]; and CEQA Guidelines Section 15152[f][3].) The discussion and analysis in the SEIR is therefore limited to significant environmental effects that were not examined in the previous environmental documentation, and significant effects that were not examined in sufficient detail to allow mitigation measures to be devised, but that can be mitigated or avoided after further study. (PRC Section 21068.5; CEQA Guidelines Section 15152[d].) As such, where the 1999 SPEIR and earlier environmental documentation examined impacts at a general programmatic level and did not evaluate project-level impacts, the SEIR provides an independent analysis of the proposed project's significant environmental impacts. (*See e.g., In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* [2008] 43 Cal. 4th 1143, 1173.)

TIERING FROM THE PREVIOUS ENVIRONMENTAL DOCUMENTATION

Where appropriate, this SEIR tiers off the 1999 SPEIR and earlier environmental documentation. As discussed above, under CEQA Guidelines Section 15152, tiering is appropriate when the sequence of analysis follows from an EIR prepared for a general plan, policy, or program to an EIR of lesser scope, or to a site-specific EIR. Under CEQA, the 1991 PEIR and 1994 PEIR Addendum are considered first-tier documents, the 1999 SPEIR is considered a second-tier document, and this SEIR for the proposed project is considered a third-tier document. Pursuant to CEQA Guidelines Section 15152(d)(1) and (2), the standard of review for an SEIR is defined as follows:

- (d) *Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the*

program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

- (1) Were not examined as significant effects on the environment in the prior EIR; or*
- (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.*

Accordingly, this SEIR will focus its analysis on changes to the project or the surrounding circumstances that may have occurred since the Town of Mammoth Lakes certified the 1999 SPEIR. Under principals of tiering, if first- and second-tier documents found significant impacts, then the third-tier EIR must require implementation of the prior mitigation measures unless the analysis explains that the measures are not applicable or that other mitigation measures can replace the previous measures and similarly reduce the impacts to a level of insignificance. The 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR determined that the following significant and unavoidable impacts for the project site would occur with implementation of the NVSP:

- Impacts to school facilities (1991 PEIR);
- Existing view impacts (pertaining to the proposed gondola feature) (1991 PEIR);
- Land use impacts related to the aesthetics of the proposed gondola feature (1991 PEIR);
- Fiscal impacts as a result of an undetermined net cost to Mono County (1991 PEIR); and
- Air Quality (Threshold exceedances established by the Great Basin Unified Air Pollution Control District and cumulative considerations for air quality) (1999 SPEIR).

All other impacts were found to be less than significant through the existing standards, regulations, and/or mitigation measures imposed under the 1991 PEIR, 1994 PEIR Addendum, and the 1999 SPEIR. As discussed previously, this SEIR is “tiered” from the previous environmental documentation. As defined under *CEQA Guidelines* Section 15385, “tiering” refers to the analysis of general matters in broader, programmatic EIRs (such as the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR) with subsequent narrower EIRs for individual projects that concentrate on site-specific issues and incorporate by reference the general discussions in the programmatic EIR. CEQA and the CEQA Guidelines encourage the use of tiered EIRs to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered EIRs by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. The tiering of the environmental analysis for the proposed project allows this SEIR to rely on the previous environmental documentation (incorporated by reference) for: (1) a discussion of general background and setting information for environmental topic areas; (2) overall growth-related issues; (3) issues that were previously evaluated in sufficient detail in the previous environmental documentation and for which there is no significant new information or changed circumstances that would require further analysis; and (4) cumulative impacts. For those impacts that were determined to be significant and unavoidable for the project site in the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR, and which will remain significant and unavoidable with the implementation of the proposed project, the SEIR is not required to, and does not provide, duplicative analysis. Certain environmental analyses from the previous environmental documentation are reiterated in this SEIR to provide a comprehensive analysis of the environmental factors, but the inclusion of such analyses is not intended to provide a basis for reconsidering the Town’s certification of the previous environmental documentation and its approval of the NVSP and associated Amendments.

EIR FORMAT

Based upon the Modified Initial Study, Town of Mammoth Lakes staff determined that a SEIR should be prepared for the proposed project because there was new information of substantial importance that showed the proposed project could have one or more significant effects not discussed in the 1991 PEIR, 1994 PEIR Addendum, or the 1999 SPEIR. The scope of the SEIR was determined based upon the Town of Mammoth Lakes' Modified Initial Study, comments received in response to the NOP, and comments received at the Scoping Meeting conducted by the Town of Mammoth Lakes. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the SEIR is organized into 11 sections, as follows:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts for a number of environmental topic areas.
- Section 6.0, *Other CEQA Considerations*, discusses significant environmental changes that would be involved in the proposed action, should it be implemented. The project's growth-inducing impacts, including the potential for population growth, are also discussed.
- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or to the location of the project that could avoid or substantially lessen the significant impact of the project and still feasibly attain the basic project objectives.
- Section 8.0, *Effects Found Not to be Significant*, provides an explanation of potential impacts that have been determined not to be significant.
- Section 9.0, *Organizations and Persons Consulted*, identifies all Federal, State, or local agencies, other organizations, and individuals consulted.
- Section 10.0, *Bibliography*, identifies reference sources for the SEIR.
- Section 11.0, *Appendices*, contains technical documentation for the project.

1.6 ENVIRONMENTAL ISSUES/ MITIGATION SUMMARY

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, *Environmental Analysis*, of this SEIR. Impacts are generally classified as potentially significant impact, less than significant impact, or no impact. For the purposes of this environmental analysis, impacts were analyzed in each environmental issue area for the proposed project. If necessary, mitigation measures are recommended in order to reduce any significant impacts. As the SEIR is being prepared for the Project, the 1999 SPEIR Mitigation Measures are applied as appropriate. The “Mitigation Measures” are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment. Modifications to the 1999 SPEIR Mitigation Measures are made in strikethrough and double underline text. Where further Mitigation Measures are required beyond what was recommended in the 1999 SPEIR, Additional Mitigation Measures are prescribed. Refer to the appropriate SEIR Section for additional information.



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
5.1	LAND USE		
LAND-1	<p>Town of Mammoth Lakes General Plan 2007</p> <p>Project implementation would not conflict with the 2007 General Plan policies or regulations.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
LAND-2	<p>North Village Specific Plan</p> <p>Project implementation would not conflict with the North Village Specific Plan standards or regulations, as amended.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No additional 1999 SPEIR mitigation measures are applicable to this topical area; refer to <u>Section 5.2, Aesthetics/Light and Glare</u>.</p> <p>Additional Mitigation Measures No additional mitigation measures are required.</p>	Less Than Significant Impact.
LAND-3	<p>Town of Mammoth Lakes Municipal Code</p> <p>Project implementation would not conflict with the Town of Mammoth Lakes Municipal Code standards or regulations.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
	<p>CUMULATIVE IMPACTS</p> <p>Town of Mammoth Lakes General Plan 2007</p> <p>Development associated with the proposed Project and related cumulative projects would not conflict with the 2007 General Plan policies or regulations.</p> <p>Town of Mammoth Lakes Municipal Code</p> <p>Development associated with the proposed Project and related cumulative projects would not conflict with the Town of Mammoth Lakes Municipal Code standards or regulations.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<p>CUMULATIVE IMPACTS</p> <p>North Village Specific Plan</p> <p>Development associated with the proposed project and related cumulative projects would not conflict with the North Village Specific Plan standards or regulations, as amended.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>5.2</p>	<p>AESTHETICS</p>		
<p>AES-1</p>	<p>Scenic Views and Vistas</p> <p>Project implementation would not have a substantial adverse effect on a scenic view or vista.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>AES-2</p>	<p>State Scenic Highways</p> <p>Project implementation would not have a substantial adverse effect on visual resources within a State scenic highway.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>AES-3</p>	<p>Short-Term Visual Character/Quality</p> <p>Project construction activities would temporarily degrade the visual character/quality of the site and its surroundings.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.3-1j <u>Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible.</u> Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community <u>and Economic Development Department Planning Manager</u> Director in accordance with <u>the</u> Municipal Code requirements.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Additional Mitigation Measures:</p> <p>AES-1 The Applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community and Economic Development Department Planning Manager prior to issuance of Grading Permit. The hauling plan shall ensure that construction haul routes minimize impacts to sensitive uses in the project vicinity.</p>	
AES-4	<p>Long-Term Visual Character/Quality</p> <p>Project implementation could degrade the visual character/quality of the site and its surroundings.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.3-1d The landscape design for the site shall maximize the use of existing vegetation, and where new plants are introduced, they shall include, and/or blend with, plants native to the Mammoth Lakes environment. <u>Landscaping shall be tolerant of shaded areas, where applicable.</u> Landscape plans for the site shall be completed by a certified landscape architect.</p> <p>5.3-2b The architectural style for the development shall blend with the site's natural setting. Rooflines shall reflect (step down) the slope of the site, and natural "earth tone" colors and materials such as stone and wood shall be emphasized. Conformance shall be assured through the Town's design review procedures.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact With Mitigation Incorporated.
AES-5	<p>Light and Glare</p> <p>Development of the proposed project would introduce new sources of light and glare into the project area.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.3-3c The project shall use <u>minimally reflective glass</u> and all other materials used on <u>the exterior of the proposed buildings and structures (including the gondola cabins and towers)</u> shall be selected with attention to minimizing reflective glare.</p>	Less Than Significant Impact With Mitigation Incorporated.



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>5.3-3d Vegetative buffers shall be used to reduce light intrusion on residential development <u>to the south of the project site</u> and on forested areas located adjacent to the project site.</p> <p>Additional Mitigation Measures:</p> <p>AES-2 The Applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Regulations (Section 17.36.030, of the Municipal Code) to the Community and Economic Development Planning Manager that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.</p> <p>AES-3 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.</p>	
AES-6	<p>Shade/Shadow</p> <p>Development of the proposed project would introduce shade and shadow onto adjacent buildings and roadway right-of-way within the project area.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
	<p>CUMULATIVE IMPACTS</p> <p>Scenic Views and Vistas</p> <p>Project implementation would not have a substantial adverse cumulative effect on a scenic view or vista.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p>CUMULATIVE IMPACTS</p> <p>State Scenic Highways</p> <p>Project implementation would not have a substantial adverse cumulative effect on visual resources within a State scenic highway.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strikethrough and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
	<p>CUMULATIVE IMPACTS</p> <p>Short-Term Visual Character/Quality</p> <p>Development associated with the proposed project and related cumulative projects could result in a significant cumulative short-term aesthetic impact.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: Refer to the 1999 SPEIR Mitigation Measure 5.3-1j.</p> <p>Additional Mitigation Measures: Refer to the Additional Mitigation Measure AES-1.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p>CUMULATIVE IMPACTS</p> <p>Long-Term Visual Character/Quality</p> <p>Development associated with the proposed project and related cumulative projects could result in significant long-term cumulative character/quality impacts.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: Refer to the 1999 SPEIR Mitigation Measure 5.3-1d and 5.3-2b.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p>CUMULATIVE IMPACTS</p> <p>Light and Glare</p> <p>Development of the proposed project would introduce new sources of light and glare into the project area, which could result in cumulatively considerable light and glare impacts.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: Refer to the 1999 SPEIR Mitigation Measure 5.3-3c and 5.3-3d.</p> <p>Additional Mitigation Measures: Refer to Additional Mitigation Measure AES-2 and AES-3.</p>	Less Than Significant Impact With Mitigation Incorporated.



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<p>CUMULATIVE IMPACTS</p> <p>Shade/Shadow</p> <p>Development of the proposed project would not result in cumulatively considerable shade and shadow impacts within the NVSP area.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
5.3	<p>TRAFFIC/CIRCULATION</p>		
TRA-1	<p>Construction Traffic Generation</p> <p>Project construction would not cause a significant increase in traffic for existing conditions when compared to the traffic capacity of the street system.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures:</p> <p>TRA-1 Prior to issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> • Traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project. • Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets. 	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <ul style="list-style-type: none"> • Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, <i>Noise Regulation</i>. • Haul trucks entering or exiting public streets shall at all times yield to the public traffic. • If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer. • All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area. • This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes requirements. 	



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
TRA-2	<p>Project Traffic Generation</p> <p>Project implementation would not cause a significant increase in traffic for forecast conditions when compared to the traffic capacity of the street system.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
TRA-3	<p>2007 General Plan Buildout Conditions</p> <p>Development associated with the proposed project and buildout of the 2007 General Plan would not result in significant traffic impacts.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
	<p>CUMULATIVE IMPACTS</p> <p>Construction of the proposed project, and other related cumulative projects, could increase traffic when compared to the traffic capacity of the existing street system.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: Refer to Additional Mitigation Measure TRA-1.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p>CUMULATIVE IMPACTS</p> <p>Implementation of the proposed project and other related cumulative projects, would not cause a significant increase in traffic when compared to the traffic capacity of the street system.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
5.4	NOISE		
N-1	<p>Short-Term Construction Noise Impacts</p> <p>Grading and construction within the area would result in temporary noise impacts to nearby noise sensitive receivers.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.6-1a <u>Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plan, and specifications stipulate that construction activities shall not take place outside of the allowable hours specified by Pursuant to Chapter Section 8.16.090 of the Town's Municipal Code Ordinance, construction activities shall be limited</u></p>	Less Than Significant Impact With Mitigation Incorporated.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strikethrough and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>to the hours of (7:00 a.m. to 8:00 p.m. Monday through Saturday and prohibited on Sunday or holidays, or as otherwise permitted by Chapter Section 8.16.090).</p> <p>5.6-1b <u>Prior to Grading Permit issuance, all</u> Cconstruction equipment, <u>fixed or mobile,</u> shall be muffled or controlled, if required, to meet Chapter 8.16 requirements for maximum noise generated by construction equipment. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.</p> <p>Additional Mitigation Measures:</p> <p>N-1 Prior to Grading Permit issuance, the Applicant shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the Town within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community and Economic Development Department Planning Manager. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.</p> <p>N-2 Prior to Grading Permit issuance, during construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers (e.g., along Minaret Road and away from the Fireside at the Village condominiums).</p>	
N-2	<p>Vibration Impacts</p> <p>Project implementation would not result in significant vibration impacts to nearby sensitive receptors.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
N-3	<p>Long-Term (Mobile) Noise Impacts</p> <p>Traffic generated by the proposed project would not significantly contribute to existing traffic noise in the area or exceed the Town's established standards.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
N-4	<p>Long-Term (Stationary) Noise Impacts</p> <p>The proposed Project would result in an increase in long-term stationary ambient noise levels.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures:</p> <p>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.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p>CUMULATIVE IMPACTS</p> <p>Short-Term Construction Noise Impacts</p> <p>Grading and construction within the area combined with other related cumulative projects could result in short-term noise impacts to nearby noise sensitive receivers.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b.</p> <p>Additional Mitigation Measures: Refer to Additional Mitigation Measures N-1 and N-2.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p>CUMULATIVE IMPACTS</p> <p>Vibration Impacts</p> <p>Project implementation combined with other related cumulative projects would not result in significant vibration impacts to nearby sensitive receptors.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p>CUMULATIVE IMPACTS</p> <p>Long-Term (Mobile) Noise Impacts</p> <p>Traffic generated by the proposed project combined with other related cumulative projects would not significantly contribute to existing traffic noise in the area or exceed the Town's established standards.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p>CUMULATIVE IMPACTS</p> <p>Long-Term (Stationary) Noise Impacts</p> <p>The proposed project combined with other related cumulative projects would result in an increase in long-term stationary ambient noise levels.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: Refer to Additional Mitigation Measure N-3.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
<p>5.5</p>	<p>AIR QUALITY</p>		
<p>AQ-1</p>	<p>Short-Term (Construction) Air Emissions</p> <p>Short-term construction activities associated with the proposed project would result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.5-1a <u>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 excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures and that fugitive dust shall not cause a nuisance off-site, as specified in the Great Basin Unified Air Pollution Control District (GBUAPCD) Rules and Regulations.</u> In order to reduce fugitive dust emissions, each development project shall obtain permits, as needed, from the Town and the State APCD and shall implementThe following measures <u>shall be implemented</u> during grading and/or construction of the individual development sites project to ensure compliance with permit conditions and applicable Town and <u>GBUAPCD</u> requirements.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <ul style="list-style-type: none"> a. The individual development projects shall comply with State, <u>GBUAPCD</u>, Town, and Uniform Building Code dust control regulations, so as to prevent the soil from being eroded by wind, creating dust, or blowing onto a public road or roads or other public or private property. b. Adequate watering techniques shall be employed on a daily basis to partially mitigate the impact of construction-generated dust particulates. c. Clean-up on construction-related dirt on approach routes to individual development <u>the project sites/improvements</u> shall be ensured by the application of water and/or chemical dust retardants that solidify loose soils. These measures shall be implemented for construction vehicle access, as directed by the Town Engineer. Measures shall also include covering, watering or otherwise stabilizing all inactive soil piles (left more than 10 days) and inactive graded areas (left more than 10 days). d. Any vegetative ground cover to be utilized on the individual development <u>the project sites/improvements</u> shall be planted as soon as possible to reduce the amount of open space subject to wind erosion. Irrigation shall be installed as soon as possible to maintain the ground cover. e. All trucks hauling dirt, soil or other loose dirt material shall be covered. <p>5.5-1b To reduce the potential of spot violations of the CO standards and odors from construction equipment exhaust, unnecessary idling of construction equipment shall be avoided <u>pursuant to CARB anti-idling regulations for in-use Off Road Diesel Vehicles, paragraph (d)(3) (Idling)</u>.</p>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Additional Mitigation Measures:</p> <p>AQ-1 Under the Great Basin Unified Air Pollution Control District (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.</p> <p>AQ-2 Under the Great Basin Unified Air Pollution Control District (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.</p>	
AQ-2	<p>Long-Term (Operational) Air Emissions</p> <p>Development associated with the proposed project would result in increased impacts pertaining to operational air emissions.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>MM 5.5-2a In order to reduce emissions associated with both mobile and stationary sources (i.e., wood burning stoves and fireplaces), all individual development projects the <u>proposed project</u> shall adhere to the regulations contained in the <u>2013 Air Quality Management Maintenance</u> Plan for the Town of Mammoth Lakes and Chapter 8.30, Particulate Emission Regulations, of the Town's Municipal Code. The commercial use tenants throughout the Specific Plan area shall, at a minimum, include the following, as appropriate:</p> <ul style="list-style-type: none"> • Bicycle racks, lockers or secure storage areas for bicycles; • Transit access, including bus turnouts; • Site access design shall avoid queuing in driveways; and • Mulch, groundcover, and native vegetation to reduce dust. <p>MM 5.5-2b Each <u>The proposed</u> project shall contribute on a fair share basis to the Town's street sweeping operations in order to reduce emissions and achieve <u>maintain</u> the required Federal standard.</p>	Less Than Significant Impact With Mitigation Incorporated.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>MM 5.5-2c New development within the Specific Plan area shall not be permitted to utilize wood burning appliances unless the Federal standard is documented to not be exceeded. Prior to approval of building plans, the Applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community and Economic Development Department, that wood fired stoves or appliances would not be used on-site.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	
AQ-3	<p>Localized Emissions</p> <p>Development associated with the project would not result in significant localized emissions impacts or expose sensitive receptors to substantial increased pollutant concentrations.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
AQ-4	<p>Consistency with Regional Plans</p> <p>Development associated with the project would be consistent with regional plans.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	Less Than Significant Impact.
	<p>CUMULATIVE IMPACTS</p> <p>Short-Term (Construction) Air Emissions</p> <p>Short-term construction activities associated with the proposed project and other related cumulative projects, would result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.5-1a and 5.5-1b.</p> <p>Additional Mitigation Measures: Refer to Additional Mitigation Measures AQ-1 and AQ-2.</p>	Less Than Significant Impact With Mitigation Incorporated.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p>CUMULATIVE IMPACTS</p> <p>Long-Term (Operational) Air Emissions</p> <p>Development associated with the proposed project and other related cumulative projects, would result in increased impacts pertaining to operational air emissions.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.5-2a through 5.5-2c.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
5.6	GREENHOUSE GAS EMISSIONS		
GHG-1	<p>Greenhouse Gas Emissions</p> <p>Greenhouse gas emissions generated by the project would not have a significant impact on global climate change.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
GHG-2	<p>Consistency with Applicable GHG Plans, Policies, or Regulations</p> <p>Implementation of the proposed project would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p>CUMULATIVE IMPACTS</p> <p>Greenhouse Gas Emissions</p> <p>Greenhouse gas emissions generated by the project and other related cumulative projects, would not have a significant impact on global climate change.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<p>CUMULATIVE IMPACTS</p> <p>Consistency with Applicable GHG Plans, Policies, or Regulations</p> <p>Implementation of the proposed project and other related cumulative projects, would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</p>	<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
5.7	<p>UTILITIES AND SERVICE SYSTEMS</p>		
USS-1	<p>Short-Term Construction (Water Demand and Wastewater Generation)</p> <p>Water demand and wastewater generation during construction would not result in a significant demand on water or generate a significant amount of wastewater.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
USS-2	<p>Water Services</p> <p>Project implementation would increase the demand for water at the project site.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.10-8 Prior to building permit issuance, the project a<u>Prior to building permit issuance, the project a</u>Applicant shall <u>comply with all applicable Municipal and Fire Code requirements and pay the appropriate fees to the MCWD and MLFPD. All new water conveyance facilities shall be installed within public rights-of-way or utility easements.</u></p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
USS-3	<p>Wastewater Services</p> <p>Project implementation would result in an increase in wastewater generation at the project site.</p>	<p>Applicable 1999 SPEIR Mitigation Measures:</p> <p>5.10-7 Prior to building permit issuance, the project a<u>Prior to building permit issuance, the project a</u>Applicant shall <u>comply with all applicable Municipal Code requirements and pay the appropriate fees to the MCWD. All new wastewater</u></p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		<p>Note that Modifications to the 1999 SPEIR mitigation measures are made in strike through and <u>double underline</u> text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).</p> <p>conveyance facilities shall be installed within public rights-of-way or utility easements.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	
	<p>CUMULATIVE IMPACTS</p> <p>Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to the water supply and wastewater generation.</p>	<p>Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.10-7 and 5.10-8.</p> <p>Additional Mitigation Measures: No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>

1.7 SUMMARY OF PROJECT ALTERNATIVES

In accordance with CEQA Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the project, or to the location of the project. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The range of required alternatives is governed by the "rule of reason" that requires the analysis to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the project's significant effects. Of those alternatives, only the ones that the lead agency has determined could feasibly attain most of the basic project objectives are examined in detail.

TOWN GOALS AND OBJECTIVES

The Town is comprised of 12 districts and four mountain portals, as described in the Neighborhood and District Character Element of the 2007 General Plan. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The characteristics of each district provide a sense of place regarding structure, function, and a district center. The project site is located in the North Village District and the identified characteristics for this district are as follows:

- Viewsheds to Sherwin Range and the Knolls are preserved;
- Landscape that recalls the Eastern Sierra and establishes scale and street edge;
- Create a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts;
- Easy pedestrian access across main streets;
- Gateway intersection at Minaret Road and Main Street/Lake Mary Road;
- Visitor-oriented entertainment retail district;
- Active day and evening through all four seasons, designed to achieve a two to three hour visit;
- Resort and resident activities, amenities, and services;
- Animation with retail and significant businesses oriented to the street;
- Retail and services in "storefront" setting located at the sidewalk;
- A variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment;

- Create year-round non-vehicular links to mountain portals;
- Lake Mary Road connected to the North Village District by trails;
- Shared and pooled parking, convenient structured parking, and small-scale street adjacent surface parking; and
- Encourage living and working in close proximity to transit-oriented development.

NORTH VILLAGE SPECIFIC PLAN GOALS AND OBJECTIVES

The North Village Specific Plan (NVSP) aims to create a set of land use designations and development standards which facilitate the development (or renovation) of the NVSP area as a concentrated, pedestrian-oriented activity center with limited vehicular access. The NVSP is intended to achieve year-round uses and visitor activity, strengthen the existing winter visitor market, and improve Mammoth's attractiveness to spring, summer, and fall resort visitors. The key objective of the NVSP, and consequently the Land Use Element, is to enhance the Town's image as a destination resort community, through the creation of a high profile, pedestrian-oriented, resort activity center where lodging, restaurants, shopping, housing, and recreational opportunities are located within proximity to one another and easily accessible by transit.

There are six land use districts established within the NVSP. As previously noted, the project site is located in the NVSP, Resort General (RG) district. RG district has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. The Pedestrian Core area is intended to be a mixed-use village with commercial uses on the ground level and accommodation units on upper floors. The scale of the individual ground level shops vary. RG uses are intended to provide visitor-oriented resort services, but retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the NVSP RG district.

The RG objectives identified in NVSP are as follows:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities;
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses; and
- To provide integrated pedestrian access to and from the plazas.

PROJECT GOALS AND OBJECTIVES

The intent of the proposed project is to create a better relationship and integration with Minaret Road, with a signature street level pedestrian porte cochere and other features that would animate the streetscape and serve as an inviting portal into the proposed hotel. In a commitment to help the NVSP area realize its place-making potential, the key goals and objectives of the project are to:

- Greatly improve the project's relationship with the streetscape by introducing the porosity that allows for ease of pedestrian integration with Minaret Road;
- Populate and animate this section of Minaret Road and allow for ease of access to and from the proposed hotel amenities via the inviting pedestrian porte cochere;
- Provide streetscape features, including an informational kiosk and a pocket park;
- Deliver much needed critical mass in terms of hot beds to substantively help the North Village achieve economic sustainability;
- Provide an array of services and amenities that make the North Village a much more compelling destination for tourists and locals alike;
- Eliminate the need for any additional curb cuts along Minaret Road, which would be disruptive to pedestrian flows, by utilizing the existing vehicular access to Building C off of Canyon Boulevard;
- Improve the animation and vibrancy of the streetscape along Minaret Road with the addition of terraces for casual gathering or dining;
- Provide an array of amenities and related back-of-the-house functions that would allow for the inn to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike;
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant;
- Utilize a contextually sensitive architectural vernacular that departs from the repetitive and mostly uninspiring design solutions associated with earlier generation lodging properties within the community;
- Deliver a project that takes into account snow country design issues and constraints; and
- Produce a compelling, iconic, and economically sustainable lodging project that acts as a catalyst for the revitalization and added vibrancy of the North Village.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As discussed throughout Section 5.0, *Environmental Analysis*, the proposed project would not result in any significant and unavoidable impacts, as all potential impacts were concluded to be less than significant or reduced to a less than significant levels with implementation of the Town's standards and regulations, the applicable 1999 SPEIR Mitigation Measures, and/or the recommended Additional Mitigation Measures.

Since no significant and unavoidable impacts were found, all potential environmental impacts that were considered in this SEIR are being analyzed in comparison with the following alternatives:

- No Project/No Development Alternative;
- No Project/Reasonably Foreseeable Development Alternative; and
- Reduced Height Alternative.

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issues area, as examined in Section 5.0 of this SEIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. The end of this section provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Section 7.3, *Environmentally Superior Alternative*, references the "environmentally superior" alternative, as required by the CEQA Guidelines.

ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this SEIR. Per CEQA Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

1999 SPEIR ALTERNATIVES

The project site is part of the NVSP. The NVSP was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects is the 8050 project (encompassing the project site), which consists of a three-phased development. The certified 1999 SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which



approved Building C, the third and final building in the 8050 complex. The requisite building permit was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms. The proposed Inn at the Village project is a redesign of Building C. The analyses that were conducted as part of the 1999 SPEIR that were considered by the Town, but were rejected as infeasible, are discussed below. It encompasses the alternative development scenarios that were considered, and presents the findings of the environmental impact analyses that were conducted.

1999 SPEIR Chapter 7, *Alternatives to the Proposed Project*, analyzed the following alternatives to the project or to the location of the project:

- *No Project Alternative.* This alternative consisted of the buildout of the 1994 NVSP. The 1994 NVSP included 41 separate parcels under several separate ownerships, totaling 64.1 acres. It created a set of land use designations and development standards to facilitate the development of the NVSP area as a concentrated, pedestrian-oriented activity center with limited demand for automobile use. Buildout of the 1994 NVSP would have resulted in the development of up to 3,020 accommodation rooms, in addition to affordable housing, and 135,000 square feet of commercial uses. The overall NVSP density would be approximately 54 rooms per acre based on three land use districts, the highest intensity district permitting a maximum of 80 rooms per acre and the lowest intensity district permitting a maximum of 48 rooms per acre. While the proposed types of land uses would be similar between the 1994 and 1999 NVSP Amendment, the orientation and distribution of uses differed with the 1999 NVSP Amendment. Despite the differences in development standards and distribution, the No Project Alternative would fulfill the primary project objectives outlined for the 1999 NVSP Amendment.
- *Reduced Density Alternative.* The Reduced Density Alternative assumed a 30 percent reduction in the overall density (square footage) of the 1999 NVSP Amendment. The density reduction would occur proportionally for all permitted land use types. The overall distribution of uses would remain the same as the 1999 NVSP Amendment. The Reduced Density Alternative would fulfill the primary project objectives for the 1999 NVSP Amendment to a lesser degree because of the reduction in size.
- *Alternative Site Alternative.* The Alternative Site Alternative assumed the construction of the same proposed land uses under the 1999 NVSP Amendment on the Lodestar at Mammoth Master Plan site. The Lodestar at Mammoth site is bordered to the north by Main Street, to the south by Meridian Boulevard and Minaret Road, to the west by Lake Mary Road and to the east by Joaquin Road. In May 1991, a Master Plan for development within the area of Lodestar at Mammoth Master Plan was prepared including land use development standards and conditions of approval for all development. A Final EIR was prepared in February 1991 and subsequently certified in April 17, 1991 for the Master Plan based on construction of a 210-acre master planned destination resort, which includes 40 single-family homes, 735 multi-family condominiums, 100 lodges and apartments (employee housing), 515,600 square feet of full-service hotels, an 80,000 square feet commercial village, and a 110-acre 18-hole golf course. Although the Alternative Site Alternative would result in the same amount and type of development proposed, it would not fulfill the primary project objectives of the 1999 NVSP Amendment to facilitate the development (or renovation) of NVSP area as a concentrated, pedestrian oriented activity center with restricted vehicular access.



Based on the analysis presented in Chapter 7 of the 1999 SPEIR, the No Project Alternative was identified as the environmentally superior alternative. CEQA Section 15126.6 indicates that if the “No Project” Alternative is the “Environmentally Superior” Alternative, the EIR should also identify an environmentally superior alternative among the alternatives. As the Reduced Density Alternative would result in the least environmental impacts when compared to the 1999 NVSP Amendment project while still meeting many of the project objectives and not increasing the significance of anticipated impacts, the Reduced Density Alternative was considered the Environmentally Superior Alternative.

As these alternatives do not focus analysis on a project-level basis, the three alternatives analyzed in the 1999 SPEIR have been considered, but rejected from further consideration.

ALTERNATIVE DEVELOPMENT AREAS

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. Per CEQA Guidelines Section 15126.6(2)(A), the key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the SEIR. In general, any development of the size and type proposed by the Inn at the Village project would have substantially the same impacts on an environmental basis. Without a site specific analysis, impacts on aesthetics, air quality, greenhouse gas emissions, land use and planning, and utilities and service systems cannot be evaluated. However, it could be inferred that other impacts, such as biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, etc., could result in increased impacts, as an alternative site would most likely be undeveloped. The Applicant has a vested right to develop the proposed project on the 8050 Building C project site, pursuant to the building permit issued under the approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. Although the Applicant does own other properties in the NVSP area, these other properties are not yet entitled for future development (Mammoth Crossing sites located to the south of the project site). Furthermore, it is a key objective of the proposed project, and a key aspect of its design, to enhance pedestrian integration and accessibility while improving animation and vibrancy of the streetscape along Minaret Road at the project site. Consequently, this alternative has been considered and rejected from further analysis.

ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

Based on the criteria set forth in the CEQA Guidelines Section 15126.6 and the new information considered in this SEIR, the “No Project/No Development” Alternative, the “No Project/No Reasonably Foreseeable Development” Alternative, and the “Reduced Height” Alternative were selected and are analyzed in detail in the following sections.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are



used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Section 7.3 of this SEIR identifies the Environmentally Superior Alternative.

“NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

This alternative assumes that the existing 8050 project would remain in the current state, with Buildings A and B of the project completed as well as the 136-space parking structure that serves the project site. The project site would remain the parking structure podium, and no development would be constructed atop. The seven-story hotel, totaling 64,750 gross square feet that includes up to 67 hotel rooms, food and beverage service, spa, outdoor pool/jacuzzis, lobby, and landscaping elements would not be developed. Under this alternative, the signature pedestrian porte cochere, allowing for pedestrian integration and improved circulation and a visitor serving public kiosk or retail space at street level would not be constructed. Additionally, the existing sidewalk along Minaret Road would not be reconstructed to Town standards.

“NO PROJECT/REASONABLY FORESEEABLE DEVELOPMENT” ALTERNATIVE

The No Project/Reasonably Foreseeable Development Alternative proposes the development of new private residential condominiums on the project site as currently permitted (the approved 8050 Building C), which would total 41,134 square feet including 21 residential condominiums with a total of 33 bedrooms and would be five stories (62 feet) in height. The development associated with this alternative would have a broader building mass, covering the entire existing parking structure podium. The No Project/Reasonably Foreseeable Development Alternative would be consistent with the NVSP and amendments would not be required.

Table 1-1, Comparison of Proposed Project and No Project/Reasonably Foreseeable Development Alternative, compares the land use type and overall building height of the proposed project and the No Project/Reasonably Foreseeable Development Alternative. Comparatively, this alternative proposes 21 residential condominiums with 33 rooms, resulting in a difference in land use type and a decrease of 23,616 square feet from the proposed project. This Alternative would not require a density transfer from the Mammoth Crossing zone. In addition, this Alternative proposes a maximum height of five stories (62 feet) plus another three feet for roof appurtenances, a decrease of 18 feet and an additional one foot, six inches for roof appurtenances from the proposed project. The Alternative's maximum height would be consistent with the current NVSP. As this Alternative has a wide building mass, this Alternative would have increased building footprint that increases the proposed building massing along the adjacent Fireside at the Village condominiums to the south. Under the No Project/Reasonably Foreseeable Development Alternative, the architecture and landscaping components would be developed as residential condominiums (with fractional ownership) similar to the existing 8050 Buildings A and B. In addition, the remaining accessory components (i.e., food and beverage service, spa, outdoor pool/jacuzzis, lobby, and pedestrian porte-cochere) would not be developed, since this Alternative would not function as a more traditional hotel operation.

**Table 1-1
Comparison of Proposed Project and No Project/
Reasonably Foreseeable Development Alternative**

Land Use	Proposed Project	No Project/Reasonably Foreseeable Development Alternative
Hotel Rooms ¹	34,840 square feet (67 rooms)	-
Accessory Uses (e.g., lobby, circulation, etc.)	29,910 square feet	-
Residential Condominiums	-	41,134 square feet (21 residential condominiums, 33 rooms)
Building Height	80 feet ²	62 feet ³
Notes:		
<ol style="list-style-type: none"> 1. The hotel proposes rooms that would be approximately +/- 520 square feet per room. 2. Building height for the proposed project excludes an additional 4 feet and 6 inches for roof appurtenances. 3. Building height for the No Project/Reasonably Foreseeable Development Alternative excludes an additional 3 feet for roof appurtenances. 		

“REDUCED HEIGHT” ALTERNATIVE

The Reduced Height Alternative proposes the development of a hotel use (with option for condominium or fractional ownership) on the project site that would have 56 hotel rooms and would be five stories (58 feet) in height. This alternative would have the same building footprint, architecture, and landscaping elements as the proposed project. However, this alternative would have a loss of amenities including the food and beverage service, spa, outdoor pool/jacuzzis, and pedestrian porte-cochere, as this alternative would not function as a more traditional hotel. The development associated with this alternative would still be built on top of the existing parking structure podium; however, the proposed outdoor pool/jacuzzi area would instead be utilized to accommodate outdoor patios for condominium units and modest landscape features. Under the Reduced Height Alternative, the NVSP would need to be amended to increase the allowable development density for the project site (a transfer of 19 rooms from one of the Mammoth Crossing sites [MC zone]). However, amendments pertaining to building heights and setbacks would not be required.

Table 1-2, *Comparison of Proposed Project and Reduced Height Alternative*, compares the overall density, building height, and average daily trips of the proposed project and Reduced Height Alternative. Comparatively, this Alternative proposes a 16.4 percent decrease in hotel units, with 11 fewer hotel rooms, resulting in a decrease in the allowable development density transfer of 19 rooms from the Mammoth Crossing zone. This Alternative would also decrease three peak hour trips. In addition, the Reduced Height Alternative proposes a maximum height of five stories (58 feet) with an additional 4 feet, 6 inches for roof appurtenances, a decrease of 22 feet from the proposed project. The proposed maximum height would be consistent with the current NVSP. As the proposed maximum height decreases, the proposed building also conforms to the building setback requirements in the Resort General (RG) zone. Under the Reduced Height Alternative, the architecture and landscaping components would be developed similar to the proposed project.



However, the remaining accessory components (i.e., food and beverage service, spa, outdoor pool/jacuzzis, pedestrian porte-cochere, public pocket park, and public kiosk) would not be developed.

**Table 1-2
Comparison of Proposed Project and Reduced Height Alternative**

Land Use	Proposed Project	Reduced Height Alternative	Difference
Hotel ¹	34,840 square feet (67 rooms)	29,120 square feet (56 rooms)	-5,720 square feet (-11 rooms)
Accessory Uses (i.e., circulation)	29,910 square feet	24,135 square feet	-5,775 square feet
Building Height ²	80 feet	58 feet	-22 feet
Peak Hour Trips ³	19	16	-3
Notes: 1. The hotel proposes rooms that would be approximately +/- 520 square feet per room. 2. Building height excludes an additional 4 feet and 6 inches for roof appurtenances. 3. Based on a trip generation rate of 0.28 trips per occupied unit per <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014.			

“ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

Table 1-3, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 1-3 and the analysis presented above indicates the No Project/No Development and No Project/Reasonably Foreseeable Development Alternative are the environmentally superior alternatives, as these alternatives would avoid or lessen impacts associated with development of the proposed project. According to CEQA Guidelines Section 15126.6(e), “*No Project*” Alternative, “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, the No Project/Reasonably Foreseeable Alternative is the environmentally superior alternative. However, this alternative would not achieve most of the project objectives.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As discussed throughout Section 5.0, *Environmental Analysis*, the proposed project would not result in any significant and unavoidable impacts, as all potential impacts were concluded to be less than significant or reduced to a less than significant levels with implementation of the Town’s standards and regulations, the applicable 1999 SPEIR mitigation measures, and/or the recommended additional mitigation measures. Thus, although the No Project/Reasonably Foreseeable Development Alternative would reduce environmental impacts, which would be considered environmental superior to the proposed project, this Alternative would not reduce any significant and unavoidable environmental impacts.

**Table 1-3
Comparison of Alternatives**

Sections	No Project/ No Development	No Project/ Reasonably Foreseeable Development	Reduced Height
Land Use and Relevant Planning	=	=	=
Aesthetics/Light and Glare	∨	∨	∨
Traffic/Circulation	∨	∨	=
Noise	∨	∨	=
Air Quality	∨	∨	=
Greenhouse Gas Emissions	∨	∨	=
Utilities and Service Systems	∨	∨	=
▲ Indicates an impact that is greater than the proposed Project (environmentally inferior). ∨ Indicates an impact that is less than the proposed Project (environmentally superior). = Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.			

Further, the No Project/Reasonably Foreseeable Development Alternative would result in the elimination of the accessory components including the food and beverage service, spa, outdoor pool/jacuzzis, lobby, pedestrian porte-cochere, public kiosk, and public pocket park. This Alternative would not attain most of the Town’s goals and objectives, including those pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in “storefront” setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment. The goals and objectives of the NVSP would not be fully realized with this Alternative, as it would not provide facilities or integrated pedestrian access to and from the plazas. Further, only some of the project’s objectives would be met. Dining, casual gathering places, publically accessible landscaped spaces, and hotel-type visitor accommodations for the residents and visitors of the Town would not be provided on the project site. Therefore, unlike the proposed project, the No Project/Reasonably Foreseeable Development Alternative would not fully act as a catalyst for the revitalization, economic sustainability, and added vibrancy of the NVSP area.



2.0 Introduction and Purpose

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE SUBSEQUENT EIR

The Town of Mammoth Lakes (Town) undertook analysis of the proposed Inn at the Village (the project or proposed project) and evaluated it against the standards set forth in Public Resources Code, Section 21166 and State California Environmental Quality Act (CEQA) Guidelines, Section 15162. That analysis is set forth in the Modified Initial Study attached hereto as Appendix 11.1, *Modified Initial Study and Notice of Preparation*. The Town is the Lead Agency under CEQA and has determined that a Subsequent Environmental Impact Report (SEIR) is required for the proposed project (State Clearinghouse No. 2014032081)¹. This SEIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for the implementation of CEQA, as adopted by the Town. The principal CEQA Guidelines sections governing content of this document include Article 9 (*Contents of Environmental Impact Reports*) (Sections 15120 through 15132), and Section 15162 (*Subsequent EIRs and Negative Declarations*).

The purpose of this SEIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects of the proposed project. For more detailed information regarding the proposal, refer to Section 3.0, *Project Description*.

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

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

¹ The Town determined that a supplemental EIR was not appropriate for the proposed project, since the necessary additions and changes to the EIR are not considered to be minor and are of a project-specific nature rather than programmatic, as with the 1999 SPEIR (discussed below).

2.2 CEQA DOCUMENT TIERING

The project site (the subject site of this SEIR) is located within the North Village Specific Plan (NVSP) area. The NVSP is a set of land use designations and development standards which facilitates the development (or renovation) of the “North Village” area as a concentrated, pedestrian-oriented commercial and visitor accommodation center. Upon adoption of the NVSP, the Town analyzed the potential environmental impacts that would result from the required General Plan Amendments and Zoning Code Amendments necessary for implementation of the NVSP, encompassed in the *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991. These land use changes were approved by the Town and the 1991 PEIR was certified. Since that time, the NVSP has undergone multiple amendments and associated environmental compliance documentation, including the following (refer to [Section 1.5, *Incorporation by Reference*](#), for a detailed discussion of each of the past environmental analyses conducted for projects in the NVSP area):

- *Final Environmental Impact Report North Village Specific Plan*, dated February 1991;
- 1994 NVSP Amendment;
- *North Village Specific Plan Environmental Impact Report Addendum* (May 1994);
- 1999 NVSP Amendment;
- *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (October 13, 2000);
- 2005 NVSP Amendment;
- 2008 NVSP Amendment;
- 2009 NVSP Amendment; and
- *Final Environmental Impact Report Mammoth Crossing Project* (April 17, 2009).

According to CEQA Guidelines, Section 15168(c), subsequent activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. If the lead agency finds that pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, no new effects could occur or no new mitigation measures would be required, then the lead agency can approve the activity as being within the scope of the project covered by the Program EIR. (CEQA Guidelines Section 15168[c][2].) Otherwise, further environmental review would be required if circumstances under Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are triggered. The CEQA Guidelines go on to state that where subsequent activities involve site specific operations, the lead agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR (CEQA Guidelines, Section 15168[c][4].)

Per Section 15168(d) of the CEQA Guidelines, the Program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The Program EIR provides the basis in an Initial Study for determining whether the later activity may have any significant effects; and be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

2.2.1 THE TIERING PROCESS

To avoid repetition, wasted time, and unnecessary speculation, a lead agency may “tier” EIRs for a sequence of actions so that the later EIRs incorporate and build on the information in the previous EIRs. (PRC Sections 21068.5, 21093; CEQA Guidelines Section 15152.) In particular, tiering may be used when the sequence of environmental review begins with an EIR prepared for a program, plan, policy, or ordinance, such as the 1991 PEIR, 1994 PEIR Addendum, and the 1999 SPEIR. (PRC Section 21094[a]; and CEQA Guidelines Section 15152[d].) The first-tier EIR may be followed by an EIR for another plan or policy of lesser scope, or a site-specific EIR for a specific project. (PRC Section 21094[a]; CEQA Guidelines Sections 15152[b], 15385[a].)

Once a first-tier EIR, such as the 1991 PEIR and 1994 PEIR Addendum, has been certified for a program, plan, policy, or ordinance, the significant environmental effects of a later plan or policy of lesser scope or a later development project must be examined using a tiered EIR. (PRC Section 21094[a].) The second-tier EIR, here the 1999 SPEIR for the 1999 NVSP Amendment, is limited to significant environmental effects that were (1) not examined in the 1991 PEIR and 1994 PEIR Addendum, or (2) previously examined and that are susceptible to substantial reduction or avoidance through project revisions, mitigation measures, or other means. (PRC Section 21068.5, CEQA Guidelines Section 15152[d].) Similar to the second-tier EIR, a third tier would follow a similar methodology.

An SEIR need not examine significant environmental effects that the Town determined were either (1) mitigated or avoided as a result of findings adopted under PRC Section 21081(a)(1) for the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR, or (2) examined in a sufficient level of detail in the previous environmental documentation to allow it to be mitigated or avoided through revisions to the project, imposition of conditions, or other means when the later project is approved. (PRC Section 21094[a][1].) Further, the Town must determine whether the project may cause significant environmental effects that were not adequately addressed in the previous environmental documentation. (CEQA Guidelines Section 15152[f].) The Town may conclude that a significant environmental effect has been adequately addressed in the 1999 SPEIR and earlier documentation if it determines, based on an initial study or other analysis, that either of these statutory standards is met. (CEQA Guidelines Section 15152[f][3].)

Accordingly, the third-tier EIR, the subject SEIR, should not reexamine significant project-related environmental effects that would be mitigated or avoided through measures resulting from the 1999 SPEIR and previous environmental documentation, or impacts that were examined in sufficient detail that they can be mitigated or avoided when the later project is approved. (PRC Section 21094[a][1]; and CEQA Guidelines Section 15152[f][3].) The discussion and analysis in the SEIR is therefore limited to significant environmental effects that were not examined in the previous environmental documentation and significant effects that were not examined in sufficient detail to allow mitigation measures to be devised, but that can be mitigated or avoided after further study. (PRC Section 21068.5; CEQA Guidelines Section 15152[d].) As such, where the 1999 SPEIR and earlier environmental documentation examined impacts at a general programmatic level and did not evaluate project-level impacts, the SEIR provides an independent analysis of the proposed project’s significant environmental impacts. (See e.g., *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* [2008] 43 Cal. 4th 1143, 1173.)

2.2.2 TIERING FROM THE PREVIOUS ENVIRONMENTAL DOCUMENTATION

Where appropriate, this SEIR tiers off the 1999 SPEIR and earlier environmental documentation. As discussed above, under CEQA Guidelines Section 15152, tiering is appropriate when the sequence of analysis follows from an EIR prepared for a general plan, policy, or program to an EIR of lesser scope, or to a site-specific EIR. Under CEQA, the 1991 PEIR and 1994 PEIR Addendum are considered first-tier documents, the 1999 SPEIR is considered a second-tier document, and this SEIR for the proposed project is considered a third-tier document. Pursuant to CEQA Guidelines Section 15152(d)(1) and (2), the standard of review for an SEIR is defined as follows:

(d) Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

- (1) Were not examined as significant effects on the environment in the prior EIR; or*
- (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.*

Accordingly, this SEIR will focus its analysis on changes to the project or the surrounding circumstances that may have occurred since the Town of Mammoth Lakes certified the 1999 SPEIR. Under principals of tiering, if first- and second-tier documents found significant impacts, then the third-tier EIR must require implementation of the prior mitigation measures unless the analysis explains that the measures are not applicable or that other mitigation measures can replace the previous measures and similarly reduce the impacts to a level of insignificance. The 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR determined that the following significant and unavoidable impacts for the project site would occur with implementation of the NVSP:

- Impacts to school facilities (1991 PEIR);
- Existing view impacts (pertaining to the proposed gondola feature) (1991 PEIR);
- Land use impacts related to the aesthetics of the proposed gondola feature (1991 PEIR);
- Fiscal impacts as a result of an undetermined net cost to Mono County (1991 PEIR); and
- Air Quality (Threshold exceedances established by the Great Basin Unified Air Pollution Control District and cumulative considerations for air quality) (1999 SPEIR).

All other impacts were found to be less than significant through the existing standards, regulations, and/or mitigation measures imposed under the 1991 PEIR, 1994 PEIR Addendum, and the 1999 SPEIR. As discussed previously, this SEIR is “tiered” from the previous environmental documentation. As defined under *CEQA Guidelines* Section 15385, “tiering” refers to the analysis of general matters in broader, programmatic EIRs (such as the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR) with subsequent narrower EIRs for individual projects that concentrate on site-specific issues and incorporate by reference the general discussions in the programmatic EIR. CEQA and the CEQA Guidelines encourage the use of tiered EIRs to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered EIRs by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. The tiering of the environmental



analysis for the proposed project allows this SEIR to rely on the previous environmental documentation (incorporated by reference) for: (1) a discussion of general background and setting information for environmental topic areas; (2) overall growth-related issues; (3) issues that were previously evaluated in sufficient detail in the previous environmental documentation and for which there is no significant new information or changed circumstances that would require further analysis; and (4) cumulative impacts. For those impacts that were determined to be significant and unavoidable for the project site in the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR, and which will remain significant and unavoidable with the implementation of the proposed project, the SEIR is not required to, and does not provide, duplicative analysis. Certain environmental analyses from the previous environmental documentation are reiterated in this SEIR to provide a comprehensive analysis of the environmental factors, but the inclusion of such analyses is not intended to provide a basis for reconsidering the Town's certification of the previous environmental documentation and its approval of the NVSP and associated Amendments.

2.3 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF DRAFT SEIR

In accordance with Sections 15087 and 15105 of the *CEQA Guidelines*, this Draft SEIR will be circulated for a 45-day public review period. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft SEIR and to identify where the information can be obtained. All comment letters received will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final SEIR.

Comment letters should be sent to:

Town of Mammoth Lakes, Community and Economic Development Department
P.O. Box 1609
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546
Attn: Ms. Jen Daugherty, Senior Planner
jdaugherty@townofmammothlakes.ca.gov

FINAL EIR

This Draft SEIR is being circulated alone, without the 1991 PEIR, 1994 PEIR Addendum, or 1999 SPEIR², for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft SEIR to the Town of Mammoth Lakes address shown on the title page of this document. Upon completion of the 45-day review period, the Town of Mammoth Lakes will review all written comments received and prepare written responses for each comment. A Final SEIR will then be prepared incorporating all of the comments received, responses to the comments, and any changes to the Draft SEIR that result from the comments received. The previous environmental documentation, as revised by the Final SEIR, will be considered by the Town of Mammoth Lakes for certification, consistent with CEQA Guidelines, Section 15162.

² The 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR are available online at <http://www.townofmammothlakes.ca.gov/index.aspx?NID=159>.

All persons who commented on the Draft SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the Town. The Draft SEIR is available to the general public for review at the locations listed below. It is also available for review on the Town's website at: <http://www.townofmammothlakes.ca.gov/index.aspx?nid=542>.

- Town of Mammoth Lakes Community and Economic Development Department
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546
- Mono County Library
400 Sierra Park Road
Mammoth Lakes, CA 93546

2.4 EIR SCOPING PROCESS

NOTICE OF PREPARATION AND MODIFIED INITIAL STUDY

The Town of Mammoth Lakes adopted the standard Appendix G (Initial Study) checklist to address the factors in Public Resources Code, Section 21166 and State CEQA Guidelines, Section 15162. This checklist is known throughout this document as a "Modified Initial Study." After preparation of a Modified Initial Study for the proposed project, the Town of Mammoth Lakes determined that a Subsequent analysis to the 1999 SPEIR would be required for the proposed project and issued a Notice of Preparation (NOP) and Modified Initial Study on March 26, 2014 (refer to [Appendix 11.1](#)). Comments received during the public review period, which ended on April 24, 2014 and included a Scoping Meeting on April 9, 2014. This SEIR has taken into consideration all the comments received in response to the NOP. Copies of the comment letters that were received during the public review period for the Modified Initial Study and as part of the Scoping Meeting can be found in [Appendix 11.1](#).

The NOP process was used to determine scope of the environmental issues to be addressed in this SEIR. Based on the NOP and the Modified Initial Study, certain environmental categories were identified as having the potential for significant environmental impacts over and above those found in the previous environmental documentation. Issues identified as New Potentially Significant Impact in the Modified Initial Study are addressed in detail in this Draft SEIR. Issues identified as No New Impact/No Impact in the Modified Initial Study are not addressed beyond the discussion contained in the Modified Initial Study. Refer to the Modified Initial Study in [Appendix 11.1](#) to this SEIR for a discussion of how these initial determinations were made.

2.5 FORMAT OF THE DRAFT SEIR

Based upon the Modified Initial Study, Town of Mammoth Lakes staff determined that a SEIR should be prepared for the proposed project because there was new information of substantial importance that showed the proposed project could have one or more significant effects not discussed in the 1991 PEIR, 1994 PEIR Addendum, or the 1999 SPEIR. The scope of the SEIR was determined based upon the Town of Mammoth Lakes' Modified Initial Study, comments received in response to the NOP, and comments received at the Scoping Meeting conducted by the

Town of Mammoth Lakes. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the SEIR is organized into 11 sections, as follows:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts for a number of environmental topic areas.
- Section 6.0, *Other CEQA Considerations*, discusses significant environmental changes that would be involved in the proposed action, should it be implemented. The project's growth-inducing impacts, including the potential for population growth, are also discussed.
- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or to the location of the project that could avoid or substantially lessen the significant impact of the project and still feasibly attain the basic project objectives.
- Section 8.0, *Effects Found Not to be Significant*, provides an explanation of potential impacts that have been determined not to be significant.
- Section 9.0, *Organizations and Persons Consulted*, identifies all Federal, State, or local agencies, other organizations, and individuals consulted.
- Section 10.0, *Bibliography*, identifies reference sources for the SEIR.
- Section 11.0, *Appendices*, contains technical documentation for the project.

2.6 RESPONSIBLE AND TRUSTEE AGENCIES

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

“Responsible Agency” means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA,

the term “responsible agency” includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)

“Trustee Agency” means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Game, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)

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

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

2.7 INCORPORATION BY REFERENCE

Pertinent documents relating to this SEIR 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 are hereby incorporated by reference into this SEIR. Information contained within these documents has been utilized for each section of this SEIR. These documents are available for review at the Town of Mammoth Lakes Community and Economic Development Department, located at 437 Old Mammoth Road, Suite R Mammoth Lakes, CA 93546 and on the Town’s website: <http://www.townofmammothlakes.ca.gov>.

- *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 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;
 - Parks, Open Space and Recreation;
 - Resource 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. However, an updated Housing Element was adopted in 2010, and the 2014-2019 Housing Element Update was adopted in June 2014. Additionally, the Town Council amended the Parks, Open Space, and Recreation Element in 2012 with the addition of new policies and one additional goal and revoked the 1990 Parks and Recreation Element.

- Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update (May 2007). The Final Program Environmental Impact Report (2007 General Plan PEIR) analyzed the environmental impacts associated with the update of the Town's General Plan. This update provided the Town's long-range comprehensive direction to guide future development and identified the community's environmental, social, and economic goals. The 2007 General Plan PEIR document was prepared as a Program 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 2007 General Plan PEIR 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 of Mammoth Lakes. It is the method the Town uses to implement control of land uses, in accordance with General Plan goals and policies. The Town of Mammoth Lakes Zoning Ordinance, Title 17, of the Municipal Code identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Buildings and Construction Ordinance, Title 15, specifies rules and regulations for construction, alteration, and building for uses of human habitation.
- North Village Specific Plan (as amended). The North Village Specific Plan (NVSP) area consists of approximately 64 acres of land, the majority of which is under multiple ownerships, within the northwest portion of the Town. The NVSP area is primarily comprised of urban development and includes hotels, restaurants, visitor-oriented and general commercial operations, professional offices, condominiums, single-family residential, and community facilities.

The objective of the NVSP is to create a set of land use designations and development standards which would facilitate the development (or renovation) of the NVSP area as a concentrated, pedestrian-oriented commercial and visitor accommodation center with public and private underground parking, amenities and activities focused around three pedestrian plazas connected by retail, restaurant, and cultural amenities. It is the intent of the NVSP that future development in North Village be oriented toward year-round uses and visitor activity to strengthen the existing winter visitor market and to improve the Town's attractiveness to year-round resort visitors. Unification of development throughout the NVSP area through the establishment of architectural and landscaping guidelines also strengthen NVSP area's image as a resort activity node in the Town.

Since the NVSP was approved, several major projects within the NVSP area have been approved, including:

- The Village at Mammoth (Grand Sierra Lodge, White Mountain Lodge, and Lincoln House);
 - Village Gondola Building;
 - Village Skier Services Building;
 - Restaurants and Retail;
 - Westin Monache; and
 - 8050: Buildings “A”, “B”, and “C”.³
- Final Environmental Impact Report North Village Specific Plan (February 1991). The *Final Environmental Impact Report North Village Specific Plan (1991 PEIR)*, dated February 1991, addresses geology, soils, and seismicity; hydrology and water quality; biological resources; land use and planning; jobs/housing relationship; utilities; traffic; air quality; noise; archeological; aesthetics/visual impacts; light and glare; public services/fiscal impacts; energy conservation; as well as other topical areas determined to be less than significant. Where potentially significant environmental impacts were identified, feasible mitigation measures were recommended that would avoid or lessen adverse environmental effects of the NVSP project. The 1991 PEIR concluded that the following significant and unavoidable impacts would occur with implementation of the NVSP:
 - Impacts to school facilities;
 - Existing view impacts (pertaining to the proposed gondola feature);
 - Land use impacts related to the aesthetics of the proposed gondola feature; and
 - Fiscal impacts pertaining to an undetermined net cost to Mono County.

All other impacts were found to be less than significant through the existing standards, regulations, and mitigation measures imposed under the 1991 PEIR.

- North Village Specific Plan Environmental Impact Report Addendum (May 1994). In 1994, Zoning Code Amendment 94-1 and General Plan Amendment 94-1 were filed in order to refine the design of the NVSP pedestrian core area and to realign Canyon Boulevard to meet with Millers Siding/Lake Mary Road as a Collector Street. These proposed design changes did not alter the concept of the NVSP (as approved in 1991). As determined by CEQA Statutes and Guidelines, the lead agency determined that an Addendum was required, as the project would not raise important new issues about the significance of effects on the environment. The *North Village Specific Plan Environmental Impact Report Addendum (1994 PEIR Addendum)*, dated May 1994, determined that all of the impacts were less than significant through the implementation of the existing standards, regulations, and mitigation measures.
- Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment (October 13, 2000). In 1999, an amendment to the NVSP was proposed (the 1999 NVSP Amendment). This amendment involved modifications to circulation and parking, height limitations and setbacks, as well as alternate development opportunities and housing modifications, when compared to the approved NVSP at the time. As part of the 1999 NVSP Amendment, the Town prepared and certified the *Subsequent Program Environmental*

³ Note that modification of the approved Building C is the subject of this SEIR.

Impact Report for the North Village 1999 Specific Plan Amendment (1999 SPEIR), on October 13, 2000. The purpose of the 1999 SPEIR was to review the existing conditions and conclusions of the 1991 PEIR and 1994 PEIR Addendum, analyze potential environmental impacts associated with the 1999 NVSP Amendment in comparison to the previous environmental documentation, and identify mitigation measures to reduce potentially significant effects. Mitigation measures from the 1991 PEIR and 1994 PEIR Addendum were incorporated, and in some cases modified, and new mitigation measures were recommended, where necessary, to reduce new potentially significant impacts. Topical areas specifically examined in the 1999 SPEIR included land use and relevant planning; population and housing; aesthetics/light and glare; traffic and parking; air quality; noise; geology, soils, and seismicity; hydrology and drainage; biological resources; public services and utilities; as well as cultural resources. The 1999 SPEIR concluded that the following additional significant and unavoidable impacts would occur with implementation of the 1999 NVSP Amendment:

- Air Quality (Threshold exceedances established by the Great Basin Unified Air Pollution Control District and cumulative considerations for air quality).

All other impacts were found to be less than significant through the existing standards, regulations, and mitigation measures (modified as necessary) imposed under the 1991 PEIR and 1994 PEIR Addendum.

The Inn at the Village project site (the subject site of this SEIR) involves the development of a property within the NVSP area. This SEIR will rely on the first and second tier analyses conducted for the project site in and prior to the 1999 SPEIR, and will discuss any changed circumstances or new information that might alter the previous analyses. The SEIR will also identify those environmental impacts that are new potentially significant or more severe than those analyzed in the past environmental documentation.

- *Final Environmental Impact Report Mammoth Crossing Project (April 17, 2009)*. The Mammoth Crossing Project (Mammoth Crossing) proposed the redevelopment of three of the four corners that comprise the Main Street/Lake Mary Road and Minaret Road intersection with a combination of resort accommodations, retail uses, and public plazas. Mammoth Crossing is located within the southern portion of the NVSP area, and included a series of amendments to the NVSP as well as amendments to the 2007 General Plan. Environmental impacts as a result of construction of Mammoth Crossing's three development areas were analyzed in a project-level EIR, the *Final Environmental Impact Report Mammoth Crossing Project* (Mammoth Crossing EIR), which was certified on September 16, 2009. Overall, Mammoth Crossing proposed the construction of up to 742 condominium/hotel rooms, up to approximately 69,150 square feet of hotel amenities and operations and general retail uses, 40,500 square feet of retail development, and 711 parking spaces and nine spaces for hotel guest check-in. Affordable housing would be required to be provided as part of Mammoth Crossing, some of which would be constructed off-site. Proposed development at the three development areas would involve multiple buildings ranging in height from one to seven stories. The project-level EIR determined that this project would result in the following significant and unavoidable impacts:

- Aesthetics;
 - Air Quality; and
 - Noise.
- North Village District Planning Study (modified November 5, 2008 and accepted by Town Council in July 2009). The North Village District Planning Study (modified November 5, 2008) has been developed in accordance with the Town's district planning policy, which requires completion of district planning in conjunction with major land use applications seeking Zoning Code or General Plan amendments. This planning study was initiated by the Mammoth Crossing project application.

Mammoth Crossing was anticipated to markedly change the character, appearance, and function of this gateway intersection, and the NVSP area as a whole. The North Village District Planning Study therefore takes as its study boundaries the entire NVSP area, and frames its analysis relative to the intent and goals of the NVSP and adopted General Plan for this district. The study provides an overview and analysis of the existing conditions, regulatory environment, character and functionality of the NVSP area, and examines these as a series of issues, opportunities, and constraints. The 2007 General Plan's character statement for North Village and the stated objectives of the NVSP serve as a benchmark to consider how future development patterns under the existing Specific Plan either support or hinder the achievement of those objectives.

The Town's Planning, Mobility, Public Art, and Tourism and Recreation Commissions, the public, and other interested stakeholders provided critical input through a series of focus groups and public meetings held as part of the district planning process. This input helped guide the overall analysis, development of alternatives, and selection of a preferred alternative that has been refined to create the preferred plan and recommendations.

The analysis and recommendations presented in the North Village District Planning Study are to be used by Town decision makers to frame consideration of future projects, including potential updates or amendments to the NVSP.

- Design Guidelines The Village at Mammoth (approved August 23, 2000). The *Design Guidelines The Village at Mammoth* (NVSP Design Guidelines) (approved August 23, 2000), are intended to provide general and specific design information so that all involved in the development process are able to proceed with a shared basis of information. They are structured to provide a description of the design concept for the NVSP area, supporting objectives of the design components, and a listing of design guidelines that must be followed to achieve the objectives. The main concept of the NVSP Design Guidelines is that the NVSP area should be designed so that it is appropriate to the character of the Mammoth Lakes region, and to be competitive with other high-quality mountain villages in North America.

2.8 DISAGREEMENT AMONGST EXPERTS

This SEIR contains substantial evidence to support all of the conclusions presented herein. That is not to say that there will not be disagreements with these conclusions. The CEQA Guidelines and, more particularly, case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions of experts conflict on an issue concerning the environment, and the agency knows of these controversies in advance, the SEIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to take intelligent account of the environmental consequences of their action.

It is also possible that evidence will be presented during the Draft SEIR review which might create disagreement. This evidence may be considered by the decision makers during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most conservative, environmentally protective, or liberal viewpoint. They may give more weight to more than one expert than another, and need not resolve a dispute among experts. In their proceedings, they must consider the comments received and address objections, but need not follow said comments or objections, so long as they state the basis for their decision and that decision is supported by substantial evidence.



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3.0 Project Description

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

3.1.1 PROJECT LOCATION

The Inn at the Village is located in the Town of Mammoth Lakes, California (Town). The Town is located in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range; refer to Exhibit 3-1, *Regional Vicinity*. The project site is situated in the developed area of North Village (NVSP area) within the northwestern portion of the Town; refer to Exhibit 3-2, *Site Vicinity*. The project site is specifically located at 50 Canyon Boulevard, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard. Regional access to the site is provided via U.S. Highway 395 to State Route 203 (Main Street).

3.1.2 PROJECT SETTING (EXISTING CONDITIONS)

EXISTING ON-SITE CONDITIONS

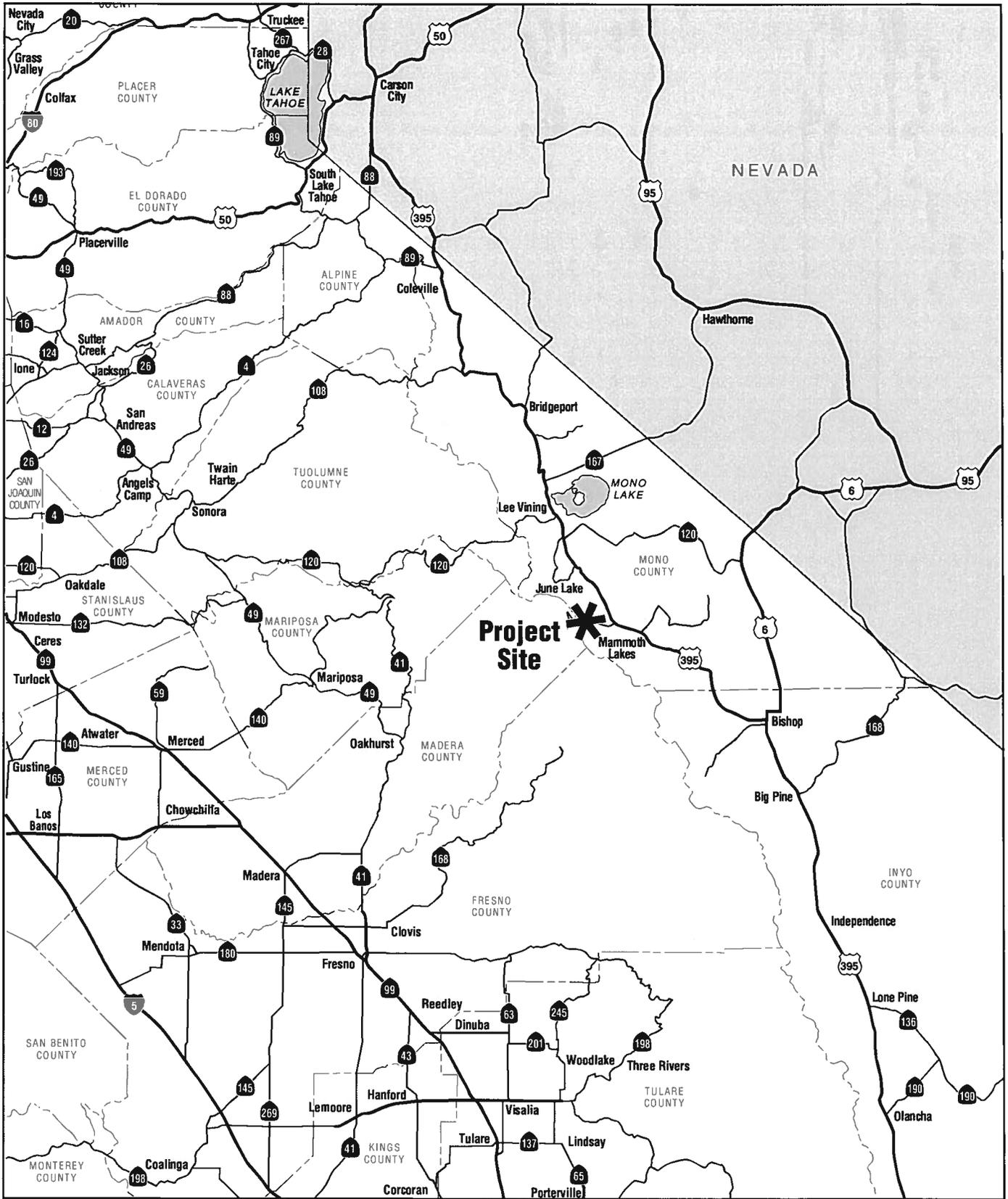
The proposed project is the last phase (Building C) of a three-phase development (8050 project). The first two phases (Buildings A and B) of the 8050 project have been completed, as well as the 136-space parking structure that would serve Buildings A, B, and C. The project site would be located atop the parking structure podium¹, adjoining the existing Building A (located along Canyon Boulevard to the northwest) and Building B (located along Minaret Road to the north).

The existing Buildings A and B of the 8050 project consist of two resort lodging buildings comprised of 28 units with 57 bedrooms. Further, the ground floor commercial along Minaret Road in Building B totals 3,335 square feet of commercial space and includes an on-site fine dining and catering enterprise (Toomey's). The existing Buildings A and B also include a roof-top fitness room and jacuzzi terrace and related site and landscaping improvements.

EXISTING GENERAL PLAN AND ZONING

According to Figure 3, *Neighborhood Character Map*, of the *Town of Mammoth Lakes General Plan 2007* (2007 General Plan) the project site is within the North Village District. District boundaries are based on the 1987 General Plan Planning Districts and are defined by existing development, patterns of vegetation, topographic features, circulation patterns, and the relationships of land uses. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element of the 2007 General Plan.

¹ A podium is a platform that is used to raise something to a short distance above its surroundings. In the case of the existing on-site parking structure, the roof of the parking structure is above-grade and is referenced as a "podium" for the purposes of this analysis.



NOT TO SCALE

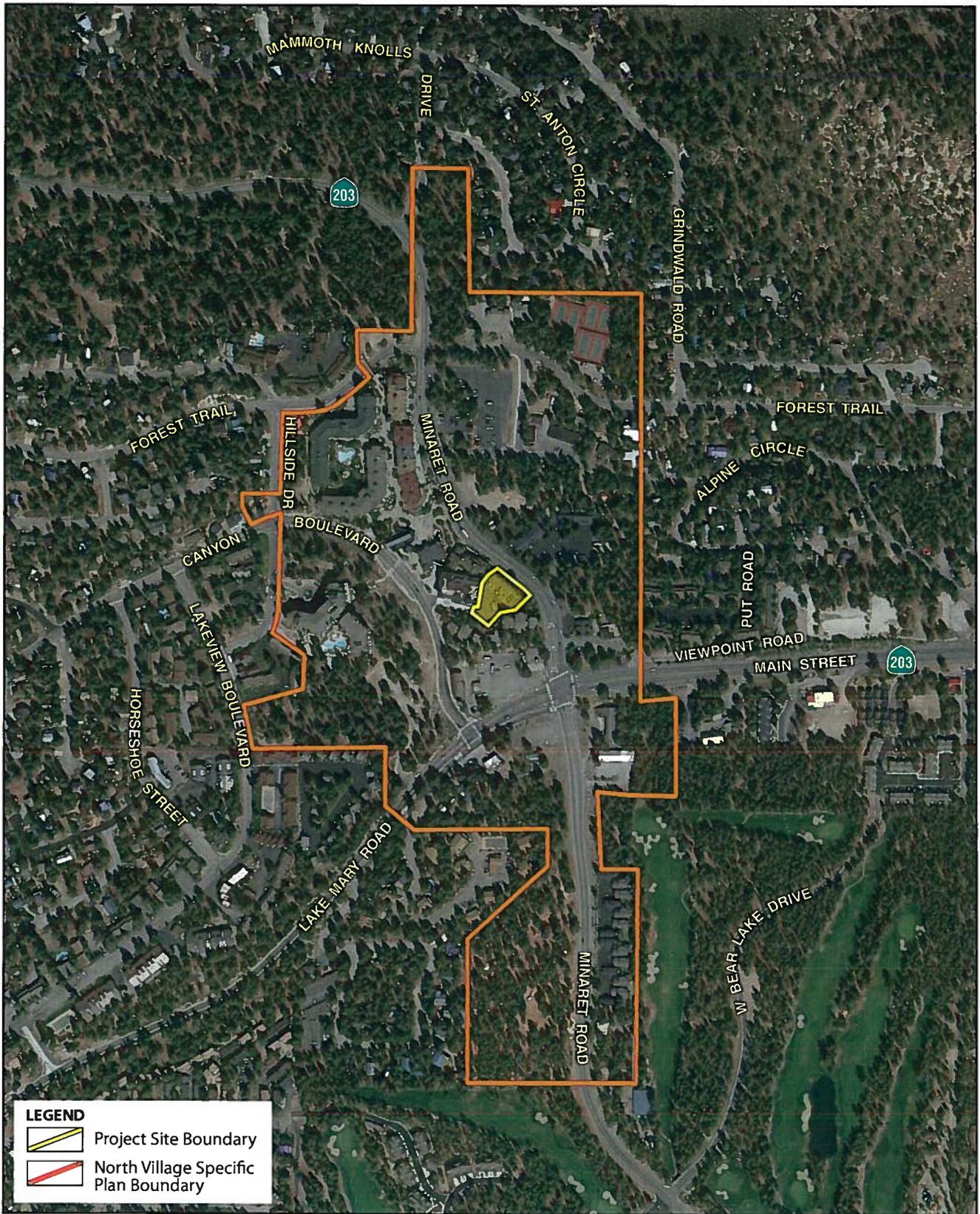


07/14 • JN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Exhibit 3-1



LEGEND

-  Project Site Boundary
-  North Village Specific Plan Boundary

Source: Google Earth Pro aerial, 2013.

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07/14 • JN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

The project site is zoned North Village Specific Plan (NVSP), Resort General (RG), according to the Town's Official Zoning Map and the North Village Specific Plan Zoning. The NVSP was originally adopted in 1991 and subsequently amended in 1994, 2000, January 19, 2005, May 21, 2008, and October 7, 2009. According to the 2007 General Plan, the NVSP is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area.

The NVSP area is primarily comprised of urban development, including hotels, restaurants, visitor-oriented and general commercial operations, professional offices, condominiums, single-family homes, and community facilities.

SURROUNDING LAND USES

The land uses surrounding the project site are:

- North: Buildings A and B of the 8050 project adjoin the project site to the northwest and north, respectively. These resort lodging buildings are zoned NVSP RG. Commercial and retail uses within the Village Plaza and the Mammoth Mountain Village Gondola are located further northwest of the project site (west of Minaret Road and east of Canyon Boulevard). These commercial and retail uses are zoned NVSP, Plaza Resort (PR).
- East: Minaret Road forms the northeast boundary of the project site. Hotel, vacation condominium rentals, and restaurant uses are located directly across Minaret Road to the northeast and southeast. The land uses to the east are also within the North Village Planning District and are zoned NVSP RG.
- South: Fireside at the Village condominiums adjoin the project site to the south and are zoned NVSP RG. A commercial building (previously Whiskey Creek Restaurant and now solely occupied by Mammoth Brewing Company) and surface parking are located further south of the project site. The zoning is NVSP, Mammoth Crossing (MC).
- West: The Westin Monache Resort and surrounding vacant land uses are located directly across Canyon Boulevard, west of the project site. These properties are also zoned NVSP PR.

3.2 BACKGROUND AND HISTORY

The NVSP was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town. The *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991, was certified along with the adoption of the NVSP in 1991. In 1994, the *North Village Specific Plan Environmental Impact Report Addendum* (1994 PEIR Addendum), dated May 1994, was prepared for an amendment to the NVSP, and in 2000, the *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (1999 SPEIR), dated October 13, 2000, was certified for an update to the NVSP. The most recent amendment to the NVSP was in 2009 for the Mammoth



Crossing Project (Mammoth Crossing), which established tailored development standards (e.g., density, height, setbacks, lot coverage) for certain NVSP properties. As part of that effort, the Town also prepared the North Village District Planning Study, which was accepted by the Town Council in July 2009.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects is the 8050 project (encompassing the project site), which consists of a three-phased development. The certified 1999 SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. The requisite building permit was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms. The proposed Inn at the Village project is a redesign of Building C.

3.3 PROJECT CHARACTERISTICS

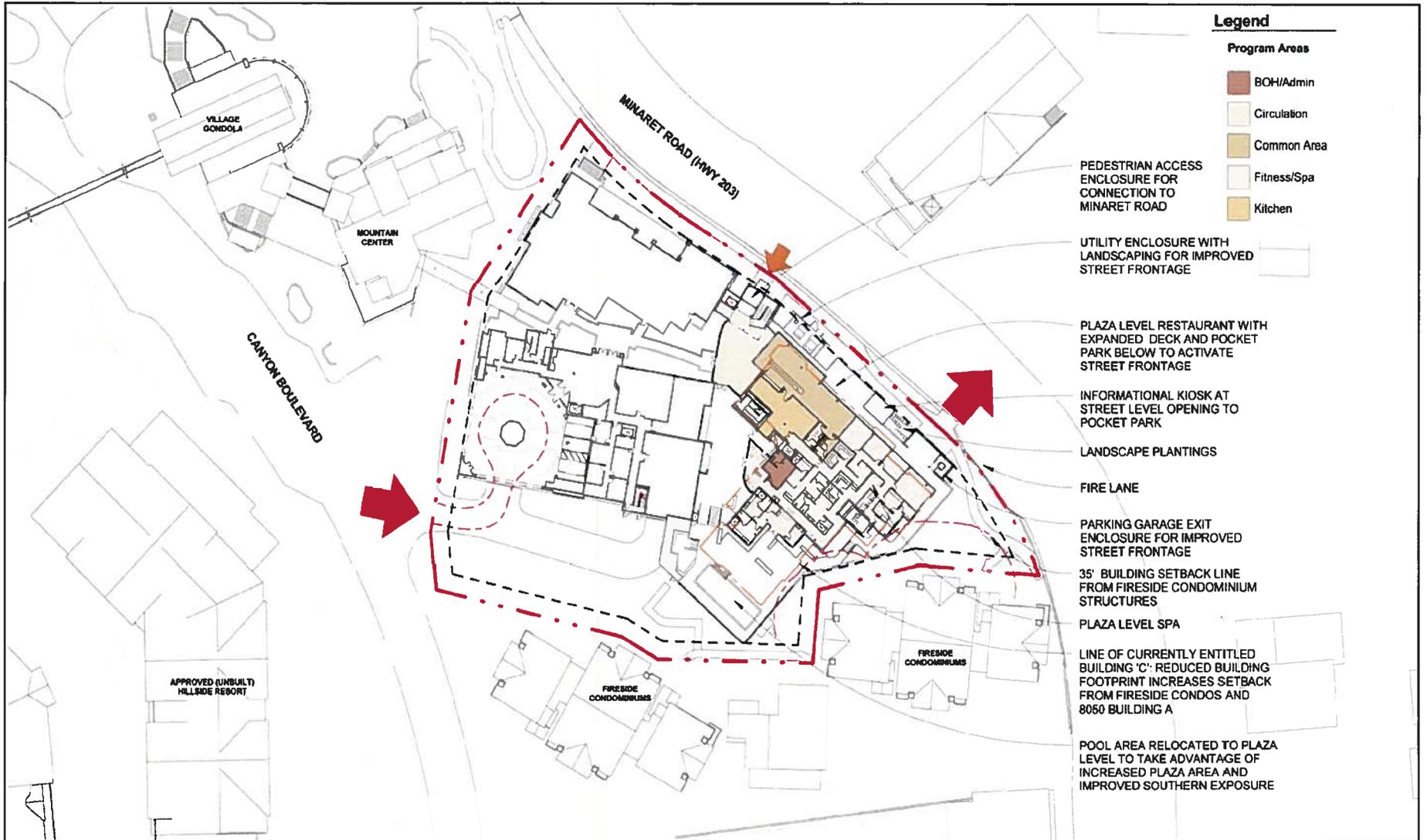
3.3.1 PROJECT DESCRIPTION

The project proposes a seven-story hotel that includes hotel rooms, food and beverage, spa, outdoor pool/jacuzzis, and landscaping elements; refer to [Table 3-1, Proposed Land Uses](#), and [Exhibit 3-3, Preliminary Site Plan](#). The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking podium.

**Table 3-1
Proposed Land Uses**

Land Use	Size (square feet)
Hotel ¹	34,840
Accessory Uses (e.g., spa, food and beverage, lobby, circulation, etc.)	29,910
Total Project	64,750
Notes:	
1. The hotel proposes up to 67 rooms that would be approximately +/- 520 square feet per room.	

The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the NVSP area. The project would necessitate three amendments to the NVSP: (1) an increase in the allowable development density for the project site, including allowing a transfer of 30 rooms from the Mammoth Crossing site (MC zone); (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current Application would supersede the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).



Source: Bull Stockwell Allen, May 22, 2014.

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07/14 • JUN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Preliminary Site Plan

Exhibit 3-3

The following list summarizes the components of the project:

Density

The maximum allowable building density within the NVSP RG zone is 55 rooms per acre. The 8050 property is 79,798 square feet or approximately 1.83 acres, yielding an allowable density of 101 rooms at 55 rooms per acre². The existing Buildings A and B of the 8050 project include 28 units with an overall total of 57 bedrooms, and the existing commercial in Building B equates to seven rooms. Therefore, a maximum of 37 rooms would be allowed for Building C without a density amendment to the NVSP.

- Given the project's maximum room count of up to 67 rooms, the project proposes a zoning amendment for the shortfall of 30 bedrooms and not including commercial space towards the maximum allowable building density. However, this deficiency is proposed to be mitigated by way of density transfer of a like-kind number of bedrooms from the nearby Mammoth Crossing property that is also owned by the project Applicant. This density transfer requires an amendment to the NVSP because density transfers are not currently permitted between zones (i.e., from the MC zone to the RG zone). The 8050 project would have a maximum density of 72 rooms per acre pursuant to a density transfer of 30 rooms from the Mammoth Crossing property. As such, there would be no net increase in development density in the overall NVSP area associated with the project. The proposed NVSP amendments would ensure that the density transfer would occur prior to development of the proposed project.

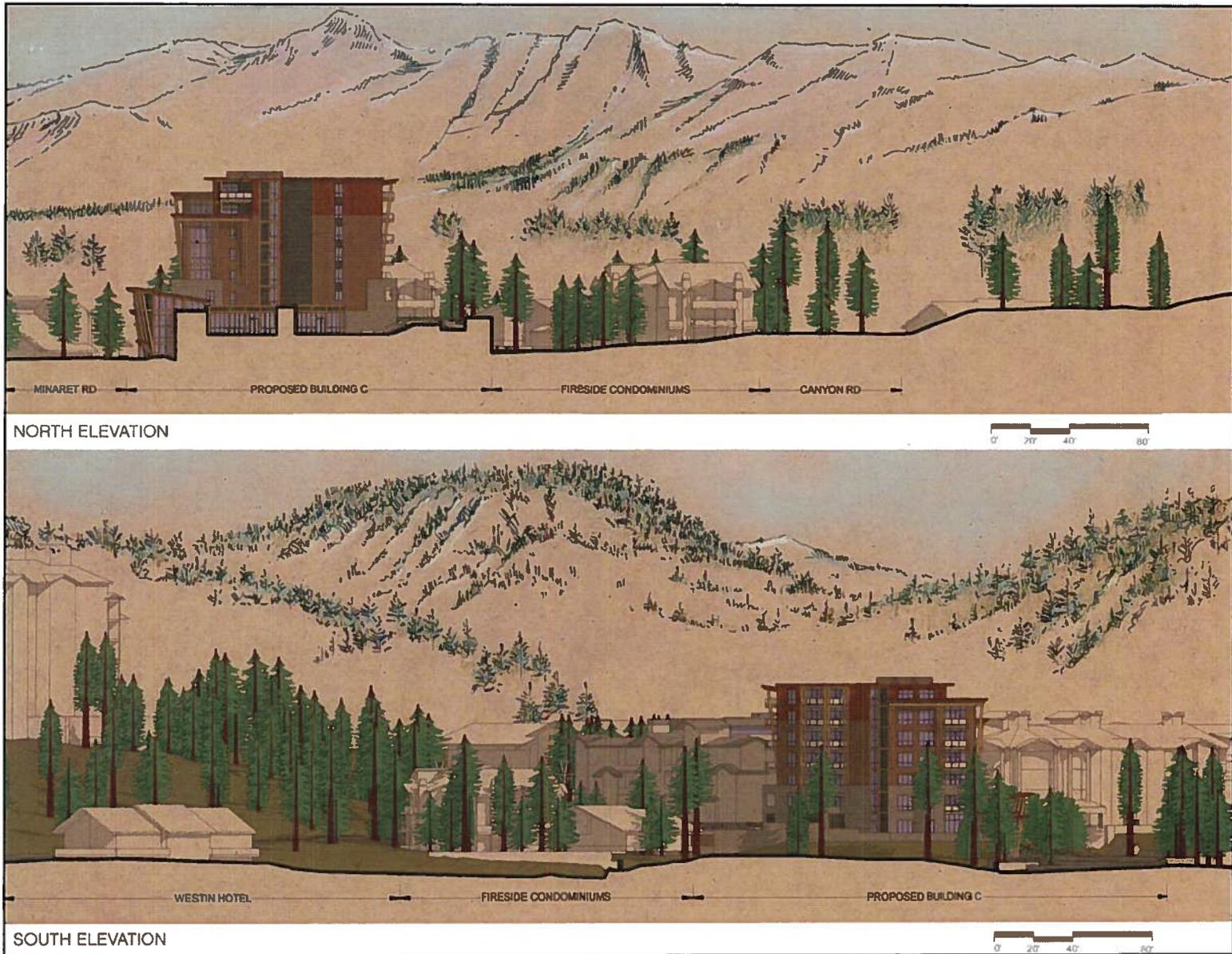
Building Heights

The maximum permitted height within the NVSP RG zone is 40 feet and the maximum projected height³ is 50 feet with an additional three feet for roof appurtenances. The NVSP also allows up to an additional 12 feet of building height for affordable housing. When a building sits above a parking garage, building height is measured from the garage roof elevation, provided the garage is no more than 20 feet above natural grade. The currently approved design for Building C allows for a total of five stories with a maximum height of 62 feet plus another three feet for roof appurtenances.

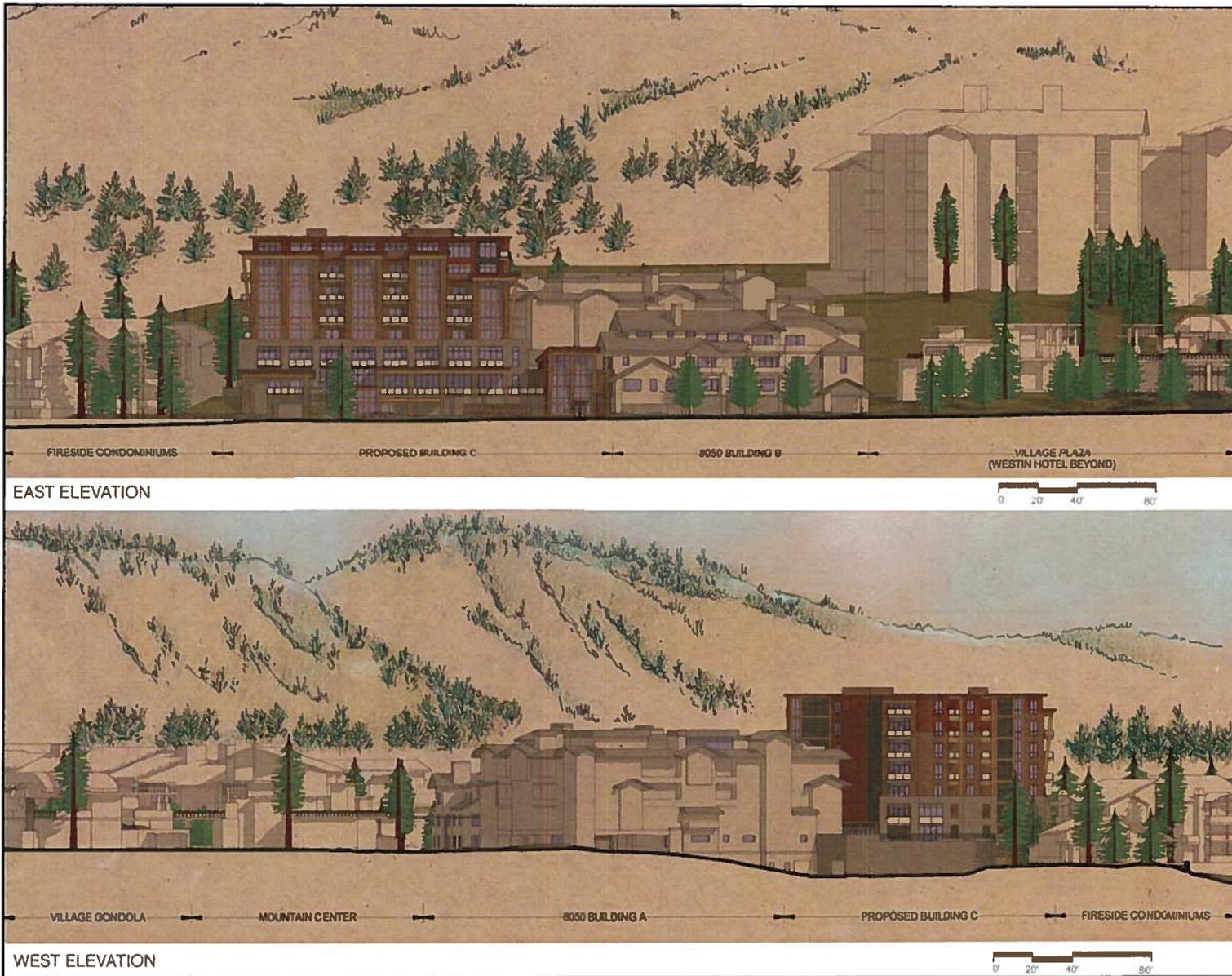
- The project proposes a maximum height of seven stories (80 feet), when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances; refer to Exhibit 3-4, North and South Building Elevations, and Exhibit 3-5, East and West Building Elevations. The project proposes a zoning amendment to increase the maximum permitted height allowed for the project site.

² A 79,798 square foot lot equates to 1.832 acres; 1.832 acres multiplied by 55 rooms per acre equals 100.75 rooms, which is rounded up to 101 total rooms allowed.

³ The NVSP allows a "projected height" above the permitted height, provided that a roughly equivalent reduction in building footprint area above the height is provided below the permitted height, and no more than 50 percent of the building square footage exceeds the permitted height.



Source: Bull Stockwell Allen, May 22, 2014.



Source: Bull Stockwell Allen, May 22, 2014.

Building Setbacks

The proposed project conforms to the minimum of 10-foot side and rear yard setbacks. However, the project would require a zoning amendment for the front yard setback area along Minaret Road for a reduced setback; refer to Exhibit 3-6, Proposed Setbacks.

The reduced setback along Minaret Road intends to:

- Provide a stepped building façade that includes attractive detailing and articulated design;
- Improve the quality of the streetscape and improve pedestrian safety by providing a pedestrian entrance and roof overhangs; and
- Improve pedestrian circulation and connectivity with the street through a signature building entry at street level (i.e., a welcoming pedestrian porte cochere).

An additional setback is described in a private agreement between Fireside at the Village condominiums to the south and the 8050 property owner (Settlement Agreement, Mutual Release, and Joint Escrow Instructions). Since this is a private agreement, and the Town of Mammoth Lakes is not a party, the Town is not responsible for enforcing the terms and conditions of this agreement.

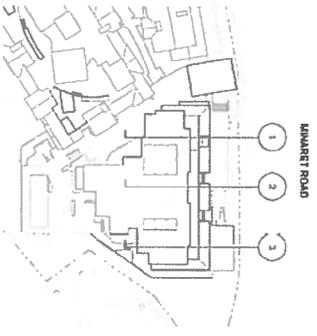
Site Access

Vehicle access to the project site would occur at the existing site entry at Canyon Boulevard. The proposed project does not seek to alter the existing approved access on the property. In addition, enhanced pedestrian access along Minaret Road and access between the existing 8050 project and Building C are proposed to allow access to and from hotel amenities. The project features a signature street level pedestrian porte cochere that would serve as gateway access into the project from Minaret Road, allowing for pedestrian integration and improved circulation.

The northeastern portion of the project site would also accommodate a visitor serving public kiosk or retail space at the street level that would open up to a proposed public pocket park.

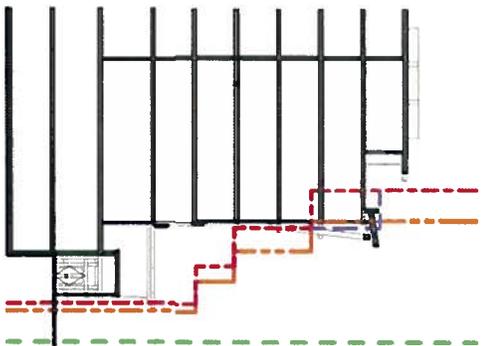
Site Coverage

The site coverage of the existing on-site buildings and parking structure is approximately 62 percent of the total lot area. The proposed project would be constructed on top of the parking podium with similar site coverage. However, the project would also provide enhanced street frontage improvements along Minaret Road (such as the pedestrian entry feature and public kiosk), which would increase the maximum lot coverage to 70 percent (as allowed within the NVSP RG zone).



- Roof
- Level 6
- Level 7
- Level 8
- Level 9
- Level 10
- Level 11
- Level 12
- Level 13
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- Level 17
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- Level 100

SECTION 1



SECTION 2



SECTION 3

- PROPERTY LINE
- REQUESTED STEPPED SETBACK LINE FOR PROPOSED INN
- STEPPED SETBACK LINE PER NVSP
- 20% SETBACK REDUCTION AS GRANTED TO DEMPSEY SITE

Source: Bill Stockwell Allen, June 18, 2014.



0714-JN-19231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Proposed Setbacks

Exhibit 3-6

Building Floor Area

The overall floor area is approximately 139,446 square feet on the 1.83-acre site (which includes the 8050 Buildings A, B, and C, as proposed by the project), resulting in approximately 76,200 square feet per acre. A maximum allowable building floor area within the NVSP RG zone of 87,000 square feet per acre is allowed.

Drainage

A storm drain inlet would be required to be relocated to the entry way on Minaret Road. Drainage is routed through the subterranean parking structure to an existing Conspan retention structure near the parking structure entrance on Canyon Boulevard. The drainage would not be altered as a result of the proposed project.

Parking

The total parking required in the NVSP for the 8050 site, including the proposed project, is 112 spaces. This includes residential parking for the existing Buildings A and B, including parking for the existing Building B commercial,⁴ and the proposed project. A private parking agreement reserves 50 spaces in the 8050 parking structure for Fireside at the Village condominiums.

Proposed parking for the project would be accommodated via the existing parking structure and the valet parking areas. The valet parking areas and driveway entry would provide storage for vehicles entering the site through vehicle stack parking. The valet parking area can accommodate approximately seven vehicles, and an additional two vehicles can be stored between the Canyon Boulevard curb and the valet drop-off area entry. Three valet parking attendants would be provided.⁵

Parking for delivery vehicles, including large trucks, would occur off of Canyon Boulevard in the driveway area or in the porte cochere.

The property owner, iStar, has an agreement with Mammoth Mountain Ski Area (MMSA) to provide up to 50 parking spaces on property owned by iStar. To date, iStar has been providing these spaces in the existing 8050 parking structure. Once the proposed project is developed, it is assumed that no spaces would be available in the 8050 parking structure for MMSA parking during peak occupancy periods. Consistent with the flexible terms of the above-referenced agreement, iStar anticipates providing the MMSA spaces at one or more other properties owned by iStar, such as the Mammoth Crossing properties along Lake Mary Road and Minaret Road.

Affordable Housing Mitigation Plan

On November 5, 2003, the Town Council adopted Resolution No. 2003-63, by which the Town Council identified the “value of cost gap per Employee Housing Unit (EHU)” in the amount of \$52,802. This resulted in the establishment of an Affordable Housing Mitigation In-Lieu Fee of \$30,889 per Full Time Employee Equivalent (FTEE), which equates to the \$52,802 per EHU.

⁴ This includes 12 commercial parking spaces for Building B per the original approval.

⁵ LSA Associates Inc., *Inn at the Village Valet Operation Analysis*, October 23, 2013.

On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In-Lieu Fee Agreement for the EHUs (AH In-Lieu Fee Agreement) to mitigate the impact the proposed 8050 project would have on the availability of workforce housing within the community, and to provide additional housing credits to the original developer. The AH In-Lieu Fee Agreement confirmed that at the time, the Town's value of each EHU was \$52,802. Nonetheless, the AH In-Lieu Agreement provides that in exchange for credit for 30 EHUs, the original developer would pay the Town \$3,000,000 (\$100,000 per EHU credit), in three separate payments of \$1,000,000, in connection with each phase of the proposed project (e.g., Buildings A, B, and C). Pursuant to the AH In-Lieu Fee Agreement, the original developer paid the Town in-lieu fees totaling \$2,000,000. The original developer, however, did not construct Building C at 8050 and did not pay the Town the final payment of \$1,000,000 when it became due.

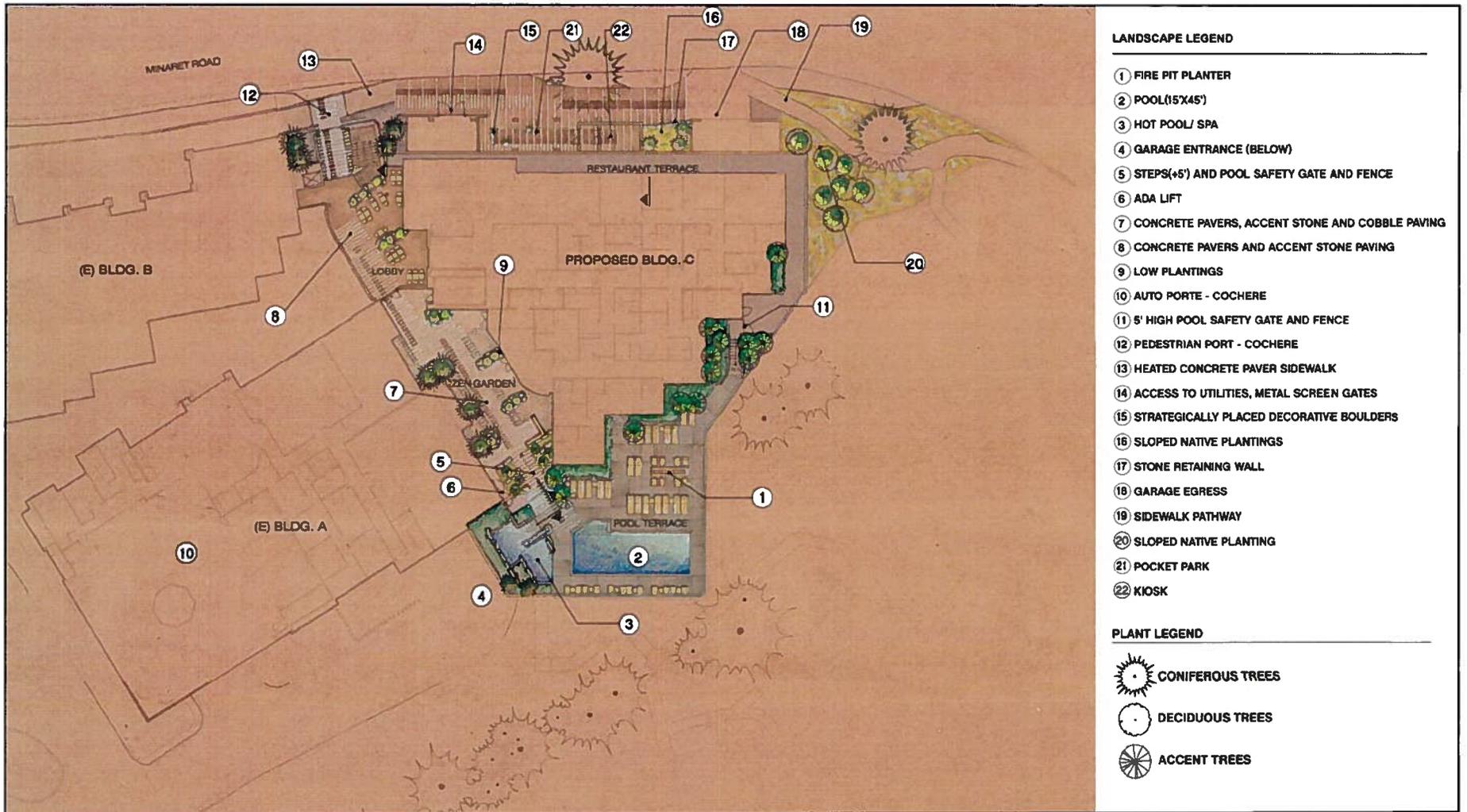
At the rate of \$100,000 per EHU, the \$2,000,000 that the original developer paid the Town in mitigation fees yielded credits for 20 EHUs. In addition, the original developer received credit for two EHUs for demolishing two commercial buildings on the project site, for a total of 22 EHUs. The construction of Buildings A and B by the original developer generated a demand for 17.5 EHUs. Therefore, the 8050 project maintains a credit of 4.5 EHUs.

The AH In-Lieu Fee Agreement provides as follows: "In the event the formula for calculating housing requirements shall be changed prior to the Remaining Credits being utilized to offset housing mitigation requirements, the value of such Remaining Credits shall be applied in conformance with the formulas in effect at the time of use of the Remaining Credits." Since the effective date of the AH In-Lieu Fee Agreement, the Town has changed its affordable housing policy. The Town's interim housing policy (Town Council Resolution 09-76) now requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit is achieved.

The Applicant proposes to construct up to 67 bedrooms in Building C. Pursuant to the Town's interim housing policy, those 67 bedrooms would require the Applicant to provide 6.7 bedrooms (6.7 EHUs) on the project site. Since each of the project's 4.5 existing EHU credits was generated at the rate of \$100,000 per EHU (which is 189% of the then-value of \$52,802 per EHU), the Town has already achieved a substantial additional affordable housing benefit for each of the project's 4.5 EHU credits. Therefore, the Applicant will apply for an AHMP which confirms that no additional housing mitigation is required beyond the Application of the project's existing credit of 4.5 EHUs. The Town and Mammoth Lakes Housing, Inc. would evaluate the Applicant's AHMP request.

Landscaping

Landscaping for the project would include a combination of planting areas. Along the northeast and southeast sides of the building, native plant communities, shrubs, and related groundcover would be utilized; refer to [Exhibit 3-7, Landscape Plan](#). A Zen garden is proposed on the western side of the building. This area would include concrete pavers, accent stone, and cobble paving. Native trees (such as Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) would be installed along the perimeter of the proposed structure.



Source: Bull Stockwell Allen, June 19, 2014.

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07/14 • JUN 139231

INN AT THE VILLAGE
 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Landscape Plan

Exhibit 3-7

Although, some vegetation (including sapling trees along Minaret Road) would be removed as a result of the proposed street frontage improvements, several existing trees would be preserved, and new trees would be installed, as discussed above. A Tree Protection/ Preservation Plan would be implemented to preserve and protect existing trees, shrubs, and other plant materials including plants on adjoining properties during grubbing and grading, site preparation, and construction activities; refer to Exhibit 3-8, Tree Protection/Preservation Plan. Existing Pine trees to be protected-in-place range from 10 to 24 inches in diameter at breast height (DBH); no trees six inches DBH or greater would be removed as part of the proposed project (as encouraged by the Town's Municipal Code).

The proposed pocket park would be approximately 532 square feet. Decorative pervious and impervious paving and a Zen-style rock garden with public benches and boulders for street-side seating would be installed. The area would be sited under a two-story heavy timber pergola, providing weather protection.

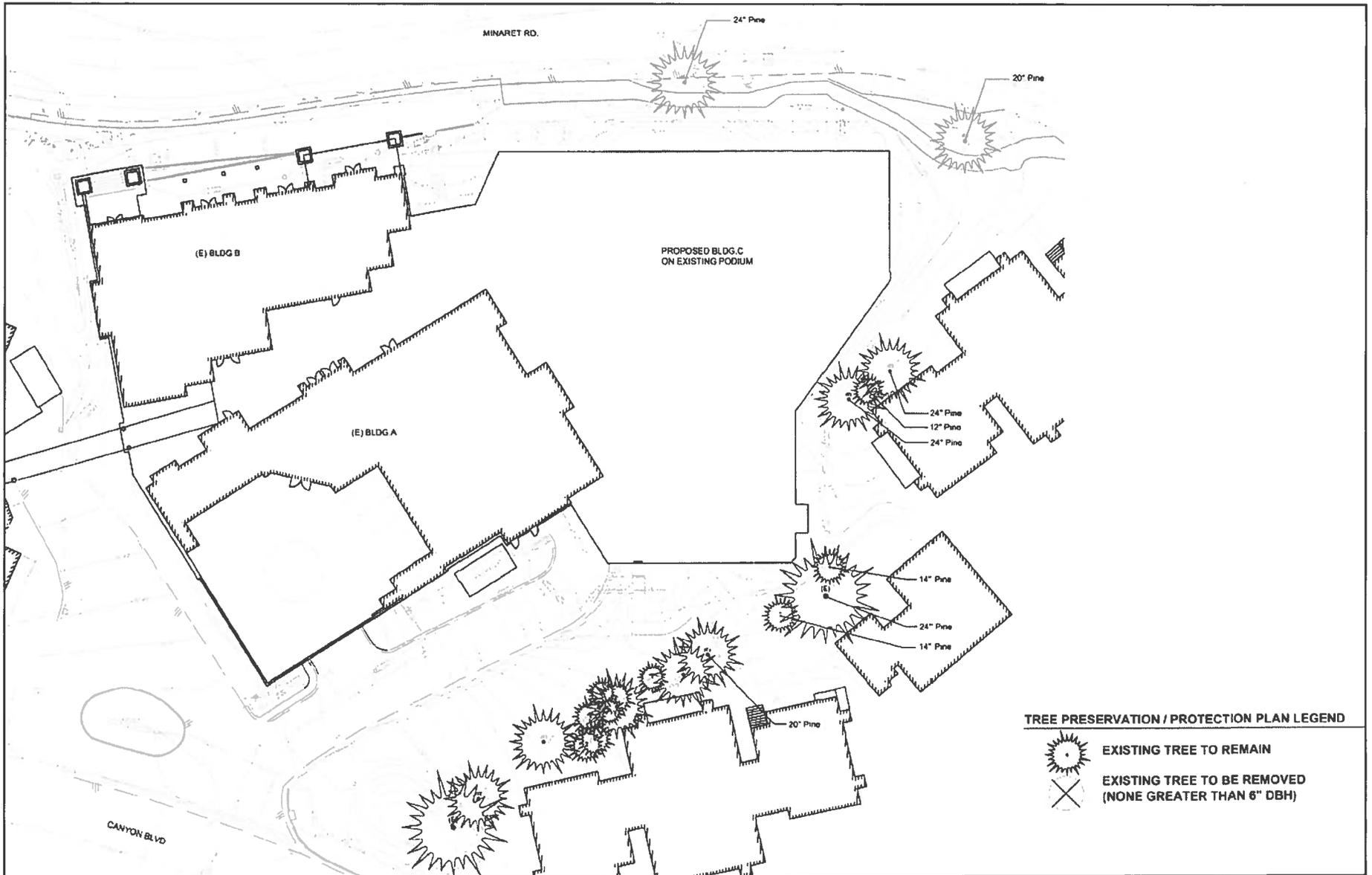
Fire Lane

The project proposes a new fire lane along Minaret Road, to the south of the existing parking structure entrance. The new fire lane would be 60 feet in length by 16 feet in width. The existing retaining wall and sidewalk would be relocated and realigned farther to the west. The relocated retaining wall would appear similar in height as the existing retaining wall. The relocated sidewalk (with new pedestrian safety railing) would be realigned along the relocated wall and then would connect into the future sidewalk planned to the south of the project site, along Minaret Road. Due to the encroachment of the fire lane into California Department of Transportation (Caltrans) right-of-way, Caltrans would need to approve this encroachment.

Energy Saving Measures

The project would incorporate the following energy saving measures:

- South facing units feature deep balconies in front of window walls that act as a sun shade in combination with high, operable windows to provide the desired amount of solar gain and stack effect air circulation.
- A super insulated roof system would minimize thermal transfer through the roof with a combination of built-up rigid insulation above the structural deck and an additional layer of batt insulation applied below the deck.
- Dual method wall insulation would provide a high insular value, and a substantial thermal break in the exterior wall, reducing air infiltration and condensation within the wall cavity to create an extremely robust and long-lived thermal envelope.
- Extensive use of light emitting diode (LED) lighting would be used in a variety of lighting fixtures.
- Weather-lock vestibule at the proposed pedestrian street entry would be positively pressurized to keep warmed or cooled air inside the building and untreated, unfiltered air out.



Source: Bull Stockwell Allen, May 27, 2014.

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07/14 • JN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Tree Protection/Preservation Plan

Exhibit 3-8

- The plaza level circulation and amenity spaces would include operable fenestration and, in some areas, fully opening wall panels to embrace the summer season's mild climate.

Grading

A minor amount of grading would be required along the perimeter of the project site, specifically along Minaret Road to allow for pedestrian improvements (the public kiosk and pocket park) and a new fire lane (to the south of the existing parking structure driveway).

Snow Management

Snow storage would be provided for the proposed heated paver sidewalk and heated paved pool deck. The existing Benefit Assessment District (BAD) for the NVSP area would maintain the heated paver sidewalk, and the BAD would haul snow off site, as necessary. Snow storage for the existing driveway located off of Canyon Boulevard would remain unchanged.

Ice build-up on roof eaves would be prevented with heated roof gutters that would convey runoff from the roof and eaves to existing stormwater retention systems. Adequate roof access would also be provided to remove cornices as needed.

Construction Phasing and Staging

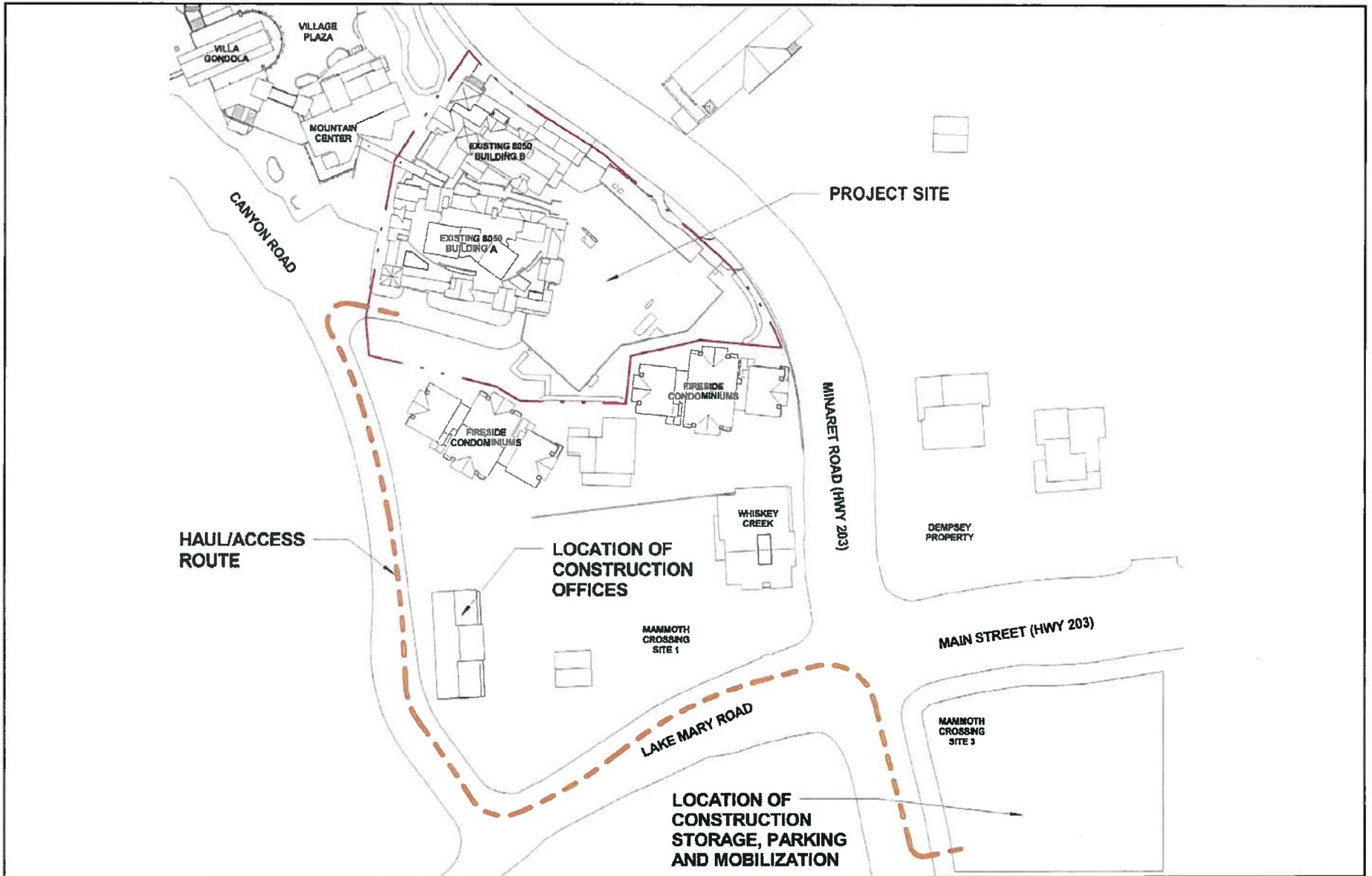
The project would commence with above-grade improvements and be completed in a single phase. The construction of the proposed project is anticipated to take 12 months. During construction, the construction offices would be accommodated nearby on the Mammoth Crossing property located on the northeast corner of Canyon Road and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street; refer to [Exhibit 3-9, Construction Staging Plan](#). During construction staging, the buildings located on these two sites would remain accessible to emergency services.

3.4 GOALS AND OBJECTIVES

Pursuant to CEQA Guidelines Section 15124(b), the project description must include “[a] statement of objectives sought by the proposed project.... The statement of objectives should include the underlying purpose of the project.”

TOWN GOALS AND OBJECTIVES

The Town is comprised of 12 districts and four mountain portals, as described in the Neighborhood and District Character Element of the 2007 General Plan. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The characteristics of each district provide a sense of place regarding structure, function, and a district center. The project site is located in the North Village District and the identified characteristics for this district are as follows:



Source: Bull Stockwell Allen, February 28, 2014.

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07/14 • JN 139231

INN AT THE VILLAGE
 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
Construction Staging Plan

Exhibit 3-9

- Viewsheds to Sherwin Range and the Knolls are preserved;
- Landscape that recalls the Eastern Sierra and establishes scale and street edge;
- Create a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts;
- Easy pedestrian access across main streets;
- Gateway intersection at Minaret Road and Main Street/Lake Mary Road;
- Visitor-oriented entertainment retail district;
- Active day and evening through all four seasons, designed to achieve a two to three hour visit;
- Resort and resident activities, amenities, and services;
- Animation with retail and significant businesses oriented to the street;
- Retail and services in “storefront” setting located at the sidewalk;
- A variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment;
- Create year-round non-vehicular links to mountain portals;
- Lake Mary Road connected to the North Village District by trails;
- Shared and pooled parking, convenient structured parking, and small-scale street adjacent surface parking; and
- Encourage living and working in close proximity to transit-oriented development.

NVSP GOALS AND OBJECTIVES

The NVSP aims to create a set of land use designations and development standards which facilitate the development (or renovation) of the NVSP area as a concentrated, pedestrian-oriented activity center with limited vehicular access. The NVSP is intended to achieve year-round uses and visitor activity, strengthen the existing winter visitor market, and improve Mammoth’s attractiveness to spring, summer, and fall resort visitors. The key objective of the NVSP, and consequently the Land Use Element, is to enhance the Town’s image as a destination resort community, through the creation of a high profile, pedestrian-oriented, resort activity center where lodging, restaurants, shopping, housing, and recreational opportunities are located within proximity to one another and easily accessible by transit.

There are six land use districts established within the NVSP. As previously noted, the project site is located in the NVSP RG. RG has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. The Pedestrian Core area is intended to be a mixed-use village with commercial uses on the ground level and accommodation units on upper floors. The scale of the individual ground level shops vary. RG uses are intended to provide visitor-oriented resort services, but retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the NVSP RG district.

The RG objectives identified in NVSP are as follows:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities;
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses; and
- To provide integrated pedestrian access to and from the plazas.

PROJECT GOALS AND OBJECTIVES

The intent of the proposed project is to create a better relationship and integration with Minaret Road, with a signature street level pedestrian porte cochere and other features that would animate the streetscape and serve as an inviting portal into the proposed hotel. In a commitment to help the NVSP area realize its place-making potential, the key goals and objectives of the project are to:

- Greatly improve the project's relationship with the streetscape by introducing the porosity that allows for ease of pedestrian integration with Minaret Road;
- Populate and animate this section of Minaret Road and allow for ease of access to and from the proposed hotel amenities via the inviting pedestrian porte cochere;
- Provide streetscape features, including an informational kiosk and a pocket park;
- Deliver much needed critical mass in terms of hot beds to substantively help the NVSP area achieve economic sustainability;
- Provide an array of services and amenities that make the NVSP area a much more compelling destination for tourists and locals alike;
- Eliminate the need for any additional curb cuts along Minaret Road, which would be disruptive to pedestrian flows, by utilizing the existing vehicular access to Building C off of Canyon Boulevard;
- Improve the animation and vibrancy of the streetscape along Minaret Road with the addition of terraces for casual gathering or dining;

- Provide an array of amenities and related back-of-the-house functions that would allow for the inn to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike;
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant;
- Utilize a contextually sensitive architectural vernacular that departs from the repetitive and mostly uninspiring design solutions associated with earlier generation lodging properties within the community;
- Deliver a project that takes into account snow country design issues and constraints; and
- Produce a compelling, iconic, and economically sustainable lodging project that acts as a catalyst for the revitalization and added vibrancy of the NVSP area.

3.5 PROJECT APPROVALS

The Town, as Lead Agency for the project, has discretionary authority over the project. In order to implement the proposed Inn at the Village, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- Subsequent Environmental Impact Report Certification;
- District Zoning Amendment;
- Tentative Tract Map;
- Conditional Use Permit;
- Encroachment Permit (California Department of Transportation);
- Design Review Permit; and
- Final Map(s).

In addition, grading permits and building permits (which are non-discretionary actions) would be necessary for project implementation.



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4.0 Basis of Cumulative Analysis

4.0 BASIS OF CUMULATIVE ANALYSIS

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

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

Pursuant to Section 15130(a) of the CEQA Guidelines, cumulative impacts of a project shall be discussed when they are “cumulatively considerable,” as defined in Section 15065(a)(3) of the CEQA Guidelines. Section 5.1 through Section 5.7 of this SEIR assesses cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

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

1. *Either:*
 - a. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*
 - b. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*

With regard to all resources and environmental issues listed in Section 8.0, *Effects Found Not To Be Significant*, of this SEIR, the Town has determined that the cumulative impacts in those areas have been adequately addressed in the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR and no further cumulative impact analysis is required for those areas. Specifically, the Town determined that, on the basis of the information in the Modified Initial Study, all of the cumulative impacts for areas noted in Section 8.0 of this SEIR have been examined at a sufficient level of detail in the previous environmental documentation to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of the conditions, or other means in connection with the approval of the proposed project (Section 15130(d) of the CEQA Guidelines).

With regard to the environmental issues not scoped out of this SEIR, the cumulative impact analyses contained in this SEIR use a combination of both methods A and B, with the General Plan projections approach utilized most often, based on adopted growth forecasts through the project’s buildout year. However, the General Plan projections approach has been supplemented in this SEIR where recent general plan amendments have been approved since adoption of the most recent

growth forecasts. The Town of Mammoth Lakes has also developed a traffic model, known as the Travel Demand Model, which includes growth projections within the Town of Mammoth Lakes and regionally. The growth projections adopted by the Town for the Travel Demand Model are used for the cumulative air quality, greenhouse gas, and traffic impact analyses in this SEIR. Table 4-1, Cumulative Projects List, and Exhibit 4-1, Cumulative Project Locations, identify the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. Information integral to the identification process was obtained from the Town of Mammoth Lakes. The resulting related projects are only those determined to be at least indirectly capable of interacting with the proposed project.

**Table 4-1
Cumulative Projects List**

Number	Project Name and Location	Description	Status (as of 3/21/13)
1	Student Housing, Mammoth Lakes Foundation (UPA 2006-02) 1500 College Parkway	Proposed 74 student housing units with a lounge, reception area, exercise room, and storage with 112 parking spaces on 1.48 acres.	Partially Constructed (26 units)
2	Altis (DZA 12-001, TTM 12-001) 880 Bridges Lane	Proposes 9 single-family residential units on 3.21 acres.	Approved (lots graded, but homes not yet built)
3	Eagle Lodge (DZA 2005-03, ZCA 2005-01) 3256 Meridian Boulevard	Proposes a ski lodge with 106 dwelling units on 8.67 acres.	Master Plan Amendment Approved (but not yet entitled)
4	Holiday Haus (VTTM 36-237, UPA 2005-15) 3863 and 3905 Main Street	Proposes 77 hotel units (120 rooms) and 14 workforce residential units on 1.55 acres with 2,605 square feet of conference space and 4,380 square feet of outdoor patio, snow play area, indoor pool, exercise area, and hot tubs. This project would also construct 138 parking spaces.	Approved
5	Mammoth View (TTM 10-001) 41 and 11 Alpine Circle 3704 Main Street 3730, 3752, 3776, and 3814 Viewpoint Road	Proposes 52 residential units and 54 hotel units on 5.51 acres with 2,176 square feet of restaurant, bar, and spa, as well as a pool, picnic areas, and lobby space with 174 parking spaces.	Approved
6	Old Mammoth Place (VTTM 09-003) 164, 202, and 248 Old Mammoth Road	Proposes 340 hotel units (488 rooms) with 36,500 square feet of commercial space, including retail and restaurants on 6.1 acres. Also proposes public plazas, 9,500 square feet of conference space, a spa and pool, and 619 parking spaces.	Approved
7	Mammoth Crossing (DZA 2007-01, GPA 2009-02) Northwest, southwest, and southeast corners Main Street/Lake Mary Road and Minaret Road	Proposes 66 workforce housing bedrooms and 742 hotel units with 720 parking spaces on 9.27 acres. Also proposes 40,500 square feet of commercial space and 9,000 square feet of conference and meeting space, pool, spa, restaurants/bars, and public plaza space.	DZA/GPA Approved (but not yet entitled)

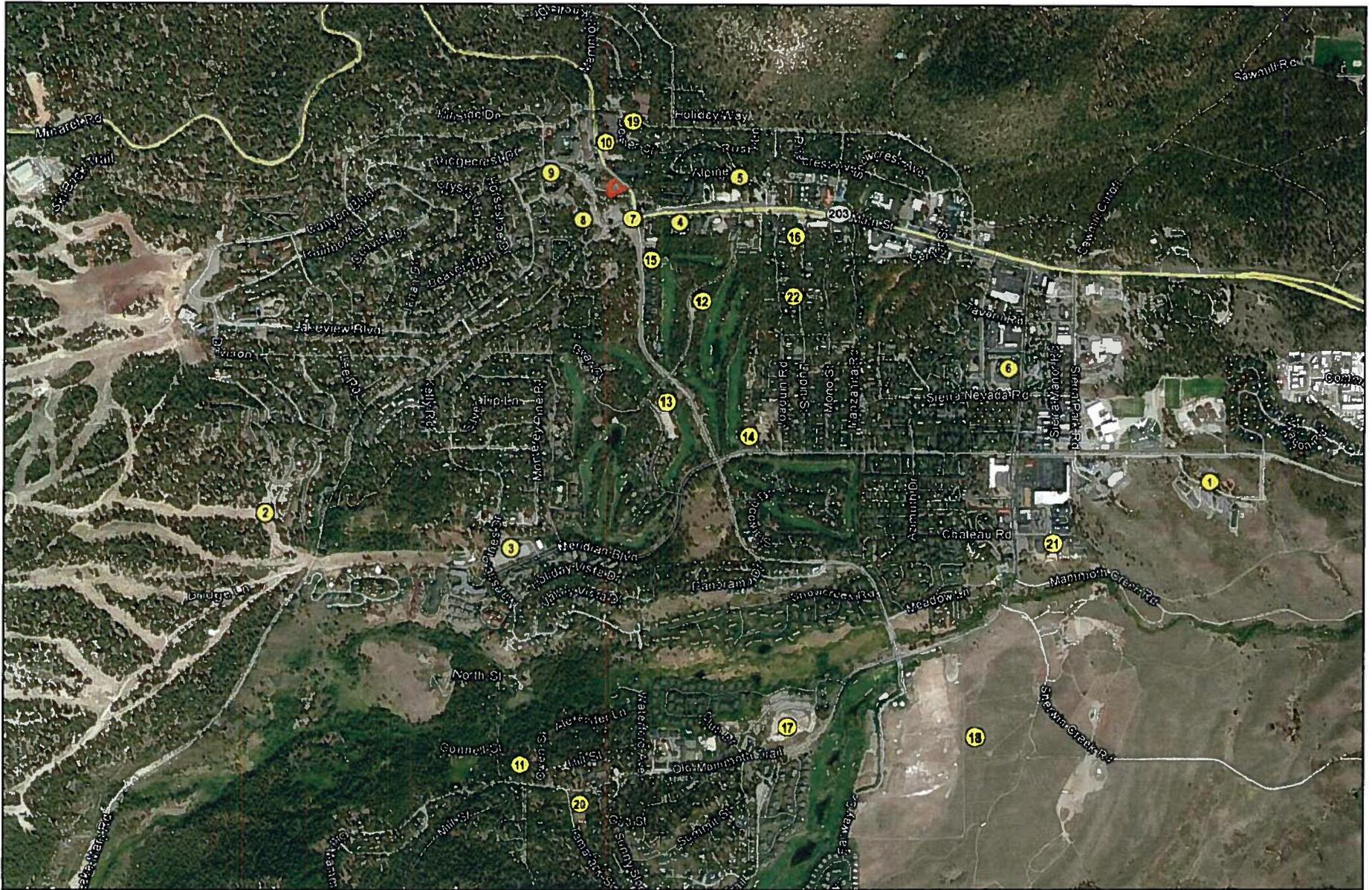
**Table 4-1 [continued]
Cumulative Projects List**

Number	Project Name and Location	Description	Status (as of 3/21/13)
8	Mammoth Hillside Phase I (TTM 36-235) 107 Lakeview Boulevard 106 and 80 Lake Mary Road 17 and 49 Canyon Boulevard	Proposes 24 workforce housing units and 225 hotel units with 259 parking spaces on 4.6 acres. Also proposes 5,000 square feet of restaurant space, spa/fitness area, and 6,300 square feet of conference space and a pool.	Approved
9	Parking Structure NVSP (UPA 2007-02, TPM 36-226) 99 Canyon Boulevard	Proposes 300 parking spaces.	Approved
10	South Hotel (TTM 36-234) 6180 Minaret Road	Proposes 251 hotel units (299 rooms) and 5,300 square feet of restaurant use and 1,000 square feet of commercial use on 2.53 acres. Also proposes 4,100 square feet of conference space, spa, lobby bar, and 292 parking spaces.	Approved
11	Ettinger Condominiums (TTM 244, UPA 2006-15) 2144 Old Mammoth Road	Proposes 10 residential units with 25 parking spaces on 1.09 acres.	Approved
12	Bungalows (TTM 36-242, UPA 2006-12) 1500 East Bear Lake Drive	Proposes 10 residential units with 20 parking spaces on 1.37 acres.	Approved
13	Graystone (TTM 13-001) 2006 Sierra Star Parkway	Proposes 7 single family residential lots on 4.6 acres.	Homes are under construction
14	Tallus Phase 1 (TTM 36-216; TTM 13-003) 525 Obsidian Place	Proposes 9 residential units, some with fractional ownership and others with whole ownership, and a clubhouse on 7.67 acres. A remainder parcel of 3.62 acres is included.	All 9 units to be completed in 2014
15	Tanavista (TTM 36-240, UPA 2006-08) 5208 Minaret Road	Proposes 45 residential units with fractional ownership on 1.36 acres.	Approved
16	Tihana Townhomes (TTM 36-243, UPA 2006-13) 48 Lupin Street	Proposes 9 residential units on 0.54 acres.	Approved
17	Snowcreek VII (TTM 36-236, UPA 2005-11) 85 and 1254 Old Mammoth Road	Proposes 118 residential units and a recreation room.	Partially Constructed (14 units)
18	Snowcreek VIII Various	Proposes 790 residential units and 200 hotel units (400 rooms) on 237 acres. Also proposes 10,000 square feet of hotel associated retail, 10,000 square feet of restaurants and bars/lounges, 25,000 square feet of conference and meeting space, 12,900-square foot spa/wellness center, 3,500 square feet for market space, and the second 9 holes of the Snowcreek Golf Course.	Master Plan and Development Agreement Approved (but not yet entitled)
19	Vista Point (VTTM 09-001) 94 and 151 Berner Street	Proposes 28 hotel units (101 rooms) with 60 parking spaces on 2.1 acres. Also proposes an owner's lounge, a rooftop pool and terrace, locker rooms, and a pedestrian plaza.	Approved



**Table 4-1 [continued]
Cumulative Projects List**

Number	Project Name and Location	Description	Status (as of 3/21/13)
20	Danhaki (TPM 11-001) 70 Carter Street	Proposes to subdivide one lot into 2 single family lots on 2.44 acres.	Approved
21	Mammoth Rock N Bowl (UPA 11-002) 3029 Chateau Road	Proposes 23,300-square foot bowling facility that would include 12 bowling lanes, billiards, darts, golf simulation, bar, and restaurant space with 37 parking spaces on 1.14 acres.	Under Construction and operating under a temporary certificate of occupancy (final certificate of occupancy expected in 2014)
22	Hill Duplex 200 Lupin Street	Proposes 2 residential units on 0.23 acres.	Approved
<p>Notes: This cumulative projects list is current as of June 12, 2014. Information provided by Sandra Moberly, Planning Manager, and Jen Daugherty, Senior Planner, with the Town of Mammoth Lakes Community and Economic Development Department.</p>			



Source: Google Earth, 2013.
 - Project Boundary
 - Project Number Locations



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5.0 Environmental Analysis

5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the SEIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and unavoidable significant impacts, if any. The SEIR analyzes those environmental issue areas, where potential significant impacts have the potential to occur, as stated in Appendix 11.1, *Modified Initial Study and Notice of Preparation*.

Based on the Modified Initial Study, as stated in Appendix 11.1, no significant impacts or no new significant impacts beyond those identified in the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR (previous environmental documentation) upon the following environmental issue areas, as outlined in Appendix G of the CEQA Guidelines are anticipated:

- Agricultural and Forest Resources;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Mineral Resources;
- Population and Housing;
- Public Services; and
- Recreation.

As a result, these issues are addressed in Section 8.0, *Effects Found Not To Be Significant*.

In accordance with Appendix G of the CEQA Guidelines, the following environmental issue areas were determined to have a potentially significant impact, as identified in Appendix 11.1, and have been included within this SEIR for further analysis:

- 5.1 Land Use and Relevant Planning;
- 5.2 Aesthetics/Light and Glare;
- 5.3 Traffic/Circulation;
- 5.4 Noise;
- 5.5 Air Quality;
- 5.6 Greenhouse Gas Emissions; and
- 5.7 Utilities and Service Systems.

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

- “Existing Setting” describes the physical conditions that exist at the present time of issuance of the Notice of Preparation (NOP) and that may influence or affect the issue under investigation.

- “Regulatory Setting” lists and discusses the laws, ordinances, regulations, and standards that apply to the project, as well as those agencies that may have jurisdiction over the project and would be implementing such laws, ordinances, regulations, and standards.
- “Impact Thresholds and Significance Criteria” provides the thresholds that are the basis of conclusions of significance, which include the criteria identified by Appendix G of the CEQA Guidelines (California Code of Regulations, Sections 15000 – 15387).

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

- “Overview of Previous Environmental Documentation” provides a summary of the topical analyses, recommended mitigation measures, and conclusions from the previous environmental documentation.
- “Impacts and Mitigation Measures” describes potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

Impacts are generally classified as potentially significant impact, less than significant impact, or no impact. For the purposes of this environmental analysis, impacts were analyzed in each environmental issue area for the proposed project. If necessary, mitigation measures are recommended in order to reduce any significant impacts. As an SEIR is being prepared for the Inn at the Village Project, the 1999 SPEIR Mitigation Measures are applied as appropriate. The “Mitigation Measures” are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment. Modifications to the 1999 SPEIR Mitigation Measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature). Where further Mitigation Measures are required beyond what was recommended in the 1999 SPEIR, Additional Mitigation Measures are prescribed.



The “Level of Significance After Mitigation” identifies the impacts that would remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as “unavoidable significant impacts.”

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.
- “Significant Unavoidable Impacts” describes impacts that would be significant, and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (CEQA Guidelines Section 15093[a]).



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5.1 Land Use and Relevant Planning

5.1 LAND USE AND RELEVANT PLANNING

This section identifies the existing land use conditions, evaluates the project's consistency with relevant planning policies, and recommends mitigation measures that would avoid or lessen the significance of potential impacts, if appropriate. This section also identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the Town of Mammoth Lakes (Town). Information in this section is based in part upon the following:

- *Town of Mammoth Lakes General Plan 2007* (2007 General Plan), dated August 15, 2007, amended February 1, 2012 and June 18, 2014;
- *Town of Mammoth Lakes Municipal Code* (Municipal Code), codified through Ordinance No. 14-02, passed March 19, 2014;
- *North Village Specific Plan* (NVSP), as amended;
- *North Village District Planning Study* (North Village District Planning Study), modified November 5, 2008 and accepted by Town Council in July 2009; and
- *Design Guidelines The Village at Mammoth* (North Village Design Guidelines), approved August 23, 2000.

5.1.1 EXISTING SETTING

ON-SITE LAND USES

The proposed project is the last phase (Building C) of a three-phase development (8050 project). The first two phases (Buildings A and B) of the 8050 project have been completed, as well as the 136-space parking structure that would serve Buildings A, B, and C. The project site would be located atop the parking structure podium, adjoining the existing Buildings A and B.

The existing Building A and Building B of the 8050 project (adjoining the project site to the northwest/north, respectively) consist of two resort lodging buildings comprised of 28 units with 57 bedrooms. Further, the ground floor commercial along Minaret Road in Building B totals 3,335 square feet of commercial space and includes an on-site fine dining and catering enterprise (Toomey's). The existing Buildings A and B also include a roof-top fitness room and jacuzzi terrace and related site and landscaping improvements.

SURROUNDING LAND USES

The land uses that surround the project site are further described below.

- *North:* Buildings A and B of the 8050 project adjoin the project site to the northwest and north. These resort lodging buildings are zoned North Village Specific Plan (NVSP), Resort General (RG). Commercial and retail uses within the North Village Plaza and the Mammoth Mountain North Village gondola are located further northwest of the project site (west of Minaret Road and east of Canyon Boulevard). These commercial and retail uses are zoned NVSP, Plaza Resort (PR).

- East: Minaret Road forms the northeast boundary of the project site. Hotel, vacation condominium rentals, and restaurant uses are located directly across Minaret Road to the northeast and southeast. The land uses to the east are also within the NVSP and are zoned NVSP RG.
- South: Fireside at the Village condominiums adjoin the project site to the south and are zoned NVSP RG. A commercial building (Mammoth Brewing Company) and surface parking are located further south of the project site. The zoning is NVSP, Mammoth Crossing (MC).
- West: The Westin Monache Resort and surrounding vacant land uses are located directly across Canyon Boulevard, west of the project site. These properties are also zoned NVSP PR.

5.1.2 REGULATORY SETTING

LOCAL LEVEL

Town of Mammoth Lakes General Plan 2007

The 2007 General Plan establishes standards, guidelines, and priorities that define the Mammoth Lakes community now and for the future. The “Community Vision” for Mammoth Lakes embodies values and principles that recognize the uniqueness of its natural surroundings and character as a village in the trees.

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 Element;
- Arts, Culture, Heritage, and Natural History Element;
- Community Design Element;
- Neighborhood and District Character Element;
- Land Use Element;
- Mobility Element;
- Parks, Open Space and Recreation Element;
- Resource Management and Conservation Element; and
- Public Health and Safety Element.

It is noted that the Noise Element was not updated as part of the 2007 General Plan. Additionally, the 1990 Parks and Recreation Element was not formally superseded with the Parks, Open Space, and Recreation Element; however, in 2012 the Parks, Open Space, and Recreation Element was amended and the 1990 Parks and Recreation Element was revoked.

The Town adopted the General Plan Housing Element Update on June 18, 2014. The Housing Element covers the planning period from 2014 to 2019 and establishes goals, policies, and programs that help the Town meet its share of the regional housing need.

The 2007 General Plan Elements relevant to the proposed project are further discussed below. The 2007 General Plan goals and policies relevant to the proposed project are outlined in [Table 5.1-1, 2007 General Plan Policy Consistency Analysis](#), provided in [Section 5.1.4, Impacts and Mitigation Measures](#), below.

Community Design Element

The Community Design Element's goals and policies describe the relationship between people and the man-made and natural environment. Because the community is set within the forest, the trees and natural landscape are prominent, create a sense of scale, and set a strong aesthetic character. Topography, vegetation, existing buildings, and open spaces create the structure and pattern of Mammoth Lakes.

Figure 1, *Major View Corridors and Vistas*, of the 2007 General Plan identifies the important scenic resources and depicts the major view corridors and vistas throughout Mammoth Lakes. As illustrated on Figure 1, southern views within the NVSP area that encompass the Sherwin Range are considered scenic. Refer to [Section 5.2, Aesthetics/Light and Glare](#), for further discussion regarding aesthetic resources potentially occurring in the project area.

Neighborhood and District Character Element

The Neighborhood and District Character Element addresses the development of individual sites and districts in order to enhance the unique character of Mammoth Lakes.

Districts. The 2007 General Plan denotes that the Town is comprised of 12 districts and four mountain portals. District boundaries are based on the 1987 General Plan Planning Districts and are defined by existing development, patterns of vegetation, topographic features, circulation patterns, and the relationships of land uses. According to Figure 3, *Neighborhood Character Map*, of the 2007 General Plan, the project site is within the North Village District. This Element summarizes the desired characteristics and roles of the districts where the greatest amount of change is expected to occur. North Village District objectives that are particularly relevant to the proposed project in the context of land use are outlined in [Table 5.1-1](#).

Land Use Element

The policies of the Land Use Element describe and determine how the community would retain its community character and small town atmosphere, while enhancing its success as a destination resort. An overarching principle of the community is to maintain the Town's compact urban form, protect natural and outdoor recreation resources, and prevent sprawl. The Land Use Element policies relevant to the proposed project are outlined in [Table 5.1-1](#).

The Town established the Urban Growth Boundary (UGB) limiting the area available for future development to achieve these principles. Figure 4, *Planning Area, Municipal, and Urban Growth Boundaries*, of the 2007 General Plan, illustrates the Planning Area, Municipal, and Urban Growth Boundaries and indicates the project site is located within all three boundaries.

District Planning. Some areas of the community have special needs or conditions that would benefit from detailed investigation to address issues such as allowable land use patterns, design standards, zoning codes, and other property development standards and protections. The 2007 General Plan designates underlying land use and character designations for these areas, until such time as the district plans are completed and subsequent development standards are adopted; refer to the *Neighborhood and District Character Element* discussion above.

Land Use Designations. The distribution of land use designations throughout the Town is illustrated on Figure 5, *Land Use Diagram*, of the 2007 General Plan. According to Figure 5, the project site is designated North Village Specific Plan (NVSP), which is described as follows:

This designation is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area. Uses include hotels and similar visitor accommodations along with supporting restaurants, retail, and services. Development projects will provide a wide range of amenities and services that enhance the visitor experience. Maximum overall density is 3,317 rooms and 135,000 square feet of commercial. The specific allocation of density, location of uses, and development standards are contained in the Specific Plan.

Buildout. The Land Use Element addresses buildout forecast for the 20-year planning period of the 2007 General Plan. The analysis projected that the total number of residents, visitors, and workers on a winter weekend would grow to between 45,000 to 52,000 by the year 2025. Based on these analyses, the 2007 General Plan establishes a policy of a total peak population of residents, visitors, and employees at 52,000 persons. The 2007 General Plan considers buildout of the NVSP.

Mobility Element

The Mobility Element describes how the Town achieves a progressive and integrated multi-modal transportation system, one that serves the various needs of residents, employees, and visitors. Appendix D of the 2007 General Plan describes the Town's circulation and specifies the roadway classifications used in the Town. The General Bikeway Plan (Amended through May 2002) provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist. The *Town of Mammoth Lakes Trail System Master Plan* (TMLTSMP), dated May 1991, focuses on non-motorized facilities for alternative forms of transportation including pedestrians, bicyclists, and cross-country skiers. Refer to Section 5.3, *Traffic/Circulation*, for a discussion regarding the project area's transportation system.

Parks, Open Space, and Recreation Element

The Parks, Open Space, and Recreation Element, amended in 2012, identifies parks, open space, and recreational opportunities as critical to Mammoth Lakes residents and to the success of Mammoth Lakes tourism-based economy. It emphasizes a wide variety of outdoor winter and summer activities, as well as the integration of surrounding public lands through points of public access. Refer to Section 8.0, *Effects Found Not to be Significant*, for discussions regarding recreation and public services (e.g., parks).

Resource Management and Conservation Element

The Resource Management and Conservation Element establishes and emphasizes the Town's stewardship of the community's natural resources. The Element establishes goals and policies to wisely manage resources and to establish the Town as a leader in managing and conserving its resources. Refer to Section 8.0, *Effects Found Not to be Significant*, for discussions regarding biological resources and solid waste. Refer to Section 5.5, *Air Quality*, Section 5.6, *Greenhouse Gas Emissions*, and Section 5.7, *Utilities and Service Systems*, for discussions regarding air quality, greenhouse gas emissions, energy conservation, and water resources.

Public Health and Safety Element

The Public Health and Safety Element addresses the Town's quality of life to encourage people to live and work in the Town. Issues addressed in this Element include public health, public safety, hazards, emergency preparedness, education, and public facilities and services. Refer to Section 8.0, *Effects Found Not to be Significant*, for discussions regarding public health, public safety, hazards, emergency preparedness, and education. Refer to Section 5.7, *Utilities and Service Systems*, and Section 8.0, *Effects Found Not to be Significant*, for discussions regarding public facilities and services.

Noise Element

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

The Noise Element was not updated as part of the 2007 General Plan; however, additional overlapping statements were included to maintain consistency and assist in completing future updates to the General Plan. The goals and policies from the Community Design Element describe the relationship between people and the man-made and natural environment. Refer to Section 5.4, *Noise*, for a discussion of the existing noise environment and Town standards.

Housing Element

The Housing Element Update, adopted June 18, 2014, addresses the planning period 2014 to 2019 and establishes the Town's policy relative to the maintenance and development of safe, decent, and affordable housing to meet the needs of existing and future residents. The Housing Element includes an assessment of current and future housing needs and constraints in meeting those needs and provides a strategy that establishes housing goals, policies, and programs.

The California Department of Housing and Community Development (HCD) was responsible for determining the Town's Regional Housing Need Allocation (RHNA). According to Housing Element Table 2-35, *Mammoth Lakes Regional Housing Need Allocation by Income Group*, 74 housing units are needed to meet the Town's housing need between 2014 and 2019. This allocation reflects prolonged recessionary conditions and represents the minimum amount of housing the Town must

plan to accommodate through zoning and development strategies. The HEU shows that these 74 units can be provided through adequate and available sites as well as already approved projects.

Affordable Housing Mitigation Policy. In 2008, as a response to the economic downturn, the Town Council approved a temporary reduction in development fees, including Development Impact Fees (DIF) and housing in-lieu fees, as a “stimulus package” to continue investment in residential and other construction.

In mid-2009, as the recession continued, the Town began a process to thoroughly review development costs, including the DIF program and Housing Ordinance and associated in-lieu fees. Based on the results of a Town-commissioned study which concluded that fees appeared to be set at levels which are likely to impede new investment, and result in reduced development activity, associated fee revenues, and workforce and market-rate housing production, the Town adopted interim policies for development impact fees and for housing mitigation and in-lieu fees in November 2009.

The Town and Mammoth Lakes Housing developed the Interim Affordable Housing Mitigation Policy cooperatively, to include the following provisions:

- An inclusionary housing requirement of 10 percent for all new residential and lodging developments larger than nine residential units or 19 lodging units, at a target income level of 120 percent of area median income (AMI) or less.
- An in-lieu fee requirement for small residential and lodging projects, commercial, and industrial development.
- Exemptions from housing mitigation requirements for small single-family residences (under 2,500 square feet), projects of four or fewer units in the Residential Multi-Family 1 zone, rental apartments and deed-restricted units, and retail and restaurant development in certain zones.
- Projects required to provide on-site units may propose an Alternate Housing Mitigation Plan, if findings can be made that providing units on-site would be undesirable for the community or infeasible, and that substantial additional housing benefit would result in terms of providing a greater number of units, earlier provision of units, or providing units that better meet priorities established by the Town or Mammoth Lakes Housing.

The policy also requires, as a subsequent action of the Town, amendment of the existing Housing Ordinance to reflect the direction established in the Interim Affordable Housing Mitigation Policy.

The Housing Element includes policies that also direct these amendments, reflecting the interim policy and any modifications needed as a result of recent judicial rulings on Inclusionary Programs.

Project Impact Evaluation Criteria

The 2007 General Plan includes policies related to growth management, buildout, and Population at One Time (PAOT). In response to Town Council’s direction to address issues related to tracking and modeling of PAOT, an Ad Hoc Committee was formed. On April 15, 2009, the Town Council

adopted the PAOT/Impact Assessment Policy which included direction to develop Project Impact Evaluation Criteria (PIEC). On June 17, 2009, the Town Council adopted the PIEC recommendations and directed the Town Manager and Planning and Economic Development Commission to evaluate permit applications in accordance with the adopted policy.

The PIEC Framework is required for any application for a major legislative amendment, including Specific Plans that propose significant changes to existing development standards or policies, and/or that requests discretionary density increases as established through General Plan Policy L.5.G, as well as Tentative Tract Map and Use Permit applications.

The Planning and Economic Development Commission and Town Council must consider the information in its deliberations and weigh these in the context of the PIEC, the PAOT assessment, CEQA analysis and findings, and other relevant facts and information.

North Village Specific Plan

The NVSP was originally adopted in 1991 and subsequently amended in 1994, 2000, January 19, 2005, May 21, 2008, and October 7, 2009. The primary purpose of the NVSP is to provide land use guidelines and development standards for the NVSP area which enables the development of a cohesive, pedestrian-oriented resort activity node, with supporting facilities, to create a year-round focus for visitor activity in the Town.

A specific plan is a planning document which establishes the type and pattern of land uses for a designated area which are more specific than those normally provided by either the 2007 General Plan or local zoning ordinances. It replaces the existing zoning regulations and becomes the new “Zoning Ordinance” governing development of the properties within the specific plan area.

Land Use Designations. The NVSP Land Use Element establishes six land use districts with North Village. The project site is designated Resort General (RG), which is described as follows:

This designation has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. Resort General uses are also intended to provide visitor-oriented resort services, although with lesser intensity than PR parcels. The Resort General designation differs from the Plaza Resort designation in that retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the RG district. Allowable uses in the Resort General district include hotels, resort condominiums, restaurants, residential, and employee housing facilities.

Land Use Objectives. In addition to the overall development objectives, the NVSP identifies the following objectives specific to the RG land use designation:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities.
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses.

- To provide integrated pedestrian access to and from the plazas.

Land Use Policies. In addition to the overall development policies, the NVSP identifies the following policies specific to the RG land use designation:

- A variety of resort oriented lodging and limited commercial uses shall be developed in the RG district. Visitor lodging shall be primarily inns, resort condominiums, or specialty lodging, as opposed to motels.
- Predominantly understructure parking shall be required.
- At least 50 percent of all commercial uses within a multi-tenant commercial development shall be devoted to restaurants.
- Convenient, safe pedestrian connections to the rest of the North Village area, transit facilities and ski lifts shall be provided.

Development and Design Standards. The NVSP identifies general development and design standards which shall be incorporated into new building projects. Specific Design Guidelines are required to be prepared by applicable property owners and approved by the Planning and Economic Development Commission to address design issues such as storefronts, lighting, signage, street furnishings, landscaping, etc., or to refine the general Design Standards within the NVSP.

- Land Uses. NVSP Table 2, *Land Use Matrix*, identifies permitted uses within each land use designation. Hotels and accessory uses within hotels are permitted uses within the RG district.
- Density. Maximum density for parcels within the RG district is 55 rooms per acre, not to exceed an aggregate density of 48 rooms per acre.

For purposes of development area calculations, the following density conversions apply:

One (1) “room” equals any of the following types of development:

- 1 hotel room;
- 1 bedroom, loft, or other sleeping area in residential uses; or
- 450 square feet of commercial or restaurant space.

Commercial or restaurant space within a hotel serving only the guests of that hotel, commercial space ancillary to property management of North Village, space within an events arena, space required for gondola building circulation and base lodge services and functions (up to 20,000 square feet), and uses within the Open Space and Public and Quasi-public districts are excluded from density calculations. Density exchanges may occur between parcels within the same district, with some exceptions.

NVSP Table 3, *Density Summary*, which is provided below identifies the density for the NVSP area by land use designation. The following summarizes the density summary for the Resort General and Mammoth Crossing land use designations.



Land Use Designation	Size (acre)	Maximum Density (rooms/acre)	Total Rooms	Square Feet	Square Feet Commercial/Retail (Room Equivalent)	Estimated Rooms
Mammoth Crossing	9.27	80***	742	40,500**	0**	742
Resort General	8.60	48	413	50,000	(111)	302
Commercial and restaurant space shall not be counted towards density within the Mammoth Crossing project; this provision applicable to Mammoth Crossing district only. *Density above the base of 48 rooms per acre for Mammoth Crossing, up to 80 rooms/acre may only be achieved subject to Community Benefits/Incentive Zoning policy. Source: Town of Mammoth Lakes, <i>North Village Specific Plan</i> , as amended, Table 3, <i>Density Summary</i> .						

Although the maximum aggregate density for the RG district is 48 rooms per acre, the maximum density for an individual parcel within the RG district is 55 rooms per acre.

Site Coverage. Maximum site coverage including all buildings and paved or otherwise developed impervious surfaces for each development area is 70 percent for the RG district.

Building Area. Maximum building floor area for the RG district is 87,000 square feet per acre (excluding structured parking).

Building Height. Maximum permitted building height for the RG district is 40 feet and maximum projected height is 50 feet. Roof appurtenances are allowed to project above the permitted building height by up to three feet subject to Planning and Economic Development Commission Approval.

Building Setbacks. Side and rear setbacks for the RG district are a minimum of 10 feet. Along Minaret Road, setbacks are based on the height of the building. Between 35 and 54 feet in height, a setback of 30 feet is required. A setback of 40 feet is required for a structure greater than 55 feet.

The NVSP identifies additional design standards pertaining to building design; roof form and ridge alignment, design, materials, and appurtenances; wall surfaces; doors and windows; wall appurtenances; color palette; signs; pedestrian walkways and plaza areas; snow removal and management; lighting; gates and entrances; walls and fences; site furnishings; pedestrian and skier bridges; and arts/events. Additional development standards are also identified including grading standards and landscaping and revegetation standards.

Town of Mammoth Lakes Municipal Code

Municipal Code Title 16, Subdivisions

Title 16, *Subdivisions*, of the Municipal Code is enacted for the purpose of adopting subdivision and land division regulations in accordance with the Subdivision Map Act.

Each proposed subdivision shall be submitted to the planning department for preliminary consideration in map form. The tentative map shall be prepared in accordance with the Subdivision Map Act and the provisions of the Title.

Municipal Code Title 17, Zoning

Title 17, *Zoning*, of the Municipal Code (codified through Ordinance No. 14-02, passed March 19, 2014 and effective May 2, 2014) (Zoning Code), provides the legislative framework to enhance and implement the goals, policies, plans, principles, and standards of the 2007 General Plan. The Zoning Code, which establishes classifications of zones and regulations within these zones, was established and adopted by the Town Council “to protect and to promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents, and business in the Town.”

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

Zoning Code Chapter 17.68, Use Permits. Chapter 17.68 establishes the procedures for the review and approval or denial of Use Permits. The process includes the review of the location, design, configuration, and potential impacts of the proposed use.

Pursuant to Section 17.68.050, the Planning and Economic Development Commission may approve a use permit application, with or without conditions, only if all of the following findings can be made:

- That the proposed use is consistent with all applicable sections of the General Plan and Title 17 and is consistent with any applicable specific plan or master plan;
- That the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health and safety nor materially injurious to properties or improvements in the vicinity; and
- The Planning and Economic Development Commission shall make such other findings as deemed necessary to support approval or denial of the proposed use.

Zoning Code Chapter 17.88, Design Review. Chapter 17.88 implements the design review procedural requirements of the Town of Mammoth Lakes Design Guidelines. Specifically, the design review requirements are included to achieve the following purposes:

- Implement the goals, policies and objectives of the General Plan related to community design and character;
- Promote excellence in site planning and design and the harmonious appearance of buildings and sites and ensure the man-made environment is designed to complement, not dominate, the natural environment;

- Regulate the design, coloration, materials, illumination, and landscaping of new construction, and renovations within the Town in order to maintain and enhance the image, attractiveness, and environmental qualities of the Town as a mountain resort community;
- Ensure that new landscaping provides a visually pleasing setting for structures on the site and within the public right-of way and to prevent indiscriminate destruction of trees and natural vegetation, excessive or unsightly grading, indiscriminate clearing of property, and destruction of natural significant landforms;
- Ensure that the architectural design of structures and their materials and colors are appropriate to the function of the project and the high-elevation climate of Mammoth Lakes and are visually harmonious with surrounding development and natural landforms, trees, and vegetation; and
- Supplement other Town regulations and standards in order to ensure control of aspects of design that are not otherwise addressed.

Pursuant to Section 17.88.020, *Applicability*, design review is required for new construction, reconstruction, rehabilitation, alteration, or other projects involving improvements to the exterior of a structure, site, or parking area.

The Town's Design Guidelines adopted by the Town Council provide recommendations to be used in the design review process. They are intended to promote high-quality and thoughtful site and building design; visually interesting, appropriate, well-crafted and maintained buildings and landscaping; the use of durable high-quality, and natural materials that reflect Mammoth Lakes' character and mountain setting; and attention to the design and execution of building details and amenities in both public and private projects.

The Planning and Economic Development Commission has design review authority for all projects requiring major design review. Pursuant to Section 17.88.040, *Scope of Design Review*, design review considers the design of the site plan, structures, lighting, landscaping, and other physical features of a proposed project, including:

- Building proportions, massing, and architectural details;
- Site design, orientation, location, and architectural design of buildings relative to existing structures, outdoor areas, walkways, trails, and streets on or adjacent to the property; topography; trees and vegetation; and other physical features of the natural and built environment;
- Size, location, design, development, and arrangement of circulation, parking, pedestrian ways, and other paved areas;
- Exterior colors and materials as they relate to each other, to the overall appearance of the project, the mountain environment, and to surrounding development;
- Height, materials, colors, and variety of fences, walls, and screen plantings;

- Location and screening of mechanical equipment and refuse storage areas;
- Location, design, and compliance of exterior lighting features;
- Location and type of landscaping including selection, size, and water-efficiency of plant materials, design of hardscape, and irrigation; and
- Size, location, design, color, lighting, and materials of all signs.

Pursuant to Section 17.88.050, *Design Review Criteria*, when conducting design review, the review authority evaluates applications to ensure that they satisfy the following criteria, conform to the policies of the 2007 General Plan and any applicable specific or master plan, the Town's Design Guidelines, and are consistent with any other policies or guidelines the Town Council may adopt for this purpose. To obtain design review approval, projects must satisfy these criteria to the extent that they apply.

- The site design and building design elements including the architectural style, size, design quality, use of building materials, and similar elements, combine together in an attractive and visually cohesive manner that is compatible with and complements the desired architectural and/or aesthetic character of the area and a mountain resort community, encourages increased pedestrian activity, and promotes compatibility among neighboring land uses.
- The design of streetscapes, including street trees, lighting, and pedestrian furniture, is consistent with the character of commercial districts and nearby residential neighborhoods.
- Parking areas are located, designed and developed to foster and implement the planned mobility system for the area; buffer surrounding land uses; minimize visibility; prevent conflicts between vehicles and pedestrians and cyclists; minimize stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.
- Down-directed and shielded lighting and lighting fixtures are designed to complement buildings, be of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, minimize light pollution and trespass, and avoid creating glare.
- Landscaping is designed to conserve water resources, promotes a natural aesthetic, and be compatible with and enhance the architectural character and features of the buildings on site, and help relate the building to the surrounding landscape.

Zoning Code Chapter 17.116, *Specific Plans*. Chapter 17.116 establishes the procedures for the preparation, processing, review, adoption, and amendment of specific plans. After the adoption of a specific plan, subsequent projects to implement the specific plan may be approved or adopted within an area covered by the specific plan only if first found consistent with the specific plan. An adopted specific plan may be amended through the same procedure as adoption of a specific plan.

Pursuant to Section 17.116.020, *Applicability*, the development standards and design guidelines identified in the specific plan shall take precedence over the general standards contained in the Zoning Code and any Town adopted design guidelines.

North Village District Planning Study

The *North Village District Planning Study*, modified November 5, 2008, has been developed in accordance with the Town's district planning policy, which requires completion of district planning in conjunction with major land use applications seeking Zoning Code or General Plan amendments. This planning study was initiated by the Mammoth Crossing project application; however, the planning study considers the entire NVSP area. The study provides an overview and analysis of the existing conditions, regulatory environment, character, and functionality of the NVSP area, and examines these as a series of issues, opportunities, and constraints. The General Plan's character statement for the NVSP area and the stated objectives of the NVSP serve as a benchmark to consider how future development patterns under the existing NVSP either support or hinder the achievement of those objectives. The Study analysis and recommendations are to be used to frame consideration of future projects, including potential updates or amendments to the NVSP. The project site is identified as an area of stability and assumes development of Building C.

The Village at Mammoth Design Guidelines

The *Design Guidelines The Village at Mammoth* (North Village Design Guidelines), approved August 23, 2000, are intended to provide general and specific design information so that all involved in the development process are able to proceed with a shared basis of information. They are structured to provide a description of the concept of the NVSP area, followed by supporting objectives of the design components, followed by a listing of design guidelines that must be followed to achieve the objectives. The main concept of the North Village Design Guidelines is that the NVSP area should be designed so that it is appropriate to the character of the Mammoth Lakes region, and to be competitive with other high-quality mountain villages in North America. Although the North Village Design Guidelines provide design direction for all elements within the NVSP area, they are intended to have sufficient flexibility to allow for incorporation of future creative design solutions, advances in building and materials technologies, and proactive responses to the dynamics of the marketplace that improve the project. In cases where the North Village Design Guidelines are silent, the Town may apply the Town's Design Guidelines for additional guidance. The North Village Design Guidelines require conformance with the NVSP, Master Plan, Municipal Code, and building codes.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in [Appendix 11.1](#) of this SEIR. The Modified Initial Study includes questions relating to aesthetics and visual resources. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Physically divide an established community (refer to [Section 8.0](#), *Effects Found Not to be Significant*);

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statements LAND-1, LAND-2, and LAND-3); and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan (refer to Section 8.0, *Effects Found Not to be Significant*).

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

5.1.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

The 1991 PEIR identified potentially significant impacts pertaining to the changes in the existing physical land use patterns and demand both in the NVSP area and throughout the commercial areas of the Town, as well as development of a more intense use than the previous zoning and land uses. Mitigation measures were adopted for these potentially significant impacts. The 1991 PEIR provided a brief consistency analysis of the NVSP with the 1987 General Plan and did not identify inconsistencies. The 1994 PEIR Addendum did not provide an additional consistency analysis or recommend additional mitigation measures. The 1999 SPEIR stated that the 1999 NVSP Amendment would be consistent with the Town’s 1987 General Plan goals and policies. Impacts in this regard were concluded to be less than significant.

5.1.5 IMPACTS AND MITIGATION MEASURES

TOWN OF MAMMOTH LAKES GENERAL PLAN 2007

LAND-1 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE 2007 GENERAL PLAN POLICIES OR REGULATIONS.

Impact Analysis: The 1999 SPEIR stated that the 1999 NVSP Amendment would be consistent with the Town’s 1987 General Plan goals and policies. Impacts in this regard were concluded to be less than significant.

The 2007 General Plan is the primary planning document that guides land uses in the Town. The 2007 General Plan contains requirements for development, which pertain to the proposed project; refer to the *Regulatory Setting* discussion above.

Table 5.1-1, *General Plan Policy Consistency Analysis*, analyzes the project’s consistency with the relevant 2007 General Plan goals and policies. As demonstrated in Table 5.1-1, the proposed project is consistent with the relevant 2007 General Plan goals and policies, with the exception of Policy C.2.X.

**Table 5.1-1
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
Community Design Element	
Goal C.1. Improve and enhance the community's unique character by requiring a high standard of design in all development in Mammoth Lakes.	
Goal C.2. Design the man-made environment to complement, not dominate, the natural environment.	
C.2.A. Create well-designed and significant public spaces in resort/commercial developments to accommodate pedestrians and encourage social interaction and community activity	<u>Consistent.</u> As indicated in <u>Section 5.2, Aesthetics/Light and Glare</u> , the project would provide a public kiosk and pocket park along Minaret Road, which would encourage social interaction and community activity in the NVSP area. The project would specifically increase the pedestrian-oriented sidewalks (a desired characteristic of the North Village District), compared to that analyzed in the 1999 SPEIR. The project's proposed commercial square footage, spa facility, public kiosk, and pocket park would increase the available services and amenities in the NVSP area. In addition, the proposed site design is specifically oriented towards improving the pedestrian access and activity along Minaret Road. The project includes a pedestrian entry feature and food and beverage terrace for outdoor seating along Minaret Road.
C.2.C. Encourage development of distinct districts, each with an appropriate density and a strong center of retail, services, or amenities	<u>Consistent.</u> Refer to Response C.2.A. The project proposes a hotel that includes food and beverage sales, spa, outdoor pool/jacuzzis, and landscaping elements, within a currently developed area, consistent with the uses envisioned by the NVSP. The site is located in proximity to commercial and retail uses located within the North Village Plaza, as well as other hotel, vacation condominium rentals, and restaurant uses located to the east, south, and west. The project would not increase the overall allowable density in the NVSP.
C.2.D. Preserve and enhance special qualities of districts through focused attention on land use, community design, and economic development	<u>Consistent.</u> Refer to Response C.2.C.
C.2.E. Ensure that each district center is an attractive destination that is comfortable and inviting with sunny streets, plazas, and sidewalks.	<u>Consistent.</u> As indicated in <u>Section 5.2, Aesthetics/Light and Glare</u> , the project would not shade the Village Plaza. Also as indicated in <u>Section 5.2, Aesthetics/Light and Glare</u> , the project would not result in a significant increase in shade on sidewalks along Minaret Road, compared to that analyzed in the 1999 SPEIR. Further, existing and future sidewalks have or will incorporate snowmelt systems, and Caltrans implements snow removal operations and cinderling of the road to maintain safe travel conditions. Additionally, the proposed pool plaza area is located on the southwest portion of the site to maximize solar access.
C.2.F. Improve visual appearance as well as pedestrian access and activity by requiring infill development patterns. Encourage rehabilitation and reorientation of existing strip commercial development consistent with neighborhood and district character.	<u>Consistent.</u> Refer to Response C.2.A and C.2.C.

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
C.2.J. Be stewards in preserving public views of surrounding mountains, ridgelines and knolls.	<u>Consistent.</u> As indicated in <u>Section 5.2, Aesthetics/Light and Glare</u> , southern views within the NVSP area that encompass the Sherwin Range are considered scenic. Within the project's viewshed, the Sherwin Range is visible from publicly accessible areas, including those along Minaret Road and Canyon Boulevard. Based on the site reconnaissance conducted by RBF on January 17, 2014 and April 10, 2014, the proposed project is not visible within pedestrian views of the Sherwin Range, as seen from the North Village Plaza to the north of the project site. As discussed in <u>Section 5.2</u> , no view blockage would occur along Canyon Boulevard. Implementation of the proposed project would result in increased visible massing as a result of both increased heights and reduced setbacks along Minaret Road, compared to the permitted 8050 Building C. However this increase in visible massing on-site has not resulted in increased view blockage of the Sherwin Range.
C.2.L. Create a visually interesting and aesthetically pleasing built environment by requiring all development to incorporate the highest quality of architecture and thoughtful site design and planning.	<u>Consistent.</u> As indicated in <u>Section 5.2, Aesthetics/Light and Glare</u> , the proposed project would have a different building massing than the structures to the north and south, creating a visually interesting and aesthetically pleasing built environment. Although increased building heights are proposed, these building heights would be similar to another structure in the NVSP area (specifically the Westin to the west). Further, the massing has been shifted east, toward Minaret Road, in order to frame and enhance the pedestrian environment along the northeastern boundary of the project site. The project would allow artful signs, interesting storefronts, individuality, and attention focused at the pedestrian level, particularly along Minaret Road.
C.2.M. Enhance community character by ensuring that all development, regardless of scale or density, maximizes provision of all types of open space, particularly scenic open space.	<u>Consistent.</u> Refer to Response C.2.J. The building massing has been shifted towards Minaret Road to allow for a pool plaza area to the southwest. The southwest orientation maximizes solar access to the pool plaza and the proposed building.
C.2.T. Use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting.	<u>Consistent.</u> The project would use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting and would result in a more hospitable and attractive pedestrian environment (compared to that analyzed in the 1999 SPEIR). The proposed architecture would also break up the existing architectural monotony experienced at the 8050 Buildings A and B.
C.2.U. Require unique, authentic and diverse design that conveys innovation and creativity and discourages architectural monotony.	<u>Consistent.</u> Refer to Response C.2.L and C.2.T.
C.2.V. Building height, massing and scale shall complement neighboring land uses and preserve views to the surrounding mountains.	<u>Consistent.</u> Refer to Response C.2.J and C.2.L.

Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis

General Plan Policy	Consistency of Proposed Project with Current Policy
C.2.W. Maintain scenic public views and view corridors (shown in Figures 1 and 2) that visually connect community to surroundings.	<u>Consistent.</u> Refer to Response C.2.J. In addition to the designated scenic vistas within the NVSP area, State Route 203 (Minaret Road) is eligible for listing as a State scenic highway. Implementation of the project would not result in increased view blockage of designated visual resources (i.e., the Sherwin Range), as seen from motorists, bicyclists, and pedestrians traveling along Minaret Road. Other visual resources located along Minaret Road include mature pine trees. A Tree Protection/Preservation Plan would be implemented to preserve and protect existing trees, shrubs, and other plant materials including plants on adjoining properties during grubbing and grading, site preparation, and construction activities. Although removal of vegetation (including some sapling trees), would occur, particularly along Minaret Road, due to the size of the trees proposed for removal, this vegetation is not considered a scenic resource per the Town's Municipal Code. The proposed project would re-plant new native tree species (e.g., Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) along Minaret Road in order to maintain and enhance the character of the site and its surroundings.
C.2.X. Limit building height to the trees on development sites where material tree coverage exists and use top of forest canopy in general area as height limit if no trees exist on site.	<u>Inconsistent.</u> As indicated in <u>Section 5.2, Aesthetics/Light and Glare</u> , the project would increase the building height by 18 feet above the approved 8050C building. The proposed building height is also taller than that allowed by the NVSP by three stories or 30 feet. This height increase would extend above the tree canopy present in the area, although not substantially (5 to 13 feet above the typical and average tree height in the area) ¹ . Further, although proposed massing and building height would change, this change would result in building expression that is more vertical rather than horizontal (as desired by the NVSP, Development Objective 1), increased architectural articulation and varied roof forms along Minaret Road (recommended by the 2007 General Plan, Appendix C, Commercial Corridor), as well as increased pedestrian-scale sidewalks and amenities along Minaret Road (encouraged by the 2007 General Plan, NVSP, and North Village Design Guidelines). Implementation of the applicable 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b would require the project's proposed landscaping and architectural style to blend with the area's natural setting.
Goal C.3. Ensure safe and attractive public spaces, including sidewalks, trails, parks and streets.	
C.3.D. Development shall provide pedestrian oriented facilities, outdoor seating, plazas, weather protection, transit waiting areas and other streetscape improvements.	<u>Consistent.</u> Refer to Response C.2.A.
C.3.E. Ensure that landscaping, signage, public art, street enhancements, and building design result in a more hospitable and attractive pedestrian environment. Require an even higher level of design quality and detail in commercial mixed use areas.	<u>Consistent.</u> Refer to Response C.2.A, C.2.L, C.2.T, and C.2.W.
Goal C.4. Be stewards of natural and scenic resources essential to community image and character.	

¹ Typical and average tree heights in the vicinity of the Mammoth Crossing project were found to be 67 to 75 feet with maximum heights of up to 90 feet.

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
C.4.A. Development shall be designed to provide stewardship for significant features and natural resources of the site.	<u>Consistent</u> . Refer to Response C.2.W.
C.4.B. To retain the forested character of the town, require use of native and compatible plant species in public and private developments and aggressive replanting with native trees.	<u>Consistent</u> . Refer to Response C.2.W.
C.4.C Retain overall image of a community in a forest by ensuring that native trees are protected wherever possible and remain an important component of the community.	<u>Consistent</u> . Refer to Response C.2.W.
C.4.D Retain the forested character of the town by requiring development to pursue aggressive replanting with native trees and other compatible species.	<u>Consistent</u> . Refer to Response C.2.W.
C.4.E Limited tree thinning and upper-story limbing may be permitted where needed to maintain public safety and the health of the forest, but not for the enhancement of views.	<u>Consistent</u> . Refer to Response C.2.W.
Goal C.5. Eliminate glare to improve public safety. Minimize light pollution to preserve views of stars and the night sky.	
C.5.A. Require outdoor light fixtures to be shielded and down-directed so as to minimize glare and light trespass.	<u>Consistent</u> . As indicated in Section 5.2, <i>Aesthetics/Light and Glare</i> , proposed lighting at ground level (e.g., exterior lighting for security, parking, signage, architectural highlighting and landscaping, and street/sidewalk lighting) would not substantially increase compared to that analyzed in the 1999 SPEIR. As described in the 1999 SPEIR, these lighting increases would be minimized with implementation of the 1999 SPEIR Mitigation Measure 5.3-3d pertaining to vegetation installation to screen views to the structure, as seen from residents particularly to the south. Further, with the implementation of the Additional Mitigation Measure AES-2, an outdoor lighting plan would be required for all new outdoor lighting installations. All outdoor lighting fixtures would be designed, located, installed, aimed downward or toward structures, retrofitted if necessary, and maintained in order to prevent glare, light trespass, and light pollution (Additional Mitigation Measure AES-3). An outdoor lighting plan would be submitted in conjunction with an application for design review and/or building permit approval. The outdoor lighting plan would also comply with Section 17.36.030.G, <i>Outdoor Lighting Plans</i> , of the Town's Municipal Code. Development of the proposed project would be subject to environmental and design review to ensure that light and glare impacts would not substantially increase the amount and intensity of nighttime lighting, nor cause light spillover onto adjoining properties.
C.5.B. Enforce removal, replacement, or retrofit of non-shielded or non-down-directed light fixtures that contribute to glare and light pollution	<u>Consistent</u> . Refer to Response C.5.A.
C.5.C. Improve pedestrian safety by eliminating glare for motorists through use of non-glare roadway lighting. A light fixture's source of illumination shall not be readily visible at a distance. Number of fixtures used shall be adequate to evenly illuminate for pedestrian safety.	<u>Consistent</u> . Refer to Response C.5.A.
Goal 6.6. Enhance community character by minimizing noise.	

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
C.6.A. Minimize community exposure to noise by ensuring compatible land uses around noise sources.	<u>Consistent.</u> As indicated in <u>Section 5.4, Noise</u> , any deliveries to the project site would occur on the western portion of the site, and would be located near other sensitive uses approximately 25 feet to the south. Noise from delivery activities would be masked by traffic noise along the Minaret Road and Canyon Boulevard. Additionally, the project would be required to adhere to the Town's Municipal Code Section 8.16.090, which prohibits loading and unloading operations to between 10:00 p.m. and 7:00 a.m. It should be noted that stationary noise from the proposed project would be similar to the existing surrounding environment, as compared to that analyzed in the 1999 SPEIR. Although the outdoor spa and pool terrace associated with the project would generate crowd noise, as indicated in <u>Section 5.4</u> , crowd noise would be 44 dBA at 13.12 feet and 20 dBA at 26.24 feet, which would not exceed the Town's 50 dBA standard. The proposed project would require the use of heating, ventilation, and air conditioning units (HVAC). Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. Noise levels from mechanical equipment would be further reduced through the implementation of the Additional Mitigation Measure N-3 requiring the orientation of equipment away from any sensitive receptors, proper selection of equipment, and the installation of equipment with proper acoustical shielding (muffling). Compliance with the Town's Municipal Code and Additional Mitigation Measure N-3 would minimize noise impacts from crowd noise associated with the outdoor spa and pool terrace and mechanical equipment to less than significant levels.
C.6.B. Allow development only if consistent with the Noise Element and the policies of this Element. Measure noise use for establishing compatibility in dBA CNEL and based on worst-case noise levels, either existing or future, with future noise levels to be predicted based on projected 2025 levels.	<u>Consistent.</u> Refer to Response C.6.A. As indicated in <u>Section 5.4, Noise</u> , the proposed project would not result in long-term mobile noise impacts based on project generated traffic as well as cumulative noise levels.
C.6.C. Development of noise-sensitive land uses shall not be permitted in areas where the noise level from existing stationary noise sources exceeds the noise level standards described in the Noise Element.	<u>Consistent.</u> Refer to Response C.6.A and C.6.B.
C.6.D. Require development to mitigate exterior noise to "normally acceptable" levels in outdoor areas.	<u>Consistent.</u> Refer to Response C.6.A and C.6.B.
C.6.F. Require mitigation of all significant noise impacts as a condition of project approval.	<u>Consistent.</u> Refer to Responses C.5.A and C.6.B. In addition, implementation of 1999 SPEIR Mitigation Measure 5.6-1a through 5.6-1c and Additional Mitigation Measures N-1 and N-2 that require disturbance coordinator response for construction noise complaints and directing equipment away from receptors in order to reduce construction-related noise would minimize any impacts from construction noise and would ensure that impacts are reduced to a less than significant level.
Neighborhood District and Character Element	
North Village District	
Characteristic #1: Viewsheds to Sherwin Range and the Knolls are preserved.	<u>Consistent.</u> Refer to Response C.2.J.

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
Characteristic #2: Landscape that recalls the Eastern Sierra and establishes scale and street edge.	<u>Consistent</u> . Refer to Response C.2.W.
Characteristic #3: Create a sense of exploration using pedestrian-oriented sidewalks, plazas and courtyards with pedestrian comforts.	<u>Consistent</u> . Refer to Response C.2.A.
Characteristic #6: Visitor-oriented entertainment retail district.	<u>Consistent</u> . The proposed hotel would provide visitor accommodation and amenities.
Characteristic #7: Active day and evening through all four seasons, designed to achieve a 2-3 hour visit.	<u>Consistent</u> . Refer to Responses C.2.A and C.2.C.
Characteristic #8: Resort and resident activities, amenities and services.	<u>Consistent</u> . Refer to Response C.2.A and C.2.C.
Characteristic #9: Animation with retail and significant businesses oriented to the street.	<u>Consistent</u> . The proposed project includes amenities and active uses along Minaret Road, not included in the current building design.
Characteristic #10: Retail and services in "storefront" setting located at the sidewalk.	<u>Consistent</u> . Refer to Response C.2.A and Characteristic #9.
Characteristic #11: A variety of resort lodging supported by meeting facilities, outdoor activities and restaurants, arts, culture and entertainment.	<u>Consistent</u> . Refer to Responses C.2.A and C.2.C.
Characteristic #12: Create year-round non-vehicular links to mountain portals.	<u>Consistent</u> . The project would develop a hotel use with associated amenities, consistent with the intent of the NVSP. The project area is currently served by retail and restaurant uses located within the North Village Plaza, as well as the North Village gondola, which provides connection to Mammoth Mountain Ski Area.
Land Use Element	
Goal L.1. Be stewards of the community's small town character and charm, compact form, spectacular natural surroundings and access to public lands by planning for and managing growth.	
L.1.A. Limit total peak population of permanent and seasonal residents and visitors to 52,000 people.	<u>Consistent</u> . As discussed below, the project proposes an amendment to the NVSP to allow for a density transfer of 30 rooms from the MC zone to the RG zone. Approval of the amendment by the Town would result in the project's compliance with the maximum density allowed within the NVSP and considered by the 2007 General Plan. Therefore, the project would be consistent with the buildout assumptions of the 2007 General Plan.
L.1.B. Require all development to meet community goals for highest quality of design, energy efficiency, open space preservation, and promotion of a livable, sustainable community. Development that does not fulfill these goals shall not be allowed.	<u>Consistent</u> . Refer to Response C.2.A and C.2.M. The project proposes a variety of energy saving measures including deep balconies in front of window walls that act as a sun shade, super insulated roof system, dual method wall insulation, extensive use of light emitting diode lighting, weather-lock vestibule at pedestrian street entry and operable fenestration and fully opening wall panels.
Goal L.3. Enhance livability by designing neighborhoods and districts for walking through the arrangement of land uses and development intensities.	
L.3.B. Develop vital retail centers and streets.	<u>Consistent</u> . Refer to Response C.2.A and C.2.C.
L.3.D. Encourage outdoor dining in resort and commercial districts to increase street level animation.	<u>Consistent</u> . Refer to Response C.2.A and Characteristic #9.

Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis

General Plan Policy	Consistency of Proposed Project with Current Policy
L.3.H. Density may be clustered or transferred within clearly articulated district, master, and specific plans to enhance General Plan goals and policies. Development rights may also be transferred between districts when that transfer furthers protection of identified environmentally sensitive areas.	<u>Consistent.</u> As discussed in the <i>North Village Specific Plan</i> discussion below, since density transfers between zones (i.e., from the MC zone to the RG zone) are not currently allowed under the NVSP, the project proposes to amend the NVSP. More specifically, the NVSP would be amended to allow for a maximum density of 72 rooms per acre at the 8050 Site if the Mammoth Crossing project transfers 30 rooms of its available density to Area 19A (formerly Phase C of the 8050 project). Although approval of the amendment would allow for an increase in density above the 55 rooms per acre for the project site, the maximum density of 48 rooms per acre for the entire RG district would not be exceeded. As noted in Response L.1.A, approval of the amendment by the Town would result in the project's compliance with the maximum density allowed within the NVSP and considered by the 2007 General Plan. Therefore, the project would be consistent with the buildout assumptions of the 2007 General Plan.
Goal L.5. Provide an overall balance of uses, facilities and services to further the town's role as a destination resort community.	
L.5.B. Locate visitor lodging in appropriate areas.	<u>Consistent.</u> The project is located within the NVSP. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the Town. The project would develop a hotel use with associated amenities, consistent with the intent of the NVSP. The project area is currently served by retail and restaurant uses located within the North Village Plaza, as well as the North Village gondola, which provides connection to Mammoth Mountain Ski Area.
L.5.E. Development shall complement and diversify the range of resort community activities and amenities.	<u>Consistent.</u> Refer to Response C.2.A and C.2.C. The project proposes a hotel use with associated amenities including food and beverage sales, spa, and outdoor pool/jacuzzis.
L.5.F. Require all multi-family, resort, and specific plan development to include activities, amenities and services to support long-term visitation.	<u>Consistent.</u> Refer to Response C.2.A and C.2.C. The project is located within the NVSP. The proposed hotel would provide services and amenities, such as food and beverage sales, spa, and outdoor pool/jacuzzis within an area served by other retail and recreational opportunities. The current Application is to amend the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).
Mobility Element	
Goal M.3. Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards.	
M.3.A. Maintain a Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads.	<u>Consistent.</u> As indicated in <u>Section 5.3, Traffic/Circulation</u> , project implementation would maintain a Level of Service D or better on the peak design day at all study intersections and roadway segments.

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
<p>M.3.B. Reduce automobile trips by promoting and facilitating:</p> <ul style="list-style-type: none"> • Walking • Bicycling • Local and regional transit • Innovative parking management • Gondolas and trams • Employer-based trip reduction programs • Alternate work schedules • Telecommuting • Ride-share programs • Cross-country skiing and snowshoeing 	<p><u>Consistent.</u> The project site and surrounding area are currently served by retail and restaurant uses located within the North Village Plaza, as well as the North Village gondola, which provides connection to Mammoth Mountain Ski Area. These uses are within walking distance of the project site, reducing the need for additional automobile trips by promoting and facilitating walking, bicycling, and gondolas. In addition, major transit stops are currently located within the project area along Minaret Road and Canyon Boulevard. Access to the transit stops would be maintained, further encouraging reduction in automobile trips by providing access to transit. Furthermore, the project would include bike parking and shuttle service to the airport and other destinations.</p>
<p>M.3.C. Reduce automobile trips by promoting land use and transportation strategies such as: implementation of compact pedestrian oriented development; clustered and infill development; mixed uses and neighborhood serving commercial mixed use centers.</p>	<p><u>Consistent.</u> The project would involve development of a hotel use and associated amenities over an existing parking podium surrounded by existing development. The project site and surrounding area are currently served by retail and restaurant uses located within the North Village Plaza, as well as the North Village gondola, which provides connection to Mammoth Mountain Ski Area. These uses are within walking distance of the project site, reducing the need for additional automobile trips. In addition, enhanced pedestrian access along Minaret Road and access between the existing 8050 project and Building C are proposed to allow access to and from hotel amenities.</p>
<p>M.3.E. Require development to implement Transportation Demand Management (TDM) measures.</p>	<p><u>Consistent.</u> Since the project meets the Town's parking requirements (with valet operations), TDMs are not required pursuant to Municipal Code Section 17.44.050. Further, the project would be required to be annexed into the Transit and Transportation Fee Community Facilities District (CFD 2013-03), which funds transit operations. The project proposes an informational kiosk, which could include wayfinding/transit information, as well as bike storage and shuttle service to the airport and other destinations.</p>
<p>M.3.G. Construction activities shall be planned, scheduled and conducted to minimize the severity and duration of traffic impediments.</p>	<p><u>Consistent.</u> As indicated in <u>Section 5.3, Traffic/Circulation</u>, a Construction Management Plan would be required to be submitted for review and approval by the Community and Economic Development Department in order to minimize the severity and duration of traffic impediments during construction activities.</p>
<p>M.3.H. Commercial developments shall not allow delivery vehicles and unloading activity to impede traffic flow through adequate delivery facilities and/or delivery management plans.</p>	<p><u>Consistent.</u> Commercial deliveries would occur off of Canyon Boulevard in the driveway area or in the porte cochere.</p>
<p>Goal M.4. Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive.</p>	
<p>M.4.A. Improve safety of sidewalks, trails and streets.</p>	<p><u>Consistent.</u> The project would complete a sidewalk along Minaret Road.</p>
<p>M.4.E. Development shall improve existing conditions to meet Town standards.</p>	<p><u>Consistent.</u> The existing sidewalk will be improved and extended to meet Town standards.</p>
<p>Goal M.5. Provide a year-round local public transit system that is convenient and efficient.</p>	

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
M.5.B. Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round access.	<u>Consistent.</u> Transit stops are currently located immediately adjacent to the project area along Minaret Road and Canyon Boulevard. Access to the transit stops would be maintained. In addition, enhanced pedestrian access along Minaret Road and access between the existing 8050 project and Building C are proposed to allow access to and from hotel amenities and the Village Plaza. The project features a signature street level pedestrian porte cochere that would serve as gateway access into the project from Minaret Road, allowing for pedestrian integration and improved circulation within the area.
<u>Goal M.6. Encourage alternative transportation and improve pedestrian mobility by developing a comprehensive parking management strategy.</u>	
M.6.A. Develop efficient and flexible parking strategies to reduce the amount of land devoted to parking.	<u>Consistent.</u> The project provides parking for both residential and commercial uses. To maximize efficiency of the existing parking garage, valet parking is proposed.
<u>Goal M.7. Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative.</u>	
M.7.E. Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.	<u>Consistent.</u> As indicated in <u>Section 5.3, Traffic/Circulation</u> , project implementation would maintain a Level of Service D or better on the peak design day at all study intersections and roadway segments. Impacts would be less than significant and would not require implementation of mitigation. The project would be required to pay any development impact fees owed at time of building permit issuance.
Parks, Open Space, and Recreation Element	
<u>Goal P.5. Link parks and open space with a well-designed year-round network of public corridors and trails within and surrounding Mammoth Lakes.</u>	
P.5.D. Design public and private streets not only as connections to different neighborhood districts but also as an essential element of the open space system. Include parks and plazas, tree-lined open spaces and continuous recreational paths in design.	<u>Consistent.</u> Refer to Response M.4.A and M.4.E. The street frontage improvements include a public kiosk, pocket park, and landscaping.
Resource Management and Conservation Element	
<u>Goal R.4. Conserve and enhance the quality and quantity of Mammoth Lakes' water resources.</u>	
R.4.B. Support and encourage water conservation and recycled water use within private and public developments.	<u>Consistent.</u> The project proposes to implement energy efficient appliances, low-flow faucets, toilets, and showers, and water-efficient irrigation systems. In addition, the proposed project would incorporate several energy efficiency measures, including a LEED certifiable structure.
R.4.C. Require drought-tolerant landscaping and water-efficient irrigation practices for all development and Town-maintained landscaped areas, parks and park improvement projects. Development design, including parks, may include limited turf as appropriate to the intended use.	<u>Consistent.</u> The project proposes the use of native plant communities, shrubs, and related groundcover. A Zen garden is proposed which would include concrete pavers, accent stone, and cobble paving. Native trees (such as Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) would be installed along the perimeter of the proposed structure. In addition the project proposes water-efficient irrigation.

Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis

General Plan Policy	Consistency of Proposed Project with Current Policy
R.4.D. Require development to use native and compatible non-native plants, especially drought resistant species, to greatest extent possible when fulfilling landscaping requirements.	<u>Consistent</u> . Refer to Response R.4.C.
Goal R.6. Optimize efficient use of energy.	
R.6.C. Encourage energy efficiency in new building and retrofit construction, as well as resource conservation and use of recycled materials.	<u>Consistent</u> . Refer to Response R.4.B.
Goal R.7. Be a leader in use of green building technology.	
R.7.A Use green building practices to greatest extent possible in all construction projects.	<u>Consistent</u> . Refer to Response R.4.B.
Goal R.10. Protect health of community residents by assuring that the town of Mammoth Lakes remains in compliance with or improves compliance with air quality standards.	
R.10.B. Promote land use patterns that reduce number and length of motor vehicle trips, including: <ul style="list-style-type: none"> • development of in-town workforce housing • residential and mixed use development adjacent to commercial centers • mountain portals and transit corridors • provision of a mix of support services in employment areas 	<u>Consistent</u> . Refer to Response M.3.B, M.3.C, M.3.E, and M.5.B.
R.10.C. Support strategies for development that reduce projected total vehicle miles traveled including, but are not limited to: <ul style="list-style-type: none"> • circulation system improvements • mass transit facilities • private shuttles • design and location of facilities to encourage pedestrian circulation 	<u>Consistent</u> . Refer to Response M.3.B, M.3.C, M.3.E, and M.5.B.
R.10.D. Mitigate impacts on air quality resulting from development through design, participation in Town air pollution reduction programs, and/or other measures that address compliance with adopted air quality standards.	<u>Consistent</u> . Refer to Response M.3.E. As indicated in Section 5.5, <u>Air Quality</u> , construction emissions would not exceed thresholds. Mitigation Measure 5.5-1a from the 1999 SPEIR would be required to minimize fugitive dust emissions and ensure compliance with Great Basin Unified Air Pollution Control District (GBUAPCD) Rules. Additionally, Mitigation Measure 5.5-1b from the 1999 SPEIR would be required to minimize exhaust emissions from construction equipment and ensure compliance with the CARB anti-idling rule (California Code of Regulations, Title 13, Section 2485). The project would not result in overall growth beyond what is anticipated in the NVSP and the Town of Mammoth Lakes General Plan. Furthermore, 1999 SPEIR Mitigation Measures 5.5-2a through 5.5-2c require the project to implement measures that would minimize operational emissions from mobile sources (including reentrained dust) and particulates from wood-burning fireplaces. The project does not include any wood-burning devices. Operational emissions would not exceed the applicable thresholds.
R.10.E. The Town of Mammoth Lakes will strive to attain and maintain the National Ambient Air Quality Standard (NAAQS) for PM-10.	<u>Consistent</u> . Refer to Response R.10.D.

Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis

General Plan Policy	Consistency of Proposed Project with Current Policy
R.10.G. Reduce air pollutants during construction through implementation of Best Management Practices (BMPs).	<u>Consistent.</u> Refer to Response R.10.D.
Goal R.11 Reduce greenhouse gas emissions.	
R.11.A. Support the objectives of the U.S. Mayors Climate Protection Agreement, Assembly Bill 32, and California Executive Order S-03-05 and implement actions to reduce Mammoth Lakes' carbon footprint.	<u>Consistent.</u> As indicated in <u>Section 5.6, Greenhouse Gas Emissions</u> , the project would not conflict with or impede implementation of reduction goals identified in AB 32 and other strategies to help reduce GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
Public Health and Safety Element	
Goal S.3. Minimize loss of life, injury, property damage, and natural resource destruction from all public safety hazards.	
S.3.B Design buildings so that snow shed, ice shed and snowmelt are not a hazard to people and property.	<u>Consistent.</u> Ice build-up on roof eaves would be prevented with heated roof gutters that would convey runoff from the roof and eaves to existing stormwater retention systems. Adequate roof access would also be provided to remove cornices as needed.
S.3.D. Maintain safe public access and circulation through comprehensive snow removal programs provided by the Town or by private entities.	<u>Consistent.</u> The existing Benefit Assessment District (BAD) for the North Village would maintain the heated paver sidewalk, and the BAD would haul snow off site as necessary.
S.3.I. Require geotechnical evaluations and implement mitigation measures prior to development in areas of potential geologic or seismic hazards.	<u>Consistent.</u> The existing parking structure was constructed to support the future Building C at the site and was constructed to UBC standards and regulations as well as the Town's Municipal Code. The new structure would be required to be constructed to current regulatory requirements.
S.3.L. All construction shall comply with wildland fire-safe standards, including standards established for emergency access, signing and building numbering, private water supply reserves available for fire use, and vegetation modification.	<u>Consistent.</u> The Town and surrounding area have been rated as having a very high fire potential. Thus, implementation of the proposed project could expose people or the new structure to risk involving wildland fires, as would be true for any development within the Town. The proposed project is subject to compliance with the Uniform Fire Code, which was amended by the Mammoth Lakes Fire Protection District (MLFPD) to ensure that Fire Code regulations are met. The proposed development would be reviewed to ensure adequate emergency access, signing and building numbering, and private water supply reserves are provided.
Goal S.4. Maintain adequate emergency response capabilities.	
S.4.A. Aid emergency vehicle access and emergency evacuation of residents and visitors by providing and maintaining secondary access routes to all portions of the community, consistent with the Mammoth Lakes Fire Protection District (MLFPD) requirements.	<u>Consistent.</u> The primary emergency evacuation route is State Route 203 (Main Street) to U.S. Highway 395. Secondary evacuation is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer months, two additional routes are available including Sherwin Creek Road and the Sawmill Cutoff, both of which are graded dirt roads. The project is required to comply with applicable Town and MLFPD's codes for emergency vehicle access. The project proposes a new fire lane along Minaret Road, to the south of the existing parking structure entrance. The new fire lane is proposed to be 60 feet in length by 16 feet in width, as required by MLFPD. The proposed fire lane encroaches into the State Department of Transportation's (Caltrans') right-of-way, and therefore, would require Caltrans approval. Construction of the proposed hotel and accessory uses would occur over an existing subterranean parking structure that supports Buildings A and B of the 8050 development. The existing site access (from Canyon Boulevard) was constructed to accommodate the

Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis

General Plan Policy	Consistency of Proposed Project with Current Policy
	proposed project. Further, construction of the proposed project is not anticipated to require road closure during construction.
Noise Element	
4.2.1. New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed 60 dB Ldn in outdoor activity areas or 45 dB Ldn in interior spaces.	<u>Consistent.</u> As indicated in <u>Section 5.4, Noise</u> , noise within the area from mobile noise ranges from 59.1 dBA to 65.6 dBA with the 60 CNEL noise contour located 31 feet from the roadway centerline. The increase in trips associated with the proposed project would be nominal and would not be expected to increase noise levels to levels that would exceed Town Noise Standards.
4.2.2. Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed 60 dB Ldn within outdoor activity areas and 45 dB Ldn within interior spaces of existing noise sensitive land uses.	<u>Consistent.</u> Refer to Response 4.2.1.
4.2.3. New development of noise-sensitive land uses shall not be permitted where the noise level from existing stationary noise sources exceeds the noise level standards of Table VII, <i>Maximum Allowable Noise Exposure-Stationary Noise Sources</i> , of the General Plan Noise Element.	<u>Consistent.</u> Refer to Response C.6.A and C.6.B.
4.2.4. Noise created by new proposed stationary noise sources or existing stationary noise sources which undergo modifications that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table VII at noise-sensitive uses.	<u>Consistent.</u> Refer to Response C.6.A.
Housing Element	
H.1.D. Require that applicants proposing off-site housing or in-lieu fees, instead of on-site mitigation housing, are held to a higher standard of demonstrating "greater housing benefit" when seeking approval of such proposals.	<u>Consistent.</u> On November 5, 2003, the Town Council adopted Resolution No. 2003-63, by which the Town Council identified the "value of cost gap per Employee Housing Unit (EHU)" in the amount of \$52,802. This resulted in the establishment of an Affordable Housing Mitigation In-Lieu Fee of \$30,889 per Full Time Employee Equivalent (FTEE), which equates to the \$52,802 per EHU. On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In-Lieu Fee Agreement for the EHUs (AH In-Lieu Fee Agreement) to mitigate the impact the proposed 8050 project would have on the availability of workforce housing within the community, and to provide additional housing credits to the original developer. The AH In-Lieu Fee Agreement confirmed that at the time, the Town's value of each EHU was \$52,802. Nonetheless, the AH In-Lieu Agreement provides that in exchange for credit for 30 EHUs, the original developer would pay the Town \$3,000,000 (\$100,000 per EHU credit), in three separate payments of \$1,000,000, in connection with each phase of the proposed project (e.g., Buildings A, B, and C). Pursuant to the AH In-Lieu Fee Agreement, the original developer paid the Town in-lieu fees totaling \$2,000,000. The original developer, however, did not construct Building C at 8050 and did not pay the Town the final payment of \$1,000,000 when it became due. The construction of Buildings A and B by the original developer generated a demand for 17.5 EHUs. Therefore, the 8050 project maintains a credit of 4.5 EHUs. Since the effective date of the AH In-Lieu Fee Agreement, the Town has changed

**Table 5.1-1 [continued]
2007 General Plan Policy Consistency Analysis**

General Plan Policy	Consistency of Proposed Project with Current Policy
	<p>its affordable housing policy. The Town's interim housing policy (Town Council Resolution 09-76) now requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit is achieved. The Applicant proposes to construct up to 67 bedrooms in Building C. Pursuant to the Town's interim housing policy, those 67 bedrooms would require the Applicant to provide 6.7 bedrooms (6.7 EHUs) on the project site. Since each of the project's 4.5 existing EHU credits was generated at the rate of \$100,000 per EHU (which is 189 percent of the then-value of \$52,802 per EHU), the Town has already achieved a substantial additional affordable housing benefit for each of the project's 4.5 EHU credits. Therefore, the Applicant will apply for an AHMP which confirms that no additional housing mitigation is required beyond the Application of the project's existing credit of 4.5 EHUs. The Town and Mammoth Lakes Housing, Inc. would evaluate the Applicant's AHMP request to ensure Policy H.1.E is complied with.</p>
<p>Sources: Town of Mammoth Lakes, <i>Town of Mammoth Lakes General Plan 2007</i>, dated August 15, 2007. Town of Mammoth Lakes, <i>Town of Mammoth Lakes Housing Element Update 2014-2019</i>, dated June 18, 2014. Town of Mammoth Lakes, <i>Noise Element of the General Plan</i>, dated June 18, 1997.</p>	

District Planning. The project is located within the North Village District. North Village District characteristics relevant to the proposed project have been analyzed within Table 5.1-1, Neighborhood and District Character Element. As indicated in Table 5.1-1, the project would be consistent with the characteristics of the North Village District.

Land Use Designation. The project site is designated NVSP. Development of the project site with a hotel use would be consistent with the land use anticipated for the site by the General Plan.

Buildout. The 2007 General Plan establishes a policy of a total peak population of residents, visitors, and employees at 52,000 persons. The 2007 General Plan considers buildout of the NVSP. According to the 2007 General Plan, maximum overall density for NVSP is 3,317 rooms and 135,000 square feet of commercial. The specific allocation of density, location of uses, and development standards are contained in the NVSP. Based on the maximum allowable building density, a maximum of 37 rooms would be allowed for Building C; refer to the *North Village Specific Plan* discussion below. However, the project proposes 67 rooms, which would exceed the density allowed within the NVSP and could exceed the peak population identified in the 2007 General Plan. As discussed below, the project proposes an amendment to the NVSP to allow for a density transfer of 30 rooms from the MC zone to the RG zone. Approval of the amendment by the Town would result in the project's compliance with the maximum density allowed within the NVSP and considered by the 2007 General Plan. Therefore, the project would be consistent with the buildout assumptions of the 2007 General Plan².

² Although the Town is now implementing Population Impact Evaluation Criteria (PIEC) to precisely evaluate population impacts, buildout or Population at One Time (PAOT) is still appropriate to analyze in the SEIR.

As concluded in the discussions and [Table 5.1-1](#), the proposed project would not conflict with any applicable General Plan policy or regulation, with the exception of Policy C.2.X. As indicated in [Section 5.2, *Aesthetics/Light and Glare*](#), the project would increase the building height by 18 feet above the approved 8050C building. The proposed building height is also taller than that allowed by the NVSP by three stories or 30 feet. This height increase would extend above the tree canopy present in the area, although not substantially (5 to 13 feet above the typical and average tree height in the area)³. Further, although proposed massing and building height would change, this change would result in building expression that is more vertical rather than horizontal (as desired by the NVSP, Development Objective 1), increased architectural articulation and varied roof forms along Minaret Road (recommended by the 2007 General Plan, Appendix C, Commercial Corridor), as well as increased pedestrian-scale sidewalks and amenities along Minaret Road (encouraged by the 2007 General Plan, NVSP, and North Village Design Guidelines). Implementation of the applicable 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b would require the project's proposed landscaping and architectural style to blend with the area's natural setting. In conclusion, although the project is not consistent with Policy C.2.X, the project is consistent with the remaining General Plan policies and North Village Design Guidelines. Thus, a less than significant impact would occur in this regard.

On September 16, 2009, the Town Council voted to keep the view policy consistent with the "village in the trees" as stated in the General Plan, not proceed with a policy to protect private views, and continue to rely on Zoning Code standards regarding public views.

Project Impact Evaluation Criteria (PIEC)

The PIEC Framework is required for any application for a major legislative amendment, including Specific Plans that propose significant changes to existing development standards or policies, and/or that requests discretionary density increases as established through General Plan Policy L.5.G, as well as Tentative Tract Map and Use Permit applications. [Table 5.1-2, *Project Impact Evaluation Criteria Analysis*](#), assesses the proposed project based on the PIEC and is provided herein for informational purposes.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

³ Typical and average tree heights in the vicinity of the Mammoth Crossing project were found to be 67 to 75 feet with maximum heights of up to 90 feet.

**Table 5.1-2
Project Impact Evaluation Criteria Analysis**

Criteria	Rationale	Measurement	Response	Basis of Analysis	
Traffic and Mobility					
<i>Project reduces transportation impacts through proximity to multi-modal transportation, employment, retail, and entertainment options and encourages the use of alternative transportation and "feet first" principles expressed in the General Plan and Community Vision.</i>					
Vehicle Miles Traveled (VMT) and Level of Service (LOS)	Reducing project VMTs and trip generation decreases congestion, reduces Greenhouse Gas production, and improves air quality.	TM1	Project would not cause cumulative VMT at General Plan buildout (179,708 VMT) to be exceeded	<input checked="" type="checkbox"/> True <input type="checkbox"/> False	VMT would not exceed buildout
		TM2	Project produces less VMTs per unit (or other measure) than similar project	<input checked="" type="checkbox"/> True <input type="checkbox"/> False	Reduced trip generation rate
		TM3	Intersection Level of Service impacts	<input type="checkbox"/> LOS improved over existing condition <input checked="" type="checkbox"/> No mitigation required <input type="checkbox"/> Impact(s) mitigated <input type="checkbox"/> Significant Impacts that Cannot Be Mitigated	Traffic analysis demonstrated no impacts and no mitigation required
Geography/ Location	A project's proximity to daily services and needs increases the likelihood of travel by non-vehicle modes, thereby reducing congestion and vehicle miles traveled.	TM4	Project is located proximate to gondola station/ski lift	<input checked="" type="checkbox"/> Walk <input type="checkbox"/> Transit <input type="checkbox"/> Car	Less than 500 feet to gondola
		TM5	Project is located proximate to concentration of major employment	<input checked="" type="checkbox"/> Walk <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Car	North Village, Main Street, Old Mammoth Rd and Gateway
		TM6	Project is located proximate to concentration of retail/entertainment	<input checked="" type="checkbox"/> Walk <input type="checkbox"/> Transit <input type="checkbox"/> Car	North Village
		TM7	Project is located within 1/4 mile of multiple existing (or planned future) transit lines	<input checked="" type="checkbox"/> 4 or more <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1	Near North Village Transit Hub
Travel Demand Management Measures - Wayfinding, Parking, Bicycle, Pedestrian	Providing programs and measures that encourage travel by alternative modes reduces vehicle trips. Shared parking and other parking management strategies help to reduce the amount of parking built to preserve valuable land.	TM8	Project provides auto-trip reducing measures such as: - Transit information to visitors/guests/ employees - Alternative transportation/carpooling incentive programs - Shared parking on-site and/or in a parking district - Preferred parking for fuel efficient and/or carpool - Bicycle facilities and storage exceeds requirements - Changing facilities and showers (for employees) - Shuttle(s) to airport and other destinations - Way-finding measures integrated with Town system	<input type="checkbox"/> 4+ <input checked="" type="checkbox"/> 3 to 4 <input type="checkbox"/> 1 to 2 <input type="checkbox"/> None or TBD	Informational kiosk (wayfinding, transit and other information), bike storage, shuttle service to the airport and other destinations

Table 5.1-2 [continued]
Project Impact Evaluation Criteria Analysis

Criteria	Rationale	Measurement	Response	Basis of Analysis	
Circulation - Pedestrian, Bicycle, Transit	Providing enhanced multi-modal infrastructure and safety features encourages travel by alternative modes, which reduces vehicle trips and improves circulation.	TM9 Project provides enhanced mobility through: - Vehicle mid-block connectors/enhances street grid - Pedestrian mid-block connectors - Exceed sidewalk standards and requirements - Traffic calming measures - Superior delivery/service facilities/management	<input checked="" type="checkbox"/>	2+	Frontage/sidewalk improvements. Delivery off Canyon Blvd. in porte cochere or adjacent driveway. A fire lane is also proposed, but is subject to Caltrans approval.
			<input type="checkbox"/>	1 to 2	
			<input type="checkbox"/>	None or TBD	
		TM10 Project adds or enhances transit infrastructure	<input type="checkbox"/>	True	Not applicable
			<input type="checkbox"/>	False	
		<input checked="" type="checkbox"/>	NA or TBD		
Water Supply and Capacity					
<i>Project reduces impact to water supply through use of water efficient technology and other conservation measures. Project reduces impact to water quality, treatment systems, and stormwater facilities.</i>					
Supply and Infrastructure Impacts	Projects that do not require new or expanded water supply or new infrastructure reduce impacts.	W1 Project water demand will not result in a net increase in the forecasted Town buildout water demands, and will not result in a net increase in forecasted deficits under the planning scenarios presented in the MCWD UWMP	<input checked="" type="checkbox"/>	True	<u>Section 5.7, Utilities and Service Systems</u>
			<input type="checkbox"/>	False	
		W2 Water Infrastructure (Water Lines): - Project is located adjacent to existing water infrastructure with adequate capacity to serve the incremental increase in peak demand from the project, or - Project is located adjacent to planned water infrastructure that will result in adequate capacity to serve the incremental increase in peak demand from the project, or - Project is located in area without existing or planned water infrastructure with adequate capacity to serve the incremental increase in peak demand from the project	<input checked="" type="checkbox"/>	True	<u>Section 5.7, Utilities and Service Systems</u>
			<input type="checkbox"/>	False	
			<input type="checkbox"/>	NA	
			<input type="checkbox"/>	True	
			<input type="checkbox"/>	False	
			<input checked="" type="checkbox"/>	NA	
		<input type="checkbox"/>	True		
		<input checked="" type="checkbox"/>	False		
<input type="checkbox"/>	NA				

**Table 5.1-2 [continued]
Project Impact Evaluation Criteria Analysis**

Criteria	Rationale	Measurement	Response	Basis of Analysis	
Supply and Infrastructure Impacts	Projects that do not require new or expanded water supply or new infrastructure reduce impacts.	W3	Wastewater Infrastructure (Sewer Lines):	<input checked="" type="checkbox"/> True	<u>Section 5.7, Utilities and Service Systems</u>
			- Project is located adjacent to existing wastewater infrastructure with adequate capacity to serve the incremental increase in peak demand from the project, or	<input type="checkbox"/> False	
				<input type="checkbox"/> NA	
			- Project is located adjacent to planned wastewater infrastructure that will result in adequate capacity to serve the incremental increase in peak demand from the project, or	<input type="checkbox"/> True	
				<input type="checkbox"/> False	
				<input checked="" type="checkbox"/> NA	
			- Project is located in area without existing or planned wastewater infrastructure with adequate capacity to serve the incremental increase in peak demand from the project	<input type="checkbox"/> True	
				<input checked="" type="checkbox"/> False	
				<input type="checkbox"/> NA	
				<input type="checkbox"/> False	
Conservation - Landscape and Building Fixtures	Water efficient landscaping, irrigation systems, and water-saving fixtures reduce impacts to the available water supply.	W5	The project is committed to using state-of-art water saving fixtures and appliances to reduce potable water use	<input checked="" type="checkbox"/> True	Yes, wherever feasible; LEED certifiable project
				<input type="checkbox"/> False	
				<input type="checkbox"/> TBD	
		W6	Project exceeds the Town Water-Efficient Landscape regulations, or alternate equivalent standard, through state of the art irrigation systems and native/water-saving landscaping	<input type="checkbox"/> Project Not Irrigated	Preliminary landscaping would use less water than allowed per Code
				<input checked="" type="checkbox"/> Exceeds Minimum	
				<input type="checkbox"/> Meets Minimum	
				<input type="checkbox"/> Does Not Meet Minimum	
	<input type="checkbox"/> TBD				

**Table 5.1-2 [continued]
Project Impact Evaluation Criteria Analysis**

Criteria	Rationale	Measurement	Response	Basis of Analysis		
Air Quality						
<i>Project furthers Town compliance with State and Federal PM10 Air Quality Standards, which improves public health.</i>						
State and Federal PM10 Compliance	Reduction of vehicle trips and elimination of solid fuel burning appliances improves air quality, thereby improving public health.	A1	Project does not cause cumulative PM10 level to exceed State and Federal standards per the adopted AQMP	<input checked="" type="checkbox"/>	True	Section 5.5, <u>Air Quality</u>
			<input type="checkbox"/>	False		
		A2	Project does not use solid fuel burning appliances	<input checked="" type="checkbox"/>	True	Only gas fireplaces and fire pit proposed
			<input type="checkbox"/>	False		
Also See Traffic Measurements T1 through T10.						
Green Technology and Energy						
<i>Project furthers Town green building and energy efficiency goals.</i>						
Green Technology, Green Building, and Alternative Energy	Use of green technologies and green building practices preserves natural resources and protects the environment.	GE1	Project meets or exceeds applicable green building program standards such as LEED, California Green Building Standards Code, or equivalent	<input checked="" type="checkbox"/>	True	LEED certifiable project
			<input type="checkbox"/>	False		
			<input type="checkbox"/>	TBD		
		GE2	Project incorporates renewable energy systems on-site or uses renewable energy (i.e. photovoltaic, geothermal, etc.)	<input type="checkbox"/>	True	TBD as design proceeds
			<input type="checkbox"/>	False		
			<input checked="" type="checkbox"/>	TBD		
Also See Water Measurements W5 and W6 and Traffic Measurements T4 through T10.						
Economic Stability						
<i>Project supports the Destination Resort Community and Economic Strategy through promotion of a four-season economy and provision of visitor and resident serving uses.</i>						
Year-round Economy	Projects that promote year-round, mid-week, and shoulder season visitation strengthen economic diversity and decrease fluctuations in revenue stream.	E1	Project provides uses/facilities that contribute to a year-round economy and increase occupancy by promoting mid-week and shoulder season visitation and increasing visitor length of stay	<input checked="" type="checkbox"/>	High	Hotel with spa, food and beverage sales, pool, and plaza
			<input checked="" type="checkbox"/>	Medium		
			<input type="checkbox"/>	Low		
		E2	Project develops and/or participates in cooperative marketing strategies	<input checked="" type="checkbox"/>	True	Subject to marketing needs of hotel
<input type="checkbox"/>	False					
Tax Revenue	Uses that generate TOT and sales tax help support community programs and infrastructure improvements.	E3	Project increases transient occupancy tax	<input checked="" type="checkbox"/>	High	67 hotel rooms proposed
			<input type="checkbox"/>	Medium		
			<input type="checkbox"/>	Low		
		E4	Project contributes to sales tax	<input checked="" type="checkbox"/>	High	See E1 and E3
<input type="checkbox"/>	Medium					
<input type="checkbox"/>	Low					
Mix of Uses	Projects with a mix of uses in appropriate locations increase synergy between those uses.	E5	Project contributes to placemaking and synergy and provides a complementary scale and mix of uses and facilities	<input checked="" type="checkbox"/>	2 + uses added	See E1
			<input type="checkbox"/>	1 use added		
			<input type="checkbox"/>	0 uses added		
			<input type="checkbox"/>	NA or TBD		
Also See Social Measurements S1 and S2.						

**Table 5.1-2 [continued]
Project Impact Evaluation Criteria Analysis**

Criteria	Rationale	Measurement	Response	Basis of Analysis		
Social Capacity						
<i>Project provides key services, uses, employment opportunities, and public art that enhances the quality of life of residents and visitors.</i>						
Key Uses and Services	Provision of neighborhood retail and services that serve residents and visitors improves quality of life and economic stability.	S1	Project includes scale and mix of strategically targeted use(s) (grocery, conference space, day care, etc.) that respond to an unmet community need, as identified by Town Policy	<input type="checkbox"/>	2 + uses added	Public open space - pocket park and informational kiosk
			<input checked="" type="checkbox"/>	1 use added		
			<input type="checkbox"/>	0 uses added		
			<input type="checkbox"/>	NA or TBD		
S2	Project creates employment that widens the diversity of opportunities in the community and includes: - Creation of professional, full-time, permanent employment - Creation of high-quality seasonal employment	<input checked="" type="checkbox"/>	Both	Hotel would create permanent and seasonal employment		
		<input type="checkbox"/>	1 of 2			
Public Art	Public art contributes to the enhancement of the cultural and social aspects of the community.	S3	Project exceeds public art requirements	<input type="checkbox"/>	More than 20%	Anticipate substantive public art, but TBD as design proceeds
				<input type="checkbox"/>	10% to 20%	
				<input type="checkbox"/>	Less than 10%	
				<input checked="" type="checkbox"/>	TBD	
Also See Economic Stability Measurements E1 through E5.						
Housing						
<i>Project provides housing opportunities to enhance the quality of life of the town's workforce.</i>						
Housing Mix	Providing quality, diverse, and livable housing opportunities within the community increases quality of life for workers and reduces vehicle travel impacts.	H1	Project provides a mix of housing sizes, types, and affordability, including housing on-site	<input type="checkbox"/>	True	\$2M provided per in-lieu housing agreement
				<input type="checkbox"/>	False	
				<input checked="" type="checkbox"/>	NA or TBD	
		H2	Project exceeds workforce/affordable housing requirements	<input type="checkbox"/>	True	Project proposes to use existing credits to meet requirements
				<input type="checkbox"/>	False	
				<input checked="" type="checkbox"/>	NA or TBD	
Also See Social Measurements S1 and S2.						
Recreation / Leisure Capacity						
<i>Expanding and improving recreational and leisure opportunities, open space, entertainment, improves community quality of life and visitor experience.</i>						
Community						
Open Space	Accessible and usable open-space sponsors community vitality and encourages healthy activity while enhancing the natural landscape.	R1	Project contributes open space according to established ratios	<input type="checkbox"/>	Exceeds Minimum	Lot coverage consistent with North Village Specific Plan
				<input checked="" type="checkbox"/>	Meets Minimum	
				<input type="checkbox"/>	Does Not Meet Minimum	
		R2	Project provides useable and needed community open space, i.e. TOT lot, dog park, etc.	<input checked="" type="checkbox"/>	True	Pocket park and informational kiosk
				<input type="checkbox"/>	False	
				<input type="checkbox"/>	NA or TBD	

**Table 5.1-2 [continued]
Project Impact Evaluation Criteria Analysis**

Criteria	Rationale	Measurement	Response	Basis of Analysis	
Recreation and Entertainment Options	Recreation and entertainment options and access, including public access to public lands should be provided when feasible and applicable.	R3	Project provides/encourages outdoor/indoor recreation options that are accessible/affordable	<input checked="" type="checkbox"/> True	Walking distance to gondola, pool plaza, and see R2
			<input type="checkbox"/> False		
			<input type="checkbox"/> NA or TBD		
		R4	Project provides trail, pedestrian, bike, or transit connections and access to support recreation	<input checked="" type="checkbox"/> True	Sidewalk connection will be provided
			<input type="checkbox"/> False		
			<input type="checkbox"/> NA or TBD		
		R5	Project provides public access to public lands	<input type="checkbox"/> True	NA - Project is not adjacent to public lands
			<input type="checkbox"/> False		
			<input checked="" type="checkbox"/> NA or TBD		
		R6	Project provides entertainment options that are accessible/affordable	<input checked="" type="checkbox"/> True	Spa and food and beverage sales will be open to the public
			<input type="checkbox"/> False		
			<input type="checkbox"/> TBD		
Visitor					
Recreation and Entertainment Options	Provision of accessible/affordable recreation and visitor serving entertainment options, as well as well-designed and effectively located public spaces in visitor-oriented districts encourages return visitation.	R7	Project provides uses that contribute to the animation of visitor-oriented districts	<input checked="" type="checkbox"/> True	Street front food and beverage sales, pocket park, informational kiosk
			<input type="checkbox"/> False		
			<input type="checkbox"/> NA or TBD		
		R8	Project incorporates well-designed public spaces to encourage pedestrian use and social activity in commercial and visitor-oriented districts	<input checked="" type="checkbox"/> True	Pedestrian entry element, and see R6 and R7
			<input type="checkbox"/> False		
			<input type="checkbox"/> NA or TBD		
Also See Recreation/Leisure Capacity Measurements R3 through R6.					
Community Character / Aesthetics					
<i>Maintaining consistency with community and neighborhood character creates a sense of place.</i>					
Height, Mass and Bulk	Building height, mass, and bulk that is consistent with surrounding land uses and preserves protected views.	CC1	Project design does not impact protected views	<input checked="" type="checkbox"/> True	Section 5.2, <u>Aesthetics/Light and Glare</u>
			<input type="checkbox"/> False		
		CC2	Project design effectively reduces and limits visual obtusion	<input checked="" type="checkbox"/> True	Section 5.2, <u>Aesthetics/Light and Glare</u>
			<input type="checkbox"/> False		
		CC3	Project character meets height requirements and criteria of district, including size scale, and massing	<input type="checkbox"/> True	Proposed height and street setback do not comply with NVSP
			<input checked="" type="checkbox"/> False		
Trees and Natural Surroundings	Native tree preservation helps to maintain the forested character of the town.	CC4	Project maximizes tree preservation and other natural surroundings	<input checked="" type="checkbox"/> True	Future improvements preserve significant trees
			<input type="checkbox"/> False		
			<input type="checkbox"/> NA or TBD		
		CC5	Project exceeds minimum mitigation for tree removal	<input type="checkbox"/> True	No mitigation required; landscape plan includes trees
			<input type="checkbox"/> False		
			<input checked="" type="checkbox"/> NA or TBD		
Note: Project Evaluation includes reference to all applicable adopted Town plans, documents, and regulations, as well as those of other agencies such as Mammoth Community Water District, Air Pollution Control District, etc.					

NORTH VILLAGE SPECIFIC PLAN

LAND-2 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE NORTH VILLAGE SPECIFIC PLAN STANDARDS OR REGULATIONS, AS AMENDED.

Impact Analysis: The project proposes three amendments to the NVSP: 1) to allow for an increase in the allowable development density for the project site, including a transfer of 30 rooms from the Mammoth Crossing site (MC zone); 2) an increase in the allowable building height; and 3) a reduction in the required front yard setbacks along Minaret Road, as described in Section 3.3, Project Characteristics. The following is an analysis of the project's consistency with the NVSP.

Land Uses. NVSP Table 2, *Land Use Matrix*, identifies the land uses permitted within the RG district. According to Table 2, hotels, resort condominiums, and inns are permitted uses within the RG district. Restaurants, bars, and night clubs within hotels and accessory commercial uses within a hotel are also permitted uses within the RG district.

Density. Maximum density for parcels within the RG district is 55 rooms per acre, not to exceed an aggregate density of 48 rooms per acre. The 8050 property is approximately 1.83 acres, yielding an allowable density of 101 rooms at 55 rooms per acre⁴. The existing Buildings A and B of the 8050 project include 28 units with an overall total of 57 bedrooms, and the existing commercial in Building B equates to seven rooms. Therefore, a maximum of 37 rooms would be allowed for Building C.

The project proposes up to 67 rooms, which would exceed the maximum allowed density for Building C by 30 rooms. In order to accommodate the additional 30 rooms associated with the project, the project proposes a density transfer of a like-kind number of bedrooms from the nearby Mammoth Crossing property that is also owned by the project Applicant. Since density transfers between zones (i.e., from the MC zone to the RG zone) are not currently allowed under the NVSP, the project proposes to amend the NVSP. More specifically, the NVSP would be amended to allow for a maximum density of 72 rooms per acre at the 8050 Site if the Mammoth Crossing project transfers 30 rooms of its available density to Area 19A (formerly Phase C of the 8050 project). Although approval of the amendment would allow for an increase in density above the 55 rooms per acre for the project site, the maximum density of 48 rooms per acre for the entire RG district would not be exceeded. Also, the density remains below the higher intensity Plaza Resort zone of the NVSP, and the density is transferred to a location that is closer to the Village Plaza, Village transit hub, and the Village gondola station. Further, approval of the proposed amendment would ensure that the density transfer would occur prior to development of the project. Thus, the project would not conflict with the NVSP standards and regulations and impacts would be less than significant in this regard.

Site Coverage. The NVSP allows for maximum site coverage of 70 percent, including all buildings and paved or otherwise developed impervious surfaces for the RG district. The site coverage of the existing on-site buildings and parking structure is approximately 62 percent of the total lot area. The proposed project would be constructed on top of the parking podium with similar site coverage.

⁴ 1.832 acres multiplied by 55 rooms per acre equals 100.75 rooms, which is rounded up to 101 total rooms allowed.

However, the project would also provide enhanced street frontage improvements along Minaret Road (such as the pedestrian entry feature and public kiosk), which would increase the maximum lot coverage to 70 percent, as allowed within the NVSP RG district.

Building Area. The maximum building floor area for all developments within the RG district is 87,000 square feet per acre. As proposed, the overall floor area would be approximately 139,446 square feet for the approximately 1.83-acre site (which includes the 8050 Buildings A, B, and the proposed C), resulting in a building area of 76,200 square feet per acre, consistent with the NVSP.

Building Heights. The maximum permitted height within the NVSP RG district is 40 feet and the maximum projected height is 50 feet with an additional three feet for roof appurtenances. The project proposes a maximum height of seven stories (80 feet), when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances; refer to Exhibit 3-4, North and South Building Elevations and Exhibit 3-5, East and West Building Elevations. In order to allow for the additional height, the project proposes to amend the NVSP to allow for a maximum permitted height for the project (Area 19 A) of 80 feet, when measured from the top of the existing parking structure podium and a maximum projected height of 84 feet, 6 inches including roof appurtenances, when measured from the top of the existing parking structure podium.

As indicated in Section 5.2, Aesthetics/Light and Glare, although increased building heights are proposed, these building heights would be similar to another structure in the NVSP area (specifically the Westin to the west). In addition, the height increase would not extend substantially above the tree canopy present in the area (5 to 13 feet above the typical and average tree height in the area)⁵, and the increased height would not result in increased view blockage of the Sherwin Range when compared to the permitted 8050 Building C. Although the proposed project would increase building height compared to that analyzed in the 1999 SPEIR, impacts pertaining to the long-term degradation of character/quality would be reduced and a resultant less than significant impact would result after implementation of the recommended 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b; refer to Section 5.2, Aesthetics/Light and Glare. Further, shade/shadow impacts associated with the proposed project would be less than significant, as shadow-sensitive uses would not be significantly shaded. The Town Planning and Economic Development Commission would conduct an architectural design review as part of the site plan review process. The design review would consider design features, including building height. Thus, with approval of the proposed NVSP amendment and Design Review, the proposed project would not conflict with the NVSP standards and regulations. Impacts would be less than significant in this regard.

Building Setbacks. Required side and rear setbacks for the RG district are a minimum of 10 feet. Along Minaret Road, setbacks are based on the height of the building. Between 35 and 54 feet, a setback of 30 feet is required. A setback of 40 feet is required for a structure greater than 55 feet. The proposed project would conform to the minimum 10-foot side and rear yard setbacks. As stated, the project proposes a building height of 80 feet, requiring a setback of 40 feet along Minaret Road. The project would be consistent with the front yard setback requirements for levels one through five. However, levels six and seven would extend into the front yard setback 10 feet for building heights from 55 feet to 73 feet (i.e., maintain a 30-foot setback) and building heights above 73 feet would maintain a 40-foot setback; refer to Exhibit 3-6, Proposed Setbacks. The setback

⁵ Typical and average tree heights in the vicinity of the Mammoth Crossing project were found to be 67 to 75 feet with maximum heights of up to 90 feet.



amendment would also allow the pedestrian entry element to encroach up to nine feet into the required 10-foot setback, subject to review and approval of the Planning and Economic Development Commission.

As indicated in Section 5.2, *Aesthetics/Light and Glare*, the reduced setbacks along Minaret Road compared to the permitted 8050 Building C would not result in increased view blockage of the Sherwin Range. Although the proposed project would reduce setbacks compared to that analyzed in the 1999 SPEIR, impacts pertaining to the long-term degradation of character/quality would be reduced after implementation of the recommended 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b (refer to Section 5.2, *Aesthetics/Light and Glare*), and a less than significant impact would result. Further, shade/shadow impacts associated with the proposed project would be less than significant, as shadow-sensitive uses would not be significantly shaded. The Town Planning and Economic Development Commission would conduct an architectural design review as part of the site plan review process. The design review would consider design features, including setbacks. Thus, with approval of the proposed NVSP amendment and Design Review, the proposed project would not conflict with the NVSP standards and regulations. Impacts would be less than significant in this regard.

Overall, with approval of the proposed amendments to the NVSP and Design Review, the proposed project would not conflict with the NVSP. Impacts would be less than significant in this regard.

Applicable 1999 SPEIR Mitigation Measures: No additional 1999 SPEIR mitigation measures are applicable to this topical area; refer to Section 5.2, *Aesthetics/Light and Glare*.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TOWN OF MAMMOTH LAKES MUNICIPAL CODE

LAND-3 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE TOWN OF MAMMOTH LAKES MUNICIPAL CODE STANDARDS OR REGULATIONS.

Impact Analysis: The project is subject to the NVSP, and Municipal Code standards shall only apply to the project when such standards are not specified in the NVSP. The project does not include a request to amend any Municipal Code provisions. The project components include a Tentative Tract Map, Conditional Use Permit; Design Review Permit; and Final Map, among others. The following is an analysis of the project's consistency with applicable sections of the Municipal Code.

Title 16, Subdivisions

The project requires a Tentative Tract Map (TTM) in order to supersede the existing 8050 Building C approvals (TTM 36-229), which allow a fractional ownership condominium project. Although the project requests flexibility in the ownership structure, the project does not propose fractional ownership. As part of the Town's land use entitlement process, the proposed TTM would be evaluated and required to demonstrate compliance with the Subdivision Map Act and Municipal

Code Title 16. Approval of a Final TTM by the Town would result in the project's compliance with the Subdivision Map Act and Municipal Code Title 16.

Title 17, Zoning

Chapter 17.68, Use Permits. Chapter 17.68 establishes the procedures for the review and approval or denial of Use Permits. The process includes the review of the location, design, configuration, and potential impacts of the proposed use. The Planning and Economic Development Commission is required to make findings in order to approve a Use Permit. The project requests a Use Permit to supersede the existing 8050 Building C approvals, which include Use Permit (2005-01), allowing fractional share condominium ownership. As stated, the project does not propose fractional ownership. Approval of the Use Permit would result in the project's compliance with Chapter 17.68.

Chapter 17.88, Design Review. Chapter 17.88 implements the design review procedural requirements of the Town's Design Guidelines (including the North Village Design Guidelines). Design review considers the design of the site plan, structures, lighting, landscaping, and other physical features of a proposed project. The review authority would evaluate the project to ensure that it satisfies the criteria established in Chapter 17.88, as well as its conformance to the policies of the 2007 General Plan and any applicable specific or master plan, the Town's Design Guidelines, and any other policies or guidelines the Town Council may adopt for this purpose. Approval of the Design Review Application would result in the project's consistency with Chapter 17.88.

Chapter 17.116, Specific Plans. Chapter 17.116 establishes the procedures for adoption and amendment of a specific plan. An adopted specific plan may be amended through the same procedure as adoption of a specific plan, which includes making specific findings and an affirmative vote of a majority of the total membership of the Council. Development of the project would be required to comply with the NVSP, as amended. Thus, the project would be consistent with Chapter 17.116. The proposed NVSP amendments are further analyzed in the *North Village Specific Plan* Section, which follows.

Resolution No. 09-76. The Town's interim housing policy requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit is achieved.

The Applicant proposes to construct up to 67 bedrooms in Building C. Pursuant to the Town's interim housing policy, those 67 bedrooms would require the Applicant to provide 6.7 bedrooms (6.7 Employee Housing Units [EHU]) on the project site.

As indicated in Section 3.0, Project Description, on November 5, 2003, the Town Council adopted Resolution No. 2003-63, by which the Town Council identified the "value of cost gap per Employee Housing Unit (EHU)" in the amount of \$52,802. This resulted in the establishment of an Affordable Housing Mitigation In-Lieu Fee of \$30,889 per Full Time Employee Equivalent (FTEE), which equates to the \$52,802 per EHU. On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In-Lieu Fee Agreement for the EHUs (AH In-Lieu Fee Agreement) to mitigate the impact the proposed 8050 project would have on the availability of workforce housing within the community, and to provide additional housing credits to

the original developer. The AH In-Lieu Fee Agreement confirmed that at the time, the Town's value of each EHU was \$52,802. Nonetheless, the AH In-Lieu Agreement provides that in exchange for credit for 30 EHUs, the original developer would pay the Town \$3,000,000 (\$100,000 per EHU credit), in three separate payments of \$1,000,000, in connection with each phase of the proposed project (e.g., Buildings A, B, and C). Pursuant to the AH In-Lieu Fee Agreement, the original developer paid the Town in-lieu fees totaling \$2,000,000. The original developer, however, did not construct Building C at 8050 and did not pay the Town the final payment of \$1,000,000 when it became due.

At the rate of \$100,000 per EHU, the \$2,000,000 that the original developer paid the Town in mitigation fees yielded credits for 20 EHUs. In addition, the original developer received credit for two EHUs for demolishing two commercial buildings on the project site, for a total of 22 EHUs. The construction of Buildings A and B by the original developer generated a demand for 17.5 EHUs. Therefore, the 8050 project maintains a credit of 4.5 EHUs.

Since each of the project's 4.5 existing EHU credits was generated at the rate of \$100,000 per EHU (which is 189 percent of the then-value of \$52,802 per EHU), the Town has already achieved a substantial additional affordable housing benefit for each of the project's 4.5 EHU credits. Therefore, the Applicant would apply for an AHMP which confirms that no additional housing mitigation is required beyond the Application of the project's existing credit of 4.5 EHUs. The Town and Mammoth Lakes Housing, Inc. would evaluate the Applicant's AHMP request. Approval of the AHMP would ensure consistency with the Town's Municipal Code. Impacts would be less than significant in this regard.

The development review process is intended to ensure that the performance standards identified in the Town's Zoning Code are maintained and implemented. Thus, with approval of the Conditional Use Permit, Design Review Permit, Specific Plan Amendment, and AHMP, the project would not conflict with the Zoning Code.

Overall, as is evidenced by the discussions presented above, the project would not conflict with the Town of Mammoth Lakes Municipal Code and a less than significant impact would occur in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 CUMULATIVE IMPACTS

TOWN OF MAMMOTH LAKES GENERAL PLAN 2007

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT CONFLICT WITH THE 2007 GENERAL PLAN POLICIES OR REGULATIONS.

TOWN OF MAMMOTH LAKES MUNICIPAL CODE

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT CONFLICT WITH THE TOWN OF MAMMOTH LAKES MUNICIPAL CODE STANDARDS OR REGULATIONS.**

Impact Analysis: The 1999 SPEIR considered impacts associated with buildout of the NVSP, together with cumulative projects. Cumulative impacts were concluded to be less than significant.

Development projects within the Town undergo a similar plan review process, in order to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). Each project would be analyzed in order to ensure that the goals, objectives, and policies of the 2007 General Plan, and regulations and guidelines of the Municipal Code are consistently upheld. The project would be consistent with the 2007 General Plan and Municipal Code. Thus, the proposed project would not result in significant cumulatively considerable impacts in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NORTH VILLAGE SPECIFIC PLAN

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT CONFLICT WITH THE NORTH VILLAGE SPECIFIC PLAN STANDARDS OR REGULATIONS, AS AMENDED.**

Impact Analysis: The 1999 SPEIR considered impacts associated with buildout of the NVSP, together with cumulative projects. Cumulative impacts were concluded to be less than significant.

Mammoth Crossing (Cumulative Project #7 as identified on Exhibit 4-1, Cumulative Project Locations) is located to the south, adjacent to the project site, within the NVSP. District Zoning and General Plan Amendments have been approved for Mammoth Crossing; however the project is not currently entitled. Development of the Mammoth Crossing project would be consistent with the NVSP.

The project is requesting to amend the NVSP in order to increase the allowed density and building heights at the site and reduce the setbacks along Minaret Road. As discussed, the proposed amendments would not result in significant impacts. Once approved, the proposed project would be consistent with the NVSP. Thus, the proposed project would not result in cumulatively considerable impacts in this regard.



Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant impacts pertaining to land use and relevant planning.



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5.2 Aesthetics/Light and Glare

5.2 AESTHETICS/LIGHT AND GLARE

This section assesses the potential for aesthetic impacts using accepted methods of evaluating visual quality, as well as identifying the type and degree of change the proposed project would likely have on the character of the landscape. The analysis in this section is primarily based on information provided by the Applicant and verified through site reconnaissance conducted by RBF Consulting (RBF) on January 17, 2014 and April 10, 2014. Photographic documentation and photosimulations of the proposed project are utilized to supplement the visual analysis and to fulfill the requirements of CEQA. The photosimulations were provided by the Applicant and are intended to provide general information on the proposed massing and scale of the project. The photosimulations are subject to change as a result of the Town's design review process and upon final design of the project.

5.2.1 EXISTING SETTING

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

The approximately 1.83-acre project site is specifically located in the North Village Specific Plan (NVSP) area; refer to Exhibit 3-2, *Site Vicinity*. The NVSP area encompasses the northwest portion of Town, adjacent to Main Street/Lake Mary Road and Minaret Road. The project site vicinity is primarily comprised of developed uses, including hotels, restaurants, visitor-oriented and general commercial operations, professional offices, condominiums, single-family homes, and community facilities; refer to Exhibit 5.2-1, *Existing Condition Photographs*.

The proposed project is the last phase (Building C) of a three-phase development (8050 project). The first two phases (Buildings A and B) of the 8050 project have been completed, as well as the 136-space parking structure that would serve Buildings A, B, and C. The existing Building A and Building B of the 8050 project (adjoining the project site to the northwest and north, respectively) consist of two resort lodging buildings comprised of 28 units with 57 bedrooms. Further, the ground floor commercial along Minaret Road in Building B totals 3,335 square feet of commercial space and includes an on-site fine dining and catering enterprise (Toomey's). The existing Buildings A and B also include a roof-top fitness room and jacuzzi terrace and related site and landscaping improvements; refer to Exhibit 5.2-2, *Existing Character of the Project Site*.



View of the NVSP area, looking south along Minaret, to the north of the project site.



South-facing view from pedestrians in the North Village Plaza area, to the north of the project site, looking to the south.



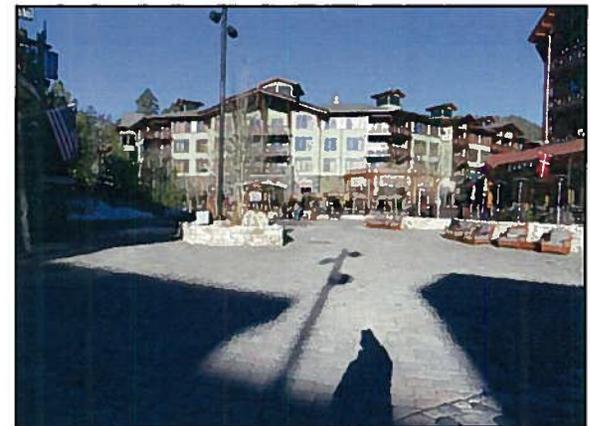
North-facing view, along Minaret Road, within the northeastern portion of the project site.



View of the Fireside Condominiums adjoining the project site to the south.



South-facing view of the existing 8050 Building A, to the north of the project site, along Canyon Boulevard.



North-facing view of the North Village Plaza area, to the north of the project site.



The land uses surrounding the project site include the following:

- North: Resort lodging (Buildings A and B of the 8050 project) adjoin the project site to the northwest. Commercial and retail uses within the Village Plaza and the Mammoth Mountain Village gondola are located further northwest of the project site (west of Minaret Road and east of Canyon Boulevard).
- East: Minaret Road forms the northeast boundary of the project site. Hotel, vacation condominium rentals, and restaurant uses are located directly across Minaret Road to the northeast and southeast.
- South: Fireside at the Village condominiums adjoin the project site to the south. A commercial building (Mammoth Brewing Company) and surface parking are located further south of the project site.
- West: The Westin Monache Resort and surrounding vacant land uses are located directly across Canyon Boulevard, west of the project site.

SCENIC VIEWS AND VISTAS

According to Figure 1, *Major View Corridors and Vistas*, of the *Town of Mammoth Lakes General Plan* (2007 General Plan), southern views within the NVSP area that encompass the Sherwin Range are considered scenic. Within the project's viewshed,¹ the Sherwin Range is visible from publicly accessible areas, including those along Minaret Road and Canyon Boulevard. Viewers in these areas include motorists, bicyclists, and pedestrians accessing the NVSP area. Based on the site reconnaissance conducted by RBF on January 17, 2014 and April 10, 2014, the proposed project is not visible within pedestrian views of the Sherwin Range, as seen from the North Village Plaza to the north of the project site.

STATE SCENIC HIGHWAYS

In addition to the designated public scenic vistas within the NVSP area, State Route 203 (Minaret Road) is eligible for listing as a State scenic highway.² These views would be similar to those discussed above for motorists, bicyclists, and pedestrians with the southbound views toward the Sherwin Range, from Minaret Road in the vicinity of the project site. It should be noted that no officially designated State scenic highways are present in or near the NVSP area. The nearest officially designated scenic highway is U.S. Highway 395, which is located approximately 3.5 miles east of the project site and does not include views of the NVSP area, including the project site.

¹ For the purpose of this analysis, a "viewshed" is defined as all of the surface areas visible from the project site. Typical obstructions that limit the project's viewshed include topography, structures, and vegetation (particularly trees).

² State of California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on May 15, 2014.

KEY VIEWS

A Key View is an area (in this case, the project site and designated visual resources) that can be seen from a particular public location. Selected Key Views, which were determined in consultation with Town staff, represent views from certain publicly accessible locations. Key Views represent public views from both the public right-of-way and publicly accessible areas located within the vicinity of the proposed project. Characteristics for each Key View are defined within foreground, middleground, and/or background views. Characteristics located within foreground views are located at close range and tend to dominate the view. Characteristics located within middleground views are distinguishable, yet not as sharp as those characteristics located in the foreground views. Features located within the background views have few details and distinctions in landform and surface features. Objects in the background eventually fade to obscurity with increasing distance.

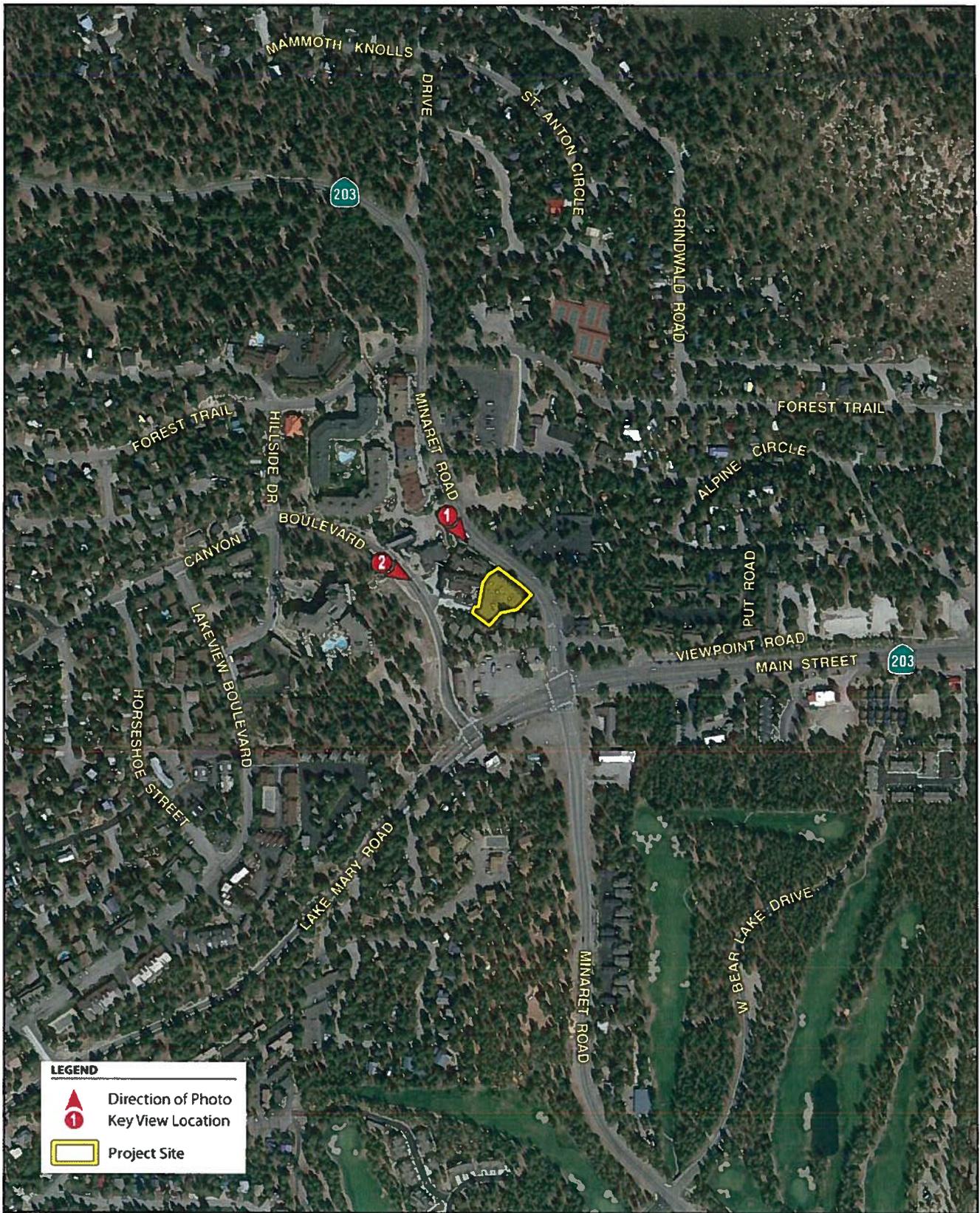
For the purposes of this analysis, RBF used photosimulations of the project provided by the project Applicant in May 2014. Two Key Views representing views from motorists, bicyclists, and pedestrians (traveling along Minaret Road and Canyon Boulevard) were selected for this analysis; refer to [Exhibit 5.2-3, Key View Locations Map](#). Key Views 1 and 2 were selected to depict potential impacts to scenic views and vistas and State scenic highways. The following describes the viewshed from Key Views 1 and 2.

Key View 1. Views from Key View 1 are afforded from motorists, bicyclists, and pedestrians traveling southbound along Minaret Road; refer to [Exhibit 5.2-4, Key View 1 - Existing Condition](#). These southern views encompass the project site, the existing 8050 Building B, and surrounding development in the foreground views. Minaret Road and associated right-of-way are visible. Mature trees are present throughout this view. Due to topographic conditions and mature trees, minimal views to surrounding development to the south of the project site are available. Background views toward the Sherwin Range are afforded.

Key View 2. Views from Key View 2 are available from motorists, bicyclists, and pedestrians traveling southbound along Canyon Boulevard; refer to [Exhibit 5.2-5, Key View 2 - Existing Condition](#). Foreground views toward surrounding development to the north of the project site is visible. The existing 8050 Building A and Fireside at the Village condominiums to the south are present. Canyon Boulevard and associated right-of-way are visible. Mature trees are present throughout this view. Due to topographic conditions and mature trees, middleground views are not readily available. Background views toward the Sherwin Range, to the southwest, are afforded.

VISUAL CHARACTER/QUALITY

RBF conducted a photographic inventory of the project area to document the existing visual character and quality of the project site and its surroundings; refer to [Exhibit 5.2-1](#). The most prominent factors influencing the character of the project site and its surroundings include the higher-density buildings, street facades, and public plaza areas coupled with the mountain character landscaping and hardscape features associated with the NVSP area. Further, the varying topography allows for distant views to the Sherwin Range, which increases the vividness of the landscape. Structures in the surrounding area appear to range in height from four to seven stories with varying architectural details. Surrounding buildings include a mix of uses fronting the public streets (e.g., restaurants and retail stores). Structures appear to include reduced setbacks along Minaret Road in



Source: Google Earth Pro aerial, 2013.

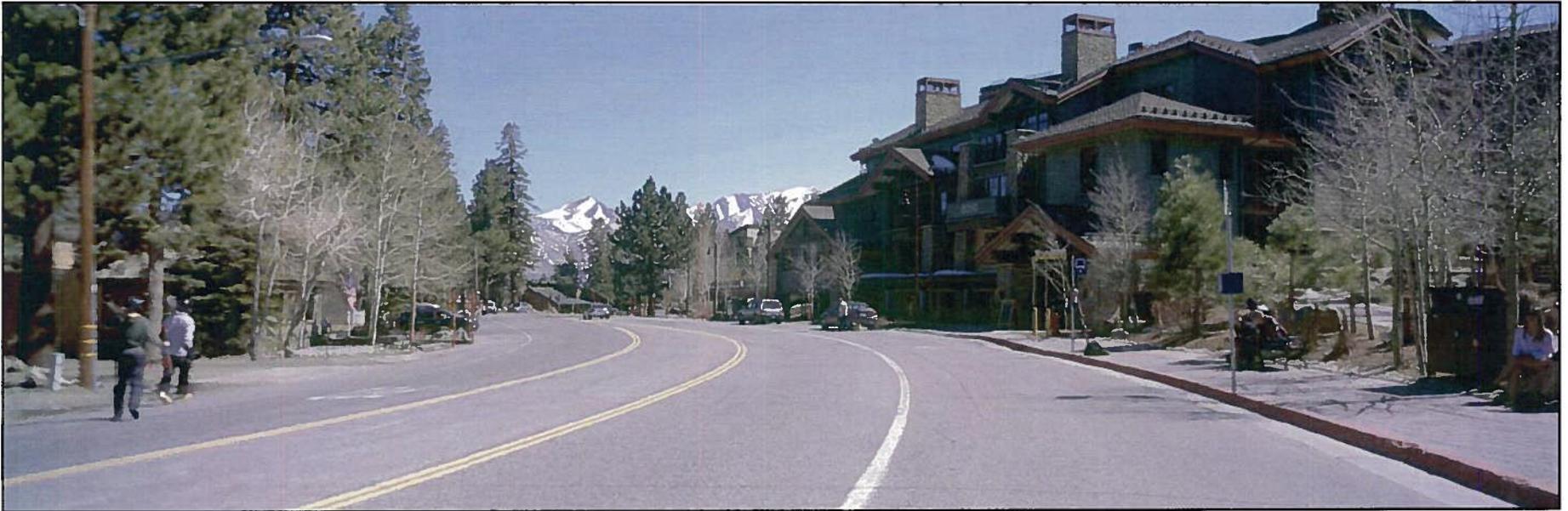
NOT TO SCALE



07/14 • JN 139231

INN AT THE VILLAGE
 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
Key View Locations Map

Exhibit 5.2-3





INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Key View 2 – Existing Condition

Exhibit 5.2-5

order to increase the pedestrian scale of the NVSP area. Other features that contribute to the character of the landscape include native tree species (i.e., red firs, Jeffrey pines, lodge pole pines, white firs, and aspens). As shown on Exhibit 5.2-2, although the existing Building B achieves some pedestrian scale with restaurant uses facing Minaret Road, the future Site C currently consists of the facade of the existing on-site parking structure podium.

LIGHT AND GLARE

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

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Currently, light and glare sources are present at the project site. Ingress/egress security lighting associated with the parking structure as well as the existing Buildings A and B are visible on-site. Buildings A and B also emit nighttime lighting from the interior of these structures as a result of the resort lodging uses. Street lighting along Minaret Road and Canyon Boulevard are also present. Lighting in the surrounding area occurs as a result of residential safety-oriented exterior and interior lighting sources produced from Fireside at the Village condominiums to the south. No traffic signal lighting currently exists adjoining the project site; however, pedestrian crossing safety lighting is present along both Canyon Boulevard and Minaret Road. Preservation of dark night skies through appropriate lighting controls has been identified as an important community goal, and is implemented through Section 17.36.030 of the *Town of Mammoth Lakes Municipal Code* (Municipal Code).

Glare can also be produced during evening and nighttime hours by reflection of artificial light sources, such as automobile headlights. Glare is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses generally include surrounding residences as well as travelers utilizing the adjacent roadways.

SHADE AND SHADOW

Shade and shadow issues pertain to the blockage of direct sunlight by on-site buildings (which affect adjacent properties) and the creation of hazardous roadway conditions (i.e., black ice). Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed “shadow-sensitive.”

Currently, the existing 8050 Buildings A and B as well as the adjoining Fireside at the Village condominiums produce shadow patterns both on-site and in the surrounding area. The existing parking structure podium is not a large source of shade as this structure does not extend more than one level above the existing grade.

5.2.2 REGULATORY SETTING

TOWN OF MAMMOTH LAKES GENERAL PLAN

Town policies pertaining to visual character are contained in the Community Design and Neighborhood and District Character Elements of the 2007 General Plan (adopted August 15, 2007).

The Community Design Element’s goals and policies describe the relationship between people and the man-made and natural environment. Because the community is set within the forest, trees and the natural landscape are prominent, create a sense of scale, and set a strong aesthetic character. Topography, vegetation, existing buildings, and open spaces create the structure and pattern of Mammoth Lakes. The applicable aesthetics/light and glare-related policies include, but are not limited to, the following:

- Create well-designed and significant public spaces in resort/commercial developments to accommodate pedestrians and encourage social interaction and community activity (C.2.A).
- Encourage development of distinct districts, each with an appropriate density and a strong center of retail, services, or amenities (C.2.C).
- Preserve and enhance special qualities of districts through focused attention on land use, community design, and economic development (C.2.D).
- Improve visual appearance as well as pedestrian access and activity by requiring infill development patterns. Encourage rehabilitation and reorientation of existing strip commercial development consistent with neighborhood and district character (C.2.F).
- Be stewards in preserving public views of surrounding mountains, ridgelines, and knolls (C.2.J).

- Create a visually interesting and aesthetically pleasing built environment by requiring all development to incorporate the highest quality of architecture and thoughtful site design and planning (C.2.L).
- Enhance community character by ensuring that all development, regardless of scale or density, maximizes provision of all types of open space, particularly scenic open space (C.2.M).
- Site development adjustments may be considered to preserve significant groups of trees or individual specimens. Replanting with native and compatible non-native trees to mitigate necessary tree removal is required (C.2.O).
- Use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting (C.2.T).
- Require unique, authentic, and diverse design that conveys innovation and creativity and discourages architectural monotony (C.2.U).
- Building height, massing, and scale shall complement neighboring land uses and preserve views to the surrounding mountains (C.2.V).
- Maintain scenic public views and view corridors (shown in Figures 1 and 2³) that visually connect community to surroundings (C.2.W).
- Limit building height to the trees on development sites where material tree coverage exists and use top of forest canopy in general area as height limit if no trees exist on site (C.2.X).
- Establish entry and district monumentation standards as a means of reinforcing community identity (C.3.A).
- Development shall provide pedestrian-oriented facilities, outdoor seating, plazas, weather protection, transit waiting areas, and other streetscape improvements (C.3.D).
- Ensure that landscaping, signage, public art, street enhancements, and building design result in a more hospitable and attractive pedestrian environment. Require an even higher level of design quality and detail in commercial mixed use areas (C.3.E).
- Development shall be designed to provide stewardship for significant features and natural resources of the site (C.4.A).
- To retain the forested character of the town, require use of native and compatible plant species in public and private developments and aggressive replanting with native trees (C.4.B).

³ Reference to Figure 1, *Major View Corridors and Vistas*, and Figure 2, *Vistas and Landmarks*, of the Community Design Element of the 2007 General Plan.

- Retain overall image of a community in a forest by ensuring that native trees are protected wherever possible and remain an important component of the community (C.4.C).
- Retain the forested character of the town by requiring development to pursue aggressive replanting with native trees and other compatible species (C.4.D).
- Limited tree thinning and upper-story limbing may be permitted where needed to maintain public safety and the health of the forest, but not for the enhancement of views (C.4.E).
- Require outdoor light fixtures to be shielded and down-directed so as to minimize glare and light trespass (C.5.A).
- Enforce removal, replacement, or retrofit of non-shielded or non-down-directed light fixtures that contribute to glare and light pollution (C.5.B).
- Improve pedestrian safety by eliminating glare for motorists through use of non-glare roadway lighting. A light fixture's source of illumination shall not be readily visible at a distance. Number of fixtures used shall be adequate to evenly illuminate for pedestrian safety (C.5.C).

The Neighborhood and District Character Element addresses the development of individual sites and districts in order to enhance the unique character of Mammoth Lakes. The 2007 General Plan denotes that the Town is comprised of 12 districts and four mountain portals. Existing development, patterns of vegetation, topographic features, circulation patterns, and land use patterns and relationships define District boundaries. Figure 3, *District Map*, of the 2007 General Plan, illustrates the districts' boundaries and indicates that the project site is located in the North Village District. The North Village District is primarily comprised of urban development. This includes hotels, restaurants, visitor-oriented and general commercial operations, professional and medical offices, condominiums, single-family homes, and community facilities. The North Village District is an intensely focused entertainment district. Development in this district is encouraged to incorporate active open pedestrian plazas showcasing mountain views with retail, entertainment, and public art including local talent. The North Village District objectives that are particularly relevant to the proposed project in the context of aesthetics include the following:

- Characteristic 1: Viewsheds to Sherwin Range and the Knolls are preserved.
- Characteristic 2: Landscape that recalls the Eastern Sierra and establishes scale and street edge.
- Characteristic 3: Create a sense of exploration using pedestrian-oriented sidewalks, plazas and courtyards with pedestrian comforts.
- Characteristic 4: Easy pedestrian access across main streets.
- Characteristic 9: Animation with retail and significant businesses oriented to the street.
- Characteristic 10: Retail and services in "storefront" setting located at the sidewalk.

The Town proposes special studies for certain areas and sites within the community to aid in future planning. The *North Village District Planning Study* (North Village District Planning Study) found that the existing NVSP appears to have a number of fatal flaws that appear likely to inhibit the successful realization of the community vision for the North Village District. The North Village District possesses many attributes that contribute to the possibility of its success, including an excellent location, a well-developed pedestrian core situated around the gondola, transit accessibility, scenic assets, and strong community support for the vision of the NVSP area expressed through the 2007 General Plan and NVSP. However, although some of the NVSP area's issues are structural (topography, limitations due to California Department of Transportation [Caltrans]-control of State Route 203, existing parking deficiencies, etc.), the existing land use framework is not conducive to creating the critical mass or mix of uses needed to ensure the NVSP area's success. Existing regulations also provide a limited opportunity to seek creative, district-wide solutions to issues, and rigid density and use standards do not allow for development that may be more responsive to place, character, and transitions within and beyond the district. Significant changes are needed to the framework of the NVSP to ensure its successful evolution from an incompletely-realized land use plan to a vibrant, successful, and sustainable visitor-oriented retail entertainment and lodging district.

NORTH VILLAGE SPECIFIC PLAN

The project site is subject to the NVSP. The NVSP establishes architectural and landscaping guidelines to strengthen the NVSP area's image as a resort activity node in the Town. The design emphasizes the creation of diverse shopping, recreational, residential, and cultural opportunities. The scale of the individual ground level shops should vary giving the commercial center a feeling of a village that has grown over time. Building expressions should be generally vertical rather than horizontal in form and should be carefully detailed to generate the scale and texture appropriate to pedestrian places. Building heights and setbacks shall be coordinated to promote a varied skyline, and building heights should generally be held at or below the height of surrounding trees. The arrangement of buildings should define the edges of the public plazas and serve as foreground buildings to larger scale lodges and hotels. The style of the architecture and landscape is intended to feature the materials and forms associated with the Sierra. Development in the NVSP area should preserve views between and over buildings, across the valley, to Mammoth Mountain, and to the Sherwin Mountains.

The NVSP designation contains land use districts indicating site-specific land use designations for individual parcels. The project site is zoned as Resort General (RG). The NVSP also contains development and design standards describing density, site coverage, building area and heights, building setbacks, and other building design specifications. The NVSP policies and implementation measures ensure the preservation of the visual resources and visual character relevant to the NVSP area in support of the Town's overall goal.

DESIGN REVIEW ORDINANCE

The Town's Zoning Code Chapter 17.88, *Design Review*, outlines the following objectives of the design review requirements:

- To implement the goals, policies, and objectives of the 2007 General Plan;
- To regulate the design, coloration, materials, illumination, and landscaping of new construction, renovations, and signage within the Town in order to maintain and enhance the image, attractiveness, and environmental qualities of the Town;
- To ensure that property development or redevelopment and building construction or renovation do not detract from the value or utility of adjoining properties as a result of inappropriate, inharmonious, or inadequate design;
- To prevent indiscriminate destruction of trees and natural vegetation, excessive or unsightly grading, indiscriminate clearing of property, and destruction of natural significant landforms;
- To ensure that the architectural design of structures and their materials and colors are appropriate to the function of the project and are visually harmonious with surrounding development and natural landforms, trees, and vegetation; and
- To ensure that the location, size, design, and illumination of signs, their material, and colors are consistent with the scale and design of the building to which they are attached or which is located on the same site, and to assure that signs are visually harmonious with the surrounding environment.

DESIGN GUIDELINES THE VILLAGE AT MAMMOTH

The policies and goals presented in the Town Design Guidelines represent the goals and desires of residents and property owners pertaining to the design of new development in the Town. All new structures and all structures that are being renovated, other than single-family homes below 8,250 feet elevation, are subject to compliance with the Design Guidelines. The Design Guidelines provide a greater level of detail regarding the type of development that promotes the Town's Vision Statement, 2007 General Plan, and Municipal Code.

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

The proposed project would specifically be subject to the *Design Guidelines: The Village at Mammoth* (North Village Design Guidelines), approved August 23, 2000. The North Village Design Guidelines are intended to provide general and specific design information so that all involved in the development process are able to proceed with a shared basis of information. Overall, it is the intent of the North Village Design Guidelines that the NVSP area should be designed so that it is

appropriate to the character of the Mammoth Lakes region, to be competitive with other high-quality mountain villages in North America.

The NVSP area is envisioned as a pedestrian hub and village center that would provide a broad range of activities, services, and facilities for visitors year round. The village core would have the character and capacity to serve a large number of tourists, visitors, and area residents, providing them with opportunities for dining, shopping, recreating, and entertainment. Further, the public spaces, pedestrian plazas, and other facilities would provide multiple venues for arts, musical, and other cultural events. The North Village Design Guidelines are intended to create a pedestrian character with the following elements:

- Multiple walking routes creating the ability for visitors to wander; and
- The development of a high quality pedestrian level with colorful signs, interesting storefronts, lights, and banners which express the individuality of stores and focus attention on the ground floor level of all buildings.

The specific topics covered by the North Village Design Guidelines include, but are not limited to, the following areas:

- Building Design;
- Form and Mass;
- Scale;
- Roof Form;
- Building Facades;
- Base and Lower Wall;
- Windows and Doors;
- Entrances and Porches, Arcades;
- Storefronts;
- Architectural Details;
- Materials;
- Colors;
- Landscape Design;
- Pedestrian Plazas, Paths, Bridges, and Boardwalks;
- Site Furnishings;
- Kiosks, Informational Boards, Menu Boards;
- Planting;
- Lighting; and
- Signage.

OUTDOOR LIGHTING REGULATIONS

Municipal Code Section 17.36.030, which was adopted in April 2014, regulates outdoor lighting within the Town. These regulations provide rules and regulations for outdoor lighting within the Town in order to promote a safe and pleasant nighttime environment, to protect and improve safe travel, to prevent nuisances caused by unnecessary light, to protect the ability to view the night sky, to phase out nonconforming fixtures, and to promote energy conservation.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in [Appendix 11.1](#) of this SEIR. The Modified Initial Study includes questions relating to aesthetics and visual resources. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Impact Statements AES-1 and AES-2);
- Substantially degrade the existing visual character or quality of the site and its surroundings (refer to Impact Statements AES-3, AES-4, and AES-6); and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-5).

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

5.2.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

The 1991 PEIR concluded that distant views for motorists and pedestrians traveling along Minaret Road would be affected due to the intensification of development in the NVSP area. Mitigation measures such as design review for individual development sites within the area; the use of earth-tone colors and materials; and the enforcement of a tree preservation plan, contour grading, a forested buffer of 100 feet along the southern extension of Minaret Road, and the use of native plants in landscaping design would reduce these impacts to less than significant levels. However, the 1991 PEIR identified the loss of forested and open space areas throughout the NVSP area as a significant aesthetic impact. Mitigation measures were proposed to address preservation of forested character in the NVSP area, including maintenance of a 100-foot forested buffer along the southern exterior of Minaret Road. These measures include a tree preservation and replacement plan which would outline increased setbacks or tree preservation pockets where feasible. The 1991 PEIR also determined that lighting and glare levels at the project site would increase with development of the NVSP. Mitigation measures were recommended to reduce these impacts to less than significant levels.

According to the 1999 SPEIR, development of the 1999 NVSP Amendment would be similar to the approved NVSP in that it would permanently alter the visual character of the area as a result of increased densities and the loss of open space and trees. Land uses, densities, building area, and grading requirements within the 1999 NVSP Amendment would remain similar to those identified for the approved NVSP. However, increased impacts as a result of the reduced setback requirements were considered. The 1999 SPEIR stated that with adherence to the Town's Municipal Code regarding grading and clearing requirements and implementation of new mitigation measures (such as modulation in building walls and facades, stepping of roof forms and detailing of exterior treatments and finishes), these potential impacts would be reduced compared to that analyzed in the 1991 PEIR. According to the 1999 SPEIR, development in accordance with the 1999 NVSP Amendment would not create additional sources of light and glare over anticipated levels for the NVSP area. The 1999 SPEIR stated that light sources would be required to be directed away from adjacent uses. The 1999 SPEIR concluded that the previously identified mitigation measures, together with Municipal Code requirements pertaining to directive light techniques, would reduce potential impacts of new sources of light or glare to less than significant levels. The 1999 SPEIR considered that build-out of the NVSP, together with cumulative projects, may alter the nature and appearance of the area and contribute to the loss of open space. Analysis concluded that no significant impacts beyond the analysis contained in the 1987 General Plan and 1987 General Plan PEIR were anticipated.

5.2.5 IMPACTS AND MITIGATION MEASURES

SCENIC VIEWS AND VISTAS

AES-1 PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE AFFECT ON A SCENIC VIEW OR VISTA.

Impact Analysis: As previously noted, southern views to the Sherwin Range are considered scenic resources within the 2007 General Plan. The 1991 PEIR concluded that distant views for motorists and pedestrians traveling along Minaret Road would be affected due to the intensification of development in the NVSP area. Mitigation measures such as design review for individual development sites within the area and contour grading would reduce these impacts to less than significant levels. The 1999 SPEIR stated that with adherence to the Town's Municipal Code regarding grading and clearing requirements and implementation of new mitigation measures (such as modulation in building walls and facades, stepping of roof forms and detailing of exterior treatments and finishes), potential impacts would be reduced compared to that analyzed in the 1991 PEIR.

Implementation of the proposed project would result in increased allowable building heights and reduced setbacks that could increase the resultant view blockage of the Sherwin Range, as experienced from Minaret Road (also an eligible State scenic highway) and Canyon Boulevard. The approved 8050 project is consistent with the requirements set forth in the NVSP, which was analyzed as part of the previous environmental documentation. Thus, in order to verify increased view obstruction compared to that analyzed in the previous environmental documentation, the Applicant provided photosimulations for each of the selected Key View locations for both the permitted 8050 Building C as well as the proposed project in order to demonstrate the degree of change resulting from project implementation. These photosimulations have been utilized to depict

the resultant massing and view blockage resulting from both the “permitted” and “proposed” development conditions. It should be noted that these photosimulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed structures within the project area. The following analyzes the project’s affects on scenic views associated with the Sherwin Range and the “eligible” State scenic highway Minaret Road, as experienced from motorists, bicyclists, and pedestrians (Key View 1), and motorists, bicyclists, and pedestrians along Canyon Boulevard (Key View 2).

Key View 1. Views from Key View 1 are afforded from motorists, bicyclists, and pedestrians traveling along Minaret Road. Implementation of the proposed project would result in increased visible massing as a result of both increased heights and reduced setbacks along Minaret Road, compared to the permitted 8050 Building C; refer to Exhibit 5.2-6, Key View 1 - Proposed Condition. However, as demonstrated in Exhibit 5.2-6, this increase in visible massing on-site would not result in increased view blockage of the Sherwin Range, as seen from southern views along Minaret Road. Thus, impacts in this regard would be less than significant.

Key View 2. Views from Key View 2 are afforded from motorists, bicyclists, and pedestrians traveling along Canyon Boulevard; refer to Exhibit 5.2-7, Key View 2 - Proposed Condition. Foreground views include the existing 8050 Building A to the southeast. Background views of the Sherwin Range are visible to the southwest. As demonstrated in Exhibit 5.2-7, the permitted 8050 Building C would not be visible from this vantage point and the proposed project would be minimally exposed to these viewers and would appear similar in roofline and color to the existing 8050 Building A. This increase in visible building massing would not result in increased view blockage of the Sherwin Range to the southwest. Thus, implementation of the proposed project would result in less than significant impacts in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

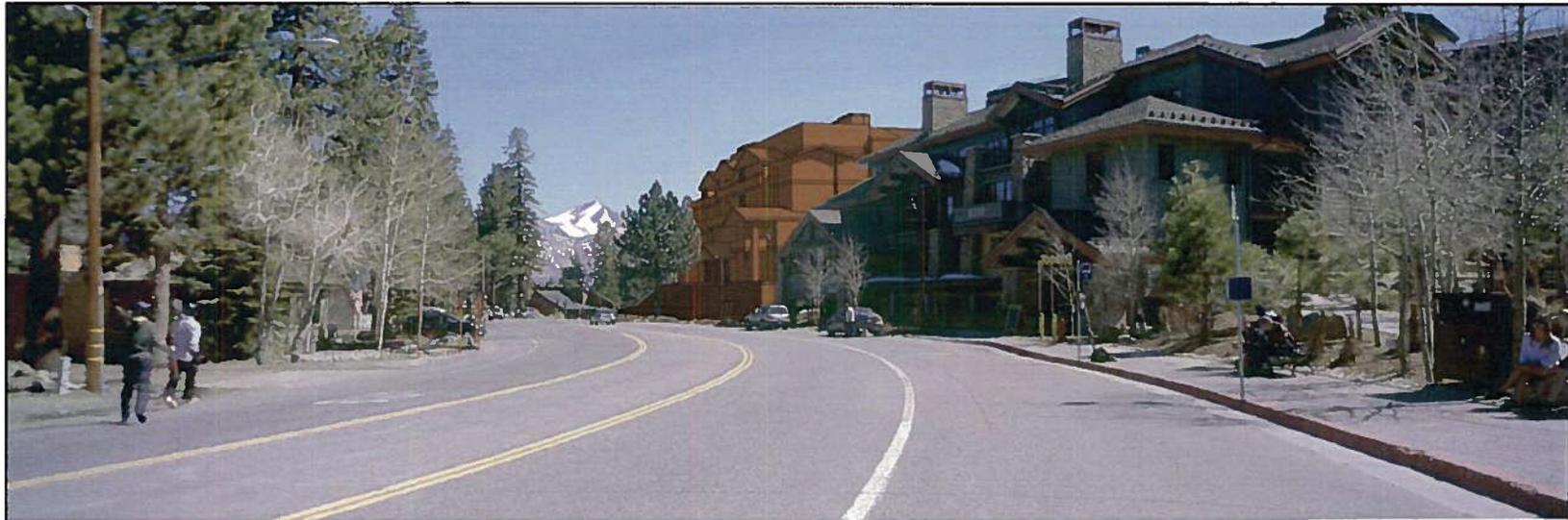
Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STATE SCENIC HIGHWAYS

AES-2 PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE AFFECT ON VISUAL RESOURCES WITHIN A STATE SCENIC HIGHWAY.

Impact Analysis: The 1991 PEIR, 1994 PEIR Addendum, and 1999 SPER concluded that no impacts to State scenic highways would occur as a result of implementation of the NVSP and subsequent amendments (up to the 1999 NVSP Amendment). As discussed above, Minaret Road is currently listed as eligible for State scenic highway designation. As demonstrated in Exhibit 5.2-6, discussed above, implementation of the proposed project would not result in increased view blockage of designated visual resources (i.e., the Sherwin Range), as seen from motorists, bicyclists, and pedestrians traveling along Minaret Road. Other visual resources located along Minaret Road include mature pine trees. A Tree Protection/ Preservation Plan would be implemented to preserve



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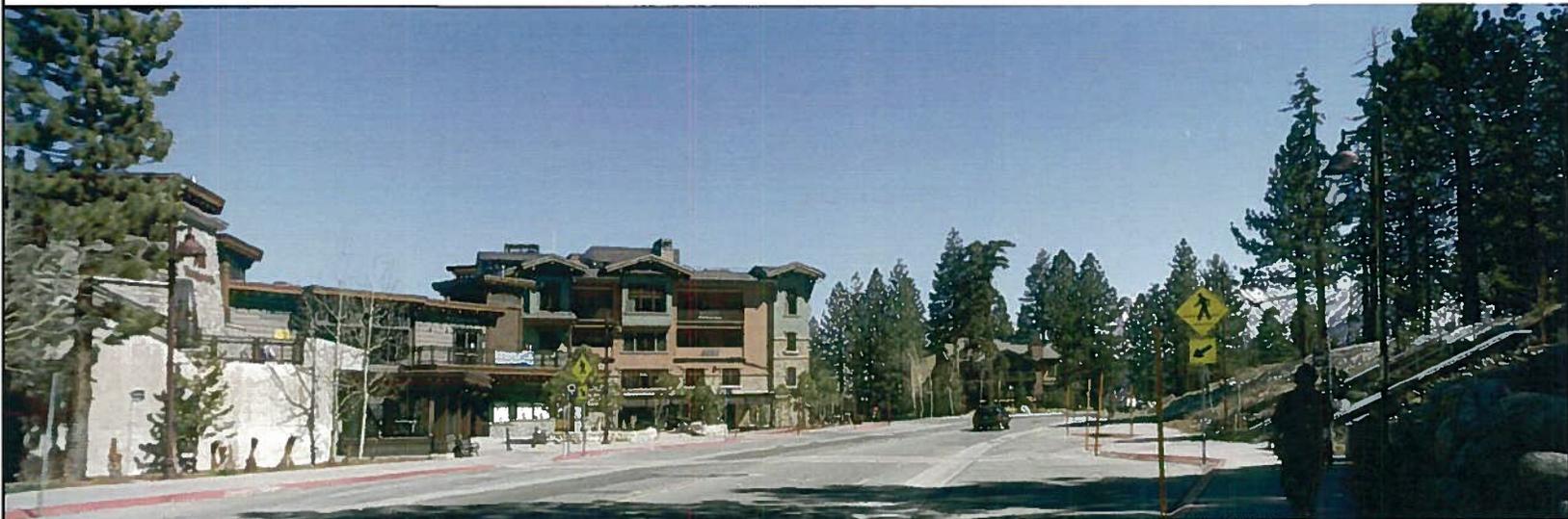


Proposed Project Condition

Source: Bull Stockwell Allen; May 5, 2014.



Approved Building C Condition



Proposed Project Condition

Source: Bull Stockwell Allen; May 5, 2014.

and protect existing trees, shrubs, and other plant materials including plants on adjoining properties during grubbing and grading, site preparation, and construction activities; refer to Exhibit 3-8, *Tree Protection/Preservation Plan*. Existing pine trees to be protected-in-place range from 10 to 24 inches in diameter at breast height (DBH); no trees six inches DBH or greater would be removed as part of the proposed project (as encouraged by the Town's Municipal Code). Although removal of vegetation (including some sapling trees), would occur, particularly along Minaret Road, due to the size of the trees proposed for removal, this vegetation is not considered a scenic resource per the Town's Municipal Code. The proposed project would re-plant new native tree species (e.g., Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) along Minaret Road in order to maintain the character of the site and its surroundings. Thus, as implementation of the proposed project would not result in view blockage or impacts to visual resources (existing trees six inches DBH or greater) within the viewshed of Minaret Road, impacts in this regard are less than significant.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SHORT-TERM VISUAL CHARACTER/QUALITY

AES-3 PROJECT CONSTRUCTION ACTIVITIES WOULD TEMPORARILY DEGRADE THE VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: The 1999 SPEIR stated that with adherence to the Town's Municipal Code regarding grading and clearing requirements, these potential impacts would be reduced compared to that analyzed in the 1991 PEIR.

As described in Section 3.3, *Project Characteristics*, a minor amount of grading would be required along the perimeter of the project site, specifically along Minaret Road to allow for pedestrian improvements (the public kiosk, pocket park, and fire lane improvements). These earthwork activities would result in a nominal amount of cut and fill. Construction of the new building atop the existing parking structure podium would commence in a single phase for approximately 12 months. During construction, the construction offices would be accommodated nearby on the Mammoth Crossing property located on the northeast corner of Canyon Road and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street; refer to Exhibit 3-9, *Construction Staging Plan*.

Construction-related activities would temporarily influence the character of the project site and surrounding area, as viewed from surrounding sensitive viewers. Surrounding sensitive receptors that would have long duration views of the project site during construction include multi-family residential uses (Fireside at the Village condominiums) to the south of the project site. Sensitive receptors that would have moderate and short duration views would include motorists, bicyclists, and pedestrians using Minaret Road, Canyon Boulevard, and Main Street/Lake Mary Road.

Construction activities would expose some areas of disturbed surfaces, construction debris, construction equipment, and truck traffic to sensitive viewers. The 1999 SPEIR Mitigation Measure 5.3-1j would require equipment and vehicle staging areas, stockpiling of materials, and fencing (i.e., temporary fencing with opaque material). All staging areas would be required to be sited and screened in a manner that would minimize public views and views from surrounding sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians) to the staging areas. Further, the Additional Mitigation Measure AES-1 would require the preparation of a construction hauling plan, which specifies requirements for haul routes. With implementation of the 1999 SPEIR Mitigation Measure 5.3-1j and the Additional Mitigation Measure AES-1, the visual impacts, as viewed by the surrounding residents, pedestrians, bicyclists, and motorists, would be reduced. As these impacts are temporary in nature and would cease upon project completion (approximately 12 months), the project's construction-related impacts to the visual character or quality of the site and its surroundings would be reduced to less than significant levels.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~strike through~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

5.3-1j Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Department Planning Manager ~~Director~~ in accordance with the Municipal Code requirements.

Additional Mitigation Measures:

AES-1 The Applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community and Economic Development Department Planning Manager prior to issuance of Grading Permit. The hauling plan shall ensure that construction haul routes minimize impacts to sensitive uses in the project vicinity.

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

LONG-TERM VISUAL CHARACTER/QUALITY

AES-4 PROJECT IMPLEMENTATION COULD DEGRADE THE VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: The 1991 PEIR concluded that distant views for motorists and pedestrians traveling along Minaret Road would be effected due to the intensification of development in the NVSP area. Mitigation measures such as design review for individual development sites within the area; the use of earth-tone colors and materials; and the enforcement of a tree preservation plan, contour grading, a forested buffer of 100 feet along the southern extension of Minaret Road, and the use of native plants in landscaping design would reduce these impacts to less than significant levels. However, the 1991 PEIR identified the loss of forested and open space areas throughout the

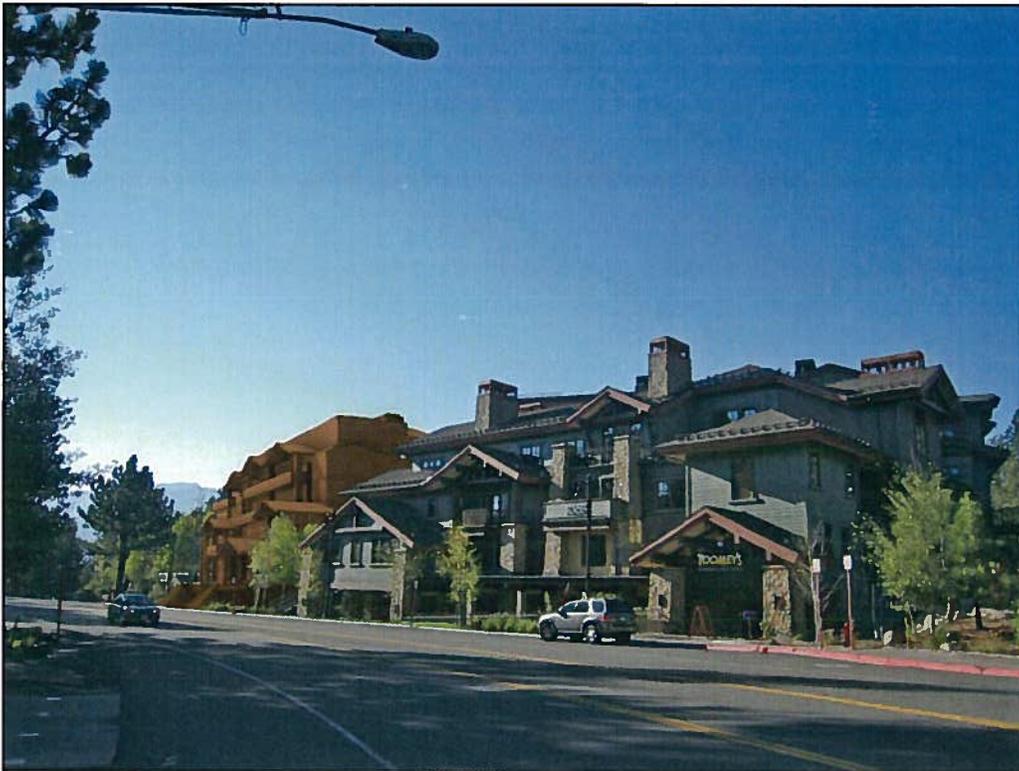
NVSP area as a significant aesthetic impact. Mitigation measures were proposed to address preservation of forested character in the NVSP area, including maintenance of a 100-foot forested buffer along the southern exterior of Minaret Road. These measures include a tree preservation and replacement plan which would outline increased setbacks or tree preservation pockets where feasible. Mitigation measures were recommended to reduce these impacts to less than significant levels.

According to the 1999 SPEIR, development of the 1999 NVSP Amendment would be similar to the approved NVSP in that it would permanently alter the visual character of the area as a result of increased densities and the loss of open space and trees. Land uses, densities, building area, and grading requirements within the 1999 NVSP Amendment would remain similar to those identified for the approved NVSP. However, increased impacts as a result of the reduced setback requirements were considered. The 1999 SPEIR stated that with implementation of new mitigation measures (such as modulation in building walls and facades, stepping of roof forms and detailing of exterior treatments and finishes), these potential impacts would be reduced compared to that analyzed in the 1991 PEIR.

Implementation of the proposed project would alter the visual character of the site and its surroundings, as a new seven-story building would be constructed atop the existing parking podium (with increased building heights and reduced setbacks compared to that allowed by the NVSP). Photosimulations were prepared to demonstrate the degree of change resulting from project implementation; refer to [Exhibit 5.2-8, *Proposed Character of the Project Site*](#).

Overall, the project proposes a hotel that includes hotel rooms, food and beverage sales, spa, outdoor pool/jacuzzis, and landscaping elements. The new hotel would increase both the building height and allowed density at the project site (via a proposed density transfer from the Mammoth Crossing Project [Mammoth Crossing] to the south). The project would be subject to the NVSP (as proposed for amendment) and Municipal Code requirements, as applicable. The new hotel would be mostly consistent with the North Village Design Guidelines.

The project would be generally consistent with the overall intent of the Town's 2007 General Plan. The project would provide a public kiosk and pocket park along Minaret Road, which would encourage social interaction and community activity in the NVSP area (2007 General Plan Policies C.2.A and C.3.D). The project would specifically increase the pedestrian-oriented sidewalks (a desired characteristic of the North Village District), compared to that analyzed in the 1999 SPEIR. The project's proposed commercial square-footage, spa facility, public kiosk, and pocket park would increase the available services and amenities in the NVSP area (2007 General Plan Policy C.2.C). The proposed site design is specifically oriented towards improving the pedestrian access and activity along Minaret Road (2007 General Plan Policy C.2.F). As discussed in Impact Statement AES-1, project implementation would not increase view blockage compared to that analyzed for the 1999 SPEIR, consistent with 2007 General Plan Policy C.2.J). As encouraged by 2007 General Plan policies S.2.T and C.3.E, the project would use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting and would result in a more hospitable and attractive pedestrian environment (compared to that analyzed in the 1999 SPEIR). The proposed architecture would also break up the existing architectural design or monotony experienced at Buildings A and B (2007 General Plan Policy C.2.U). The proposed project would also preserve specimen trees on-site as well as landscape the perimeter with new native trees (consistent with 2007 General Plan Policies C.2.O, C.4.C, and C.4.D). However, the proposed project would exceed the



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Proposed Project Condition

Source: Bull Stockwell Allen; May 5, 2014.

tree canopy heights on-site and in the surrounding area as surrounding trees are approximately 67 to 75 feet high (discouraged by 2007 General Plan Policy C.2.X)⁴.

The project would generally be consistent with the overall objectives of the NVSP. The project would increase the visitor activity, particularly along Minaret Road (Land Use Overall Objective 2). The project would also meet the specific objectives of the Resort General designation, including providing resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities; a transition zone between the Plaza Resort and Specialty Lodging uses within the NVSP area and surrounding residential uses; and integrated pedestrian access to and from the plazas. As required by the NVSP, the project would meet the following design objectives:

1. Small Town Appearance – The massing of the new building would create a village-like atmosphere that provides a “small town” ambiance with building expressions that appear vertical, not horizontal.
2. Sense of Discovery – The project would provide enhanced sidewalks along Minaret Road that are intended to intrigue and invite, unlike that analyzed in the 1999 SPEIR.
3. Orientation to Views – The new building would maintain views to the Sherwin Mountains similar to that analyzed as part of the 1999 SPEIR.
4. Emphasize Sunlight – As discussed in Impact Statement AES-6 below, the proposed project would result in increased shade along Minaret Road and public sidewalks, compared to the approved 8050 Building C massing. However, Additional Mitigation Measures have been provided in order to ensure public safety along streets and sidewalks.
5. Provide Varied Seating – The project proposes a public pocket park and kiosk in order to encourage sitting, resting, people-watching, relaxing, etc.
6. Create Special Places, Features – The project would emphasize the public spaces proposed along Minaret Road.
7. Encourage Visual Variety – The project would allow colorful signs, banners, lights, interesting storefronts/street frontage, individuality, and attention focused at the pedestrian level, particularly along Minaret Road.
8. Maintain Landscape Context – The project proposes to preserve all mature trees on-site, per the Town’s Municipal Code requirements. Also, all new landscaping would be appropriate to the local setting.
9. Enhance the Gateway Experience – The project is acknowledging Minaret Road as the spine of the NVSP area by increasing the pedestrian connectivity along this road.

The proposed project would be overall consistent with the North Village Design Guidelines. The project would be consistent with the intent of the design guidelines pertaining to increasing walking

⁴ Typical and average tree heights in the vicinity of the Mammoth Crossing project were found to be 67 to 75 feet with maximum heights of up to 90 feet.

routes, and developing a high quality pedestrian level with interesting storefronts. The design guidelines include objectives for form and mass, including organizing the form and mass in relationship to the scale of the neighboring buildings to achieve comfortable spaces in scale with pedestrian use. Building mass should be varied to create variety in the character of the street corridor and the pedestrian places. As shown of Exhibit 5.2-8, the proposed project would have a different building massing than the structures to the north and south. Although increased building heights are proposed, these building heights would be similar to another structure in the NVSP area (specifically the Westin to the west). Further, the massing has been shifted east, toward Minaret Road, in order to provide an outdoor pool amenity and frame the pedestrian environment along the northeastern boundary of the project site. Other project features that are encouraged by the North Village Design Guidelines include the kiosk along Minaret Road. The project was reviewed by the Town's Advisory Design Panel (ADP) on November 4, 2013 and December 13, 2013. The ADP was supportive of the general design direction and was supportive of the additional articulation along Minaret Road, which gives the new building more scale and interest.

Overall, implementation of the proposed project would result in development that is more compatible with the intent of development for the NVSP area, per the Town's 2007 General Plan, NVSP, and North Village Design Guidelines, compared to the existing approved development at the project site (as considered in the 1999 SPEIR). The project would increase the building height by 18 feet above the approved 8050C building. The proposed building height is also higher than that allowed by the NVSP by three stories or 30 feet, which would not be consistent with the Town's 2007 General Plan policies pertaining to a "village in the trees." However, this height increase would not extend substantially above the tree canopy present in the area (5 to 13 feet above the typical and average tree height in the area). Further, although proposed massing and building height would change, this change would result in building expression that is more vertical rather than horizontal (as desired by the NVSP, Development Objective 1), increased architectural articulation and varied roof forms along Minaret Road (recommended by the 2007 General Plan, Appendix C, Commercial Corridor), as well as increased pedestrian-scale sidewalks and amenities along Minaret Road (encouraged by the 2007 General Plan, NVSP, and North Village Design Guidelines). Implementation of the applicable 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b would require the project's proposed landscaping and architectural style to blend with the area's natural setting, which would further reduce impacts in this regard. Thus, although the proposed project would increase building heights and reduce setbacks compared to that analyzed in the 1999 SPEIR, impacts pertaining to the long-term degradation of character/quality would be reduced and a resultant less than significant impact would result after implementation of the recommended 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~strike through~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

5.3-1d The landscape design for the site shall maximize the use of existing vegetation, and where new plants are introduced, they shall include, and/or blend with, plants native to the Mammoth Lakes environment. Landscaping shall be tolerant of shaded areas, where applicable. Landscape plans for the site shall be completed by a certified landscape architect.

- 5.3-2b The architectural style for the development shall blend with the site's natural setting. Rooflines shall reflect (step down) the slope of the site, and natural "earth tone" colors and materials such as stone and wood shall be emphasized. Conformance shall be assured through the Town's design review procedures.

Additional Mitigation Measures: No additional mitigation measures are required.

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

LIGHT AND GLARE

AES-5 DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.

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

Glare is the result of excessive contrast between bright and dark areas in the field of view and is primarily a road safety issue, as bright and/or badly shielded lights around roads may partially blind drivers or pedestrians unexpectedly. There are three types of glare: blinding glare, which is completely blinding and leaves temporary vision deficiencies; disability glare, which describes such effects as being blinded by automobile headlights, thus causing a significant reduction in sight capabilities; and discomfort glare, which does not typically cause a dangerous situation in itself, and is mostly annoying and irritating.⁵

The 1991 PEIR determined that lighting and glare levels at the project site would increase with development of the NVSP. Mitigation measures were recommended to reduce these impacts to less than significant levels. According to the 1999 SPEIR, development in accordance with the 1999 NVSP Amendment would not create additional sources of light and glare over anticipated levels for the NVSP area. The 1999 SPEIR stated that light sources would be required to be directed away from adjacent uses. The 1999 SPEIR concluded that the previously identified mitigation measures, together with Municipal Code requirements pertaining to directive light techniques, would reduce potential impacts of new sources of light or glare to less than significant levels.

Currently, light and glare sources are present at the project site. Ingress/egress security lighting associated with the parking structure as well as the existing Buildings A and B are visible on-site. Buildings A and B also emit nighttime lighting from the interior of these structures as a result of the resort lodging uses. Street lighting along Minaret Road and Canyon Boulevard are also present. Lighting in the surrounding area occurs as a result of residential safety-oriented exterior and interior lighting sources produced from Fireside at the Village condominiums to the south. No traffic signal lighting currently exists adjoining the project site; however, pedestrian crossing safety lighting is

⁵ Bob Mizon, *Light Pollution: Responses and Remedies*, 2001.



present along both Canyon Boulevard and Minaret Road. Implementation of the proposed project would result in increased lighting at the project site compared to existing conditions. However, with implementation of the Town's Lighting Regulations, the proposed lighting at ground level (e.g., exterior lighting for security, parking, signage, architectural highlighting and landscaping, and street lighting) would not substantially increase compared to that analyzed in the 1999 SPEIR. The upper three stories proposed by the project would increase the visible light being emitted from the interior of the proposed structure. This increase would contribute to the existing light levels of the built environment. Surrounding light sensitive receptors would be residential uses located adjacent to the project site. Although new sources of lighting would be visible, this new lighting would be of a similar character to the surrounding lighting that is emitted from the interior of surrounding uses. Further, increased visible interior lighting would not result in increased light spillover onto surrounding uses, nor would this lighting be highly visible from surrounding public areas as a result of the project's limited viewshed and existing surrounding exterior lighting in the area (e.g., street lighting). As described in the 1999 SPEIR, the lighting increases would be minimized with implementation of the 1999 SPEIR Mitigation Measure 5.3-3d pertaining to vegetation installation to screen views to the structure, as seen from residents particularly to the south.

Further, with the implementation of the Additional Mitigation Measure AES-2, an outdoor lighting plan would be required for all new outdoor lighting installations. All outdoor lighting fixtures would be designed, located, installed, aimed downward or toward structures, retrofitted if necessary, and maintained in order to prevent glare, light trespass, and light pollution (Additional Mitigation Measure AES-3). An outdoor lighting plan would be submitted in conjunction with an application for design review approval. The outdoor lighting plan would also comply with Municipal Code Section 17.36.030.G, *Outdoor Lighting Plans*, of the Town's Municipal Code.

Development of the proposed project is subject to environmental and design review to ensure that light and glare impacts would not substantially increase the amount and intensity of nighttime lighting, nor cause light spillover onto adjoining properties. Additionally, all new development would be required to comply with the requirements of the Town's Lighting Regulations (Municipal Code Section 17.36.030). With implementation of the applicable 1999 SPEIR Mitigation Measures as well as the added Mitigation Measures AES-2 and AES-3, the project's increase in lighting in the area would be reduced to less than significant levels.

The new structure would also result in increased glare as a result of the increased building height, compared to that analyzed in the 1999 SPEIR. Implementation of the 1999 SPEIR recommended Mitigation Measure 5.3-3c would require minimizing reflective glass and other reflective building materials used on the exterior of the new structure. Thus, although increased, impacts in this regard would be reduced to less than significant levels.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~strike through~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

5.3-3c The project shall use minimally reflective glass and all other materials used on the exterior of the proposed buildings and structures (~~including the gondola cabins and towers~~) shall be selected with attention to minimizing reflective glare.

- 5.3-3d Vegetative buffers shall be used to reduce light intrusion on residential development to the south of the project site ~~and on forested areas located adjacent to the project site.~~

Additional Mitigation Measures:

- AES-2 The Applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Regulations (Section 17.36.030, *Outdoor Lighting Plans*, of the Municipal Code) to the Community and Economic Development Planning Manager that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.
- AES-3 Landscape lighting should be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Lighting fixture locations shall not interfere or impair snow storage or snow removal operations. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

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

SHADE/SHADOW

- AES-6 DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE SHADE AND SHADOW ONTO ADJACENT BUILDINGS AND ROADWAY RIGHT-OF-WAY WITHIN THE PROJECT AREA.**

Impact Analysis: Shade/shadow impacts were not considered in the past environmental documentation.

In order to identify the proposed project's potential increase in shadow-related impacts, morning, noon, afternoon, and evening shade patterns were compared for each of the four seasons for both the permitted 8050 Building C and the proposed project. Specifically, four dates were used for analysis purposes: the winter solstice (December 21), when the sun is at its lowest; the summer solstice (June 21), when the sun is at its highest point; and the vernal and autumnal equinoxes (March 21 and September 21), when day and night are of approximately equal length (note that the shadow patterns are the same on these two dates). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. The following discussion describes the summer/winter solstice and vernal/autumnal equinox phenomenon, local topography, and some general assumptions that affect shadow patterns in the project vicinity. Note that the analysis considers shadow effects associated with proposed building massing only; the shadow patterns associated with proposed landscaping are not addressed.

Summer and Winter Solstice

"Solstice" is defined as either of the two points on the ecliptic that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23.5° of the arc. At the time of summer solstice, approximately June 21, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and

shortest night of the year occur on this date, marking the beginning of summer. At winter solstice, approximately December 21, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. Measuring shadow lengths for the winter and summer solstices represents the extreme shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for summer and winter solstice, cast from 9:00 a.m. to 3:00 p.m. The morning summer and winter solstice shadows are generally cast towards the northwest, then shrink as they move overhead and extend towards the east in the afternoon.

Vernal and Autumnal Equinox

An equinox is the moment when the sun passes over the equator. The event occurs twice a year, approximately March 21 and September 21. The equinoxes are the two days each year when the middle of the sun is an equal amount of time above and below the horizon for every location on Earth. In the Northern Hemisphere, the March equinox is known as the vernal equinox and the September equinox is the autumnal equinox. In the Southern Hemisphere, the names are reversed. In practice, at the equinox, the day is longer than the night. The morning equinox shadows are generally cast towards the west in the morning, then shrink as they move overhead, and extend towards the east in the afternoon.

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

Project Impacts

The project would be a single seven-story hotel structure (80 feet high when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances). The proposed building would cast new shadows on nearby properties, as well as public streets and sidewalks. RBF used the Applicant-provided shade/shadow diagrams in order to illustrate the degree of change that would result between the permitted 8050 Building C and the proposed project.

The shade/shadow diagrams are composed of a series of three-dimensional rendered site plans. The site plan consists of the project massing models, as well as the surrounding context and geography. For comparative purposes, the renderings illustrate the shadow effects of the approved 8050 Building C and the proposed building. The orientation of the model was set to represent the orientation of the project site. Dates selected for each season were: the summer/winter solstice and vernal/autumnal equinoxes. For each of those days selected, the time periods were 9:00 a.m., 12:00 p.m., and 3:00 p.m. The vernal and autumnal shadow patterns are similar in nature, thus these analyses have been grouped together.

June 21. On June 21, shadows cast by the permitted 8050 Building C are typically limited to the confines of the site; refer to Exhibit 5.2-9a, *Proposed Summer Shadow Patterns*. Shadow coverage of areas surrounding the project site is most prominent during the morning and evening hours (9:00 a.m. and 3:00 p.m.). In the morning hours, some shade is cast onto the existing on-site 8050 Building A. No shadow patterns are cast onto Minaret Road, Canyon Boulevard, or off-site properties.

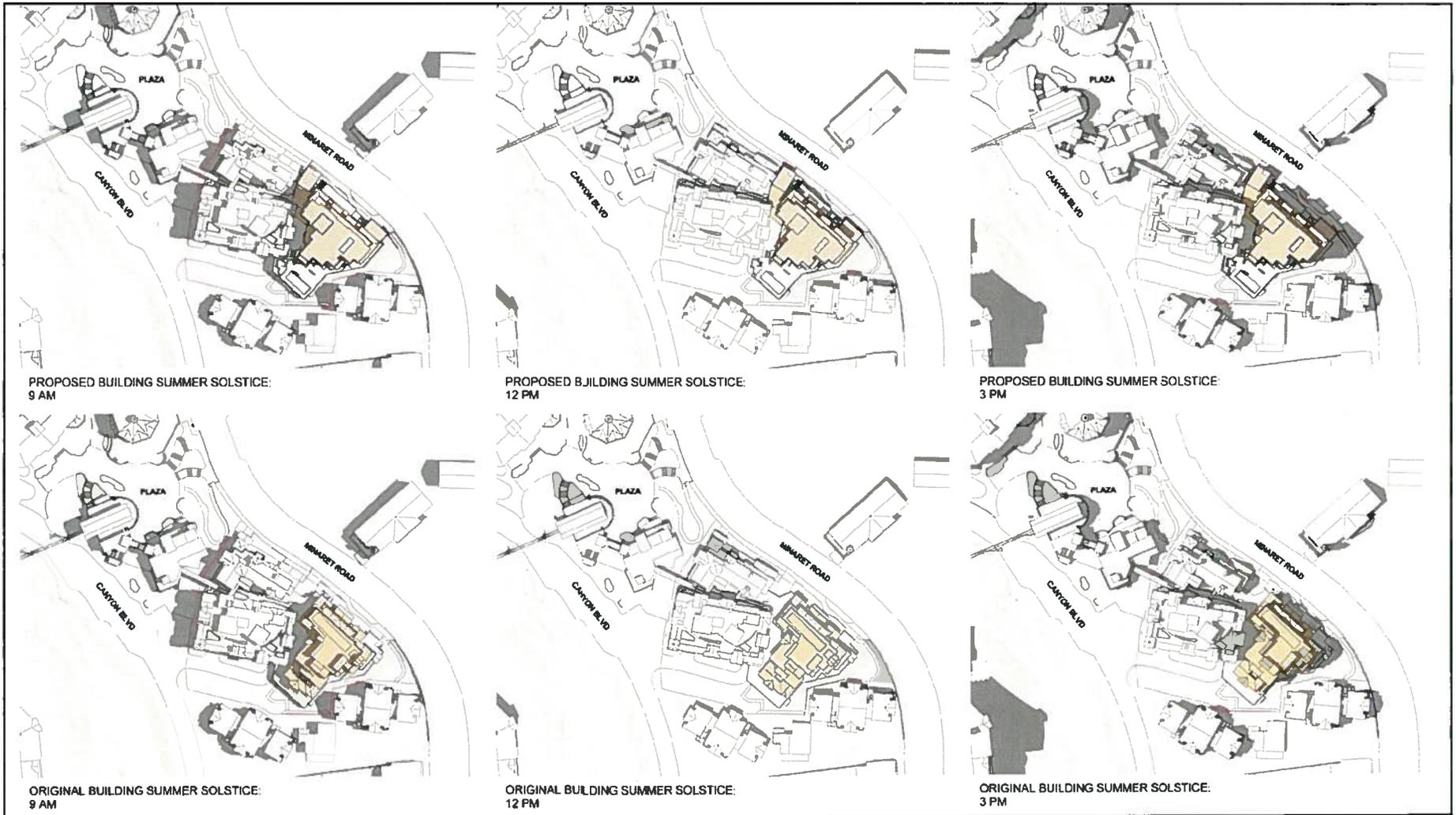
Implementation of the proposed project would result in slightly increased shadow patterns in the summer months. Shadows cast in the morning and evening hours have been extended further onto the on-site 8050 Building A (in the morning hours) as well as partially onto Minaret Road in the evening hours.

December 21. On December 21, shadows cast by the permitted 8050 Building C are widespread within the project site during all hours; refer to Exhibit 5.2-9b, *Proposed Winter Shadow Patterns*. Morning shadows would be present primarily to the northwest of the project site, onto the existing 8050 Buildings A and B, as well as the North Village Plaza area. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion; shadows would be cast on-site within vacant land and onto a large portion of Minaret Road to the north at this time. In the early afternoon (i.e., 3:00 p.m.), Minaret Road would be mostly cast over by shadows as a result of both the permitted 8050 Building C as well as other buildings in the area (8050 Buildings A and B as well as Fireside at the Village condominiums).

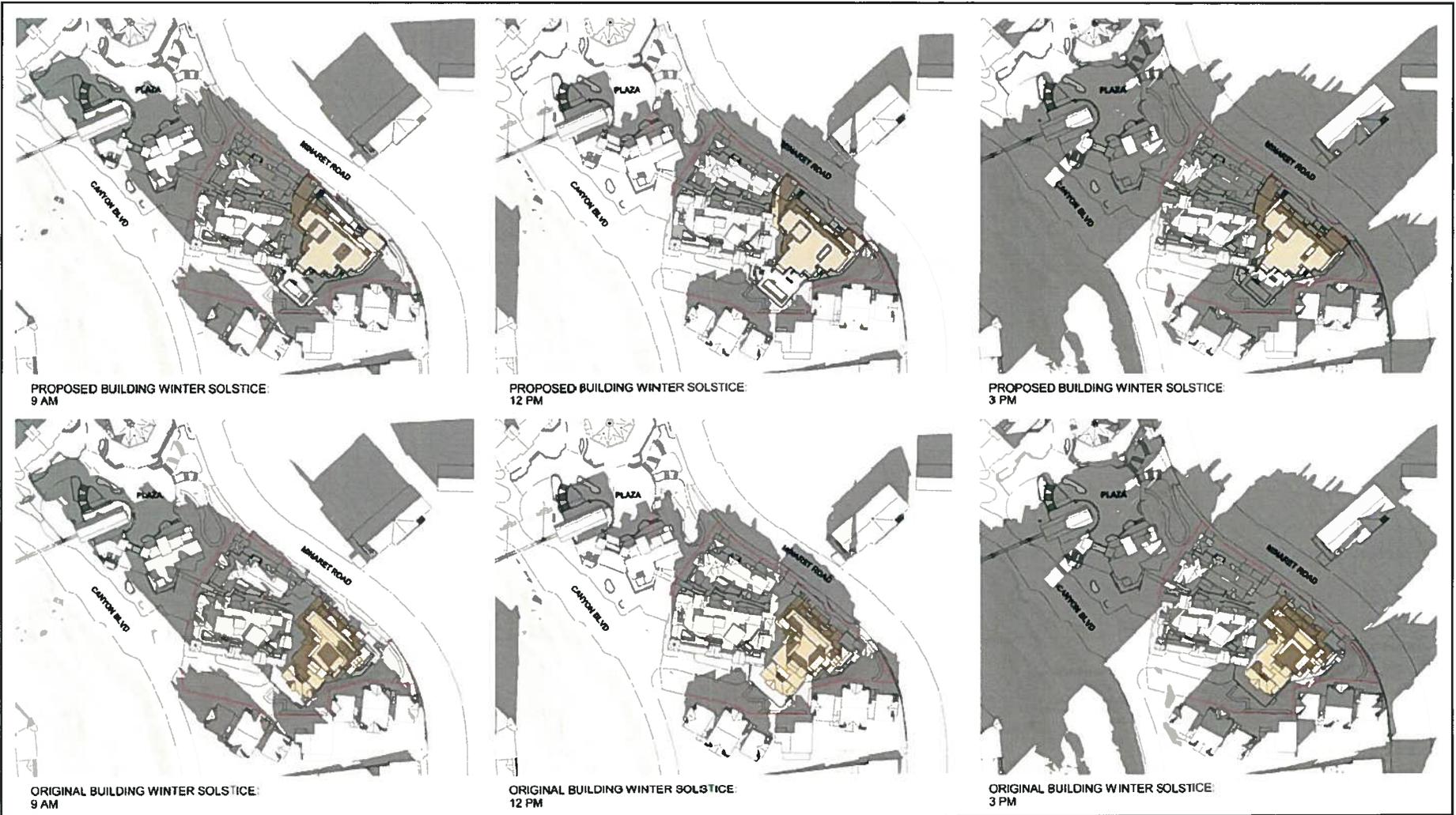
Implementation of the proposed project would result in increased shadow patterns in the winter months. Shadows cast in all hours have been extended further, including those onto Minaret Road and the resort lodging property to the north in the afternoon and evening hours.

March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Shadows generated by the permitted 8050 Building C during these periods tend to extend to the west onto the existing 8050 Buildings A and B, within the project site during the morning (9:00 a.m.), and extend onto Minaret Road, to the northeast, in the late afternoon (3:00 p.m.); refer to Exhibit 5.2-9c, *Proposed Vernal/Autumnal Shadow Patterns*. Morning shadows would be present primarily to the northwest, onto the existing 8050 Building A. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion; shadows would be cast on-site within vacant land at this time. In the early afternoon (i.e., 3:00 p.m.), Minaret Road would be mostly cast over by shadows (similar to other buildings in the area).

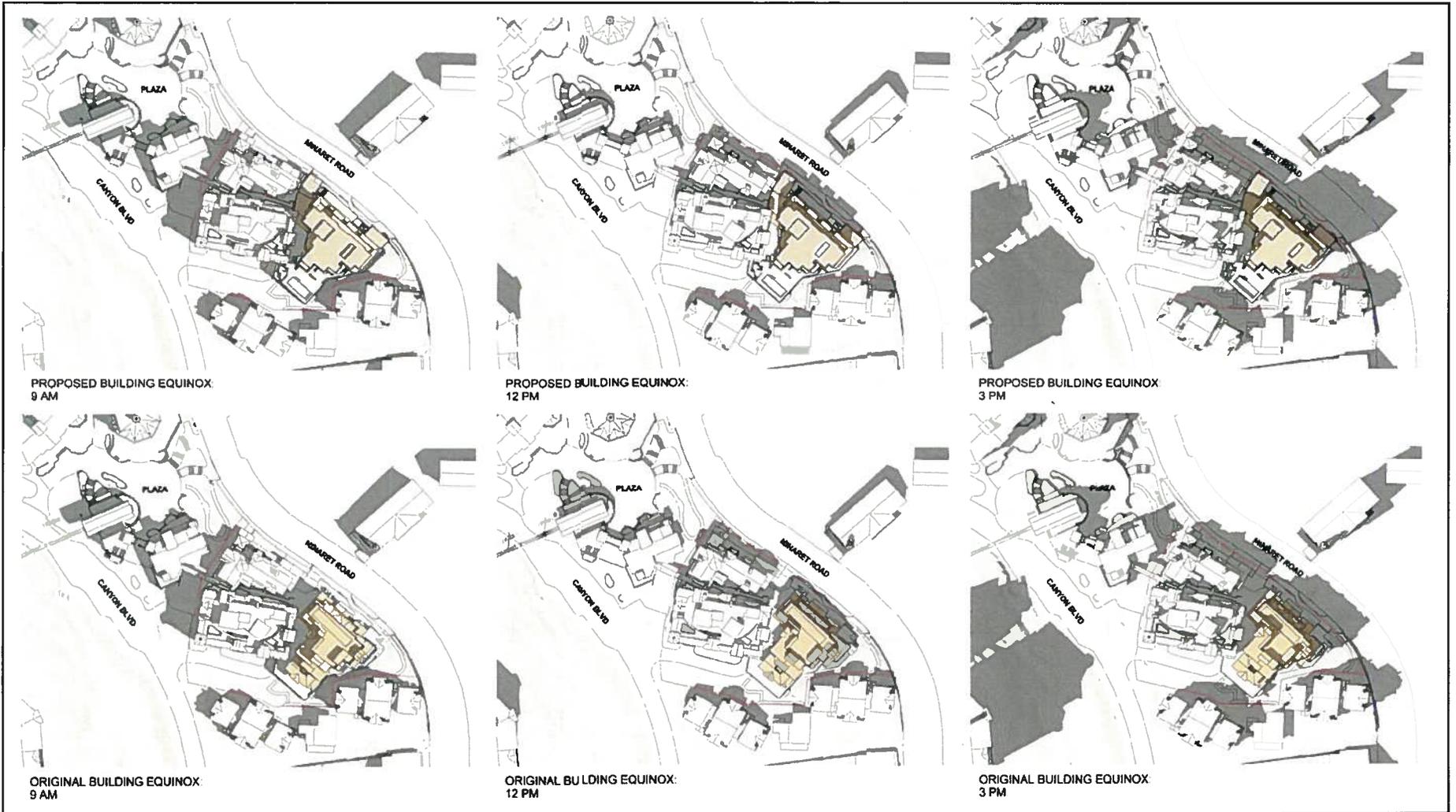
Implementation of the proposed project would result in increased shadow patterns in the spring/autumnal months. Shadows cast in all hours have been extended further, including those onto the on-site 8050 Building A (in the morning hours) and Minaret Road in the afternoon and evening hours.



Source: Bull Stockwell Allen; February 28, 2014.



Source: Bull Stockwell Allen; February 28, 2014.



Source: Bull Stockwell Allen; February 28, 2014.

Impact Conclusion

The proposed building would cast new shadows on nearby public streets and sidewalks as well as onto the existing 8050 Buildings A and B and the resort lodging property to the north, compared to the permitted 8050 Building C. Project-generated shadows would increase along Minaret Road in the afternoon and evening hours for both the spring/autumn and winter months. Although the proposed building would cast shadows on the 8050 Buildings A and B to the northwest and north, and the commercial (resort lodging) structure to the northeast of the project site, these shadows would not be uncharacteristic for the area and would not appear substantially greater than the approved 8050 Building C shadows. Implementation of the proposed project would not cast shadow on existing solar heat or passive solar collectors, as no solar collectors are present within or adjoining the project site.

As illustrated on [Exhibits 5.2-9a](#) through [Exhibit 5.2-9c](#), the proposed buildings would shade the sidewalk and travel lanes of Minaret Road during the spring/autumn and winter months for more than three hours after 12:00 p.m. Particularly, most of the shade increase would occur along the eastern-most northbound travel lane of Minaret Road, compared to the approved 8050 Building C. Caltrans conducts snow removal operations and cindering of the road to maintain safe travel conditions. Furthermore, the existing and future sidewalks along Minaret Road have or will have heat melt systems to address shade conditions.

In addition, the proposed buildings would cast shadows on the existing 8050 Buildings A and B to the northwest and resort lodging uses to the north. Specifically, shadows would be increased within the building and vacant areas to the northwest and north, respectively. However, these buildings are not considered to be in constant shadow as they are not cast onto any particular area for the entirety of the day. Also, the project would not cast a shadow on the Village Plaza. Therefore, the resulting shadows cast by the proposed structures would result in less than significant impacts to surrounding uses as a result of constant shadows.

The Town Planning and Economic Development Commission would complete an architectural design review as part of the site plan review process⁶. The design review would consider setbacks, as well as building height, alignment, and form. As the project would not cast shadow on existing solar heat or passive solar collectors or result in constant shadows on surrounding uses, impacts pertaining to shade and shadow would be reduced to less than significant levels.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

⁶ The project was reviewed by the ADP on November 4, 2013 and December 13, 2013. The ADP was supportive of the general design direction and was supportive of the additional articulation along Minaret Road, which gives the new building more scale and interest.

5.2.6 CUMULATIVE IMPACTS

SCENIC VIEWS AND VISTAS

- **PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE CUMULATIVE AFFECT ON A SCENIC VIEW OR VISTA.**

Impact Analysis: Increased development in the NVSP area could contribute to increased building heights and massing, which could increase view obstruction of the Sherwin Range to the south. The 1999 SPEIR considered impacts associated with build-out of the NVSP, together with cumulative projects; however, specific considerations to view obstruction were not provided. Although future development could increase view blockage of the Sherwin Range, as seen from the NVSP area, each project would be reviewed and evaluated by the ADP and/or Planning and Economic Development Commission to ensure that there is not substantial view blockage to this designated scenic resource. Further, as discussed in Impact Statement AES-1, the proposed project would not result in increased view blockage of the Sherwin Range compared to that analyzed as part of the 1999 SPEIR. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STATE SCENIC HIGHWAYS

- **PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE CUMULATIVE AFFECT ON VISUAL RESOURCES WITHIN A STATE SCENIC HIGHWAY.**

Impact Analysis: As discussed in Impact Statement AES-2, State Route 203 (Minaret Road) is an eligible State scenic highway. Although not yet officially designated, the potential for increased view blockage and removal of significant mature trees along the viewshed of Minaret Road could affect the future designation of this highway. Each development project would be reviewed and evaluated by the ADP and/or Planning and Economic Development Commission to ensure view blockage policies are complied with (per the Town's 2007 General Plan goals and policies) as well as enforce the Town's Municipal Code pertaining to tree removal. As discussed in Impact Statement AES-2, the proposed project would not result in an increase in view blockage of the Sherwin Range or removal of significant trees (as defined by the Town's Municipal Code) along the viewshed of Minaret Road. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SHORT-TERM VISUAL CHARACTER/QUALITY

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS COULD RESULT IN A SIGNIFICANT CUMULATIVE SHORT-TERM AESTHETIC IMPACT.**

Impact Analysis: Project construction activities are considered to be short-term and would cease upon project completion. Mammoth Crossing (Cumulative Project #7 as identified on Exhibit 4-1, Cumulative Project Locations) is located to the south, adjacent to the project site. At this time, it is anticipated that Mammoth Crossing would be constructed after the proposed project. The project proposes construction staging areas at the Mammoth Crossing location. However, construction-related impacts could occur at the same time as the proposed project. The project would be required to implement the 1999 SPEIR Mitigation Measure 5.3-1j, which would require equipment and vehicle staging areas, stockpiling of materials, and fencing (i.e., temporary fencing with opaque material). All staging areas would be required to be sited and screened in a manner that would minimize public views and views from surrounding sensitive viewers (e.g., residents) to the staging areas. Further, the Additional Mitigation Measure AES-1 would require the preparation of a construction hauling plan, which specifies requirements for haul route(s). With implementation of the 1999 SPEIR Mitigation Measure 5.3-1j and the Additional Mitigation Measure AES-1, the visual impacts, as viewed by the surrounding residents, pedestrians, bicyclists, and motorists, would be reduced. As these impacts are temporary in nature and would cease upon project completion (approximately 12 months), the project's construction-related impacts to the visual character or quality of the site and its surroundings would be reduced to less than significant levels. Thus, the proposed project is not anticipated to result in significant cumulatively-contributable aesthetic impacts during construction.

Applicable 1999 SPEIR Mitigation Measures: Refer to the 1999 SPEIR Mitigation Measure 5.3-1j.

Additional Mitigation Measures: Refer to the Additional Mitigation Measure AES-1.

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

LONG-TERM VISUAL CHARACTER/QUALITY

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS COULD RESULT IN SIGNIFICANT LONG-TERM CUMULATIVE CHARACTER/QUALITY IMPACTS.**

Impact Analysis: Cumulative projects could result in a change in the character/quality of the landscape experienced within the NVSP area. The 1999 SPEIR considered that build-out of the NVSP, together with cumulative projects, may alter the nature and appearance of the area and contribute to the loss of open space. Analysis concluded that no significant impacts beyond the analysis contained in the 1987 General Plan and 1987 General Plan PEIR were anticipated.

Implementation of the proposed project, in combination with the Mammoth Crossing Project to the south would change the visible building massing and architecture as experienced along Minaret Road. However, as discussed in Impact Statement AES-4, these changes in character would be generally consistent with the intent of the Town's 2007 General Plan, NVSP, and North Village Design Guidelines. Particularly, the project would increase the architectural diversity along Minaret Road as well as increase the pedestrian-scale walkways along Minaret Road. Further, the project would be subject to the applicable 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b, which would require the project's proposed landscaping and architectural style to blend with the area's natural setting. With implementation of the applicable 1999 SPEIR Mitigation Measures, the proposed project would not result in substantial cumulatively considerable impacts in this regard.

Applicable 1999 SPEIR Mitigation Measures: Refer to the 1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b.

Additional Mitigation Measures: No additional mitigation measures are required.

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

LIGHT AND GLARE

● DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA, WHICH COULD RESULT IN CUMULATIVELY CONSIDERABLE LIGHT AND GLARE IMPACTS.

Impact Analysis: Future development would introduce a greater intensity of lighting to the NVSP area. New development would require lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways), and lighting for interior of the buildings, if applicable. The light and glare impacts of individual development projects can often be mitigated through careful site design, proper lighting techniques to direct light on-site and away from adjacent properties, and compliance with the 2007 General Plan and Municipal Code. Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. All new development would particularly be required to comply with Section 17.36.030, *Outdoor Lighting Plans*, of the Town's Municipal Code.

The 1991 PEIR determined that lighting and glare levels at the project site would increase with development of the NVSP. Mitigation measures were recommended to reduce these impacts to less than significant levels. According to the 1999 SPEIR, development in accordance with the 1999 NVSP Amendment would not create additional sources of light and glare over anticipated levels for the NVSP area. The 1999 SPEIR stated that light sources would be required to be directed away from adjacent uses. The 1999 SPEIR concluded that the previously identified mitigation measures, together with Municipal Code requirements pertaining to directive light techniques, would reduce potential impacts of new sources of light or glare to less than significant levels.

As discussed in Impact Statement AES-5, the proposed project would increase the lighting emitted at the project site as a result of the additional three stories proposed. Development of the proposed project would be subject to environmental and design review to ensure that light and glare impacts would not substantially increase the amount and intensity of nighttime lighting, nor cause light

spillover onto adjoining properties. The 1999 SPEIR Mitigation Measure 5.3-3d pertaining to vegetation installation to screen views to areas of intrusive lighting, as seen from residents particularly to the south, would further reduce these impacts. All new development would be required to comply with the requirements of the Town's Lighting Regulations (Municipal Code Section 17.36.030). With implementation of the applicable 1999 SPEIR Mitigation Measures as well as the Additional Mitigation Measures AES-2 and AES-3, the project would not result in substantial cumulatively considerable impacts in this regard.

Future development would also result in increased glare as a result of new buildings within the NVSP area. Implementation of the 1999 SPEIR recommended Mitigation Measure 5.3-3c would require minimizing reflective glass and other reflective building materials used on the exterior of any new structures, including the proposed project. Thus, with implementation of the 1999 SPEIR recommended Mitigation Measure 5.3-3c, the proposed project would not result in substantial cumulatively considerable impacts pertaining to increased glare (compared to that analyzed in the 1999 SPEIR).

Applicable 1999 SPEIR Mitigation Measures: Refer to the 1999 SPEIR Mitigation Measures 5.3-3c and 5.3-3d.

Additional Mitigation Measures: Refer to the Additional Mitigation Measures AES-2 and AES-3.

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

SHADE/SHADOW

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE SHADE AND SHADOW IMPACTS WITHIN THE NVSP AREA.**

Impact Analysis: New structures associated with future development in the NVSP area may cast shadows in their respective locations; however, this issue is typically localized to each development site. Although the proposed project would result in increased shadows within the project vicinity, these impacts would be less than significant, as previously described, and these impacts are project-specific and not cumulatively considerable (as no future projects are proposed adjoining the project site). Thus, the proposed project would not result in cumulatively considerable impacts in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.2.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant impacts pertaining to aesthetics/light and glare upon implementation of the applicable 1999 SPEIR mitigation measures, as well as the Additional Mitigation Measures AES-1 through AES-3.



5.3 Traffic/Circulation

5.3 TRAFFIC/CIRCULATION

This section is based upon *The Inn at the Village Project – Traffic Analysis* (Traffic Study), dated May 8, 2014, and *50 Canyon Boulevard (Inn at the Village): Valet Operation* (Valet Operation Analysis), dated October 23, 2013, both prepared by LSA Associates, Inc., and which are included as [Appendix 11.2, Traffic Study](#). The purpose of the Traffic Study is to evaluate development of the proposed project from a traffic and circulation standpoint. Mitigation measures are recommended, if necessary, to avoid or reduce project impacts on traffic and circulation.

The Traffic Study analyzes existing and future a.m. and p.m. peak hour traffic conditions for the following scenarios:

- Existing winter conditions;
- Existing with project conditions;
- Cumulative without project conditions;
- Cumulative with project conditions;
- 2007 General Plan Buildout without project conditions; and
- 2007 General Plan Buildout with project conditions.

5.3.1 EXISTING SETTING

STUDY AREA

Study Intersections

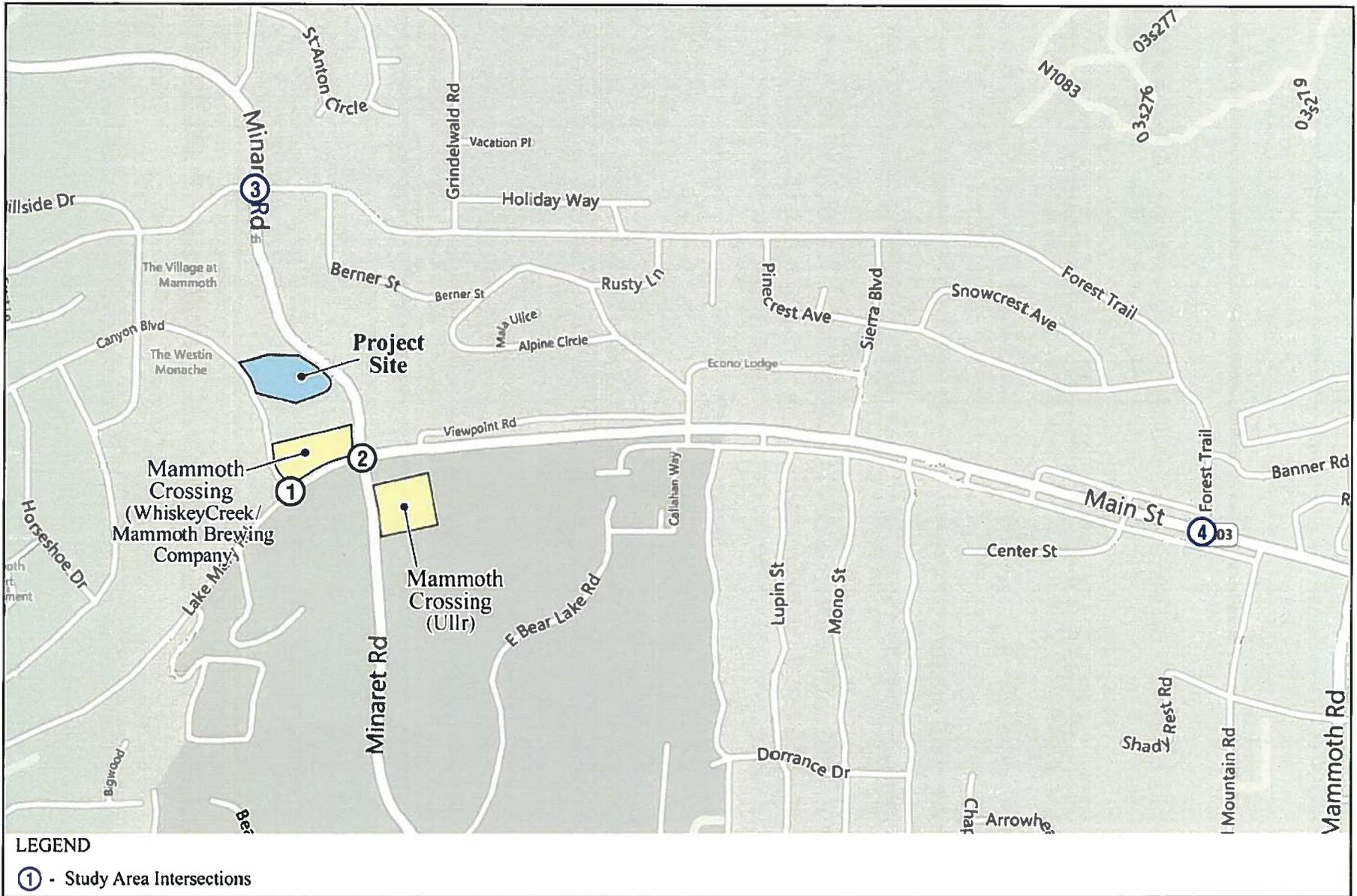
[Exhibit 5.3-1, Location of Study Intersections](#), identifies the location of the following four study intersections, which provide access to the project area.

- Canyon Boulevard/Lake Mary Road;
- Minaret Road/Lake Mary Road-Main Street;
- Minaret Road/Forest Trail; and
- Forest Trail/Main Street.

Study Roadway Segments

The following seven roadway segments traverse the study area and its vicinity:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road north of Lake Mary Road- Main Street;
- Minaret Road south of Lake Mary Road- Main Street;
- Lake Mary Road west of Canyon Boulevard;
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road;
- Main Street east of Minaret Road; and
- Forest Trail east of Minaret Road.



Source: LSA Associates; April 25, 2014.

NOT TO SCALE



07/14 • JN 139231

INN AT THE VILLAGE
 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Location of Study Intersections

Exhibit 5.3-1

ANALYSIS METHODOLOGY

Weekend peak-hour intersection and roadway segment counts were obtained from the *Town of Mammoth Lakes Travel Demand Model Final Report* (Travel Demand Model) (LSC Transportation Consultants, Inc., dated 2011) for locations in the project vicinity. For purposes of the traffic analysis, the Existing and Alternative X (Buildout “Baseline” plus Existing Network) traffic volumes were used from the model. Using available data from the Travel Demand Model, the peak hour operations of the study area intersections and roadway segments have been determined for Existing, Cumulative, and Buildout (Alternative X) baseline (no project) conditions.

The Buildout (Alternative X) baseline (no project) volumes from the Travel Demand Model were used to develop the Cumulative peak-hour intersection and roadway segment volumes. Because the Town’s model includes the maximum allowable density on the project site (8050 project), including uses and bedrooms not currently built, the manual reduction of peak hour trips equivalent to 37 bedrooms from the project site has been applied to the Buildout (Alternative X) baseline (no project) volumes to represent the Cumulative baseline conditions. The peak-hour trips of 37 total bedrooms from the project site were removed from the study area intersection and roadway segment volumes. The volume adjustments are provided as Attachment 5 of the Traffic Study, included as [Appendix 11.2](#).

LEVEL OF SERVICE METHODOLOGY AND PERFORMANCE CRITERIA

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

To determine the peak-hour operations of intersections within the study area, the Highway Capacity Manual (HCM) 2010 methodology was used. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections shown in [Table 5.3-1, LOS and Delay Ranges](#).

The peak-hour operation of the future roundabout at Minaret Road/Forest Trail was determined using the *SIDRA 6* software. Detailed HCM and *SIDRA 6* worksheets are provided as Attachments 3 and 4 of the Traffic Study, included as [Appendix 11.2](#).

**Table 5.3-1
LOS and Delay Ranges**

Level of Service	Description	Signalized Intersections	Unsignalized Intersections
		Delay (seconds)	Delay (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 and ≤ 20.0	> 10.0–15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 and ≤ 35.0	> 15.0–25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 and ≤ 55.0	> 25.0–35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 and ≤ 80.0	> 35.0–50.0
F	Operation with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: Town of Mammoth Lakes, *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, dated May 2007.

The Town's LOS (which is defined using letter grades A through F) standard for intersections is LOS D, which corresponds to a delay of 55.0 seconds or less for signalized intersections. An intersection is considered satisfactory when it operates in the range of LOS A to D. An unsignalized intersection would be considered deficient if an individual minor street movement operates at LOS E or F (greater than 35.0 seconds of delay) and the total minor approach delay exceeds four vehicle hours for a single-lane approach and five vehicle hours for a multilane approach, consistent with the Circulation Element of the 2007 General Plan.

Roadway segment volume-to-capacity (v/c) ratios and LOS were determined using the Town's peak hour roadway capacities. The Town's LOS standard for roadway segments is also LOS D. A significant impact occurs on a roadway segment operating at unsatisfactory LOS E or F when deficiencies are identified at the adjacent intersections or driveways.

EXISTING (WINTER) CONDITIONS

Intersection Levels of Service

Table 5.3-2, *Existing Peak Hour Intersection Levels of Service*, summarizes the existing peak hour LOS for the study intersections.

**Table 5.3-2
Existing Peak Hour Intersection Levels of Service**

Study Intersection		Traffic Control	Delay ¹	LOS
1	Canyon Boulevard/Lake Mary Road	Signal	9.8 sec	A
2	Minaret Road/Lake Mary Road-Main Street	Signal	30.0 sec	C
3	Minaret Road/Forest Trail	TWSC	0.386 hr	D
4	Forest Trail/Main Street	TWSC	1.123 hr	D
LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.				
Notes:				
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.				
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, Traffic Study .				

As indicated in [Table 5.3-2](#), all study intersections are currently operating at an acceptable LOS (LOS D or better) during the peak hours based on the Town's LOS standards.

Roadway Segment Levels of Service

Table 5.3-3, *Existing Peak Hour Roadway Segment Levels of Service*, summarizes the existing peak hour LOS for the study roadway segments.

**Table 5.3-3
Existing Peak Hour Roadway Segment Levels of Service**

Roadway	Segment	Capacity (vehicles)	Peak Hour Volume (vehicles)	V/C	LOS
Canyon Boulevard	North of Lake Mary Road	800	875	1.09	F
Minaret Road	North of Lake Mary Road-Main Street	1,500	934	0.62	B
	South of Lake Mary Road-Main Street	1,400	718	0.51	A
Lake Mary Road-Main Street	West of Canyon Boulevard	800	327	0.41	A
	Between Canyon and Minaret	1,600	1,211	0.76	C
	East of Minaret Road	3,200	1,596	0.50	A
Forest Trail	East of Minaret Road	500	129	0.26	A
LOS = level of service; V/C = volume-to-capacity ratio					
Bold values indicate unacceptable LOS E or F.					
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, Traffic Study .					

As indicated in [Table 5.3-3](#), all study roadway segments are currently operating at an acceptable LOS (LOS D or better) with the exception of Canyon Boulevard north of Lake Mary Road.

EXISTING TRANSIT SERVICE

The Eastern Sierra Transit Authority (ESTA) operates both regional and local bus lines that serve the Town, including inter-city service along Highway 395 and the Town's intra-city shuttle/trolley service. Other key transit providers in the area are the Mammoth Mountain Ski Area (MMSA), who contracts with ESTA to provide access between the Town and their ski area portals, and the Yosemite Area Regional Transportation System (YARTS) which provides summer shuttle service between the Town and Yosemite National Park.

The Town's fixed route service is fare-free. Several routes provide service to the NVSP area with a stop on Minaret Road and at Canyon Boulevard, north of the project site. Routes serving the NVSP area include the Red Line, Purple Line, Yellow Line, Orange Line, Blue Line, Evening Hospitality Shuttle, and Night Trolley.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

The project site is located within the central portion of the NVSP area, just south of the Village Plaza and North Village gondola, which provides connection to Mammoth Mountain Ski Area. Sidewalks extend from Forest Trail along Minaret Road, adjacent to most of the project site. Sidewalks are not available along the southernmost portion of the project site to Main Street. Sidewalks are located along Canyon Boulevard. Crosswalks are provided at Minaret Road and Lake Mary Road-Main Street and at Canyon Boulevard and Lake Mary Road-Main Street. In addition, mid-block crosswalks are provided on Minaret Road and Canyon Boulevard, providing access to the Village Plaza and North Village gondola from other uses within the area.

According to Map 2-2, *Existing Summer Recreation Nodes and Facilities (UGB & Beyond)*, of the *Town of Mammoth Lakes Trail System Master Plan* (Trail System Master Plan), adopted October 19, 2011, an existing Class III Bike Route is located along Minaret Road and Canyon Boulevard, adjacent to the project site. Bike routes provide for shared use with bicyclists and motor vehicle traffic and are typically identified only by signing. South of Main Street, an existing Class II Bike Lane is located along Minaret Road. Bike lanes provide a striped and stenciled lane for one-way travel on both sides of a typical street or highway. A near-term¹ multi-use path is identified along Lake Mary Road, west of Minaret Road; this path has been completed. A multi-use path provides for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway.

¹ A near-term multi-use path is defined as projects which are funded, designed, and/or under construction.

5.3.2 REGULATORY SETTING

STATE LEVEL

California Department of Transportation

The California Department of Transportation (Caltrans) publishes the *Guide for the Preparation of Traffic Impact Studies*, which provides guidelines and recommended elements of traffic studies for projects that could potentially impact state facilities such as State Route highways and freeway facilities. This is a State-level document that is used by each of the Caltrans District offices.

The Guide defines when traffic studies should be conducted to address impacts to State facilities, but does not define quantitative impact standards. The Guide states that Measures of Effectiveness (MOEs) are used to evaluate Caltrans facilities, and that the agency strives to maintain a LOS value of C on its facilities. However, the Guide states that the appropriate target LOS varies by facility and congestion level, and is defined differently by Caltrans depending on the analyzed facility.

LOCAL LEVEL

Town of Mammoth Lakes General Plan 2007

The Mobility Element of the 2007 General Plan describes how the Town achieves a progressive and integrated multi-modal transportation system that serves the various needs of residents, employees, and visitors. The Element focuses on the Town being connected, accessible, uncongested, and safe with emphasis on feet first, public transportation second, and car last, and identifies measures to improve mobility throughout.

Mobility Element policies that pertain to the proposed project include, but are not limited to, the following:

- Maintain a Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads (Policy M.3.A).
- Reduce automobile trips by promoting and facilitating:
 - Walking;
 - Bicycling;
 - Local and regional transit;
 - Innovative parking management;
 - Gondolas and trams;
 - Employer-based trip reduction programs;
 - Alternate work schedules;
 - Telecommuting;
 - Ride-share programs; and
 - Cross-country skiing and snowshoeing (Policy M.3.B).

- Reduce automobile trips by promoting land use and transportation strategies such as: implementation of compact pedestrian oriented development; clustered and infill development; mixed uses and neighborhood serving commercial mixed use centers (Policy M.3.C).
- Require development to implement Transportation Demand Management (TDM) measures (Policy M.3.E).
- Construction activities shall be planned, scheduled and conducted to minimize the severity and duration of traffic impediments (Policy M.3.G).
- Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round access (Policy M.5.B).
- Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations (Policy M.7.E).

Town of Mammoth Lakes Trail System Master Plan

The Trail System Master Plan, adopted October 19, 2011, updates the 1991 Trail System Plan, in accordance with the 2007 General Plan. The Trail System Master Plan also carries forward projects from the *General Bikeway Plan* and the *Sherwins Area Recreation Plan* (SHARP). The Trail System Master Plan envisions an integrated system of infrastructure and programs that support recreation and mobility simultaneously, by seamlessly connecting homes, hotels, businesses, recreation nodes, and backcountry experiences. It is based on the notion that the recreational trail experience begins when you leave your home or hotel, not just when you park your car at the trailhead. In addition to new trails, paved pathways, signage and wayfinding, and associated amenities, the Plan includes suggestions for other improvements such as sidewalks, crosswalks, bus stops, bike lanes, bicycle parking, summer maintenance, and snow removal.

Town of Mammoth Lakes Pedestrian Master Plan

The Town of Mammoth Lakes Pedestrian Master Plan (Pedestrian Master Plan), adopted April 16, 2014, serves as an update to the Town's Sidewalk Master Plan and guides the future development and enhancement of pedestrian facilities within the Town. It is intended to follow the General Plan Mobility Element goals, policies, and actions related to pedestrian infrastructure. The Pedestrian Master Plan focuses on the triple-bottom-line, which is where transportation complements the community's social, economic, and natural capital and seeks to implement feet-first transportation, which emphasizes and prioritizes: 1) non-motorized travel; 2) public transportation; and 3) vehicles. The Pedestrian Master Plan inventories existing infrastructure, assesses current and future needs, and makes recommendations for the funding and implementation of projects.

Town of Mammoth Lakes Bikeway Plan Update

The Town of Mammoth Lakes Bikeway Plan Update (Bikeway Plan Update), adopted April 16, 2014, guides the future development of bicycle facilities and programs in the Town. Its recommendations will facilitate bicycling for transportation and recreation and help attain the goals identified in the bicycle section of the General Plan Mobility Element. The Bikeway Plan Update seeks to meet the community needs and desires for a pleasant, enjoyable, and safer bicycle experience by establishing an overall framework for developing the bicycle network.

Town of Mammoth Lakes Municipal Code

Article II. Development Impact Mitigation Fees. The Town has established development impact fees which are imposed on the issuance of building permits for development within the Town. Any person who seeks to develop land within the Town by applying for a building permit is required to pay the appropriate development impact fee prior to the first framing or “skeleton” inspection of the permit or annex into a Mello Roos District, if established. A development impact fee, *Circulation System (Streets, Signals, Bridges, Transit and Trails)*, has been established. Revenues are deposited into a fund and administered on a consolidated basis.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

DEFINITION OF DEFICIENCY AND SIGNIFICANT IMPACT

Definition of Deficiency

The Town’s LOS standard for signalized intersections is LOS D (less than 55.0 seconds of delay).

The Town’s LOS standard for unsignalized intersections is LOS D (less than 35.0 seconds of delay) and less than four vehicle hours of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

The Town’s LOS standard for roadway segments is LOS D.

Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act (CEQA). A traffic impact is considered significant and inmitigable if the project both: i) contributes measurable traffic to, and ii) substantially and adversely changes the level of service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the 2007 General Plan cannot be constructed.

A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

Significance Criteria

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in Appendix 11.1 of this SEIR. The Modified Initial Study includes questions relating to traffic/circulation. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (refer to Impact Statements TRA-1, TRA-2, and TRA-3);
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; refer to Section 8.0, *Effects Found Not To Be Significant*;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 8.0, *Effects Found Not To Be Significant*;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); refer to Section 8.0, *Effects Found Not To Be Significant*;
- Result in inadequate emergency access; refer to Section 8.0, *Effects Found Not To Be Significant*; and
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; refer to Section 8.0, *Effects Found Not To Be Significant*.

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

5.3.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

The 1991 PEIR provided an analysis of traffic generation, the NVSP Circulation Plan, pedestrian circulation, and transit. For traffic generation, a cumulative plus project scenario was presented which represented traffic conditions with full buildout of the 1991 NVSP. The LOS analysis

identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at LOS F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program.

The Circulation Plan review evaluated vehicular circulation, roadway design consideration, and access. The analysis concluded that the overall circulation for the area in the vicinity could expect to be improved by the proposed NVSP roadway network. The roadway design consideration addressed the Canyon Boulevard realignment and closure realignment of Berner Street. Mitigation for the Circulation Plan was provided and included the provision of transit services.

The 1994 NVSP Amendment resulted in further analysis of traffic and circulation conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns.

The 1999 SPEIR determined that the 1999 NVSP Amendment would result in the generation of approximately 15,419 additional typical Saturday daily trips. This increase in traffic could result in potentially significant impacts to the existing LOS on three nearby intersections. The 1999 SPEIR determined that implementation of the recommended mitigation measures would reduce potentially significant impacts to less than significant levels. Further, the 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

The 1999 SPEIR also determined that the 1999 NVSP Amendment was consistent with the Town's 1987 General Plan policies that encouraged transit, pedestrian, and bicycle transportation, and discouraged vehicular transportation. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

5.3.5 IMPACTS AND MITIGATION MEASURES

CONSTRUCTION TRAFFIC GENERATION

TRA-1 PROJECT CONSTRUCTION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

Impact Analysis: The previous environmental documentation did not specify construction traffic generation-related traffic/circulation impacts. Construction activities associated with the proposed project would generate traffic as a result of vehicular traffic related to construction workers and delivery of materials to the project site. Project construction is anticipated to take 12 months. During construction, the construction offices would be accommodated nearby on the Mammoth Crossing property located on the northeast corner of Canyon Boulevard and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street; refer to Exhibit 3-9, Construction Staging Plan.

Construction-related trips associated with trucks and employees traveling to and from the project site may result in minor traffic delays within the project area. However, the potential traffic interference caused by construction vehicles would only be a temporary, short-term impact to vehicles using Canyon Boulevard, Minaret Road, and Lake Mary Road in the morning and afternoon hours.

Hauling of the material would be restricted to occur during the off-peak hours (9:00 a.m. to 3:00 p.m.) and appropriate traffic control personnel (“flaggers”) would be used to ensure construction vehicles operate safely along Canyon Boulevard, Minaret Road, and Lake Mary Road and in a manner that minimizes disruption of traffic along these roadways.

It is anticipated that a maximum of 41 workers and an average of 33 workers would be on site at any given time during construction of the project. Many of these workers would stagger their work schedules and would not arrive or depart at the same time. However, as a conservative estimate, if all 41 workers drove individually and arrived and departed during the peak periods, the interim traffic generated by construction workers traveling to and from the project site would represent approximately six percent of the existing peak-hour traffic on Minaret Road and 2.5 percent of the existing peak-hour traffic on Main Street (east of Minaret Road). The actual construction worker trip volumes would be dispersed throughout the peak period (consisting of multiple hours) and the entire day. The temporary nature of the construction trips and the nominal increase in temporary traffic volumes would not result in a significant impact. Thus, construction worker traffic impacts would be less than significant in this regard.

In order to reduce the potential impact of construction-related vehicles interacting with pedestrians and local traffic, a construction management plan would be developed to implement a variety of measures to minimize traffic and parking impacts upon the local circulation system (Additional Mitigation Measure TRA-1). The construction management plan would include, but not be limited to the: prohibition of construction worker parking along local streets, identification of appropriate haul routes to avoid traffic disruptions, and limitation of hauling activities to off-peak hours. Implementation of a construction management plan would further ensure potential impacts associated with construction-related traffic would be reduced to a less than significant level.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures:

TRA-1 Prior to issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.

- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, *Noise Regulation*.
- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes requirements.

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

PROJECT TRAFFIC GENERATION

TRA-2 PROJECT IMPLEMENTATION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR FORECAST CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

Impact Analysis: The 1991 PEIR provided an analysis of traffic generation. A cumulative plus project scenario was presented which represented traffic conditions with full buildout of the 1991 NVSP. The LOS analysis identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at LOS F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program. The 1994 NVSP Amendment resulted in further analysis of traffic conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns. The 1999 SPEIR determined that the 1999 NVSP Amendment would result in the generation of approximately 15,419 additional typical Saturday daily trips. This increase in traffic could result in potentially significant impacts to the existing LOS on three nearby

intersections. The 1999 SPEIR determined that implementation of the recommended mitigation measures would reduce potentially significant impacts to less than significant levels.

The proposed project involves the development of a seven-story hotel that includes hotel rooms, food and beverage sales, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking structure podium.

The proposed development would exceed the maximum allowable density of the project site by 30 rooms. In order to exceed the project site's maximum allowable density by 30 rooms, but remain within the overall maximum density of the entire NVSP, the Applicant is proposing to transfer 30 bedrooms to the project site from another site within the NVSP Mammoth Crossing zone. Two parcels within the Mammoth Crossing zone, either the Whiskey Creek/Mammoth Brewing Company site at the northwest corner of Minaret Road/Lake Mary Road-Main Street or the Ullr site at the southeast corner of Minaret Road/Lake Mary Road-Main Street, is proposed to serve as the "sending site" for purposes of the density transfer.

Project Trip Generation

Typical winter weekend peak-hour trips were generated for the project using empirical survey data from a study conducted in the NVSP area in February and March 2008; refer to Attachment 6 of the Traffic Study, included as [Appendix 11.2](#). This study evaluated trip generation characteristics of occupied units in the NVSP area (Village Lodges and Westin Hotel) and included trip generation for guest-serving uses within these projects such as restaurants, bars, spas, pools, conference facilities, etc.

The trip rate applied for the project is 0.28 trip per occupied unit, which represents the high end of the survey results. The project trip generation for the 10,700 square feet of guest-serving uses (i.e., food and beverage service, spa, etc.) is incorporated within the 0.28 trip rate applied to each occupied unit.

The basis for using an observed/measured rate is that the data reflects the net vehicular trip generation while recognizing the proximity of its resort units to accessory retail and restaurant uses, as well as to the gondola and other retail and restaurant attractions in the NVSP area. The surveyed trip rate of 0.28 trip per occupied unit (with 54 percent inbound and 46 percent outbound) is conservative and inclusive of all vehicle trip types (i.e., resort trips only, accessory retail [non-hotel] trips only, and trips for multiple uses). Therefore, no additional guest-serving retail trips have been included in the trip generation for the proposed project.

Based on the surveyed trip rate, the project would generate 19 peak-hour trips (10 inbound and 9 outbound) on a typical weekend. Project-related trips were distributed through the study area intersections and roadway segments based on expected travel patterns between the project and local destinations. The project trip distribution and assignment are illustrated on Figure 2, *Project Trip Distribution and Assignment*, of the Traffic Study, included as [Appendix 11.2](#).

Existing With Project Conditions

Existing with project conditions peak hour volumes were derived by adding the peak-hour project-generated trips to existing baseline traffic volumes.

Intersection Levels of Service

Table 5.3-4, Existing With Project Peak Hour Intersection Analysis, summarizes the peak hour LOS results at the study intersections for existing with project conditions.

**Table 5.3-4
Existing With Project Peak Hour Intersection Analysis**

	Study Intersection	Traffic Control	Existing		Existing With Project		Peak Hour Change in Delay	Significant Project Impact?
			Delay ¹	LOS	Delay ¹	LOS		
1	Canyon Boulevard/Lake Mary Road	Signal	9.8 sec	A	9.9 sec	A	0.1 sec	No
2	Minaret Road/Lake Mary Road-Main Street	Signal	30.0 sec	C	30.0 sec	C	0.0 sec	No
3	Minaret Road/Forest Trail	TWSC	0.386 hr	D	0.388 hr	D	0.002 hr	No
4	Forest Trail/Main Street	TWSC	1.123 hr	D	1.130 hr	D	0.007 hr	No
LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.								
Notes:								
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.								
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, <i>Traffic Study</i> .								

As indicated in Table 5.3-4, all study intersections are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town’s performance criteria under existing with project conditions. Therefore, impacts would be less than significant in this regard.

Roadway Segment Levels of Service

Table 5.3-5, Existing With Project Peak Hour Roadway Segment Analysis, summarizes the peak hour LOS results of the roadway segments for existing with project conditions.

As indicated in Table 5.3-5, all study area roadway segments are anticipated to operate at an acceptable LOS based on the Town’s performance criteria under existing with project conditions, with the exception of Canyon Boulevard north of Lake Mary Road. Although the project would increase the volume-to-capacity ratio at this segment, significant impacts would not occur at the adjacent intersections of Canyon Boulevard/Lake Mary Road or Minaret Road/Lake Mary Road-Main Street. Therefore, the project would not create a significant impact to the study area roadway segments under existing with project conditions. Impacts would be less than significant in this regard.

**Table 5.3-5
Existing With Project Peak Hour Roadway Segment Analysis**

Roadway	Segment	Capacity (vehicles)	Existing			Existing With Project			Significant Project Impact?
			Peak Hour Volume (vehicles)	V/C	LOS	Peak Hour Volume (vehicles)	V/C	LOS	
Canyon Boulevard	North of Lake Mary Road	800	875	1.09	F	894	1.12	F	No
Minaret Road	North of Lake Mary Road-Main Street	1,500	934	0.62	B	937	0.62	B	No
	South of Lake Mary Road-Main Street	1,400	718	0.51	A	724	0.52	A	No
Lake Mary Road- Main Street	West of Canyon Boulevard	800	327	0.41	A	328	0.41	A	No
	Between Canyon and Minaret	1,600	1,211	0.76	C	1,226	0.77	C	No
	East of Minaret Road	3,200	1,596	0.50	A	1,603	0.50	A	No
Forest Trail	East of Minaret Road	500	129	0.26	A	129	0.26	A	No

LOS = level of service; V/C = volume-to-capacity ratio
Bold values indicate unacceptable LOS E or F.
 Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

2007 GENERAL PLAN BUILDOUT CONDITIONS

TRA-3 DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND BUILDOUT OF THE 2007 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT TRAFFIC IMPACTS.

Impact Analysis: The 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, impacts in this regard would be reduced to less than significant levels.

2007 General Plan Buildout Without Project Conditions

Intersection Levels of Service

Table 5.3-6, *2007 General Plan Buildout Without Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results of the study intersections for 2007 General Plan buildout without project conditions.

Table 5.3-6
2007 General Plan Buildout Without Project Peak Hour Intersection Analysis

	Study Intersection	Traffic Control	Delay ¹	LOS
1	Canyon Boulevard/Lake Mary Road	Signal	9.9 sec	A
2	Minaret Road/Lake Mary Road-Main Street	Signal	39.9 sec	D
3	Minaret Road/Forest Trail ²	Roundabout ³	43.5 sec	D
4	Forest Trail/Main Street	TWSC	3.310 hr	F
LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour. Bold values indicate unacceptable LOS E or F.				
Notes:				
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.				
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.				
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.				
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, Traffic Study .				

As indicated in [Table 5.3-6](#), all study intersections are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under 2007 General Plan buildout without project conditions with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the two-way stop-controlled (TWSC) intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay is less than five vehicle hours (3.310 vehicle hours). For an additional discussion regarding the Forest Trail/Main Street intersection, refer to [Section 5.3.6, Cumulative Impacts](#). Therefore, all study intersections are forecast to operate at a satisfactory LOS.

Roadway Segment Levels of Service

[Table 5.3-7, 2007 General Plan Buildout Without Project Peak Hour Roadway Segment Analysis](#), summarizes the peak hour LOS results of the roadway segments for 2007 General Plan buildout without project conditions.

As indicated in [Table 5.3-7](#), all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under 2007 General Plan buildout without project conditions with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road.

**Table 5.3-7
2007 General Plan Buildout Without Project Peak Hour Roadway Segment Analysis**

Roadway	Segment	Capacity (vehicles)	Peak Hour Volume	V/C	LOS
Canyon Boulevard	North of Lake Mary Road	800	943	1.18	F
Minaret Road	North of Lake Mary Road-Main Street	1,500	1,238	0.83	D
	South of Lake Mary Road-Main Street	1,400	1,382	0.99	E
Lake Mary Road-Main Street	West of Canyon Boulevard	800	396	0.50	A
	Between Canyon and Minaret	1,600	1,454	0.91	E
	East of Minaret Road	3,200	2,011	0.63	B
Forest Trail	East of Minaret Road	500	237	0.47	A
LOS = level of service; V/C = volume-to-capacity ratio Bold values indicate unacceptable LOS E or F.					
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, Traffic Study .					

2007 General Plan Buildout With Project Conditions

As stated, the proposed development would exceed the maximum allowable density of the project site by 30 rooms. In order to exceed the project site’s maximum allowable density by 30 rooms, but remain within the overall maximum density of the entire NVSP, the Applicant is proposing to transfer 30 bedrooms to the project site from another site within the NVSP Mammoth Crossing zone. Two parcels within the Mammoth Crossing zone, either the Whiskey Creek/Mammoth Brewing Company site at the northwest corner of Minaret Road/Lake Mary Road-Main Street or the Ullr site at the southeast corner of Minaret Road/Lake Mary Road-Main Street, is proposed to serve as the “sending site” for purposes of the density transfer. Thus, 2007 General Plan buildout with project conditions are analyzed for each density transfer site alternative (Whiskey Creek/Mammoth Brewing Company or Ullr).

The 37 bedrooms of the maximum allowable density would generate approximately 10 peak-hour trips (five inbound and five outbound). The 30 bedrooms beyond the maximum allowable density would generate nine peak-hour trips (five inbound and four outbound). For purposes of 2007 General Plan buildout with project conditions, the nine peak-hour trips associated with 30 bedrooms beyond the maximum allowable density were redistributed (or transferred) from the Mammoth Crossing (Whiskey Creek/Mammoth Brewing Company or Ullr) sending site to the project site using the 2007 General Plan buildout without project traffic volumes.

Intersection Levels of Service

Table 5.3-8, 2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company, summarizes the peak hour LOS results of the study intersections for 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

Table 5.3-8
2007 General Plan Buildout With Project Peak Hour Intersection Analysis –
Whiskey Creek/Mammoth Brewing Company

Study Intersection	Traffic Control	Without Project		With Project		Peak Hour Change in Delay	Significant Project Impact?
		Delay ¹	LOS	Delay ¹	LOS		
1 Canyon Boulevard/Lake Mary Road	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2 Minaret Road/Lake Mary Road-Main Street	Signal	39.9 sec	D	39.9 sec	D	0.0 sec	No
3 Minaret Road/Forest Trail ²	Roundabout ³	43.5 sec	D	43.5 sec	D	0.0 sec	No
4 Forest Trail/Main Street	TWSC	3.310 hr	F	3.310 hr	F	0.000 hr	No

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:

- For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worstcase total minor street approach delay in hours.
- This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
- Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in [Table 5.3-8](#), all study intersections would operate at an acceptable LOS (LOS D or better) under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of the Forest Trail/Main Street intersection². Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, based on the transfer of 30 bedrooms from the Whiskey Creek/Mammoth Brewing Company site to the project site (and the redistribution of the equivalent peak-hour trips), the project would not create a significant impact to a study intersection under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

[Table 5.3-9](#), *2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Ullr*, summarizes the peak hour LOS results of the study intersections for 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site.

As indicated in [Table 5.3-9](#), all study intersections would operate at an acceptable LOS (LOS D or better) under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site with the exception of the Forest Trail/Main Street intersection³. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, based on the transfer of 30 bedrooms from the Ullr site to the project site (and the redistribution of the equivalent peak-hour trips), the project would not create a significant impact to a study intersection under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

² The proposed 30 room density transfer from the Whiskey Creek/Mammoth Brewing Company site to the project site would result in no change to the General Plan buildout intersection delay times.

³ The proposed 30 room density transfer from the Ullr site to the project site would result in no change to the General Plan buildout intersection delay times.



Table 5.3-9
2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Ullr

Study Intersection	Traffic Control	Without Project		With Project		Peak Hour Change in Delay	Significant Project Impact?
		Delay ¹	LOS	Delay ¹	LOS		
1 Canyon Boulevard/Lake Mary Road	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2 Minaret Road/Lake Mary Road-Main Street	Signal	39.9 sec	D	39.9 sec	D	0.0 sec	No
3 Minaret Road/Forest Trail ²	Roundabout ³	43.5 sec	D	43.5 sec	D	0.0 sec	No
4 Forest Trail/Main Street	TWSC	3.310 hr	F	3.310 hr	F	0.000 hr	No

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:

- For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worstcase total minor street approach delay in hours.
- This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
- Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

Roadway Segment Levels of Service

Table 5.3-10, *2007 General Plan Buildout With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the roadway segments for 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

Table 5.3-10
2007 General Plan Buildout With Project Peak Hour
Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company

Roadway	Segment	Capacity (vehicles)	Without Project			With Project			Significant Project Impact?
			Peak Hour Volume (vehicles)	V/C	LOS	Peak Hour Volume (vehicles)	V/C	LOS	
Canyon Boulevard	North of Lake Mary Road	800	943	1.18	F	943	1.18	F	No
Minaret Road	North of Lake Mary Road-Main Street	1,500	1,238	0.83	D	1,238	0.83	D	No
	South of Lake Mary Road-Main Street	1,400	1,382	0.99	E	1,382	0.99	E	No
Lake Mary Road-Main Street	West of Canyon Boulevard	800	396	0.50	A	396	0.50	A	No
	Between Canyon and Minaret	1,600	1,454	0.91	E	1,454	0.91	E	No
	East of Minaret Road	3,200	2,011	0.63	B	2,011	0.63	B	No
Forest Trail	East of Minaret Road	500	237	0.47	A	237	0.47	A	No

LOS = level of service; V/C = volume-to-capacity ratio
Bold values indicate unacceptable LOS E or F.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-10, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town’s performance criteria under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road⁴.

The transfer of 30 bedrooms from Whiskey Creek/Mammoth Brewing Company to the project site (and the redistribution of the equivalent peak-hour trips) would not increase the volume-to-capacity ratio at these three roadway segments when compared to existing conditions. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a significant impact to the study area roadway segments under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

Table 5.3-11, *2007 General Plan Buildout With Project Peak Hour Roadway Segment Analysis – Ullr*, summarizes the peak hour LOS results of the roadway segments for 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site.

**Table 5.3-11
2007 General Plan With Project Peak Hour Roadway Segment Analysis – Ullr**

Roadway	Segment	Capacity (vehicles)	Without Project			With Project			Significant Project Impact?
			Peak Hour Volume (vehicles)	V/C	LOS	Peak Hour Volume (vehicles)	V/C	LOS	
Canyon Boulevard	North of Lake Mary Road	800	943	1.18	F	948	1.19	F	No
Minaret Road	North of Lake Mary Road-Main Street	1,500	1,238	0.83	D	1,239	0.83	D	No
	South of Lake Mary Road-Main Street	1,400	1,382	0.99	E	1,378	0.98	E	No
Lake Mary Road-Main Street	West of Canyon Boulevard	800	396	0.50	A	396	0.50	A	No
	Between Canyon and Minaret	1,600	1,454	0.91	E	1,459	0.91	E	No
	East of Minaret Road	3,200	2,011	0.63	B	2,011	0.63	B	No
Forest Trail	East of Minaret Road	500	237	0.47	A	237	0.47	A	No
LOS = level of service; V/C = volume-to-capacity ratio									
Bold values indicate unacceptable LOS E or F.									
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, <i>Traffic Study</i> .									

As indicated in Table 5.3-11, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road⁵.

⁴ Although the trip distribution assumptions and segment approach information has changed, the proposed 30 room density transfer from the Whiskey Creek/Mammoth Brewing Company site to the project site would result in no change to the resultant General Plan buildout roadway peak hour volumes as shown in Table 5.3-10.

⁵ Although the trip distribution assumptions and segment approach information has changed, the proposed 30 room density transfer from the Ullr site to the project site would result in only very slight changes to the resultant General Plan buildout roadway peak hour volumes as shown in Table 5.3-11.

Although the transfer of 30 bedrooms from the Ullr site to the project site (and the redistribution of the equivalent peak-hour trips) would increase the volume-to-capacity ratio at the Canyon Boulevard north of Lake Mary Road roadway segment, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a significant impact to the study area roadway segments under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.6 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

● CONSTRUCTION OF THE PROPOSED PROJECT, AND OTHER RELATED CUMULATIVE PROJECTS, COULD INCREASE TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE EXISTING STREET SYSTEM.

Impact Analysis: The previous environmental documentation did not specify specific cumulative traffic/circulation impacts associated with construction.

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in traffic impacts to local roadways. However, as stated, construction of the proposed project would not result in significant traffic impacts to study intersections. Further, the project would be required to prepare a Construction Management Plan in order to reduce the impact of construction-related traffic upon the local circulation system within the project area (Additional Mitigation Measure TRA-1). The cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the project's contribution to cumulative construction traffic impacts would be less than significant.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: Refer to Additional Mitigation Measure TRA-1.

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

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.**

Impact Analysis: The 1991 PEIR determined that the cumulative plus project scenario identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at LOS F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program. The 1994 NVSP Amendment resulted in further analysis of traffic and circulation conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns. The 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

Cumulative Without Project Conditions

Intersection Levels of Service

Table 5.3-12, *Cumulative Without Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results of the study intersections for cumulative without project conditions.

**Table 5.3-12
Cumulative Without Project Peak Hour Intersection Analysis**

	Study Intersection	Traffic Control	Delay¹	LOS
1	Canyon Boulevard/Lake Mary Road	Signal	9.9 sec	A
2	Minaret Road/Lake Mary Road-Main Street	Signal	39.6 sec	D
3	Minaret Road/Forest Trail ²	Roundabout ³	43.3 sec	D
4	Forest Trail/Main Street	TWSC	3.228 hr	F
LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour				
Bold values indicate unacceptable LOS E or F.				
Notes:				
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.				
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.				
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.				
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as <u>Appendix 11.2, Traffic Study</u> .				

As indicated in Table 5.3-12, all study intersections are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under cumulative without project conditions with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor

(multilane) approach delay is less than five vehicle hours (3.228 vehicle hours). Therefore, all study area intersections are forecast to operate at a satisfactory LOS.

Historically, Forest Trail/Main Street would have been improved through installation of other traffic signals along Main Street at Center Street or Mountain Boulevard, thus creating gaps in traffic for pedestrians and vehicles. However, the California Department of Transportation (Caltrans) has indicated that traffic signal warrants are not based on Saturday (weekend) peak volumes during ski season, but on annual average volumes per the California Manual of Uniform Traffic Control Devices (CAMUTCD). Because the peak activity within the Town occurs during a few months out of the year and on the weekends, the annual average volumes may not satisfy the need for a signal. Caltrans has suggested analysis of a coordinated signal system (Warrant 6 of the CAMUTCD). However, Forest Trail/Main Street is located less than 1,000 feet west of an existing signal. Therefore, the coordinated signal system warrant may not be applicable. Caltrans has also noted that meeting a traffic signal warrant(s) does not guarantee the initiation of a project to install a signal. Furthermore, two primary issues that would need to be addressed prior to consideration of a signal at this intersection are frontage road connections and funding by the various parties involved (i.e., Caltrans, the Town, and the property owner[s] of the south leg driveway). In this context, there are no direct, feasible improvements to address this existing deficient condition.

Roadway Segment Levels of Service

Table 5.3-13, *Cumulative Without Project Peak Hour Roadway Segment Analysis*, summarizes the peak hour LOS results of the roadway segments for cumulative without project conditions.

Table 5.3-13
Cumulative Without Project Peak Hour Roadway Segment Analysis

Roadway	Segment	Capacity (vehicles)	Peak Hour Volume (vehicles)	V/C	LOS
Canyon Boulevard	North of Lake Mary Road	800	935	1.17	F
Minaret Road	North of Lake Mary Road-Main Street	1,500	1,236	0.82	D
	South of Lake Mary Road-Main Street	1,400	1,378	0.98	E
Lake Mary Road-Main Street	West of Canyon Boulevard	800	396	0.50	A
	Between Canyon and Minaret	1,600	1,446	0.90	D
	East of Minaret Road	3,200	2,007	0.63	B
Forest Trail	East of Minaret Road	500	237	0.47	A
LOS = level of service; V/C = volume-to-capacity ratio					
Bold values indicate unacceptable LOS E or F.					
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, Traffic Study .					

As indicated in [Table 5.3-13](#), all study roadway segments are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under cumulative without project conditions with the exception of the following:

- Canyon Boulevard north of Lake Mary Road; and
- Minaret Road south of Lake Mary Road-Main Street.

Cumulative With Project Conditions

Similar to 2007 General Plan buildout with project conditions, cumulative with project conditions are analyzed for each density transfer site alternative (Whiskey Creek/Mammoth Brewing Company or Ullr).

For the purposes of the cumulative with project (Whiskey Creek/Mammoth Brewing Company or Ullr) conditions, the peak hour trips associated with 67 bedrooms (including the current maximum allowable density of 37 bedrooms on the project site and 30 bedrooms from the Mammoth Crossing zone [Whiskey Creek/Mammoth Brewing Company or Ullr] sending site) were applied to the cumulative baseline (without project) traffic volumes. The 37 bedrooms of the maximum allowable density would generate approximately 10 peak-hour trips (five inbound and five outbound). The 30 bedrooms beyond the maximum allowable density would generate nine peak-hour trips (five inbound and four outbound). Ten peak-hour trips were overlaid onto the cumulative without project traffic volumes, and nine peak-hour trips were redistributed (or transferred) from the Mammoth Crossing zone (Whiskey Creek/Mammoth Brewing Company or Ullr) sending site to the project site using the cumulative without project traffic volumes.

Intersection Levels of Service

Table 5.3-14, *Cumulative With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the study intersections for cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

Table 5.3-14
Cumulative With Project Peak Hour Intersection Analysis –
Whiskey Creek/Mammoth Brewing Company

Study Intersection	Traffic Control	Without Project		With Project		Peak Hour Change in Delay	Significant Project Impact?
		Delay ¹	LOS	Delay ¹	LOS		
1 Canyon Boulevard/Lake Mary Road	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2 Minaret Road/Lake Mary Road-Main Street	Signal	39.6 sec	D	39.9 sec	D	0.3 sec	No
3 Minaret Road/Forest Trail ²	Roundabout ³	43.3 sec	D	43.5 sec	D	0.2 sec	No
4 Forest Trail/Main Street	TWSC	3.228 hr	F	3.310 hr	F	0.082 hr	No

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.
Bold values indicate unacceptable LOS E or F.

Notes:

1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in [Table 5.3-14](#), all study intersections would operate at an acceptable LOS (LOS D or better) under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, the project would not create a significant impact to a study intersection under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

[Table 5.3-15](#), *Cumulative With Project Peak Hour Intersection Analysis – Ullr*, summarizes the peak hour LOS results of the study intersections for cumulative with project conditions assuming a density transfer from the Ullr site.

**Table 5.3-15
Cumulative With Project Peak Hour Intersection Analysis – Ullr**

Study Intersection	Traffic Control	Without Project		With Project		Peak Hour Change in Delay	Significant Project Impact?
		Delay ¹	LOS	Delay ¹	LOS		
1 Canyon Boulevard/Lake Mary Road	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2 Minaret Road/Lake Mary Road-Main Street	Signal	39.6 sec	D	39.9 sec	D	0.3 sec	No
3 Minaret Road/Forest Trail ²	Roundabout ³	43.3 sec	D	43.5 sec	D	0.2 sec	No
4 Forest Trail/Main Street	TWSC	3.228 hr	F	3.310 hr	F	0.082 hr	No

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:

- For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
- This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
- Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as [Appendix 11.2, Traffic Study](#).

As indicated in [Table 5.3-15](#), all study intersections would operate at an acceptable LOS under cumulative with project conditions with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, the project would not create a significant impact to a study intersection under the cumulative with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

Roadway Segment Levels of Service

[Table 5.3-16](#), *Cumulative With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the roadway segments for cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

As indicated in [Table 5.3-16](#), all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road.

Table 5.3-16
Cumulative With Project Peak Hour Roadway Segment Analysis –
Whiskey Creek/Mammoth Brewing Company

Roadway	Segment	Capacity (vehicles)	Without Project			With Project			Significant Project Impact?
			Peak Hour Volume (vehicles)	V/C	LOS	Peak Hour Volume (vehicles)	V/C	LOS	
Canyon Boulevard	North of Lake Mary Road	800	935	1.17	F	943	1.18	F	No
Minaret Road	North of Lake Mary Road-Main Street	1,500	1,236	0.82	D	1,238	0.83	D	No
	South of Lake Mary Road-Main Street	1,400	1,378	0.98	E	1,382	0.99	E	No
Lake Mary Road-Main Street	West of Canyon Boulevard	800	396	0.50	A	396	0.50	A	No
	Between Canyon and Minaret	1,600	1,446	0.90	D	1,454	0.91	E	No
	East of Minaret Road	3,200	2,007	0.63	B	2,011	0.63	B	No
Forest Trail	East of Minaret Road	500	237	0.47	A	237	0.47	A	No
LOS = level of service; V/C = volume-to-capacity ratio									
Bold values indicate unacceptable LOS E or F.									
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, Traffic Study .									

Although the project would increase the volume-to-capacity ratio at these three roadway segments, the project would add eight or fewer peak-hour trips to these locations. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a significant impact to the study area roadway segments under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

[Table 5.3-17, Cumulative With Project Peak Hour Roadway Segment Analysis – Ullr](#), summarizes the peak hour LOS results of the roadway segments for cumulative with project conditions assuming a density transfer from the Ullr site.

As indicated in [Table 5.3-17](#), all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under the cumulative with project conditions assuming a density transfer from the Ullr site with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road.

Although the project would increase the volume-to-capacity ratio at these three roadway segments, the project would add 13 or fewer peak-hour trips to these locations. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a



significant impact to the study area roadway segments under cumulative with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

**Table 5.3-17
Cumulative With Project Peak Hour Roadway Segment Analysis – Ullr**

Roadway	Segment	Capacity (vehicles)	Without Project			With Project			Significant Project Impact?
			Peak Hour Volume (vehicles)	V/C	LOS	Peak Hour Volume (vehicles)	V/C	LOS	
Canyon Boulevard	North of Lake Mary Road	800	935	1.17	F	948	1.19	F	No
Minaret Road	North of Lake Mary Road-Main Street	1,500	1,236	0.82	D	1,238	0.83	D	No
	South of Lake Mary Road-Main Street	1,400	1,378	0.98	E	1,378	0.98	E	No
Lake Mary Road-Main Street	West of Canyon Boulevard	800	396	0.50	A	397	0.50	A	No
	Between Canyon and Minaret	1,600	1,446	0.90	D	1,459	0.91	E	No
	East of Minaret Road	3,200	2,007	0.63	B	2,011	0.63	B	No
Forest Trail	East of Minaret Road	500	237	0.47	A	237	0.47	A	No
LOS = level of service; V/C = volume-to-capacity ratio									
Bold values indicate unacceptable LOS E or F.									
Source: LSA Associates, Inc., <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014; included as Appendix 11.2, <i>Traffic Study</i> .									

The proposed project would not result in cumulatively considerable traffic impacts in regards to local intersections and roadway segments. Impacts would be less than significant in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to traffic/circulation have been identified.



5.4 Noise

5.4 NOISE

The purpose of this section is to evaluate noise source impacts on-site and to surrounding land uses as a result of implementation of the proposed project. This section evaluates short-term construction-related impacts, as well as future buildout conditions. Mitigation measures are also recommended to avoid or lessen the project's noise impacts. Information in this section is based on the *Town of Mammoth Lakes General Plan (2007 General Plan)* and the *Town of Mammoth Lakes Municipal Code (Municipal Code)*. For the purposes of mobile source noise modeling and contour distribution, traffic information contained in the *Town of Mammoth Lakes Travel Demand Model Final Report (Travel Demand Model)*, dated February 15, 2011 and prepared by LSC Transportation Consultants, Inc., and *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014, and prepared by LSA Associates, Inc. (refer to [Appendix 11.2, Traffic Study](#)) were used. Noise measurement and traffic noise modeling data can be found in [Appendix 11.3, Noise Data](#).

5.4.1 EXISTING SETTING

NOISE SCALES AND DEFINITIONS

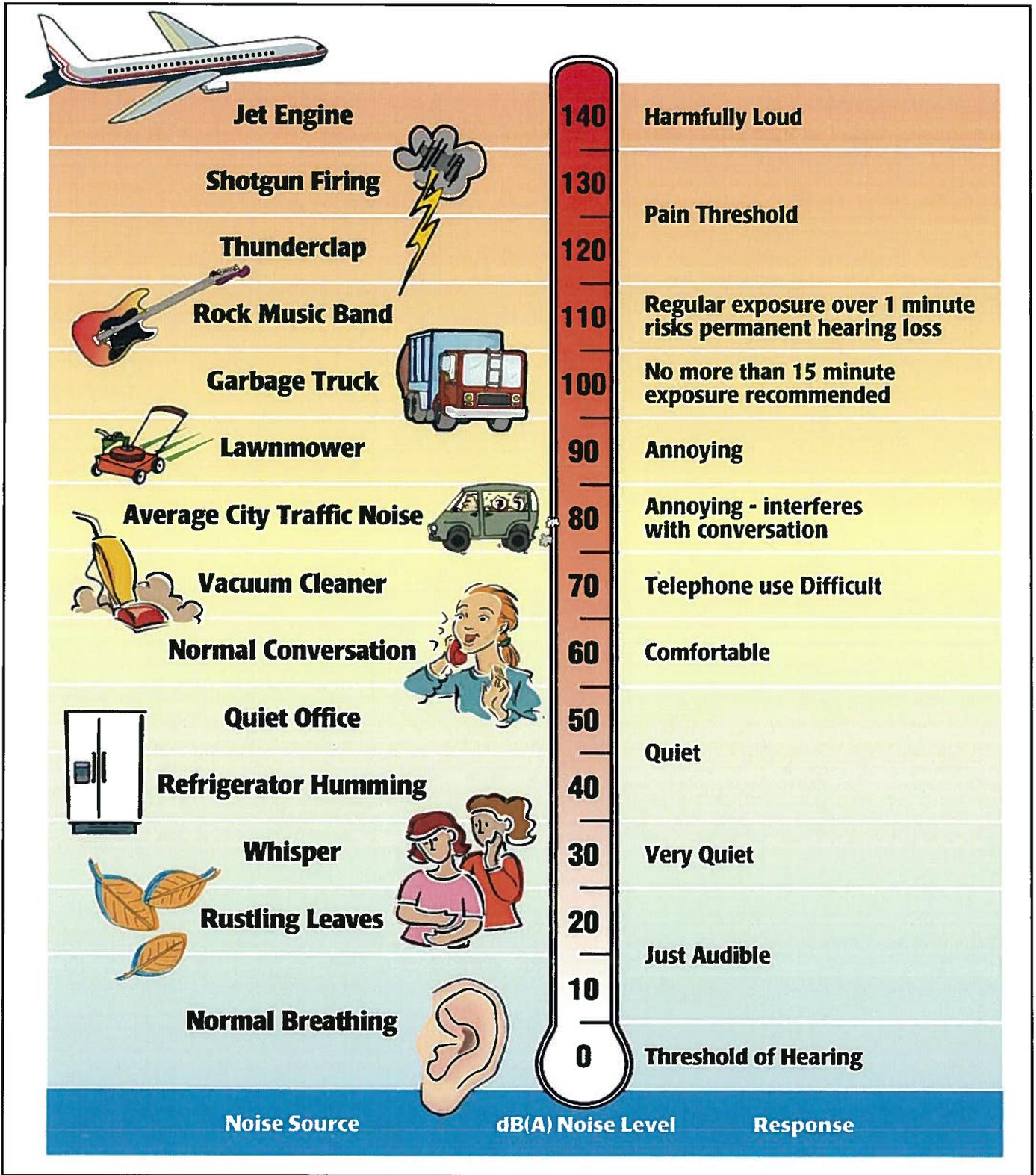
Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale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

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on [Exhibit 5.4-1, Sound Levels and Human Response](#).

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

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

Numerous methods have been developed to measure sound over a period of time; refer to [Table 5.4-1, Noise Descriptors](#).



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

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 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Sound Levels and Human Response

Exhibit 5.4-1

**Table 5.4-1
Noise Descriptors**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.

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

HEALTH EFFECTS OF NOISE

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

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUNDBORNE VIBRATION

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. Typically, groundborne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source.

Both construction and operation of development projects can generate groundborne vibration. In general, demolition of structures preceding construction generates the highest vibrations. Construction equipment such as vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible vibration during construction activities. Heavy trucks can also generate groundborne vibrations that vary depending on vehicle type, weight, and pavement conditions.

SENSITIVE RECEPTORS

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

Existing sensitive receptors located in the project vicinity include hotels, resort condominiums, single and multi-family residential homes, a park, and a place of worship. Sensitive receptors are depicted below in Table 5.4-2, Sensitive Receptors.

AMBIENT NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted noise measurements on January 17, 2014 between the hours of 8:30 a.m. and 9:00 a.m.; refer to Table 5.4-3, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site; refer to Exhibit 5.4-2, Noise Measurement Locations. Two noise measurement locations were selected at the project site. Site 1 was north of the Fireside at the Village condominiums along Minaret Road (to the south). Site 2 was in the North Village Plaza, adjacent to the gondola (to the north). As shown in Table 5.4-3, the measured average noise levels were 42.6 dB at Site 1 and 45.1 dB at Site 2. The primary noise source at Sites 1 and 2 was light pedestrian activity within the surrounding area.

**Table 5.4-2
Sensitive Receptors**

Type	Name	Distance from Project Site (feet)	Direction from Project Site
Hotels/Resort Condominiums	8050 Buildings A and B	25	Northwest
	Fireside at the Village	25	South
	Alpenhof Lodge	100	Northeast
	The Westin Monache Resort, Mammoth	425	West
	The Village Lodge: Lincoln House	555	Northwest
Residential	Residential Uses	435	East
		750	Southwest
		855	West
		1,000	Northwest
Places of Worship	Church of Jesus Christ of Latter-Day Saints	4,925	Southeast
Parks	Community Center Park	885	Northwest
Note: Distances are measured from the exterior project boundary only and not from individual construction projects/areas within the interior of the project site.			
Source: Google Earth, 2014.			

**Table 5.4-3
Noise Measurements**

Measurement Location Number	Location	Leq (dBA)	L _{min} (dBA)	L _{max} (dBA)	Time
1	Along Minaret Road, north of the Fireside at the Village condominiums	42.6	67.5	36.5	8:32 a.m. to 8:42 a.m.
2	North Village Plaza, adjacent to the gondola	45.1	69.5	37.5	8:46 a.m. to 8:56 a.m.
Source: RBF Consulting, January 17, 2014.					

Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters. The results of the field measurements are indicated in [Appendix 11.3, Noise Data](#).

MOBILE SOURCES

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The existing roadway noise levels in the vicinity of the project site were projected. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular



Source: Google Earth, 2014.

① - Noise Measurement Location

traffic noise and include the roadway cross-section (such as the number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions (“hard” or “soft”). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the project’s *Traffic Study*.

A 25- to 40-mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. Existing modeled traffic noise levels can be found in Table 5.4-4, Existing Traffic Noise Levels. As shown in Table 5.4-4, noise within the area from mobile noise ranges from 59.1 dBA to 65.6 dBA.

**Table 5.4-4
Existing Traffic Noise Levels**

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Canyon Boulevard					
Crystal Lane to Hillside Drive	3,730	59.1	31	14	7
Main Street/Lake Mary Road					
West of Minaret Road	6,250	62.4	69	32	15
East of Minaret Road	13,080	65.6	114	53	24
Minaret Road					
North of Main Street/Lake Mary Road	7,910	62.8	65	30	14
South of Main Street/Lake Mary Road	6,980	63.1	92	43	20
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					

STATIONARY NOISE SOURCES

The project area consists of residential, commercial, and retail uses served by a grid system of arterial, collector, and local roadways. The primary sources of stationary noise in the project vicinity are related to the parking areas, conversations, and commercial/retail activities. The noise associated with these sources may represent a single-event or a continuous occurrence.

5.4.2 REGULATORY SETTING

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

STATE OF CALIFORNIA GUIDELINES

California Environmental Quality Act

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

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county, town, and city adopt a noise element as part of their comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services, as shown in Table 5.4-5, Land Use Compatibility for Community Noise Environments.

**Table 5.4-5
Land Use Compatibility for Community Noise Environments**

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



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

TOWN OF MAMMOTH LAKES

Title 8.0 (Health and Safety) of the Municipal Code covers all noise standards. Chapter 8.16 (Noise Regulation) of the Municipal Code sets forth all noise regulations controlling unnecessary, excessive and annoying noise and vibration in the Town. As outlined in Chapter 8.16 and as indicated in Table 5.4-6, Exterior Noise Limits, maximum exterior noise levels are based on land use.

**Table 5.4-6
Exterior Noise Limits**

Receiving Land Use Category	Time Period	Rural/Suburban	Suburban	Urban
One and Two Family Residential	10 p.m. – 7 a.m.	40	45	50
	7 a.m. – 10 p.m.	50	55	60
Multi-Family Dwelling Residential	10 p.m. – 7 a.m.	45	50	55
	7 a.m. – 10 p.m.	50	55	60
Limited Commercial Some Multiple Dwellings	10 p.m. – 7 a.m.	55		
	7 a.m. – 10 p.m.	60		
Commercial	10 p.m. – 7 a.m.	60		
	7 a.m. – 10 p.m.	65		
Light Industrial	Anytime	70		
Heavy Industrial	Anytime	75		
Notes:				
1. Levels are not to be exceeded more than thirty minutes in any hour.				
2. The classification of different areas of the community in terms of environmental noise zones shall be determined by the noise control officer, based upon assessment of community noise survey data. Additional area classifications should be used as appropriate to reflect both lower and higher existing ambient levels than those shown. Industrial noise limits are intended primarily for use at the boundary of industrial zones rather than for noise reduction within the zone.				
Source: Town of Mammoth Lakes, <i>Municipal Code</i> .				

The following is taken from the Municipal Code:

Section 8.16.070 Exterior noise limits

- A. The noise standards for the various categories of land use identified by the noise control officer as presented in Table 1 (refer to Table 5.4-6) shall, unless otherwise specifically indicated, apply to all such property within a designated zone.*

- B. No person shall operate or cause to be operated any source of sound at any location within the town or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:
1. The noise standard for that land use as in Table 1 (refer to Table 5.4-6) for a cumulative period of more than thirty minutes in any hour; or
 2. The noise standard plus five dB for a cumulative period of more than fifteen minutes in any hour; or
 3. The noise standard plus ten dB for a cumulative period of more than five minutes in any hour; or
 4. The noise standard plus fifteen dB for a cumulative period of more than one minute in any hour; or
 5. The noise standard plus twenty dB or the maximum measured ambient level, for any period of time.
- C. If the measured ambient level differs from that permissible within any of the first four noise limit categories above the allowable noise exposure standard shall be adjusted in five dB increments in each category as appropriate to encompass or reflect the ambient noise level.
- D. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.
- E. If the measurement location is on a boundary between two different zones, the noise level applicable to the lower noise zone plus five dB, shall apply.
- F. If possible, the ambient noise shall be measured at the same location along the property line utilized in subsection B of this section with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, the ambient noise must be estimated by performing a measurement in the same general area of the source but at a sufficient distance such that the noise from the source is at least ten dB below the ambient in order that only the ambient level is measured. If the difference between the ambient and the noise source is five to ten dB, then the level the ambient itself can be reasonably determined by subtracting a one decibel correction to account for the contribution of the source.
- G. In the event the alleged offensive noise, as judged by the noise control officer, contains a steady, audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table 1 (refer to Table 5.4-6) shall be reduced by five dB.

Additionally, the Code states the following regarding applicable interior noise standards:

Section 8.16.080 Interior noise standards

- B. No person shall operate, or cause to be operated within a dwelling unit, any source of sound or allow the creation of any noise which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed:

1. *The noise standard as specified in Table 2 (refer to Table 5.4-7, Interior Noise Limits) for a cumulative period of more than five (5) minutes in any hour; or*

**Table 5.4-7
Interior Noise Limits**

Noise Zone	Type of Land Use	Time Interval	Allowable Interior Noise Level
All	Multifamily Residential	10 p.m. – 7 a.m.	35
		7 a.m. – 10 p.m.	45

Source: Town of Mammoth Lakes, Municipal Code.

2. *The noise standard plus five decibels (5 dB) for a cumulative period of more than one minute in any hour; or*
 3. *The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.*
- C. *If the measured ambient level differs from that permissible within any of the noise limit categories above, the allowable noise exposure standard shall be adjusted in five decibel (5 dB) increments in each category as appropriate to reflect the ambient noise level.*
- D. *In the event the alleged offensive noise, as judged by the noise control officer, contains a steady, audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table 2 shall be reduced by five dB.*

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

5. *Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of ten p.m. and seven a.m. in such a manner as to cause a noise disturbance across a residential real property line or at any time to violate the provisions of this section.*
6. *Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work is subject to the hours of work permitted by this code, except for emergency work of public service agencies.*
 - a. *At residential properties:*
 - i. *Mobile equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment; refer to Table 5.4-8, Maximum Noise Levels For Short-Term Noise:*

**Table 5.4-8
Maximum Noise Levels For Short-Term Noise**

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

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

- ii. *Stationary equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment; refer to Table 5.4-9, Maximum Noise Levels For Long-Term Noise.*

**Table 5.4-9
Maximum Noise Levels For Long-Term Noise**

Acceptable Hours Operation	Type I Areas Single-Family Residential	Type II Areas Multi-Family/Residential	Type III Areas Semi-Residential/ Commercial
Daily, except Sundays and legal holidays 7 a.m. to 8 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8 p.m. to 7 a.m. and all day Sundays and legal holidays	50 dBA	55 dBA	60 dBA

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

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in [Appendix 11.1](#) of this SEIR. The Modified Initial Study includes questions relating to noise. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statement N-1);
- Expose persons to or generate excessive ground borne vibration or ground borne noise levels (refer to Impact Statement N-2);

- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (refer to Impact Statements N-3 and N-4);
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (refer to Impact Statement N-1);
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels (refer to Section 8.0, *Effects Found Not To Be Significant*); and
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels (refer to Section 8.0, *Effects Found Not To Be Significant*).

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

NOISE IMPACT CRITERIA

Significance of Changes in Traffic Noise Levels

An off-site traffic noise impact typically occurs when there is a discernable increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB will not be discernible to local residents. A 5 dB change is generally recognized as a clearly discernable difference.

As traffic noise levels at sensitive uses approach or exceed the 65 CNEL standard, a 3.0 dB increase as a result of the project is used as the increase threshold for the project. Thus, the project would result in a significant noise impact when a permanent increase in ambient noise levels of 3.0 dB occurs upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Significance of Changes in Stationary Noise Levels

The project would normally have a significant noise impact if it would:

- Exceed the stationary source noise criteria for the Town of Mammoth Lakes as identified in Table 5.4-9, *Maximum Noise Levels For Long-Term Noise*.

5.4.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

Short-Term Construction Noise

The 1991 PEIR concluded that sensitive receptors in the project vicinity could experience noise levels up to 101 dBA Leq at 50 feet from the noise source as a result of pile driving activities. Mitigation measures including limitations to construction hours and the provision of noise mufflers for engine driven equipment would reduce these impacts to less than significant levels. According to the 1999 SPEIR, short-term noise impacts could occur as a result of the project's construction activities including trenching and pile driving activities. A new mitigation measure providing temporary sound barriers around pile driving sites if pile driving activities should occur within 200 feet of existing residences was recommended. In addition, haul route noise impacts were determined to be less than significant. The 1999 SPEIR concluded that the 1999 NVSP Amendment would result in reduced impacts to short-term construction noise associated with the project site upon implementation of previously identified mitigation measures, and temporary sound barriers, as applicable.

Long-Term Operational Noise – Mobile Sources

The 1991 PEIR concluded that existing noise levels on all major arterials and streets exceeding 60 dBA would increase due to cumulative development with or without implementation of the NVSP. However, anticipated noise levels with implementation of the NVSP would not be significantly higher than projected noise levels without the project. According to the 1999 SPEIR, development of the 1999 NVSP Amendment would result in additional traffic on adjacent roadways and contributing noise levels on adjacent roadway segments. Further, development of the 1999 NVSP Amendment would result in an increase in vehicular generated noise levels along Main Street, east of Minaret Road. However, this increase was determined to be less than significant. The 1999 SPEIR concluded that adherence to the Town's Noise Element of the 1987 General Plan and Title 24 of the California Code of Regulations would ensure that project impacts would remain less than significant.

Long-Term Operational Noise – Stationary Sources

The 1991 PEIR determined that stationary noise impacts at the project site were insignificant as impacts were below ambient noise levels. The 1999 SPEIR concluded that long-term operations associated with the 1999 NVSP Amendment (including loading and unloading activities, mechanical equipment, and parking lots) would not result in significant impacts.

5.4.5 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE IMPACTS

N-1 GRADING AND CONSTRUCTION WITHIN THE AREA WOULD RESULT IN TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.

Impact Analysis: The 1999 SPEIR (pages 5.6-14 through 5.6-16) concluded that short-term noise impacts could occur resulting from the project's construction activities including trenching and pile driving activities while haul route noise impacts were determined to be less than significant. The 1999 SPEIR identified mitigation measures including previously identified mitigation measures and providing temporary sound barriers around pile driving sites if pile driving activities are within 200 feet of existing residences that would further reduce impacts to short-term construction noise. Construction noise impacts associated with the proposed project are discussed below.

Construction activities associated with the project would generate perceptible noise levels during the building construction, paving, and architectural coating phases. Construction equipment anticipated for project development includes only standard equipment that would be employed for any routine construction project of this scale; construction equipment with substantially higher noise and vibration generation characteristics (i.e., pile drivers, rock drills, blasting equipment, etc.) would not be used. Construction noise is difficult to quantify because of the many variables involved including the size of equipment used, percentage of time, and number of pieces of equipment that would actually operate on the site. However, maximum construction noise levels at 50 feet would typically range from approximately 75 to 85 dB for the type of equipment anticipated to be used for construction of the project. The range of maximum noise levels associated with various pieces of construction equipment is depicted in [Table 5.4-10, Construction Equipment Noise Emission Levels](#). The average noise levels presented in [Table 5.4-10](#) are based on the quantity, type, and Acoustical Use Factor for each type of equipment.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. The closest existing sensitive receptor to the construction area is the Fireside at the Village condominiums (residences) located 25 feet south of the project site. The majority of the construction would occur at distances of 100 to 1,000 feet or more from the nearest sensitive receptors and would not be expected to interfere with normal hotel, recreational, or residential activities. These noise levels could intermittently occur for a few days when construction equipment is operating in close proximity to the resort condominiums. The remainder of the time the construction noise levels would be much less because the equipment would be working in a large area farther away from the existing sensitive uses.

**Table 5.4-10
Construction Equipment Noise Emission Levels**

Equipment	Typical Sound Level (dB) 50 feet from Source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pile-driver (Sonic)	96
Pneumatic Tool	85
Pump	76
Rail Saw	90
Rock Drill	98
Roller	74
Saw	76
Scraper	89
Truck	88

Source: Federal Transit Administration, *Traffic Noise and Vibration Assessment*, May 2006.

Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers. The proposed project would require a nominal amount of cut and fill for grading, and a small amount of soil hauling trips. Adherence to the Town's Municipal Code Section 8.16.090 requirements, and compliance with the 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b would reduce short-term construction noise impacts by requiring mobile equipment to be muffled and requiring best management practices for hauling activities. In addition, Mitigation Measures N-1 and N-2 would require a disturbance coordinator to respond to construction noise complaints and direct equipment away from sensitive receptors to further reduce construction-related noise. As construction would be limited to daytime hours per Town's Municipal Code Section 8.16.090 and due to the short-term nature of construction activities, construction-related noise would be less than significant with mitigation.

Conclusion

The project would require a minimal amount of cut and fill and associated hauling trips, compared to what was analyzed in the 1999 SPEIR. Construction noise impacts would cease upon completion of construction. Implementation of 1999 SPEIR Mitigation Measure 5.6-1a and 5.6-1b and

additional Mitigation Measures N-1 and N-2 would minimize any impacts from construction noise and would ensure that impacts are reduced to a less than significant level.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~strike through~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

5.6-1a Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plan, and specifications stipulate that construction activities shall not take place outside of the allowable hours specified by Pursuant to ChapterSection 8.16.090 of the Town's Municipal Code Ordinance, construction activities shall be limited to the hours of (7:00 a.m. to 8:00 p.m. Monday through Saturday and prohibited on Sunday or holidays, or as otherwise permitted by ChapterSection 8.16.090).

5.6-1b Prior to Grading Permit issuance, all ~~E~~construction equipment, fixed or mobile, shall be muffled or controlled, if required, to meet Chapter 8.16 requirements for maximum noise generated by construction equipment. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.

Additional Mitigation Measures:

N-1 Prior to Grading Permit issuance, the Applicant shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the Town within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community and Economic Development Department Planning Manager. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.

N-2 Prior to Grading Permit issuance, during construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers (e.g., along Minaret Road and away from the Fireside at the Village condominiums).

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

VIBRATION IMPACTS

N-2 PROJECT IMPLEMENTATION WOULD NOT RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS.

Impact Analysis: The 1999 SPEIR (pages 5.6-14 through 5.6-16) concluded that short-term noise impacts could occur resulting from the project's construction activities including trenching and pile driving activities. The 1999 SPEIR identified mitigation measures including previously identified

mitigation measures and providing temporary sound barriers around pile driving sites if pile driving activities are within 400 feet of existing residences that would further reduce impacts to short-term construction noise.

Short-Term Construction

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. The vibration produced by construction equipment, is illustrated in Table 5.4-11, *Typical Vibration Levels for Construction Equipment*. Groundborne vibration decreases rapidly with distance. As indicated in Table 5.4-11, based on the Federal Transit Administration data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.170 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity.

**Table 5.4-11
Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 25 feet (inches/second)
Loaded trucks	0.170
Small bulldozer	0.089
Auger/drill rigs	0.089
Jackhammer	0.076
Vibratory hammer	0.035
Vibratory compactor/roller	0.003
Notes:	
1. Peak particle ground velocity measured at 25 feet unless noted otherwise.	
2. Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.	
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006.	

With regard to the proposed project, groundborne vibration would be generated primarily during grading activities on-site and by off-site haul-truck travel. Construction of the project would require the use of typical construction equipment that could generate some groundborne vibration and groundborne noise; however, the project would not involve the use of pile drivers, which have the potential to generate substantial vibration. In addition, per the Town's requirements, construction activities that would produce groundborne vibration would primarily occur between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday. Therefore, these activities would not occur during recognized sleep hours for residents. Based on this information, proposed construction activities associated with the project would not expose sensitive receptors in the project vicinity to excessive groundborne vibration levels. Therefore, project impacts related to excessive construction related groundborne vibration and groundborne noise would be considered less than significant and no mitigation measures would be required.

Long-Term Operations

The project proposes a hotel and accessory uses, which would not generate groundborne vibration that could be felt at surrounding uses. The proposed project would not involve railroads, substantial heavy truck operations, or any other use capable of producing groundborne vibration, and therefore would not result in vibration impacts at surrounding uses as compared to that analyzed in the 1999 SPEIR. As such, no impact would occur in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM (MOBILE) NOISE IMPACTS

N-3 TRAFFIC GENERATED BY THE PROPOSED PROJECT WOULD NOT SIGNIFICANTLY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA OR EXCEED THE TOWN'S ESTABLISHED STANDARDS.

Impact Analysis: The 1999 SPEIR (pages 5.6-16 through 5.6-18) concluded that development of the 1999 NVSP Amendment would result in additional traffic on adjacent roadways and contributing noise levels on adjacent roadway segments, further increasing vehicular generated noise levels along Main Street, east of Minaret Road. However, this increase was determined to be less than significant. Adherence to the Town's Noise Element of the 1987 General Plan and Title 24 of the California Code of Regulations would ensure that project impacts would remain less than significant. Mobile source noise impacts associated with the proposed project are discussed below.

Off-Site Mobile Noise Conditions

Implementation of the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the *Traffic Study*, the proposed project would generate an increase of 19 peak-hour trips. The "Existing" scenario is shown in Table 5.4-4, Existing Traffic Noise Levels. As depicted in Table 5.4-4, noise levels would range from approximately 59.1 dBA to 65.6 dBA, with the highest noise levels occurring along Main Street/Lake Mary Road (west of Minaret Road). This increase in 19 trips associated with the proposed project would be nominal and would not be expected to increase noise levels to levels that would exceed the Town's Noise Standards. In general acoustical principals, the traffic volume along a roadway would have to double in order to create a noticeable acoustical increase of 3 dBA.¹ As the project would not result in this level on a noise increase, a less than significant impact would occur in this regard.

¹ California Department of Transportation, Division of Environmental Analysis, *Traffic Noise Analysis Protocol Technical Noise Supplement*, November 2009.

On-Site Noise Conditions

As indicated in Table 5.4-4, mobile source noise levels along Minaret Road adjacent to the project site would be 62.8 dBA. According to Town's standards, interior noise limits are 45 dBA between 7:00 a.m. and 10:00 p.m. A typical building can provide an attenuation rate of approximately 20 dBA with the windows closed. As a result, on-site interior noise levels are estimated to be 42.8 dBA. Thus, the interior noise levels would be below the Town's interior noise limit of 45 dBA. A significant impact would not occur in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM (STATIONARY) NOISE IMPACTS

N-4 THE PROPOSED PROJECT WOULD RESULT IN AN INCREASE IN LONG-TERM STATIONARY AMBIENT NOISE LEVELS.

Impact Analysis: The 1999 SPEIR determined that long-term operations associated with the 1999 NVSP Amendment (including loading and unloading activities, mechanical equipment, and parking lots) would not result in significant impacts. Stationary source noise impacts associated with the proposed project are discussed below.

Slow-Moving Trucks (Deliveries)

Any deliveries to the project site would occur on the western portion of the site, and would be located near other sensitive uses approximately 25 feet to the south. It should be noted that stationary noise from the proposed project would be similar to the existing surrounding environment, as compared to that analyzed in the 1999 SPEIR. Noise from delivery activities would also be masked by traffic noise along the Minaret Road and Canyon Boulevard. Additionally, the project would be required to adhere to the Town's Municipal Code Section 8.16.090, which prohibits loading and unloading operations to between 10:00 p.m. and 7:00 a.m. Thus, impacts resulting from delivery activities would be mitigated to a less than significant level.

Mechanical Equipment

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. Heating Ventilation and Air Conditioning (HVAC) units would be included within the attic of the proposed hotel, thereby reducing noise impacts. Noise levels from mechanical equipment would be further reduced through the implementation of the Additional Mitigation Measure N-3 requiring the orientation of equipment away from any sensitive receptors, proper selection of equipment, and the installation of equipment with proper acoustical shielding (muffling). Compliance with the Town's Municipal Code and Additional Mitigation Measure N-3 would minimize noise impacts from mechanical equipment to less than significant levels with mitigation.

Noise from the Proposed Outdoor Spa and Pool Terrace

The outdoor spa and pool terrace associated with the Project would generate crowd noise. Crowd noise is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking². This noise level would have an increased five dBA adjustment for the impulsiveness of the noise source, and a reduced three dBA adjustment for the random orientation of the crowd members³. Therefore, crowd noise would be 62 dBA at one meter from the source. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by six dBA for each doubling of distance from the source.⁴ As a result, crowd noise would be 44 dBA at 13.12 feet and 20 dBA at 26.24 feet, which would not exceed the Town's 50 dBA standard. The proposed use would be required to comply with the Town's Municipal Code and therefore, noise impacts from crowd noise would be less than significant.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures:

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

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

5.4.6 CUMULATIVE IMPACTS

The 1999 SPEIR (page 5.6-21) determined that implementation of the 1999 NVSP Amendment would increase ambient noise levels in the site vicinity due to vehicular traffic noise along local roadways and stationary sources of noise associated with the development. As noise impacts are determined on a project-by-project basis, future development would require separate discretionary approval and CEQA assessment, addressing potential noise impacts and identifying appropriate attenuation measures, as applicable.

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

² M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.

³ *Ibid.*

⁴ Cyril M. Harris, *Noise Control in Buildings*, 1994.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **GRADING AND CONSTRUCTION WITHIN THE AREA COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN SHORT-TERM NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.**

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the area. However, as analyzed above, construction noise impacts primarily affect the areas immediately adjacent to the construction site and would be mitigated to a less than significant level. Additionally, the proposed project would comply with the Town's Municipal Code limitations on allowable hours of construction and would implement 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b and Additional Mitigation Measures N-1 and N-2 to reduce construction noise impacts to less than significant levels with mitigation. The construction activities associated with the cumulative development projects would also be required to comply with Town's Municipal Code limitations on allowable hours of construction and would incorporate mitigation measures on a project-by-project basis, as applicable, to reduce construction noise pursuant to CEQA provisions. Therefore, the project's contribution to cumulative noise impacts would be less than significant.

Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b.

Additional Mitigation Measures: Refer to Additional Mitigation Measures N-1 and N-2.

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

VIBRATION IMPACTS

- **PROJECT IMPLEMENTATION COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS.**

Impact Analysis: As stated above, construction activities associated with the proposed project and cumulative projects may overlap. There would be no vibration impacts associated with operations at the project site as compared to that analyzed in the 1999 SPEIR. Therefore, vibration impacts of the proposed project would not be cumulatively considerable. Further, the cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the project's contribution to cumulative vibration impacts would be less than significant.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM (MOBILE) NOISE IMPACTS

- **TRAFFIC GENERATED BY THE PROPOSED PROJECT COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS WOULD NOT SIGNIFICANTLY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA OR EXCEED THE TOWN'S ESTABLISHED STANDARDS.**

Impact Analysis: As described above, project traffic noise impacts from the project would be minimal due to the amount of trips (19 peak hour trips) in comparison to existing noise levels (between 59.1 dBA and 65.6 dBA) and the existing traffic volume ranges (between 3,730 to 13,080 ADT). Typically, a 3dBA difference in noise level is considered a perceptible difference to the human ear. This requires doubling the traffic on a roadway.⁵ As the project trip generation results would not double traffic volumes and amounts to only 19 peak-hour trips, this would have a nominal effect on long term mobile noise impacts compared to that analyzed in the 1999 SPEIR. Therefore, the increase in noise associated with cumulative traffic would not be significantly cumulatively considerable and less than significant impacts would result in this regard.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM (STATIONARY) NOISE IMPACTS

- **THE PROPOSED PROJECT COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS WOULD RESULT IN AN INCREASE IN LONG-TERM STATIONARY AMBIENT NOISE LEVELS.**

Impact Analysis: Although related cumulative projects have been identified within the project study area, the noise generated by stationary equipment on-site cannot be quantified due to the speculative nature of each development. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. As no other project sites are located within the immediate vicinity of the proposed project that would involve stationary noise sources, the project would not contribute to a cumulative stationary noise impact and impacts would be less than significant in this regard.

Further, with the implementation of the Additional Mitigation Measure N-3, the proposed project would reduce stationary noise impacts to less than significant levels with mitigation. Thus, the proposed project and identified cumulative projects are not anticipated to result in a significant cumulative impact.

⁵ Ibid.



Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: Refer to Additional Mitigation Measure N-3.

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

5.4.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to noise have been identified in this section.



Town of Mammoth Lakes
Inn at the Village
Subsequent Environmental Impact Report

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5.5 Air Quality

5.5 AIR QUALITY

This section addresses the air emissions generated by the construction and operation of the proposed project, and the potential impacts to air quality. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the *Mammoth Lakes Air Quality Maintenance Plan and PM₁₀ Redesignation Request for the Town of Mammoth Lakes* (2013 AQMP) prepared by the Town of Mammoth Lakes and the Great Basin Unified Air Pollution Control District (GBUAPCD). The analysis of project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or GBUAPCD significance threshold. Air quality technical data is included in Appendix 11.4, *Air Quality and Greenhouse Gas Data*.

5.5.1 EXISTING SETTING

GREAT BASIN VALLEYS AIR BASIN

Geography

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

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

Climate

The climate of the area consists of variable daily temperatures, clear skies, warm summers, cold winters, and low humidity. The Town is located at an average elevation of 8,000 feet above mean sea level, and encompasses approximately 25 square miles of land. The Town receives an average snowfall of over 200 inches per year. The majority of precipitation takes place between the winter months of December and February with an annual average of 43 inches of water (equivalent to approximately 29 feet of snowpack) recorded at Mammoth Pass.

The average annual temperature varies from a minimum in the upper 20 degrees Fahrenheit (°F) to a maximum of mid to high 50's. January is usually the coldest month, while July and August are usually the warmest months. The average annual wind speed in the area is less than 10 miles per hour (mph), the strongest beginning in the spring months. Average annual relative humidity is approximately 50 percent, and skies are mostly clear. Spring is the windiest season with fast-moving northerly weather fronts. Due to the increased elevation of the Town relative to some of the lower lying areas in the Basin, winds are primarily light and variable. Occasionally, a westerly "Zephyr" wind blows beginning in the early afternoon until the early evening during summer months.

Local Ambient Air Quality

The GBUAPCD monitors air quality at 20 monitoring stations throughout the Basin. The monitoring station representative of this area is the Mammoth Lakes-Gateway monitoring station, which is located approximately one mile east of the project site. The Mammoth Lakes-Gateway monitoring station only monitors particulate matter (PM₁₀). Ozone (O₃) and carbon monoxide (CO) concentrations were monitored in the past, but these monitoring programs have been discontinued. There are no monitoring stations within Mono County that monitor the other criteria pollutants. The closest station within the Basin that monitors O₃ is the Death Valley monitoring station, which is located approximately 150 miles southeast of the project site. The Keeler-Cerro Gordo Road station is the closest to the project (approximately 100 miles to the south) that monitors PM_{2.5}. The air quality data from 2011 to 2013 monitored at these stations are presented in [Table 5.5-1, Local Air Quality Levels](#).

**Table 5.5-1
Local Air Quality Levels**

Pollutant	Primary Standard		Year	Maximum ¹ Concentration	Number of Days State/Federal Std. Exceeded
	California	Federal			
Ozone (O ₃) (1-Hour) ²	0.09 ppm for 1 hour	NA ⁵	2011 2012 2013	0.084 ppm 0.082 0.080	0/0 0/0 0/0
Ozone (O ₃) (8-Hour) ²	0.070 ppm for 8 hours	0.075 ppm for 8 hours	2011 2012 2013	0.079 ppm 0.077 0.074	20/3 8/1 5/0
Particulate Matter (PM ₁₀) ^{3, 6, 7}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2011 2012 2013	102.0 µg/m ³ 56.0 183.0 ⁸	27/0 4/0 32/2 ⁸
Fine Particulate Matter (PM _{2.5}) ^{4, 7}	No Separate State Standard	35 µg/m ³ for 24 hours	2011 2012 2013	208.0 µg/m ³ 99.0 93.6	NM/9 NM/4 NM/8

NA = Not Applicable; NM = Not Measured; ppm = parts per million; PM₁₀ = particulate matter 10 microns in diameter or less; µg/m³ = micrograms per cubic meter; PM_{2.5} = particulate matter 2.5 microns in diameter or less;

Notes:

1. Maximum concentration is measured over the same period as the California Standard. All values listed above represent midnight-to-midnight 24-hour averages and may be related to an exceptional event.
2. Measurements taken at the Death Valley National Monument Monitoring Station (located near Furnace Creek, Death Valley, California 92328).
3. Measurements taken at the Mammoth Lakes-Gateway Monitoring Station (located at Highway 203 and Old Mammoth Road, Mammoth Lakes, California 93546).
4. Measurements taken at the Keeler-Cerro Gordo Road Monitoring Station (located at 190 Cerro Gordo Road, Keeler, California 93530).
5. The United States Environmental Protection Agency revoked the Federal 1-hour Standard in June of 2005.
6. PM₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
7. PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.
8. In 2013, Federal PM₁₀ standards were exceeded twice due to wildfire smoke impacts from the Aspen Fire. Also, 10 of the days where the State PM₁₀ standards were exceeded in 2013 were due to the Aspen Fire.

Source: California Air Resources Board, *Aerometric Data Analysis and Measurement System (ADAM) Air Quality Data Statistics*, <http://www.arb.ca.gov/adam/welcome.html>, accessed on May 12, 2014.

Carbon Monoxide. CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

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

Ozone. O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

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

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

Nitrogen Dioxide. Nitrogen oxides (NO_x) are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone, and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations).

NO₂ can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.



Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children’s Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA’s new standards.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks. Sensitive receptors in the project vicinity include hotels, resort condominiums, single and multi-family residential homes, a park, and a place of worship. Sensitive receptors are depicted below in Table 5.5-2, Sensitive Receptors.

**Table 5.5-2
Sensitive Receptors**

Type	Name	Distance from Project Site (feet)	Direction from Project Site
Hotels/Resort Condominiums	8050 Buildings A and B	25	Northwest
	Fireside at the Village	25	South
	Alpenhof Lodge	100	Northeast
	The Westin Monache Resort, Mammoth	425	West
	The Village Lodge: Lincoln House	555	Northwest
Residential	Residential Uses	435	East
		750	Southwest
		855	West
		1,000	Northwest
Places of Worship	Church of Jesus Christ of Latter-Day Saints	4,925	Southeast
Parks	Community Center Park	885	Northwest
Google Earth, 2014.			

5.5.2 REGULATORY FRAMEWORK

U.S. ENVIRONMENTAL PROTECTION AGENCY

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for “criteria” pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants are O₃, CO, NO₂, which is a form of NO_x, SO₂, which is a form of SO_x, PM₁₀, PM_{2.5}, and lead (Pb); refer to Table 5.5-3, *National and California Ambient Air Quality Standards*.

CALIFORNIA AIR RESOURCES BOARD

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.5-3, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP’s also serve as the basis for the preparation of the State Implementation Plan (SIP) for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment.

GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

The GBUAPCD has jurisdiction over the counties of Mono, Alpine, and Inyo. The GBUAPCD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. The most recent AQMP was adopted in 2013.

In 1990, the GBUAPCD prepared the *Air Quality Management Plan for the Town of Mammoth Lakes* (1990 AQMP) to address PM₁₀ pollution in the region. In October 2013, the GBUAPCD prepared the *Air Quality Maintenance Plan and PM₁₀ Redesignation Request for the Town of Mammoth Lakes* (2013 AQMP), as an update to the 1990 AQMP. The 2013 AQMP reviews the background of the 1990 AQMP, the measures implemented as a result of that plan and their effectiveness, and changes to clean air regulations since the adoption of the 1990 AQMP. The 2013 AQMP recommends maintenance measures and requests that the Town of Mammoth Lakes be redesignated as attainment for the federal PM₁₀ standard. The redesignation request is based on monitoring data and a modeling analysis, and a maintenance plan that contains requirements to ensure the Federal PM₁₀ standard would not be violated in the future.



Table 5.5-3
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ⁴	Attainment Status
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Nonattainment	N/A ⁵	N/A ⁵
	8 Hour	0.070 ppm (137 µg/m ³)	Nonattainment	0.075 ppm (147 µg/m ³)	Unclassified
Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Nonattainment	150 µg/m ³	Nonattainment
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	N/A ⁷	N/A ⁷
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		35 µg/m ³	Unclassified/Attainment
	Annual Arithmetic Mean	12 µg/m ³	Unclassified/Attainment	12 µg/m ³	Unclassified
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Attainment
	8 Hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Attainment
Nitrogen Dioxide (NO ₂) ⁶	1 Hour	0.18 ppm (339 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	N/A
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	N/A	0.053 ppm (100 µg/m ³)	Attainment
Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	N/A
	3 Hour	N/A	N/A	N/A	Attainment
	24 Hour	0.04 ppm (105 µg/m ³)	Attainment	0.14 ppm (for certain areas) ⁸	Attainment
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas) ⁸	Attainment
Lead (Pb)	30 day average	1.5 µg/m ³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m ³	Attainment
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Unclassified		

µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable.

Notes:

- California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM₁₀ and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, CARB identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.
- National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM₁₀, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over the three years, are equal to or less than the standard. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
- Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
- The Federal 1-hour ozone standard was revoked on June 15, 2005 in all areas except the 14 8-hour ozone nonattainment Early Action Compact (EAC) areas.
- The Nitrogen Dioxide ambient air quality standard was amended in February 22, 2007 to lower the 1-hour standard to 0.18 ppm and establish a new annual standard of 0.030 ppm.
- The EPA revoked the annual PM₁₀ standard in 2006 (effective December 16, 2006).
- On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Source: California Air Resources Board and U.S. Environmental Protection Agency, June 4, 2013.



The measures identified in the 2013 AQMP were incorporated in the *Town of Mammoth Lakes Municipal Code* (Municipal Code) as Chapter 8.30, *Particulate Emissions Regulations*. The measures included within Chapter 8.30 include a vehicle miles traveled (VMT) limit for the town of 179,708, street sweeping measures, and regulations on wood-burning stoves and fireplaces. Three major control measures that were amended by the 2013 AQMP include the following:

- Section 8.30.040 B. No new wood burning appliances are allowed to be installed in multi-family developments, consistent with General Plan Policy R.10.3.
- Section 8.30.080, Mandatory Curtailment. All wood burning appliances (including EPA certified stoves), except pellet stoves, are subject to the Town’s no-burn day program.
- Section 8.30.100 B. Proposed development projects and other Town approved activities which affect vehicle trips are evaluated against the VMT limit of 179,708. .

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

GBUAPCD THRESHOLDS

Currently, the GBUAPCD does not have separate daily thresholds for criteria pollutants other than State and Federal standards; refer to [Table 5.5-3](#). However, CEQA allows Lead Agencies to rely on standards or thresholds promulgated by other agencies.

The GBUAPCD was consulted during the course of this analysis to determine the proper methodology to use for analyzing criteria pollutants. Based on guidance from the GBUAPCD, project-related emissions were quantified and compared to the Mojave Desert Air Quality Management District (MDAQMD) numerical thresholds.¹ Projects in the Basin have recently used the numerical standards of the MDAQMD in prior CEQA reviews (e.g., the *Town of Mammoth Lakes Trail System Master Plan EIR*, dated July 2011). Because the air quality and pollutant attainment status in portions of the Mojave Desert Air Basin (MDAB) are similar to those of the Basin, the numerical thresholds set for MDAB by the MDAQMD are considered adequate to serve as significance thresholds for the proposed project. [Table 5.5-4, Regional Thresholds of Significance](#), presents the MDAQMD numerical thresholds that would be utilized for analysis of the proposed project.

**Table 5.5-4
Regional Thresholds of Significance**

Phase	Pollutant (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction	137	137	548	137	82	82
Operation	137	137	548	137	82	82
<small>VOC = volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter smaller than 10 microns; PM_{2.5} = particulate matter smaller than 2.5 microns Source: Mojave Desert Air Quality Management District, <i>CEQA and Federal Conformity Guidelines</i>, February 2009.</small>						

¹ Telephone conversation with Jan Sudomier from the Great Basin Unified Air Pollution Control District, April 16, 2014.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in Appendix 11.1 of this SEIR. The Modified Initial Study includes questions relating to air quality. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-4).
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation (refer to Impact Statements AQ-1 and AQ-2).
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors) (refer to Impact Statements AQ-1 and AQ-2).
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3).
- Create objectionable odors affecting a substantial number of people (refer to Section 8.0, Effects Found Not To Be Significant).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.5.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

CONSISTENCY WITH AN AIR QUALITY PLAN

The EPA has classified the Basin as a non-attainment area for Federal and State PM₁₀ and O₃ (State standards only) air quality standards. As a non-attainment area, the GBUAPCD was subject to the SIP, later satisfied by the 1990 AQMP pursuant to the FCAA. The 1991 PEIR concluded that construction emissions would exceed Federal and State CO standards. Mitigation measures to reduce construction equipment idling would reduce impacts to less than significant levels. The 1991 PEIR also determined that operational PM₁₀ levels, as well as localized concentrations of CO levels would be exceeded. With compliance to GBUAPCD requirements and other limitations to wood burning appliances and fireplaces, operational emissions would be reduced to less than significant levels. The 1999 SPEIR concluded that the 1999 North Village Specific Plan (NVSP) Amendment

complied with the 1990 AQMP regulations applicable to wood burning appliance emissions. However, implementation of the 1999 NVSP Amendment would add increased VMT to the Town's buildout maximum VMT, exceeding the VMT Cap at that time of 106,600 prescribed in the Town's 1990 AQMP.² Mitigation measures such as each project contributing their fair share to the Town's vacuum street sweeping program and conversions to certified stoves/fireplaces can help reduce PM₁₀ levels below the Federal threshold. The 1999 SPEIR concluded that the 1999 NVSP Amendment would result in significant and unavoidable air quality impacts for PM₁₀ State standards.

AIR QUALITY VIOLATIONS

The 1991 PEIR concluded that construction impacts from PM₁₀ concentrations would be potentially significant. Mitigation measures such as site watering and using drift fencing tackifiers and stockpile covering for inactive construction areas would reduce these impacts to less than significant. The 1991 PEIR identified construction vehicles and equipment as creating potentially significant hot spot violations of Federal and State CO standards. The 1991 PEIR determined that with implementation of recommended mitigation to reduce unnecessary construction equipment idling, impacts in this regard would be reduced to less than significant levels.

According to the 1999 SPEIR, clearing, excavation, grading operations, and other construction activities within the NVSP area would generate dust, with PM₁₀ quantities that could violate State and Federal standards. The 1999 SPEIR concluded that construction impacts would be mitigated to a less than significant level with implementation of GBUAPCD standard dust control measures including daily clean-up and site watering during construction activities, effective covering to minimize fugitive dust release, and replanting and repaving after construction to reestablish vegetation. Additionally, construction activities would require a secondary source permit from the GBUAPCD, specifying appropriate dust control measures to further reduce potential air quality impacts to less than significant levels.

EXPOSURE TO POLLUTANT CONCENTRATIONS

The 1991 PEIR concluded that there were potentially significant operational impacts from three sources: 1) localized CO hotspots; 2) contribution to PM₁₀ levels from resuspended road cinders and vehicle tail pipe and tire wear; and 3) impacts of wood burning fireplaces on PM₁₀ levels. Several mitigation measures including compliance with GBUAPCD requirements and limitations on the quantity of fireplaces and wood burning appliances would reduce these impacts to less than significant levels.

The 1991 PEIR also quantified existing, future cumulative, and future cumulative plus project worst-case curbside CO concentrations expected at five intersections. Of the five intersections analyzed, two intersections (Minaret Road/Main Street and Old Mammoth Road/Main Street) were identified as exceeding the CO standard. Combined traffic impacts from cumulative development and the NVSP buildout could exceed the 8-hour CO standards for roadside receptors. However, a sensitivity analysis identified that CO levels at the Minaret Road/Main Street intersection decreased rapidly as receptors moved away from the intersection, and at 50 feet from the roadside, the 8-hour

² The Town's AQMP was updated in 2013 and included a new VMT Cap of 179,708, under which the project is now applicable to as part of this SEIR.

CO concentration was below the State standard. The 1-hour CO standard was not exceeded as a result of the NVSP or cumulative development.

The 1999 SPEIR determined that under the 1999 NVSP Amendment, the Minaret Road/Main Street intersection would operate at level of service (LOS) F without mitigation and then be improved to LOS D with proposed roadway/intersection improvements resulting in the 8-hour CO concentration to fall below the State standard. A new mitigation measure prohibiting development within 50 feet of the Minaret Road/Main Street intersection would reduce potential CO levels to less than significant. The 1999 SPEIR also concluded that the buildout of the 1999 NVSP Amendment would result in an increase in local and regional PM₁₀ levels due to increased traffic and wood stoves. Even with implementation of recommended mitigation measures and proposed project design measures, impacts in this regard were determined significant and unavoidable for PM₁₀ emissions.

5.5.5 IMPACTS AND MITIGATION MEASURES

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

AQ-1 SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.

Impact Analysis: The 1999 SPEIR (pages 5.5-9 and 5.5-10) identified less than significant impacts associated with fugitive dust as construction activities within the Plan area would be required to obtain a secondary source permit from the GBUAPCD. Conditions of the permit would specify the appropriate dust control measures.

Temporary impacts would result from project construction activities. Short-term air emissions would result from the following activities:

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

Potential odors could arise from the diesel construction equipment used on-site, as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Additionally, odors generated during construction activities would be temporary and are not considered to be a significant impact.

The project proposes the development of 67 hotel rooms and accessory uses on top of the existing parking structure podium. Construction activities would occur for approximately 12 months, and primarily involve building, paving, and painting. Minor demolition activities would be associated with the sidewalk along the project frontage on Minaret Road. A minor amount of earthwork would also be involved the project frontage.



Project construction would require tractors, loaders, paving equipment, and a crane. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod). Refer to [Appendix 11.4, Air Quality and Greenhouse Gas Data](#), for the CalEEMod outputs and results. [Table 5.5-5, Maximum Daily Construction Emissions](#), presents the anticipated daily short-term construction emissions.

**Table 5.5-5
Maximum Daily Construction Emissions**

Emissions Source	Daily Pollutant Emissions (lbs/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Unmitigated	61.64	47.88	40.10	0.05	8.08	4.99
Mitigated ²	61.64	47.88	40.10	0.05	4.52	3.07
Significance Threshold ³	137	137	548	137	82	82
Mitigated Emissions Exceed Thresholds?	No	No	No	No	No	No
VOC = volatile organic compounds; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter smaller than 10 microns; PM _{2.5} = particulate matter smaller than 2.5 microns						
Notes:						
1. Emissions were calculated using CalEEMod.						
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; limit speeds on unpaved roads to 15 miles per hour; and use CARB certified engines.						
3. Regional daily construction thresholds are based on the MDAQMD significance thresholds.						
Refer to Appendix 11.4, Air Quality and Greenhouse Gas Data , for assumptions used in this analysis.						

Fugitive Dust Emissions

Fugitive dust (PM₁₀ and PM_{2.5}) from grading and construction is expected to be short-term and would cease following completion of the proposed project improvements. Most of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during site grading and excavation. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular concern is the amount of PM₁₀ generated as a part of fugitive dust emissions.

CalEEMod calculates PM₁₀ and PM_{2.5} fugitive dust as part of the site earthwork activity emissions; refer to [Table 5.5-5](#). Maximum particulate matter emissions would occur during the initial stages of construction, when grading activities would occur. With the application of the 1999 SPEIR Mitigation Measure 5.5-1a, which requires adherence to GBUAPCD Rule 401 and Rule 402, the maximum mitigated particulate matter concentration would be 4.52 pounds per day (lbs/day) for PM₁₀ and 3.07 lbs/day for PM_{2.5}. It should be noted that 1999 SPEIR Mitigation Measure 5.5-1a would be required, and has been modified to reflect project current standards and practices. Emissions would be below the thresholds of 82 lbs/day for PM₁₀ and PM_{2.5}.

The Basin is currently classified as nonattainment for PM₁₀. Implementation of the 1999 SPEIR Mitigation Measure 5.5-1a, which includes dust control techniques (e.g., daily watering) and limitations on construction hours, would reduce impacts of PM₁₀ fugitive dust. The GBUAPCD utilizes a permitting process to regulate emissions resulting from construction activities. The following list shows the rules and regulations that are applicable to the proposed project:

- a. GBUAPCD Rule 200-A and 200-B. Permits Required – Before any individual builds or operates anything, which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants, such person must obtain a written authority to construct and permit to operate from an Air Pollution Control Officer.
- b. GBUAPCD Rule 216-A. New Source Review Requirements for Determining Impact on Air Quality Secondary Sources – Rule 216-A states a person shall not initiate, modify, construct or operate any secondary sources that will cause the emission of any air pollutant without first obtaining a permit. A secondary source is defined by the GBUAPCD as any structure, building, facility, equipment, installation, or operation which is located on one or more bordering properties within the District and which is owned, operated, or under shared entitlement to use by the same person.
- c. GBUAPCD Rules 401 and 402. Fugitive Dust and Nuisance – Rule 401 requires that airborne particles remain on the site they originate from under normal wind conditions. Proper mitigation techniques approved by the GBUAPCD must be implemented to ensure that fugitive dust is contained. This does not apply to dust emissions discharged through a stack or other point source.

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

The applicable rules and regulations have been listed as reduction measures for the proposed project based on guidance from the GBUAPCD. With compliance to the 1999 SPEIR Mitigation Measures 5.5-1a and 5.5-1b for construction activities, impacts related to fugitive dust would be reduced to a less than significant level.

Construction Exhaust Emissions

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 5.5-5, construction equipment and worker vehicle exhaust emissions would not exceed the emissions thresholds. The NO_x emissions during the periods described above would result in a less than significant impact during construction activities.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. ROG emissions associated with paving and architectural coating have been quantified with CalEEMod. Based on the modeling, the proposed project would not exceed ROG thresholds during construction.

Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research, State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (dated August 2000), the proposed project is not located in an area where NOA is likely to be present. Therefore, impacts in this regard are less than significant.

Total Daily Construction Emissions

CalEEMod was utilized to model construction emissions for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Construction would occur over approximately a 12 month period. CalEEMod allows the user to input mitigation measures such as watering the construction area to limit fugitive dust and applying soil stabilizers to the project area. Mitigation measures selected within CalEEMod allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB and various air quality management districts throughout California, and were programmed within CalEEMod.

As indicated in [Table 5.5-5](#), construction emissions would not exceed thresholds. The 1999 SPEIR Mitigation Measure 5.5-1a would be required to minimize fugitive dust emissions and ensure compliance with GBUAPCD Rules. Additionally, 1999 SPEIR Mitigation Measure 5.5-1b would be required to minimize exhaust emissions from construction equipment and ensure compliance with the CARB anti-idling rule (California Code of Regulations, Title 13, Section 2485). With implementation of 1999 SPEIR Mitigation Measures 5.5-1a and 5.5-1b, and compliance with applicable GBUAPCD rules (refer to Additional Mitigation Measures AQ-1 and AQ-2 that require compliance with GBUAPCD Rules 200-A, 200B, and 216A), construction emissions would be less than significant.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~strike through~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

- 5.5-1a 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 excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures and that fugitive dust shall not cause a nuisance off-site, as specified in the Great Basin Unified Air Pollution Control District (GBUAPCD) Rules and Regulations. In order to reduce fugitive dust emissions, each development project shall obtain permits, as needed, from the Town and the State APCD and shall implementThe following measures shall be implemented during grading and/or construction of the individual development sites project to ensure compliance with permit conditions and applicable Town and GBUAPCD requirements.
- a. The ~~individual development~~ projects shall comply with State, GBUAPCD, Town, and Uniform Building Code dust control regulations, so as to prevent the soil from being eroded by wind, creating dust, or blowing onto a public road or roads or other public or private property.
 - b. Adequate watering techniques shall be employed on a daily basis to partially mitigate the impact of construction-generated dust particulates.
 - c. Clean-up on construction-related dirt on approach routes to ~~individual development~~ the project sites/improvements shall be ensured by the application of water and/or chemical dust retardants that solidify loose soils. These measures shall be implemented for construction vehicle access, as directed by the Town Engineer. Measures shall also include covering, watering or otherwise stabilizing all inactive soil piles (left more than 10 days) and inactive graded areas (left more than 10 days).
 - d. Any vegetative ground cover to be utilized on the ~~individual development~~ the project sites/improvements shall be planted as soon as possible to reduce the amount of open space subject to wind erosion. Irrigation shall be installed as soon as possible to maintain the ground cover.
 - e. All trucks hauling dirt, soil or other loose dirt material shall be covered.
- 5.5-1b To reduce the potential of spot violations of the CO standards and odors from construction equipment exhaust, unnecessary idling of construction equipment shall be avoided pursuant to CARB anti-idling regulations for in-use Off Road Diesel Vehicles, paragraph (d)(3) (Idling).

Additional Mitigation Measures:

- AQ-1 Under the Great Basin Unified Air Pollution Control District (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-2 Under the Great Basin Unified Air Pollution Control District (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.

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

LONG-TERM (OPERATIONAL) AIR EMISSIONS

AQ-2 DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.

Impact Analysis: The 1999 SPEIR (pages 5.5-10 through 5.5-13) concluded that the estimated daily operational emissions resulting from buildout of the 1999 NVSP Amendment would exceed the applicable Ambient Air Quality Standards for PM₁₀.

Operational emissions generated by both stationary and mobile sources would result from normal daily activities on the project site after occupation (i.e., increased concentrations of O₃, PM₁₀, and CO). Stationary area source emissions would be generated by the consumption of natural gas or propane for space and water heating devices, the operation of landscape maintenance equipment, and the use of consumer products. Stationary energy emissions would result from energy consumption associated with the proposed project. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. This model predicts ROG, NO_x, PM₁₀, and PM_{2.5} emissions from motor vehicle traffic associated with new or modified land uses; refer to [Appendix 11.4, *Air Quality and Greenhouse Gas Data*](#). According to *The Inn at the Village Project – Traffic Analysis* (Traffic Study), dated May 8, 2014, prepared by LSA Associates, Inc., (included as [Appendix 11.2, *Traffic Study*](#)), the proposed project would generate 19 peak hour trips (10 inbound and 9 outbound) on a typical weekend. [Table 5.5-6, *Long-Term Operational Air Emissions*](#), presents the anticipated mobile source emissions.

**Table 5.5-6
Long-Term Operational Air Emissions**

Emissions Source	Pollutant (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Area	2.70	0.00	0.01	0.00	0.00	0.00
Energy	0.07	0.65	0.55	0.00	0.05	0.05
Mobile	5.51	11.47	43.55	0.05	2.53	0.78
Total Unmitigated Emissions	8.29	12.13	44.11	0.05	2.58	0.83
Mitigated Emissions						
Area	2.70	0.00	0.01	0.00	0.00	0.00
Energy	0.07	0.65	0.55	0.00	0.05	0.05
Mobile	5.51	11.47	43.55	0.05	2.53	0.78
Total Mitigated Emissions	8.29	12.13	44.11	0.05	2.58	0.83
<i>Significance Threshold²</i>	137	137	548	137	82	82
Is Threshold Exceeded? (Significant Impact?)	No	No	No	No	No	No
Notes:						
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.						
2. Regional daily thresholds are based on the MDAQMD significance thresholds.						
3. Refer to Appendix 11.4, <i>Air Quality and Greenhouse Gas Data</i> , for assumptions used in this analysis.						

Stationary Source Emissions

Stationary source emissions would be generated due to an increased demand for electrical energy and propane/natural gas with the development of the proposed project; refer to Table 5.5-6. This assumption is based on the supposition that those power plants supplying electricity to the site are utilizing fossil fuels. Electric power generating plants are distributed throughout the Basin and western United States, and their emissions contribute to the total regional pollutant burden. The primary use of propane/natural gas by the proposed land uses would be for combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products, and landscaping.

Conclusion

As described above, the project involves the development of 67 hotel rooms above an existing parking structure podium and would generate 19 peak hour trips. The project site is within the North Village District. Although the project would increase density on the site, it would accommodate the increase by transferring 30 rooms from one of the Mammoth Crossing sites. Therefore, the project would not result in overall growth beyond what is anticipated in the Town's 2007 General Plan and the NVSP. Furthermore, the recommended 1999 SPEIR Mitigation Measures 5.5-2a through 5.5-2c would require the project to implement measures that would minimize operational emissions from mobile sources (including reentrained dust) and particulates from wood-burning fireplaces. As operational emissions would not exceed the applicable thresholds, impacts in this regard would be reduced to less than significant levels.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

MM 5.5-2a In order to reduce emissions associated with both mobile and stationary sources (i.e., wood burning stoves and fireplaces), ~~all individual development projects~~ the proposed project shall adhere to the regulations contained in the 2013 Air Quality Management Maintenance Plan for the Town of Mammoth Lakes and Chapter 8.30, Particulate Emission Regulations, of the Town's Municipal Code. The commercial use tenants throughout the Specific Plan area shall, at a minimum, include the following, as appropriate:

- Bicycle racks, lockers or secure storage areas for bicycles;
- Transit access, including bus turnouts;
- Site access design shall avoid queuing in driveways; and
- Mulch, groundcover, and native vegetation to reduce dust.

MM 5.5-2b ~~Each~~ The proposed project shall contribute on a fair share basis to the Town's street sweeping operations in order to reduce emissions and ~~achieve~~ maintain the required Federal standard.

MM 5.5-2c ~~New development within the Specific Plan area shall not be permitted to utilize wood burning appliances unless the Federal standard is documented to not be exceeded. Prior to approval of building plans, the Applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community and Economic Development Department, that wood fired stoves or appliances would not be used on-site.~~

Additional Mitigation Measures: No additional mitigation measures are required.

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

LOCALIZED EMISSIONS

AQ-3 DEVELOPMENT ASSOCIATED WITH THE PROJECT WOULD NOT RESULT IN SIGNIFICANT LOCALIZED EMISSIONS IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL INCREASED POLLUTANT CONCENTRATIONS.

Impact Analysis: The 1999 SPEIR (pages 5.5-13 through 5.5-14) identified three intersections (Old Mammoth Road/Main Street, Minaret Road/Main Street, and Forest Trail/Main Street) that would decrease to an unacceptable LOS and have the potential to exceed CO standards. The 1999 SPEIR identified mitigation measures prohibiting development within 50 feet of the Minaret Road/Main Street intersection, which would reduce potential CO levels to less than significant. It should be noted that the project site is located more than 300 feet from this intersection.



Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

In order to identify CO hotspots, the South Coast Air Quality Management District (SCAQMD) criterion was utilized since the GBUAPCD does not currently have a preferred methodology. The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment area for the Federal and State CO standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the Town near the project site due to the low volume of traffic (190 daily trips and 19 peak hour trips) that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

Carbon Dioxide

The Town is located near the southwest edge of the Long Valley Caldera, which overprints the Sierra Nevada boundary fault system. Persistent earthquake and volcanic activity over the past four million years have formed the eastern Sierra landscape in the vicinity of Long Valley Caldera and the Mono Basin. Detailed surveys indicate that the central portion of the Long Valley Caldera has risen more than 30 inches since the late 1970s, possibly in response to the filling of a shallow magma chamber. In 1990, it was recognized that magmatic gasses were killing trees in certain portions of

the caldera. The trees were killed by high carbon dioxide flux in the soil gasses surrounding their roots. The most well-known location of high carbon dioxide soil gas is at the north end of Horseshoe Lake where scientists estimate between 50 and 150 tons of carbon dioxide are emitted daily. However, based on studies performed by the California Geological Survey and the U.S. Geological Survey it should be noted that there have been no areas of high carbon dioxide flux identified in the project vicinity. Therefore, the proposed project would not be exposed to carbon dioxide in this regard and impacts are less than significant.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONSISTENCY WITH REGIONAL PLANS

AQ-4 DEVELOPMENT ASSOCIATED WITH THE PROJECT WOULD BE CONSISTENT WITH REGIONAL PLANS.

Impact Analysis: The 1999 SPEIR concluded that the estimated daily operational emissions resulting from buildout of the 1999 NVSP Amendment would exceed the applicable Ambient Air Quality Standards for PM₁₀. Therefore, impacts were determined to conflict with the 1990 AQMP.

As described above, according to the 1990 AQMP, particulate matter from road dust and soot from wood combustion primarily causes PM₁₀ violations in the Town. In other words, tailpipe emissions from heavy-duty diesel engines constitute a minor or negligible component of PM₁₀ impacts in the Mammoth Lakes area. In addition, motor vehicle emissions such as those used in snow-removal equipment have been greatly reduced since the 1990 AQMP analysis was completed because State and Federal programs now require the use of low-sulfur diesel fuel as of 2006.

The monitoring data and modeling analysis within the 2013 AQMP determined that with implementation of the control measures from the 1990 AQMP, PM₁₀ levels in the Town have declined significantly. The updated emissions estimate in the 2013 AQMP shows 3,385 kg/day PM₁₀ in 2012, which is a 20 percent reduction in emissions since 1990 when the AQMP was adopted. This reduction was achieved despite a 72 percent population increase from 4,785 in 1990 to 8,234 in 2010.

The 2013 AQMP also models emissions associated with the estimated 179,708 VMT at 2007 General Plan buildout. The VMT estimate is based on a revised traffic model for the community that incorporates additional roadway segments and revises VMT projections based on updated traffic counts and current modeling technologies. The air quality modeling shows that this overall level of traffic would not cause an exceedence of the NAAQS and is suggested as the VMT limit for the 2013 AQMP.

The proposed project would construct a seven-story hotel of 34,840 square feet and up to 67 rooms, and an additional 29,910 square feet of accessory uses. This increase in density at the project site would be accommodated by a proposed density transfer from one of the Mammoth Crossing sites

to the project site. Thus, although the proposed project would increase densities at the site, the overall approved density for the NVSP area would remain the same after implementation of the proposed project. Development associated with the proposed project would be consistent with what is anticipated in the Town's 2007 General Plan. Therefore, VMT associated with the project are included in the 2007 General Plan buildout VMT estimate that is included in the modeling for the 2013 AQMP.

Future development within the Town has been anticipated within the recent 2007 General Plan. In order to address the anticipated increase at future buildout, the 2007 General Plan has included several goals and policies to further regulate the anticipated PM₁₀ emissions resulting from the increased VMT. Such goals and policies would build upon the regulations set forth within the current Municipal Code, Chapter 8.30, and GBUAPCD Rule 431. As an example of the new goals and policies, the 2007 General Plan has included the use of higher density residential and mixed-use development adjacent to commercial centers, mountain portals, and transit corridors, which would reduce the number of vehicle trips, VMT, and encourage alternative modes of transportation.

As the proposed project is anticipated in the 2007 General Plan and 2013 AQMP, implementation of the proposed project would not conflict with the 2013 AQMP. Additionally, the project would be required to comply with the applicable 2007 General Plan policies, which would further reduce impacts associated with plan consistency to a less than significant level.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.6 CUMULATIVE IMPACTS

The 1999 SPEIR (page 5.5-15) concluded that 1999 NVSP Amendment would contribute to a current violation of PM₁₀ State and Federal standards resulting in cumulative operational impacts. This contribution would result in a significant and unavoidable impact.

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

- SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.

Impact Analysis: Of the 22 projects that have been identified within the proposed project study area, there are a number of related projects that have not been built or are currently under construction. Since applicants have no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative.

The GBUAPCD has developed a permitting process prior to the construction of any development within the Basin to ensure that construction activities would not result in exceedances of NAAQS. The GBUAPCD emphasizes the use of control measures during construction activities. As stated in Impact Statement AQ-1, mitigation measures would reduce impacts associated with construction through the application of proper permits and by demonstrating that the appropriate control measures would be utilized during construction activities. With implementation of 1999 SPEIR Mitigation Measures 5.5-1a and 5.5-1b and Additional Mitigation Measures AQ-1 and AQ-2, the project would comply with all applicable GBUAPCD Rules and the project's cumulative contribution would be less than significant in this regard.

Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.5-1a and 5.5-1b.

Additional Mitigation Measures: Refer to Additional Mitigation Measures AQ-1 and AQ-2.

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

LONG-TERM (OPERATIONAL) AIR EMISSIONS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.**

Impact Analysis: The GBUAPCD's approach for assessing cumulative impacts related to operations is based on the attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. A significant impact may occur if a project would add a cumulatively considerable contribution of a Federal or State non-attainment pollutant. Because the Basin is currently in nonattainment for O₃ and PM₁₀, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance.

As discussed above, the proposed project would not result in long-term air quality impacts, as emissions would not exceed applicable operational thresholds. Development associated with the proposed project would be consistent with what is anticipated in the 1999 SPEIR and the Town's 2007 General Plan. Additionally, adherence to GBUAPCD rules and regulations (as required by 1999 SPEIR Mitigation Measures 5.5-2a through 5.5-2c) would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.



Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.5-2a through 5.5-2c.

Additional Mitigation Measures: No additional mitigation measures are required.

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

5.5.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to air quality have been identified in this section.



5.6 Greenhouse Gas Emissions

5.6 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes compliance with applicable regulations. Consideration of the project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. GHG technical data is included in Appendix 11.4, *Air Quality and Greenhouse Gas Data*.

5.6.1 EXISTING SETTING

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

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

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the CEQA Guidelines (Section 15064[d]), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 70 percent between 1970 and 2004. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."¹ The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

¹ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with the proposed project include the following:²

- Water Vapor (H₂O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.
- Carbon Dioxide (CO₂). CO₂ is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of CO₂ in the atmosphere has increased 40 percent.³ CO₂ is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH₄). CH₄ is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of CH₄ are landfills, natural gas systems, and enteric fermentation. CH₄ is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of CH₄ is 21.
- Nitrous Oxide (N₂O). N₂O is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N₂O is 310.
- Hydrofluorocarbons (HFCs). HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWP of HFCs range from 140 for HFC-152a to 11,700 for HFC-23.⁴

² All Global Warming Potentials are given as 100 year GWP. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

³ U.S. Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2012*, April 2014.

⁴ U.S. Environmental Protection Agency, *Overview of Greenhouse Gas Emissions – Emissions of Fluorinated Gases*, dated April 17, 2014. <http://epa.gov/climatechange/ghgemissions/gases/fgases.html>, accessed on May 15, 2014.

- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO₂, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).⁵ The GWP of PFCs range from 6,500 to 9,200.
- Sulfur hexafluoride (SF₆). Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the IPCC with a GWP of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO₂ (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively).⁶

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O₃) depleters; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The GWP of HCFCs range from 93 for HCFC-123 to 2,000 for HCFC-142b.⁷
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 110 times that of CO₂.⁸
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 FR 3374) for the phase out of O₃ depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with a GWP ranging from 4,600 for CFC 11 to 14,000 for CFC 13.⁹

⁵ U.S. Environmental Protection Agency, *Overview of Greenhouse Gas Emissions – Emissions of Fluorinated Gases*, dated April 17, 2014. <http://epa.gov/climatechange/ghgemissions/gases/fgases.html>, accessed on May 15, 2014.

⁶ Ibid.

⁷ U.S. Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, dated October 29, 2009. <http://www.epa.gov/EPA-AIR/1996/January/Day-19/pr-372.html>, accessed on May 15, 2014.

⁸ Ibid.

⁹ U.S. Environmental Protection Agency, *Class I Ozone Depleting Substances*, dated June 21, 2013. <http://www.epa.gov/ozone/science/ods/classone.html>, accessed on May 15, 2014.

5.6.2 REGULATORY FRAMEWORK

FEDERAL

The Federal government is extensively engaged in international climate change activities in areas such as science, mitigation, and environmental monitoring. The EPA actively participates in multilateral and bilateral activities by establishing partnerships and providing leadership and technical expertise. Multilaterally, the United States is a strong supporter of activities under the United Nations Framework Convention on Climate Change (UNFCCC) and the IPCC.

In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus around the evidence that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In December 2007, Congress passed the first increase in corporate average fleet fuel economy (CAFE) standards. The new CAFE standards represent an increase to 35 miles per gallon (mpg) by 2020. In March 2009, the Obama Administration announced that for the 2011 model year, the standard for cars and light trucks will be 27.3 mpg, the standard for cars will be 30.2 mpg; and standard for trucks would be 24.1 mpg. Additionally, in May 2009 President Barack Obama announced plans for a national fuel-economy and GHG emissions standard that would significantly increase mileage requirements for cars and trucks by 2016. The new requirements represent an average standard of 39 mpg for cars and 30 mpg for trucks by 2016.

In May 2010, EPA and Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a joint Final Rule to establish a National Program comprised of new standards for light-duty vehicles that will reduce GHG emissions and improve fuel economy. In October 2012, the EPA and NHTSA issued final rules to extend the National Program standards to further decrease GHG emissions and increase fuel economy for light-duty vehicles for model years 2017-2025. NHTSA is finalizing CAFE standards for model years 2017-2012 while issuing augural standards for 2022-2025 model years under the Energy and Security Act. EPA is finalizing GHG emission standards for 2017-2025 model years under the Federal Clean Air Act (FCAA) and modifying changes to the regulations applicable to model years 2012-2016 in regards to air conditions performance, N₂O measurement, off-cycle technology credits, and police and emergency vehicles.

In September 2009, the EPA finalized a GHG reporting and monitoring system that began on January 1, 2010. In general, this national reporting requirement will provide the EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective emissions reduction strategies. This new program covers approximately 85 percent of the nation's GHG emissions and applies to approximately 10,000 facilities. The reporting system is intended to provide a better understanding

of where GHGs are coming from and will guide development of the best possible policies and programs to reduce emissions.

In December 2009, the EPA signed two endangerment and cause or contribute findings for GHG emissions under Section 202(a) of the FCAA. The EPA concluded that current and projected concentrations of the six key well-mixed GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in the atmosphere threaten the public health and welfare of current and future generations. In addition, the EPA determined that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG standards for vehicles.

Currently, the EPA is proposing the 2014 Renewable Fuel Standard Program (RFS2) to establish the volume requirements and associated percentage standards for cellulosic biofuel, biomass-based diesel, advanced biofuel, and total renewable fuels that apply to gasoline and diesel produced or imported in the year 2014. EPA is also proposing the 2015 Biomass-Based Diesel Volume to determine the applicable national volume of biomass-based diesel that will be required in 2015. As required by the Energy Independence and Security Act of 2007, the proposed standards would ensure that transportation fuel sold in the United State contains a minimum volume of renewable fuel.

STATE

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring, and that there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of State's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-14-08. Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-20-04. Executive Order S-20-04, the California Green Building Initiative, (signed into law on December 14, 2004), establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency benchmarking system, commissioning and retro-commissioning (commissioning for existing commercial buildings) guidelines, and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Executive Order S-21-09. Executive Order S-21-09, 33 percent Renewable Energy for California, directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002) which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006) which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.



Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.”

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California’s existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Assembly Bill 3018. AB 3018 established the Green Collar Jobs Council (GCJC) under the California Workforce Investment Board (CWIB). The GCJC will develop a comprehensive approach to address California’s emerging workforce needs associated with the emerging green economy. This bill will ignite the development of job training programs in the clean and green technology sectors.

Senate Bill 97. SB 97, signed in August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Governor’s Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA.

OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of GHG emissions that would be generated by a proposed project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur, and should mitigate the impacts where feasible. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance as described in CEQA Guidelines Section 15064.7 that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

The Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable

communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Senate Bills 1078 and 107. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill 1368. SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the CEC to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by CPUC and CEC.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO₂eq¹⁰ emissions by 174 million MT, or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MTCO₂eq under a business as usual (BAU)¹¹ scenario. This is a reduction of 42 million MTCO₂eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32. On February 10, 2014, CARB released the draft proposed first update. The appendices to the report, including the

¹⁰ Carbon Dioxide Equivalent (CO₂eq) - A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

¹¹ "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

environmental analysis will be released at a later date. On February 20, 2014, CARB will have a Board meeting discussion that will include additional opportunities for stakeholder feedback and public comment. In late-Spring 2014, CARB will hold a Board Hearing to consider the Final Scoping Plan Update and Environmental Analysis.

LOCAL

Great Basin Unified Air Pollution Control District

The Great Basin Unified Air Pollution Control District (GBUAPCD) has jurisdiction over the counties of Mono, Alpine, and Inyo and is primarily responsible for comprehensive air pollution control in the Basin. However, GBUAPCD lacks the authority to directly regulate factors leading to global climate change or GHG emission issues associated with plans and new development projects throughout the Basin.

Town of Mammoth Lakes

TOWN OF MAMMOTH LAKES 2007 GENERAL PLAN

The Town does not have any plans, policies, regulations, significance thresholds, or laws addressing climate change at this time. The Resources Management and Conservation Element of the *Town of Mammoth Lakes General Plan 2007* (2007 General Plan) includes goals and policies addressing energy resources, energy conservation, green technology, and air quality. The 2007 General Plan states that energy demands and consumption can be reduced through education, energy audits, incentives, and innovative measures. In addition, green building technology, renewable energy resources, and conservation of existing energy sources are encouraged through education, research, cost-benefit analysis, and establishing regulatory framework and implementation standards. The Town also promotes reduction of GHG emissions by supporting the objectives of the U.S. Mayors Climate Protection Agreement, AB 32, and Executive Order S-3-05. The Resources Management and Conservation Element policies that are relevant to the proposed project are as follows:

- Reduce energy demand by promoting energy efficiency in all sectors of the community (R.6.A).
- Encourage energy efficiency in new building and retrofit construction, as well as resource conservation and use of recycled materials (R.6.C).
- Reduce the use of fossil fuels and energy consumption of Town fleet through innovative measures (R.6.D).
- Use green building practices to greatest extent possible in all construction projects (R.7.A).
- Encourage development of housing close to work, commercial services, recreation areas and transit routes to reduce fuel consumption (R.7.B).

- Educate community, both residents and visitors, on economic and environmental benefits of energy efficiency, use of renewable resources and potential cost savings with energy efficient retrofits and remodels (R.8.A).
- Educate building industry professionals on value of energy efficient building construction and use of renewable resource heating and power systems both in new and retrofit construction (R.8.B).
- Research and facilitate cost-benefit analysis for energy and resource conservation in new and existing building systems (R.8.C).
- Encourage use of renewable fuels such as biodiesel (R.8.D).
- Support development of a geothermal heating district for the town including seeking grant-funding sources for geothermal heating projects (R.8.E).
- Encourage building design and orientation for passive solar heating (R.8.F).
- Encourage use of decentralized solar electric power production systems (R.8.G).

Mobility Element

The Town is currently preparing the Mobility Element that will serve as the community's comprehensive transportation plan, updating the existing Circulation Element of the 2007 General Plan. The Mobility Element establishes the goals, policies, actions, and infrastructure necessary to achieve a progressive and complete multimodal transportation system that serves the needs of all users by implementing "feet-first," sustainability, and smart-growth oriented principles. The Mobility Element policies that are relevant to the proposed project are as follows:

- Reduce automobile trips by promoting and facilitating pedestrian, bicycle, transit and parking management strategies and programs through the following:
 - Implementation of compact pedestrian-oriented development that provides a mix of land uses within walking or biking distance that meet the daily needs of residents and visitors,
 - Encouraging clustered and infill development,
 - Encouraging and developing land use policies that focus development potential in locations best served by transit and other alternative transportation, and
 - Implementing parking strategies that encourage the "park-once" concept (M.16.1).
- Require new development to implement Transportation Demand Management (TDM) measures (M.16.2).
- Encourage the school district, ski resort and other major public and private traffic generators to develop and implement measures to change travel behavior (M.16.3).
- Regularly update the TDM requirements for new development (M.17.1).

Eastern Sierra Energy Initiative

The Eastern Sierra Council of Governments (Eastern Sierra Council Council), representing the Town of Mammoth Lakes, Bishop, Inyo County, and Mono County, launched the Eastern Sierra Energy Initiative (ESEI), a multi-agency, local energy partnership between Southern California Edison (SCE) and the Eastern Sierra Council. The initiative will be a rurally oriented partnership covering over 13,000 square miles and serving a total population of about 25,000. ESEI's scope and objective is to reduce energy use and demand by focusing on three key areas: (1) establishing a "culture" of energy efficiency; (2) working closely with SCE to more effectively implement existing programs; and (3) seeking innovative approaches to energy efficiency in our alpine environment.

High Sierra Energy Initiative

On January 18, 2005, the Town Council of Mammoth Lakes passed a resolution supporting an energy partnership between Southern California Edison (SCE) and the Town of Mammoth Lakes. The resolution designates the local nonprofit High Sierra Energy Foundation to implement the High Sierra Energy Initiative (HSEI) mission to "support a commitment to sustainable practices through energy efficiency, and will provide leadership and guidance in promoting, facilitating, and instituting such practices in the community." This partnership is part of \$675 million in SCE energy efficiency programs authorized by the California Public Utilities Commission.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance.

Lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global climate change (CEQA Guidelines Section 15064.7(c).) CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. However, neither the GBUAPCD nor the Town has yet established specific quantitative significance thresholds for GHG emissions for development projects. The GBUAPCD was consulted during the course of this analysis to determine the proper methodology to use for analyzing GHG emissions.

Based on guidance from the GBUAPCD, project-related emissions were quantified and compared to the California Air Pollution Control Officers Association (CAPCOA) numerical thresholds.¹² Projects in the Basin have recently used the numerical thresholds of the CAPCOA in prior CEQA reviews (e.g., the *Trail System Master Plan EIR*, July 2011). In January 2008, the California Air Pollution Control Officers Association (CAPCOA) released a white paper, entitled CEQA and

¹² Telephone conversation with Jan Sudomier from the Great Basin Unified Air Pollution Control District, April 16, 2014.

Climate Change, which examines various threshold approaches available to air districts and lead agencies for determining whether GHG emissions are significant, including a number of “non-zero” thresholds for land use development projects. Therefore, in the absence of promulgated numeric thresholds, the most conservative (lowest) numerical threshold suggested by CAPCOA, 900 metric tons per year (MTCO₂eq/yr), are considered adequate to serve and would be utilized for analysis of the proposed project.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in Appendix 11.1 of this SEIR. The Modified Initial Study includes questions relating to GHG emissions. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1).
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.6.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA. The Town has incorporated the GHG emissions threshold questions from the CEQA Appendix G Checklist into this SEIR. The analysis below considers significance thresholds and addresses whether the project may have potentially significant impacts related to GHG emissions.

5.6.5 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT WOULD NOT HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.

Impact Analysis: The proposed project's GHG emissions have been calculated and refer to emissions that would be expected to occur in the absence of GHG reduction measures. GHG impacts associated with the proposed project are discussed below.

Direct Project-Related Sources of Greenhouse Gases

Direct GHG emissions for project-related conditions include emissions from construction activities, area sources, and mobile sources. Table 5.6-1, Greenhouse Gas Emissions, presents the estimated CO₂, CH₄, and N₂O emissions.

**Table 5.6-1
Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ eq
	Metric Tons/year ¹	Metric Tons/year ¹	Metric Tons of CO ₂ eq ²	Metric Tons/year ¹	Metric Tons of CO ₂ eq ²	
Direct Emissions						
▪ Construction (amortized over 30 years)	12.21	0.00	0.05	0.00	0.00	12.26
▪ Area Source	0.00	0.00	0.00	0.00	0.00	0.00
▪ Mobile Source	336.06	0.02	0.45	0.00	0.00	336.44
Total Unmitigated Direct Emissions³	348.27	0.02	0.50	0.00	0.00	348.70
Indirect Emissions						
▪ Energy	336.53	0.01	0.34	0.00	1.4	368.24
▪ Solid Waste	7.45	0.44	11	0.00	0.00	16.69
▪ Water Demand	3.36	0.06	1.4	0.00	0.40	4.94
Total Unmitigated Indirect Emissions³	347.34	0.51	12.74	0.00	1.80	389.87
Total Project-Related Emissions³	738.57 MTCO₂eq/year					
Notes:						
1. Emissions calculated using California Emissions Estimator Model (CalEEMod) computer model.						
2. CO ₂ Equivalent values calculated using the EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed April 2014.						
3. Totals may be slightly off due to rounding.						
Refer to Appendix 11.4, <i>Air Quality and Greenhouse Gas Data</i> , for detailed model input/output data.						

The California Emissions Estimator Model (CalEEMod) computer model outputs contained within the Appendix 11.4 Air Quality and Greenhouse Gas Data, were used to calculate mobile source, area source, and construction-related GHG emissions. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon construction phasing and project specific land use data to calculate emissions; refer to Appendix 11.4. GHGs associated with area sources and mobile sources would be 0.00 MTCO₂eq/year and 336.44 MTCO₂eq/year, respectively. GHG emissions from construction would result in 12.26 MTCO₂eq for all construction phases. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational

emissions.¹³ Total project-related direct operational emissions would result in 348.70 MTCO₂eq/year.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy Consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via SCE. The project would indirectly result in 368.24 MTCO₂eq/year due to energy consumption; refer to Table 5.6-1.

Solid Waste. Solid waste associated with operations of the proposed project would result in 16.69 MTCO₂eq/year; refer to Table 5.6-1.

Water Demand. The Mammoth Community Water District (MCWD) would be the main water supply provider to the proposed project. The project's water supply would be provided by local surface water, groundwater as well as recycled water sources. Emissions from indirect energy impacts due to water supply would result in 4.94 MTCO₂eq/year.

Total Project-Related Sources of Greenhouse Gases. As shown in Table 5.6-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 738.57 MTCO₂eq/year.

Project Design Features

The proposed project would incorporate several design features that reduce GHG emissions. The proposed project would incorporate sustainable practices which include energy and land use efficiency measures. A list of the proposed project's GHG reducing design features are provided below.

Energy Saving Measures

- South facing units feature deep balconies in front of window walls that act as a sun shade in combination with high, operable windows to provide the desired amount of solar gain and stack effect air circulation.
- A super insulated roof system would minimize thermal transfer through the roof with a combination of built-up rigid insulation above the structural deck and an additional layer of batt insulation applied below the deck.
- Dual method wall insulation would provide a high insular value, and a substantial thermal break in the exterior wall, reducing air infiltration and condensation within the wall cavity to create an extremely robust and long-lived thermal envelope.
- Extensive use of light emitting diode (LED) lighting would be used in a variety of lighting fixtures.

¹³ The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District (<http://www.aqmd.gov/hb/2008/December/081231a.htm>).

- Weather-lock vestibule at the proposed pedestrian street entry would be positively pressurized to keep warmed or cooled air inside the building and untreated, unfiltered air out.
- The plaza level circulation and amenity spaces would include operable fenestration and in some areas fully opening wall panels to embrace the summer season's mild climate.

Land Use

- A proposed signature street level pedestrian porte cochere would serve as gateway access into the project from Minaret Road, allowing for pedestrian integration and improved circulation.
- Enhanced pedestrian access along Minaret Road would allow ease of access to and from hotel amenities and access between the existing 8050 Buildings A and B and the project (Building C as proposed).
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant.
- Landscaping for the project would include a combination of planting areas. Along the northeast and southeast sides of the building, native plant communities, shrubs, and related groundcover would be utilized. Native trees (including Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) would be installed along the perimeter of the proposed structure.
- A Tree Protection/Preservation Plan would be implemented to preserve and protect existing trees, shrubs, and other plant materials including plants on adjoining properties. Existing Pine trees to be protected-in-place range from 10 to 24 inches at diameter breast height (DBH).

The project design features would further reduce the GHG emissions. However, as shown in [Table 5.6-1](#), the project-related emissions would be 738.57 MTCO₂eq/yr, which are below the 900 MTCO₂eq/yr threshold. As such, the GHG reductions resulting from project design features were not applied in CalEEMod due to the threshold not being exceeded.

Conclusion

As shown in [Table 5.6-1](#), project-related GHG emissions would be 738.57 MTCO₂eq/yr, which are below the 900 MTCO₂eq/yr threshold. The project's design features would further reduce project-related GHG emissions. As the project would not exceed the 900 MTCO₂eq/yr threshold in an unmitigated condition, the proposed project would result in a less than significant impact with regards to GHG emissions.

Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

GHG-2 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis: The Town does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, the Town is currently updating the Mobility Element of the 2007 General Plan to establish goals, policies, actions, and infrastructure to achieve a progressive and comprehensive multimodal transportation system through implementation of “feet-first,” sustainability, and smart-growth oriented principles. In addition, the Town is involved in the Eastern Sierra Energy Initiative (ESEI), created in partnership with SCE and the Eastern Sierra Council, represented by additional jurisdictions including Bishop, Inyo County, and Mono County. ESEI’s scope and objective is to reduce energy use and demand by focusing on establishing a “culture” of energy efficiency, working closely with SCE to more effectively implement existing programs, and seeking innovative approaches to energy efficiency in our alpine environment. The Town implemented the High Sierra Energy Initiative (HSEI), in partnership with SCE to support a commitment to sustainable practices through energy efficiency, and will provide leadership and guidance in promoting, facilitating, and instituting such practices in the community.

As concluded in Impact Statement GHG-1 the proposed project would not generate a significant amount of GHGs in an unmitigated condition. GHG emissions would be further reduced with implementation of the proposed project design features. The project would not conflict with or impede implementation of reduction goals identified in AB 32 and other strategies to help reduce GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant in this regard.

Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.6 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a

significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

GREENHOUSE GAS EMISSIONS

● GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.

Impact Analysis: As stated above, the 1999 SPEIR did not analyze GHG emission-related impacts. However, the proposed project would not result in a significant impact regarding GHG emissions, as the project would result in 738.57 MTCO₂eq/yr under buildout conditions. Therefore, project related GHG impacts were determined to be less than significant as they were below the 900 MTCO₂eq threshold. The background and formulation of the GHG threshold that was utilized is described under Section 5.6.3, *Impact Thresholds and Significance Criteria*.

On December 30, 2009, the Natural Resources Agency adopted the CEQA Guideline Amendments prepared by Office of Planning and Research (OPR), as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010. The Natural Resources Agency originally proposed to add subdivision (f) to section 15130 to clarify that sections 21083 and 21083.05 of the Public Resources Code do not require a detailed analysis of GHG emissions solely due to the emissions of other projects (i.e., State CEQA Guidelines, Section 15130(a)(1); *Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799). Rather, the proposed subdivision (f) would have provided that a detailed analysis is required when evidence shows that the incremental contribution of the project's GHG emissions is cumulatively considerable when added to other cumulative projects (i.e., *Communities for a Better Environment v. California Resources Agency* (2002), supra, 103 Cal.App.4th at 119-120). In essence, the proposed addition would be a restatement of law as applied to GHG emissions. Analysis of GHG emissions as a cumulative impact is consistent with case law arising under the National Environmental Policy Act (NEPA) (e.g., *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir. 2008]). Other portions of the CEQA Guideline Amendments address how lead agencies may determine whether a project's emissions are cumulatively considerable (e.g., Proposed Sections 1506(h)(3) and 15064.4). However, public comments noted that the new subdivision merely restated the law, and was capable of misinterpretation. The Natural Resources Agency, therefore, determined that because other provisions of the CEQA Guideline Amendments address the analysis of GHG emissions as a cumulative impact, and because the reasoning of those is fully explained in the Initial Statement of Reasons, subdivision (f) should not be added to the CEQA Guidelines. The deletion was reflected in the revisions that were made available for further public review and comment on October 23, 2009, and was not adopted as part of the CEQA Guidelines Amendments that became effective on March 18, 2010.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG

inventory.¹⁴ GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.¹⁵ The additive effect of the project's GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As the proposed project would result in a less than significant impact regarding GHG emissions, the project's cumulatively considerable GHG emissions are less than significant.

Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

● IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis: As described above, the 1999 SPEIR was not required to analyze GHG emissions per CEQA. However, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Additionally, the proposed project and all related cumulative projects would be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the project. Implementation of required regulatory requirements would ensure that the project would not conflict with or impede implementation of reduction goals identified in AB 32, SB 375, and other strategies to help reduce GHG emissions. Cumulative projects would be required to be consistent with the reduction goals of AB 32, SB 375, and other State and regional strategies to avoid significant GHG impacts. The proposed project would not generate a significant amount of GHG emissions and the proposed project would not result in a cumulatively considerable impact with regard to a conflict with an adopted GHG reduction plan, policy, or regulation. There are no other applicable plans, policies, or regulations that have been adopted by the GBUAPCD or the Town for the purpose of reducing GHG emissions. Therefore, impacts in this regard would be less than significant.

Applicable 1999 SPEIR Mitigation Measures: At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA.

Additional Mitigation Measures: No additional mitigation measures are required.

¹⁴ California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

¹⁵ Ibid.



Level of Significance: Less Than Significant Impact.

5.6.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to greenhouse gas emissions have been identified in this section.



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5.7 Utilities and Service Systems

5.7 UTILITIES AND SERVICE SYSTEMS

This section is based upon information provided by the Mammoth Community Water District (MCWD); refer to [Appendix 11.5, *Utility Correspondence*](#). Other references relied upon the *2010 Urban Water Management Plan* (2010 UWMP), dated November 2011, prepared by the MCWD. In the context of this SEIR, the utilities and service systems consist of water and wastewater (sewers). Other public services are addressed in [Appendix 11.1, *Modified Initial Study and Notice of Preparation*](#).

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

5.7.1 EXISTING SETTING

WATER

Water Supply

The project site is served by the MCWD. The 2010 UWMP was adopted in November 2011. Based on the 2010 UWMP, the MCWD has 3,660 water service connections and relies on water supply provided by local surface water, ground water, recycled water, and savings from water conservation (demand management) measures.

Surface Water. The MCWD utilizes surface water as the primary water source when it is available because less energy and fewer chemicals are required to divert, treat, and deliver water from the Lake Mary Water Treatment Plant (WTP). Surface water requires minimal treatment, and the supply is gravity-fed to almost the entire service area. The MCWD has two water right licenses and one permit issued by the State Water Resources Control Board (SWRCB) that entitle the MCWD to both store and divert surface water at Lake Mary, allowing up to a maximum annual surface water diversion of 2,760 acre-feet with the exception of future water demands including water diversions, extractions, and deliveries in the MCWD's service area not exceeding 4,387 acre-feet per year (AFY) per a recent settlement agreement between Los Angeles Department of Water and Power (DWP) and the MCWD. However, actual diversions are typically significantly lower due to the combined influence of natural variability in snowpack runoff quantity and timing, limited storage to manage the variable runoff, mismatch between the seasonal trends in supply availability and community water demands, and compliance with the monthly minimum Mammoth Creek fishery bypass.

Groundwater. Groundwater supply comes from nine production wells within the Mammoth groundwater basin. During the past five years, the MCWD pumped an average of 1,682 AFY. Groundwater supply is limited by the capacity of the nine wells, groundwater level drawdown impacts on well production, and the ability of the two ground water treatment plants (GWTP) to effectively treat and remove naturally occurring drinking water contaminants such as arsenic, iron, and manganese. Treated water is stored in 10 distribution system storage reservoirs, with a combined capacity of 7.5 million gallons. The water distribution system also includes 81 miles of

pipelines, seven booster pump stations, and five pressure zones. The MCWD has a State-approved Groundwater Management Plan in compliance with AB-3030, and will be providing long term monitoring data for the State's California Statewide Groundwater Elevation Monitoring (CASGEM) program to Mono County.

Recycled Water. Delivery of recycled water meeting Title 22 water standards for unrestricted irrigation use began in 2010. In 2009, the Lahontan Regional Water Quality Control Board (RWQCB) issued a master permit to the MCWD for recycled water supply within the MCWD service area. By 2010, construction of the distribution system pump stations and pipelines to serve the Sierra Star and Snowcreek golf courses were completed and Sierra Star began using recycled water for irrigation. The golf course irrigation for Snowcreek and Sierra Star (320 AFY each), along with minor amounts of construction-use water, are the only established long term uses for recycled water. The recycled water system includes an advanced wastewater treatment plant producing Title 22 quality recycled water, two booster pump stations, and 21,000 feet of distribution mains.

Water Supplies. Based on the 2010 UWMP, the MCWD can currently supply 3,895 AFY (as of 2010) to their service area. By 2030, available water supply is anticipated to increase to 4,436 AFY, above the MCWD water demand limit of 4,387 AFY per the recent settlement agreement between DWP and the MCWD. As previously noted, with the settlement agreement between DWP and MCWD, future water demands including water diversions, extractions, and deliveries in the MCWD's service area should not exceed 4,387 AFY. The groundwater and surface water supply values do not change over the planning horizon, as there are no new anticipated sources of surface or groundwater supply, with the exception of one planned back up well (Well 11). The recycled water quantities reflect the existing and planned increased use at the Sierra Star and Snowcreek golf courses only.

During current conditions (2010) and intermediate planning horizons through 2030, MCWD's combined use of Mammoth Creek surface water, local groundwater, and recycled water results in a supply mix that can reliably meet the community needs under the full range of water year types, including both the severe one year and sustained multi-year droughts. The water supply reliability results also include water treatment plant processed water losses (such as filter backwash) and recycled water used for irrigation. The water supply reliability, which is based on the 2010 UWMP, is summarized, as follows:

- Normal Conditions. Under normal conditions, the Town's average current (2010) water demand including processed water or water losses is 2,589 AFY and forecast 2030 water demand is 4,180 AFY. As indicated in 2010 UWMP Table 5-10, *Supply and Total Demand Comparison – Normal Year (in acre-feet)*, the MCWD anticipates meeting demands under normal conditions through current supplies.
- Single Dry Year Conditions. Under single dry year conditions, the Town's forecast 2030 water demand including processed water or water losses is 4,180 AFY. As indicated in 2010 UWMP Table 5-11, *Supply and Demand Comparison – Single Dry Year (in acre-feet)*, the MCWD anticipates meeting demands under single dry year conditions through increasing the availability of local groundwater resources, providing 90 percent of the supply in a severe one year drought.

- Multiple Dry Year Conditions. Under multiple dry year conditions, the Town’s forecast 2030 water demand including processed water or water losses is 4,180 AFY. As indicated in 2010 UWMP Table 12, *Supply and Demand Comparison – Multiple Dry Year Event (in acre-feet)*, the MCWD anticipates meeting demands under multiple dry year conditions through increasing the availability of local groundwater resources with 60 percent of the supply over a three year sustained drought.

Water Demand and Existing Facilities

In 2013, the Town’s average daily flow was 3.6 cubic feet per second (cfs) and the peak demand was 4.43 million gallons per day (mgd). These 2013 figures include golf course irrigation.¹ Table 5.7-1, 2005 Through 2030 Total Water Demand, provides the current and projected water demand. The total water demand in 2005 was 2,564 acre-feet and in 2010 it was 2,169 acre-feet. The reduced water demand in 2010 could be partially explained by the late start of the irrigation season. The total water demand does not include the additional processed water uses or water losses.²

**Table 5.7-1
2005 Through 2030 Total Water Demand**

Water Supply Sources	Acre-Feet Per Year (AFY)					
	2005	2010	2015	2020	2025	2030
Total Water Deliveries	2,564	2,169	2,565	2,961	3,357	3,751
Additional Processed Water Uses and Losses	857	420	424	426	428	429
Total	3,421	2,589	2,989	3,387	3,785	4,180

Source: Mammoth Community Water District, *2010 Urban Water Management Plan*, November 2011.

Currently, the project site consists of an existing parking structure podium and does not require water services. The distribution system surrounding the project site consists of existing water lines along Canyon Boulevard, Minaret Road, and Main Street/Lake Mary Road; refer to Exhibit 5.7-1, Existing Water and Wastewater Facilities. Pressure reducing stations are planned for construction along Minaret Road and Canyon Boulevard, which may change water pressure zone boundaries around the project area. The existing design of the water delivery system is sufficient to meet the current water demands.³

WASTEWATER

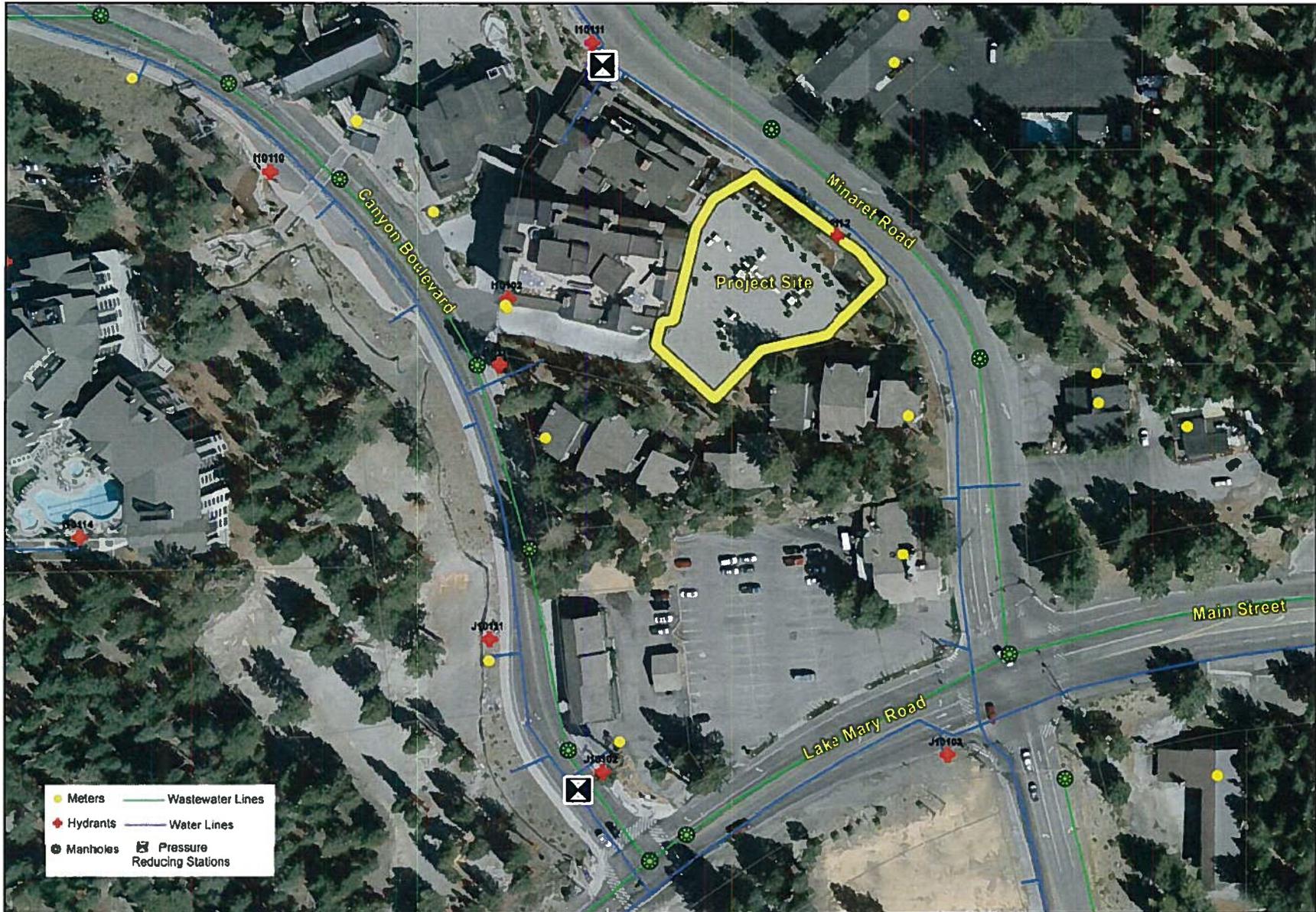
The MCWD owns, operates, and maintains the sewage collection systems for the Town, including pump stations and over 35 miles of sewer mains and interceptors.⁴ There are four main trunks of the MCWD sewer collection system located on the following streets: Old Mammoth Road, Meridian

¹ Written correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

² Ibid.

³ Ibid.

⁴ Town of Mammoth Lakes, *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, May 2007.



Source: Written Correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

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07/14 JUN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Existing Water and Wastewater Facilities

Exhibit 5.7-1

Boulevard, Sierra Star Golf Course to Center Street, and Main Street. The inceptor lines vary in diameter from 18 to 21 inches. MCWD also operates and maintains 13 wastewater pump stations and 11 miles of sewers for the United States Forest Service (USFS). Raw wastewater is delivered to the MCWD wastewater treatment facility, located near the intersection of Meridian Boulevard and State Route 203, through Old Mammoth Road and Main Street.

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

Wastewater Generation and Facilities

As previously indicated, the project site currently consists of an existing parking structure podium and, therefore, does not generate wastewater. Currently, sewer lines are present within the project area, located along Canyon Boulevard, Minaret Road, and Main Street/Lake Mary Road; refer to [Exhibit 5.7-1](#). In addition, one 8-inch sewer from Building B would be required to be relocated to the northwest boundary of the project site; refer to [Exhibit 5.7-2, Grading and Drainage Plan](#). There are no plans to build new sewer lines within the project area.

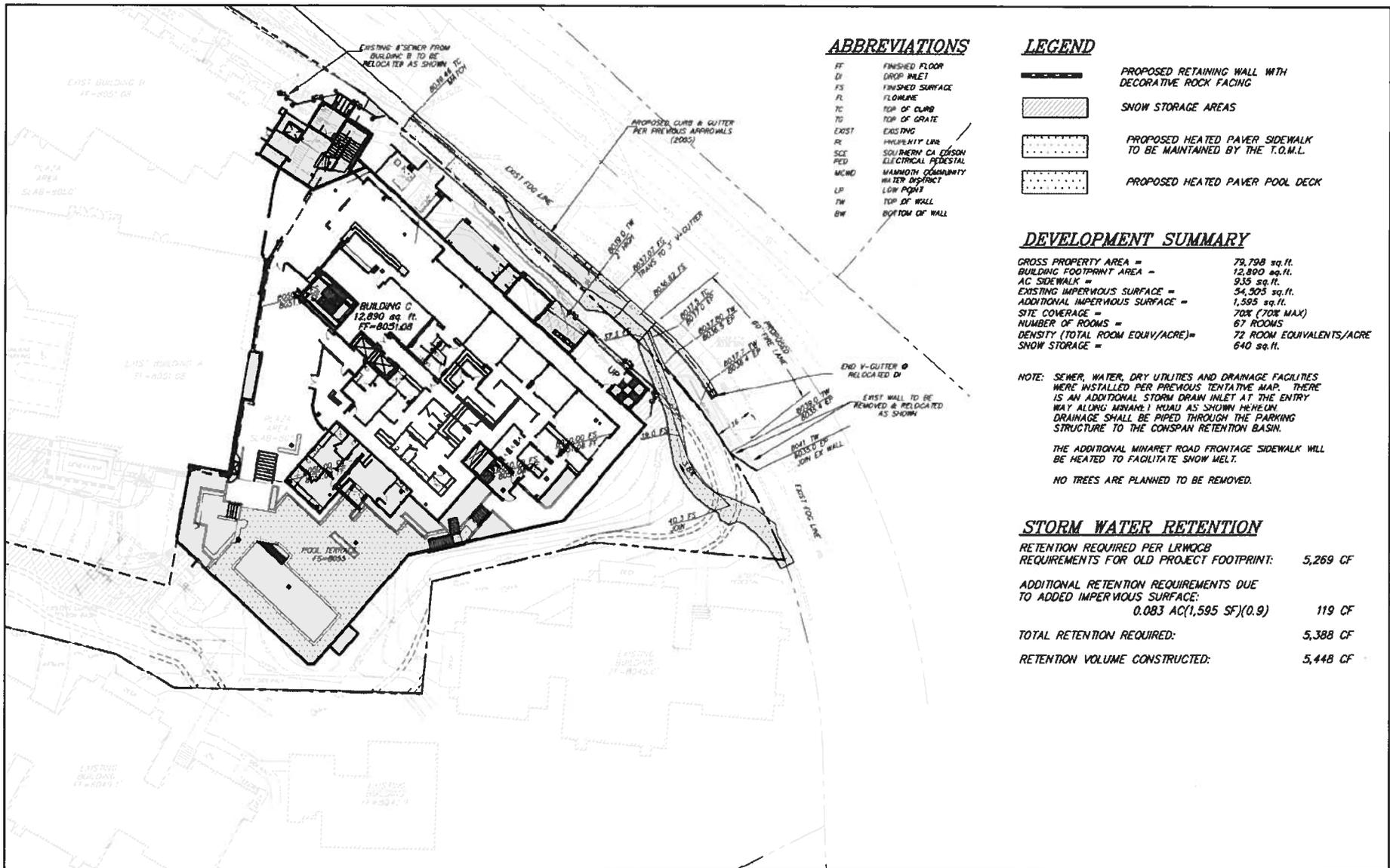
5.7.2 REGULATORY SETTING

WATER

State Level

Urban Water Management Act

The Urban Water Management Plan Act (UWMP Act) was passed in 1983 and codified as California Water Code Sections 10610 through 10657. Since its passage in 1983, the Act has been amended on several occasions. In 2004, the Act was amended to require additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply projects. Most recently, in 2005, the Act was amended to require water use projections (required by California Water Code Section 10631) to include projected water use for single-family and multi-family residential housing needed for lower income households. In addition, Government Code Section 65589.7 was amended to require local governments to provide a copy of the adopted housing element to water and sewer providers. The Act requires "every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre feet of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan." Urban water suppliers must file these plans with the California Department of Water Resources every five years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill 11 (Filante, 1991), the 2005 UWMP Act, incorporated water conservation initiatives, and a Water Shortage Contingency Plan.



ABBREVIATIONS

- FF FINISHED FLOOR
- DI DROP INLET
- FS FINISHED SURFACE
- FL FLOWLINE
- TC TOP OF CURB
- TG TOP OF GRATE
- EXIST EXISTING
- RE HYDRANT LINE
- SCE SOUTHERN CALIFORNIA ELECTRICAL PEDESTAL
- PED MANNING CORP. PEDESTAL
- MCWD WATER DISTRICT
- LP LOW POINT
- TW TOP OF WALL
- BW BOTTOM OF WALL

LEGEND

- PROPOSED RETAINING WALL WITH DECORATIVE ROCK FACING
- SNOW STORAGE AREAS
- PROPOSED HEATED PAVER SIDEWALK TO BE MAINTAINED BY THE T.O.M.L.
- PROPOSED HEATED PAVER POOL DECK

DEVELOPMENT SUMMARY

GROSS PROPERTY AREA =	79,798 sq.ft.
BUILDING FOOTPRINT AREA =	12,890 sq.ft.
AC SIDEWALK =	939 sq.ft.
EXISTING IMPERVIOUS SURFACE =	54,505 sq.ft.
ADDITIONAL IMPERVIOUS SURFACE =	1,595 sq.ft.
SITE COVERAGE =	70% (70% MAX)
NUMBER OF ROOMS =	67 ROOMS
DENSITY (TOTAL ROOM EQUIV./ACRE) =	72 ROOM EQUIVALENTS/ACRE
SNOW STORAGE =	640 sq.ft.

NOTE: SEWER, WATER, DRY UTILITIES AND DRAINAGE FACILITIES WERE INSTALLED PER PREVIOUS TENTATIVE MAP. THERE IS AN ADDITIONAL STORM DRAIN INLET AT THE ENTRY WAY ALONG MINARET ROAD AS SHOWN HEREON. DRAINAGE SHALL BE PIPED THROUGH THE PARKING STRUCTURE TO THE CONSPAN RETENTION BASIN.

THE ADDITIONAL MINARET ROAD FRONTAGE SIDEWALK WILL BE HEATED TO FACILITATE SNOW MELT.

NO TREES ARE PLANNED TO BE REMOVED.

STORM WATER RETENTION

RETENTION REQUIRED PER LRWQCB REQUIREMENTS FOR OLD PROJECT FOOTPRINT:	5,269 CF
ADDITIONAL RETENTION REQUIREMENTS DUE TO ADDED IMPERVIOUS SURFACE: 0.083 AC(1,595 SF)(0.9)	119 CF
TOTAL RETENTION REQUIRED:	5,388 CF
RETENTION VOLUME CONSTRUCTED:	5,448 CF

Source: Triad/Holmes Associates; May 13, 2014.

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07/14 • JN 139231

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Grading and Drainage Plan

Exhibit 5.7-2

Water Conservation Act of 2009

Senate Bill X7-7, the Water Conservation Act of 2009 (WCA), creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Senate Bill 610

In regard to water supply, the Water Code (commonly referred to as Senate Bill (SB) 610, according to the enacting legislation) requires preparation of a Water Supply Assessment (WSA) for certain projects.⁵ The Water Code requires that a WSA be prepared for any "project" which would consist of one or more of the following:⁶

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A mixed-use project that includes one or more of the projects specified above; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Senate Bill 221

SB 221⁷ amended state law to improve the link between information on water supply availability and land use at the tentative map preparation phase of a project. SB 610 and SB 221 are companion measures which seek to:

⁵ Water Code Sections 10910–10915.

⁶ Water Code Section 10910(b).

⁷ Business and Professions Code Section 11010 and Government Code Section 66473.4.



- Promote more collaborative planning between local water suppliers and cities and counties;
- Require that detailed information regarding water availability be provided to town and county decision-makers prior to approval of specific large development projects;
- Require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the town or county on such projects; and
- Recognize local control and decision making regarding the availability of water for projects and the approval of projects.

SB 221 pertains only to residential projects and establishes the relationship between the WSA prepared for a project and the project approval under the Subdivision Map Act.

Assembly Bill 3030

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

Efficiency Standards

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

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



requirement that water conservation devices on fixtures using softened or conditioned water be installed.

Regional Level

2010 Urban Water Management Plan

In accordance with State legislation, MCWD adopted an updated UWMP in November 2011. The 2010 UWMP provides the following:

- Information, analysis, and conclusions regarding past, current, and projected future water supply and demand;
- Current and future water supplies to meet projected demands; supply reliability under future demand conditions;
- Plans for potential water shortages; and
- Actions to reduce water demand; and future potential impacts of climate change on local water supplies.

In understanding that the MCWD's surface water supply could be impacted by climate change impacts to snowpack water content and watershed runoff patterns, the 2010 UWMP also includes both adaptation strategies (measures to change water supply and management infrastructure, and changes to customer use characteristics to respond to the effects of climate change) and mitigation strategies (changes implemented to reduce greenhouse gas emissions and their contribution to the mechanisms driving climate change).

Groundwater Management Plan for the Mammoth Basin Watershed

The *Groundwater Management Plan for the Mammoth Basin Watershed* (Groundwater Plan), dated July 2005, was developed with guidance from AB 3030 guidelines. It develops a management strategy that focuses on groundwater resources being managed in a manner that ensures sufficient, high quality groundwater resources while minimizing potential environmental impacts. Information and analysis contained within the Groundwater Plan is based on previously published reports, conclusions of recent research, and MCWD data compilations on hydrologic conditions, facility locations, and water production for the Mammoth Basin watershed.

Water Conservation Ordinance Update

In March 2014, MCWD adopted a water conservation ordinance update establishing rules and regulations concerning water shortages, water conservation standards and regulations, and their enforcement. The ordinance establishes permanent and mandatory water management requirements in order to assure adequate supplies of water to meet the needs of the public, and further their public health, safety and welfare that are necessary to:

- Conserve water;
- Enable effective water supply planning;

- Assure reasonable and beneficial use of water;
- Prevent waste of water;
- Prevent unreasonable use of water; and
- Prevent unreasonable methods of use of water within the MCWD service area.

In addition, it establishes four levels of actions to be implemented in times of shortage, with increasing restrictions placed on water use when water supply or water production capabilities are declining.

Level 1 Water Restrictions

Following a dry winter and a warm summer as well as a decline in groundwater aquifers, the MCWD Board enacted *Level 1 Water Restrictions*, to place restrictions on water use. The outdoor irrigation requirements that assist in maximizing irrigation efficiency and mitigating increased water demand include:

- Even numbered addresses irrigate on Monday, Wednesday and Saturday;
- Odd numbered addresses irrigate on Tuesday, Thursday and Sunday;
- No outdoor watering between the hours of 10 a.m. and 7 p.m.;
- No irrigation variances will be granted for new lawns or rehabilitating more than 5 percent of existing turf;
- All hose-end sprinklers must be equipped with a shutoff timer;
- Overfilling of swimming pools or spas is prohibited;
- Water may not pool, pond, or mist off of impervious areas;
- Irrigation accounts may not exceed 150 percent of the MCWD's Maximum Applied Water Allowance (MAWA);
- Irrigation with a hand-held hose equipped with a shut-off device is exempt from day of week and time of day restrictions;
- Washing of hard surfaces with MCWD supplied water is prohibited, unless required for health and safety reasons; and
- All leaks must be repaired within in five days after notification from the MCWD.

WASTEWATER

Regional Level

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

The Town is within the jurisdictional boundaries of the Lahontan RWQCB. The Lahontan RWQCB develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Chapter 4.4 of the *Water Quality Control Plan for the Lahontan Region, North and South Basins* (WQCP), dated December 2005, outlines policies and regulations for municipal wastewater treatment, disposal, and reclamation. The standards contained within the WQCP are designed to provide developers with a uniform approach for the design and installation of adequate systems to control wastewater and wastewater treatment/sewage disposal impacts from the Town, and to prevent any potential contamination of groundwater at the discharge site.

Local Level

Town of Mammoth Lakes General Plan 2007

Town policies pertaining to utility and service systems are contained in the Resource Management and Conservation and Public Health and Safety Elements of the *Town of Mammoth Lakes General Plan 2007* (2007 General Plan), adopted on August 15, 2007. The Resource Management and Conservation Element focuses on the Town's stewardship in managing and conserving the community's natural resources.

Resource Management and Conservation Element policies that pertain to the proposed project include, but are not limited to, the following:

- Work with MCWD to ensure that groundwater is not over-drafted and does not cause negative environmental impacts to resources such as surface water, springs and native vegetation (Policy R.1.H.).
- The Town shall work with MCWD to ensure that land use approvals are phased so that the development of necessary water supply sources is established prior to development approvals (Policy R.4.A.).
- Support and encourage water conservation and recycled water use within private and public developments (Policy R.4.B.).
- Require drought-tolerant landscaping and water-efficient irrigation practices for all development and Town-maintained landscaped areas, parks and park improvement projects. Development design, including parks, may include limited turf as appropriate to the intended use (Policy R.4.C.).
- Require development to use native and compatible non-native plants, especially drought-resistant species, to the greatest extent possible when fulfilling landscaping requirements (Policy R.4.D.).
- Limit use of turf over root zones of native trees to avoid or minimize adverse impacts of excessive water to native trees (Policy R.4.E.).
- Support programs to recycle materials such as paper, cardboard, glass, metal, plastics, motor oil, and programs to compost or chip for mulch tree cuttings, brush, and other vegetation (Policy R.9.A.).

The intent of the Public Health and Safety Element is to improve the quality of life to encourage people to live and work in the Town. The policy applicable to utilities and services systems states that the quality of life may be improved through the establishment of Level of Service standards for facilities, operations and services, and resource management (Policy S.6.A.).

5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in Appendix 11.1 of this SEIR. The Modified Initial Study includes questions relating to utilities and service systems. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (refer to Impact Statements USS-1 and USS-2).
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects (refer to Impact Statements USS-1, USS-2, and USS-3).
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects (refer to Section 8.0, *Effects Found Not To Be Significant*).
- Have insufficient water supplies available to serve the project from existing entitlement and resources, and new or expanded entitlement is needed (refer to Impact Statement USS-2).
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement USS-3).
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs (refer to Section 8.0, *Effects Found Not To Be Significant*).
- Comply with federal, state, and local statutes and regulations regarding solid waste (refer to Section 8.0, *Effects Found Not To Be Significant*).

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

5.7.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

Water

The 1991 PEIR determined that the potential impacts from the estimated total water demand of the development of the NVSP would be reduced to less than significant levels with implementation of recommended mitigation measures. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts with respect to public utilities beyond those identified in the 1991 PEIR. With implementation of recommended mitigation measures, these impacts would be reduced to less than significant levels. Based on the 1999 SPEIR, the 1999 NVSP Amendment would increase water demand above existing conditions, requiring some existing water main pipelines to be upgraded and an incremental expansion of the existing water system. The 1999 SPEIR concluded that implementation of mitigation measures would reduce potential impacts to water systems and facilities to less than significant levels.

Wastewater

According to the 1991 PEIR, the development of the NVSP was anticipated to generate approximately 459,100 gallons of wastewater per day. As the MCWD had adequate treatment capacity for project-generated wastewater flows, the 1991 PEIR concluded there was a less than significant impact on wastewater facilities. Based on the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts with respect to public utilities beyond those identified in the 1991 PEIR. According to the 1999 SPEIR, the 1999 NVSP Amendment would increase generated wastewater above existing conditions, presenting an increase in service demand for operations and maintenance of the sewer pipeline system and treatment facility. The 1999 SPEIR concluded that mitigation measures pertaining to issuance of a sewer permit and applicable fee payments prior to construction of any facilities would reduce potential impacts to wastewater systems and facilities to less than significant levels.

5.7.5 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION (WATER DEMAND AND WASTEWATER GENERATION)

USS-1 WATER DEMAND AND WASTEWATER GENERATION DURING CONSTRUCTION WOULD NOT RESULT IN A SIGNIFICANT DEMAND ON WATER OR GENERATE A SIGNIFICANT AMOUNT OF WASTEWATER.

Impact Analysis: This threshold was not addressed in the 1999 SPEIR. Water demand and wastewater generation during construction associated with the proposed Inn at the Village project are discussed below.

Water Demand

The project site is currently an existing parking structure. Thus, there is no existing demand for water associated with the project site. Construction of the proposed project would create a demand for water during the 12-month construction. As discussed in [Section 3.3, *Project Characteristics*](#), construction activities would include demolition, grading, building construction, paving, and architectural coating. More specifically, the construction activities that would create a demand for water include watering soil for fugitive dust control, adding water to backfill material, spraying concrete, masonry, painting, and equipment and site clean up, among others. The 2010 UWMP states that the Town's water demand was 2,169 AFY in 2010 and 2,565 AFY in 2015. Construction activities are temporary in nature, do not require substantial amounts of water, and would not result in an increase in water demand that would require new entitlements or resources. As such, construction activities would result in a less than significant impact on the existing water supply and infrastructure.

Wastewater Generation

During all phases of construction, a private contracted vendor would provide and maintain portable toilets at the construction site. Typically, one 68-gallon portable toilet is provided for every ten persons at the construction site. The contracted vendor would empty the portable toilets once per week and dispose of the waste off-site. Construction personnel would generate a negligible amount of wastewater. Therefore, no measurable wastewater flows are anticipated and the existing wastewater capacity would not be constrained during project construction. In addition, no disruption of wastewater service is expected to occur as a result of construction activities. Therefore, construction activities would result in a less than significant impact on wastewater service and infrastructure.

Applicable 1999 SPEIR Mitigation Measures: No 1999 SPEIR mitigation measures are applicable to this topical area.

Additional Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WATER SERVICES

USS-2 PROJECT IMPLEMENTATION WOULD INCREASE THE DEMAND FOR WATER AT THE PROJECT SITE.

Impact Analysis: The 1999 SPEIR (pages 5.10-20 through 5.10-23) concluded that the 1999 NVSP Amendment would increase water demand above existing conditions, requiring some existing water main pipelines to be upgraded and an incremental expansion of the existing water system. The 1999 SPEIR concluded that implementation of mitigation measures would reduce potential impacts to water systems and facilities to less than significant levels.

Project implementation would result in a long-term water demand for operational uses, including hotel rooms, food and beverage service, outdoor pool/jacuzzis, and landscaping. The average water use from meters servicing resort lodging with retail mixed use developments in the area, based on

three years (2008, 2009, and 2010), is approximately 1,673 gallons per day (gpd) (1.87 AFY).^{8,9} In addition, the irrigation usage is anticipated to be approximately 101 gpd (0.11 AFY).¹⁰ Therefore the total water demand is 1,774 gpd (1.99 AFY).

As previously discussed, the amount of precipitation directly impacts water supply, including the supply during drought conditions. MCWD has analyzed existing and projected water supply in normal, single dry, and multiple dry years. According to MCWD, it has adequate water supply to meet community needs under the full range of water year types, including both the severe one year and sustained multi-year droughts. This is primarily due to the availability of local groundwater resources, which provides 40 percent of supply under average conditions, nearly 90 percent of the supply in a severe one year drought, and 60 percent of the supply over a three year sustained drought.

The MCWD anticipates it would be able to accommodate the proposed project's demand for water services in combination with other water demands throughout the Town with existing water supplies during normal, single-dry, and multiple-dry water years.¹¹ At the expected project completion date in 2015, the MCWD has projected an available water supply of 4,164 AFY in normal water years, and a projected demand of 2,989 AFY.¹² As the proposed project would create a demand of 1.99 acre-feet for an average year (less than one percent of the total projected demand), it is anticipated that an adequate supply of water is available for the project. Additionally, the proposed project would also be subject to the fire flow requirements specified by the Mammoth Lakes Fire Protection Department (MLFPD), which would be a minimum of 2,750 gallons per minute for a 2 hour period, and would need to provide 100 pounds per square inch (psi) of water pressure on the roof at all times.¹³ The MCWD anticipates it would be able to provide adequate water supply to accommodate the fire flow requirements.¹⁴ Further, it is important to note that the proposed projection would result in a decrease in anticipated water generation at the Mammoth Crossing site as a result of the proposed density transfer. Given the minimal increase in water generation from the project, water demand would not substantially increase compared to that analyzed in the 1999 SPEIR. Further, implementation of 1999 SPEIR Mitigation Measure 5.10-8 would ensure that the project complies with all appropriate regulations and fees from the Lahontan RWQCB, MCWD, state and local fire codes, and the Town's Municipal Code. As the 2010 UWMP indicates that available water sources particularly groundwater would be sufficient to serve the Town through 2030, the project's water demand would be met. Therefore, as the Town would have the necessary infrastructure and water supply to accommodate the proposed project, with implementation of the 1999 SPEIR Mitigation Measure 5.10-8, potential impacts to water demand, water supplies, and infrastructure would be reduced to less than significant levels.

⁸ An acre-foot equals approximately 325,829 gallons.

⁹ Written Correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

¹⁰ Written Correspondence from Benjamin Harth, Bull Stockwell Allen, May 20, 2014.

¹¹ Written Correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

¹² Mammoth Community Water District, *2010 Urban Water Management Plan*, November 2011.

¹³ Written Correspondence from Thom Heller, Fire Marshal/Division Chief, Mammoth Lakes Fire Protection District, May 7, 2014.

¹⁴ Written Correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~strike through~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

5.10-8 Prior to building permit issuance, the project applicant shall comply with all applicable Municipal and Fire Code requirements and pay the appropriate fees to the MCWD and MLEPD. All new water conveyance facilities shall be installed within public rights-of-way or utility easements.

Additional Mitigation Measures: No additional mitigation measures are required.

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

WASTEWATER SERVICES

USS-3 PROJECT IMPLEMENTATION WOULD RESULT IN AN INCREASE IN WASTEWATER GENERATION AT THE PROJECT SITE.

Impact Analysis: The 1999 SPEIR (pages 5.10-19 through 5.10-20) concluded that buildout of the 1999 NVSP Amendment would increase generated wastewater above existing conditions, presenting an increase in service demand for operations and maintenance of the sewer pipeline system and treatment facility. The 1999 SPEIR concluded that mitigation measures pertaining to issuance of a sewer permit and applicable fee payments prior to construction of any facilities would reduce potential impacts to wastewater systems and facilities to less than significant levels.

Project implementation would result in a long-term wastewater generation increase as a result of the proposed 67-room hotel. The wastewater collection system for the project site is connected to MCWD sewer lines along Canyon Boulevard, Minaret Road, and Lake Mary Road/Main Street. A preliminary evaluation of the potential wastewater generation at the site analyzed the proposed project and determined that the infrastructure could accommodate development on the project site.¹⁵

Based on mixed lodging and retail average water use for years 2008, 2009, and 2010 and excluding irrigation usage, the project's estimated annual indoor mixed use wastewater demands are approximately 1,673 gpd (1.87 AFY).¹⁶ It is anticipated that wastewater generated from the proposed project site would be treated. The existing capacity at the MCWD wastewater treatment plant is rated at 4.3 mgd with an average daily flow of 1.4 mgd.¹⁷ In 2010, the MCWD collected and treated 1,432 AFY of wastewater and in 2015 the projected future annual wastewater generation volumes amounted to 1,666 AFY (1.49 mgd). As the proposed project's estimated wastewater demands are approximately 1.87 AFY, it equates to 0.11 percent of increased wastewater generation, compared to the 2015 projections. The increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the plant. Given the minimal increase in

¹⁵ Written Correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

¹⁶ An acre-foot equals approximately 325,829 gallons.

¹⁷ Written Correspondence from Karl Schnadt, Operations Superintendent, Mammoth Community Water District, May 15, 2014.

wastewater generation from the project, wastewater demand would not substantially increase compared to that analyzed in the 1999 SPEIR. Therefore, the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or the expansion of existing facilities that could cause significant environmental effects. Further, it should be noted that the proposed projection would result in a decrease in anticipated wastewater generation at the Mammoth Crossing site as a result of the proposed density transfer. .

In addition, implementation of 1999 SPEIR Mitigation Measure 5.10-7 would ensure that the project complies with all appropriate regulations and fees from the Lahontan RWQCB, MCWD, and the Town's Municipal Code. The project would result in a minimal increase of wastewater generation, which would not constrain the capacity of the existing wastewater infrastructure at the MCWD Wastewater Treatment Facility. Therefore, impacts regarding wastewater associated with project implementation would be reduced to less than significant levels.

Applicable 1999 SPEIR Mitigation Measures: Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

5.10-7 Prior to building permit issuance, the project applicant shall comply with all applicable Municipal Code requirements and pay the appropriate fees to the MCWD. All new wastewater conveyance facilities shall be installed within public rights-of-way or utility easements.

Additional Mitigation Measures: No additional mitigation measures are required.

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

5.7.6 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO THE WATER SUPPLY AND WASTEWATER GENERATION.**

Impact Analysis: Cumulative development could result in a substantial increase in the demand for utilities within the NVSP area. The 1999 SPEIR (page 5.10-24) concluded that with coordination and discussions with the appropriate service and utility agencies during the preliminary design stage, the build out of the 1999 NVSP Amendment would not result in substantial cumulatively considerable impacts. Further, each cumulative project would also coordinate with appropriate agencies to minimize impacts in this regard.

Development within the Town associated with the proposed project and related cumulative projects identified in Section 4.0, Cumulative Projects, would not result in significant cumulative impacts to utilities and service systems, which are further discussed as follows.

Water Supply

There are 22 projects proposed in the Town in addition to the proposed project. Implementation of cumulative projects would increase the water demand of MCWD. The 2010 UWMP has indicated that it can expect to meet the needs of its customers through 2030. Future projects would be evaluated by the responsible agency to determine the extent of impacts on existing water facilities in the region. Project implementation would result in a long-term water demand for operational uses, including hotel rooms, food and beverage service, outdoor pool/jacuzzis, and landscaping. Operation of the project would create a total water demand of approximately 1,773 gpd on an average day and annual water demand of approximately 1.99 AFY. The project's water demand would be served by MCWD, who anticipates the proposed project would be accommodated with existing water supplies. MCWD anticipates it would be able to accommodate the proposed project's demand for water services in combination with other water demands throughout the Town with existing water supplies during normal, single-dry, and multiple-dry water years.¹⁸ Based upon the 2010 UWMP, the project's water demand represents 0.06 percent¹⁹ of the projected water demand for the Town. As the 2010 UWMP indicates that available groundwater, surface water, and recycled water sources would be sufficient to serve the Town through 2030, the proposed project and the cumulative projects' water demand would be met. As discussed above, the proposed project would not result in substantial cumulatively considerable impacts pertaining to water demand, which is consistent with what was analyzed as part of the 1999 SPEIR. With implementation of 1999 SPEIR Mitigation Measure 5.10-8, cumulative projects compliance with regulations from the Lahontan RWQCB, MCWD, and the Town's Municipal Code would ensure the project would have less than significant impacts on the existing water system. Therefore, impacts to water supply would not be significantly cumulatively considerable.

Wastewater

Cumulative projects proposed within the Town would increase demand on existing wastewater facilities. Due to the minimal increase in wastewater flows from the project to MCWD Wastewater Treatment Plant, it is anticipated that existing facilities could serve the proposed project's wastewater generation, with consideration of MCWD Wastewater Treatment Plant's existing capacity. The wastewater flow associated with the proposed project and related cumulative projects are not anticipated to exceed levels associated with approved growth. As discussed above, the proposed project would not result in substantial cumulatively considerable impacts pertaining to wastewater demand, which is consistent with what was analyzed as part of the 1999 SPEIR. With implementation of 1999 SPEIR Mitigation Measure 5.10-7, cumulative projects compliance with regulations from the Lahontan RWQCB, MCWD, and the Town's Municipal Code would ensure the project would have less than significant impacts on the existing sewer system. Developers may also be required to contribute fees, on a project-by-project basis, for demand of new resources. Therefore, development of the proposed project, along with cumulative development, is not anticipated to result in significant cumulatively considerable impacts to wastewater services or facilities.

¹⁸ Written correspondence from Irene Yamashita, Public Affairs/Environmental Specialist, Mammoth Community Water District, May 14, 2014.

¹⁹ Percentage obtained by dividing the 2010 *Urban Water Management Plan's* water demand projections by the project's total water demand.



Applicable 1999 SPEIR Mitigation Measures: Refer to 1999 SPEIR Mitigation Measures 5.10-7 and 5.10-8.

Additional Mitigation Measures: No additional mitigation measures are required.

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

5.7.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to utilities have been identified following implementation of the 1999 SPEIR mitigation measures referenced in this section.



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6.0 Other CEQA Considerations

6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

If the proposed project is approved and constructed, a variety of short- and long-term impacts would occur on a local level. During project construction, portions of surrounding uses may be temporarily impacted by dust and noise. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this SEIR and through compliance with the *Town of Mammoth Lakes Municipal Code* (Municipal Code); refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

Ultimate development of the project site would create long-term environmental consequences associated with the proposed district zoning amendment and conditional use permit. Development of the proposed project and the subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical and landscaping) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from project-related traffic and stationary source emissions generated from the consumption of propane/natural gas and electricity.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to Sections 15126(c) and 15126.2(c) of the CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(c):

“[uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Project construction would require

the consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during project operation would be similar to those currently consumed within the Town. These would include energy resources such as electricity and propane/natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project, and the existing, finite supplies of these natural resources would be incrementally reduced. Project operation would occur in accordance with Title 24, Part 6 of the California Code of Regulations, which sets forth conservation practices that limit the amount of energy consumed by the project. However, the energy requirements associated with the project would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Limited use of potentially hazardous materials typical of hotel uses, including minor amounts of cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance are the extent of materials anticipated to be utilized on-site. The use of these materials would be in small quantities and used, handled, stored, and disposed of in accordance with the manufacturer's instructions and applicable government regulations and standards. Although the proposed hotel operations are not anticipated to result in any releases of hazardous materials, compliance with these regulations and standards would ensure that significant and irreversible environmental change would not occur.

In summary, project construction and operation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. However, continued use of such resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area. As such, although irreversible environmental changes would result from the project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

Section 15126 of the CEQA Guidelines requires that an EIR discuss the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);



- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated below. Note that the CEQA Guidelines require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment.” However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to CEQA Guidelines Section 15145).

POPULATION, HOUSING, AND EMPLOYMENT

Population

County of Mono. The County encompasses approximately 3,030 square miles.¹ It is bordered by the State of Nevada to the northeast, Inyo County to the south, and the Counties of Fresno, Madera, Mariposa, Tuolumne, and Alpine to the west. As of January 2013, Mono County had a population of 14,493.² This represents an increase of approximately 10.4 percent over the County’s January 2000 population of 12,853³; refer to Table 6-1, Population Estimates.

**Table 6-1
Population Estimates**

Year	Mono County	Town of Mammoth Lakes
Population		
2000 ¹	12,853	7,093
2013 ²	14,493	8,307
Change	10.4%	17.1%
Source: 1. State of California, Department of Finance, <i>E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000</i> , http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/ , accessed April 30, 2014. 2. State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 – 2013, with 2010 Benchmark</i> . Sacramento, California, May 2013.		

¹ Mono County Website, <http://www.monocounty.ca.gov/information.html>, accessed April 30, 2014.

² State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 – 2013, with 2010 Benchmark*, May 2013.

³ State of California, Department of Finance, *E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/>, accessed April 30, 2014.

Town of Mammoth Lakes. The Town of Mammoth Lakes (Town) was incorporated in 1984 and remains the only incorporated jurisdiction within Mono County. The Town's Municipal Boundaries include approximately 25 square miles of land. Approximately 4.5 square miles are within the Urban Growth Boundary (UGB). The Town's population differs from other cities in that the majority of the Town's population consists of seasonal residents or visitors. The *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (2007 General Plan PEIR), dated May 2007, considers the people at one time (PAOT) to account for seasonal residents, second homes, and visitors along with the permanent residents. Due to the resort nature of the Town, the actual population of the Town is always greater than the permanent population, particularly during peak season (winter).

The Town's permanent 2000 population was an estimated 7,093 persons. As of January 2013, the Town's population reached an estimated 8,307 persons⁴, an approximate 17.1 percent increase over the 2000 population. During the winter months, an average peak population of 34,264 is normal, which is over four times the permanent population.⁵ The growth in PAOT is expected to continue in the Town, with an estimated PAOT increase reaching 60,700 persons by 2024.⁶

Project Site. The site is situated within the NVSP area (a developed area of the Town). The project site currently consists of a parking structure. Therefore, there is no population associated with the project site.

Housing

County of Mono. The County's housing stock was estimated to be 13,972 in January 2013. This represents an increase of approximately 18.8 percent over the estimated 11,757 housing units reported in January 2000.⁷ The vacancy rate in January 2013 was estimated to be approximately 58.5 percent, with approximately 2.44 persons per household.⁸ The high vacancy rate is reflective of the resort nature of the area and seasonal residents. Table 6-2, *Housing Estimates*, provides a summary of both 2000 and 2013 housing estimates for Mono County and the Town of Mammoth Lakes.

Town of Mammoth Lakes. The Town's housing stock was estimated to be 9,643 in January 2013. This represents an increase of approximately 21.1 percent over the estimated 7,960 housing units reported in January 2000. The vacancy rate in January 2013 was estimated to be approximately 66.5 percent.⁹ Although it appears an excess supply of housing units exist in the Town, in actuality, a majority of the housing units are short-term seasonal units. Additionally, overcrowding conditions occur as a result of high rents and limited housing opportunities for permanent residents and the seasonal workforce. This is a reflection of the resort nature of the Town, and the fact that seasonal, recreational, and occasional use units account for a majority of the total housing units. According to

⁴ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 – 2013, with 2010 Benchmark*, May 2013.

⁵ Town of Mammoth Lakes, *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, May 2007.

⁶ Ibid.

⁷ State of California, Department of Finance, *E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000*, April 30, 2014.

⁸ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 – 2013, with 2010 Benchmark*, May 2013.

⁹ Ibid.



the Department of Finance (January 2013), the number of persons per household for permanent residents in the Town is 2.52. The 2007 General Plan PEIR uses 4.0 persons per unit to account for the population occupying seasonal, visitor, lodging, and second home units. The number of housing units in the Town is expected to increase to 16,710 units by 2024 (General Plan buildout). This represents an approximately 73 percent increase in housing between 2013 and 2024.

**Table 6-2
Housing Estimates**

Year	Mono County	Town of Mammoth Lakes
Housing		
2000 ¹	11,757	7,960
2013 ²	13,972	9,643
Change	18.8%	21.1%
Source: 1. State of California, Department of Finance, <i>E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000</i> , http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/ , accessed April 30, 2014. 2. State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 – 2013, with 2010 Benchmark, May 2013</i> .		

Project Site. The project site is currently developed with a parking podium. No housing is currently associated with the property.

Employment

County of Mono. According to the California Employment Development Department, the annual average civilian labor force within Mono County totals approximately 8,110 as of March 2014. An estimated 8.0 percent of the County’s workforce (650 persons) was unemployed.¹⁰

Town of Mammoth Lakes. According to the California Employment Development Department, the annual average civilian labor force within the Town of Mammoth Lakes totals approximately 4,720 persons as of March 2014. An estimated 5.3 percent of the Town’s workforce (250 persons) was unemployed.¹¹ Recreation and tourism-based jobs and support services for workers and visitors account for the majority of the Town’s employment. The majority of the Town’s operating revenue is from Transient Occupancy Tax (TOT) and sales tax. The TOT is generated from the rental of a lodging facility for stays fewer than 30 days. In fiscal year 2012-2013, TOT revenues were 58 percent of General Fund revenues.

Project Site. As stated above, the project site currently consists of a parking podium and does not generate employment.

¹⁰ California Employment Development Department, *Labor Force and Unemployment Rate for Cities and Designated Places*, March 2014.

¹¹ Ibid.

IMPACT ANALYSIS

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly.

The project is located in a developing area with the Town. Project implementation would result in the development of a 67-room hotel; refer to [Section 3.0, *Project Description*](#). Based on the factors discussed below, project implementation would not result in significant growth-inducing impacts:

- *Removal of an Impediment to Growth*. The proposed project is the last phase of a three-phase development. The first two phases have been completed, as well as the 136-space parking structure. The project would be located atop the parking podium, adjoining the existing buildings. The project site is within the North Village District. Although the project would increase density on the site, it would accommodate the increase by transferring 30 rooms from one of the Mammoth Crossing sites. Therefore, the project would not result in overall growth beyond what is anticipated in the North Village Specific Plan (NVSP) and the 2007 General Plan.

As the project site is already developed, transportation and infrastructure exist to serve the existing on-site and surrounding uses. The project would not require new roadways, sewer lines, or storm drain facilities to serve the project site and would not represent a removal of an impediment to growth.

- *Economic Growth*. As stated above, the project involves the development of a 67-room hotel with associated commercial square footage. During project construction, construction-related jobs would be created. However, these jobs would be temporary and would not be growth-inducing. During project operation, economic growth associated with the hotel rooms and commercial uses would be consistent with the 2007 General Plan with respect to the planned land use for the project site.
- *Population Growth*. A project could foster population growth in an area either directly (through the development of new homes) or indirectly (through the development of employment-generating land uses). The project proposes 67 hotel rooms above an existing parking podium. Therefore, the proposed project would foster both direct and indirect growth in the Town's population. As concluded above, transportation and infrastructure exist to serve the range of recreational, commercial, and residential uses in the project vicinity. The project does not involve the extension of roads or other infrastructure into undeveloped areas. Therefore, the project would not foster population growth through the extension of roads or other infrastructure. Given the proposed project would occur in accordance with the 2007 General Plan and 1999 SPEIR's anticipated development (with implementation of the proposed density transfer from one of the Mammoth Crossing sites), project implementation would be consistent with the Town's growth forecasts and would result in no greater impacts associated with population growth than previously analyzed. Therefore, the project would not result in substantial population growth in the Town.

- Precedent-Setting Action. As demonstrated in Section 5.1, Land Use and Relevant Planning, the proposed project would require a District Zoning Amendment to allow development of the proposed project. However, the amendments proposed would apply solely to the project site. Further, due to the nature of the project and minimal amount of population growth anticipated to be generated, the proposed project would not be considered growth inducing with respect to a precedent-setting action.
- Development or Encroachment of Open Space. The proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space. The proposed project would be developed on top of an existing parking structure podium. Additionally, development of the project site has been identified in the 1999 SPEIR and anticipated by the Town's 2007 General Plan. The project site is zoned North Village Specific Plan (NVSP), Resort General (RG), according to the Town's *Official Zoning Map* and the *North Village Specific Plan Zoning*. According to the 2007 General Plan, the NVSP is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area. Proposed development would be contained within the project site and would not encroach into surrounding areas or any areas designated as Open Space. No impacts would result with regard to development or encroachment of open space.

Overall, project implementation would not be considered growth inducing, inasmuch as it would not foster significant unanticipated economic expansion and growth opportunities. The project would not remove an existing impediment to growth and would not develop or encroach into an isolated or adjacent area of open space. The proposed project would not foster significant unanticipated population growth in the project area, as described above. Development within the project site would not require substantial development of unplanned and unforeseen support uses and services.

In addition to inducing growth, a project may create a significant environmental impact if it would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and/or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Implementation of the proposed project would not displace substantial numbers of existing housing or persons, as no dwelling units are currently located at the project site. Therefore, the project would not result in an impact with regard to the displacement of persons, housing, and businesses.

6.4 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendix F requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the California State Legislature adopted Assembly Bill 1575 (AB 1575) in response to the oil crisis of the 1970s. Appendix F of the State CEQA Guidelines provides guidance for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Because Appendix F does not include specific significance criteria, this threshold is based on the goal of Appendix F. Therefore, an energy impact is considered significant if the proposed project would:

Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

6.4.1 PROJECT ENERGY CONSUMPTION

SHORT-TERM CONSTRUCTION

In 1994, the U.S. Environmental Protection Agency (EPA) adopted the first set of emission standards (Tier 1) for all new off-road diesel engines greater than 37 kilowatts (kW). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NO_x emissions from these engines by 30 percent. The EPA Tier 2 and Tier 3 standards for off-road diesel engines are projected to further reduce emissions by 60 percent for NO_x and 40 percent for particulate matter from Tier 1 emission levels. As the project proposes the development of 67 hotel rooms and accessory uses on top of the existing parking structure podium, construction would primarily involve building, paving, and painting activities. Table 6-3, Construction Fuel Consumption, provides an estimate of construction fuel consumption for the project based on information provided by the California Emissions Estimator Model (CalEEMod); refer to Appendix 11.4, Air Quality and Greenhouse Gas Emissions Data.

Table 6-3
Construction Fuel Consumption

Phase	Equipment	Quantity	Horsepower	Load Factor	Fuel Consumption Rate ¹ (gallons per hour)	Duration ² (total hours)	Total Fuel Consumption ^{3,4} (gallons)
Demolition	Concrete/Industrial Saws	1	81	0.73	2.37	56	132
	Rubber Tired Dozers	1	255	0.40	4.08	56	228
	Tractors/Loaders/Backhoes	3	97	0.37	1.44	168	241
Grading	Graders	1	174	0.41	2.85	176	502
	Rubber Tired Dozers	1	255	0.40	4.08	176	718
	Tractors/Loaders/Backhoes	2	97	0.37	1.44	308	442
Building	Cranes	1	226	0.29	2.62	1,760	4,614
	Forklifts	2	89	0.20	0.71	3,080	2,193
	Generator Sets	1	84	0.74	2.49	1,760	4,376
	Tractors/Loaders/Backhoes	1	97	0.37	1.44	1,320	1,895
	Welders	3	46	0.45	0.83	5,280	4,372
Paving	Cement and Mortar Mixers	1	9	0.56	0.20	32	6
	Pavers	1	125	0.42	2.10	32	67
	Paving Equipment	1	130	0.36	1.87	32	60
	Rollers	2	80	0.38	1.22	64	78
Architectural Coating	Air Compressors	1	78	78	0.48	1.50	366
TOTAL							20,520

Notes:

1. Derived using the following equation:

$$\text{Fuel Consumption Rate} = \text{Horsepower} \times \text{Load Factor} \times \text{Fuel Consumption Factor}$$

Where:

Fuel Consumption Factor for a diesel engine is 0.04 gallons per horsepower per hour (gal/hp/hr) and a gasoline engine is 0.06 gal/hp/hr.

2. Total hours of duration derived from CalEEMod modeling results; refer to Appendix 11.6, Air Quality and Greenhouse Gas Data.

3. Total Fuel Consumption calculated using the following equation:

$$\text{Total Fuel Consumption} = \text{Duration in Hours} \times \text{Fuel Consumption Rate}$$

4. Values may be slightly off due to rounding.

Source: Refer to Appendix 11.4, Air Quality and Greenhouse Gas Data, for CalEEMod assumptions used in this analysis.

As depicted in [Table 6-3](#), project construction would consume a total of approximately 20,520 gallons of fuel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Additionally, the 1999 SPEIR Mitigation Measure 5.5-1b requires compliance with CARB anti-idling regulations to reduce unnecessary emissions. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

LONG TERM OPERATIONS

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. In 2009 the fuel economy standards were updated to 39 mpg for cars and 30 mpg for trucks for model year 2016. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States.

Trip generation rates and the daily vehicle miles traveled (VMT) provided in [Appendix 11.4, *Air Quality and Greenhouse Gas Data*](#), were used to estimate vehicle fuel consumption associated with trips generated by the proposed project. [Table 6-4, *Project Operational Fuel Consumption*](#), provides an estimate of the daily fuel consumed by vehicles traveling to and from the proposed project.

Table 6-4
Project Operational Fuel Consumption

Vehicle Type	Percent of Vehicle Miles Traveled ¹	Daily Trips ²	Daily Vehicle Miles Traveled ³	Average Fuel Economy (miles per gallon) ⁴	Total Daily Fuel Consumption (gallons) ⁵
Passenger Cars	75	141	1,112	21.6	51
Light/Medium Trucks	14	26	208	17.2	12
Heavy Trucks/Other	11	21	163	6.1	27
Total⁶	100	188	1,483	--	90

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within CalEEMod.
2. Daily Trips calculated by multiplying the total daily trips by percent vehicle trips (i.e., Daily Trips x percent of Vehicle Trips).
3. Daily Vehicle Miles Traveled (VMT) calculated by multiplying percent vehicle trips by total VMT (i.e., VMT x percent of Vehicle Trips).
4. Average fuel economy derived from the Department of Transportation.
5. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
6. Values may be slightly off due to rounding.
7. Based upon data within the *Inn at the Village Project – Traffic Study*, prepared by LSA Associates, Inc., dated May 8, 2014; refer to [Appendix 11.2, *Traffic Study*](#).
8. Total VMT are the reduced VMT (from project design features) obtained from the CalEEMod model.

Source: Refer to [Appendix 11.4, *Air Quality and Greenhouse Gas Data*](#), for trip generation rates and VMT used in this analysis.

As indicated in [Table 6-4](#), the operation of project is estimated to consume approximately 90 gallons of fuel daily. However, the project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. The project is located in close proximity to existing transit. Fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Alternative Transportation Options

The project site is served by bus transit lines operated by the Eastern Sierra Transit Authority (ESTA) along various roadways surrounding the project site including Main Street/Lake Mary Road, Minaret Road, and Canyon Boulevard. The proximity of the project site to ESTA routes would reduce the number of trips to and from the project. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy.

Building Energy Demand

The proposed project would be expected to demand approximately 827 megawatt hours (MWh) of electricity per year and approximately 2,434,050 kilo British Thermal units (kBtu) of propane/natural gas per year. These figures were obtained from [Appendix 11.4, *Air Quality and Greenhouse Gas Data*](#).

The project would involve operations typical of hotel uses, requiring electricity and natural for typical lighting, climate control, and day-to-day activities. Additionally, as stated in [Section 5.6, *Greenhouse Gas Emissions*](#), the proposed project would incorporate several energy efficiency measures, including a LEED certifiable structure. Therefore, the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Energy Efficiency Measures

Title 24, California's Energy Efficiency Standards for Residential and Non-residential Buildings, was established by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2013 Standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and propane/natural gas use. Additional savings result from the application of the Standards on building alterations. For example, requirements for cool roofs, lighting, and air distribution ducts are expected to save about additional of electricity. These savings are cumulative, doubling as years go by.

Additionally, implementation of the project's design features (i.e., high efficiency lighting, energy efficient appliances, low-flow faucets, toilets, and showers, water-efficient irrigation systems, and exclusion of hearths) would further reduce energy consumption.

The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.



7.0 Alternatives to the Proposed Project

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with CEQA Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the project, or to the location of the project. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The range of required alternatives is governed by the "rule of reason" that requires the analysis to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the project's significant effects. Of those alternatives, only the ones that the lead agency has determined could feasibly attain most of the basic project objectives are examined in detail.

TOWN GOALS AND OBJECTIVES

The Town is comprised of 12 districts and four mountain portals, as described in the Neighborhood and District Character Element of the 2007 General Plan. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The characteristics of each district provide a sense of place regarding structure, function, and a district center. The project site is located in the North Village District and the identified characteristics for this district are as follows:

- Viewsheds to Sherwin Range and the Knolls are preserved;
- Landscape that recalls the Eastern Sierra and establishes scale and street edge;
- Create a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts;
- Easy pedestrian access across main streets;
- Gateway intersection at Minaret Road and Main Street/Lake Mary Road;
- Visitor-oriented entertainment retail district;
- Active day and evening through all four seasons, designed to achieve a two to three hour visit;
- Resort and resident activities, amenities, and services;
- Animation with retail and significant businesses oriented to the street;
- Retail and services in "storefront" setting located at the sidewalk;

- A variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment;
- Create year-round non-vehicular links to mountain portals;
- Lake Mary Road connected to the North Village District by trails;
- Shared and pooled parking, convenient structured parking, and small-scale street adjacent surface parking; and
- Encourage living and working in close proximity to transit-oriented development.

NORTH VILLAGE SPECIFIC PLAN GOALS AND OBJECTIVES

The North Village Specific Plan (NVSP) aims to create a set of land use designations and development standards which facilitate the development (or renovation) of the NVSP area as a concentrated, pedestrian-oriented activity center with limited vehicular access. The NVSP is intended to achieve year-round uses and visitor activity, strengthen the existing winter visitor market, and improve Mammoth's attractiveness to spring, summer, and fall resort visitors. The key objective of the NVSP, and consequently the Land Use Element, is to enhance the Town's image as a destination resort community, through the creation of a high profile, pedestrian-oriented, resort activity center where lodging, restaurants, shopping, housing, and recreational opportunities are located within proximity to one another and easily accessible by transit.

There are six land use districts established within the NVSP. As previously noted, the project site is located in the NVSP, Resort General (RG) district. RG district has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. The Pedestrian Core area is intended to be a mixed-use village with commercial uses on the ground level and accommodation units on upper floors. The scale of the individual ground level shops vary. RG uses are intended to provide visitor-oriented resort services, but retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the NVSP RG district.

The RG objectives identified in NVSP are as follows:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities;
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses; and
- To provide integrated pedestrian access to and from the plazas.

PROJECT GOALS AND OBJECTIVES

The intent of the proposed project is to create a better relationship and integration with Minaret Road, with a signature street level pedestrian porte cochere and other features that would animate

the streetscape and serve as an inviting portal into the proposed hotel. In a commitment to help the NVSP area realize its place-making potential, the key goals and objectives of the project are to:

- Greatly improve the project's relationship with the streetscape by introducing the porosity that allows for ease of pedestrian integration with Minaret Road;
- Populate and animate this section of Minaret Road and allow for ease of access to and from the proposed hotel amenities via the inviting pedestrian porte cochere;
- Provide streetscape features, including an informational kiosk and a pocket park;
- Deliver much needed critical mass in terms of hot beds to substantively help the North Village achieve economic sustainability;
- Provide an array of services and amenities that make the North Village a much more compelling destination for tourists and locals alike;
- Eliminate the need for any additional curb cuts along Minaret Road, which would be disruptive to pedestrian flows, by utilizing the existing vehicular access to Building C off of Canyon Boulevard;
- Improve the animation and vibrancy of the streetscape along Minaret Road with the addition of terraces for casual gathering or dining;
- Provide an array of amenities and related back-of-the-house functions that would allow for the inn to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike;
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant;
- Utilize a contextually sensitive architectural vernacular that departs from the repetitive and mostly uninspiring design solutions associated with earlier generation lodging properties within the community;
- Deliver a project that takes into account snow country design issues and constraints; and
- Produce a compelling, iconic, and economically sustainable lodging project that acts as a catalyst for the revitalization and added vibrancy of the North Village.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the

proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As discussed throughout Section 5.0, *Environmental Analysis*, the proposed project would not result in any significant and unavoidable impacts, as all potential impacts were concluded to be less than significant or reduced to a less than significant levels with implementation of the Town's standards and regulations, the applicable 1999 SPEIR Mitigation Measures, and/or the recommended Additional Mitigation Measures.

Since no significant and unavoidable impacts were found, all potential environmental impacts that were considered in this SEIR are being analyzed in comparison with the following alternatives:

- No Project/No Development Alternative;
- No Project/Reasonably Foreseeable Development Alternative; and
- Reduced Height Alternative.

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issues area, as examined in Section 5.0 of this SEIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. The end of this section provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Section 7.3, *Environmentally Superior Alternative*, references the "environmentally superior" alternative, as required by the CEQA Guidelines.

7.1 ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER ANALYSIS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this SEIR. Per CEQA Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

7.1.1 1999 SPEIR ALTERNATIVES

The project site is part of the NVSP. The NVSP was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects is the 8050 project (encompassing the project site), which consists of a three-phased development. The certified 1999 SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. The requisite building permit was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms. The proposed Inn at the Village project is a redesign of Building C. The analyses that were conducted as part of the 1999 SPEIR that were considered by the Town, but were rejected as infeasible, are discussed below. It encompasses the alternative development scenarios that were considered, and presents the findings of the environmental impact analyses that were conducted.

1999 SPEIR Chapter 7, *Alternatives to the Proposed Project*, analyzed the following alternatives to the project or to the location of the project:

- *No Project Alternative.* This alternative consisted of the buildout of the 1994 NVSP. The 1994 NVSP included 41 separate parcels under several separate ownerships, totaling 64.1 acres. It created a set of land use designations and development standards to facilitate the development of the NVSP area as a concentrated, pedestrian-oriented activity center with limited demand for automobile use. Buildout of the 1994 NVSP would have resulted in the development of up to 3,020 accommodation rooms, in addition to affordable housing, and 135,000 square feet of commercial uses. The overall NVSP density would be approximately 54 rooms per acre based on three land use districts, the highest intensity district permitting a maximum of 80 rooms per acre and the lowest intensity district permitting a maximum of 48 rooms per acre. While the proposed types of land uses would be similar between the 1994 and 1999 NVSP Amendment, the orientation and distribution of uses differed with the 1999 NVSP Amendment. Despite the differences in development standards and distribution, the No Project Alternative would fulfill the primary project objectives outlined for the 1999 NVSP Amendment.
- *Reduced Density Alternative.* The Reduced Density Alternative assumed a 30 percent reduction in the overall density (square footage) of the 1999 NVSP Amendment. The density reduction would occur proportionally for all permitted land use types. The overall distribution of uses would remain the same as the 1999 NVSP Amendment. The Reduced Density Alternative would fulfill the primary project objectives for the 1999 NVSP Amendment to a lesser degree because of the reduction in size.
- *Alternative Site Alternative.* The Alternative Site Alternative assumed the construction of the same proposed land uses under the 1999 NVSP Amendment on the Lodestar at Mammoth Master Plan site. The Lodestar at Mammoth site is bordered to the north by Main Street, to the south by Meridian Boulevard and Minaret Road, to the west by Lake Mary Road and to the east by Joaquin Road. In May 1991, a Master Plan for development within the area of Lodestar at Mammoth Master Plan was prepared including land use development standards and conditions of approval for all development. A Final EIR was prepared in February 1991 and subsequently certified in April 17, 1991 for the Master Plan based on construction of a



210-acre master planned destination resort, which includes 40 single-family homes, 735 multi-family condominiums, 100 lodges and apartments (employee housing), 515,600 square feet of full-service hotels, an 80,000 square feet commercial village, and a 110-acre 18-hole golf course. Although the Alternative Site Alternative would result in the same amount and type of development proposed, it would not fulfill the primary project objectives of the 1999 NVSP Amendment to facilitate the development (or renovation) of NVSP area as a concentrated, pedestrian oriented activity center with restricted vehicular access.

Based on the analysis presented in Chapter 7 of the 1999 SPEIR, the No Project Alternative was identified as the environmentally superior alternative. CEQA Section 15126.6 indicates that if the “No Project” Alternative is the “Environmentally Superior” Alternative, the EIR should also identify an environmentally superior alternative among the alternatives. As the Reduced Density Alternative would result in the least environmental impacts when compared to the 1999 NVSP Amendment project while still meeting many of the project objectives and not increasing the significance of anticipated impacts, the Reduced Density Alternative was considered the Environmentally Superior Alternative.

As these alternatives do not focus analysis on a project-level basis, the three alternatives analyzed in the 1999 SPEIR have been considered, but rejected from further consideration.

7.1.2 ALTERNATIVE DEVELOPMENT AREAS

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. Per CEQA Guidelines Section 15126.6(2)(A), the key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the SEIR. In general, any development of the size and type proposed by the Inn at the Village project would have substantially the same impacts on an environmental basis. Without a site specific analysis, impacts on aesthetics, air quality, greenhouse gas emissions, land use and planning, and utilities and service systems cannot be evaluated. However, it could be inferred that other impacts, such as biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, etc., could result in increased impacts, as an alternative site would most likely be undeveloped. The Applicant has a vested right to develop the proposed project on the 8050 Building C project site, pursuant to the building permit issued under the approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. Although the Applicant does own other properties in the NVSP area, these other properties are not yet entitled for future development (Mammoth Crossing sites located to the south of the project site). Furthermore, it is a key objective of the proposed project, and a key aspect of its design, to enhance pedestrian integration and accessibility while improving animation and vibrancy of the streetscape along Minaret Road at the project site. Consequently, this alternative has been considered and rejected from further analysis.

7.2 ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

Based on the criteria set forth in the CEQA Guidelines Section 15126.6 and the new information considered in this SEIR, the “No Project/No Development” Alternative, the “No Project/No Reasonably Foreseeable Development” Alternative, and the “Reduced Height” Alternative were selected and are analyzed in detail in the following sections.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Section 7.3 identifies the Environmentally Superior Alternative.

7.2.1 “NO PROJECT/NO DEVELOPMENT” ALTERNATIVE DESCRIPTION OF ALTERNATIVE

This alternative assumes that the existing 8050 project would remain in the current state, with Buildings A and B of the project completed as well as the 136-space parking structure that serves the project site. The project site would remain the parking structure podium, and no development would be constructed atop. The seven-story hotel, totaling 64,750 gross square feet that includes up to 67 hotel rooms, food and beverage service, spa, outdoor pool/jacuzzis, lobby, and landscaping elements would not be developed. Under this alternative, the signature pedestrian porte cochere, allowing for pedestrian integration and improved circulation and a visitor serving public kiosk or retail space at street level would not be constructed. Additionally, the existing sidewalk along Minaret Road would not be reconstructed to Town standards.

The following discussion evaluates the potential environmental impacts associated with the No Project/No Development Alternative, as compared to the impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Under the No Project/No Development Alternative, no development would occur within the existing 8050 project Phase C; therefore, no amendments to the NVSP are proposed under this Alternative. With the No Project/No Development Alternative, the density transfer from the nearby Mammoth Crossing property, the zoning amendment to increase the maximum permitted height, and the zoning amendment to reduce the front yard setback area would not be required. Therefore, the project’s proposed density transfer and NVSP amendments would not be implemented. In addition, new land use approvals and permits including a Tentative Tract Map, Conditional Use Permit; Design Review Permit; and Final Map, among others would not be required.

Although the No Project/No Development Alternative would not require amendments to the NVSP, this Alternative would also not implement some of the policies and objectives of the General Plan and NVSP, which identify the need to provide integrated pedestrian access to and from the plazas, provide a variety of resort oriented lodging and limited commercial uses, and provide convenient, safe pedestrian connections to the rest of the North Village area, transit facilities, and ski lifts, and to provide animated streets with pedestrian amenities. Therefore, the No project/No Development Alternative would be neither environmentally superior nor inferior to the proposed project regarding land use and relevant planning.

Aesthetics

The existing visual character of the project site is illustrated on the following exhibits: Exhibit 5.2-2, Existing Character of the Project Site, Exhibit 5.2-4, Key View 1 - Existing Condition, and Exhibit 5.2-5, Key View 2 - Existing Condition. The short-term visual impacts associated with demolition, grading, paving, and construction activities that would occur with the proposed project would not occur with the No Project/No Development Alternative. Therefore, the project's construction-related impacts to the visual character/quality of the project site and its surroundings would be avoided.

The project site's long-term visual character would be altered with the proposed project, as a new 67-room hotel would be constructed on top of the existing parking structure podium. The new structure would extend 18 feet or more above the surrounding structures, with the exception of the Westin, to the west, which is of similar height. Further, the upper floors of the new structure would appear to slightly encroach more onto Minaret Road as a result of the proposed setback reductions. No increased view blockage, compared to that analyzed in the 1999 SPEIR would occur. Pedestrian features (i.e., pedestrian porte cochere, improved sidewalk, landscaping, public kiosk, and public pocket park) would be constructed along Minaret Road in order to increase the pedestrian-friendly scale of the environment and connectivity within the NVSP area. The project site's shade and shadow patterns would be altered with the proposed project, as the new hotel development would cast new shadows on nearby public streets and sidewalks.

The long-term visual character of the project site and surrounding area would not be altered with the No Project/No Development Alternative, as no new development would occur and the project site would remain in its current condition. No increased building heights or reduced setbacks would occur on-site. Pedestrian improvements along Minaret Road would not be constructed. The existing shade and shadows patterns would not be altered with the No Project/No Development Alternative. Although the project would result in less than significant impacts to scenic views, visual character/quality, light/glare, and shade/shadow patterns with implementation of the 1999 SPEIR Mitigation Measures and recommended Additional Mitigation Measures, the No Project/No Development Alternative would avoid all impacts in this regard.

The No Project/No Development Alternative would be environmentally superior to the proposed project regarding aesthetics/light and glare, given it would avoid impacts to scenic views/vistas, short-term visual character/quality, long-term visual character/quality, light/glare, and shade/shadow.

Traffic/Circulation

Existing peak hour intersection and roadway operating conditions were evaluated in the Traffic Study; refer to [Section 5.3, *Traffic/Circulation*](#). All study intersections and roadway segments are currently operating at an acceptable level of service (LOS) (LOS D or better) with the exception of Canyon Boulevard north of Lake Mary Road (LOS F) during the peak hours based on the Town of Mammoth Lakes and Caltrans analysis methodologies and performance criteria. These existing conditions would continue with the No Project/No Development Alternative, similar to the proposed project. Project implementation would result in less than significant impacts at intersections. The increase in average daily traffic (ADT) projected to occur with the proposed project would not occur with this Alternative, as the proposed project would not be developed. Therefore, although less than significant, the project's impacts to study area intersections and roadways would be avoided.

The No Project/No Development Alternative would be environmentally superior to the proposed project regarding traffic and circulation, given it would result in no increase in ADT and no traffic impacts at intersections or roadways.

Noise

Construction noise associated with the proposed project would result in less than significant impacts, with mitigation incorporated, regarding exposure to surrounding sensitive receptors to noise levels in excess of the established standards. Construction activities would cause less than significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The project's construction-related vibration impacts are also anticipated to be less than significant. Construction-related short-term noise and vibration impacts would not occur with the No Project/No Development Alternative. Therefore, the short-term construction-related noise and vibration impacts that would occur with the proposed project would be avoided with this Alternative.

Existing modeled noise levels would range from 59.1 dBA to 65.6 dBA at 100 feet from the roadway centerline. These existing conditions would continue with the No Project/No Development Alternative, although these existing conditions may be impacted by additional growth in the area. Project implementation would result in less than significant impacts from mobile noise sources. The increase in ADT projected to occur with the proposed project would not occur with this Alternative, as the proposed hotel and accessory uses would not be developed. Therefore, although less than significant, the project's long-term noise impacts from mobile sources would be avoided.

These existing conditions would continue with the No Project/No Development Alternative. Project implementation would result in less than significant impacts from stationary noise sources. The increased noise from the proposed project, which would be typical of commercial, retail, and hotel uses, would not occur with this Alternative, because the proposed hotel and accessory uses would not be developed. Therefore, although less than significant, the project's long-term noise impacts from stationary sources would be avoided.

The No Project/No Development Alternative would be environmentally superior to the proposed project regarding noise, since it would result in no short-term construction-related or long-term operational mobile or stationary source noise impacts.

Air Quality

Table 5.5-5, *Maximum Daily Pollutant Emissions During Construction*, presents the project's anticipated daily short-term construction emissions and indicates that impacts would be reduced to a less than significant level with implementation of mitigation. Short-term air quality impacts from demolition, grading, and construction activities would not occur with the No Project/No Development Alternative. Therefore, the short-term air quality impacts that would occur with the proposed project would be avoided with this Alternative.

The proposed project would not exceed the Mojave Desert Air Quality Management District's (MDAQMD) emissions thresholds (utilized since the Great Basin Unified Air Pollution Control District [GBUAPCD] does not currently have a preferred methodology), as indicated in Table 5.5-6, *Long-Term Operational Air Emissions*. Additionally, the project would not result in CO hotspots at any of the study intersections. Long-term air quality impacts from mobile and area source pollutant emissions would not occur with the No Project/No Development Alternative. Therefore, the air quality emissions that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Development Alternative would be environmentally superior to the proposed project regarding air quality, given it would result in no short- or long-term air quality impacts.

Greenhouse Gas Emissions

As indicated in Table 5.6-1, *Greenhouse Gas Emissions*, project implementation would result in 738.57 metric tons of carbon dioxide equivalent per year (MTCO₂eq/yr), which is below the 900 MTCO₂eq/yr threshold. Thus, less than significant short-term and operational greenhouse gas (GHG) emission impacts would occur with the proposed project. GHG emissions from construction and operational activities would not occur with the No Project/No Development Alternative. Therefore, the GHG emissions that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Development Alternative would be environmentally superior to the proposed project regarding GHG emissions, since no GHG emissions would occur.

Utilities and Service Systems

Implementation of the proposed project would place increased demands upon utilities and service systems consisting of water and wastewater (sewers). The No Project/No Development Alternative would result in none of the impacts associated with increased demands upon utilities and service systems, because no new land uses would be developed. Therefore, the increased demands upon utilities and service systems that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Development Alternative would be environmentally superior to the proposed project regarding utilities and service systems, given no impacts to utilities and service systems would occur.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/No Development Alternative would not attain most of the project's basic objectives. This Alternative would not meet the Town's goals and objectives pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in "storefront" setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment.

The goals and objectives of the NVSP would not be fully realized with implementation of the No Project/No Development Alternative. This Alternative would not provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities or integrated pedestrian access to and from the plazas.

This Alternative would not meet many of the project's objectives, including the objectives to construct a compelling, iconic, and economically sustainable lodging development that would revitalize and enhance vibrancy to the NVSP area by providing greater pedestrian integration and accessibility for tourists and locals. An array of services and amenities including dining, casual gathering places, publically accessible landscaped spaces, and visitor accommodations for the residents and visitors of the Town would not be provided at the project site. The No Project/No Development Alternative would also not achieve economic sustainability by creating Town revenue through transient occupancy tax.

7.2.2 "NO PROJECT/ REASONABLY FORESEEABLE DEVELOPMENT" ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The No Project/Reasonably Foreseeable Development Alternative proposes the development of new private residential condominiums on the project site as currently permitted (the approved 8050 Building C), which would total 41,134 square feet including 21 residential condominiums with a total of 33 bedrooms and would be five stories (62 feet) in height. The development associated with this alternative would have a broader building mass, covering the entire existing parking structure podium. The No Project/Reasonably Foreseeable Development Alternative would be consistent with the NVSP and amendments would not be required.

Table 7-1, Comparison of Proposed Project and No Project/Reasonably Foreseeable Development Alternative, compares the land use type and overall building height of the proposed project and the No Project/Reasonably Foreseeable Development Alternative. Comparatively, this alternative proposes 21 residential condominiums with 33 rooms, resulting in a difference in land use type and a decrease of 23,616 square feet from the proposed project. This Alternative would not require a density transfer from the Mammoth Crossing zone. In addition, this Alternative proposes a maximum height of five stories (62 feet) plus another three feet for roof appurtenances, a decrease of 18 feet and an additional one foot, six inches for roof appurtenances from the proposed project. The Alternative's maximum height would be consistent with the current NVSP. As this Alternative has a

wide building mass, this Alternative would have increased building footprint that increases the proposed building massing along the adjacent Fireside at the Village condominiums to the south. Under the No Project/Reasonably Foreseeable Development Alternative, the architecture and landscaping components would be developed as residential condominiums (with fractional ownership) similar to the existing 8050 Buildings A and B. In addition, the remaining accessory components (i.e., food and beverage service, spa, outdoor pool/jacuzzis, lobby, and pedestrian porte-cochere) would not be developed, since this Alternative would not function as a more traditional hotel operation.

**Table 7-1
Comparison of Proposed Project and No Project/
Reasonably Foreseeable Development Alternative**

Land Use	Proposed Project	No Project/Reasonably Foreseeable Development Alternative
Hotel Rooms ¹	34,840 square feet (67 rooms)	-
Accessory Uses (e.g., lobby, circulation, etc.)	29,910 square feet	-
Residential Condominiums	-	41,134 square feet (21 residential condominiums, 33 rooms)
Building Height	80 feet ²	62 feet ³
Notes:		
1. The hotel proposes rooms that would be approximately +/- 520 square feet per room.		
2. Building height for the proposed project excludes an additional 4 feet and 6 inches for roof appurtenances.		
3. Building height for the No Project/Reasonably Foreseeable Development Alternative excludes an additional 3 feet for roof appurtenances.		

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Under the No Project/Reasonably Foreseeable Development Alternative, the project site would be developed with the current permitted 8050 Building C, allowed under the current NVSP. No amendments to the NVSP would be required. Given the previous permits and approvals obtained for the 8050 Building C, the No Project/Reasonable Foreseeable Development Alternative would not require the land use approvals and permits, as these were already obtained. Therefore, the project's proposed NVSP amendments, land use approvals and permits including a Tentative Tract Map, Conditional Use Permit; Design Review Permit; and Final Map required for the proposed project, would not be implemented under the No Project/Reasonable Foreseeable Development Alternative.

Although the No Project/Reasonably Foreseeable Development Alternative would not require amendments to the NVSP, this Alternative would also not implement some of the policies and objectives of the General Plan and NVSP, which identify the need to provide integrated pedestrian access to and from the plazas and provide convenient, safe pedestrian connections to the rest of the

North Village area, transit facilities, and ski lifts, and to provide animated streets with pedestrian amenities. Therefore, the No Project/Reasonably Foreseeable Development Alternative would be neither environmentally superior nor inferior to the proposed project regarding land use and relevant planning.

Aesthetics/Light and Glare

The short-term visual impacts associated with demolition, grading, paving and construction activities that would occur with the proposed project would similarly occur with the No Project/Reasonably Foreseeable Development Alternative, although to a lesser extent. Further, the anticipated time of construction would be slightly reduced, given the reduced square footage proposed.

The project site's long-term visual character would be altered with this Alternative, as the new private residential condominiums would be built on top of the existing parking structure podium (similar to that analyzed as part of the 1999 SPEIR). Impacts to view blockage of the Sherwin Range would be similar to that considered for the proposed project. However, the long-term visual character of the project site and its surroundings would be reduced with the No Project/Reasonably Foreseeable Development Alternative, as the on-site development would appear similar in form and building height to the adjoining uses (Fireside at the Village condominiums and the existing 8050 Buildings A and B). However, pedestrian features (i.e., pedestrian porte cochere, improved sidewalk, landscaping, public kiosk, and public pocket park) would not be constructed along Minaret Road, which would not be consistent with the intent of the 2007 General Plan, NVSP, and NVSP Design Guidelines. As depicted in [Exhibit 5.2-9a, Proposed Summer Shadow Patterns](#), [Exhibit 5.2-9b, Proposed Winter Shadow Patterns](#), and [Exhibit 5.2-9c, Proposed Vernal/Autumnal Shadow Patterns](#), shade and shadows patterns would be slightly reduced with the No Project/Reasonably Foreseeable Development Alternative, since the proposed building would be three stories lower. As with the proposed project, this Alternative would result in less than significant impacts with the implementation of mitigation measures.

The No Project/Reasonably Foreseeable Development Alternative would be considered environmentally superior to the proposed project regarding aesthetics/light and glare impacts as it would reduce the building heights similar to the surrounding area, be located below the surrounding tree canopy, and would slightly reduce impacts from shadow patterns in the area.

Traffic/Circulation

The proposed project is forecast to generate approximately 19 peak hour trips for a typical weekend. Under the No Project/Reasonably Foreseeable Development Alternative, the project site would be developed with 41,134 square feet of residential condominium units (with fractional ownership), instead of the proposed 64,750 square-foot hotel and accessory uses. During peak travel times such as a typical winter weekend, both the No Project/Reasonably Foreseeable Development Alternative and the proposed project could reach maximum occupancy levels. Given the residential condominiums would result in fewer occupants and less vehicular travel than the proposed project, this Alternative would result in a decrease in ADT, compared to the proposed project. Therefore, this Alternative would result in a decrease in traffic when compared to the proposed project.

Comparatively, the traffic and circulation impacts under the No Project/Reasonably Foreseeable Development Alternative would be less than the proposed project, given this Alternative would have compatible uses but less development intensity as the proposed project. Therefore, the less than significant traffic and circulation impacts that would occur with the proposed project would be further reduced with this Alternative.

The No Project/Reasonably Foreseeable Development Alternative would be environmentally superior to the proposed project regarding traffic and circulation impacts due to decreased traffic volumes.

Noise

Construction noise associated with the proposed project would result in less than significant impacts, with mitigation incorporated, regarding exposure to surrounding sensitive receptors to noise levels in excess of the established standards. Construction activities would cause less than significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The project's construction-related vibration impacts are also anticipated to be less than significant. Short-term noise impacts would occur with the No Project/Reasonably Foreseeable Development Alternative due to construction of the proposed residential condominiums. Comparatively, this Alternative's construction-related noise impacts would be similar to the proposed project, given this Alternative would result in a similar disturbance area. Therefore, the less than significant (with mitigation incorporated) short-term noise impacts that would occur with the proposed project would occur also with this Alternative.

Long-term noise impacts from vehicular travel on the surrounding roadway network would occur with the No Project/Reasonably Foreseeable Development Alternative, although to a lesser degree than the proposed project. Comparatively, this Alternative's mobile source noise impacts would be less than the proposed project, given this Alternative would decrease the ADT compared to the proposed project. During peak travel times (such as a typical winter weekend), both the No Project/Reasonably Foreseeable Development and the proposed project could reach maximum occupancy levels. As the residential condominiums would result in fewer occupants and less vehicular travel than the proposed project, the mobile source noise impacts that would occur with the proposed project would occur also with this Alternative, although to a lesser degree.

Project implementation would result in less than significant impacts from stationary noise sources associated with the proposed project, since the resultant noise would be typical of the surrounding visitor-oriented resort uses. With the No Project/Reasonably Foreseeable Development, 21 residential condominiums would operate on the project site, generating noise levels from new stationary sources, including mechanical equipment, and delivery activities, among others. Comparatively, the stationary source noise impacts under the No Project/Reasonably Foreseeable Development Alternative would be less than the proposed project, given this Alternative would have compatible uses but less development intensity as the proposed project. Therefore, the stationary source noise impacts that would occur with the proposed project would occur also with this Alternative, however, to a lesser degree.

The No Project/Reasonably Foreseeable Development would be environmentally superior to the proposed project regarding noise impacts due to decreased mobile and stationary noise levels.

Air Quality

Table 5.5-5, *Maximum Daily Construction Emissions*, presents the project's anticipated daily short-term construction emissions and indicates that less than significant impacts would occur in this regard. Short-term air quality impacts from demolition, grading, construction, and paving activities would occur with the No Project/Reasonably Foreseeable Development Alternative. Comparatively, the construction-related air quality impacts would be similar to the proposed project, given ground-disturbing activities would occur within a similar development footprint. Therefore, the short-term air quality impacts that would occur with the proposed project would be similar under this Alternative.

The proposed project would not exceed the MDAQMD's emissions thresholds, as indicated in Table 5.5-6, *Long-Term Operational Air Emissions*. Additionally, the project would not result in CO hotspots at any of the study intersections. Long-term air quality impacts from mobile and area source pollutant emissions would occur with the No Project/Reasonably Foreseeable Development Alternative, although to a lesser degree than the proposed project. During peak travel times (such as a typical winter weekend), both the No Project/Reasonably Foreseeable Development and the proposed project could reach maximum occupancy levels. As a result, this Alternative would result in a decrease in ADT compared to the proposed project, as this Alternative would result in fewer occupants and fewer vehicle trips. With this Alternative, proportionately less long-term air quality impacts from mobile pollutant emissions would occur compared to the proposed project.

The No Project/Reasonably Foreseeable Development Alternative would be environmentally superior to the proposed project regarding air quality impacts due to decreased mobile source emissions.

Greenhouse Gas Emissions

As indicated in Table 5.6-1, *Greenhouse Gas Emissions*, project implementation would result in 738.57 MTCO₂eq/yr, which is below the 900 MTCO₂eq/yr threshold. Thus, less than significant short-term and operational GHG emission impacts would occur with the proposed project. GHG emissions from construction and operational activities would also occur with the No Project/Reasonably Foreseeable Development Alternative, although to a lesser degree than the proposed project. During peak travel times (such as a typical winter weekend), both the No Project/Reasonably Foreseeable Development and the proposed project could reach maximum occupancy levels. As such, this Alternative would result in a decrease in ADT compared to the proposed project, as this Alternative would result in fewer occupants and a reduction in vehicle trips. The combined construction and operational GHG emissions would also result in similar less than significant impacts from a cumulative perspective under this Alternative, although to a lesser degree than the proposed project.

The No Project/Reasonably Foreseeable Development Alternative would be environmentally superior to the proposed project regarding GHG emissions, due to decreased mobile emissions.

Utilities and Service Systems

Implementation of the proposed project would place increased demands upon utilities and service systems (i.e., wastewater and water). The No Project/Reasonably Foreseeable Development Alternative would result in reduced impacts associated with increased demands upon utilities and service systems, as this Alternative would have reduced development intensity at the project site. Therefore, the less than significant increased demands upon utilities and service systems that would occur with the proposed project would occur also with this Alternative.

The No Project/Reasonably Foreseeable Development Alternative would be environmentally superior to the proposed project regarding impacts to utilities and service systems, since less development intensity would occur compared to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/Reasonably Foreseeable Development Alternative would only attain some, but not all, of the project's objectives. This alternative would result in 21 residential condominiums with 33 rooms, but would eliminate the accessory components related to hotel uses including the food and beverage service, spa, outdoor pool/jacuzzis, and pedestrian porte-cochere, public kiosk, and public pocket park. As a result, the No Project/Reasonably Foreseeable Development Alternative would not meet the Town's goals and objectives pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in "storefront" setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment.

The goals and objectives of the NVSP would not be fully realized with implementation of the No Project/Reasonably Foreseeable Development Alternative. This Alternative would not provide facilities or integrated pedestrian access to and from the plazas. Implementation of the No Project/Reasonably Foreseeable Development Alternative would not meet most of the project's basic objectives. This Alternative would not enhance pedestrian integration and amenities. Dining, casual gathering places, publically accessible landscaped spaces, and hotel-type visitor accommodations for the residents and visitors of the Town would not be provided at the project site. The No Project/Reasonably Foreseeable Development Alternative would create Town revenue through fractional ownership taxes and assessments, although would not provide the fullest extent of economic sustainability compared to the proposed project. Therefore, unlike the proposed project, this alternative would only partially achieve the project objectives.

7.2.3 "REDUCED HEIGHT" ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Reduced Height Alternative proposes the development of a hotel use (with option for condominium or fractional ownership) on the project site that would have 56 hotel rooms and would be five stories (58 feet) in height. This alternative would have the same building footprint,

architecture, and landscaping elements as the proposed project. However, this alternative would have a loss of amenities including the food and beverage service, spa, outdoor pool/jacuzzis, and pedestrian porte-cochere, as this alternative would not function as a more traditional hotel. The development associated with this alternative would still be built on top of the existing parking structure podium; however, the proposed outdoor pool/jacuzzi area would instead be utilized to accommodate outdoor patios for condominium units and modest landscape features. Under the Reduced Height Alternative, the NVSP would need to be amended to increase the allowable development density for the project site (a transfer of 19 rooms from one of the Mammoth Crossing sites [MC zone]). However, amendments pertaining to building heights and setbacks would not be required.

Table 7-2, Comparison of Proposed Project and Reduced Height Alternative, compares the overall density, building height, and average daily trips of the proposed project and Reduced Height Alternative. Comparatively, this Alternative proposes a 16.4 percent decrease in hotel units, with 11 fewer hotel rooms, resulting in a decrease in the allowable development density transfer of 19 rooms from the Mammoth Crossing zone. This Alternative would also decrease three peak hour trips. In addition, the Reduced Height Alternative proposes a maximum height of five stories (58 feet) with an additional 4 feet, 6 inches for roof appurtenances, a decrease of 22 feet from the proposed project. The proposed maximum height would be consistent with the current NVSP. As the proposed maximum height decreases, the proposed building also conforms to the building setback requirements in the Resort General (RG) zone. Under the Reduced Height Alternative, the architecture and landscaping components would be developed similar to the proposed project. However, the remaining accessory components (i.e., food and beverage service, spa, outdoor pool/jacuzzis, pedestrian porte-cochere, public pocket park, and public kiosk) would not be developed.

**Table 7-2
Comparison of Proposed Project and Reduced Height Alternative**

Land Use	Proposed Project	Reduced Height Alternative	Difference
Hotel ¹	34,840 square feet (67 rooms)	29,120 square feet (56 rooms)	-5,720 square feet (-11 rooms)
Accessory Uses (i.e., circulation)	29,910 square feet	24,135 square feet	-5,775 square feet
Building Height ²	80 feet	58 feet	-22 feet
Peak Hour Trips ³	19	16	-3
Notes:			
1. The hotel proposes rooms that would be approximately +/- 520 square feet per room.			
2. Building height excludes an additional 4 feet and 6 inches for roof appurtenances.			
3. Based on a trip generation rate of 0.28 trips per occupied unit per <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014.			

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Under the Reduced Height Alternative, a hotel (with option for condominium or fractional ownership) would occur on-site. The NVSP would still need to be amended with the Reduced

Height Alternative, but to a lesser degree than the proposed project. With the Reduced Height Alternative, the NVSP would require an amendment to allow for a density transfer from the nearby Mammoth Crossing zone. Due to the reduced height of the Alternative, the NVSP amendments associated with the project concerning the maximum height and reduced building setbacks would not be required, as this Alternative would be consistent with the current NVSP in this regard.

As the NVSP would still require an amendment for the increased density at this site, this Alternative would also require land use approvals and permits including a District Zoning Amendment, Tentative Tract Map Conditional Use Permit, Design Review Permit, and Final Map, similar to the proposed project.

The Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding land use and relevant planning, given that it would reduce the number of required amendments to the NVSP, but not meeting the many of the policies and objectives of the General Plan and NVSP, particularly regarding increased pedestrian connectivity along Minaret Road.

Aesthetics/Light and Glare

The short-term visual impacts associated with demolition, grading, paving, and construction activities that would occur with the proposed project would similarly occur with the Reduced Height Alternative, although to a lesser extent. Further, the anticipated time of construction would be slightly reduced, given the reduced square footage proposed.

The project site's long-term visual character would be altered with this Alternative, as the new hotel would be constructed on top of the existing parking structure podium. Impacts to view blockage of the Sherwin Range would be similar to that considered for the proposed project. However, the long-term visual character of the project site and its surroundings would be reduced with the Reduced Height Alternative, as the on-site development would appear similar in building height to the adjoining uses (Fireside at the Village condominiums and the existing 8050 Buildings A and B). However, pedestrian amenities (i.e., pedestrian porte cochere, public kiosk, and public pocket park) and an active street frontage associated with the food and beverage service terraces would not be achieved along Minaret Road, which would not be consistent with the intent of the 2007 General Plan, NVSP, and NVSP Design Guidelines. The shade and shadows patterns of the Reduced Height Alternative would be slightly reduced, compared to the proposed project, and similar to that considered in the 1999 SPEIR, as the proposed building heights would be allowed under the NVSP. Similar to the proposed project, this Alternative would result in less than significant impacts with the implementation of mitigation measures.

The Reduced Height Alternative would be environmentally superior to the proposed project regarding aesthetics/light and glare, given that it would result in reduced building heights more consistent with the adjoining development, situated below the surrounding tree canopy, and reduced shadow patterns in the area compared to the proposed project. However, it should be noted that the lack of pedestrian features and an active street front along Minaret Road would not be consistent with the intent of the 2007 General Plan, NVSP, and NVSP Design Guidelines.

Traffic/Circulation

Under the Reduced Height Alternative, a 56-room hotel (with an option for condominium or fractional ownership) would be developed in place of the project's proposed 67-room hotel. [Table 7-2](#), presents the forecast daily traffic volumes for the Reduced Height Alternative for a typical weekday, and indicates this Alternative is forecast to generate approximately 16 peak hour trips. Therefore, this Alternative would have three fewer peak hour trips than the proposed project.

In addition, the Reduced Height Alternative is forecast to generate approximately 16 percent fewer peak hour trips (or three fewer peak hour trips), when compared to the proposed project. Comparatively, the traffic and circulation impacts under the Reduced Height Alternative would be slightly less than the proposed project, given this Alternative would decrease the ADT by 3 fewer peak hour trips. Therefore, the less-than-significant traffic and circulation impacts would be similar to that considered for the proposed project.

The Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding traffic and circulation impacts due to the nominal reduction in traffic volumes.

Noise

Construction noise associated with the proposed project would result in less than significant impacts, with mitigation incorporated, regarding exposure to surrounding sensitive receptors to noise levels in excess of the established standards. Construction activities would cause less than significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The project's construction-related vibration impacts are also anticipated to be less than significant. Short-term noise impacts from demolition, grading, and construction activities would occur with the Reduced Height Alternative due to construction of the proposed buildings and improvements. Comparatively, this Alternative's construction-related noise impacts would be similar to the proposed project, given this Alternative would result in a similar development footprint. Therefore, the less than significant (with mitigation incorporated) short-term noise impacts that would occur with the proposed project would occur also with this Alternative.

Long-term noise impacts from vehicular travel on the surrounding roadway network would occur with the Reduced Height Alternative, although to a slightly lesser degree than the proposed project. Comparatively, this Alternative's mobile source noise impacts would be nominally less than the proposed project, given this Alternative would decrease ADT by approximately 16 percent (three fewer peak hour trips). Therefore, the overall mobile source noise impacts that would occur with the proposed project would occur also with this Alternative.

Project implementation would result in less than significant impacts from stationary noise sources associated with the proposed project, since the resultant noise would be typical of the surrounding visitor-oriented resort uses. With the Reduced Height Alternative, a new 56-room hotel (with option for condominium or fractional ownership) would operate on the project site, generating noise levels from new stationary sources, including parking lots, mechanical equipment, and loading/unloading areas, among others. Comparatively, the stationary source noise impacts under the Reduced Height Alternative would be nominally less than the proposed project, given this

Alternative would have less rooms and less vehicle trips (three fewer peak hour trips) than the proposed project. Therefore, the overall stationary source noise impacts that would occur with the proposed project would occur also with this Alternative.

The Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding noise impacts due to the nominal decreased mobile and stationary noise levels.

Air Quality

Table 5.5-5, *Maximum Daily Construction Emissions*, presents the project's anticipated daily short-term construction emissions and indicates that less than significant impacts would occur in this regard. Short-term air quality impacts from demolition, grading, construction, and paving activities would also occur with the Reduced Height Alternative. Comparatively, the construction-related air quality impacts would be nominally less than the proposed project, given ground-disturbing activities would occur within a similar development footprint. Therefore, the short-term air quality impacts that would occur with the proposed project would be similar under this Alternative.

The proposed project would not exceed the MDAQMD's emissions thresholds, as indicated in Table 5.5-6, *Long-Term Operational Air Emissions*. Additionally, the project would not result in CO hotspots at any of the study intersections. Long-term air quality impacts from mobile and area source pollutant emissions would occur with the Reduced Height Alternative, although to a slightly lesser degree than the proposed project. This Alternative would result in fewer rooms and fewer vehicle trips (three fewer peak hour trips), as compared to the proposed project. With this Alternative, proportionately less long-term air quality impacts from mobile pollutant emissions would occur (approximately 16 percent less, which would be a nominal reduction since only three fewer vehicles would occur), as compared to the proposed project.

The Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding air quality impacts due to the nominal decreased mobile source emissions.

Greenhouse Gas Emissions

As indicated in Table 5.6-1, *Greenhouse Gas Emissions*, project implementation would result in 738.57 MTCO₂eq/yr, which is below the 900 MTCO₂eq/yr threshold. Thus, less than significant short-term and operational GHG emission impacts would occur with the proposed project. GHG emissions from construction and operational activities would also occur with the Reduced Height Alternative, although to a slightly lesser degree (a nominal decrease of three peak hour trips), than the proposed project. As with the proposed project, the combined construction and operational GHG emissions would also result in less than significant impacts from a cumulative perspective under this Alternative, although only a nominal reduction compared to the proposed project.

The Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding GHG emissions, due to the nominal decreased mobile emissions.

Utilities and Service Systems

Implementation of the proposed project would place increased demands upon utilities and service systems (i.e., wastewater and water). The Reduced Height Alternative would result in similar impacts associated with increased demands upon utilities and service systems, because a new hotel would be developed. Therefore, the less than significant increased demands upon utilities and service systems that would occur with the proposed project would occur also with this Alternative.

The Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding impacts to utilities and service systems, given that it would be a similar use and it would have similar impacts as the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

By reducing the height, this Alternative would result in 56 rooms but eliminate the accessory components including the food and beverage service, spa, outdoor pool/jacuzzis, and pedestrian porte-cochere. Implementation of this Alternative would not attain most of the Town's goals and objectives, including those pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in "storefront" setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment.

The goals and objectives of the NVSP would not be fully realized with implementation of the Reduced Height Alternative. This Alternative would not provide desired facilities.

Last, implementation of the Reduced Height Alternative would only meet some, but not all of the project's objectives. The Reduced Height Alternative would not attain enhanced pedestrian integration and amenities. Dining, casual gathering places, and publically accessible landscaped spaces would not be provided on the project site. The Reduced Height Alternative would create Town revenue through transient occupancy tax, although not to the extent of the proposed project. Therefore, unlike the proposed project, this Alternative would not fully act as a catalyst for the revitalization and added vibrancy of the NVSP area.

7.3 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

Table 7-3, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 7-3 and the analysis presented above indicates the No Project/No Development and No Project/Reasonably Foreseeable Development Alternative are the environmentally superior alternatives, as these alternatives would avoid or lessen impacts associated with development of the proposed project. According to CEQA Guidelines Section 15126.6(e), "No Project" Alternative, "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the No Project/Reasonably Foreseeable Alternative is

the environmentally superior alternative. However, this alternative would not achieve most of the project objectives.

**Table 7-3
Comparison of Alternatives**

Sections	No Project/ No Development	No Project/ Reasonably Foreseeable Development	Reduced Height
Land Use and Relevant Planning	=	=	=
Aesthetics/Light and Glare	∇	∇	∇
Traffic/Circulation	∇	∇	=
Noise	∇	∇	=
Air Quality	∇	∇	=
Greenhouse Gas Emissions	∇	∇	=
Utilities and Service Systems	∇	∇	=
▲ Indicates an impact that is greater than the proposed Project (environmentally inferior). ∇ Indicates an impact that is less than the proposed Project (environmentally superior). = Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.			

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As discussed throughout Section 5.0, *Environmental Analysis*, the proposed project would not result in any significant and unavoidable impacts, as all potential impacts were concluded to be less than significant or reduced to a less than significant levels with implementation of the Town’s standards and regulations, the applicable 1999 SPEIR Mitigation Measures, and/or the recommended Additional Mitigation Measures. Thus, although the No Project/Reasonably Foreseeable Development Alternative would reduce environmental impacts, which would be considered environmental superior to the proposed project, this Alternative would not reduce any significant and unavoidable environmental impacts.

Further, the No Project/Reasonably Foreseeable Development Alternative would result in the elimination of the accessory components including the food and beverage service, spa, outdoor pool/jacuzzis, lobby, pedestrian porte-cochere, public kiosk, and public pocket park. This Alternative would not attain most of the Town’s goals and objectives, including those pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in “storefront” setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment. The goals and objectives of the NVSP would not be fully realized with this Alternative, as it would not provide facilities or integrated pedestrian access to and from the plazas. Further, only some of the project’s objectives would be met. Dining, casual gathering places, publically accessible landscaped spaces, and hotel-type visitor accommodations for the residents and visitors of the Town would not be



provided on the project site. Therefore, unlike the proposed project, the No Project/Reasonably Foreseeable Development Alternative would not fully act as a catalyst for the revitalization, economic sustainability, and added vibrancy of the NVSP area.



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8.0 Effects Found Not To Be Significant

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment."

This policy is reflected in CEQA Guidelines, section 15162(a), which states that once an EIR has been prepared for a project, a lead agency shall not prepare a further EIR unless substantial changes are proposed to the project and those changes lead to new significant impacts or a substantial increase in impacts; or, substantial changes in circumstances occur such that the project would have new significant impacts or a substantial increase in impacts; or, new information of substantial importance shows that the project would have one or more significant effects not discussed in the previous EIR.

The Town used a Modified Initial Study to document whether any of the circumstances under Public Resources Code, section 21166 and State CEQA Guidelines, section 15162 were triggered by the project.

As described in the Notice of Preparation (NOP) prepared for the proposed project, seven impact categories were found to have at least one potentially significant impact resulting from new information of the type that triggers additional environmental review pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Section 15162; therefore, these seven categories (Aesthetics, Air Quality, Greenhouse Gas Emissions, Land Use and Relevant Planning, Traffic/Circulation, Noise, and Utilities and Service Systems) have been evaluated in this SEIR.

8.1 ASSESSMENT IN THE MODIFIED INITIAL STUDY

The Modified Initial Study prepared for the project in March 2014 determined that the impacts listed below were fully evaluated and addressed in the previous environmental documentation. As a result, these impacts do not trigger circumstances under Public Resources Code Section 21166 and State CEQA Guidelines Section 15162 and no further environmental review is required for these areas. Please refer to Appendix 11.1, *Modified Initial Study and Notice of Preparation*, for an explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Modified Initial Study.

**Table 8-1
Impacts Found Not To Be Significant**

Environmental Issues	Initial Study Determination
<p>4.2 Agriculture and Forest Resources. <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>	
<p>4.2.a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	No New Impact/No Impact.
<p>4.2.b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	No New Impact/No Impact.
<p>4.2.c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>	No New Impact/No Impact.
<p>4.2.d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	No New Impact/No Impact.
<p>4.2.e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	No New Impact/No Impact.
<p>4.3 Air Quality. <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i></p>	
<p>4.3.e. Create objectionable odors affecting a substantial number of people?</p>	No New Impact/No Impact.
<p>4.4 Biological Resources. Would the project:</p>	
<p>4.4.a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	No New Impact/No Impact.
<p>4.4.b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	No New Impact/No Impact.
<p>4.4.c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	No New Impact/No Impact.
<p>4.4.d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	No New Impact/No Impact.
<p>4.4.e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	No New Impact/No Impact.

Table 8-1 [continued]
Impacts Found Not To Be Significant

Environmental Issues	Initial Study Determination
4.4.f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No New Impact/No Impact.
4.5 Cultural Resources. <i>Would the project:</i>	
4.5. a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	No New Impact/No Impact.
4.5. b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	No New Impact/No Impact.
4.5. c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No New Impact/No Impact.
4.5. d. Disturb any human remains, including those interred outside of formal cemeteries?	No New Impact/No Impact.
4.6 Geology and Soils. <i>Would the project:</i>	
4.6.a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No New Impact/No Impact.
2) Strong seismic ground shaking?	No New Impact/No Impact.
3) Seismic-related ground failure, including liquefaction?	No New Impact/No Impact.
4) Landslides?	No New Impact/No Impact.
4.6.b. Result in substantial soil erosion or the loss of topsoil?	No New Impact/No Impact.
4.6.c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No New Impact/No Impact.
4.6.d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?	No New Impact/No Impact.
4.6.e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No New Impact/No Impact.
4.8 Hazards and Hazardous Materials. <i>Would the project:</i>	
4.8.a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No New Impact/No Impact.
4.8.b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No New Impact/No Impact.
4.8.c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No New Impact/No Impact.
4.8.d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No New Impact/No Impact.

**Table 8-1 [continued]
Impacts Found Not To Be Significant**

Environmental Issues	Initial Study Determination
4.8.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No New Impact/No Impact.
4.8.f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No New Impact/No Impact.
4.8.g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No New Impact/No Impact.
4.8.h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No New Impact/No Impact.
4.9 Hydrology and Water Quality. Would the project:	
4.9.a. During project construction, substantially impair the water quality of receiving waters? In considering water quality, factors such as water temperature, dissolved oxygen levels, and turbidity should be considered.	No New Impact/No Impact.
4.9.b. Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	No New Impact/No Impact.
4.9.c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	No New Impact/No Impact.
4.9.d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or surface runoff in a manner which would result in flooding on- or off site?	No New Impact/No Impact.
4.9.e. Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	No New Impact/No Impact.
4.9.f. Otherwise substantially degrade water quality?	No New Impact/No Impact.
4.9.g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No New Impact/No Impact.
4.9.h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No New Impact/No Impact.
4.9.i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No New Impact/No Impact.
4.9.j. Inundation by seiche, tsunami, or mudflow?	No New Impact/No Impact.
4.10 Land Use and Planning. Would the project:	
4.10.a. Physically divide an established community?	No New Impact/No Impact.
4.10.c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	No New Impact/No Impact.

**Table 8-1 [continued]
Impacts Found Not To Be Significant**

Environmental Issues	Initial Study Determination
4.11 Mineral Resources. <i>Would the project:</i>	
4.11.a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No New Impact/No Impact.
4.11.b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No New Impact/No Impact.
4.12 Noise. <i>Would the project:</i>	
4.12.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No New Impact/No Impact.
4.12.f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No New Impact/No Impact.
4.13 Population and Housing. <i>Would the project:</i>	
4.13.a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No New Impact/No Impact.
4.13.b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No New Impact/No Impact.
4.13.c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No New Impact/No Impact.
4.14 Public Services. <i>Would the project:</i>	
4.14.a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	
1) Fire protection?	No New Impact/No Impact.
2) Police protection?	No New Impact/No Impact.
3) Schools?	No New Impact/No Impact.*
4) Parks?	No New Impact/No Impact.
5) Other public facilities?	No New Impact/No Impact.
4.15 Recreation. <i>Would the project:</i>	
4.15.a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No New Impact/No Impact.
4.15.b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No New Impact/No Impact.
4.16 Transportation/Traffic. <i>Would the project:</i>	
4.16.b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	No New Impact/No Impact.

**Table 8-1 [continued]
Impacts Found Not To Be Significant**

Environmental Issues	Initial Study Determination
4.16.c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No New Impact/No Impact.
4.16.d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No New Impact/No Impact.
4.16.e. Result in inadequate emergency access?	No New Impact/No Impact.
4.16.f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	No New Impact/No Impact.
4.17 Utilities and Service Systems. <i>Would the project:</i>	
4.17.c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No New Impact/No Impact.
4.17.f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	No New Impact/No Impact.
4.17.g. Comply with federal, state, and local statutes and regulations related to solid waste?	No New Impact/No Impact.
* - The past environmental documentation concluded that the project would have significant and unavoidable impacts in this regard. However, the Modified Initial Study analyzed the proposed project and concluded that the project would have no new impacts or reduced impacts. Therefore, the topic is not further analyzed in this SEIR. The lead agency will include findings of fact in the certifying resolution reflecting this conclusion.	



9.0 Organizations and Persons Consulted



9.0 ORGANIZATIONS AND PERSONS CONSULTED

LEAD AGENCY

Town of Mammoth Lakes

P.O. Box 1609
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
760.934.8989

Ms. Sandra Moberly, Planning Manager
Ms. Jen Daugherty, Senior Planner
Mr. Peter Bernasconi, Senior Associate Civil Engineer
Mr. Haislip Hayes, P.E., Associate Civil Engineer

PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

RBF Consulting

14725 Alton Parkway
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Mr. Glenn Lajoie, AICP, Principal in Charge
Mr. Eddie Torres, INCE, QA/QC – Project Director
Ms. Kristen Bogue, Project Manager
Ms. Starla Barker, AICP, Senior Environmental Analyst
Ms. Alesia Hsiao, Environmental Analyst
Mr. Achilles Malisos, Air Quality/GHG/ and Noise Specialist
Ms. Debby Hutchinson, Graphic Artist
Ms. Linda Bo, Word Processor/ Document Assembly

TECHNICAL CONSULTANTS

Site Designer

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Mammoth Lakes, California 93546

Mr. Gary Posekian

Site Architect/Visual Simulations

bull stockwell allen
300 Montgomery Street, Ste. 1135
San Francisco, California 94104

Mr. Benjamin Harth
Mr. John Ashworth



Traffic Impact Study

LSA Associates, Inc.
20 Executive Park, Ste. 200
Irvine, CA 92614

Mr. Les Card, P.E.

Traffic Study Peer Review

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Ste. C
P.O. Box 5875
Tahoe City, CA 96145

Ms. Sara T. Hawley, P.E.



10.0 Bibliography

10.0 BIBLIOGRAPHY

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11.1 Modified Initial Study and Notice of Preparation



COMMUNITY & ECONOMIC DEVELOPMENT

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

NOTICE OF PREPARATION

TO:	State Clearing House, Office of Planning and Research, Mono County Clerk, Responsible and Trustee Agencies, and Interested Parties	FROM:	Jen Daugherty, Senior Planner Town of Mammoth Lakes, Community and Economic Development Department 437 Old Mammoth Road, Suite R Mammoth Lakes, CA 93546 jdaugherty@townofmammothlakes.ca.gov
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SUBJECT: Notice of Preparation of a Draft Subsequent Environmental Impact Report.

The Town of Mammoth Lakes will be the Lead Agency and will prepare a subsequent environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Subsequent EIR prepared by our agency when considering your permit or other approval for the project. The project description, location, and the probable environmental effects are contained in the attached materials.

	A copy of the Initial Study IS attached.
X	A copy of the Initial Study IS NOT attached, but is available for viewing on the lead agency's website at http://www.townofmammothlakes.ca.gov/index.aspx?nid=542
	The proposed project IS considered a project of statewide, regional or areawide significance.
X	The proposed project IS NOT considered a project of statewide, regional or areawide significance.
X	The proposed project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.
	The proposed project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.
X	A scoping meeting WILL be held by the lead agency.
	A scoping meeting WILL NOT be held by the lead agency.

If the project meets the criteria requiring the scoping meeting, or if the agency voluntarily elects to hold such a meeting, the date, time and location of the scoping meeting are as follows:

Date: April 9, 2014	Time: 2:00 p.m.	Location: Town Council Chambers/Suite Z Minaret Village Shopping Center, 437 Old Mammoth Road, Mammoth Lakes, CA 93546
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Your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. The public review period will start on March 26, 2014 and will end on April 24, 2014. Comments on the scope of the EIR must be received by 5:00 p.m. on April 24, 2014 to be considered in the Draft Subsequent EIR.

Please send your response to Jen Daugherty, Senior Planner, at the address shown above. We will need the name of a contact person in your agency.



COMMUNITY & ECONOMIC DEVELOPMENT

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

Project Title:	Inn at the Village
Project Location – Specific: Identify street address and cross street or attach a map showing project site (preferably a USGS 15’ or 7 ½’ topographical map identified by quadrangle name):	The project site is specifically located at 50 Canyon Boulevard, Mammoth Lakes, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard.
Project Description:	<p>The project proposes a seven-story hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking structure.</p> <p>The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the North Village area. The project would necessitate three amendments to the North Village Specific Plan (NVSP): (1) an increase in the allowable development density for the project site; (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current application is to amend the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).</p>
Project Applicant (if any):	Mr. Dana Severy, President Severy Realty Group 127 El Paseo Santa Barbara, CA 93101
California Environmental Protection Agency Hazardous Waste List (if applicable):	Not Applicable

Date: March 26, 2014	Signature:	
	Name/Title:	Jen Daugherty, Senior Planner
	Telephone:	(760) 934-8989 x260

Consulting firm retained to prepare draft EIR (if applicable):

Name:	RBF Consulting
Address:	14725 Alton Parkway
City/State/Zip:	Irvine, California, 92618
Contact Person:	Kristen Bogue, Project Manager



PUBLIC REVIEW DRAFT • MARCH 2014

Inn at the Village Project

MODIFIED INITIAL STUDY / ENVIRONMENTAL CHECKLIST

Prepared for:
Town of Mammoth Lakes

Prepared by:
RBF Consulting
A Company of Michael Baker Corporation



**PUBLIC REVIEW DRAFT
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Inn at the Village Project

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TABLE OF CONTENTS

1.0	Introduction	1-1
1.1	Statutory Authority and Requirements.....	1-2
1.2	CEQA Document Tiering.....	1-3
1.3	Modified Initial Study.....	1-5
1.4	Consultation	1-6
1.5	Incorporation by Reference	1-7
2.0	Project Description	2-1
2.1	Project Location.....	2-1
2.2	Environmental Setting	2-1
2.3	Background.....	2-4
2.4	Project Characteristics.....	2-5
2.5	Goals and Objectives	2-12
2.6	Project Approvals	2-14
3.0	Modified Initial Study Checklist.....	3-1
3.1	Background.....	3-1
3.2	Environmental Factors Potentially Affected.....	3-2
3.3	Lead Agency Determination	3-3
4.0	Environmental Analysis	4-1
4.1	Aesthetics.....	4.1-1
4.2	Agriculture and Forest Resources	4.2-1
4.3	Air Quality	4.3-1
4.4	Biological Resources.....	4.4-1
4.5	Cultural Resources	4.5-1
4.6	Geology and Soils	4.6-1
4.7	Greenhouse Gas Emissions	4.7-1
4.8	Hazards and Hazardous Materials.....	4.8-1
4.9	Hydrology and Water Quality.....	4.9-1
4.10	Land Use and Planning.....	4.10-1
4.11	Mineral Resources.....	4.11-1
4.12	Noise.....	4.12-1
4.13	Population and Housing.....	4.13-1
4.14	Public Services.....	4.14-1
4.15	Recreation	4.15-1
4.16	Transportation/Traffic	4.16-1
4.17	Utilities and Service Systems.....	4.17-1
4.18	Mandatory Findings of Significance	4.18-1
4.19	Inventory of Applicable 1999 SPEIR Mitigation Measures	4.19-1



5.0 References 5-1

6.0 Report Preparation Personnel..... 6-1



LIST OF EXHIBITS

2-1	Regional Vicinity.....	2-2
2-2	Site Vicinity	2-3
2-3	Preliminary Site Plan.....	2-6
2-4	East Building Elevation.....	2-8
2-5	Proposed Setbacks	2-9



LIST OF TABLES

2-1 Proposed Land Uses 2-5

1.0 INTRODUCTION

The Inn at the Village (“project”) is located in the Town of Mammoth Lakes, California (Town). The Town is located in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range. The project site is situated in the developed area of the North Village within the northwestern portion of the Town. The proposed project analyzed in this Modified Initial Study would allow for the development of a seven-story hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements; refer to [Section 2.0, *Project Description*](#), for a detailed description.

The project site (the subject site of this Modified Initial Study) is located within the North Village Specific Plan (NVSP) area. The NVSP is a set of land use designations and development standards which facilitates the development (or renovation) of the “North Village” area as a concentrated, pedestrian-oriented commercial and visitor accommodation center. Upon adoption of the NVSP, the Town analyzed the potential environmental impacts that would result from the required General Plan Amendments and Zoning Code Amendments necessary for implementation of the NVSP, encompassed in the *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991. These land use changes were approved by the Town and the 1991 PEIR was certified. Since this time, the NVSP has undergone multiple amendments and associated environmental compliance documentation, including the following (refer to [Section 1.5, *Incorporation by Reference*](#), for a detailed discussion of each of the past environmental analyses conducted for projects in the NVSP area):

- *Final Environmental Impact Report North Village Specific Plan*, dated February 1991;
- 1994 NVSP Amendment;
- *North Village Specific Plan Environmental Impact Report Addendum* (May 1994);
- 1999 NVSP Amendment;
- *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (October 13, 2000);
- 2005 NVSP Amendment;
- 2008 NVSP Amendment;
- 2009 NVSP Amendment; and
- *Final Environmental Impact Report Mammoth Crossing Project* (April 17, 2009).

According to the California Environmental Quality Act (CEQA) Guidelines, Section 15168(c), subsequent activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. If the lead agency finds that pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 no new effects could occur or no new mitigation measures would be required, then the lead agency can approve the activity as being within the scope of the project covered by the Program EIR (CEQA Guidelines Section 15168(c)(2)). Otherwise, further environmental review would be required if circumstances under Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are triggered. The CEQA Guidelines go on to state that where subsequent activities involve site specific operations, the lead agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR (CEQA Guidelines, Section 15168(c)(4)).

Following a preliminary review of the proposed project, the Town of Mammoth Lakes has determined that the Inn at the Village constitutes a “project” that is subject to CEQA. Based upon the legal principles outlined above, the Town of Mammoth Lakes has prepared this Modified Initial Study to determine whether any of the circumstances under Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are triggered by the project such that further environmental review would be required. The discussion in this Modified Initial Study is intended to focus the further environmental review to only the new effects which have not been considered before (CEQA Guidelines Section 15168(d)(3)).

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000 - 21177), this Modified Initial Study has been prepared to evaluate whether any of the circumstances in Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are triggered by the proposed Inn at the Village project such that further environmental review would be required. In accordance with Section 15063 of the CEQA Guidelines, this Modified Initial Study is a preliminary analysis prepared by the Lead Agency, the Town of Mammoth Lakes, in consultation with other jurisdictional agencies, to determine the scope of any necessary further environmental review that would be required for the proposed Inn at the Village project.

As explained above, CEQA Guidelines Section 15168(c) requires lead agencies to consider subsequent activities in a program in the light of the Program EIR to determine whether an additional environmental document must be prepared. If a later activity would have effects that were not examined in the Program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration (CEQA Guidelines Section 15168(c)(1)).

Public Resources Code Section 21166 provides guidance with respect to when a subsequent or supplement to a prior certified EIR is required for a later project. The presumption is that:

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.*
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.*
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available and shows that the project will have one or more significant effects not discussed in the previous environmental impact report.*

CEQA Guidelines Section 15162 further provides as follows:

When an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
 - (A) The project will have one or more significant effects not discussed in the previous EIR;*
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;*
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

1.2 CEQA DOCUMENT TIERING

The Public Resources Code and the CEQA Guidelines discuss the use of “tiering” environmental impact reports by lead agencies. Public Resources Code Section 21068.5 defines “tiering” as:

The coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which: (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report.

Tiering is further discussed in Public Resources Code Section 21094, as follows:

- (a) Where a prior environmental impact report has been prepared and certified for a program, plan, policy, or ordinance, the lead agency for a later project that meets the requirements of this section shall examine significant effects of the later project upon the environment by using a tiered environmental impact report,*

except that the report on the later project is not required to examine those effects that the lead agency determines were either of the following:

- (1) Mitigated or avoided pursuant to paragraph (1) of subdivision (a) of Section 21081 as a result of the prior environmental impact report.*
 - (2) Examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.*
- (b) This section applies only to a later project that the lead agency determines is all of the following:*
- (1) Consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified.*
 - (2) Consistent with applicable local land use plans and zoning of the city, county, or city and county in which the later project would be located.*
 - (3) Not subject to Section 21166.*
- (c) For purposes of compliance with this section, an initial study shall be prepared to assist the lead agency in making the determinations required by this section. The initial study shall analyze whether the later project may cause significant effects on the environment that were not examined in the prior environmental impact report.*
- (d) All public agencies that propose to carry out or approve the later project may utilize the prior environmental impact report and the environmental impact report on the later project to fulfill the requirements of Section 21081.*
- (e) When tiering is used pursuant to this section, an environmental impact report prepared for a later project shall refer to the prior environmental impact report and state where a copy of the prior environmental impact report may be examined.*

Tiering is a method to streamline EIR preparation by allowing a Lead Agency to focus on the issues that are ripe for decision and exclude from consideration issues already decided or not yet ready for decisions (CEQA Guidelines Section 15152 and 15385). According to CEQA Guidelines Section 15152 (a), “tiering” is defined as:

Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

According to CEQA Guidelines Section 15385: “Tiering is appropriate when the sequence of EIRs is (a) from a general plan, policy, or program EIR to a program, plan, or policy EIR of a lesser scope or to a site-specific EIR”

The concept of tiering anticipates a multi-tiered approach to preparing EIRs. The first-tier EIR covers general issues in a broader program-oriented analysis, including important program resource and mitigation commitments required to be implemented at the project-level. Subsequent tiers incorporate by reference the general discussions from the broader document, concentrating on the issues specific to the proposed action being evaluated (CEQA Guidelines Section 15152).

When an EIR has been prepared and certified for a program or plan consistent with CEQA requirements, a Lead Agency, should, for a later project pursuant to or consistent with the program or plan, concentrate on the environmental effects that were not examined as significant effects on the environment in the prior EIR; refer to Public Resources Code Section 21068.5. In those situations where a programmatic document does not specifically address and analyze the impacts and mitigation measures necessary for a project-level action, the project-level environmental review can be streamlined by tiering from the program-level documents. Agencies are encouraged to tier their CEQA analysis to avoid repetition of issues and to focus on the issues for decision at each level of review. Subsequent CEQA compliance involves either the preparation of a further EIR (subsequent or supplemental) or a further Negative Declaration.

Pursuant to CEQA Guidelines Section 15152, for purposes of tiering, significant environmental effects have been “adequately addressed” if the Lead Agency determines that the significant environmental effects:

- Have been mitigated or avoided as a result of the prior EIR and adopted findings in connection with that prior EIR; or
- Have been examined at a sufficient level of detail in the prior EIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means with the approval of the later project.

Where appropriate, this Modified Initial Study tiers off of the 1999 SPEIR. As discussed above, under CEQA Guidelines Section 15152, tiering is appropriate when the sequence of analysis follows from an EIR prepared for a general plan, policy, or program to an EIR of lesser scope, or to a site-specific EIR. Under CEQA, the 1991 PEIR and 1994 PEIR Addendum are considered the first tier documents and the 1999 SPEIR is considered the second tier document. This Modified Initial Study, for the proposed project, is being prepared to determine whether a third tier document would be required. This Modified Initial Study will identify impacts that were adequately analyzed in the 1999 SPEIR. While subsequent analyses can rely on previous tier analyses, it also has the obligation to discuss any changed circumstances or new information that might alter the previous analyses.

1.3 MODIFIED INITIAL STUDY

Consistent with the Public Resource Code and CEQA Guidelines (refer to [Section 1.2](#), above), the 1991 PEIR, 1994 PEIR Addendum, and 1999 SPEIR are incorporated into the analysis and utilized to focus the discussion on new effects which had not been considered prior to the 1999 SPEIR or effects that may be more significant than what was previously analyzed. While potentially significant impacts may be identified in the Modified Initial Study requiring further analysis, ultimately those impacts may be found less than significant with or without mitigation measures, project changes, or alternatives to the project. In addition, adopted NVSP mitigation measures may require site specific

studies for certain topical areas. Accordingly, when a site specific study is required for a particular topical area and the study has not been finalized to date, this Modified Initial Study may determine that the topical area will be discussed in detail in a further EIR even though it may not result in a new or more significant effect than what was previously studied in the 1999 SPEIR. Following completion of the Modified Initial Study, the Town of Mammoth Lakes will make a formal determination as to whether the project may or may not have potentially significant and unmitigatable environmental impacts. A determination that a project's impacts were adequately addressed in the programmatic document and/or that a project will have less than significant effects would result in the preparation of a Negative Declaration. A determination that a project may have new or more severe significant impacts on the environment would require the preparation of a further EIR to evaluate issues identified in this Modified Initial Study.

Based upon the potential environmental effects identified in Section 4.0, *Environmental Analysis*, the Town of Mammoth Lakes will require preparation of further environmental analysis (via a Subsequent EIR) to evaluate issues identified in this Modified Initial Study. Therefore, this Modified Initial Study and Notice of Preparation (NOP) serve as part of the scoping process to determine the appropriate scope of the further environmental analysis. As indicated in Section 3.3, *Lead Agency Determination*, the Lead Agency has determined that substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that require major revisions to the 1999 SPEIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Furthermore, the Town has determined that new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the 1999 SPEIR was certified, shows that the proposed project could have new potentially significant environmental impacts.

The Modified Initial Study and NOP will undergo a 30-day public review period. During this review, comments by the public and responsible agencies on the project relative to environmental issues may be submitted to the Town of Mammoth Lakes. The Town will review and consider all comments as a part of the project's environmental analysis, as required in Section 15082 of the CEQA Guidelines, as amended. The comments received with regard to this NOP and Modified Initial Study will be included in the project environmental document, for consideration by the Town of Mammoth Lakes.

1.4 CONSULTATION

In accordance with Section 15063 of the CEQA Guidelines, as soon as the Lead Agency has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies on the environmental documentation to be prepared for the project. Following receipt of any written comments from those agencies, the Town of Mammoth Lakes will consider any recommendations of those agencies in the formulation of the preliminary findings. Following execution of this Modified Initial Study, the Town of Mammoth Lakes will initiate formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

Responsible and Trustee Agencies and other entities in addition to the Town of Mammoth Lakes (Lead Agency), which may use this Modified Initial Study/Environmental Checklist in their decision-making process or for informational purposes include, but may not be limited to, the following:

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

1.5 INCORPORATION BY REFERENCE

The following references were utilized during preparation of this Modified Initial Study. These documents are available for review at the Town of Mammoth Lakes, Community and Economic Development Department, located at 437 Old Mammoth Road, Suite R, 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 General Plan establishes standards, guidelines, and priorities that define the community now and for the future. The 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 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 General Plan. However, an updated Housing Element was adopted in 2010. Additionally, the Town Council amended the Parks, Open Space, and Recreation Element in 2012 with the addition of new policies and one additional goal.

- *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update (May 2007)*. The Final Program Environmental Impact Report (2007 General Plan PEIR) 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 Program 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 2007 General Plan PEIR 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 of Mammoth Lakes. It is the method the Town uses to implement control of land uses, in accordance with General Plan goals and policies. The Town of Mammoth Lakes Zoning Ordinance, Title 17, of the Municipal Code identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Buildings and Construction Ordinance, Title 15, specifies rules and regulations for construction, alteration, and building for uses of human habitation.
- *North Village Specific Plan (as amended)*. The North Village Specific Plan (NVSP) area consists of approximately 61 acres of land, the majority of which is under multiple ownerships, within the northwest portion of the Town. The NVSP area is primarily comprised of urban development and includes hotels, restaurants, visitor-oriented and general commercial operations, professional offices, condominiums, single-family residential, and community facilities.

The objective of the NVSP is to create a set of land use designations and development standards which would facilitate the development (or renovation) of the “North Village” as a concentrated, pedestrian-oriented commercial and visitor accommodation center with public and private underground parking, amenities and activities focused around three pedestrian plazas connected by retail, restaurant, and cultural amenities. It is the intent of the NVSP that future development in North Village be oriented toward year-round uses and visitor activity to strengthen the existing winter visitor market and to improve the Town’s attractiveness to year-round resort visitors. Unification of development throughout the NVSP area through the establishment of architectural and landscaping guidelines also strengthen North Village’s image as a resort activity node in the Town.

Since the NVSP was approved, several major projects within the NVSP area have been approved, including:

- The Village at Mammoth (Grand Sierra Lodge, White Mountain Lodge, and Lincoln House);
 - Village Gondola Building;
 - Village Skier Services Building;
 - Restaurants and Retail; and
 - 8050: Buildings “A”, “B”, and “C”.¹
- *Final Environmental Impact Report North Village Specific Plan (February 1991)*. The *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991, addresses geology, soils, and seismicity; hydrology and water quality; biological resources;

¹ Note that modification of the approved Building C is the subject of this Modified Initial Study.

land use and planning; jobs/housing relationship; utilities; traffic; air quality; noise; archeological; aesthetics/visual impacts; light and glare; public services/fiscal impacts; energy conservation; as well as other topical areas determined to be less than significant. Where potentially significant environmental impacts were identified, feasible mitigation measures were recommended that would avoid or lessen adverse environmental effects of the NVSP project. The 1991 PEIR concluded that the following significant and unavoidable impacts would occur with implementation of the NVSP project:

- Impacts to school facilities;
- Existing view impacts (pertaining to the proposed gondola feature); and
- Land use impacts related to the aesthetics of the proposed gondola feature.

All other impacts were found to be less than significant through the existing standards, regulations, and mitigation measures imposed under the 1991 PEIR.

- North Village Specific Plan Environmental Impact Report Addendum (May 1994). In 1994, Zoning Code Amendment 94-1 and General Plan Amendment 94-1 were filed in order to refine the design of the NVSP pedestrian core area and to realign Canyon Boulevard to meet with Millers Siding/Lake Mary Road as a Collector Street. These proposed design changes did not alter the concept of the NVSP (as approved in 1991). As determined by CEQA Statutes and Guidelines, the lead agency determined that an Addendum was required, as the project would not raise important new issues about the significance of effects on the environment. The North Village Specific Plan Environmental Impact Report Addendum (1994 PEIR Addendum), dated May 1994, determined that all of the impacts were less than significant through the implementation of the existing standards, regulations, and mitigation measures.
- Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment (October 13, 2000). In 1999, an amendment to the NVSP was proposed (the 1999 NVSP Amendment). This amendment involved modifications to circulation and parking, height limitations and setbacks, as well as alternate development opportunities and housing modifications, when compared to the approved NVSP at the time. As part of the 1999 NVSP Amendment, the Town prepared and certified the Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment (1999 SPEIR), on October 13, 2000. The purpose of the 1999 SPEIR was to review the existing conditions and conclusions of the 1991 PEIR and 1994 PEIR Addendum, analyze potential environmental impacts associated with the 1999 NVSP Amendment in comparison to the previous environmental documentation, and identify mitigation measures to reduce potentially significant effects. Mitigation measures from the 1991 PEIR and 1994 PEIR Addendum were incorporated, and in some cases modified, and new mitigation measures were recommended, where necessary, to reduce new potentially significant impacts. Topical areas specifically examined in the 1999 SPEIR included land use and relevant planning; population and housing; aesthetics/light and glare; traffic and parking; air quality; noise; geology, soils, and seismicity; hydrology and drainage; biological resources; public services and utilities; as well as cultural resources. The 1999 SPEIR concluded that the following additional significant and unavoidable impacts would occur with implementation of the 1999 NVSP Amendment:

- Air Quality (Threshold exceedances established by the Great Basin Unified Air Pollution Control District and cumulative considerations for air quality).

All other impacts were found to be less than significant through the existing standards, regulations, and mitigation measures (modified as necessary) imposed under the 1991 PEIR and 1994 PEIR Addendum.

The Inn at the Village project site (the subject site of this Modified Initial Study) involves development of a property within the NVSP area. This Modified Initial Study will rely on the first and second tier analyses conducted for the project site in and prior to the 1999 SPEIR, and will discuss any changed circumstances or new information that might alter the previous analyses. The Modified Initial Study will also identify those environmental impacts that are new potentially significant or more severe than analyzed in the past environmental documentation.

- Final Environmental Impact Report Mammoth Crossing Project (April 17, 2009). The Mammoth Crossing Project (Mammoth Crossing) proposed the redevelopment of three of the four corners that comprise the Main Street/Lake Mary Road and Minaret Road intersection with a combination of resort accommodations, retail uses, and public plazas. Mammoth Crossing is located within the southern portion of the NVSP area, and included a series of amendments to the NVSP as well as amendments to the 2007 General Plan. Environmental impacts as a result of construction of Mammoth Crossing's three development areas were analyzed in a project-level EIR, the *Final Environmental Impact Report Mammoth Crossing Project* (Mammoth Crossing EIR), which was certified on September 16, 2009. Overall, Mammoth Crossing proposed the construction of up to 742 condominium/hotel rooms, up to approximately 69,150 square feet of hotel amenities and operations and general retail uses, 40,500 square feet of retail development, and 711 parking spaces and nine spaces for hotel guest check-in. Affordable housing would be required to be provided as part of Mammoth Crossing, some of which would be constructed off-site. Proposed development at the three development areas would involve multiple buildings ranging in height from one to approximately seven stories. The project-level EIR determined that this project would result in the following significant and unavoidable impacts:
 - Aesthetics;
 - Air Quality; and
 - Noise.
- North Village District Planning Study (modified November 5, 2008 and accepted by Town Council in July 2009). The North Village District Planning Study (modified November 5, 2008) has been developed in accordance with the Town's district planning policy, which requires completion of district planning in conjunction with major land use applications seeking zoning code or General Plan amendments. This planning study was initiated by the Mammoth Crossing project application.

Mammoth Crossing was anticipated to markedly change the character, appearance, and function of this gateway intersection, and the North Village area as a whole. The North Village District Planning Study therefore takes as its study boundaries the entire NVSP area,

and frames its analysis relative to the intent and goals of the NVSP and adopted General Plan for this district. The study provides an overview and analysis of the existing conditions, regulatory environment, character and functionality of the NVSP area, and examines these as a series of issues, opportunities, and constraints. The 2007 General Plan's character statement for North Village and the stated objectives of the NVSP serve as a benchmark to consider how future development patterns under the existing Specific Plan either support or hinder the achievement of those objectives.

The Town's Planning, Mobility, Public Art, and Tourism and Recreation Commissions, the public, and other interested stakeholders provided critical input through a series of focus groups and public meetings held as part of the district planning process. This input helped guide the overall analysis, development of alternatives, and selection of a preferred alternative that has been refined to create the preferred plan and recommendations.

The analysis and recommendations presented in the North Village District Planning Study are to be used by Town decision makers to frame consideration of future projects, including potential updates or amendments to the NVSP.

- *Design Guidelines The Village at Mammoth* (approved August 23, 2000). The *Design Guidelines The Village at Mammoth* (Design Guidelines) (approved August 23, 2000), are intended to provide general and specific design information so that all involved in the development process are able to proceed with a shared basis of information. They are structured to provide a description of the concept of North Village, followed by supporting objectives of the design components, followed by a listing of design guidelines that must be followed to achieve the objectives. The main concept of the Design Guidelines is that North Village should be designed so that it is appropriate to the character of the Mammoth Lakes region, and to be competitive with other high-quality mountain villages in North America.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Inn at the Village (“project”) is located in the Town of Mammoth Lakes, California (Town). The Town is located in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range; refer to Exhibit 2-1, Regional Vicinity. The project site is situated in the developed area of the North Village within the northwestern portion of the Town; refer to Exhibit 2-2, Site Vicinity. The project site is specifically located at 50 Canyon Boulevard, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard. Regional access to the site is provided via U.S. Highway 395 to State Route 203 (Main Street).

2.2 ENVIRONMENTAL SETTING

EXISTING ON-SITE CONDITIONS

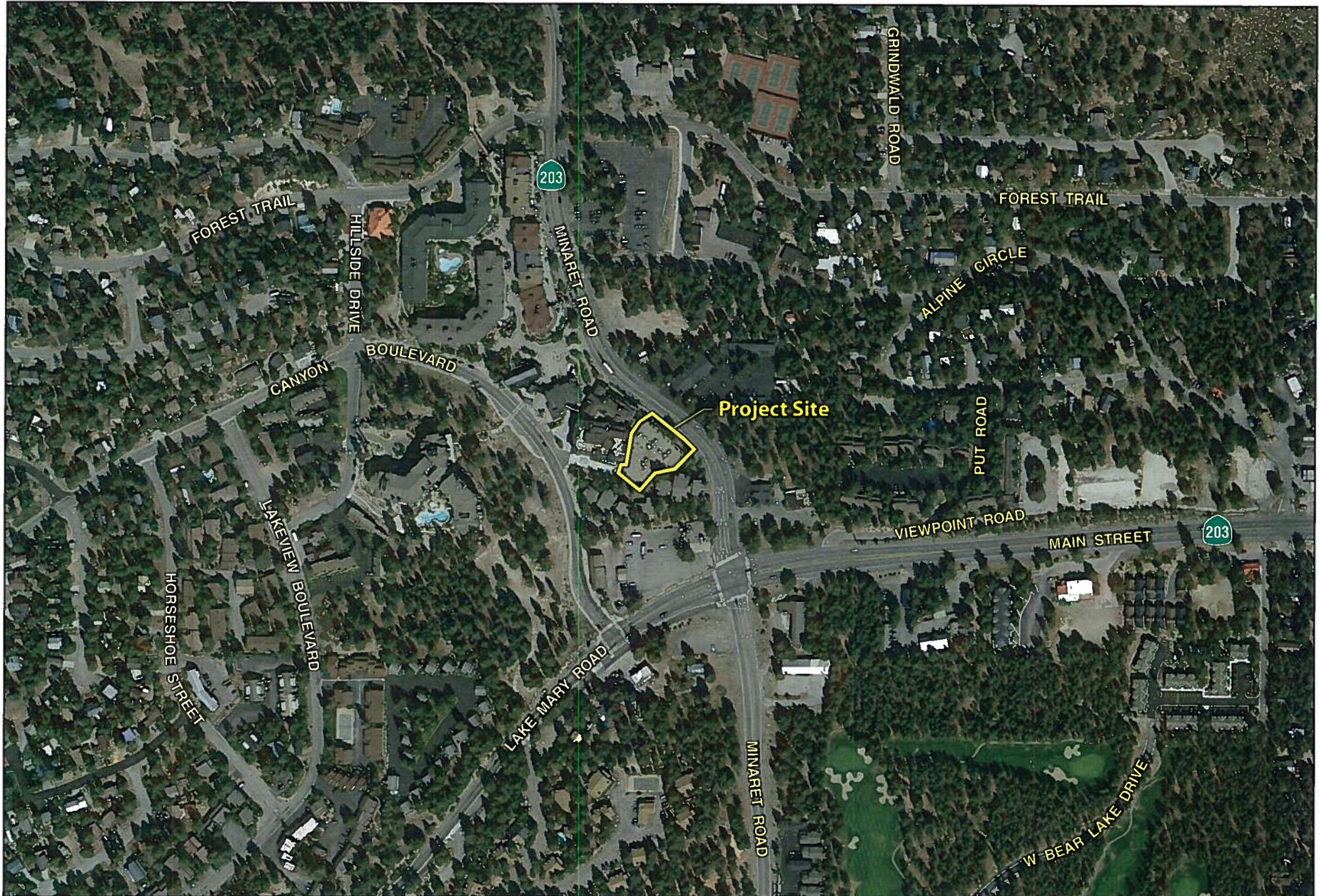
The proposed project is the last phase (Building C) of a three-phase development (8050 project). The first two phases (Buildings A and B) of the 8050 project have been completed, as well as the 136-space parking structure to serve Buildings A, B, and C. The project site is located atop the parking structure, adjoining the existing Buildings A and B.

The existing Building A and Building B of the 8050 project (adjoining the project site to the north/northwest) consist of two resort lodging buildings comprised of 28 units with 57 bedrooms. Further, the ground floor commercial along Minaret Road in Building B totals 3,335 square feet of commercial space and includes an on-site fine dining catering enterprise (Toomey’s). The existing Buildings A and B also include a roof-top fitness room and Jacuzzi terrace and related site and landscaping improvements.

EXISTING GENERAL PLAN AND ZONING

According to Figure 3 of the Mammoth Lakes General Plan (2007 General Plan), Neighborhood Character Map, the project site is within the North Village District. District boundaries are based on the 1987 General Plan Planning Districts and are defined by existing development, patterns of vegetation, topographic features, circulation patterns, and the relationships of land uses. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element of the General Plan.

The project site is zoned North Village Specific Plan (NVSP), Resort General (RG), according to the Town’s Official Zoning Map and the North Village Specific Plan Zoning. The NVSP was originally adopted in 1991 and subsequently amended in 1994, 1999, January 19, 2005, May 21, 2008, and October 7, 2009. According to the General Plan, the NVSP is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area.



Source: Google Earth Pro aerial, 2013.



not to scale

A Baker Company

2/5/14 JN 139231-19955 MAS

INN AT THE VILLAGE
MODIFIED INITIAL STUDY / ENVIRONMENTAL CHECKLIST

Site Vicinity

Exhibit 2-2

The NVSP area encompasses the northwest portion of Town, adjacent to Main Street/Lake Mary Road and Minaret Road. The NVSP area is primarily comprised of more urban development, including hotels, restaurants, visitor-oriented and general commercial operations, professional offices, condominiums, single family homes, and community facilities.

SURROUNDING LAND USES

The land uses surrounding the project site are:

- North: Buildings A and B of the 8050 project adjoin the project site to the northwest. These resort lodging buildings are zoned NVSP RG. Commercial and retail uses within the Village Plaza and the Mammoth Mountain Village Gondola are located further northwest of the project site (west of Minaret Road and east of Canyon Boulevard). These commercial and retail uses are zoned NVSP, Plaza Resort (PR).
- East: Minaret Road forms the northeast boundary of the project site. Hotel, vacation condominium rentals, and restaurant uses are located directly across Minaret Road to the northeast and southeast. The land uses to the east are also within the North Village Planning District and are zoned NVSP RG.
- South: Fireside at the Village condominiums adjoin the project site to the south. The Fireside at the Village property is zoned NVSP RG. A commercial building (previously shared by Whiskey Creek Restaurant and Mammoth Brewing Company) and surface parking are located further south of the project site. These properties are zoned NVSP, Mammoth Crossing (MC).
- West: The Westin Monache Resort and surrounding vacant land are located directly across Canyon Boulevard, west of the project site. These properties are zoned NVSP PR.

2.3 BACKGROUND

The NVSP was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town. An EIR was certified along with the adoption of the NVSP in 1991. In 1994, an EIR Addendum was prepared for an amendment to the NVSP, and in 2000, the *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (1999 SPEIR) was certified for an update to the NVSP. The most recent amendment to the NVSP was in 2009 for the Mammoth Crossing Project (Mammoth Crossing), which established tailored development standards (e.g., density, height, setbacks, lot coverage) for certain NVSP properties. As part of that effort, the Town also prepared the North Village District Planning Study, which was accepted by the Town Council in July 2009.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects was the 8050 project (encompassing the project site), which consisted of a three-phased development. The certified

NVSP SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. The requisite building permit was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms; Building C has not been built. The proposed Inn at the Village project is a redesign of Building C.

In response to dramatic changes to the resort industry as a result of the recession, the property owner engaged Severy Realty Group and Bull Stockwell Allen Architects to analyze the approved development program for Building C, make it more responsive to a fundamentally changed resort industry, and seek design solutions focused on addressing the unmet needs of the existing Buildings A and B as well as the greater North Village area.

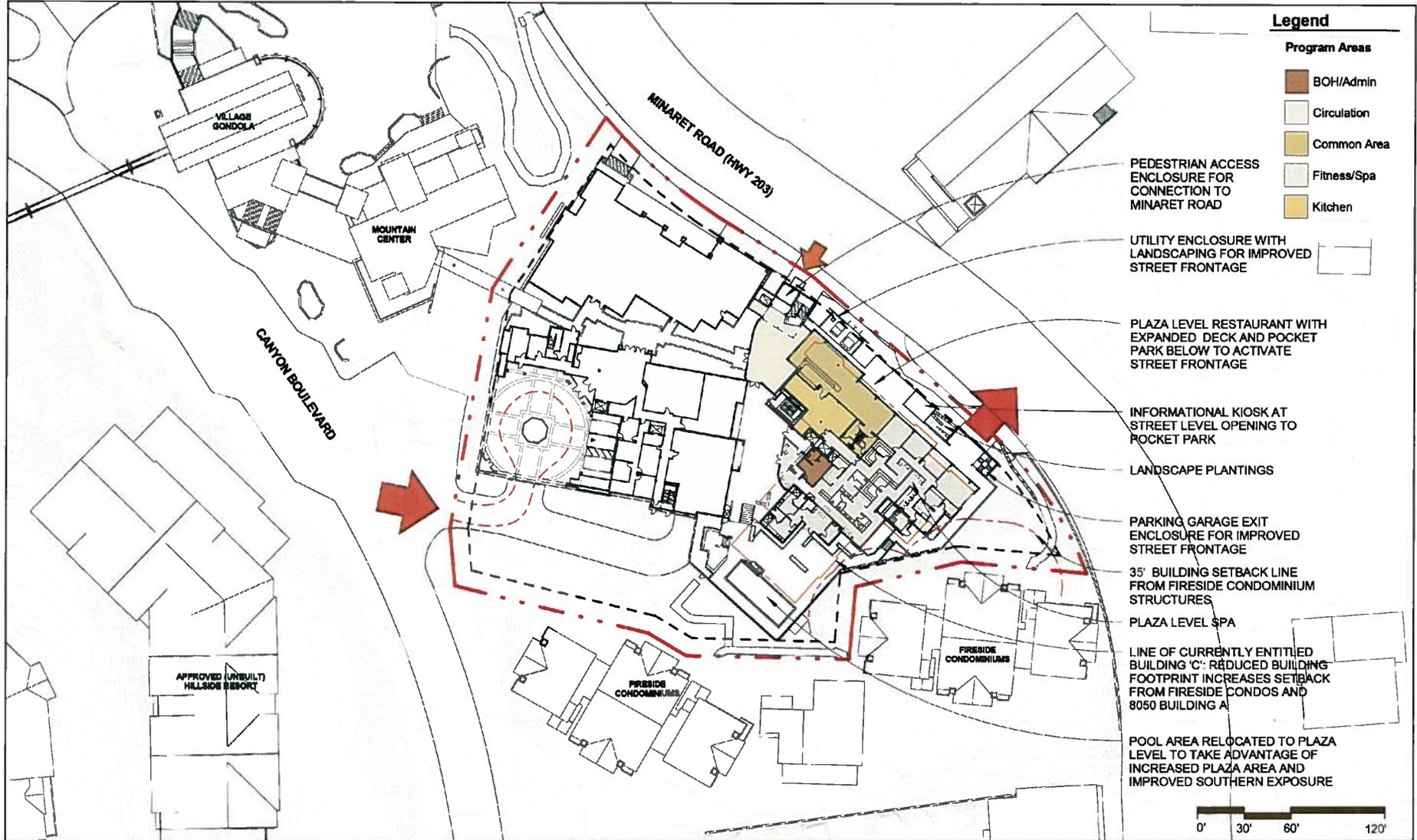
2.4 PROJECT CHARACTERISTICS

The project proposes a seven-story hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements; refer to Table 2-1, Proposed Land Uses, and Exhibit 2-3, Preliminary Site Plan. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking structure.

**Table 2-1
Proposed Land Uses**

Land Use	Size (square feet)
Hotel ¹	34,840
Accessory Uses (e.g., spa, bar/food service, lobby, circulation, etc.)	29,910
Total Project	64,750
1. The hotel proposes up to 67 rooms that would be approximately +/- 520 square feet per room.	

The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the North Village area. The project would necessitate three amendments to the NVSP: (1) an increase in the allowable development density for the project site; (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current application is to amend the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).



Source: Bull Stockwell Allen, February 28, 2014.

The following list summarizes the components of the project:

Density

The maximum allowable building density within the NVSP RG zone is 55 rooms per acre. The 8050 property is 1.84 acres, yielding an allowable density of 101 rooms at 55 rooms per acre. The existing Buildings A and B of the 8050 project include 28 units with an overall total of 57 bedrooms, and the existing commercial square footage in Building B equates to seven rooms. Therefore, a maximum of 37 rooms would be allowed for Building C without a density amendment to the NVSP.

Given the project's maximum room count of up to 67 rooms, the project proposes a zoning amendment for the shortfall of 30 bedrooms and not including commercial space towards the maximum allowable building density. However, this deficiency is proposed to be mitigated by way of density transfer of a like-kind number of bedrooms from the nearby Mammoth Crossing property that is also owned by the project Applicant. As such, there would be no net increase in development density in the NVSP associated with the project.

Building Height

The maximum permitted height within the NVSP RG zone is 40 feet and the maximum projected height is 55 feet with an additional three feet for roof appurtenances. The currently approved design for Building C allows for a total of five stories with a maximum height of 62 feet plus another three feet for roof appurtenances.

The project proposes a maximum height of seven stories (80 feet) with an additional 4 feet, 6 inches, for roof appurtenances; refer to Exhibit 2-4, East Building Elevation. The project proposes a zoning amendment to increase the maximum permitted height allowed for the project site.

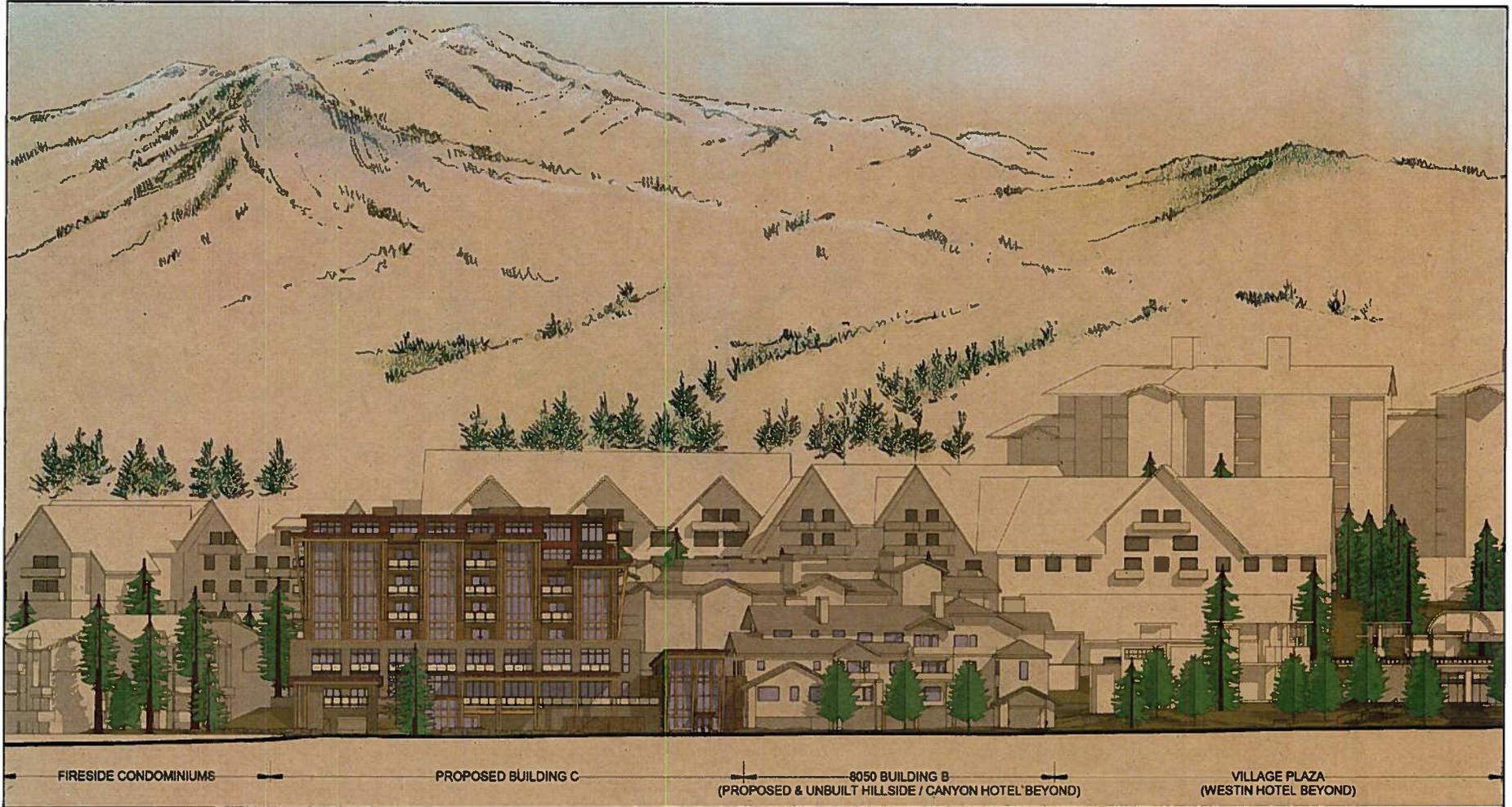
Building Setbacks

Building C conforms to the minimum of 10-foot side and rear yard setbacks. However, the project would require a zoning amendment for the front yard setback area along Minaret Road for a reduced setback; refer to Exhibit 2-5, Proposed Setbacks.

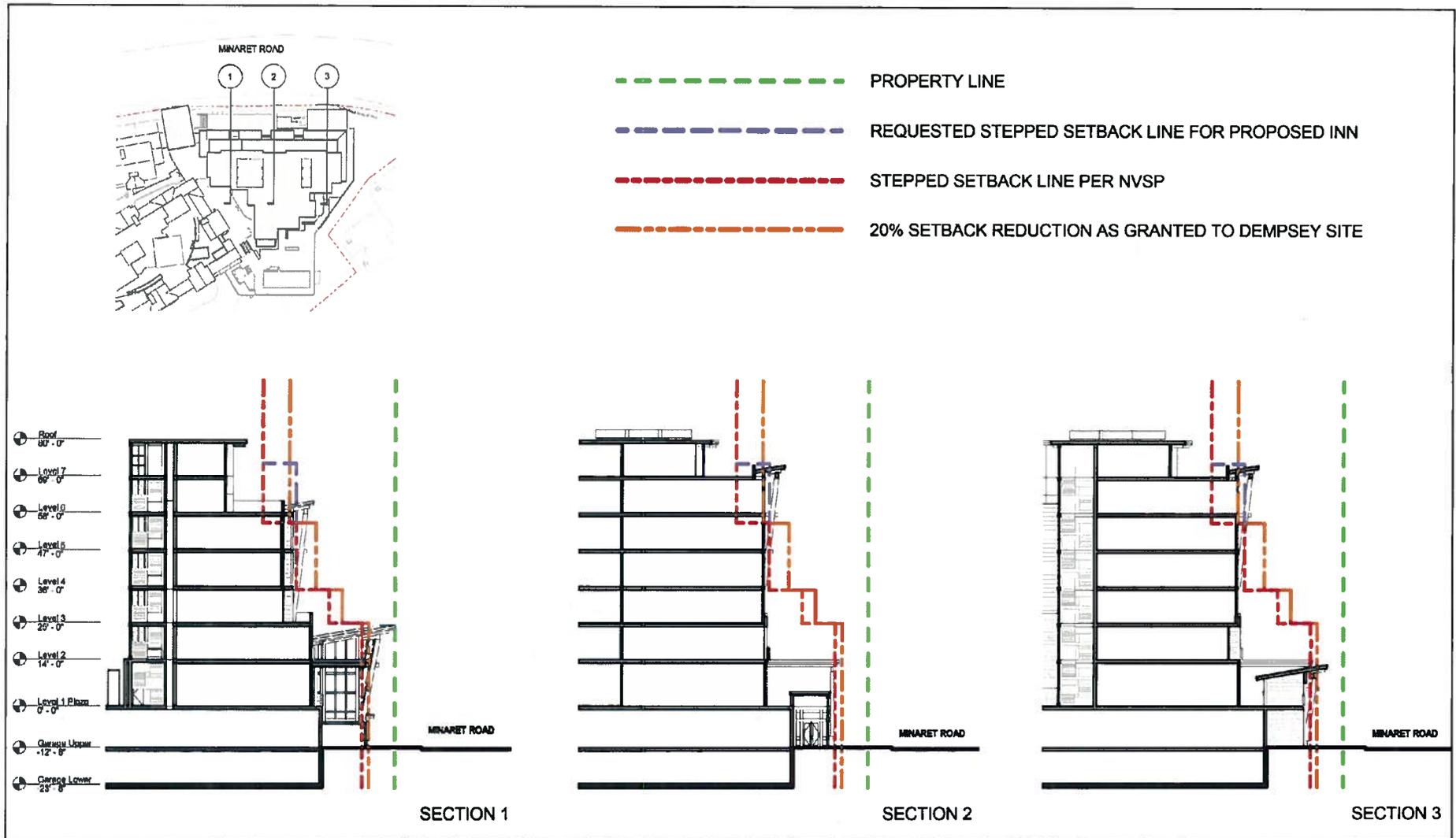
An additional setback is described in a private agreement between Fireside at the Village condominiums to the south and the 8050 property owner (Settlement Agreement, Mutual Release and Joint Escrow Instructions). Since this is a private agreement, and the Town of Mammoth Lakes is not a party, the Town is not responsible for enforcing the terms and conditions of this agreement.

Site Coverage

The site coverage is approximately 56,100 square feet, or 70 percent of the total lot area. A maximum lot coverage of 70 percent is allowed.



Source: Bull Stockwell Allen, February 28, 2014.



Source: Bull Stockwell Allen, February 18, 2014.

Site Access

Primary vehicle access to the project site would occur at the existing site entry at Canyon Boulevard. The proposed project does not seek to alter the existing approved access on the property. In addition, enhanced pedestrian access along Minaret Road and access between the existing 8050 project and Building C are proposed to allow access to and from hotel amenities.

Drainage

Drainage is routed through the subterranean parking structure to a Conspan retention structure near the parking structure entrance on Canyon Boulevard. The drainage would not be altered as a result of the proposed project.

Parking

The total parking required in the NVSP for the 8050 site, including the proposed project, is 112 spaces. This includes residential parking for the existing Buildings A and B, including parking for the existing Building B commercial,² and the proposed Inn project. A private parking agreement reserves 50 spaces in the 8050 parking garage for Fireside at the Village condominiums. Proposed parking for the project would be accommodated via the existing parking structure with the use of a valet plan.

Affordable Housing Mitigation Plan

On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In Lieu Fee Agreement for Affordable Housing Units (AH In-Lieu Fee Agreement) to mitigate the impact the 8050 project would have on the availability of workforce housing within the community and to provide additional housing credits to the developer. The AH In-Lieu Agreement required a total payment of \$3,000,000, \$1,000,000 for each phase (e.g., Building A, B, and C). At that time, the Town's standard in-lieu fee for each Employee Housing Unit (EHU) was \$52,802. Under the AH In-Lieu Fee Agreement, the original developer paid the Town total in-lieu fees of \$2,000,000, representing a payment of \$52,632 for each of the 38 EHUs required to mitigate the total affordable housing demand generated by the 8050 Buildings A, B, and C pursuant to the AH In-Lieu Fee Agreement. Although \$1,000,000 is still due pursuant to the AH In-Lieu Fee Agreement, according strictly to the Town's previous in-lieu fee of \$52,802, and not considering the "greater housing benefit" required for in-lieu fee mitigation, an underpayment of \$170 per EHU, a total deficit of \$6,476 would exist. The Applicant is requesting to amend the AH In-Lieu Fee Agreement so that instead of the remaining \$1,000,000 being paid, \$6,476 would be paid to the Town and no additional affordable housing mitigation be required for the project.

The Town's interim housing policy (Town Council Resolution 09-76) requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit will be achieved. The Town and Mammoth Lakes Housing, Inc. will be evaluating the applicant's AHMP request.

² This includes 12 commercial parking spaces for Building B per the original approval.

Landscaping

Landscaping for the project would include a combination of planting areas. Along the northeast and southeast sides of the building, native plant communities, shrubs, and related groundcover would be utilized. A Zen garden is proposed on the southwest side of the building. However, some vegetation (including sapling trees) would be removed for the project to allow for frontage improvements along Minaret Road. The northeastern portion of the project site would also accommodate a visitor serving public kiosk or retail space at the street level that would open up to a proposed public pocket park.

Energy Saving Measures

The project would incorporate the following energy saving measures:

- South facing units feature deep balconies in front of window walls that act as a sun shade in combination with high, operable windows to provide the desired amount of solar gain and stack effect air circulation.
- A super insulated roof system would minimize thermal transfer through the roof with a combination of built-up rigid insulation above the structural deck and an additional layer of batt insulation applied below the deck.
- Dual method wall insulation would provide a high insular value, and a substantial thermal break in the exterior wall, reducing air infiltration and condensation within the wall cavity to create an extremely robust and long-lived thermal envelope.
- Extensive use of light emitting diode (LED) lighting would be used in a variety of lighting fixtures.
- Weather-lock vestibule at the proposed pedestrian street entry would be positively pressurized to keep warmed or cooled air inside the building and untreated, unfiltered air out.
- The plaza level circulation and amenity spaces would include operable fenestration and in some areas fully opening wall panels to embrace the summer season's mild climate.

Grading

A minor amount of grading would be required for landscaping purposes along the perimeter of the project site.

Construction Phasing and Staging

- The project would commence in a single phase with above grade improvements.
- Construction of Building C on top of the parking structure is anticipated to take 12 months.

- The construction offices would be accommodated nearby on the Mammoth Crossing property located on the northeast corner of Canyon Road and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street.

2.5 GOALS AND OBJECTIVES

Pursuant to CEQA Guidelines § 15124(b), the project description must include “[a] statement of objectives sought by the proposed project.... The statement of objectives should include the underlying purpose of the project.”

TOWN GOALS AND OBJECTIVES

Mammoth Lakes is comprised of 12 districts and four mountain portals, as described in the Neighborhood and District Character Element of the Town’s General Plan. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The characteristics of each district provide a sense of place regarding structure, function, and a district center. The project site is located in the North Village District and the identified characteristics for this district are as follows:

- Viewsheds to Sherwin Range and the Knolls are preserved;
- Landscape that recalls the Eastern Sierra and establishes scale and street edge;
- Create a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts;
- Easy pedestrian access across main streets;
- Gateway intersection at Minaret Road and Main Street/Lake Mary Road;
- Visitor-oriented entertainment retail district;
- Active day and evening through all four seasons, designed to achieve a two to three hour visit;
- Resort and resident activities, amenities, and services;
- Animation with retail and significant businesses oriented to the street;
- Retail and services in “storefront” setting located at the sidewalk;
- A variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment;
- Create year-round non-vehicular links to mountain portals;

- Lake Mary Road connected to the North Village District by trails;
- Shared and pooled parking, convenient structured parking, and small-scale street adjacent surface parking; and
- Encourage living and working in close proximity to transit-oriented development.

SPECIFIC PLAN GOALS AND OBJECTIVES

The North Village Specific Plan aims to create a set of land use designations and development standards which facilitate the development (or renovation) of “North Village” as a concentrated, pedestrian-oriented activity center with limited vehicular access. North Village is oriented toward achieving year-round uses and visitor activity, strengthening the existing winter visitor market, and to improving Mammoth’s attractiveness to spring, summer, and fall resort visitors. The key objective of the NVSP, and consequently the Land Use Element, is to enhance the Town’s image as a destination resort community, through the creation of a high profile, pedestrian oriented, resort activity center where lodging, restaurants, shopping, housing, and recreational opportunities are located within proximity to one another and easily accessible by transit.

There are six land use districts established within the NVSP. As previously noted, the project site is located in the NVSP RG. RG has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. The Pedestrian Core area is intended to be a mixed-use village with commercial uses on the ground level and accommodation units on upper floors. The scale of the individual ground level shops vary. RG uses are intended to provide visitor-oriented resort services, but retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the NVSP RG district.

The RG objectives identified in NVSP are as follows:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities.
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses.
- To provide integrated pedestrian access to and from the plazas.

PROJECT GOALS AND OBJECTIVES

The intent of the proposed project is to create a better relationship and integration with Minaret Road, with a signature street level pedestrian porte cochere and other features that would animate the streetscape and serve as an inviting portal into the proposed hotel. In a commitment to help the North Village community realize its place-making potential, the key goals and objectives of the project are to:

- Greatly improve the project’s relationship with the streetscape by introducing the porosity that allows for ease of pedestrian integration with Minaret Road.

- Populate and animate this section of Minaret Road and allow for ease of access to and from the proposed hotel amenities via the inviting pedestrian porte cochere and streetscape features.
- Deliver much needed critical mass in terms of hot beds to substantively help the North Village achieve economic sustainability.
- Provide an array of services and amenities that make the North Village a much more compelling destination for tourists and locals alike.
- Eliminate the need for any additional curb cuts along Minaret Road, which would be disruptive to pedestrian flows, by utilizing the existing vehicular access to Building C off of Canyon Boulevard.
- Improve the animation and vibrancy of the streetscape along Minaret Road with the addition of terraces for casual gathering or dining.
- Provide an array of amenities and related back-of-the-house functions that would allow for the lodge to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike.
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant.
- Utilize a contextually sensitive architectural vernacular that departs from the repetitive and mostly uninspiring design solutions associated with earlier generation lodging properties within the community.
- Deliver a project that takes into account snow country design issues and constraints.
- Produce a compelling, iconic, and economically sustainable lodging project that acts as a catalyst for the revitalization and added vibrancy of the North Village.

2.6 PROJECT APPROVALS

The Town, as Lead Agency for the project, has discretionary authority over the project. In order to implement the proposed Inn at the Village, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- Subsequent Environmental Impact Report Certification;
- District Zoning Amendment;
- Tentative Tract Map;
- Conditional Use Permit;
- Design Review Permit; and
- Final Map(s).



In addition, grading permits and building permits, (which are non-discretionary actions) would be necessary for project implementation.



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3.0 MODIFIED INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. Project Title:	Inn at the Village
2. Lead Agency Name and Address:	Town of Mammoth Lakes 437 Old Mammoth Road, Suite R Mammoth Lakes, CA 93546
3. Contact Person and Phone Number:	Ms. Jen Daugherty, Senior Planner 760.934.8989 x260
4. Project Location:	The project site is specifically located at 50 Canyon Boulevard, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard.
5. Project Sponsor's Name and Address:	Severy Realty Group 127 El Paseo Santa Barbara, CA 93101 <i>Mr. Dana Severy, President</i>
6. General Plan Designation:	North Village District
7. Zoning:	North Village Specific Plan, Resort General
8. Description of the Project:	Refer to <u>Section 2.4, Project Characteristics</u> .
9. Surrounding Land Uses and Setting:	North: Buildings A and B of the 8050 project, Commercial, and Retail uses. South: Fireside at the Village condominiums, Commercial, and Parking. East: Hotel, Vacation Condominium Rentals, and Restaurant uses. West: Hotel and Vacant Land uses.
10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):	Mammoth Community Water District; Mammoth Lakes Fire Protection District; California Department of Transportation; California Regional Water Quality Control Board (Lahontan); State Water Resources Control Board; and Great Basin Unified Air Pollution Control District.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “New Potentially Significant Impact” or “New Mitigation Required,” as indicated by the checklist on the following pages.

✓	Aesthetics	✓	Land Use and Planning
	Agriculture and Forest Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
	Cultural Resources		Public Services
	Geology and Soils		Recreation
✓	Greenhouse Gas Emissions	✓	Traffic, Circulation, and Parking
	Hazards and Hazardous Materials	✓	Utilities and Service Systems
	Hydrology and Water Quality	✓	Mandatory Findings of Significance



3.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.


Signature

Jen Daugherty, Senior Planner
Printed Name

Town of Mammoth Lakes
Agency

3/26/14
Date



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4.0 ENVIRONMENTAL ANALYSIS

This Modified Initial Study analyzes the changes between the Inn at the Village project as analyzed in the 1999 SPEIR and the project as currently proposed, and the changes in the circumstances under which the project will be undertaken that require major revisions to the 1999 SPEIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Furthermore, new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the 1999 SPEIR was certified is also identified. The following terminology is used in determining the project-related impacts:

- 1) A finding of “No New Impact/No Impact” means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except “No New Impact/No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No New Impact/No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No New Impact/No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis). If modifications to the applicable 1999 SPEIR Mitigation Measures are necessary, these changes have been made in ~~strike through~~ and double underline text.
- 2) A finding of “New Mitigation Required” means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.
- 3) A finding of “New Potentially Significant Impact” means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.
- 4) A finding of “Reduced Impact” means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.
- 5) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 6) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.

- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. Describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the proposed action.
 - c) Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
 - d) Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or “new information of substantial importance” that cause a change in conclusion regarding one or more effects discussed in the original document.
- 7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 8) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

4.1 AESTHETICS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Have a substantial adverse effect on a scenic vista?	✓			
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	✓			
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	✓			
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	✓			

4.1.a *Have a substantial adverse effect on a scenic vista?*

New Potentially Significant Impact. The 1991 PEIR concluded that distant views for motorists and pedestrians traveling along Minaret Road would be affected due to the development in the Specific Plan area. Mitigation measures such as design review for individual development sites within the Specific Plan area and the use of earth-tone colors and materials would reduce these impacts to less than significant levels. Upon consideration of the 1999 NVSP Amendment, the 1999 SPEIR determined that there were no designated scenic vistas or highways located within the Specific Plan area.³ However, this document determined that a significant visual impact would occur if future development creates obstruction of long-range views of the Sherwin Mountains. The 1999 SPEIR concluded that the 1999 NVSP Amendment would result in reduced impacts to scenic views and vistas upon implementation of recommended mitigation measures compared to the 1991 PEIR.

Currently, the project site consists of a parking structure with elevations at approximately 8,050 feet above mean sea level (amsl). Surrounding land uses include Buildings A and B of the 8050 project adjoining the project site to the northwest, as well as hotel, vacation condominium rentals, and restaurant uses to the northeast and southeast, Fireside at the Village condominiums and a commercial building to the south, and the Westin Monache Resort and surrounding vacant land uses to the west. Implementation of the proposed project would amend the NVSP to increase the allowable density and building height at the site as well as reduce the allowed setbacks along Minaret Road. These project changes could result in view obstruction of the Sherwin Range. Therefore, this issue will be analyzed in detail in the SEIR. New information (such as photosimulations), will be utilized to determine whether a new impact would occur.

4.1.b *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

New Potentially Significant Impact. The 1991 PEIR concluded that distant views for motorists and pedestrians traveling along Minaret Road would be affected due to the intensification of

³ Note that this statement was based on the adopted General Plan at the time, which was the 1986 Town of Mammoth Lakes General Plan EIR.

development in the Specific Plan area. Mitigation measures such as design review for individual development sites within the Specific Plan area and the use of earth-tone colors and materials would reduce these impacts to less than significant levels. The 1999 SPEIR determined that the 1999 NVSP Amendment would result in reduced impacts to scenic resources upon implementation of recommended mitigation measures.

Currently, based on the California Scenic Highway Mapping System, there are no designated scenic highways located within, or adjacent to the site.⁴ Although the SR-203 is not officially designated, this segment of highway is an eligible State scenic highway. The site contains numerous trees and ornamental landscaping along the perimeter of the site. As stated in Section 2.4, Project Characteristics, vegetation (including sapling trees) would be removed for the project, mainly to allow for frontage improvements along Minaret Road. No rock outcroppings or historic buildings are located on the project site. The proposed project could result in damage to scenic resources, including trees. Thus, further analysis will be conducted as part of the SEIR to determine potential impacts in this regard. New information (such as photosimulations), will be utilized to determine whether a new impact would occur.

4.1.c Substantially degrade the existing visual character or quality of the site and its surroundings?

New Potentially Significant Impact. The 1991 PEIR concluded that development of the Specific Plan would change the physical and visual character of the site, potentially resulting in significant impacts to the character/quality. However, mitigation measures (such as enforcement of a tree preservation plan, contour grading, a forested buffer of 100 feet along the southern extension of Minaret Road, and the use of native plants in landscaping design) were recommended to reduce potential impacts in this regard to less than significant levels. According to the 1999 SPEIR, development of the 1999 NVSP Amendment would be similar to the approved NVSP in that it would permanently alter the visual character of the area as a result of increased densities and the loss of open space and trees. Land uses, densities, building area, and grading requirements within the 1999 NVSP Amendment would remain similar to those identified for the approved Specific Plan. However, increased impacts as a result of the reduced setback requirements were determined. New mitigation measures were recommended (such as modulation in building walls and facades, stepping of roof forms and detailing of exterior treatments and finishes) in order to reduce these potential impacts.

The 1999 SPEIR determined that the decreased setbacks along Canyon Boulevard as a result of the 1999 Amendment would not result in view obstruction of a significant viewshed or long-range views to the east. Impacts in this regard were determined to be reduced to less than significant levels.

The 1991 PEIR identified the loss of forested and open space areas throughout the NVSP area as a significant aesthetic impact. Mitigation measures were proposed to address preservation of forested character in the Specific Plan area, including maintenance of a 100-foot forested buffer along the southern exterior of Minaret Road. These measures include a tree preservation and replacement plan which would outline increased setbacks or tree preservation pockets where feasible. The 1999 SPEIR concluded that based on available information, the mitigation measures presented in the

⁴ Officially Designated State Scenic Highways and Historic Parkways Map, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed February 14, 2014.

1991 PEIR needed to be revised and new measures needed to be incorporated in order to reduce potential impacts in this regard. With implementation of the recommended mitigation measures and adherence to the Town's Municipal Code regarding grading and clearing requirements, these increased impacts were determined to be reduced to less than significant levels. Overall, the 1999 SPEIR determined that impacts to character/quality associated with the project site were reduced to less than significant levels upon implementation of recommended mitigation measures.

Currently, the project site would be atop an existing parking structure with elevations at approximately 8,050 amsl. Surrounding land uses include Buildings A and B of the 8050 project adjoining the project site to the northwest, as well as hotel, vacation condominium rentals, and restaurant uses to the northeast and southeast, Fireside at the Village condominiums and a commercial building to the south, and the Westin Monache Resort and surrounding vacant land to the west. Surrounding hotels include the Westin Monache Resort to the west and other two to four story hotels further east and northwest of the project site. The surrounding uses exhibit a variety of architectural styles, emphasizing the Town's alpine resort character through the use of gabled roofs, timbers and wood exteriors.

The project proposes the development of a seven-story hotel that includes hotel rooms and accessory uses. The proposed development would change the character of the project site, as the proposed NVSP amendments would increase on-site density and building heights, and decrease setbacks along Minaret Road. The proposed project is subject to compliance with the NVSP Development and Design Standards with respect to site planning (building density, building height, and building setbacks), building design, landscaping, and revegetation standards. The proposed project changes could degrade the existing visual character or quality of the site and its surroundings further than that previously analyzed in the 1999 SPEIR. Further analysis will be conducted as part of the SEIR to determine potential impacts in this regard. New information, such as photosimulations and shade/shadow diagrams, will be utilized to determine whether a new impact would occur.

4.1.d Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

New Potentially Significant Impact. The 1991 PEIR determined that lighting and glare levels at the project site would increase with development of the Specific Plan. Mitigation measures were recommended to reduce these impacts to less than significant levels. According to the 1999 SPEIR, development in accordance with the 1999 NVSP Amendment would not create additional sources of light and glare over anticipated levels for the Specific Plan. The 1999 SPEIR concluded that light sources would be required to be directed away from adjacent uses. The 1999 SPEIR concluded that previously identified mitigation measures, together with standard Town Code directive light requirements, would reduce potential impacts of new sources of light or glare to less than significant levels.

The proposed project would result in increased density and building heights and decreased setbacks, which could result in increased lighting sources at the site. Light introduction can be a nuisance to adjacent uses and diminish the view of the clear night sky. In addition, lighting associated with non-residential uses may cause spillover impacts to nearby sensitive receptors. The proposed project would be subject to the NVSP design standards and the *Town of Mammoth Lakes Municipal Code* (Municipal Code) Section 17.34, Outdoor Lighting. However, implementation of the proposed



increase in allowable building density, increase in building height, and reduction in front yard setbacks along Minaret Road could cause ambient lighting to be greater than under existing conditions due to light spillage from windows, security lighting, architectural lighting, landscape lighting, and other sources. Although such light spillage typically has a low glare potential and minimal effect on ambient lighting, the increased effect of all the on-site ambient lighting could be substantial. Further analysis will be conducted as part of the SEIR to determine potential impacts in this regard.

4.2 AGRICULTURE AND FOREST RESOURCES

<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			✓	
d. Result in the loss of forest land or conversion of forest land to non-forest use?			✓	
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓	

4.2.a Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No New Impact/No Impact. The 1999 SPEIR determined that the project site had no evidence of previous agricultural operations and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The 1999 SPEIR determined that the 1999 NVSP Amendment would result in no impacts in the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance to nonagricultural use.

Currently, based on the California Important Farmland Finder, the project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁵ Thus, no new or different impacts would result from the proposed project. Project implementation would not convert farmland to non-agricultural uses and no impact would occur in this regard.

4.2.b Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No New Impact/No Impact. The 1999 SPEIR determined that the project site is designated as Specific Plan pursuant to the 1994 NVSP Amendment. The 1999 SPEIR concluded that the 1999 NVSP Amendment would result in no impacts to conflicts with existing zoning for agricultural use, or a Williamson Act contract.

Currently, the project site is zoned North Village Specific Plan (NVSP), Resort General (RG), according to the Town's Official Zoning Map and the North Village Specific Plan Zoning. The existing zoning does not include any agricultural-related districts, nor is the site part of a Williamson Act contract. No new or different impacts would result from the proposed project. Therefore, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract and no impact would occur in this regard.

4.2.c Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No New Impact/No Impact. Forest land and timberland were not addressed in the 1999 SPEIR, as these were not CEQA thresholds at the time of document preparation.

The project site's existing zoning does not include any designated forest or timberland-related districts; refer to Response 4.2.b. The project site is in its entirety located within the NVSP RG area, which is intended for development of hotels, resort condominiums, restaurants, residential uses, employee housing facilities, and visitor-oriented resort services for the Town and is not used for forest land or timberland use. Although native tree species are located along the perimeter of the project site (e.g., Pine, Fir, and Aspen trees), no trees with a diameter at breast height (DBH) of six inches or more would be removed as a result of the proposed project. Further, implementation of the proposed project would install new native trees along the perimeter of the new building. With compliance with the Town's Municipal Code, Chapter 17.16.050 (Grading and Clearing [B]), no new significant impacts pertaining to timberland resources would result. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Thus, no new significant impacts would occur in this regard.

4.2.d Result in the loss of forest land or conversion of forest land to non-forest use?

No New Impact/No Impact. Refer to Response 4.2.c.

⁵ California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, accessed on February 14, 2014.



4.2.e *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No New Impact/No Impact. As previously noted, the 1999 SPEIR determined that the project site is not used for agricultural production and agricultural operations do not occur within the vicinity. The 1999 SPEIR concluded that the 1999 NVSP Amendment would not result in any changes to the environment that would result in the conversion of farmland to non-agricultural use. As previously indicated in Response 4.2.c, forest land and timberland were not addressed in the 1999 SPEIR, as these were not CEQA thresholds at the time of document preparation.

There is no Farmland or forest land located on the project site or in its immediate vicinity. The project site is located within developed or urbanizing areas and the development of this site would not create additional pressures on other Farmland areas to convert to nonagricultural uses. Implementation of the proposed project would not involve changes in the environment that would result in the conversion of designated farmland or forest land to non-agricultural/non-forest land use and no impact would occur in this regard. Refer also to Responses 4.2.a through 4.2.c.



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4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✓			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✓			
d. Expose sensitive receptors to substantial pollutant concentrations?	✓			
e. Create objectionable odors affecting a substantial number of people?			✓	

4.3.a Conflict with or obstruct implementation of the applicable air quality plan?

New Potentially Significant Impact. The project is located within the Great Basin Valley Air Basin (GBVAB), regulated by the Great Basin Unified Air Pollution Control District (GBUAPCD). The United States Environmental Protection Agency (EPA) has classified the GBVAB as a non-attainment area for Federal and State coarse particulate matter (PM₁₀) and ozone (O₃) (State standards only) air quality standards. As a non-attainment area, the GBUAPCD was subject to the State Implementation Plan (SIP), later satisfied by the 1990 Air Quality Management Plan (1990 AQMP) pursuant to the Federal Clean Air Act (FCAA). The 1991 PEIR concluded that construction emissions would exceed Federal and State carbon monoxide (CO) standards. Mitigation measures to reduce construction equipment idling would reduce impacts to less than significant levels. The 1991 PEIR also determined that operational PM₁₀ levels, as well as localized concentrations of CO levels would be exceeded. With compliance to GBUAPCD requirements and other limitations to wood burning appliances and fireplaces, operational emissions would be reduced to less than significant levels. The 1999 SPEIR concluded that the 1999 NVSP Amendment complied with the 1990 AQMP regulations applicable to wood burning appliance emissions. However, implementation of the 1999 NVSP Amendment would add increased vehicles miles traveled (VMT) to the Town's buildout maximum VMT, exceeding the VMT Cap of 106,600 prescribed in the Town's 1990 AQMP and Municipal Code Section 8.30.110, *Road Dust Reduction Measures*.⁶ Mitigation measures such as each project contributing their fair share to the Town's vacuum street sweeping program and conversions to certified stoves/fireplaces can help reduce PM₁₀ levels below the Federal threshold. The 1999 SPEIR concluded that the 1999 NVSP Amendment would result in significant and unavoidable air quality impacts for PM₁₀ State standards.

⁶ The Town's AQMP was updated in 2013 and included a new VMT Cap of 179,708, under which the project will be evaluated.

With approval of the District Zoning Amendment, the project proposes a development of a seven-story hotel and accessory uses. The potential impact of exceeding the maximum allowable building density would be reduced by way of density transfer from the nearby Mammoth Crossing property to maintain General Plan District buildout consistency. However, as compared to the 1999 SPEIR, project implementation is subject to the 2013 Air Quality Maintenance Plan (an update to the 1990 AQMP), and an increase in significant impacts for PM₁₀ concentrations could result. Because project implementation could result in potentially new significant impacts involving conflicts or obstruction of implementation of the 2013 AQMP, this issue will be analyzed in detail in the SEIR.

4.3.b *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

New Potentially Significant Impact. The 1991 PEIR concluded that construction impacts from PM₁₀ concentrations would be potentially significant. Mitigation measures such as site watering and using drift fencing tackifiers and stockpile covering for inactive construction areas would reduce these impacts to less than significant. The 1991 PEIR identified construction vehicles and equipment as creating potentially significant hot spot violations of Federal and State CO standards. The 1991 PEIR determined that with implementation of recommended mitigation to reduce unnecessary construction equipment idling, impacts in this regard would be reduced to less than significant levels.

According to the 1999 SPEIR, clearing, excavation, grading operations, and other construction activities within the NVSP area would generate dust, with PM₁₀ quantities that could violate State and Federal standards. The 1999 SPEIR concluded that construction impacts would be mitigated to a less than significant level with implementation of GBUAPCD standard dust control measures including daily clean-up and site watering during construction activities, effective covering to minimize fugitive dust release, and replanting and repaving after construction to reestablish vegetation. Additionally, construction activities would require a secondary source permit from the GBUAPCD, specifying appropriate dust control measures to further reduce potential air quality impacts to less than significant levels.

Construction of the proposed project would result in pollutant emissions from three different sources: (1) short-term construction emissions; (2) long-term mobile emissions from vehicles traveling to and from the site once the project is operational; and (3) long-term stationary emissions from power and natural gas consumption from the on-site uses. The greatest potential for air quality impacts from the project would be attributed to mobile source emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. The project could have a new potentially significant air quality impact. As anticipated by the 1999 SPEIR, this issue will be analyzed in detail in the SEIR to quantify potential project-related air quality impacts (both short- and long-term) and determine whether the project would exceed GBUAPCD's recommended thresholds of significance for construction and operation emissions. The project's potential air quality impacts on a local and regional level will be evaluated pursuant to the GBUAPCD and California Air Resources Board (CARB) requirements and methodology.

4.3.c *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

New Potentially Significant Impact. Refer to Responses 4.3.a and 4.3.b.

4.3.d Expose sensitive receptors to substantial pollutant concentrations?

New Potentially Significant Impact. The 1991 PEIR concluded that there were potentially significant operational impacts from three sources: 1) localized CO hotspots; 2) contribution to PM₁₀ levels from resuspended road cinders and vehicle tail pipe and tire wear; and 3) impacts of wood burning fireplaces on PM₁₀ levels. Several mitigation measures including compliance with GBUAPCD requirements and limitations on the quantity of fireplaces and wood burning appliances would reduce these impacts to less than significant levels.

The 1991 PEIR also quantified existing, future cumulative, and future cumulative plus project worst-case curbside CO concentrations expected at five intersections. Of the five intersections analyzed, two intersections (Minaret Road/Main Street and Old Mammoth Road/Main Street) were identified as exceeding the CO standard. Combined traffic impacts from cumulative development and the NVSP buildout could exceed the 8-hour CO standards for roadside receptors. However, a sensitivity analysis identified that CO levels at the Minaret Road/Main Street intersection decreased rapidly as receptors moved away from the intersection, and at 50 feet from the roadside, the 8-hour CO concentration was below the State standard. The 1-hour CO standard was not exceeded as a result of the NVSP or cumulative development.

The 1999 SPEIR determined that under the 1999 NVSP Amendment, the Minaret Road/Main Street intersection would operate at level of service (LOS) F without mitigation and then be improved to LOS D with proposed roadway/intersection improvements resulting in the 8-hour CO concentration to fall below the State standard. A new mitigation measure prohibiting development within 50 feet of the Minaret Road/Main Street intersection would reduce potential CO levels to less than significant. The 1999 SPEIR also concluded that the buildout of the 1999 NVSP Amendment would result in an increase in local and regional PM₁₀ levels due to increased traffic and wood stoves. Even with implementation of recommended mitigation measures and proposed project design measures, impacts in this regard were determined significant and unavoidable for PM₁₀ emissions.

Construction and operation of the proposed project would increase vehicle trips on area roadways and result in associated air pollutants. Grading and excavation operations could also result in air quality impacts in the absence of mitigation. The 1999 SPEIR assumed the development of a maximum five-story hotel and accessory uses (the project site). The project proposes development of a seven-story hotel and 29,910 square feet of accessory uses. Comparatively, the project proposes increased on-site density than that analyzed in the 1999 SPEIR. Concentrations of criteria pollutants could exceed the GBUAPCD's thresholds for construction and operational activities. Therefore, project implementation could result in a new potentially significant air quality impact. This issue will be analyzed in detail in the SEIR, in order to quantify potential project-related air quality impacts relative to the GBUAPCD's thresholds.

4.3.e Create objectionable odors affecting a substantial number of people?

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust. However, construction-related odors would be intermittent, short-



term in nature, and cease upon project completion. The project does not propose land uses that are typically associated with odor complaints, although, the proposed hotel and accessory uses may involve cooking activities that may generate odors. However, odors from operations are not expected to be objectionable. Therefore, project implementation would not create objectionable odors affecting a substantial number of people. Thus, no new significant impacts would occur in this regard.

4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

4.4.a *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No New Impact/No Impact. The 1991 PEIR determined that any loss of a plant species of concern would be considered a significant impact. According to field surveys conducted in 1990, the 1991 PEIR found no species of special concern and determined that no significant adverse impacts as a result of implementation of the NVSP would result in this regard. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts in this regard. Based on the 1999 SPEIR, the 1999 NVSP Amendment resulted in no impacts special status plant or wildlife species and no mitigation measures were required.

As the project site currently consists of developed uses and ornamental landscaping, no new or different impacts would result from the proposed project. Thus, the potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.4.b *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No New Impact/No Impact. The 1991 PEIR found that the recreational and commercial developments proposed for the NVSP would result in the alteration of most of the scattered native vegetation and wildlife resources at the NVSP site. Implementation of the NVSP could have resulted in increased cover in some areas as a result of new landscape planting; however, it was determined that this increase may not result in an increase in the overall habitat values since the replacement vegetation would be “urban” and represents a loss of plant species diversity. The 1991 PEIR also discussed potential impacts as a result of the change in vegetation from conifer forest to urban development. These impacts would be considered a potentially significant impact of the 1991 NVSP. The 1991 PEIR considered potential site disturbance and disruptions during project construction, which was anticipated to scatter/disperse and fragment existing wildlife communities on-site, forcing survivors into already occupied habitats, causing cumulative negative impacts on all wildlife in the area. The 1991 PEIR also stated that increased erosion and siltation as a result of construction and grading activities could alter vegetation in the project area. The 1991 PEIR determined that all potential impacts to natural communities would be reduced to a less than significant level after implementation of recommended mitigation measures.

According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts in this regard. Based on the 1999 SPEIR, the 1999 NVSP Amendment would result in increased impacts to the removal of Jeffrey Pine-Fir forest. However, these tree species are not considered sensitive species and with implementation of the existing required mitigation measures pertaining to tree surveys to identify potential trees of special concern, impacts in this regard would be reduced to less than significant levels.

The project site currently consists of developed uses and ornamental landscaping along the perimeter of the project site. No new or different impacts pertaining to impacts to riparian habitat or other sensitive natural communities would result from the proposed project. Some native ornamental landscaping (including sapling trees) would be required to be removed and/or relocated. However, the project proposes replacement landscaping, including tree species. As discussed, these tree species are not riparian habitat or other designated sensitive natural communities. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

- MM 5.9-2a The project shall preserve existing native vegetation to the maximum extent feasible. Landscaping shall emphasize the use of native plants indigenous to the Jeffrey Pine-Fir Forest plant community. Whenever possible, native plants used on-site shall be subject to the Design Review procedure of the Town.
- MM 5.9-2b Landscape materials shall be used that allow for the protection and preservation of existing trees. Native plant species, preferably from seed or cuttings from local plants, shall be used where possible. The Landscape Plan shall be approved by the Town Planning Director Manager prior to issuance of any construction permits.
- MM 5.9-2c Irrigation, fertilization, and other landscape management practices shall be designed to minimize effects on existing trees and other vegetation.
- MM 5.9-2d To the extent possible, native vegetation shall be retained and protected during construction. A Revegetation Plan, prepared by a qualified Landscape Architect and approved by the Town of Mammoth Lakes, shall be completed prior to the commencement of the project, which will describe in detail the species of trees and shrubs which will be used, where they will be planted, and in what numbers, and the methods of planting and maintenance which will ensure successful growth. It shall include a monitoring program to follow the progress of new plantings and ensure replacement of unsuccessful plants. Landscaping with native species of trees and shrubs shall be undertaken to enhance wildlife use of cleared areas.
- MM 5.9-2f All construction activities, including movement and storage of vehicles and the storage of building and other materials, shall be confined to areas slated for development. Care shall be taken during construction to avoid damage to vegetation and habitats not directly involved in project construction. Any vegetation inadvertently damaged outside of the area slated for development shall be replaced on a one-to-one basis on- or off-site. Off-site replacement shall require the approval of the Town Planning Director Manager.
- MM 5.9-2j Construction and site development, such as grading and trenching, shall be prohibited within the dripline of retained trees. Equipment shall be stored or driven under trees. Grading shall not cover the ground surface within the dripline of existing trees. Grading limits shall be clearly defined and protected.

4.4.c *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No New Impact/No Impact. According to the 1999 SPEIR, no wetlands as defined by Section 404 of the Clean Water Act exist or have been identified on-site and the 1999 NVSP Amendment would not result in impacts in this regard.

As the project site currently consists of developed uses and ornamental landscaping, no new or different impacts would result from the proposed project. Thus, the potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.4.d *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No New Impact/No Impact. According to the 1999 SPEIR, the 1999 NVSP Amendment would not result in significant impacts pertaining to the interference of the movement of any native resident or migratory wildlife corridors.

The project site currently consists of developed uses and ornamental landscaping located within the central portion of the NVSP area. No new or different impacts pertaining to impacts to wildlife movement would result from the proposed project. Thus, project implementation would not impact wildlife movement and no impact would occur in this regard.

4.4.e *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No New Impact/No Impact. The 1999 SPEIR discussed that the 1999 NVSP Amendment when viewed in conjunction with other major development planned for the Town, the loss of trees could be considered a negative cumulative effect. However, cumulative impacts were determined to be mitigated on a project-by-project basis and in accordance with the Town's requirements.

Implementation of the proposed project would require the removal/relocation of some native ornamental landscaping (including sapling trees). However, the project proposes replacement landscaping, including tree species. The proposed project would be subject to the Town's existing Municipal Code Section 12.08.080, *Engineered Grading Permit Requirements*. Per these requirements, the proposed project's grading plans must show the location, circumference, species and approximate base elevation of all trees over six feet in height and four inches in diameter (or as required by the Planning Division) within the property boundaries including any trees that may be affected by the grading whether inside or outside of the property boundaries. The project site does not support a large number of evergreen trees and the majority of existing evergreens on the property would be retained. Further, the trees that would be removed (currently saplings planted at construction of Buildings A and B of the 8050 project) are smaller than the required four inches in diameter. Thus, project implementation would result not result in impacts pertaining to a conflict with the Town's tree policy. No new significant impacts would result in this regard.



4.4.f Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No New Impact/No Impact. The 1999 SPEIR determined that the project site does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. The 1999 SPEIR determined that the 1999 NVSP Amendment would not result in impacts to conflicts with provisions of any such plans.

Currently, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan has been adopted for the project site. No new or different impacts would result from the proposed project. Thus, project implementation would not result in any new or different impacts pertaining to a conflict with provisions of any such plans and no impact would occur in this regard.



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4.5 CULTURAL RESOURCES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

4.5.a *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?*

No New Impact/No Impact. The 1991 PEIR did not identify any structures of historical resource in the NVSP area. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment did not result in any changes to the impacts, mitigation measures, or cumulative impacts with respect to historical resources. The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment would result in similar impacts to historical resources when compared to the 1994 NVSP Amendment.

As concluded in the previous environmental documentation, there are no historical resources pertaining to on-site structures present on the project site. Therefore, project implementation would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.5.b *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*

No New Impact/No Impact. The 1991 PEIR determined that with implementation of recommended mitigation measures, potential impacts to archaeological resources would be reduced to less than significant levels. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment did not result in any changes to the impacts, mitigation measures, or cumulative impacts with respect to archaeological resources. The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment could result in a substantial adverse change in the significance of an archaeological resource. Implementation of the specified mitigation measures would reduce these impacts to less than significant levels. When compared to the 1994 NVSP Amendment, the 1999 NVSP Amendment would result in similar impacts to archaeological resources because the NVSP boundary has not been modified.

Minimal earthwork activities would be required for perimeter improvements and landscaping proposed as part of the project. As concluded in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.11-1e, potential impacts to archaeological resources during minor surface grading activities would be reduced to less than significant levels. Therefore, the potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

MM 5.11-1e In the event that a material of potential cultural significance is uncovered during grading activities on the project site, all grading in the area of the uncovered material shall cease and the project applicant shall retain a professional archaeologist to evaluate the quality and significance of the material. Grading shall not continue in the area where a material of potential cultural significance is uncovered until resources have been completely removed by the archaeologist and recorded as appropriate.

4.5.c Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No New Impact/No Impact. The 1999 SPEIR determined that the 1987 General Plan and 1991 PEIR did not indicate a potential for paleontological resources to be located on the project site or surrounding area. Therefore, the 1999 SPEIR determined that no impacts to paleontological resources would occur with implementation of the 1999 NVSP Amendment.

Minimal earthwork activities would be required for perimeter improvements and landscaping. Based on the 2007 General Plan, no known paleontological resources are present on-site or in the surrounding area. Therefore, project implementation is not anticipated to impact paleontological resources and no mitigation measures are required. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.5.d Disturb any human remains, including those interred outside of formal cemeteries?

No New Impact/No Impact. The 1991 PEIR determined that the construction activities associated with implementation of the NVSP could disturb previously unknown human burial sites of Native American Groups, which is a potentially significant impact. Upon implementation of the recommended mitigation measure, impacts in this regard would be reduced to a less than significant level. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment did not result in any changes to the impacts, mitigation measures, or cumulative impacts with respect to archaeological and/or historical resources, and human remains. The 1999 SPEIR determined that when compared to the 1994 NVSP Amendment, the 1999 NVSP Amendment would result in similar impacts to archaeological resources due to the similar development areas. No new impacts or mitigation measures were identified.



As concluded in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.11-2, potential impacts to burial sites during minor surface grading activities would be reduced to less than significant levels. Therefore, the potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

MM 5.11-2 ~~See Mitigation Measure 5.11; in addition,~~ if human remains are discovered, work shall cease and an appropriate representative of Native American Indian groups and the County Coroner shall both be informed and consulted, as required by State law.



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4.6 GEOLOGY AND SOILS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓	

4.6.a.1 *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?*

No New Impact/No Impact. According to the 1991 PEIR, no part of the NVSP is in a known Alquist-Priolo (AP) Earthquake Fault Zone; therefore, the 1991 PEIR concluded there would be no impact. The 1994 PEIR Addendum did not identify additional project or cumulative impacts associated with seismicity, beyond those included in the 1991 PEIR. Further, the 1999 SPEIR determined that no known AP Earthquake Fault Zones are present within the NVSP area. No impacts were identified in this regard.

As concluded in the previous environmental documentation and verified in Special Publication 42, the project site is not affected by an AP Earthquake Fault Zone.⁷ Therefore, project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a

⁷ State of California Department of Conservation California Geological Survey, *Alquist-Priolo Home Page*, http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, Accessed February 25, 2014.

known earthquake fault. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.6.a.2 *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

No New Impact/No Impact. The 1991 PEIR concluded that with the incorporation of recommended mitigation measures outlined within required geotechnical studies for individual developments on a project-by-project basis, seismic ground shaking within the NVSP area would be reduced to less than significant levels. The 1994 PEIR Addendum did not identify additional project or cumulative impacts associated with seismicity, beyond those included in the 1991 PEIR. Based on the 1999 SPEIR, although the NVSP area is subject to strong seismic ground shaking, future development would be subject to compliance with the Uniform Building Code (UBC), Municipal Code, 1987 General Plan, and 1987 General Plan PEIR, and other applicable standards prior to issuance of grading permits. As such, no impacts beyond those previously identified were anticipated to occur.

The existing parking structure was constructed to support the future Building C at the site and was constructed to UBC standards and regulations as well as the Town's Municipal Code. The new structure would be required to be constructed to current regulatory requirements. Upon compliance with the UBC and Town Municipal Code, project implementation would result in a less than significant impact due to exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking, and no mitigation measures are required. The proposed project would result in land uses similar to that analyzed in the 1999 SPEIR. Thus, the potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.6.a.3 *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

No New Impact/No Impact. The 1991 PEIR determined that the NVSP area is not subject to known impacts associated with earthquake-induced hazards, including liquefaction. The 1994 PEIR Addendum did not identify additional project or cumulative impacts associated with soils and seismicity, beyond those included in the 1991 PEIR. Based on the 1999 SPEIR, the potential for liquefaction to occur during a seismic event is considered to be low.

Based on the Mammoth Crossing EIR (prepared for a property located within the NVSP and approximately 120 feet to the south of the project site), the potential for liquefaction to occur is considered non-existent, given the lack of a static or permanently perched water table and the dense nature of bearing soils present at this site. Because the potential for liquefaction to occur at the site is considered non-existent, the potential for ground failures associated with liquefaction (i.e., lateral spreading, post-liquefaction reconsolidation, and loss of bearing support) is also considered low. Implementation of the proposed project would involve construction of a hotel structure and accessory uses over an existing subterranean parking structure. The existing parking structure was constructed to support the future Building C at the site and was constructed to the UBC standards and regulations as well as the Municipal Code. The new structure would be required to be constructed to current regulatory requirements. Upon compliance with the UBC and Municipal

Code, project implementation would result in less than significant impacts pertaining to seismic-related ground failure, including liquefaction. Further, the potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.6.a.4 *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic landslides?*

No New Impact/No Impact. The 1991 PEIR determined that the NVSP area is not subject to known impacts associated with earthquake-induced land sliding. The 1994 PEIR Addendum did not identify additional project or cumulative impacts associated with soils and seismicity, beyond what was addressed in the 1991 PEIR. Based on the 1999 SPEIR, the NVSP area is not subject to known earthquake-induced land sliding. The 1999 SPEIR determined that no impacts beyond those previously identified are anticipated to occur.

Landslides, earthslips, mudflows, and soil creeps are soil instabilities caused by steep slopes, shallow soil development, excess water, and lack of shear strength in the area. Erosion of supporting material at the foot of constructed slopes is another major cause of sliding. Landslides are limited primarily to areas with a combination of poorly consolidated material and slopes that exceed 30 percent. Based on the Mammoth Crossing EIR and the past environmental documentation prepared for the project site, the potential for rock falls or snow avalanches to occur on the project site is considered low and no evidence of past landslides has been noted. Therefore, project impacts related to landslides and avalanches would be less than significant and no mitigation measures are required. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.6.b *Result in substantial soil erosion or the loss of topsoil?*

No New Impact/No Impact. The 1991 PEIR determined that implementation of the NVSP would result in potential significant impacts associated with soil erosion. However, with adherence to standard specifications pertaining to a comprehensive Erosion and Sediment Control Plan, impacts in this regard would be reduced to less than significant levels. With manufactured slopes being designed pursuant to applicable Town regulations and standards, long-term erosion impacts would also be reduced to less than significant levels. The 1994 PEIR Addendum did not identify additional project or cumulative impacts associated with soils, beyond those included in the 1991 PEIR.

The 1999 SPEIR determined that grading and excavation activities associated with development of the 1999 NVSP Amendment would potentially result in the temporary exposure of soils to short-term erosion by wind and water. Impacts would be reduced to a less than significant level with implementation of an Erosion and Sediment Transport Control Plan pursuant to the requirements of the Town, County, and Lahontan Regional Water Quality Control Board (RWQCB). The 1999 SPEIR concluded that impacts beyond those previously identified within the 1991 PEIR would not occur with development of the proposed 1999 NVSP Amendment.

Major on-site excavation and grading activities have already occurred and project implementation would only result in minor earthwork activities associated with perimeter improvements. The proposed project would be subject to the Municipal Code requirements pertaining to the

minimization of soil erosion during earthwork activities. Upon compliance with the Municipal Code, project implementation would result in less than significant impacts pertaining to soil erosion and/or the loss of topsoil. These potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.6.c *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

No New Impact/No Impact. The 1991 PEIR concluded that with the incorporation of recommended mitigation measures, potentially significant impacts associated with the existing or newly created unstable slopes within the NVSP area would be reduced to less than significant levels. The 1991 PEIR did not analyze potential hazards associated with ground fracturing and/or differential changes due to subsidence and/or the presence of collapsible soils. The 1994 PEIR Addendum did not identify additional project or cumulative impacts associated with soils, beyond those included in the 1991 PEIR.

The 1999 SPEIR determined that modifications to existing topography may occur during grading phases within the NVSP area, potentially creating new or increased slope instability. These impacts would be reduced to less than significant levels with implementation of recommended mitigation measures. The 1999 SPEIR also analyzed ground fracturing and differential changes in elevation associated with subsidence and the presence of collapsible/loose sandy soils that may impact the NVSP area. The 1999 SPEIR determined that these impacts would be reduced to a less than significant level with adherence to the Municipal Code requirements. The 1999 SPEIR determined that impacts beyond those previously identified within the 1991 PEIR would not occur with development of the proposed 1999 NVSP Amendment.

As discussed above, the existing parking structure was constructed to support the future Building C at the site and was constructed to the UBC standards and regulations as well as the Town's Municipal Code. The new structure would be required to be constructed to current regulatory requirements. Upon compliance with the UBC and Municipal Code, project implementation would result in less than significant impacts pertaining to unstable soils. Thus, no mitigation measures are required. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.6.d *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

No New Impact/No Impact. Refer to Response 4.6.c. Further, based on the 2007 General Plan PEIR, no expansive soils have been mapped or encountered in the Town. Thus, no impacts are anticipated in this regard.



4.6.e *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No New Impact/No Impact. Based on the 1999 SPEIR, the 1999 NVSP Amendment proposed to install on-site sewer lines. The installation of septic tanks or other alternative types of wastewater disposal systems was not necessary. No significant impacts were anticipated in this regard.

Currently, the project site is connected to the existing Mammoth Community Water District sewer system. Therefore, the use of septic tanks or alternative wastewater disposal systems would not be required and no impact would occur in this regard. Thus, the potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.



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4.7 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓			

Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation. The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The main GHGs in the Earth's atmosphere are water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Direct GHG emissions include emissions from construction activities, area sources, and mobile sources. Typically, mobile sources make up the majority of direct emissions. Indirect GHG emissions are generated by incremental electricity consumption, water demand, and solid waste generation. Electricity consumption is responsible for the majority of indirect emissions. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions.

At the time of the 1999 SPEIR document preparation, the CEQA Guidelines did not expressly address global climate change, and GHG analyses were not required under CEQA. The Town has incorporated the greenhouse gas emissions from the 2009 amended CEQA Appendix G Checklist threshold questions into its modified initial study checklist form. The analysis below considers those thresholds and addresses whether the project may have potentially significant impacts requiring further study.

4.7.a *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

New Potentially Significant Impact. As noted above, this threshold was added to the CEQA Statutes and Guidelines after completion of the 1999 SPEIR.

The proposed project involves minimal grading along the perimeter of the project site. The development of a seven-story hotel would be constructed on the project site. As a result, the project would generate both direct and indirect GHG emissions that could have a significant impact on the

environment. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect project-related GHG emissions include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions.

The recommended approach for GHG analysis included in the Governor's Office of Planning and Research (OPR) *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review* (June 19, 2008) release is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below a level of significance. The CEQA Guidelines do not prescribe thresholds of significance or a particular methodology for performing an impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency. In compliance with the GHG regulatory requirements, further analysis of greenhouse gas emissions is required. Therefore, because the project could have a new potentially significant impact involving the generation of GHG, this issue will be analyzed in detail in the SEIR.

4.7.b *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

New Potentially Significant Impact. As noted above, this threshold was added to the CEQA Statutes and Guidelines after completion of the 1999 SPEIR.

The project would generate both direct and indirect GHG emissions. The Town does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. However, GHG emissions will be analyzed in detail in the SEIR in the context of the State plans, policies, and regulations on a project and cumulative level, in order to determine the significance of potential new impacts.

4.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

4.8.a *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

No New Impact/No Impact. Based on the 1999 SPEIR, future uses on-site may handle materials that are considered hazardous, though these materials would be limited to solvents and chemicals used for cleaning, building maintenance, and those used in landscaping. These materials would not be substantially different from household chemicals and solvents. No uses would be located on-site that would be engaged in the production or disposal of hazardous materials. Thus, the 1999 SPEIR determined that significant impacts in this regard would not occur.

The proposed project would involve the construction of a hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements. These land uses may involve the use of limited quantities of hazardous materials, similar to those analyzed in the 1999 SPEIR. Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular

maintenance of buildings and landscaping would be utilized by hotel, restaurant, and spa/pool/jacuzzis activities. In addition, new landscaping would require maintenance, which may involve the use fertilizers and pesticides. These limited quantities of hazardous materials used on-site could involve the routine transport, use, or disposal of hazardous materials associated with daily operations. The project would be subject to compliance with applicable Federal, State, and local laws regulating generation, handling, transportation and disposal of hazardous materials and waste. Therefore, project implementation would result in a less than significant impact in this regard. As proposed uses would be similar to those previously considered on-site, the potential impacts were fully analyzed in the 1999 SPEIR and no increase in significant impacts would result from the proposed project.

4.8.b *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

No New Impact/No Impact. The 1999 SPEIR concluded that the 1999 NVSP Amendment is not anticipated to result in the creation of health hazards to future residents. There are no uses in the area which may use, generate, or dispose of hazardous materials in large quantities. Impacts in this regard were determined to be less than significant.

The accidental release of hazardous substances could occur during project construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. When compared to the 1999 SPEIR, the proposed project would result in similar construction activities and similar impacts as that previously anticipated in the 1999 SPEIR. Thus, the potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

As noted above, project operations would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials. During operations, it is anticipated that strict standards implemented by the Mono County Health Department would be implemented, if necessary. Project implementation would result in similar impacts as previously anticipated in the 1999 SPEIR. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from operation of the proposed project.

4.8.c *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No New Impact/No Impact. The 1999 SPEIR concluded that the NVSP area is not located within 0.25 mile of an existing or proposed school. Therefore, no impacts occurred in this regard.

Currently, the project site is not located within 0.25 mile of an existing or proposed school. Thus, project implementation would not result in impacts involving hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of a school site. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.8.d Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No New Impact/No Impact. The 1999 SPEIR concluded that the NVSP area is not included on a list of sites containing hazardous materials, and would not result in a significant hazard to the public or to the environment.

Currently, the project site is not listed in a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.⁸ No impact would result in this regard. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.8.e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No New Impact/No Impact. The 1999 SPEIR concluded that the NVSP area is not located within an airport land use plan or within two miles of a public airport and would not result in aircraft safety hazards for people within the area. The nearest airport is located approximately 10 miles from the NVSP area.

As concluded in the 1999 SPEIR, the project site is not located within an airport land use plan, or within 2.0 miles of any public airport, public use airport, or private airstrip. Therefore, project implementation would not result in an airport-related safety hazard for people residing or working in the project area. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.8.f For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No New Impact/No Impact. Refer to Response 4.8.e.

4.8.g Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

The primary emergency evacuation route is State Route 203 (Main Street) to U.S. Highway 395. Secondary evacuation is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer months, two additional routes are available including Sherwin Creek Road and the Sawmill Cutoff, both of which are graded dirt roads. The project is required to comply with applicable Town and Mammoth Lakes Fire Protection District's (MLFPD) codes for emergency vehicle access. Construction of the proposed hotel and accessory uses would occur over

⁸ Department of Toxic Substances Control, http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed on February 26, 2014.



an existing subterranean parking structure that supports Buildings A and B of the 8050 development. The existing site access (from Canyon Boulevard) was constructed to accommodate the proposed project. Further, construction of the proposed project is not anticipated to require road closure during construction. Thus, the project would not result in significant impacts regarding interfering with the adopted emergency response plan or result in inadequate emergency access. Impacts in this regard would be less than significant.

4.8.h *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

The Town and surrounding area have been rated as having a very high fire potential. Thus, implementation of the proposed project could expose people or the new structure to risk involving wildland fires, as would be true for any development within the Town. The proposed project is subject to compliance with the Uniform Fire Code, which was amended by the MLFPD to ensure that Fire Code regulations are met. Project implementation would result in a less than significant in this regard. Refer to Response 4.14.a.1.

4.9 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. During project construction, substantially impair the water quality of receiving waters? In considering water quality, factors such as water temperature, dissolved oxygen levels, and turbidity should be considered.			✓	
b. Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or surface runoff in a manner which would result in flooding on- or off site?			✓	
e. Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?			✓	

4.9.a *During project construction, substantially impair the water quality of receiving waters? In considering water quality, factors such as water temperature, dissolved oxygen levels, and turbidity should be considered.*

No New Impact/No Impact. The 1991 PEIR determined that the quality of surface runoff could significantly be degraded as a result of development and short-term erosion associated with construction activities. The 1991 PEIR concluded that with implementation of recommended mitigation measures, impacts related to water quality would be reduced to less than significant levels. The 1994 PEIR Addendum determined that the 1994 NVSP Amendment would not result in

changes to the impacts, mitigation measures, or cumulative impacts with respect to hydrology and drainage beyond those identified in the 1991 PEIR.

The 1999 SPEIR determined that grading, excavation, and construction activities associated with development of individual sites within the NVSP area could impact water quality as a result of sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage ways. The 1999 SPEIR also discussed that development of the NVSP could result in a long-term increase of surface runoff, potentially impacting the quality of storm water and urban runoff, and subsequently impacting water quality. The 1999 SPEIR concluded that impacts to water quality would be reduced to less than significant levels with incorporation of recommended mitigation measures. However, these mitigation measures are not applicable to the proposed project.

The proposed project would be required to adhere to local and regional water quality standards and waste discharge requirements. Impervious areas would not substantially increase compared to existing conditions. Minimal earthwork activities would be required for perimeter improvements and landscaping. The proposed project would be required to implement the 1999 SPEIR Mitigation Measure 5.8-1c pertaining to the use of pervious paving materials whenever feasible. Long-term operations would be similar to that analyzed as part of the 1999 SPEIR. The proposed project would be required to comply with all the Municipal Code regulatory requirements, as well as those of the Lahontan Regional Water Quality Control Board (RWQCB). Thus, with compliance with the existing regulatory requirements, as well as implementation of the 1999 SPEIR recommended Mitigation Measure 5.8-1c, impacts resulting from the proposed project would be less than significant. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

MM 5.8-1c The following water conservation procedures shall be incorporated in the project elements where feasible:

- Landscape with low water-using plants;
- Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots, such as drip irrigation, soil moisture sensors, and automatic irrigation systems; and
- Use pervious paving materials whenever feasible.

4.9.b Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No New Impact/No Impact. The 1991 PEIR determined that the quality of groundwater would not be affected by construction activities associated with development of the NVSP and impacts in this regard would be less than significant. The 1994 PEIR Addendum determined that the 1994 NVSP Amendment would not result in changes to the impacts, mitigation measures, or cumulative impacts with respect to hydrology and drainage beyond those identified in the 1991 PEIR. The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment could affect

groundwater recharge within the basin. Proposed subdrain systems could also impact water quality. Impacts were determined to be reduced to less than significant levels with adherence to State, County, and the Town's Municipal Code requirements regarding dewatering discharges.

No impacts to groundwater during construction would occur due to the proposed project. Thus, project implementation would not deplete groundwater supplies or interfere with groundwater recharge. Therefore, impacts in this regard would be less than significant. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.9.c ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

No New Impact/No Impact. The 1991 PEIR determined that the quality of surface runoff could significantly be degraded as a result of development and short-term erosion associated with construction activities. The 1991 PEIR concluded that with implementation of recommended mitigation measures impacts to water quality would be reduced to less than significant levels. The 1994 PEIR Addendum determined that the 1994 NVSP Amendment would not result in changes to the impacts, mitigation measures, or cumulative impacts with respect to hydrology and drainage beyond those identified in the 1991 PEIR. The 1999 SPEIR determined that surface runoff velocities, volumes, and peak flow rates could increase as a result of the increase in impervious surfaces associated with the development of the 1999 NVSP Amendment. The 1999 SPEIR concluded that impacts would be reduced to less than significant levels with incorporation of recommended mitigation measures. However, these mitigation measures are not applicable to the proposed project.

The proposed project would require minor earthwork activities for perimeter improvements. During project operations, the existing on-site drainage system would support the proposed project. Further, increased runoff at the site would be minimized through implementation of pervious surfaces, where feasible (1999 SPEIR Mitigation Measure 5.8-1c). Thus, implementation of the proposed project is not anticipated to result in substantial erosion or siltation on- or off-site. Further, it is not anticipated that implementation of the proposed project would result in the exceedance of the existing stormwater system or create substantial additional sources of polluted runoff. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures: Refer to MM 5.8-1c.

4.9.d ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or surface runoff in a manner which would result in flooding on- or off site?***

No New Impact/No Impact. The 1991 PEIR addressed potential impacts associated with the increased surface runoff velocities from the NVSP area and determined that these potential impacts would constitute a significant adverse impact on downstream flooding. The 1991 NVSP incorporated a drainage plan to control excess flow which would occur from development of the

NVSP. Improvements proposed as part of the drainage plan included an additional 54-inch storm drain pipe installed parallel to the existing storm drain, modifications to portions of an existing 42-inch pipe, and a storm drain installed in Minaret Road. The 1991 PEIR concluded that implementation of recommended mitigation measures and drainage improvements would reduce potentially significant surface runoff impacts to less than significant levels. The 1994 PEIR Addendum determined that the 1994 NVSP Amendment would not result in changes to the impacts, mitigation measures, or cumulative impacts with respect to hydrology and drainage beyond those identified in the 1991 PEIR.

The 1999 SPEIR determined that surface runoff velocities, volumes, and peak flow rates could increase as a result of the increase in impervious surfaces associated with the development of the 1999 NVSP Amendment. The 1999 SPEIR concluded that impacts would be reduced to less than significant levels with incorporation of recommended mitigation measures. However, these mitigation measures are not applicable to the proposed project.

During project operations, the existing drainage system would be used to support the proposed project. Drainage is routed through the subterranean parking structure to a Conspan retention structure near the parking structure entrance on Canyon Boulevard. The drainage would not be altered as a result of the proposed project. The capacity of the existing on-site and off-site storm drain system was constructed to support future development at the project site. Implementation of the proposed project would not impact the capacity of the existing storm drain system such that on- or off-site flooding would result. Further, it is not anticipated that implementation of the proposed project would result in the exceedance of the existing stormwater system or create substantial additional sources of polluted runoff. Thus, implementation of the proposed project is not anticipated to result in substantial impacts in this regard and no mitigation measures are required. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.9.e *Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

No New Impact/No Impact. Refer to Impact Statements 4.9.c and 4.9.d.

4.9.f *Otherwise substantially degrade water quality?*

No New Impact/No Impact. The 1991 PEIR determined that the quality of surface runoff could significantly be degraded as a result of development and short-term erosion associated with construction activities. The 1991 PEIR concluded that with implementation of recommended mitigation measures impacts to water quality would be reduced to less than significant levels. The 1994 PEIR Addendum determined that the 1994 NVSP Amendment would not result in changes to the impacts, mitigation measures, or cumulative impacts with respect to hydrology and drainage beyond those identified in the 1991 PEIR.

The 1999 SPEIR determined that grading, excavation, and construction activities associated with development of individual sites within the NVSP area could impact water quality as a result of sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage ways. The 1999 SPEIR also discussed that development of the 1999 NVSP Amendment could result in a

long-term increase of surface runoff, potentially impacting the quality of storm water and urban runoff, and subsequently impacting water quality. The 1999 SPEIR concluded that impacts to water quality would be reduced to less than significant levels with incorporation of recommended mitigation measures.

Beyond analysis provided above, the proposed project is not anticipated to otherwise degrade water quality within the project area greater than that already analyzed in the 1999 SPEIR. Refer to Response 4.9.a, above. Impacts are less than significant in this regard and, based on the developed nature of the project site currently, no mitigation measures are required. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.9.g Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

According to the Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year flood hazard area.⁹ The nearest 100-year flood hazard area is located greater than one mile south of the project site (along Mammoth Creek). Thus, the project would not place housing within a 100-year flood hazard area and no impact would occur.

4.9.h Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

As previously stated in Response 4.9.g., the project site is not located within a 100-year flood hazard area. Implementation of the proposed project would result in no impacts in this regard.

4.9.i Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

As previously stated in Response 4.9.g., the project site is not subject to flooding. Additionally, the project site is not located downstream of dams or waterways. Further, based on the 2007 General Plan, no future dams or levees are anticipated in the Town. Therefore, no impacts are anticipated in this regard.

4.9.j Inundation by seiche, tsunami, or mudflow?

No New Impact/No Impact. This threshold was not addressed in the 1999 SPEIR.

⁹ Federal Emergency Management Agency, *Flood Insurance Rate Map*, Panel 1388 of 2050, Map Number 06051C1388D, effective date February 18, 2011.



Based on the General Plan PEIR, the project site is not located in an area that would be impacted by a tsunami. The impacts from mudflows are considered to be negligible given the varying topography and heavily vegetated nature of the Town. Further, the project site is not located within the vicinity of a closed body of water that would present a potential seiche inundation concern. Thus, the project site is not anticipated to experience inundation resulting from seiches, tsunamis, or mudflows. No impacts would occur.

4.10 LAND USE AND PLANNING

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Physically divide an established community?			✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	✓			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓	

4.10.a *Physically divide an established community?*

No New Impact/No Impact. The 1991 PEIR identified potentially significant impacts pertaining to changes in the existing physical land use patterns and demand both in the NVSP area and throughout the commercial areas of the Town. Mitigation measures were adopted to reduce these potentially significant impacts to less than significant levels. The 1999 SPEIR stated that the 1999 NVSP Amendment would change the permitted land uses within the NVSP and redistribute the location of various uses. Although land uses changed, the 1999 SPEIR determined that the 1999 NVSP Amendment would not physically divide an established community. Impacts were concluded to be less than significant and no mitigation measures were required.

The project site is situated in the developed area of North Village within the northwestern portion of the Town. The land uses surrounding the project site consist of visitor-oriented commercial (retail and restaurant), hotel, and condominium uses. The project proposes a hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements. The project site is surrounded by similar land uses, and thus, would be considered a continuation of the existing land use pattern. Project implementation would not result in the division of an established community. No impact would occur in this regard and no mitigation measures are required. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

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

New Potentially Significant Impact. The 1991 PEIR identified potentially significant impacts pertaining to changes in the existing physical land use patterns and demand both in the NVSP area and throughout the commercial areas of the Town, as well as development of a more intense use than the previous zoning and land uses. Mitigation measures were adopted for these potentially significant impacts. The 1991 PEIR provided a brief consistency analysis of the NVSP with the

1987 General Plan and did not identify inconsistencies. The 1994 PEIR Addendum did not provide an additional consistency analysis or recommend additional mitigation measures. The 1999 SPEIR stated that the 1999 NVSP Amendment would be consistent with the Town's 1987 General Plan goals and policies. Impacts in this regard were concluded to be less than significant.

Based on the Figure 3, *Neighborhood Character Map* of the 2007 General Plan, the project site is within the North Village District. The maximum allowable building density within the NVSP RG zone is 55 rooms per acre. The 8050 property is 1.84 acres, yielding an allowable density of 101 rooms at 55 rooms per acre. The existing Buildings A and B of the 8050 project include 28 units with an overall total of 57 bedrooms, and the existing commercial in Building B equates to seven rooms. Therefore, a maximum of 37 rooms are currently allowed for Building C.

The proposed project would construct a seven-story hotel of 34,840 square feet and up to 67 rooms, and an additional 29,910 square feet of accessory uses. This increase in density at the project site would be accommodated by a proposed density transfer from the approved Mammoth Crossing site to the project site. Thus, although the proposed project would increase densities at the site, the overall approved density for the NVSP area would remain the same after implementation of the proposed project. Development of the proposed project would require a District Zoning Amendment, Tentative Tract Map, Conditional Use Permit, Design Review Permit, and Final Map(s). Further analysis is required in order to determine whether project implementation would conflict with any applicable land use plan, policy, or regulation. Analysis of the project's consistency with the Town's parking policies will also be analyzed. Therefore, this issue will be analyzed in detail in the SEIR in order to determine whether a new impact would occur.

4.10.c Conflict with any applicable habitat conservation plan or natural community conservation plan?

No New Impact/No Impact. Refer to Response 4.4.f.

4.11 MINERAL RESOURCES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓	

4.11.a Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No New Impact/No Impact. The 1991 PEIR determined that impacts in this regard were found to be insignificant. Based on the 1999 SPEIR, the 1999 NVSP Amendment would result in the use of additional natural resources for both construction (building and foundation materials, energy for construction equipment) and long-term operations of the NVSP (energy for lighting, heating, cooling, and transportation). Based on the 1999 SPEIR, the NVSP area contains no known mineral resources. It is also noted that the NVSP area has not been delineated as an important mineral resource recovery site within the 1987 General Plan. No significant impacts were anticipated in this regard. Therefore, no significant impacts were identified in the 1999 SPEIR.

Based on Figure 4.4-1, *Mineral Resources Map*, of the 2007 General Plan PEIR, there are no mineral resources identified on the project site. Therefore, project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The project involves development of a hotel with associated accessory uses, which would be similar to the land uses anticipated in the 1999 SPEIR. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts associated with the potential loss of availability of mineral resources would result from the proposed project.

4.11.b Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No New Impact/No Impact. Refer to Response 4.11.a. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts associated with the potential loss of availability of mineral resources would result from the proposed project.



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4.12 NOISE

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✓			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓	

4.12.a Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

New Potentially Significant Impact.

Short-Term Construction Noise

The 1991 PEIR concluded that sensitive receptors in the project vicinity could experience noise levels up to 101 dBA Leq at 50 feet from the noise source as a result of pile driving activities. Mitigation measures including limitations to construction hours and the provision of noise mufflers for engine driven equipment would reduce these impacts to less than significant levels. According to the 1999 SPEIR, short-term noise impacts could occur as a result of the project's construction activities including trenching and pile driving activities. A new mitigation measure providing temporary sound barriers around pile driving sites if pile driving activities should occur within 200 feet of existing residences was recommended. In addition, haul route noise impacts were determined to be less than significant. The 1999 SPEIR concluded that the 1999 NVSP Amendment would result in reduced impacts to short-term construction noise associated with the project site upon implementation of previously identified mitigation measures, and temporary sound barriers, as applicable.

Short-term noise impacts and vibration could occur as a result of the project's construction activities. The project involves the construction of hotel and accessory uses over an existing subterranean parking structure. The proposed project would be subject to the Town's Noise Element and the Municipal Code Chapter 8.16, *Noise Regulation*. The proposed project would increase the allowable density and building height as well as decrease setbacks, which could result in increased construction activities at the site. Therefore, because the project could have a new potentially significant impact associated with construction noise sources, this issue will be analyzed in detail in the SEIR.

Long-Term Operational Noise – Mobile Sources

The 1991 PEIR concluded that existing noise levels on all major arterials and streets exceeding 60 dBA would increase due to cumulative development with or without implementation of the NVSP. However, anticipated noise levels with implementation of the NVSP would not be significantly higher than projected noise levels without the project. According to the 1999 SPEIR, development of the 1999 NVSP Amendment would result in additional traffic on adjacent roadways and contributing noise levels on adjacent roadway segments. Further, development of the 1999 NVSP Amendment would result in an increase in vehicular generated noise levels along Main Street, east of Minaret Road. However, this increase was determined to be less than significant. The 1999 SPEIR concluded that adherence to the Town's Noise Element and Title 24 of the California Code of Regulations would ensure that project impacts would remain less than significant.

The project's long-term mobile source noise impacts would be associated with vehicular traffic to and from the site (including hotel guests/residents and visitors). The proposed project would be subject to the Town's Noise Element and the Municipal Code Chapter 8.16. The project could expose sensitive receptors to a substantial increase in ambient noise resulting from increased traffic volumes generated by the project, as the project would increase on-site density. Therefore, as the project could have a new potentially significant impact associated with mobile noise sources, this issue will be analyzed in detail in the SEIR.

Long-Term Operational Noise – Stationary Sources

The 1991 PEIR determined that stationary noise impacts at the project site were insignificant as impacts were below ambient noise levels. The 1999 SPEIR concluded that long-term operations associated with the 1999 NVSP Amendment (including loading and unloading activities, mechanical equipment, and parking lots) would not result in significant impacts.

Currently, the project's long-term stationary noise impacts would be generated by deliveries, outdoor activities, and mechanical equipment on-site. The proposed project would be subject to compliance with the Town's Noise Element and the Municipal Code Chapter 8.16. As the project could have a new potentially significant impact associated with stationary noise sources, this issue will be analyzed in detail in the SEIR.

4.12.b *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

New Potentially Significant Impact. Refer to Response 4.12.a.



4.12.c *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

New Potentially Significant Impact. Refer to Response 4.12.a.

4.12.d *Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above the levels existing without the project?*

New Potentially Significant Impact. Refer to Response 4.12.a.

4.12.e *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No New Impact/No Impact. According to the 1999 SPEIR, development of the 1999 NVSP Amendment would not be located in close proximity to the Mammoth Lakes Airport (renamed Mammoth Yosemite Airport in 2000) or private airstrip and would not result in excessive noise levels generated by airport uses. The 1999 SPEIR concluded there would be no impact in this regard.

The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport or in the vicinity of a private airstrip.¹⁰ The project site is located approximately 10 miles from the Mammoth Yosemite Airport. Areas exposed to aircraft noise of CNEL 65 and higher remain within the airfield boundary of the Airport on either Airport property or vacant land controlled by the Airport through leases or use permits. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft and no impact would occur in this regard.

4.12.f *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No New Impact/No Impact. Refer to Response 4.12.e.

¹⁰ Town of Mammoth Lakes, *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, May 2007.



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4.13 POPULATION AND HOUSING

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

4.13.a *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No New Impact/No Impact. The 1991 PEIR identified a beneficial impact of the creation of an estimated 1,612 permanent new full-time employees and 106 temporary construction-related jobs as a result of the NVSP. Population increases from the NVSP were anticipated from the jobs that would be created from the hotel and commercial development. Based on the creation of an estimated 1,612 jobs and a 0.57 jobs-to-population ratio, the 1991 PEIR projected a population increase of 2,828 persons, with an accompanying housing demand of 1,230 housing units. This was identified as a significant impact which was reduced to less than significant levels upon implementation of recommended mitigation measures.

The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment could induce substantial growth in the Town's permanent year-round population as a result of the employment associated with lodging and commercial uses. The 1999 SPEIR analysis concluded that the population growth was anticipated in the 1987 General Plan and there was enough suitably zoned land and sufficient public services to accommodate the proposed increase in population. The 1999 SPEIR determined that impacts in this regard were less than significant.

The 1999 SPEIR also stated that the proposed 1999 SPEIR would result in an increased visitor population as a result of the proposed lodging. The 1999 SPEIR determined that impacts in this regard were less than significant, as this growth was anticipated in the Town's 1987 General Plan.

It should be noted that the NVSP was most recently amended in 2009 (the 2009 NVSP Amendment) in order to allow for increased densities for a development to the south of the project site (Mammoth Crossing). The Mammoth Crossing EIR determined that up to 185 employees may relocate to the Town as a result of the Mammoth Crossing Project. This growth was determined to be consistent with the growth anticipated in the 2007 General Plan and impacts associated with population growth would be less than significant and no mitigation measures were required. Further, the Mammoth Crossing EIR determined that the resultant population increase associated

with new lodging units would be consistent with the existing zoning and would not exceed the Persons At One Time (PAOT) metric that was established by the Town.

Currently, approved Building Permits for Building C of the 8050 project exist for the project site. These building permits allow for a maximum construction of 37 rooms at the project site. The proposed project would construct a seven-story hotel of 34,840 square feet and up to 67 rooms, with an additional 29,910 square feet of accessory uses. This increase in density at the project site would be accommodated by a proposed density transfer from the approved Mammoth Crossing site to the project site. Thus, although the proposed project would increase densities at the site, the overall approved density for the NVSP area would remain the same after implementation of the proposed project.

Upon approval of the proposed density transfer, the resultant population for the site would not exceed the overall assumptions for the NVSP area or the Town. Thus, potential impacts associated with population growth were fully analyzed in the 1999 SPEIR, 2007 General Plan PEIR, and Mammoth Crossing EIR, and no new impacts would result from the proposed project and no mitigation measures are required. Potential impacts were fully analyzed in the previous environmental documentation for the NVSP area and no new impacts would result with regard to increased population at the project site.

4.13.b Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No New Impact/No Impact. The 1991 PEIR did not specifically address the displacement of existing housing units. However, the housing demand of 1,230 units created by the employment associated with the proposed hotel and commercial development in the 1991 NVSP was identified as a significant impact in the 1991 PEIR. Further, it was determined that approximately 800 of the 1,230 housing units would need to be designated as affordable housing. The 1991 PEIR noted that since there was an unmet need for affordable housing in the Town, any additional demand created by the NVSP was considered a significant impact upon the Town's ability to meet the needs for affordable housing. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts, when compared to the 1991 PEIR, with respect to employment, population, and/or housing.

The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment could result in the displacement of existing housing necessitating the provision of replacement housing elsewhere. The 1999 NVSP Amendment required that the developer of a project which displaces any permanent residents from multi-family residential units which were historically rented to individuals within the range of affordable housing rents, must provide a sufficient number of bedrooms to house the same number of permanent residents displaced by the project, in a similar unit type, and at rents maintained with the affordable range. The 1999 SPEIR determined that this provision reduced the impact to a less than significant level.

The project site currently consists of an existing subterranean parking structure and does not contain any housing units. Therefore, project implementation would not displace housing or people, necessitating the construction of replacement housing elsewhere. Further, on August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In Lieu Fee Agreement for Affordable Housing Units (AH In-Lieu Fee Agreement) to mitigate the

impact the 8050 project would have on the availability of workforce housing within the community and to provide additional housing credits to the developer. The AH In-Lieu Agreement required a total payment of \$3,000,000, \$1,000,000 for each phase (e.g., Building A, B, and C). At that time, the Town's standard in-lieu fee for each Employee Housing Unit (EHU) was \$52,802. Under the AH In-Lieu Fee Agreement, the original developer paid the Town total in-lieu fees of \$2,000,000, representing a payment of \$52,632 for each of the 38 EHUs required to mitigate the total affordable housing demand generated by the 8050 Buildings A, B, and C pursuant to the AH In-Lieu Fee Agreement. Although \$1,000,000 is still due pursuant to the AH In-Lieu Fee Agreement, according strictly to the Town's previous in-lieu fee of \$52,802, and not considering the "greater housing benefit" required for in-lieu fee mitigation, an underpayment of \$170 per EHU, a total deficit of \$6,476, would exist. The Applicant is requesting to amend the AH In-Lieu Fee Agreement so that instead of the remaining \$1,000,000 being paid, \$6,476 would be paid to the Town and no additional affordable housing mitigation be required for the proposed project.

The Town's interim housing policy (Town Council Resolution 09-76) requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit would be achieved. The Town and Mammoth Lakes Housing, Inc. will be evaluating the applicant's AHMP request. Thus, upon compliance with the Town's interim housing policy, impacts in this regard would be less than significant. As no overall density increases would occur within the NVSP area, the potential impacts were fully analyzed in the 1999 SPEIR, General Plan PEIR, and Mammoth Crossing EIR and no new impacts would result from the proposed project.

4.13.c Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No New Impact/No Impact. Refer to Response 4.13.b.



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4.14 PUBLIC SERVICES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Is Required	No New Impact/No Impact	Reduced Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

4.14.a.1 *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?*

No New Impact/No Impact. The 1991 PEIR concluded that development of the NVSP would result in equipment needs for a new aerial ladder truck. In addition, over pumping capacity within the project site was identified as a concern. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts in regards to public services beyond those identified in the 1991 PEIR. With implementation of recommended mitigation measures, these impacts would be reduced to less than significant levels. Based on the 1999 SPEIR, development of the 1999 NVSP Amendment may require modifications to existing facilities to maintain acceptable service ratios and response times. According to the Mammoth Lakes Fire Protection District (MLFPD), the 1999 NVSP Amendment would increase development beyond existing conditions, and increase demands for fire protection including additional service calls. Therefore, increased fire protection service demands would result in needs for additional personnel, equipment, and specialized apparatus, as well as funding to offset the resultant increased costs. The 1999 SPEIR determined that the 1999 NVSP Amendment would result in reduced impacts to fire protection services upon implementation of recommended mitigation measures.

The MLFPD provides fire protection and emergency response to the project site. There are two fire stations that located near the project site: Fire Station 1 is located at 3150 Main Street, approximately 0.85 miles east of the project site; and Fire Station 2 is located 1574 Old Mammoth Road, approximately 1.35 miles southeast of the project site. MLFPD is equipped with 10 full time and 42

paid call personnel.¹¹ Development of the proposed project could increase the demand for fire protection services, which could result in the deterioration of fire services within the service area. Implementation of the proposed project would result in the construction of a seven-story hotel and accessory uses over an existing subterranean parking structure. The proposed project would construct 64,750 square feet and up to 67 rooms. As noted in Section 4.13, *Population and Housing*, this increase in density at the project site would be accommodated by a proposed density transfer from the approved Mammoth Crossing site to the project site. Thus, although the proposed project would increase densities at the site, the overall approved density for the NVSP area would remain the same after implementation of the proposed project. Upon approval of the proposed density transfer, the resultant population for the site would not exceed the overall assumptions for the NVSP area or the Town. Further, existing infrastructure and access to the site was designed to meet the fire services demands for the proposed project. Therefore, project impacts related to fire protection services would be less than significant. As concluded in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measures 5.10-1a, 5.10-1b, and 5.10-1c, potential impacts to fire protection services would be reduced to less than significant levels. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

- MM 5.10-1a ~~Each project~~The Applicant shall contribute a fair share financial contribution for an emergency services facility (fire and police) to be located on the site of Fire Station No. 1 on Main Street.
- MM 5.10-1b Access roads to all structures, and areas of use, shall comply with Mammoth Lakes Fire Protection District requirements~~Ordinance 98-01~~.
- MM 5.10-1c An approved water supply system capable of supplying required fire flow for fire protection purposes, as determined by the Fire District, shall be provided.

4.14.a.2 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

No New Impact/No Impact. The 1991 PEIR concluded that development of the NVSP would result in a population increase requiring a 24-hour patrol of the project site and police service calls were expected to increase by 15 to 30 percent. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts associated with public services beyond those included in the 1991 PEIR. With implementation of recommended mitigation measures, these impacts would be reduced to less than significant levels. Based on the 1999 SPEIR, although the 1999 NVSP Amendment would result in impacts to police protection during construction activities, these impacts would be short-term in nature and less than significant. However, operations of the development would result in an

¹¹ Mammoth Lakes Fire Protection District, <http://mammothlakesfd.homestead.com/Operations.html>, accessed February 28, 2014.

increase in calls for police service, and would warrant the construction of a new police station and would result in the need for alteration of the existing facility. The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment would not result in a substantial adverse physical impact regarding police protection. Implementation of mitigation measures including contribution toward a new or expanded facility would reduce these impacts to less than significant levels.

Police protection and law enforcement in the Town are provided by the Mammoth Lakes Police Department (MLPD), the Mono County Sheriff's Department (MCSD), and the California Highway Patrol (CHP). The Police Department is located at 568 Old Mammoth Road, approximately 1.2 miles from the project site. Development of the proposed project could increase the demand for police protection services, which could cause a deterioration of police services within the service area. The proposed project would construct 64,750 square feet and up to 67 rooms. Upon approval of the proposed density transfer from the approved Mammoth Crossing site to the project site, the resultant population for the NVSP area would not exceed the overall assumptions for the NVSP or the Town, and project impacts related to police protection services would be less than significant. As concluded in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.10-1a, potential impacts to police protection services would be reduced to less than significant levels. In addition, the Town's continued compliance with 2007 General Plan goals and policies as well as payment of development impact fees would further reduce potential impacts regarding police protection services. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures: Refer to MM 5.10-1a.

4.14.a.3 *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

No New Impact/No Impact. The 1991 PEIR identified an unavoidable, significant impact relating to overcrowding of school enrollment among School District facilities. The 1991 PEIR discussed the cumulative impact of the proposed projects within the Town and the development of the NVSP resulting in the need for a new elementary school. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts with respect to public services beyond those included in the 1991 PEIR.

The 1999 SPEIR concluded that implementation of the 1999 NVSP Amendment would create a housing demand of approximately 1,330 units yielding an estimated increase of 657 students. Existing school facilities would not have sufficient capacity to absorb the increase in student population. However, construction of a new facility and expansion of existing facilities would provide sufficient capacity within the Mammoth Unified School District (MUSD). Thus, the 1999 SPEIR determined that implementation of the 1999 NVSP Amendment would not result in a substantial adverse physical impact regarding school facilities. Implementation of mitigation measures including temporary portable classrooms on existing school campuses and payment of developer fees would reduce these impacts to less than significant levels.

Although the proposed project would increase densities at the site, the overall approved density for the NVSP area would remain the same after implementation of the proposed project. Upon approval of the proposed density transfer from the approved Mammoth Crossing site to the project site, the resultant population for the site would not exceed the overall assumptions for the NVSP or the Town and project impacts related to school services would be less than significant. As determined in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.10-3, potential impacts to school services would be reduced to less than significant levels. Additionally, the Town's continued compliance with 2007 General Plan implementation measures and the payment of development impact fees would ensure that potential impacts regarding school services are reduced to less than significant levels. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

MM 5.10-3 In accordance with A.B. 2926, the developer shall pay Developer Fees for commercial uses and ~~foot for~~ residential uses (condominiums).

4.14.a.4 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

No New Impact/No Impact. The 1991 PEIR concluded that development of the NVSP would create potentially significant impacts pertaining to an increase in demand of approximately 14 acres of park land. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to impacts, mitigation measures, or cumulative impacts beyond those identified in the 1991 PEIR, with respect to recreational facilities. These impacts were reduced to less than significant levels upon implementation of recommended mitigation measures.

The 1999 SPEIR concluded that implementation of the 1999 NVSP Amendment would result in a population increase that would increase the use of existing recreational facilities as well as create additional park demand. These impacts were reduced to less than significant levels upon compliance with the Town's Development Impact Fee (DIF) Program, and land dedication requirements imposed by the NVSP.

Development of the proposed project could increase the demand for recreational facilities, which could result in the deterioration in recreation services. Implementation of the proposed project would result in increased densities at the site. However, the overall approved density for the NVSP area would remain the same after implementation of the proposed project. Upon approval of the proposed density transfer from the Mammoth Crossing site to the project site, the resultant population for the site would not exceed the overall assumptions for the NVSP or the Town and project impacts related to recreational facilities would be less than significant. As determined in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.10-4a, potential impacts to recreational facilities would be reduced to less than significant levels. In addition, the Town's continued compliance with 2007 General Plan goals and policies as well as payment of development impact fees would ensure that potential impacts regarding

recreational facilities are reduced to less than significant levels. The potential impacts associated with parkland demand were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures: Refer to MM 5.10-4a.

MM 5.10-4a The ~~Applicant~~ project proponent shall contribute a fair share financial contribution in accordance with the Town's DIF Mitigation Program ~~established under Resolution 98-06.~~

4.14.a.5 *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?*

No New Impact/No Impact. The 1991 PEIR and 1994 PEIR Addendum did not specifically address impacts on library services. Based on the 1999 SPEIR, implementation of the 1999 NVSP Amendment would result in a significant increase in usage of the Mammoth Lakes Branch Library, necessitating the construction of new facilities or alteration of existing facilities. These impacts were reduced to less than significant levels upon compliance with the Town's DIF program, utilizing fees for the expansion of the library.

Implementation of the proposed project would result increased densities at the site. However, the overall approved density for the NVSP would remain the same after implementation of the proposed project. Upon approval of the proposed density transfer from the approved Mammoth Crossing site to the project site, the resultant population for the site would not exceed the overall assumptions for the NVSP or the Town. Therefore, project impacts related to library services would be less than significant. As determined in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.10-4a, potential impacts to library services would be reduced to less than significant levels. Additionally, a new Mammoth Lakes Library was completed and opened in 2007 and the Town's continued compliance with 2007 General Plan goals and policies would further reduce potential impacts regarding library services. The potential impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures: Refer to MM 5.10-4a.



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4.15 RECREATION

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

4.15.a *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No New impact/No Impact. Refer to Response 4.14.a.4.

4.15.b *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No New impact/No Impact. Refer to Response 4.14.a.4.



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4.16 TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Required	No New Impact/No Impact	Reduced Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	✓			
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

4.16.a *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

New Potentially Significant Impact. The 1991 PEIR provided an analysis of traffic generation, the NVSP Circulation Plan, pedestrian circulation, and transit. For traffic generation, a cumulative plus project scenario was presented which represented traffic conditions with full buildout of the 1991 NVSP. The level of service analysis identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at level of service (LOS) F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program.

The Circulation Plan review evaluated vehicular circulation, roadway design consideration, and access. The analysis concluded that the overall circulation for the area in the vicinity could expect to be improved by the proposed roadway network. The roadway design consideration addressed the

Canyon Road realignment and closure realignment of Bemer Street. Mitigation for the Circulation Plan was provided and included the provision of transit services.

The 1994 NVSP Amendment resulted in further analysis of traffic and circulation conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns.

The 1999 SPEIR determined that the 1999 NVSP Amendment would result in the generation of approximately 15,419 additional typical Saturday daily trips. This increase in traffic could result in potentially significant impacts to the existing LOS on three nearby intersections. The 1999 SPEIR determined that implementation of the recommended mitigation measures would reduce potentially significant impacts to less than significant levels. Further, the 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

The 1999 SPEIR also determined that the 1999 NVSP Amendment was consistent with the Town's 1987 General Plan policies that encouraged transit, pedestrian, and bicycle transportation, and discouraged vehicular transportation. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

Project implementation would increase vehicular movement at the project site during the a.m. and p.m. peak hour periods. Future increases in traffic volumes could aggravate existing deficiencies and/or cause an intersection to operate at an unacceptable LOS. Thus, a detailed analysis will be conducted as part of the SEIR, in order to determine if the proposed project would conflict with an adopted LOS standard, resulting in a new potentially significant impact, and identify project features and/or secondary improvements necessary to mitigate impacts, if applicable. A detailed analysis will also be conducted in the SEIR, in order to determine the project's consistency with the 2007 General Plan policies pertaining, but not limited to, intersections, streets, highways and freeways, parking, pedestrian and bicycle paths, and mass transit.

4.16.b *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

No New Impact/No Impact. The previous environmental documentation did not identify any applicable congestion management program (CMP). No impacts were identified in this regard.

Currently, the project site is not subject to a CMP. Thus, potential impacts associated with traffic on CMP facilities would not occur.

4.16.c *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No New Impact/No Impact. The 1999 SPEIR concluded that the 1999 NVSP Amendment would not affect air traffic patterns and would not result in safety risks should air traffic levels increase due to an increase in visitors associated with development of the 1999 NVSP Amendment.

Due to the nature and scope of the proposed project, project implementation is not anticipated to impact air traffic patterns at the Mammoth Yosemite Airport. No impacts would occur in this regard. The impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.16.d *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No New Impact/No Impact. The 1991 PEIR provided an analysis of the NVSP Circulation Plan and pedestrian circulation. The Circulation Plan review evaluated vehicular circulation, roadway design consideration, and access. The analysis concluded that the overall circulation for the area in the vicinity could expect to be improved by the proposed roadway network. The roadway design consideration addressed the Canyon Road realignment and closure realignment of Berner Street. Mitigation for the Circulation Plan was provided, and included the provision of transit services. The 1994 NVSP Amendment resulted in further analysis of circulation conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns. The 1999 SPEIR determined that implementation of the 1999 NVSP Amendment could increase hazards associated with increased pedestrian activity. The 1999 SPEIR concluded that impacts in this regard would be less than significant.

Implementation of the proposed project would result in the construction of a hotel building and accessory uses over an existing parking structure. The existing site access to the 8050 project (from Canyon Boulevard) was constructed to accommodate the proposed project. Operations of the project would continue to use the existing site access for vehicle ingress/egress, which is not anticipated to result in a substantial increase in hazards due to a design feature or incompatible uses. Impacts in this regard are less than significant and no mitigation measures are required. The impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.16.e *Result in inadequate emergency access?*

No New Impact/No Impact. Refer to Response 4.8.g.

4.16.f *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

No New Impact/No Impact. The 1991 PEIR provided an analysis of the NVSP Circulation Plan, pedestrian circulation, and transit. The Circulation Plan review evaluated vehicular circulation, roadway design consideration, and access. The analysis concluded that the overall circulation for the area in the vicinity could expect to be improved by the proposed roadway network. The roadway design consideration addressed the Canyon Road realignment and closure realignment of Berner Street. Mitigation for the Circulation Plan was provided, and included the provision of transit services. The 1994 NVSP Amendment resulted in further analysis of traffic and circulation



conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns.

The 1999 SPEIR determined that the 1999 NVSP Amendment was consistent with the Town's 1987 General Plan policies that encouraged transit, pedestrian, and bicycle transportation, and discouraged vehicular transportation. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

Operations of the project would continue to use the existing site access for vehicle ingress/egress. However, development of the proposed project would also involve improvements along Minaret Road in order to increase the pedestrian access of the site particularly from Minaret Road. These improvements would include sidewalk and public pocket park improvements as well as an information kiosk along Minaret Road to support visitor-tourist pedestrians accessing the NVSP area. The proposed project would be consistent with the Town's existing policies pertaining to public transit, bicycle, and pedestrian facilities and implementation of the proposed project would not decrease the performance or safety of such facilities. Impacts in this regard are less than significant and no mitigation measures are required. The impacts were fully analyzed in the previous environmental documentation and no new or different impacts would result from the proposed project.

4.17 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✓			
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✓			
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✓			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

4.17.a *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

New Potentially Significant Impact. According to the 1991 PEIR, the development of the NVSP was anticipated to generate approximately 459,100 gallons of wastewater per day. As the Mammoth Community Water District (MCWD) had adequate treatment capacity for project-generated wastewater flows, the 1991 PEIR concluded there was a less than significant impact on wastewater facilities. Based on the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts with respect to public utilities beyond those identified in the 1991 PEIR. According to the 1999 SPEIR, the 1999 NVSP Amendment would increase generated wastewater above existing conditions at the project site, presenting an increase in service demand for operations and maintenance of the sewer pipeline system and treatment facility. The 1999 SPEIR concluded that mitigation measures pertaining to issuance of a sewer permit and applicable fee payments prior to construction would reduce potential impacts to wastewater systems and facilities to less than significant levels.

Although implementation of the proposed project would not result in an increase in the overall density planned for the NVSP or Town, the project would increase density at the project site, which would increase wastewater generation at the site. The proposed project would be required to comply with all provisions of the Lahontan Regional Water Quality Control Board (RWQCB) and

MCWD. These project changes could result in deterioration of service levels or cause available public service infrastructure and utility system capacity to be exceeded. Thus, further analysis will be conducted as part of the SEIR to determine potential impacts in this regard.

4.17.b Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

New Potentially Significant Impact.

Water

The 1991 PEIR determined that the estimated total water demand of the development of the NVSP would be considered a potentially significant impact. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts with respect to public utilities beyond those identified in the 1991 PEIR. With implementation of recommended mitigation measures, these impacts would be reduced to less than significant levels. Based on the 1999 SPEIR, the 1999 NVSP Amendment would increase water demand above existing conditions at the project site, requiring some existing water main pipelines to be upgraded and an incremental expansion of the existing water system. The 1999 SPEIR concluded that implementation of mitigation measures would reduce potential impacts to water systems and facilities to less than significant levels.

Per a recent settlement agreement between Los Angeles Department of Water and Power (DWP) and the Mammoth Community Water District (MCWD) resolving two recent court cases, future water demands in the MCWD's service area should not exceed 4,387 acre-feet annually. Following a dry winter and a warm summer as well as a decline in groundwater aquifers, the MCWD Board enacted the "2013 MCWD Level I Water Restrictions" to place restrictions on water use. As such, project implementation could require additional water supplies to meet the increased demands of the proposed project. Thus, further analysis will be conducted as part of the SEIR to determine potential impacts in this regard.

Wastewater

According to the 1991 PEIR, MCWD would have adequate treatment capacity for project-generated wastewater flows for the development of the NVSP. The 1991 PEIR concluded there was a less than significant impact on wastewater facilities. Based on the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts with respect to public utilities beyond those identified in the 1991 PEIR. According to the 1999 SPEIR, the 1999 NVSP Amendment would increase generated wastewater above existing conditions at the project site, presenting an increase in service demand for operations and maintenance of the sewer pipeline system and treatment facility. The 1999 SPEIR concluded that mitigation measures pertaining to issuance of a sewer permit and applicable fee payments prior to construction would reduce potential impacts to wastewater systems and facilities to less than significant levels.

As discussed in Response 4.17.a, project implementation would result in an increase in density at the project site, which could increase wastewater generation placing greater demands on the existing wastewater treatment facilities. Thus, further analysis will be conducted as part of the SEIR to determine potential impacts in this regard.

4.17.c *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No New Impact/No Impact. Refer to Responses 4.9.c and 4.9.d.

4.17.d *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

New Potentially Significant Impact. Refer to Response 4.17.b.

4.17.e *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

New Potentially Significant Impact. Refer to Response 4.17.b.

4.17.f *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

No New Impact/No Impact. The 1991 PEIR concluded that the Mammoth Disposal Company would have adequate collection facilities to accommodate the development of the NVSP. Therefore, potential impacts on solid waste collection and disposal facilities would be less than significant. According to the 1994 PEIR Addendum, the 1994 NVSP Amendment resulted in no changes to the impacts, mitigation measures, or cumulative impacts in this regard. Based on the 1999 SPEIR, the 1999 NVSP Amendment would increase solid waste generation, thereby increases the demand to provide disposal service. Although sufficient permitted capacity is provided by Mammoth Disposal Company, compliance with AB 939 and the Town's Source Reduction and Recycling Element (SRRE) provisions would ensure potential impacts are maintained at less than significant levels.

Solid waste collection service for the Town is currently provided by Mammoth Disposal, Incorporated. All solid waste generated by the Town is transferred to the Benton Crossing Landfill for disposal. The landfill is approximately 145 acres in size with a landfill footprint of approximately 72 acres. The maximum daily permitted throughput is 500 tons per day. The landfill has a remaining capacity of 695,047 cubic yards of compacted waste and is projected to close in December 2023.¹² The Town is working on a long term solution to address solid waste over the next 30 years. Project implementation could increase solid waste generation, placing greater demands on collection and disposal services, and diminishing landfill capacity. With the existing capacity in the Benton Crossing Landfill, there is adequate landfill capacity that can accommodate the waste

¹² Cal Recycle, Facility/Site Summary Details: Benton Crossing Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/26-AA-0004/Detail/>, accessed March 4, 2014.

generation and disposal needs for the proposed project. Further, all future development would be subject to compliance with the Town's SRRE for solid waste reduction. As concluded in the previous environmental documentation, with implementation of the 1999 SPEIR Mitigation Measure 5.10-9, potential impacts to solid waste disposal needs would be accommodated and a less than significant impact would occur in this regard. The potential impacts associated with solid waste were fully analyzed and no new impacts would result from the proposed project.

Applicable 1999 SPEIR Mitigation Measures:

MM 5.10-9 Prior to issuance of a building permit, the applicant shall provide an Integrated Solid Waste Management Plan (ISWMP) consistent with the Town's SRRE. The plan shall address, at a minimum, the following measures: ~~construction demolition;~~ recycling; ~~composting;~~ source reduction programs; storage areas for collected recyclable materials, and disposal of hazardous waste materials used on-site.

4.17.g Comply with federal, state, and local statutes and regulations related to solid waste?

No New Impact/No Impact. The 1999 SPEIR concluded that implementation of the 1999 NVSP Amendment would result in increased solid waste generation. The 1999 SPEIR discussed that the 1999 NVSP Amendment would comply with Assembly Bill 939 to ensure that impacts are maintained at less than significant levels. The 1999 SPEIR also discussed that the project would be subject to compliance with the Town's adopted SRRE and an ISWMP. The 1999 SPEIR determined that these provisions would ensure that impacts in this regard were less than significant.

The proposed project would comply with all applicable Federal, State, and local statutes and regulations related to solid waste. As the project would generate solid waste, it would be subject to compliance with the Town's SRRE and ISWMP provisions, and the Municipal Code Chapter 8.12, *Refuse Disposal*, for solid waste reduction. The proposed project would also be required to comply with Assembly Bills 939 and 341, which require measures to enhance recycling and source reduction efforts, and expand opportunities for additional recycling services and recycling manufacturing facilities. Therefore, the project would not conflict with Federal, State, or local statutes and regulations related to solid waste, and no impact would occur in this regard. The potential impacts were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation Is Required	No New Impact/No Impact	Reduced Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			✓	
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?	✓			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓			

4.18.a *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

No New Impact/No Impact. As concluded in Section 4.4, *Biological Resources*, and Section 4.5, *Cultural Resources*, the proposed project would result in no new significant impacts involving plant and wildlife species and/or communities nor significantly impact historical/archaeological resources. The project site currently consists of a subterranean parking structure and is surrounded by existing visitor-oriented commercial uses. Implementation of the proposed project would involve the construction of a new hotel building and accessory uses over the existing subterranean parking structure. Minor earthwork activities associated with perimeter improvements would occur and although some sapling trees would be required to be removed or relocated on-site, these trees are less than six inches in diameter and would not require tree removal permits per the Town's Municipal Code.

Thus, the proposed project would not substantially reduce the habitat of a wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Further, construction of the proposed project is not anticipated to impact historic resources. Therefore, project implementation would not eliminate important examples of the major periods of California history. Additionally, the 1999 SPEIR assumed development of the project site with

commercial uses and the project site is currently developed with a subterranean parking structure. The project's potential impacts to biological and historical/archaeological resources were fully analyzed in the 1999 SPEIR and no new or different impacts would result from the proposed project.

4.18.b *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?*

New Potentially Significant Impact. A significant impact may occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. A detailed review of potentially cumulatively considerable impacts for each issue area that has been identified as potentially significant will be conducted as part of the SEIR pursuant to CEQA Guidelines Section 15130.

4.18.c *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

New Potentially Significant Impact. Project implementation could result in a new potentially significant impact, as discussed in the preceding sections. Because the proposed project could have environmental effects, which could cause substantial adverse effects on human beings, either directly or indirectly, detailed analysis will be conducted as part of the SEIR.

4.19 INVENTORY OF APPLICABLE 1999 SPEIR MITIGATION MEASURES

The following conditions and measures are taken directly from the 1999 SPEIR. Modifications to the certified mitigation measures at the time of the 1999 SPEIR are identified in strikeout text to indicate deletions and double underlined to signify additions.

AESTHETICS

Applicable 1999 SPEIR mitigation measures will be identified in the SPEIR, if necessary.

AGRICULTURE AND FOREST RESOURCES

No mitigation measures are required.

AIR QUALITY

Applicable 1999 SPEIR mitigation measures will be identified in the SPEIR, if necessary.

BIOLOGICAL RESOURCES

Applicable 1999 SPEIR Mitigation Measures:

- MM 5.9-2a The project shall preserve existing native vegetation to the maximum extent feasible. Landscaping shall emphasize the use of native plants indigenous to the Jeffrey Pine-Fir Forest plant community. Whenever possible, native plants used on-site shall be subject to the Design Review procedure of the Town.
- MM 5.9-2b Landscape materials shall be used that allow for the protection and preservation of existing trees. Native plant species, preferably from seed or cuttings from local plants, shall be used where possible. The Landscape Plan shall be approved by the Town Planning Director ~~Manager~~ prior to issuance of any construction permits.
- MM 5.9-2c Irrigation, fertilization, and other landscape management practices shall be designed to minimize effects on existing trees and other vegetation.
- MM 5.9-2d To the extent possible, native vegetation shall be retained and protected during construction. A Revegetation Plan, prepared by a qualified Landscape Architect and approved by the Town of Mammoth Lakes, shall be completed prior to the commencement of the project, which will describe in detail the species of trees and shrubs which will be used, where they will be planted, and in what numbers, and the methods of planting and maintenance which will ensure successful growth. It shall include a monitoring program to follow the progress of new plantings and ensure replacement of unsuccessful plants. Landscaping with native species of trees and shrubs shall be undertaken to enhance wildlife use of cleared areas.

- MM 5.9-2f All construction activities, including movement and storage of vehicles and the storage of building and other materials, shall be confined to areas slated for development. Care shall be taken during construction to avoid damage to vegetation and habitats not directly involved in project construction. Any vegetation inadvertently damaged outside of the area slated for development shall be replaced on a one-to-one basis on- or off-site. Off-site replacement shall require the approval of the Town Planning ~~Directory Manager~~.
- MM 5.9-2j Construction and site development, such as grading and trenching, shall be prohibited within the dripline of retained trees. Equipment shall be stored or driven under trees. Grading shall not cover the ground surface within the dripline of existing trees. Grading limits shall be clearly defined and protected.

CULTURAL RESOURCES

Applicable 1999 SPEIR Mitigation Measures:

- MM 5.11-1e In the event that a material of potential cultural significance is uncovered during grading activities on the project site, all grading in the area of the uncovered material shall cease and the project applicant shall retain a professional archaeologist to evaluate the quality and significance of the material. Grading shall not continue in the area where a material of potential cultural significance is uncovered until resources have been completely removed by the archaeologist and recorded as appropriate.
- MM 5.11-2 ~~See Mitigation Measure 5.11; in addition, if~~ human remains are discovered, work shall cease and an appropriate representative of Native American Indian groups and the County Coroner shall both be informed and consulted, as required by State law.

GEOLOGY AND SOILS

No 1999 SPEIR mitigation measures are applicable or required.

GREENHOUSE GAS EMISSIONS

Applicable 1999 SPEIR mitigation measures will be identified in the SPEIR, if necessary.

HAZARDS AND HAZARDOUS MATERIALS

No 1999 SPEIR mitigation measures are applicable or required.

HYDROLOGY AND WATER QUALITY

Applicable 1999 SPEIR Mitigation Measures:

- MM 5.8-1c The following water conservation procedures shall be incorporated in the project elements where feasible:

- Landscape with low water-using plants;
- Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots, such as drip irrigation, soil moisture sensors, and automatic irrigation systems; and
- Use pervious paving materials whenever feasible.

LAND USE AND PLANNING

Applicable 1999 SPEIR mitigation measures will be identified in the SPEIR, if necessary.

MINERAL RESOURCES

No mitigation measures are required.

NOISE

Applicable 1999 SPEIR mitigation measures will be identified in the SPEIR, if necessary.

POPULATION AND HOUSING

No 1999 SPEIR mitigation measures are applicable or required.

PUBLIC SERVICES

Applicable 1999 SPEIR Mitigation Measures:

- MM 5.10-1a ~~Each project~~ The Applicant shall contribute a fair share financial contribution for an emergency services facility (fire and police) to be located on the site of Fire Station No. 1 on Main Street.
- MM 5.10-1b Access roads to all structures, and areas of use, shall comply with Mammoth Lakes Fire Protection District requirements ~~Ordinance 98-01~~.
- MM 5.10-1c An approved water supply system capable of supplying required fire flow for fire protection purposes, as determined by the Fire District, shall be provided.
- MM 5.10-3 In accordance with A.B. 2926, the developer shall pay Developer Fees for commercial uses and ~~foot for~~ residential uses (condominiums).
- MM 5.10-4a The Applicant ~~project proponent~~ shall contribute a fair share financial contribution in accordance with the Town's DIF Mitigation Program ~~established Resolution 98-06~~.



RECREATION

Applicable 1999 SPEIR Mitigation Measures:

MM 5.10-4a Refer to Mitigation Measure 5.10-4a.

TRANSPORTATION/TRAFFIC

Applicable 1999 SPEIR mitigation measures will be identified in the SPEIR, if necessary.

UTILITIES AND SERVICE SYSTEMS

Applicable 1999 SPEIR Mitigation Measures:

MM 5.10-9 Prior to issuance of a building permit, the applicant shall provide an Integrated Solid Waste Management Plan (ISWMP) consistent with the Town's SRRE. The plan shall address, at a minimum, the following measures: ~~construction-demolition~~; recycling; ~~composting~~; source reduction programs; storage areas for collected recyclable materials, and disposal of hazardous waste materials used on-site.

5.0 REFERENCES

The following references were utilized during preparation of this Modified Initial Study/Environmental Checklist.

1. Bull Stockwell Allen, *Conditional Use Permit Submittal*, Sheet 3-10, Site Strategy, February 28, 2014.
2. Bull Stockwell Allen, *Conditional Use Permit Submittal*, Sheet 3-11, East Elevation, February 28, 2014.
3. Bull Stockwell Allen, *Conditional Use Permit Submittal*, Sheet 18-4, Minaret Road Setback Analysis, February 18, 2014.
4. Cal Recycle Website, *Facility/Site Summary Details: Benton Crossing Landfill*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/26-AA-0004/Detail/>, accessed March 4, 2014.
5. California Environmental Quality Act, 1970, as amended, Public Resources Code Sections 21000-21178, <http://ceres.ca.gov/ceqa/>.
6. California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, accessed on February 14, 2014.
7. Department of Toxic Substances Control, http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed on February 26, 2014.
8. Federal Emergency Management Agency, *Flood Insurance Rate Map*, Panel 1388 of 2050, Map Number 06051C1388D, effective date February 18, 2011.
9. Great Basin Unified Air Quality Management District, *Air Quality Maintenance Plan and PM-10 Redesignation Request for Mammoth Lakes*, adopted by the Town on November 6, 2013.
10. Google Earth Maps, <http://maps.google.com>, accessed February 2014.
11. Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review*, June 19, 2008.
12. Mammoth Community Water District Website, <http://www.mcwd.dst.ca.us/>, accessed March 3, 2014.
13. Mammoth Lakes Fire Protection District Website, <http://mammothlakesfd.homestead.com/Operations.html>, accessed February 28, 2014.
14. Mammoth Lakes Police Department Website, <http://www.j.mammothlakespd.org/>, accessed February 28, 2014.



15. Officially Designated State Scenic Highways and Historic Parkways Map, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed February 14, 2014.
16. State of California Department of Conservation California Geological Survey, *Alquist-Priolo Home Page*, http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, accessed February 25, 2014.
17. Town of Mammoth Lakes, *Design Guidelines The Village at Mammoth*, approved August 23, 2000.
18. Town of Mammoth Lakes, *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, May 2007.
19. Town of Mammoth Lakes, *Final Environmental Impact Report Mammoth Crossing Project*, April 17, 2009.
20. Town of Mammoth Lakes, *Final Environmental Impact Report North Village Specific Plan*, February 1991.
21. Town of Mammoth Lakes, *Interim Affordable Housing Mitigation Policy Resolution No. 09-76*, November 18, 2009.
22. Town of Mammoth Lakes, *North Village District Planning Study*, modified November 5, 2008, adopted by Town Council June 2009.
23. Town of Mammoth Lakes, *North Village Specific Plan*, amended through October 7, 2009, adopted December 2000.
24. Town of Mammoth Lakes, *North Village Specific Plan Environmental Impact Report Addendum*, May 1994.
25. Town of Mammoth Lakes, *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment*, October 13, 2000.
26. Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan*, August 15, 2007.
27. Town of Mammoth Lakes, *Town of Mammoth Lakes Municipal Code*, codified through Ordinance No. 13-08, passed August 7, 2013 (Supp. No. 24), <http://library.municode.com/index.aspx?clientId=16632>.



6.0 REPORT PREPARATION PERSONNEL

LEAD AGENCY:

Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
760.934.8989

Ms. Sandra Moberly, Planning Manager
Ms. Jen Daugberty, Senior Planner
Mr. Peter Bernasconi, Acting Public Works Director

PROJECT SPONSORS:

Severy Realty Group (Applicant Representative)
127 El Paseo
Santa Barbara, California 93101

Mr. Dana Severy, President

ENVIRONMENTAL CONSULTANT:

RBF Consulting
14725 Alton Parkway
Irvine, California 92618
949.472.3505

Mr. Glenn Lajoie, AICP, Principal in Charge
Mr. Eddie Torres, INCE, QA/QC – Project Director
Ms. Kristen Bogue, Project Manager
Ms. Alesia Hsiao, Environmental Analyst
Ms. Debby Hutchinson, Graphic Artist
Ms. Linda Bo, Word Processor/ Document Assembly



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Return to Jen Daugherty



COMMUNITY & ECONOMIC DEVELOPMENT

P.O. Box 1609, Mammoth Lakes, CA 93546

(760) 934-8989, fax (760) 934-8608

Project Title:	Inn at the Village
Project Location - Specific: Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	The project site is specifically located at 50 Canyon Boulevard, Mammoth Lakes, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard.
Project Description:	<p>The project proposes a seven-story hotel that includes hotel rooms, restaurant, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking structure.</p> <p>The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the North Village area. The project would necessitate three amendments to the North Village Specific Plan (NVSP): (1) an increase in the allowable development density for the project site; (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current application is to amend the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).</p>
Project Applicant (if any):	Mr. Dana Severy, President Severy Realty Group 127 El Paseo Santa Barbara, CA 93101
California Environmental Protection Agency Hazardous Waste List (if applicable):	Not Applicable

Date: March 26, 2014	Signature:	<i>Jen Daugherty</i>
	Name/Title:	Jen Daugherty, Senior Planner
	Telephone:	(760) 934-8989 x260

Consulting firm retained to prepare draft EIR (if applicable):

Name:	RBF Consulting
Address:	14725 Alton Parkway
City/State/Zip:	Irvine, California, 92618
Contact Person:	Kristen Bogue, Project Manager

No significant impact on the Police Department
D. Wats 3-27-17

April 9, 2014
 Public Scoping Meeting
 Town Hall
 437 Old Mammoth Road, Suite Z
 Mammoth Lakes, CA 93546

Member of Public	Comment
Jeff Hill (representing Fireside Condominiums HOA)	<p>Mr. Hill, representing the Fireside Condominiums Homeowners Association, would like the following environmental topic areas considered in the Subsequent Environmental Impact Report for the project:</p> <ul style="list-style-type: none"> • Potential window glare impacts as a result of the proposed glass; • A shade/shadow analysis with diagrams supplementing the analysis; • A view impact analysis from the Fireside Condominium units; • A noise analysis of the resultant construction and operations of the project; and • An analysis of the utilities impacted by the project, if any.
David Harvey (Commissioner)	<p>Mr. Harvey expressed that Section 4.0, on page 4-1, of the Initial Study provides a good summary of the tiering process and what impacts will be analyzed in the Subsequent Environmental Impact Report. Mr. Harvey also asked for clarification of the parking analysis that will be provided in the report.</p>
Colin Fernie (Vice Chair)	<p>Mr. Fernie stated that he agreed with RBF's analysis approach, particularly with regard to water supply and parking analyses.</p>
Madeleine "Mickey" Brown (Chair)	<p>Ms. Brown stated that the Initial Study is appropriate for the scope of the project. She clarified that the proposed density transfer will be implemented through an Amendment to the North Village Specific Plan. She noted that the Subsequent Environmental Impact Report should be specific on the wording used to describe the Town's requirements for the Affordable Housing Fee and the "Project Impact Evaluation Criteria" considerations.</p>

Kristen Bogue

From: Jen Daugherty <jdaugherty@townofmammothlakes.ca.gov>
Sent: Tuesday, April 15, 2014 3:43 PM
To: Eddie Torres; Kristen Bogue; danasevery@gmail.com; carney@mammothlaw.com; Gary Posekian; Ben Harth
Cc: Haislip Hayes
Subject: FW: SCH# 2014032081 - Inn at the Village

Hi Inn Team – Please see below email correspondence from Lahontan re Initial Study/NOP.

Thanks,

Jen Daugherty
Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
437 Old Mammoth Road, Suite R (FedEx, UPS, and courier)
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jdaugherty@townofmammothlakes.ca.gov

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***Beginning January 3, 2014 the Town Administrative Offices will be closed to the public on Fridays, except by appointment. Please call ahead to make an appointment if needed.*

PLEASE UPDATE YOUR ADDRESS BOOK WITH MY NEW EMAIL ADDRESS: jdaugherty@townofmammothlakes.ca.gov

From: Cass, Jehiel@Waterboards [mailto:jehiel.cass@waterboards.ca.gov]
Sent: Tuesday, April 15, 2014 3:32 PM
To: Jen Daugherty
Cc: Dellavalle, Mary@Waterboards
Subject: RE: SCH# 2014032081 - Inn at the Village

Jen – If the disturbed area is less than one acre, coverage is not required. However, post-construction (e.g. permanent) BMPs should be incorporated into the project to ensure the long term runoff is infiltrated to the maximum extent possible. It was the disturbed area that was unclear to me before.

Regards- Jay

Jehiel (Jay) Cass
Senior Water Resources Control Engineer
South Lahontan Regulatory Unit
CA Regional Water Quality Control Board
Lahontan Region (6B)
14440 Civic Dr., Ste 200
Victorville CA 92392
phone: (760) 241-2434

fax: (760) 241-7308

email: jcass@waterboards.ca.gov

web: <http://www.waterboards.ca.gov/lahontan/>

Our mission is to preserve and enhance the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations."

From: Jen Daugherty [<mailto:jdaugherty@townofmammothlakes.ca.gov>]

Sent: Tuesday, April 15, 2014 8:30 AM

To: Cass, Jehiel@Waterboards

Subject: RE: SCH# 2014032081 - Inn at the Village

Thanks. The SWPPP for the previous disturbance is no longer active (post construction BMPs are in place), so they'll plan on submitting/preparing a new SWPPP for the new disturbance (even though the new disturbance is <1acre). Sound right?

Jen Daugherty
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PLEASE UPDATE YOUR ADDRESS BOOK WITH MY NEW EMAIL ADDRESS: jdaugherty@townofmammothlakes.ca.gov

From: Cass, Jehiel@Waterboards [<mailto:jehiel.cass@waterboards.ca.gov>]

Sent: Monday, April 14, 2014 5:13 PM

To: Jen Daugherty

Subject: RE: SCH# 2014032081 - Inn at the Village

Hi Jen – I got your voice mail. It sounds like the project has two options:

1. Prepare revised SWPPP if the current stormwater project coverage is active
2. Submit for coverage now if inactive.

If grading was completed for a previous project, then post construction BMPS should now be in place correct? If this is strictly a vertical expansion, without disturbance, then possibly no Stormwater coverage is necessary.

R/ Jay

Jehiel (Jay) Cass
Senior Water Resources Control Engineer
South Lahontan Regulatory Unit
CA Regional Water Quality Control Board

Lahontan Region (6B)
14440 Civic Dr., Ste 200
Victorville CA 92392
phone: (760) 241-2434
fax: (760) 241-7308
email: jcass@waterboards.ca.gov

web: <http://www.waterboards.ca.gov/lahontan/>

Our mission is to preserve and enhance the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations."

From: Jen Daugherty [<mailto:jdaugherty@townofmammothlakes.ca.gov>]
Sent: Monday, April 14, 2014 12:10 PM
To: Cass, Jehiel@Waterboards
Subject: RE: SCH# 2014032081 - Inn at the Village

Hi Jay,

Thank you for your comments. To clarify, the site is already disturbed at 62% lot coverage (more than 1 acre) because the parking garage is already built. The project will sit on top of this parking garage. However, there will be some additional disturbance along the Minaret Road side of the project for pedestrian/frontage improvements. Lot coverage will increase from 62% to 70%.

I assume your comments are still applicable, but I just want to confirm. Please do not hesitate to call if you want to discuss.

Thanks again,

Jen Daugherty
Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
437 Old Mammoth Road, Suite R (FedEx, UPS, and courier)
Mammoth Lakes, CA 93546
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PLEASE UPDATE YOUR ADDRESS BOOK WITH MY NEW EMAIL ADDRESS: jdaugherty@townofmammothlakes.ca.gov

From: Cass, Jehiel@Waterboards [<mailto:jehiel.cass@waterboards.ca.gov>]
Sent: Friday, April 11, 2014 6:09 PM
To: Jen Daugherty
Cc: state.clearinghouse@opr.ca.gov
Subject: SCH# 2014032081 - Inn at the Village

Jen: Following are Water Board comments on the Notice of Preparation of a subsequent EIR for the Inn at the Village project located in Mammoth Lakes CA.

Because the project's disturbed area will exceed one-acre, coverage under the statewide general construction permit 2009-0009-DWQ is required. The permit requires developing a Stormwater Pollution Prevention Plan (SWPPP) that identifies appropriate site specific Best Management Practices (BMPs) to control stormwater runoff during the construction and post-construction phases of the project.

The SWPPP must be prepared by a Qualified Stormwater Developer (QSD) and implemented by a Qualified Stormwater Practitioner (QSP).

The site development must incorporate BMPS appropriate for ensuring Low Impact Development (LID) principles are integrated into the design. The LID features must ensure that post-construction runoff does not exceed pre-development conditions. Excess stormwater and snow melt runoff should be infiltrated and percolated on-site.

The general stormwater permit can be accessed at the State Board web site:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml

If you have any questions please contact me.
Regards- Jay

Jehiel (Jay) Cass
Senior Water Resources Control Engineer
South Lahontan Regulatory Unit
CA Regional Water Quality Control Board
Lahontan Region (6B)
14440 Civic Dr., Ste 200
Victorville CA 92392
phone: (760) 241-2434
fax: (760) 241-7308
email: jcass@waterboards.ca.gov
web: <http://www.waterboards.ca.gov/lahontan/>

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NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net



April 16, 2014

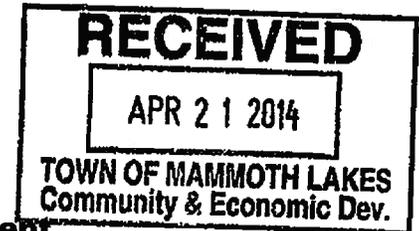
Ms. Jen Daugherty, Planning Manager

Town of Mammoth Lakes**Department of Community & Economic Development**

P.O.Box 1609

437 Old Mammoth Road Suite B

Mammoth Lakes, CA 93546



Sent by FAX to:

760-934-8608

No. of Pages:

3

RE: SCH#2014032081; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Inn at the Village Project; located in the Town of Mammoth Lakes; Mono County, California

Dear Ms. Daugherty:

A record search of the NAHC Sacred Lands Inventory failed to indicate the presence of Native American traditional cultural places of the Project site(s) or 'areas of Potential effect' (APE), submitted to this office. However, there are Native American cultural resources in close proximity to the APE. Note also that the absence of archaeological resources does not preclude their existence at the subsurface level.

In the 1985 Appellate Court decision (170 Cal App 3rd 604), the Court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

When the project becomes public, please inform the Native American contacts as to the nature of the project (e.g. residential, renewable energy, infrastructure or other appropriate type). Attached is a list of Native American tribes, Native American individuals or organizations that may have knowledge of cultural resources in or near the proposed project area (APE). As part of the consultation process, the NAHC recommends that local government and project developers contact the tribal governments and Native American individuals on the list in order to determine if the proposed action might impact any cultural places or sacred sites.

California Government Code Sections 65040.12(e) defines 'environmental justice' to provide "fair treatment of people...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." Also, Executive Order B-10-11 requires that state agencies "consult with Native American

tribes, their elected officials and other representatives of tribal governments in order to provide meaningful input into...the development of legislation, regulations, rules and policies on matter that may affect tribal communities."

If you have any questions or need additional information, please contact me at (916) 373-3715.

Sincerely,

Dave Singleton
Program Analyst

Attachments

**Native American Contacts
Mono County California
April 16, 2014**

Benton Paiute Reservation
Billie (Jake) Saulque, Chairperson
25669 Highway 6 PMB I Paiute
Benton , CA 93512
numic@qnet.com
(760) 933-2321
(760)933-2412

Mono Lake Indian Community
Charlotte Lange, Chairperson
P.O. Box 117 Mono
Big Pine , CA 93513 Northern Paiute
clange2008@hotmail.com
(760) 938-1190

Big Pine Paiute Tribe of the Owens Valley
Genevieve Jones, Chairperson
P. O. Box 700 Owens Valley Paiute
Big Pine , CA 93513
G.Jones@BigPinePaiute.org
760- 938-2003
760-938-2942-FAX
(760) 938-2942-FAX

Big Pine Band of Owens Valley THPO
Bill Helmer, Tribal Historic Preservation Officer
P.O. Box 700 Paiute
Big Pine , CA 93513
b.helmer@bigpinepaiute.org
(760) 938-2003
(760) 938-2942 - FAX
(760) 938-2942 fax

Bishop Paiute Tribe
Dale Chad Delgado, Chairperson
50 Tu Su Lane Paiute - Shoshone
Bishop , CA 93514
(760) 873-3584
(760) 873-4143 - FAX
(760) 873-4143

Walker River Reservation
Melanie McFalls, Chairperson
P.O. Box 220 Northern Paiute
Schurz , NV 89427
775-773-2306
775-773-2585 - Fax

Bridgeport Paiute Indian Colony
John L. Glazier, Chairperson
P.O. Box 37 Paiute
Bridgeport , CA 93517
chair@bridgeportindiancolon
(760) 932-7083
(760) 932-7846 Fax

Bishop Paiute Tribe THPO
Raymond Andrews, THPO
50 Tu Su Lane Paiute - Shoshone
Bishop , CA 93514
(760) 873-8435 ext 250
(760) 920-0357 - cell - cell
gwest@ovcdc.com
(760) 873-4143 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

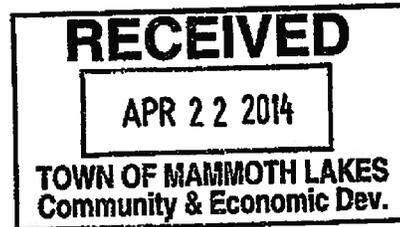
This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014032081; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Inn at the Village Project; located in the Town of Mammoth Lakes; Mono County, California.



Mammoth Lakes Fire Protection District
Post Office Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
760-934-2300 Fax- 760-934-9210

April 21, 2014

Town of Mammoth Lakes
Ms. Jen Daugherty, Senior Planner
PO Box 1609
Mammoth Lakes, CA 93546



Re: Comments on Modified Initial Study/Environmental Checklist

Thank you for the opportunity to comment on study for the Inn at the Village Project. The following are the comments from the Fire District:

General Comment:

The project proponent shall provide a name for the project that is not similar to an already existing name or location in town.

Exhibit 2-4, East Building Elevation:

Provide an additional exhibit that does not include the St Regis or Hillside project.

Page 2-12, Construction Parking, Mobilization, and Storage of Materials:

The current structures on the southeast corner of Minaret and Main Street (White Stag and Ullur Lodges) shall remain accessible to emergency services throughout the use of the property. Should the structures be removed, the use of the property would be greatly enhanced for the uses proposed by this project.

Page 2-14, Snow Country Design

The existing 80/50 structures have exhibited cornice and ice buildups as a result of their design. The buildups have been on the Minaret Road side of the structure and have required closing of the sidewalk below until the safety hazard was eliminated. In reviewing the proposed setback and design concept diagrams, it appears that the proposed design concepts will encourage the buildup of cornices on the projected roof lips. While stylish, the designer needs to ensure that there is adequate roof access to remove developing cornices, especially if walkways and pocket parks are proposed below.

Ms. Jen Daugherty
April 21, 2014
Page 2

Page 4.8-4, 4.8h:

The State of California adopted the California Amended International Fire Code in 2007. The Uniform Fire Code is no longer the standard for the state. The Fire District has instituted local amendments to the California Amended International Fire Code.

Page 4.14-1/4.14.-2, Over Pumping Capacity Potential/MM 5.10-1c:

As the height of the proposed project is taller than the previously designed structure, and if the water supply line for the fire suppression system for Building C is going to come from the existing buildings, a calculation needs to be performed to determine if the existing line capacity and fire pump are adequate to provide adequate flows for the proposed project.

Page 4.14-2, Contribute a Fair Share Financial Contribution:

The project proponent shall be required to pay the increase in Developer Impact Fees for the currently proposed project verses the original anticipated project.

Page 4.14-2, All Structures, and Areas of Use Shall Comply with Fire District Requirements:

The Fire District shall require that the project proponent provide a fire lane on Minaret Road that is 60 feet by 16 feet in size. This area shall be outside of any drop off/loading area or driveway and located in the vicinity of the southeast corner of the structure (diagram attached). The lane shall be maintained and be part of the project's snow removal responsibilities.

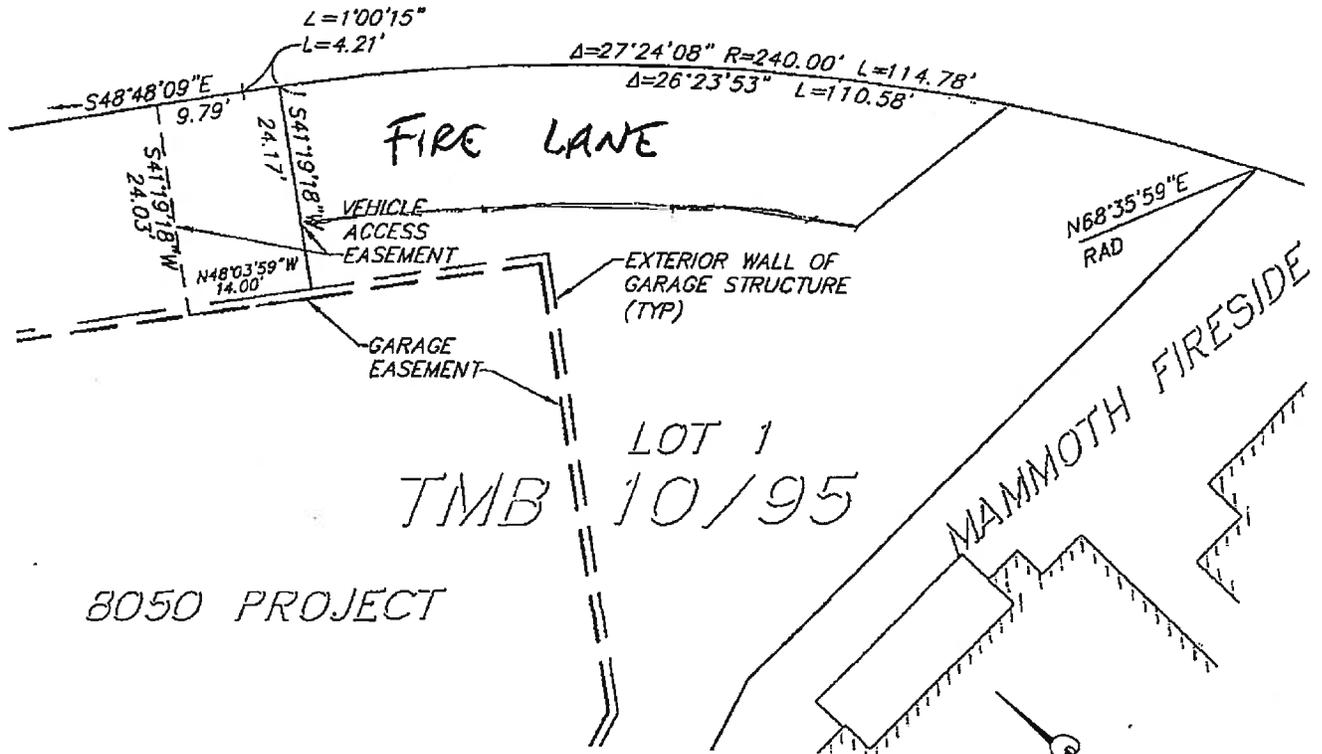
Thank you again for the opportunity to comment on the project. If there are any questions, please feel free to contact me at your convenience.

Sincerely,



THOM HELLER
Fire Marshal

MINARET ROAD



SCALE: 1"=20'

DRIVEWAY MAP FOR MINARET ROAD
ENTRANCE/EXIT

JOB NO.: 2410.6
DATE: 4/21/09

EXHIBIT C-2
PAGE 2 OF 2

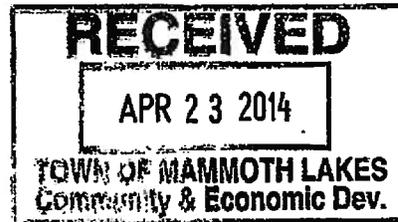


DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0754
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*



April 23, 2014

Ms. Jen Daugherty, Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546-1609

File: Mno-203-4.7
NOP DEIR
SCH#: 2014032081

Inn at the Village – Notice of Preparation of a draft Environmental Impact Report

Dear Ms. Daugherty:

The California Department of Transportation (Caltrans) District 9 appreciates the opportunity to comment on the proposed Inn at the Village – a redesign of Building C, above the existing parking structure, and part of the previously approved 8050 Club, abutting Minaret Road (State Route 203). Thank you also for emailing the Traffic Analysis (dated April 14, 2014).

Please consider the following in design and environmental analysis:

- Consider implications of any reduced front yard setback along Minaret Road, regarding architectural or other items abutting or adjacent to State Right-of-way (e.g. overhangs, drainage, landscaping, etc.).
- As proposed, the existing project garage egress onto Minaret Road would remain. However, that driveway and other facilities (e.g. sidewalks, ramps) may need to be reconstructed to meet current Caltrans standards. Any improvements would need to match with the Town's proposed sidewalk project that extends to the Minaret Road/Main Street/Lake Mary Road intersection.
- Ensure safety and adequate circulation for construction staging (parking, mobilization, and material storage) proposed at the southeast corner of the Minaret Road/Main Street/Lake Mary Road intersection.
- An encroachment permit will be required for improvements within State right-of-way or traffic control affecting the same.

Ms. Daugherty
April 23, 2014
Page 2

- In the Traffic Analysis, the statements re: the Forest Trail/Main Street (SR 203) intersection (page 3, 2nd to last paragraph) about signal warrants could be clarified. As we have told the Town in the past, warrants are not based on Saturday peak volumes during ski season, but on annual average volumes per the California Manual of Uniform Traffic Control Devices. We have also noted that a signal warrant(s) being met doesn't guarantee the initiation of a project to install a signal. Two of the primary issues that need to be addressed at this intersection are frontage road connections and funding by the various parties involved (including Caltrans, the Town, and the property owner of the south leg driveway). The Town may wish to consider analysis of a signal system warrant, rather than a volume based warrant.

We will review and comment again during the DEIR phase. We value our cooperative working relationship with the Town of Mammoth Lakes related to transportation issues. Please contact me at (760) 872-0785, with any questions.

Sincerely,



GAYLE J. ROSANDER
IGR/CEQA Coordinator

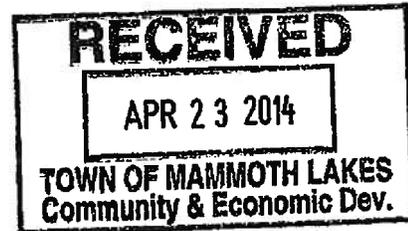
c: State Clearinghouse
Mark Reistetter, Caltrans



Mammoth Community Water District
Post Office Box 597
1315 Meridian Blvd.
Mammoth Lakes, CA 93546
(760) 934-2596

April 23, 2014

Via E-mail
Jen Daugherty
Senior Planner
Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546



Subject: MCWD comments regarding the Notice of Preparation for a Draft Subsequent Environmental Impact Report (SEIR): Inn at the Village

Dear Ms. Daugherty,

MCWD appreciates the opportunity to provide scoping comments regarding potential impacts to public utilities for the Proposed Inn at the Village Project (Proposed Project). As you are aware, the MCWD relied on the Program EIR for the Town of Mammoth Lakes' General Plan Update (TOML General Plan), approved in 2007, to develop future projections in water and wastewater service demand. These projected demands are used to plan future infrastructure projects and forecast water supply demands. Changes to these demand projections for public utility services resulting from the revised project description for the Proposed Project need to be clearly identified and evaluated. The MCWD recommends the SEIR for the Proposed Project include a comparison of water demand and wastewater flow between the Proposed Project and the project proposed in the North Village District Planning Study (2009). In addition, please describe how the density transfer between the Mammoth Crossing Project to the Proposed Project will be assured.

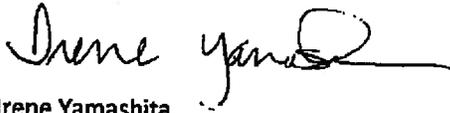
The cumulative impact section of the SEIR should review the density tables contained in the TOML General Plan and compare those projected build-out density tables with actual density increases that have been approved by the Town and the potential for other density increases. The densities presented in the TOML General Plan are used by MCWD to project build-out demand on water and wastewater services; however, it is difficult to base our planning efforts on unlimited ceilings for density bonuses.

The Modified Initial Study for the Proposed Project includes a description of the MCWD settlement agreement with the Los Angeles Department of Water and Power that limits the amount of water

MCWD can use. Descriptions in the SEIR regarding the settlement agreement should make clear that water demand includes process, recycled, raw, potable, and non-revenue water.

The MCWD staff is available to provide assistance as necessary. If you require additional clarification or assistance, please contact Irene Yamashita at 760-934-2596 ext. 314. Thank you for your consideration of our comments.

Sincerely

A handwritten signature in black ink, appearing to read "Irene Yamashita", with a long horizontal flourish extending to the right.

Irene Yamashita
Environmental Specialist/Public Affairs



11.2 Traffic Study



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
PT. RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO

May 8, 2014

Ms. Jen Daugherty
Community and Economic Development Department
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Subject: The Inn at the Village Project – Traffic Analysis

Dear Ms. Daugherty:

This is a traffic analysis for The Inn at the Village Project located at 50 Canyon Boulevard in the Town of Mammoth Lakes (Town). Figure 1 (all figures provided as Attachment 1) illustrates the project location.

The initial design proposal for Building C (the third and final building) of the 8050 Complex consisted of 73 bedrooms. A valet parking stacking analysis was prepared (dated October 23, 2013) to address potential stacking on site as a result of the proposed project and its valet parking operation. Based on the results of this valet parking stacking analysis, the proposed valet operation with three valet parking attendants would not adversely affect on-site circulation. The driveway entry and valet drop-off area would provide adequate storage for vehicles entering the site without queuing onto Canyon Road.

The project description has since been revised (i.e., reduced by six bedrooms) from 73 bedrooms to 67 bedrooms. Potential vehicle stacking has already been addressed. Therefore, the purpose of this traffic analysis is to identify potential circulation impacts based on the current project description of 67 bedrooms, as described below.

The 8050 Complex (including The Inn at the Village) is located in the Resort General (RG) zone of the North Village Specific Plan (NVSP). With an NVSP allowable density of 55 bedrooms per acre, the 1.84-acre 8050 Complex property has an allowable density of 101 bedrooms on site. The existing Buildings A and B include 28 units (with 57 bedrooms) and 3,335 square feet (sf) of ground-floor commercial space including fine dining. With the NVSP-mandated conversion of commercial space to bedrooms (450 sf of commercial space equals one bedroom), the existing 3,335 sf of commercial space is equivalent to seven bedrooms. Therefore, the existing site (Buildings A and B) is equivalent to 64 bedrooms. A maximum of 37 new bedrooms could be constructed on site (Building C) in order for the project to be within the allowable density of the NVSP.

The proposed Building C includes 67 one-bedroom units. At project completion, 131 total bedrooms would be located on the 8050 Complex site (64 existing bedrooms in Buildings A and B, and 67 proposed bedrooms in Building C). The proposed project expansion of 67 bedrooms would result in 30 bedrooms over the maximum allowable density.

As such, a traffic analysis is required to evaluate the potential impacts. One analysis will address the project's impacts on the existing environment resulting from addition of the project (67 bedrooms). A second analysis will assess the impacts of the project on a cumulative condition (i.e., existing

5/8/14 «P:\SMM1301\traffic analysis4.doc»

environment plus approved Town projects). The third analysis will determine the impacts of the 30 bedrooms over the current maximum allowable density on the build-out of the current General Plan.

In order to exceed the maximum allowable density on site by 30 bedrooms but remain within the overall maximum density of the entire NVSP, 30 bedrooms will be “transferred” to the project site from another site within the NVSP. Mammoth Crossings, which is located in the NVSP, has been identified as the site where the project will obtain 30 bedrooms. Two alternative parcels within the Mammoth Crossings site (i.e., Whiskey Creek, at the northwest corner of Minaret Road/Lake Mary Road–Main Street, or Uller, at the southeast corner of Minaret Road/Lake Mary Road–Main Street) could serve as the “sending site.”

The proposed project also includes 10,700 sf of accessory, guest-serving retail uses (i.e., food and beverage service, spa, etc.). These uses are intended to be amenities to the proposed project and its guests.

Study Area

Based on review of the 8050 Complex site plan, location, and the magnitude of the overall project, the study area is comprised of the following four intersections and seven roadway segments:

Intersections

1. Canyon Boulevard/Lake Mary Road
2. Minaret Road/Lake Mary Road–Main Street
3. Minaret Road/Forest Trail
4. Forest Trail/Main Street

Roadway Segments

1. Canyon Boulevard north of Lake Mary Road
2. Minaret Road north of Lake Mary Road–Main Street
3. Minaret Road south of Lake Mary Road–Main Street
4. Lake Mary Road west of Canyon Boulevard
5. Lake Mary Road–Main Street between Canyon Boulevard and Minaret Road
6. Main Street east of Minaret Road
7. Forest Trail east of Minaret Road

Weekend peak-hour intersection and roadway segment counts were obtained from the *Town of Mammoth Lakes Travel Demand Model Final Report* (LSC Transportation Consultants, Inc. 2011) for locations in the project vicinity. For purposes of the traffic analysis, the Existing and Alternative X (Buildout “Baseline” + Existing Network) traffic volumes were used.

Analysis Methodology and Performance Criteria

To determine the peak-hour operations of intersections within the study area, the Highway Capacity Manual (HCM) 2010 methodology was used. The peak-hour operation of the future roundabout at Minaret Road/Forest Trail was determined using the *SIDRA 6* software. The HCM and *SIDRA 6* worksheets for existing (and all future) conditions are provided as Attachments 3 and 4, respectively.

The Town's level of service (LOS) (which is defined using letter grades A–F) standard for intersections is LOS D, which corresponds to a delay of 55.0 seconds or less for signalized intersections. An intersection is considered satisfactory when it operates in the range of LOS A to D. An unsignalized intersection would be considered deficient if an individual minor street movement operates at LOS E or F (greater than 35.0 seconds of delay) and the total minor approach delay exceeds four vehicle hours for a single-lane approach and five vehicle hours for a multilane approach, consistent with the adopted Circulation Element and General Plan.

Roadway segment volume-to-capacity (v/c) ratios and LOS were determined using the Town's peak-hour roadway capacities. The Town's LOS standard for roadway segments is also LOS D. A significant impact occurs on a roadway segment operating at unsatisfactory LOS E or F when deficiencies are identified at the adjacent intersections or driveways as described above.

Baseline (No Project) Conditions

Using available data from the *Town of Mammoth Lakes Travel Demand Model Final Report*, the peak-hour operations of the study area intersections and roadway segments have been determined for Existing, Cumulative, and Buildout (Alternative X) baseline (no project) conditions.

The Buildout (Alternative X) baseline (no project) volumes from the *Town of Mammoth Lakes Travel Demand Model Final Report* were used to develop the Cumulative peak-hour intersection and roadway segment volumes. Because the Town's model includes the maximum allowable density on the project site (8050 Complex), including uses and bedrooms not currently built, the manual reduction of peak-hour trips equivalent to 37 bedrooms from the project site has been applied to the Buildout (Alternative X) baseline (no project) volumes to represent the Cumulative baseline conditions. The peak-hour trips of 37 total bedrooms from the project site were removed from the study area intersection and roadway segment volumes. The volume adjustments are provided as Attachment 5.

Existing Conditions. A summary of Existing (baseline) intersection LOS is presented in Table A (all tables provided as Attachment 2). As this table indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street currently operate at satisfactory LOS C or better. The two-way stop-controlled (TWSC) intersections of Minaret Road/Forest Trail and Forest Trail Main Street currently operate at satisfactory LOS D. It should be noted that Minaret Road/Forest Trail will be converted to a roundabout under future (Cumulative) conditions as required by a cumulative project on the east side of Minaret Road.

Existing (baseline) peak-hour roadway segment traffic volumes and v/c ratios are presented in Table B. As this table indicates, all study area roadway segments currently operate at satisfactory LOS C or better, with the exception of Canyon Boulevard north of Lake Mary Road (LOS F).

Cumulative Conditions. A summary of Cumulative (baseline) intersection LOS is presented in Table C (and Table E). As this table indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street, as well as the Minaret Road/Forest Trail roundabout, are forecast to operate at satisfactory LOS D or better. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay is less than five vehicle hours (i.e., 3.228 vehicle hours). Therefore, all study area intersections are forecast to operate at satisfactory LOS.

Historically, Forest Trail/Main Street would have been improved through installation of other traffic signals along Main Street at Center Street or Mountain Boulevard, thus creating gaps in traffic for pedestrians and vehicles. However, the California Department of Transportation (Caltrans) has indicated that traffic signal warrants are not based on Saturday (weekend) peak volumes during ski season but on annual average volumes per the California Manual of Uniform Traffic Control Devices (CAMUTCD). Because the peak activity within the Town occurs during a few months out of the year and on the weekends, the annual average volumes may not satisfy the need for a signal. Caltrans has suggested analysis of a coordinated signal system (Warrant 6 of the CAMUTCD). However, Forest Trail/Main Street is located less than 1,000 feet west of an existing signal. Therefore, the coordinated signal system warrant may not be applicable. Caltrans has also noted that meeting a traffic signal warrant(s) does not guarantee the initiation of a project to install a signal. Furthermore, two primary issues that would need to be addressed prior to consideration of a signal at this intersection are frontage road connections and funding by the various parties involved (i.e., Caltrans, the Town, and the property owner[s] of the south leg driveway). In this context, there are no direct, feasible improvements to address this condition.

Cumulative (baseline) peak-hour roadway segment traffic volumes and v/c ratios are presented in Table D (and Table F). As this table indicates, Canyon Boulevard north of Lake Mary Road and Minaret Road south of Lake Mary Road–Main Street are forecast to operate at unsatisfactory LOS E or F. All other study area roadway segments are forecast to operate at satisfactory LOS D or better (v/c less than or equal to 0.90).

Buildout Conditions. A summary of Buildout (baseline) intersection LOS is presented in Table G (and Table I). As this table indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street, as well as the Minaret Road/Forest Trail roundabout, are forecast to operate at satisfactory LOS D or better. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay is less than five vehicle hours (i.e., 3.310 vehicle hours). Therefore, all study area intersections are forecast to operate at satisfactory LOS.

Buildout (baseline) peak-hour roadway segment traffic volumes and v/c ratios are presented in Table H (and Table J). As this table indicates, Canyon Boulevard north of Lake Mary Road, Minaret Road south of Lake Mary Road–Main Street, and Lake Mary Road–Main Street between Canyon Boulevard and Minaret Road are forecast to operate at unsatisfactory LOS E or F. All other study area roadway segments are forecast to operate at satisfactory LOS D or better (v/c less than or equal to 0.90).

Project Trip Generation, Distribution, and Assignment

Typical winter weekend peak-hour trips were generated for the proposed 67-unit project (67 additional bedrooms and 30 bedrooms beyond the maximum allowable density) using empirical survey data from

a study conducted in the Village in February and March 2008 (provided as Attachment 6). This study evaluated trip generation characteristics of occupied units in the North Village (Village Lodges and Westin Hotel) and included trip generation consideration of guest-serving uses within these projects such as restaurants, bars, spas, pools, conference facilities, etc. For example, guest-serving amenities in the Westin Hotel include a full-service restaurant/bar, meeting spaces (2,050 sf), lobby used for drinks/snacks and presentations, workout/fitness studio, heated outdoor pool (2,000 sf), and ski/snowboard storage/rental.

The trip rate applied in this study is 0.28 trip per occupied unit which is the high end of the survey results. The project trip generation for the 10,700 sf of guest-serving uses (i.e., food and beverage service, spa, etc.) is incorporated within the 0.28 trip rate applied to each occupied unit.

The basis for using an observed/measured rate from the Village Lodges is that the data reflects the net vehicular trip generation while recognizing the proximity of its resort units to accessory retail and restaurant uses, as well as to the gondola and other retail and restaurant attractions in the North Village area. The surveyed trip rate of 0.28 trip per occupied unit (with 54 percent inbound and 46 percent outbound) is conservative and inclusive of all vehicle trip types (i.e., resort trips only, accessory retail [non-hotel] trips only, and trips for multiple uses). Therefore, no additional guest-serving retail trips have been included in the trip generation for the proposed 67 one-bedroom units.

As such, for purposes of the Existing Plus Project impact assessment, 67 bedrooms would generate 19 peak-hour trips (10 inbound and 9 outbound) on a typical weekend. These 19 peak-hour trips were overlaid onto the Existing baseline traffic volumes.

For purposes of the Cumulative Plus Project (Whiskey Creek or Uller) impact assessment, the peak-hour trips associated with 67 bedrooms (including the current maximum allowable density of 37 bedrooms on the project site and 30 bedrooms from the Mammoth Crossing [Whiskey Creek or Uller] sending site to exceed the this maximum allowable density) were applied to the Cumulative baseline traffic volumes. The 37 bedrooms of the maximum allowable density would generate approximately 10 peak-hour trips (5 inbound and 5 outbound). The 30 bedrooms beyond the maximum allowable density would generate 9 peak-hour trips (5 inbound and 4 outbound). 10 peak-hour trips were overlaid onto the Cumulative baseline traffic volumes, and 9 peak-hour trips were redistributed (or transferred) from the Mammoth Crossing (Whiskey Creek or Uller) sending site to the project site using the Cumulative baseline traffic volumes.

For purposes of the impact assessment of Buildout Plus Project conditions, the 9 peak-hour trips associated with 30 bedrooms beyond the maximum allowable density were redistributed (or transferred) from the Mammoth Crossing (Whiskey Creek or Uller) sending site to the project site using the Buildout baseline traffic volumes.

Project-related trips were distributed through the study area intersections and roadway segments based on expected travel patterns between the project and local destinations. Based on review of the trip distribution percentages the approved Mammoth Crossings project in relation to the project location, approximately 15 percent of the project trips are destined to/from the northwest along Minaret Road, 30 percent of the project trips are destined to/from the south along Minaret Road, 35 percent of the project trips are destined to/from the east along Main Street, 20 percent of the project trips are destined to the west along Canyon Boulevard (i.e., 15 percent) and Lake Mary Road (i.e., 5 percent). The project trip distribution and assignment are illustrated on Figure 2.

Project Impact Assessment

A traffic analysis was prepared to address potential impacts to the surrounding circulation network based on collection of study area traffic data from the *Town of Mammoth Lakes Travel Demand Model Final Report*. Specifically, an analysis of Existing Plus Project (67 bedrooms), Cumulative Plus Project (67 bedrooms) for Whiskey Creek or Uller, and Buildout Plus Project (30 bedrooms beyond the maximum allowable density) for Whiskey Creek or Uller traffic conditions at the study area intersections and roadway segments was conducted to determine the ability of the circulation system to accommodate the proposed project. The resulting traffic volumes were examined to determine peak-hour intersection LOS. The traffic volumes were also used to calculate peak-hour roadway segment v/c ratios and LOS. The following discussion presents the results of the Plus Project analysis.

The project trip generation and assignment of 19 peak-hour trips (10 inbound and 9 outbound) at the unsignalized project driveway along Canyon Boulevard would have a nominal effect on the Town's LOS standards and delay thresholds (including the minor street approach delay). Therefore, the focus of the impact analysis is on study area intersections and roadway segments.

Existing Plus Project Conditions. As Table A indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street would operate at satisfactory LOS C or better under Existing Plus Project conditions. The TWSC intersections of Minaret Road/Forest Trail and Forest Trail/Main Street would operate at satisfactory LOS D. Therefore, the project would not create a significant impact to a study area intersection under Existing Plus Project conditions.

As Table B indicates, all study area roadway segments would operate at satisfactory LOS C or better under Existing Plus Project conditions, with the exception of Canyon Boulevard north of Lake Mary Road (LOS F). Although the project would increase the v/c at this segment, significant impacts would not occur at the adjacent intersections of Canyon Boulevard/Lake Mary Road or Minaret Road/Lake Mary Road–Main Street. Therefore, the project would not create an impact to the study area roadway segments under Existing Plus Project conditions.

Cumulative Plus Project (Whiskey Creek) Conditions. As Table C indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street, as well as the Minaret Road/Forest Trail roundabout, would operate at satisfactory LOS D or better under Cumulative Plus Project (Whiskey Creek) conditions. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (i.e., 3.310 vehicle hours). Therefore, the project would not create a significant impact to a study area intersection under Cumulative Plus Project (Whiskey Creek) conditions.

As Table D indicates, Canyon Boulevard north of Lake Mary Road, Minaret Road south of Lake Mary Road–Main Street, and Lake Mary Road–Main Street between Canyon Boulevard and Minaret Road would operate at unsatisfactory LOS E or F under Cumulative Plus Project (Whiskey Creek) conditions. Although the project would increase the v/c at these three roadway segments, the project would add 8 or fewer peak-hour trips to these locations. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create an impact to the study area roadway segments under Cumulative Plus Project (Whiskey Creek) conditions.

Cumulative Plus Project (Uller) Conditions. As Table E indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street, as well as the Minaret Road/Forest Trail roundabout, would operate at satisfactory LOS D or better under Cumulative Plus Project (Uller) conditions. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (i.e., 3.310 vehicle hours). Therefore, the project would not create a significant impact to a study area intersection under Cumulative Plus Project (Uller) conditions.

As Table F indicates, Canyon Boulevard north of Lake Mary Road, Minaret Road south of Lake Mary Road–Main Street, and Lake Mary Road–Main Street between Canyon Boulevard and Minaret Road would operate at unsatisfactory LOS E or F under Cumulative Plus Project (Uller) conditions. Although the project would increase the v/c at these three roadway segments, the project would add 13 or fewer peak-hour trips to these locations. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create an impact to the study area roadway segments under Cumulative Plus Project (Uller) conditions.

Buildout Plus Project (Whiskey Creek) Conditions. As Table G indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street, as well as the Minaret Road/Forest Trail roundabout, would operate at satisfactory LOS D or better under Buildout Plus Project (Whiskey Creek) conditions. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (i.e., 3.3107 vehicle hours). Therefore, based on the transfer of 30 bedrooms from Whiskey Creek to the project site (and the redistribution of the equivalent peak-hour trips), the project would not create a significant impact to a study area intersection under Buildout Plus Project (Whiskey Creek) conditions.

As Table H indicates, Canyon Boulevard north of Lake Mary Road, Minaret Road south of Lake Mary Road–Main Street, and Lake Mary Road–Main Street between Canyon Boulevard and Minaret Road would operate at unsatisfactory LOS E or F under Buildout Plus Project (Whiskey Creek) conditions. However, the transfer of 30 bedrooms from Whiskey Creek to the project site (and the redistribution of the equivalent peak-hour trips) would not increase the v/c at these three roadway segments. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create an impact to the study area roadway segments under Buildout Plus Project (Whiskey Creek) conditions.

Buildout Plus Project (Uller) Conditions. As Table I indicates, the signalized intersections of Canyon Boulevard/Lake Mary Road and Minaret Road/Lake Mary Road–Main Street, as well as the Minaret Road/Forest Trail roundabout, would operate at satisfactory LOS D or better under Buildout Plus Project (Uller) conditions. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (i.e., 3.310 vehicle hours). Therefore, based on the transfer of 30 bedrooms from Uller to the project site (and the redistribution of the equivalent peak-hour trips), the project would not create a significant impact to a study area intersection under Buildout Plus Project (Uller) conditions.

As Table J indicates, Canyon Boulevard north of Lake Mary Road, Minaret Road south of Lake Mary Road–Main Street, and Lake Mary Road–Main Street between Canyon Boulevard and Minaret Road would operate at unsatisfactory LOS E or F under Buildout Plus Project (Uller) conditions. Although the transfer of 30 bedrooms from Uller to the project site (and the redistribution of the equivalent peak-hour trips) would increase the v/c at the roadway segment of Canyon Boulevard north of Lake Mary Road, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create an impact to the study area roadway segments under Buildout Plus Project (Uller) conditions.

Conclusion

The surrounding circulation network could accommodate the proposed project of 67 bedrooms (and 30 bedrooms over the maximum allowable density) and 10,700 sf of guest-serving amenities on site. Based on evaluation of study area intersections and roadway segments, The Inn at the Village project would not result in any significant impacts. Therefore, 30 bedrooms could be transferred to the project site from one of two alternative parcels within the Mammoth Crossings site (i.e., Whiskey Creek or Uller) in order to remain within the overall maximum density of the entire NVSP. The project will also be required to pay applicable Development Impact Fees toward town-wide transportation projects.

Sincerely,

LSA ASSOCIATES, INC.


Les Card, P.E.
Principal and CEO



- Attachments:
- Attachment 1 – Figures 1 and 2 (2 pages)
 - Attachment 2 – Tables A through J (10 pages)
 - Attachment 3 – HCM 2010 worksheets (14 pages)
 - Attachment 4 – *SIDRA 6* worksheets and Forest Trail/Main Street volumes (7 pages)
 - Attachment 5 – Volume Adjustments (5 pages)
 - Attachment 6 – Trip Generation Study (5 pages)

ATTACHMENT 1

FIGURES 1 AND 2

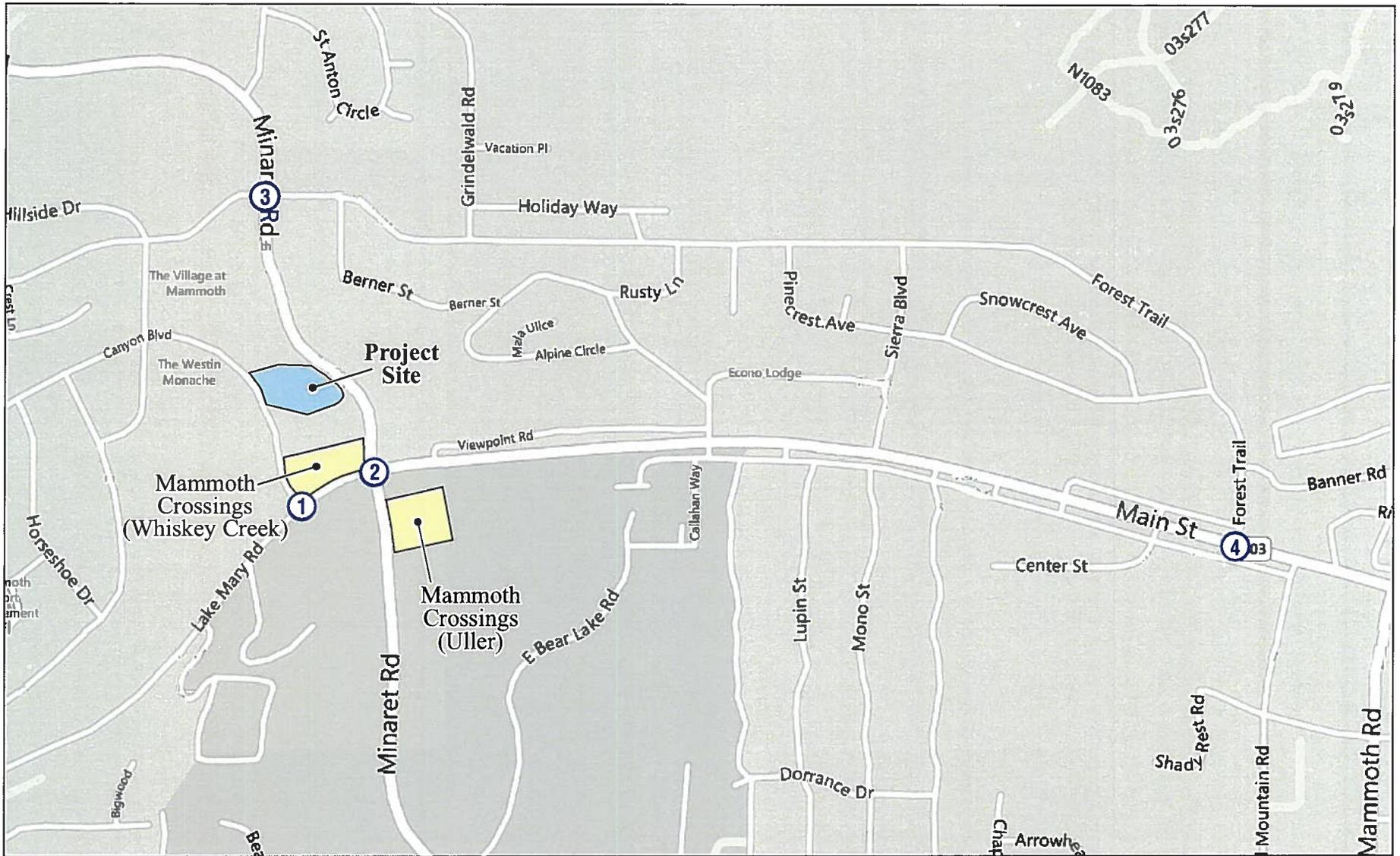


FIGURE 1

LSA



LEGEND
 ① - Study Area Intersections

The Inn at the Village
 Project Location and
 Study Area Intersections



FIGURE 2

LSA



LEGEND

- ① - Study Area Intersections
- ← (X) - Project Trip Distribution Percentage
- X - Total Project (67 Bedrooms) Peak Hour Trips

SOURCE: Bing Maps
 I:\SMM1301G\Trip Distribution.cdr (4/11/14)

ATTACHMENT 2
TABLES A THROUGH J

Table A: Existing and Existing Plus Project Intersection LOS Summary

	Intersection	Traffic Control	Existing Baseline		Existing Plus Project		Peak-Hour Δ in Delay	Significant Project Impact?
			Delay ¹	LOS	Delay ¹	LOS		
1	Canyon Blvd/Lake Mary Rd	Signal	9.8 sec	A	9.9 sec	A	0.1 sec	No
2	Minaret Rd/Lake Mary Rd-Main St	Signal	30.0 sec	C	30.0 sec	C	0.0 sec	No
3	Minaret Rd/Forest Trail	TWSC	0.386 hr	D	0.388 hr	D	0.002 hr	No
4	Forest Trail/Main St	TWSC	1.123 hr	D	1.130 hr	D	0.007 hr	No

LOS = level of service

TWSC = two-way stop-controlled

¹ For signalized intersections, delay is the average intersection delay in seconds (sec).

The Town's LOS standard for signalized intersections is LOS D (less than 55.0 sec of delay).

For TWSC intersections, delay is the worst-case total minor street approach delay in hours (hr).

The Town's LOS standard for unsignalized intersections is LOS D (less than 35.0 sec of delay) and less than four vehicle hours

of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

Table B: Existing and Existing Plus Project Roadway Segment LOS Summary

Roadway	Segment	Capacity	Existing Baseline			Existing Plus Project			Significant Project Impact? ¹
			Peak-Hour Volume	V/C	LOS	Peak-Hour Volume	V/C	LOS	
Canyon Blvd	north of Lake Mary Rd	800	875	1.09	F	894	1.12	F	No
Minaret Rd	north of Lake Mary Rd-Main St	1,500	934	0.62	B	937	0.62	B	No
	south of Lake Mary Rd-Main St	1,400	718	0.51	A	724	0.52	A	No
Lake Mary Rd-Main St	west of Canyon Blvd	800	327	0.41	A	328	0.41	A	No
	between Canyon and Minaret	1,600	1,211	0.76	C	1,226	0.77	C	No
	east of Minaret Rd	3,200	1,596	0.50	A	1,603	0.50	A	No
Forest Trail	east of Minaret Rd	500	129	0.26	A	129	0.26	A	No

LOS = level of service

V/C = volume-to-capacity ratio

¹ The Town's LOS standard for roadway segments is LOS D. A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

Table C: Cumulative and Cumulative Plus Project (Whiskey Creek) Intersection LOS Summary

	Intersection	Traffic Control	Cumulative Baseline		Cumulative Plus Project (Whiskey Creek)		Peak-Hour Δ in Delay	Significant Project Impact?
			Delay ¹	LOS	Delay ¹	LOS		
1	Canyon Blvd/Lake Mary Rd	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2	Minaret Rd/Lake Mary Rd-Main St	Signal	39.6 sec	D	39.9 sec	D	0.3 sec	No
3	Minaret Rd/Forest Trail ²	Roundabout ³	43.3 sec	D	43.5 sec	D	0.2 sec	No
4	Forest Trail/Main St	TWSC	3.228 hr	F	3.310 hr	F	0.082 hr	No

LOS = level of service

TWSC = two-way stop-controlled

¹ For signalized intersections, delay is the average intersection delay in seconds (sec).

The Town's LOS standard for signalized intersections is LOS D (less than 55.0 sec of delay).

For TWSC intersections, delay is the worst-case total minor street approach delay in hours (hr).

The Town's LOS standard for unsignalized intersections is LOS D (less than 35.0 sec of delay) and less than four vehicle hours

of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

² This intersection will be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.

³ Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Table D: Cumulative and Cumulative Plus Project (Whiskey Creek) Roadway Segment LOS Summary

Roadway	Segment	Capacity	Cumulative Baseline			Cumulative Plus Project (Whiskey Creek)			Significant Project Impact? ¹
			Peak-Hour Volume	V/C	LOS	Peak-Hour Volume	V/C	LOS	
Canyon Blvd	north of Lake Mary Rd	800	935	1.17	F	943	1.18	F	No
Minaret Rd	north of Lake Mary Rd-Main St	1,500	1,236	0.82	D	1,238	0.83	D	No
	south of Lake Mary Rd-Main St	1,400	1,378	0.98	E	1,382	0.99	E	No
Lake Mary Rd- Main St	west of Canyon Blvd	800	396	0.50	A	396	0.50	A	No
	between Canyon and Minaret	1,600	1,446	0.90	D	1,454	0.91	E	No
	east of Minaret Rd	3,200	2,007	0.63	B	2,011	0.63	B	No
Forest Trail	east of Minaret Rd	500	237	0.47	A	237	0.47	A	No

LOS = level of service

V/C = volume-to-capacity ratio

¹ The Town's LOS standard for roadway segments is LOS D. A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

Table E: Cumulative and Cumulative Plus Project (Uller) Intersection LOS Summary

	Intersection	Traffic Control	Cumulative Baseline		Cumulative Plus Project (Uller)		Peak-Hour Δ in Delay	Significant Project Impact?
			Delay ¹	LOS	Delay ¹	LOS		
1	Canyon Blvd/Lake Mary Rd	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2	Minaret Rd/Lake Mary Rd-Main St	Signal	39.6 sec	D	39.9 sec	D	0.3 sec	No
3	Minaret Rd/Forest Trail ²	Roundabout ³	43.3 sec	D	43.5 sec	D	0.2 sec	No
4	Forest Trail/Main St	TWSC	3.228 hr	F	3.310 hr	F	0.082 hr	No

LOS = level of service

TWSC = two-way stop-controlled

¹ For signalized intersections, delay is the average intersection delay in seconds (sec).

The Town's LOS standard for signalized intersections is LOS D (less than 55.0 sec of delay).

For TWSC intersections, delay is the worst-case total minor street approach delay in hours (hr).

The Town's LOS standard for unsignalized intersections is LOS D (less than 35.0 sec of delay) and less than four vehicle hours

of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

² This intersection will be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.

³ Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Table F: Cumulative and Cumulative Plus Project (Uller) Roadway Segment LOS Summary

Roadway	Segment	Capacity	Cumulative Baseline			Cumulative Plus Project (Uller)			Significant Project Impact? ¹
			Peak-Hour Volume	V/C	LOS	Peak-Hour Volume	V/C	LOS	
Canyon Blvd	north of Lake Mary Rd	800	935	1.17	F	948	1.19	F	No
Minaret Rd	north of Lake Mary Rd-Main St	1,500	1,236	0.82	D	1,238	0.83	D	No
	south of Lake Mary Rd-Main St	1,400	1,378	0.98	E	1,378	0.98	E	No
Lake Mary Rd-Main St	west of Canyon Blvd	800	396	0.50	A	397	0.50	A	No
	between Canyon and Minaret	1,600	1,446	0.90	D	1,459	0.91	E	No
	east of Minaret Rd	3,200	2,007	0.63	B	2,011	0.63	B	No
Forest Trail	east of Minaret Rd	500	237	0.47	A	237	0.47	A	No

LOS = level of service

V/C = volume-to-capacity ratio

¹ The Town's LOS standard for roadway segments is LOS D. A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

Table G: Buildout and Buildout Plus Project (Whiskey Creek) Intersection LOS Summary

	Intersection	Traffic Control	Buildout Baseline		Buildout Plus Project (Whiskey Creek)		Peak-Hour Δ in Delay	Significant Project Impact?
			Delay ¹	LOS	Delay ¹	LOS		
1	Canyon Blvd/Lake Mary Rd	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2	Minaret Rd/Lake Mary Rd-Main St	Signal	39.9 sec	D	39.9 sec	D	0.0 sec	No
3	Minaret Rd/Forest Trail ²	Roundabout ³	43.5 sec	D	43.5 sec	D	0.0 sec	No
4	Forest Trail/Main St	TWSC	3.310 hr	F	3.310 hr	F	0.000 hr	No

LOS = level of service

TWSC = two-way stop-controlled

¹ For signalized intersections, delay is the average intersection delay in seconds (sec).

The Town's LOS standard for signalized intersections is LOS D (less than 55.0 sec of delay).

For TWSC intersections, delay is the worst-case total minor street approach delay in hours (hr).

The Town's LOS standard for unsignalized intersections is LOS D (less than 35.0 sec of delay) and less than four vehicle hours of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

² This intersection will be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.

³ Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Table H: Buildout and Buildout Plus Project (Whiskey Creek) Roadway Segment LOS Summary

Roadway	Segment	Capacity	Buildout Baseline			Buildout Plus Project (Whiskey Creek)			Significant Project Impact? ¹
			Peak-Hour Volume	V/C	LOS	Peak-Hour Volume	V/C	LOS	
Canyon Blvd	north of Lake Mary Rd	800	943	1.18	F	943	1.18	F	No
Minaret Rd	north of Lake Mary Rd-Main St	1,500	1,238	0.83	D	1,238	0.83	D	No
	south of Lake Mary Rd-Main St	1,400	1,382	0.99	E	1,382	0.99	E	No
Lake Mary Rd- Main St	west of Canyon Blvd	800	396	0.50	A	396	0.50	A	No
	between Canyon and Minaret	1,600	1,454	0.91	E	1,454	0.91	E	No
	east of Minaret Rd	3,200	2,011	0.63	B	2,011	0.63	B	No
Forest Trail	east of Minaret Rd	500	237	0.47	A	237	0.47	A	No

LOS = level of service

V/C = volume-to-capacity ratio

¹ The Town's LOS standard for roadway segments is LOS D. A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

Table I: Buildout and Buildout Plus Project (Uller) Intersection LOS Summary

	Intersection	Traffic Control	Buildout Baseline		Buildout Plus Project (Uller)		Peak-Hour Δ in Delay	Significant Project Impact?
			Delay ¹	LOS	Delay ¹	LOS		
1	Canyon Blvd/Lake Mary Rd	Signal	9.9 sec	A	9.9 sec	A	0.0 sec	No
2	Minaret Rd/Lake Mary Rd-Main St	Signal	39.9 sec	D	39.9 sec	D	0.0 sec	No
3	Minaret Rd/Forest Trail ²	Roundabout ³	43.5 sec	D	43.5 sec	D	0.0 sec	No
4	Forest Trail/Main St	TWSC	3.310 hr	F	3.310 hr	F	0.000 hr	No

LOS = level of service

TWSC = two-way stop-controlled

¹ For signalized intersections, delay is the average intersection delay in seconds (sec).

The Town's LOS standard for signalized intersections is LOS D (less than 55.0 sec of delay).

For TWSC intersections, delay is the worst-case total minor street approach delay in hours (hr).

The Town's LOS standard for unsignalized intersections is LOS D (less than 35.0 sec of delay) and less than four vehicle hours of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

² This intersection will be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.

³ Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Table J: Buildout and Buildout Plus Project (Uller) Roadway Segment LOS Summary

Roadway	Segment	Capacity	Buildout Baseline			Buildout Plus Project (Uller)			Significant Project Impact? ¹
			Peak-Hour Volume	V/C	LOS	Peak-Hour Volume	V/C	LOS	
Canyon Blvd	north of Lake Mary Rd	800	943	1.18	F	948	1.19	F	No
Minaret Rd	north of Lake Mary Rd-Main St	1,500	1,238	0.83	D	1,239	0.83	D	No
	south of Lake Mary Rd-Main St	1,400	1,382	0.99	E	1,378	0.98	E	No
Lake Mary Rd- Main St	west of Canyon Blvd	800	396	0.50	A	396	0.50	A	No
	between Canyon and Minaret	1,600	1,454	0.91	E	1,459	0.91	E	No
	east of Minaret Rd	3,200	2,011	0.63	B	2,011	0.63	B	No
Forest Trail	east of Minaret Rd	500	237	0.47	A	237	0.47	A	No

LOS = level of service

V/C = volume-to-capacity ratio

¹ The Town's LOS standard for roadway segments is LOS D. A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

ATTACHMENT 3
HCM 2010 WORKSHEETS

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Existing No Project
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↔	↑	↑	↔	↔	↔		
Volume (veh/h)	15	160	185	205	435	10		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/mn	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	17	178	206	228	493	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	472	723	723	615	1378	627		
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.00		
Sat Flow, veh/h	951	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	17	178	206	228	493	0		
Grp Sat Flow(s),veh/h/mn	951	1863	1863	1583	1774	1615		
Q Serve(g_s), s	0.5	2.7	3.1	4.2	4.1	0.0		
Cycle Q Clear(g_c), s	3.6	2.7	3.1	4.2	4.1	0.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	472	723	723	615	1378	627		
V/C Ratio(X)	0.04	0.25	0.28	0.37	0.36	0.00		
Avail Cap(c_a), veh/h	472	723	723	615	1378	627		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.9	8.5	8.7	9.0	9.0	0.0		
Incr Delay (d2), s/veh	0.1	0.8	1.0	1.7	0.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/mn	0.2	1.5	1.8	2.1	2.1	0.0		
LnGrp Delay(d),s/veh	10.1	9.3	9.7	10.7	9.7	0.0		
LnGrp LOS	B	A	A	B	A			
Approach Vol, veh/h	195	434		493				
Approach Delay, s/veh	9.4	10.2		9.7				
Approach LOS	A	B		A				
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.6		20.6		20.6
Change Period (Y+Rc), s				4.6		4.6		4.6
Max Green Setting (Gmax), s				16.0		16.0		16.0
Max Q Clear Time (g_c+H1), s				5.6		6.1		6.2
Green Ext Time (p_c), s				4.9		3.4		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Existing No Project
Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↔	↔	↑	↔	↔	↑	↔	↔	↔	↔
Volume (veh/h)	85	385	125	70	295	125	305	240	85	475	50	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, 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
Adj Sat Flow, veh/h/mn	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	94	428	139	78	328	139	339	267	94	568	0	117
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	748	334	289	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	94	428	139	78	328	139	339	267	94	568	0	117
Grp Sat Flow(s),veh/h/mn	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	3.3	8.7	6.1	2.7	6.4	6.1	13.2	9.4	3.5	11.8	0.0	4.9
Cycle Q Clear(g_c), s	3.3	8.7	6.1	2.7	6.4	6.1	13.2	9.4	3.5	11.8	0.0	4.9
Prop In Lane	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	323	748	334	289	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.29	0.57	0.42	0.27	0.44	0.41	0.64	0.48	0.20	0.71	0.00	0.33
Avail Cap(c_a), veh/h	323	748	334	289	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	28.3	27.3	22.5	27.3	27.2	24.2	22.9	20.8	28.6	0.0	25.9
Incr Delay (d2), s/veh	2.3	3.2	3.8	2.3	1.8	3.7	5.7	2.9	0.9	5.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/mn	1.8	4.5	3.0	1.5	3.3	3.0	7.3	5.3	1.7	6.4	0.0	2.4
LnGrp Delay(d),s/veh	24.8	31.5	31.1	24.8	29.2	30.9	30.0	25.8	21.8	33.9	0.0	28.4
LnGrp LOS	C	C	C	C	C	C	C	C	C	C		C
Approach Vol, veh/h	661				545		700			685		
Approach Delay, s/veh	30.4				29.0		27.3			33.0		
Approach LOS	C				C		C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	28.0	9.1	20.9		22.0	9.0	21.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	24.0	5.1	16.9		18.0	5.0	17.0					
Max Q Clear Time (g_c+H1), s	15.2	4.7	10.7		13.8	5.3	8.4					
Green Ext Time (p_c), s	3.8	0.0	4.1		2.3	0.0	5.3					

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

Notes
User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
3: Minaret Road & Forest Trail

Existing No Project
Saturday Peak Hour

Intersection									
Int Delay, s/veh	4.9								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	20	25	90	15	15	10	70	165	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	28	100	17	17	11	78	183	28

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1273	1273	761	1322	1314	197	817	0	0
Stage 1	906	906	-	353	353	-	-	-	-
Stage 2	367	367	-	969	961	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	144	167	405	133	158	844	811	-	-
Stage 1	331	355	-	664	631	-	-	-	-
Stage 2	653	622	-	305	335	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	113	134	405	77	127	844	811	-	-
Mov Cap-2 Maneuver	215	233	-	99	188	-	-	-	-
Stage 1	295	320	-	592	562	-	-	-	-
Stage 2	557	554	-	189	302	-	-	-	-

Approach	EB			WB			NB		
HCM Control Delay, s	25.9			34.7			2.7		
HCM LOS	D			D			D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	811	-	-	319	165	1360	-	-
HCM Lane V/C Ratio	0.096	-	-	0.47	0.269	0.053	-	-
HCM Control Delay (s)	9.9	0	-	25.9	34.7	7.8	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %ile Q(veh)	0.3	-	-	2.4	1	0.2	-	-

Total Minor Street Approach Delay = 40 vehicles x 34.7 seconds per vehicle / 3,600 seconds per hour = 0.386 vehicle hours

HCM 2010 TWSC
3: Minaret Road & Forest Trail

Existing No Project
Saturday Peak Hour

Intersection			
Int Delay, s/veh	0.6		

Movement	SBL	SBT	SBR
Vol, veh/h	65	635	100
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	72	706	111

Major/Minor	Major2		
Conflicting Flow All	211	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1360	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1360	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.6
HCM LOS	D

Minor Lane/Major Mvmt
Capacity (veh/h)
HCM Lane V/C Ratio
HCM Control Delay (s)
HCM Lane LOS
HCM 95th %ile Q(veh)

HCM 2010 TWSC
4: Forest Trail & Main Street

Existing No Project
Saturday Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	870	15	15	535	60	15	0	20	125	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	967	17	17	594	67	17	0	22	139	6	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	661	0	0	983	0	0	1341	1702	492	1178	1678	331
Stage 1	-	-	-	-	-	-	1008	1008	-	661	661	-
Stage 2	-	-	-	-	-	-	333	694	-	517	1017	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	923	-	-	698	-	-	111	91	522	146	94	665
Stage 1	-	-	-	-	-	-	258	316	-	418	458	-
Stage 2	-	-	-	-	-	-	654	442	-	509	313	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	923	-	-	698	-	-	100	87	522	~135	90	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	197	200	-	259	199	-
Stage 1	-	-	-	-	-	-	253	310	-	410	447	-
Stage 2	-	-	-	-	-	-	599	431	-	478	307	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	18.5	31.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	306	923	-	-	698	-	-	256	665
HCM Lane V/C Ratio	0.127	0.018	-	-	0.024	-	-	0.564	0.05
HCM Control Delay (s)	18.5	9	-	-	10.3	-	-	35.8	10.7
HCM Lane LOS	C	A	-	-	B	-	-	E	B
HCM 95th %ile Q(veh)	0.4	0.1	-	-	0.1	-	-	3.2	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon
 Total Minor Street Approach Delay = 130 vehicles x 31.1 seconds per vehicle / 3,600 seconds per hour = 1.123 vehicle hours

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Existing Plus Project
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↔	↑	↑	↑	↔	↔		
Volume (veh/h)	16	160	185	213	442	10		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	-	-	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	18	178	206	237	501	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	469	723	723	615	1378	627		
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.00		
Sat Flow, veh/h	943	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	18	178	206	237	501	0		
Grp Sat Flow(s),veh/h/ln	943	1863	1863	1583	1774	1615		
Q Serve(g_s), s	0.6	2.7	3.1	4.4	4.1	0.0		
Cycle Q Clear(g_c), s	3.7	2.7	3.1	4.4	4.1	0.0		
Prop In Lane	1.00	-	-	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	469	723	723	615	1378	627		
V/C Ratio(X)	0.04	0.25	0.28	0.39	0.36	0.00		
Avail Cap(c_a), veh/h	469	723	723	615	1378	627		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.9	8.5	8.7	9.1	9.0	0.0		
Incr Delay (d2), s/veh	0.2	0.8	1.0	1.8	0.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	1.5	1.8	2.2	2.2	0.0		
LnGrp Delay(d),s/veh	10.1	9.3	9.7	10.9	9.7	0.0		
LnGrp LOS	B	A	A	B	A			
Approach Vol, veh/h	196	443	501					
Approach Delay, s/veh	9.4	10.3	9.7					
Approach LOS	A	B	A					
Timer	1	2	3	4	5	6	7	8
Assigned Phs					4	6		8
Phs Duration (G+Y+Rc), s					20.6	20.6		20.6
Change Period (Y+Rc), s					4.6	4.6		4.6
Max Green Setting (Gmax), s					16.0	16.0		16.0
Max Q Clear Time (g_c+I1), s					5.7	6.1		6.4
Green Ext Time (p_c), s					4.9	3.4		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Notes
 User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Existing Plus Project
Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Volume (veh/h)	86	388	128	70	299	125	308	240	85	475	50	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/m	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	96	431	142	78	332	139	342	267	94	568	0	119
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	748	334	288	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Gp Volume(v), veh/h	96	431	142	78	332	139	342	267	94	568	0	119
Gp Sat Flow(s),veh/h/m	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	3.3	8.7	6.2	2.7	6.5	6.1	13.4	9.4	3.5	11.8	0.0	5.0
Cycle Q Clear(g_c), s	3.3	8.7	6.2	2.7	6.5	6.1	13.4	9.4	3.5	11.8	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Gp Cap(c), veh/h	321	748	334	288	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.30	0.58	0.42	0.27	0.44	0.41	0.64	0.48	0.20	0.71	0.00	0.33
Avail Cap(c_a), veh/h	321	748	334	288	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	28.3	27.3	22.5	27.4	27.2	24.3	22.9	20.8	28.6	0.0	26.0
Incr Delay (d2), s/veh	2.4	3.2	3.9	2.3	1.9	3.7	5.9	2.9	0.9	5.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/m	1.8	4.6	3.1	1.5	3.4	3.0	7.4	5.3	1.7	6.4	0.0	2.4
LnGrp Delay(d),s/veh	25.0	31.6	31.2	24.8	29.3	30.9	30.1	25.8	21.8	33.9	0.0	28.5
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	669			549			703			687		
Approach Delay, s/veh	30.5			29.0			27.4			33.0		
Approach LOS	C			C			C			C		

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		28.0	9.1	20.9		22.0	9.0	21.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		24.0	5.1	16.9		18.0	5.0	17.0
Max Q Clear Time (g_c+1), s		15.4	4.7	10.7		13.8	5.3	8.5
Green Ext Time (p_c), s		3.8	0.0	4.0		2.3	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

Notes
User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
3: Minaret Road & Forest Trail

Existing With Project
Saturday Peak Hour

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	20	25	90	15	15	10	70	166	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	28	100	17	17	11	78	184	28

Major/Minor	Minor2	Minor1	Major1
Conflicting Flow All	1276	1276	763
Stage 1	908	908	-
Stage 2	368	368	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	144	167	404
Stage 1	330	354	-
Stage 2	652	621	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	112	134	404
Mov Cap-2 Maneuver	214	232	-
Stage 1	294	319	-
Stage 2	556	553	-

Approach	EB	WB	NB
HCM Control Delay, s	26	34.9	2.7
HCM LOS	D	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	318	164	1358	-	-
HCM Lane V/C Ratio	0.096	-	-	0.472	0.271	0.053	-	-
HCM Control Delay (s)	9.9	0	-	26	34.9	7.8	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %ile Q(veh)	0.3	-	-	2.4	1	0.2	-	-

Total Minor Street Approach Delay = 40 vehicles x 34.9 seconds per vehicle / 3,600 seconds per hour = 0.388 vehicle hours

HCM 2010 TWSC
3: Minaret Road & Forest Trail

Existing With Project
Saturday Peak Hour

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	65	637	100
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	72	708	111
Major/Minor	Major2		
Conflicting Flow All	212	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1358	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1358	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0.6		
HCM LOS			
Minor Lane	Major	Mvmt	

HCM 2010 TWSC
4: Forest Trail & Main Street

Existing Plus Project
Saturday Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	873	15	15	538	60	15	0	20	125	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	970	17	17	598	67	17	0	22	139	6	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	987	0	0	1347	1710	493	1182	1684	332
Stage 1	-	-	-	-	-	-	1012	1012	-	664	664	-
Stage 2	-	-	-	-	-	-	335	698	-	518	1020	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	921	-	-	696	-	-	110	90	522	145	93	664
Stage 1	-	-	-	-	-	-	256	315	-	416	456	-
Stage 2	-	-	-	-	-	-	653	440	-	509	312	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	921	-	-	696	-	-	99	86	522	~ 134	89	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	199	-	258	198	-
Stage 1	-	-	-	-	-	-	251	309	-	408	445	-
Stage 2	-	-	-	-	-	-	598	429	-	478	306	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			18.5			31.3		
HCM LOS							C			D		
Minor Lane	Major	Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	305	921	-	-	696	-	-	255	664	-	-	
HCM Lane V/C Ratio	0.128	0.018	-	-	0.024	-	-	0.566	0.05	-	-	
HCM Control Delay (s)	18.5	9	-	-	10.3	-	-	36.1	10.7	-	-	
HCM Lane LOS	C	A	-	-	B	-	-	E	B	-	-	
HCM 95th %ile Q(veh)	0.4	0.1	-	-	0.1	-	-	3.2	0.2	-	-	
Notes	~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon Total Minor Street Approach Delay = 130 vehicles x 31.3 seconds per vehicle / 3,600 seconds per hour = 1.130 vehicle hours											

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Cumulative Baseline
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↖	↑	↑	↗	↖	↗		
Volume (veh/h)	25	220	255	231	491	15		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	28	244	283	257	562	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	430	751	751	638	1430	651		
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00		
Sat Flow, veh/h	862	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	28	244	283	257	562	0		
Grp Sat Flow(s),veh/h/ln	862	1863	1863	1583	1774	1615		
Q Serve(g_s), s	1.0	3.7	4.4	4.8	4.6	0.0		
Cycle Q Clear(g_c), s	5.4	3.7	4.4	4.8	4.6	0.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	430	751	751	638	1430	651		
V/C Ratio(X)	0.07	0.33	0.38	0.40	0.39	0.00		
Avail Cap(c_a), veh/h	430	751	751	638	1430	651		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	8.5	8.7	8.8	8.7	0.0		
Incr Delay (d2), s/veh	0.3	1.2	1.4	1.9	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	2.5	2.4	2.4	2.4	0.0		
LnGrp Delay(d),s/veh	10.8	9.6	10.1	10.7	9.5	0.0		
LnGrp LOS	B	A	B	B	A			
Approach Vol, veh/h	272	540		562				
Approach Delay, s/veh	9.7	10.4		9.5				
Approach LOS	A	B		A				
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.6		20.6		20.6
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				16.6		16.6		16.6
Max Q Clear Time (g_c+1), s				7.4		6.6		6.8
Green Ext Time (p_c), s				5.6		3.9		5.9
Intersection Summary								
HCM 2010 Ctrl Delay	9.9							
HCM 2010 LOS	A							
Notes	User approved volume balancing among the lanes for turning movement.							

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Cumulative Baseline
Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↑	↗	↑	↑	↖	↑	↑	↖	↗	↖
Volume (veh/h)	114	498	188	105	383	160	463	320	125	615	75	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	127	553	209	117	426	178	514	356	139	742	0	154
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	748	334	249	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	127	553	209	117	426	178	514	356	139	742	0	154
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	4.5	11.7	9.6	4.1	8.6	8.0	22.8	13.2	5.4	16.4	0.0	6.7
Cycle Q Clear(g_c), s	4.5	11.7	9.6	4.1	8.6	8.0	22.8	13.2	5.4	16.4	0.0	6.7
Prop In Lane	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	286	748	334	249	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.44	0.74	0.62	0.47	0.57	0.53	0.97	0.64	0.29	0.93	0.00	0.43
Avail Cap(c_a), veh/h	286	748	334	249	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	29.5	28.7	23.5	28.2	27.9	27.6	24.2	21.5	30.4	0.0	26.6
Incr Delay (d2), s/veh	4.9	6.5	8.5	6.3	3.1	5.8	31.4	5.5	1.6	18.7	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.4	5.0	2.4	4.5	4.0	15.8	7.6	2.6	10.1	0.0	3.3
LnGrp Delay(d),s/veh	28.2	36.0	37.2	29.8	31.3	33.8	59.0	29.7	23.0	49.1	0.0	30.4
LnGrp LOS	C	D	D	C	C	C	E	C	C	D		C
Approach Vol, veh/h	889			721		1009				896		
Approach Delay, s/veh	35.2			31.7		43.7				45.9		
Approach LOS	D			C		D				D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	9.1	20.9		22.0	9.0	21.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		24.0	5.1	16.9		18.0	5.0	17.0				
Max Q Clear Time (g_c+1), s		24.8	6.1	13.7		18.4	6.5	10.6				
Green Ext Time (p_c), s		0.0	0.0	2.6		0.0	0.0	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay	39.6											
HCM 2010 LOS	D											
Notes	User approved volume balancing among the lanes for turning movement.											

HCM 2010 TWSC
4: Forest Trail & Main Street

Cumulative Baseline
Saturday Peak Hour

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBH
Vol, veh/h	15	993	15	15	608	80	15	0	20	170	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1103	17	17	676	89	17	0	22	189	6	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	1120	0	0	1519	1943	560	1338	1906	382
Stage 1	-	-	-	-	-	-	1145	1145	-	753	753	-
Stage 2	-	-	-	-	-	-	374	798	-	585	1153	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	619	-	-	82	64	472	~111	68	616
Stage 1	-	-	-	-	-	-	212	272	-	368	416	-
Stage 2	-	-	-	-	-	-	619	396	-	464	270	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	845	-	-	619	-	-	72	61	472	~102	65	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	162	168	-	223	168	-
Stage 1	-	-	-	-	-	-	208	267	-	361	405	-
Stage 2	-	-	-	-	-	-	551	385	-	433	265	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			21.3			66.4		
HCM LOS	C			C			C			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	259	845	-	-	619	-	-	221	616			
HCM Lane V/C Ratio	0.15	0.02	-	-	0.027	-	-	0.88	0.072			
HCM Control Delay (s)	21.3	9.3	-	-	11	-	-	79	11.3			
HCM Lane LOS	C	A	-	-	B	-	-	F	B			
HCM 95th %ile Q(veh)	0.5	0.1	-	-	0.1	-	-	7	0.2			

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon
 Total Minor Street Approach Delay = 175 vehicles x 66.4 seconds per vehicle / 3,600 seconds per hour = 3.228 vehicle hours

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Cumulative Plus Project Plus Whiskey Creek
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↓	↑	↑	↑	↑	↑		
Volume (veh/h)	25	220	255	235	495	15		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	28	244	283	261	566	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	429	751	751	638	1430	651		
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00		
Sat Flow, veh/h	859	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	28	244	283	261	566	0		
Grp Sat Flow(s),veh/h/ln	859	1863	1863	1583	1774	1615		
Q Serve(g_s), s	1.0	3.7	4.4	4.9	4.7	0.0		
Cycle Q Clear(g_c), s	5.4	3.7	4.4	4.9	4.7	0.0		
Prop In Lane	1.00	-	-	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	429	751	751	638	1430	651		
V/C Ratio(X)	0.07	0.33	0.38	0.41	0.40	0.00		
Avail Cap(c_a), veh/h	429	751	751	638	1430	651		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	8.5	8.7	8.8	8.7	0.0		
Incr Delay (d2), s/veh	0.3	1.2	1.4	1.9	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.5	2.4	2.4	0.0		
LnGrp Delay(d),s/veh	10.8	9.6	10.1	10.7	9.6	0.0		
LnGrp LOS	B	A	B	B	A	A		
Approach Vol, veh/h	272		544		566			
Approach Delay, s/veh	9.7		10.4		9.6			
Approach LOS	A		B		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	-	-	-	4	-	6	-	8
Phs Duration (G+Y+Rc), s	-	-	-	20.6	-	20.6	-	20.6
Change Period (Y+Rc), s	-	-	-	4.0	-	4.0	-	4.0
Max Green Setting (Gmax), s	-	-	-	16.6	-	16.6	-	16.6
Max Q Clear Time (g_c+1), s	-	-	-	7.4	-	6.7	-	6.9
Green Ext Time (p_c), s	-	-	-	5.6	-	3.9	-	5.9

Intersection Summary						
HCM 2010 Ctrl Delay	9.9					
HCM 2010 LOS	A					

Notes
 User approved volume balancing among the lanes for turning movement

HCM 2010 Signalized Intersection Summary Cumulative Plus Project Plus Whiskey Creek
 2: Minaret Road & Lake Mary Road/Main Street Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Volume (veh/h)	115	500	190	105	385	160	465	320	125	615	75	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, 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
Adj Sat Flow, veh/h/mn	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	128	556	211	117	428	178	517	356	139	742	0	156
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	748	334	248	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.06	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	128	556	211	117	428	178	517	356	139	742	0	156
Grp Sat Flow(s), veh/h/mn	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	4.5	11.8	9.7	4.1	8.7	8.0	23.0	13.2	5.4	16.4	0.0	6.8
Cycle Q Clear(g_c), s	4.5	11.8	9.7	4.1	8.7	8.0	23.0	13.2	5.4	16.4	0.0	6.8
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
V/C Ratio(x)	0.45	0.74	0.63	0.47	0.57	0.53	0.97	0.64	0.29	0.93	0.00	0.44
Avail Cap(c_a), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	29.5	28.7	23.5	28.2	27.9	27.7	24.2	21.5	30.4	0.0	26.7
Incr Delay (d2), s/veh	5.0	6.6	8.7	6.3	3.1	5.8	32.6	5.5	1.6	18.7	0.0	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/mn	2.6	6.4	5.0	2.4	4.5	4.0	16.0	7.6	2.6	10.1	0.0	3.3
LnGrp Delay(d), s/veh	28.3	36.1	37.4	29.9	31.3	33.8	60.2	29.7	23.0	49.1	0.0	30.5
LnGrp LOS	C	D	D	C	C	C	E	C	C	D		C
Approach Vol, veh/h	895			723				1012			898	
Approach Delay, s/veh	35.3			31.7				44.4			45.9	
Approach LOS	D			C				D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	28.0	9.1	20.9		22.0	9.0	21.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	24.0	5.1	16.9		18.0	5.0	17.0					
Max Q Clear Time (g_c+I1), s	25.0	6.1	13.8		18.4	6.5	10.7					
Green Ext Time (p_c), s	0.0	0.0	2.6		0.0	0.0	4.9					
Intersection Summary												
HCM 2010 Ctrl Delay	39.9											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 TWSC Cumulative Plus Project Plus Whiskey Creek
 4: Forest Trail & Main Street Saturday Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	995	15	15	610	80	15	0	20	170	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1106	17	17	678	89	17	0	22	189	6	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	767	0	0	1122	0	0	1522	1947	561	1342	1912	383
Stage 1	-	-	-	-	-	-	1147	1147	-	756	756	-
Stage 2	-	-	-	-	-	-	375	800	-	586	1156	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	842	-	-	618	-	-	81	64	471	-	110	67
Stage 1	-	-	-	-	-	-	212	272	-	366	414	-
Stage 2	-	-	-	-	-	-	618	395	-	463	269	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	842	-	-	618	-	-	71	61	471	-	101	64
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	168	-	221	167	-
Stage 1	-	-	-	-	-	-	208	267	-	359	403	-
Stage 2	-	-	-	-	-	-	550	384	-	432	264	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			21.4			68.1		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	258	842	-	-	618	-	-	219	615			
HCM Lane V/C Ratio	0.151	0.02	-	-	0.027	-	-	0.888	0.072			
HCM Control Delay (s)	21.4	9.4	-	-	11	-	-	81.1	11.3			
HCM Lane LOS	C	A	-	-	B	-	-	F	B			
HCM 95th %ile Q(veh)	0.5	0.1	-	-	0.1	-	-	7.1	0.2			
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												
Total Minor Street Approach Delay = 175 vehicles x 68.1 seconds per vehicle / 3,600 seconds per hour = 3.310 vehicle hours												

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Cumulative Plus Project Plus Uller
Saturday Peak Hour

	EBL	EBT	WBT	WBR	SBL	SBR		
Movement	↖	→	←	↗	↖	↗		
Lane Configurations	↖	↖	↖	↖	↖	↖		
Volume (veh/h)	26	220	255	238	497	15		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/m	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	29	244	283	264	568	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	428	751	751	638	1430	651		
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00		
Sat Flow, veh/h	856	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	29	244	283	264	568	0		
Grp Sat Flow(s), veh/h/m	856	1863	1863	1583	1774	1615		
Q Serve(g_s), s	1.0	3.7	4.4	4.9	4.7	0.0		
Cycle Q Clear(g_c), s	5.4	3.7	4.4	4.9	4.7	0.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	428	751	751	638	1430	651		
V/C Ratio(X)	0.07	0.33	0.38	0.41	0.40	0.00		
Avail Cap(c_a), veh/h	428	751	751	638	1430	651		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	8.5	8.7	8.8	8.7	0.0		
Incr Delay (d2), s/veh	0.3	1.2	1.4	2.0	0.8	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/m	0.3	2.1	2.5	2.5	2.5	0.0		
LnGrp Delay(d),s/veh	10.9	9.6	10.1	10.8	9.6	0.0		
LnGrp LOS	B	A	B	B	A			
Approach Vol, veh/h		273	547		568			
Approach Delay, s/veh		9.7	10.4		9.6			
Approach LOS		A	B		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.6		20.6		20.6
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				16.6		16.6		16.6
Max Q Clear Time (g_c+1), s				7.4		6.7		6.9
Green Ext Time (p_c), s				5.6		3.9		5.9
Intersection Summary								
HCM 2010 Ctrl Delay				9.9				
HCM 2010 LOS				A				
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Cumulative Plus Project Plus Uller
Saturday Peak Hour

	EBL	EBT	EBR	WEL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	↖	→	↗	↖	→	↗	↖	→	↗	↖	→	↗
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Volume (veh/h)	115	501	190	103	387	160	465	319	124	615	74	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, 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
Adj Sat Flow, veh/h/m	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	128	557	211	114	430	178	517	354	138	742	0	157
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	748	334	248	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	128	557	211	114	430	178	517	354	138	742	0	157
Grp Sat Flow(s), veh/h/m	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	4.5	11.8	9.7	4.0	8.7	8.0	23.0	13.1	5.3	16.4	0.0	6.8
Cycle Q Clear(g_c), s	4.5	11.8	9.7	4.0	8.7	8.0	23.0	13.1	5.3	16.4	0.0	6.8
Prop In Lane	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.45	0.74	0.63	0.46	0.57	0.53	0.97	0.63	0.29	0.93	0.00	0.44
Avail Cap(c_a), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	29.5	28.7	23.5	28.2	27.9	27.7	24.2	21.5	30.4	0.0	26.7
Incr Delay (d2), s/veh	5.1	6.6	8.7	6.0	3.1	5.8	32.6	5.4	1.5	18.7	0.0	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/m	2.6	6.4	5.0	2.3	4.6	4.0	16.0	7.5	2.5	10.1	0.0	3.4
LnGrp Delay(d),s/veh	28.3	36.2	37.4	29.6	31.4	33.8	60.2	29.6	23.0	49.1	0.0	30.6
LnGrp LOS	C	D	D	C	C	C	E	C	C	D		C
Approach Vol, veh/h		896			722			1009				899
Approach Delay, s/veh		35.4			31.7			44.4				45.8
Approach LOS		D			C			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	9.1	20.9		22.0	9.0	21.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		24.0	5.1	16.9		18.0	5.0	17.0				
Max Q Clear Time (g_c+1), s		25.0	6.0	13.8		18.4	6.5	10.7				
Green Ext Time (p_c), s		0.0	0.0	2.6		0.0	0.0	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay					39.9							
HCM 2010 LOS					D							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 TWSC
4: Forest Trail & Main Street

Cumulative Plus Project Plus Uller
Saturday Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	995	15	15	610	80	15	0	20	170	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1106	17	17	678	89	17	0	22	189	6	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	767	0	0	1122	0	0	1522	1947	561	1342	1912	383
Stage 1	-	-	-	-	-	-	1147	1147	-	756	756	-
Stage 2	-	-	-	-	-	-	375	800	-	586	1156	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	842	-	-	618	-	-	81	64	471	~110	67	615
Stage 1	-	-	-	-	-	-	212	272	-	366	414	-
Stage 2	-	-	-	-	-	-	618	395	-	463	269	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	842	-	-	618	-	-	71	61	471	~101	64	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	168	-	221	167	-
Stage 1	-	-	-	-	-	-	208	267	-	359	403	-
Stage 2	-	-	-	-	-	-	550	384	-	432	264	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			21.4			68.1		
HCM LOS	C			C			C			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	258	842	-	-	618	-	-	219	615			
HCM Lane V/C Ratio	0.151	0.02	-	-	0.027	-	-	0.888	0.072			
HCM Control Delay (s)	21.4	9.4	-	-	11	-	-	81.1	11.3			
HCM Lane LOS	C	A	-	-	B	-	-	F	B			
HCM 95th %ile Q(veh)	0.5	0.1	-	-	0.1	-	-	7.1	0.2			

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s *: Computation Not Defined *: All major volume in platoon
 Total Minor Street Approach Delay = 175 vehicles x 68.1 seconds per vehicle / 3,600 seconds per hour = 3,310 vehicle hours

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Future No Project
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↓	↑	↑	↑	↑	↑		
Volume (veh/h)	25	220	255	235	495	15		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	28	244	283	261	566	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	429	751	751	638	1430	651		
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00		
Sat Flow, veh/h	859	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	28	244	283	261	566	0		
Grp Sat Flow(s), veh/h/ln	859	1863	1863	1583	1774	1615		
Q Serve(g_s), s	1.0	3.7	4.4	4.9	4.7	0.0		
Cycle Q Clear(g_c), s	5.4	3.7	4.4	4.9	4.7	0.0		
Prop In Lane	1.00	-	-	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	429	751	751	638	1430	651		
V/C Ratio(X)	0.07	0.33	0.38	0.41	0.40	0.00		
Avail Cap(c_a), veh/h	429	751	751	638	1430	651		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	8.5	8.7	8.8	8.7	0.0		
Incr Delay (d2), s/veh	0.3	1.2	1.4	1.9	0.8	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%), veh/ln	0.3	2.1	2.5	2.4	2.4	0.0		
LnGrp Delay(d), s/veh	10.8	9.6	10.1	10.7	9.6	0.0		
LnGrp LOS	B	A	B	B	A	A		
Approach Vol, veh/h	272		544		566			
Approach Delay, s/veh	9.7		10.4		9.6			
Approach LOS	A		B		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	-	-	-	4	-	6	-	8
Phs Duration (G+Y+Rc), s	-	-	-	20.6	-	20.6	-	20.6
Change Period (Y+Rc), s	-	-	-	4.0	-	4.0	-	4.0
Max Green Setting (Gmax), s	-	-	-	16.6	-	16.6	-	16.6
Max Q Clear Time (g_c+1), s	-	-	-	7.4	-	6.7	-	6.9
Green Ext Time (p_c), s	-	-	-	5.6	-	3.9	-	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Notes
 User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Future No Project
Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Volume (veh/h)	115	500	190	105	385	160	465	320	125	615	75	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/mn	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	128	556	211	117	428	178	517	356	139	742	0	156
Adj No. of Lanes	1	2	1	1	2	1	1	1	2	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	748	334	248	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	128	556	211	117	428	178	517	356	139	742	0	156
Grp Sat Flow(s), veh/h/mn	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	4.5	11.8	9.7	4.1	8.7	8.0	23.0	13.2	5.4	16.4	0.0	6.8
Cycle Q Clear(g_c), s	4.5	11.8	9.7	4.1	8.7	8.0	23.0	13.2	5.4	16.4	0.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.45	0.74	0.63	0.47	0.57	0.53	0.97	0.64	0.29	0.93	0.00	0.44
Avail Cap(c_a), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	29.5	28.7	23.5	28.2	27.9	27.7	24.2	21.5	30.4	0.0	26.7
Incr Delay (d2), s/veh	5.0	6.6	8.7	6.3	3.1	5.8	32.6	5.5	1.6	18.7	0.0	3.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/mn	2.6	6.4	5.0	2.4	4.5	4.0	16.0	7.6	2.6	10.1	0.0	3.3
LnGrp Delay(d), s/veh	28.3	36.1	37.4	29.9	31.3	33.8	60.2	29.7	23.0	49.1	0.0	30.5
LnGrp LOS	C	D	D	C	C	C	E	C	C	D		C
Approach Vol, veh/h	895			723			1012			898		
Approach Delay, s/veh	35.3			31.7			44.4			45.9		
Approach LOS	D			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2	3	4			6	7	8				
Phs Duration (G+Y+Rc), s	28.0	9.1	20.9			22.0	9.0	21.0				
Change Period (Y+Rc), s	4.0	4.0	4.0			4.0	4.0	4.0				
Max Green Setting (Gmax), s	24.0	5.1	16.9			18.0	5.0	17.0				
Max Q Clear Time (g_c+1), s	25.0	6.1	13.8			18.4	6.5	10.7				
Green Ext Time (p_c), s	0.0	0.0	2.6			0.0	0.0	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay	39.9											
HCM 2010 LOS	D											
Notes	User approved volume balancing among the lanes for turning movement.											

HCM 2010 TWSC
4: Forest Trail & Main Street

Future No Project
Saturday Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	995	15	15	610	80	15	0	20	170	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1106	17	17	678	89	17	0	22	189	6	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	767	0	0	1122	0	0	1522	1947	561	1342	1912	383
Stage 1	-	-	-	-	-	-	1147	1147	-	756	756	-
Stage 2	-	-	-	-	-	-	375	800	-	586	1156	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	842	-	-	618	-	-	81	64	471	~110	67	615
Stage 1	-	-	-	-	-	-	212	272	-	366	414	-
Stage 2	-	-	-	-	-	-	618	395	-	463	269	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	842	-	-	618	-	-	71	61	471	~101	64	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	168	-	221	167	-
Stage 1	-	-	-	-	-	-	208	267	-	359	403	-
Stage 2	-	-	-	-	-	-	550	384	-	432	264	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			21.4			68.1		
HCM LOS	D			D			C			F		
Minor Lane Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	258	842	-	-	618	-	-	219	615			
HCM Lane V/C Ratio	0.151	0.02	-	-	0.027	-	-	0.888	0.072			
HCM Control Delay (s)	21.4	9.4	-	-	11	-	-	81.1	11.3			
HCM Lane LOS	C	A	-	-	B	-	-	F	B			
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	7.1	0.2			
Notes	~: Volume exceeds capacity \$: Delay exceeds 300s *: Computation Not Defined *: All major volume in platoon Total Minor Street Approach Delay = 175 vehicles x 68.1 seconds per vehicle / 3,600 seconds per hour = 3.310 vehicle hours											

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Future Plus Project Plus Whiskey Creek
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Volume (veh/h)	25	220	255	235	495	15
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A, pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/n	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	28	244	263	261	566	0
Adj No. of Lanes	1	1	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh. %	2	2	2	2	2	0
Cap, veh/h	429	751	751	638	1430	651
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00
Sat Flow, veh/h	859	1863	1863	1583	3548	1615
Grp Volume(v), veh/h	28	244	283	261	566	0
Grp Sat Flow(s),veh/h/n	859	1863	1863	1583	1774	1615
Q Serve(g_s), s	1.0	3.7	4.4	4.9	4.7	0.0
Cycle Q Clear(g_c), s	5.4	3.7	4.4	4.9	4.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	429	751	751	638	1430	651
V/C Ratio(X)	0.07	0.33	0.38	0.41	0.40	0.00
Avail Cap(c_a), veh/h	429	751	751	638	1430	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	8.5	8.7	8.8	8.7	0.0
Incr Delay (d2), s/veh	0.3	1.2	1.4	1.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/mn	0.3	2.1	2.5	2.4	2.4	0.0
LnGrp Delay(d),s/veh	10.8	9.6	10.1	10.7	9.6	0.0
LnGrp LOS	B	A	B	B	A	
Approach Vol, veh/h		272	544		566	
Approach Delay, s/veh		9.7	10.4		9.6	
Approach LOS		A	B		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.6		20.6		20.6
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				16.6		16.6		16.6
Max Q Clear Time (g_c+1), s				7.4		6.7		6.9
Green Ext Time (p_c), s				5.6		3.9		5.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Future Plus Project Plus Whiskey Creek
Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Volume (veh/h)	115	500	190	105	385	160	465	320	125	615	75	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A, pbT)	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, 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
Adj Sat Flow, veh/h/n	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	128	556	211	117	428	178	517	356	139	742	0	156
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	748	334	248	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.06	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	128	556	211	117	428	178	517	356	139	742	0	156
Grp Sat Flow(s),veh/h/n	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	4.5	11.8	9.7	4.1	8.7	8.0	23.0	13.2	5.4	16.4	0.0	6.8
Cycle Q Clear(g_c), s	4.5	11.8	9.7	4.1	8.7	8.0	23.0	13.2	5.4	16.4	0.0	6.8
Prop In Lane	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.45	0.74	0.63	0.47	0.57	0.53	0.97	0.64	0.29	0.93	0.00	0.44
Avail Cap(c_a), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	29.5	28.7	23.5	28.2	27.9	27.7	24.2	21.5	30.4	0.0	26.7
Incr Delay (d2), s/veh	5.0	6.6	8.7	6.3	3.1	5.8	32.6	5.5	1.6	18.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/mn	2.6	6.4	5.0	2.4	4.5	4.0	16.0	7.6	2.6	10.1	0.0	3.3
LnGrp Delay(d),s/veh	28.3	36.1	37.4	29.9	31.3	33.8	60.2	29.7	23.0	49.1	0.0	30.5
LnGrp LOS	C	D	D	C	C	C	E	C	C	D		C
Approach Vol, veh/h		895			723			1012				898
Approach Delay, s/veh		35.3			31.7			44.4				45.9
Approach LOS		D			C			D				D

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		28.0	9.1	20.9		22.0	9.0	21.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		24.0	5.1	16.9		18.0	5.0	17.0
Max Q Clear Time (g_c+1), s		25.0	6.1	13.8		18.4	6.5	10.7
Green Ext Time (p_c), s		0.0	0.0	2.6		0.0	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Notes
User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
4: Forest Trail & Main Street

Future Plus Project Plus Whiskey Creek
Saturday Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	995	15	15	610	80	15	0	20	170	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1106	17	17	678	89	17	0	22	189	6	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	767	0	0	1122	0	0	1522	1947	561	1342	1912	383
Stage 1	-	-	-	-	-	-	1147	1147	-	756	756	-
Stage 2	-	-	-	-	-	-	375	800	-	586	1156	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	842	-	-	618	-	-	81	64	471	~110	67	615
Stage 1	-	-	-	-	-	-	212	272	-	366	414	-
Stage 2	-	-	-	-	-	-	618	395	-	463	269	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	842	-	-	618	-	-	71	61	471	~101	64	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	168	-	221	167	-
Stage 1	-	-	-	-	-	-	208	267	-	359	403	-
Stage 2	-	-	-	-	-	-	550	384	-	432	264	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			21.4			68.1		
HCM LOS	C			C			C			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	258	842	-	-	618	-	-	219	615			
HCM Lane V/C Ratio	0.151	0.02	-	-	0.027	-	-	0.888	0.072			
HCM Control Delay (s)	21.4	9.4	-	-	11	-	-	81.1	11.3			
HCM Lane LOS	C	A	-	-	B	-	-	F	B			
HCM 95th %ile Q(veh)	0.5	0.1	-	-	0.1	-	-	7.1	0.2			

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon
 Total Minor Street Approach Delay = 175 vehicles x 68.1 seconds per vehicle / 3,600 seconds per hour = 3.310 vehicle hours

HCM 2010 Signalized Intersection Summary
1: Lake Mary Road & Canyon Boulevard

Buildout Plus Project Plus Uller
Saturday Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↓	↑	↑	↑	↑	↑		
Volume (veh/h)	25	220	255	238	497	15		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0		
Adj Flow Rate, veh/h	28	244	283	264	568	0		
Adj No. of Lanes	1	1	1	1	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	0		
Cap, veh/h	428	751	751	638	1430	651		
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00		
Sat Flow, veh/h	856	1863	1863	1583	3548	1615		
Grp Volume(v), veh/h	28	244	283	264	568	0		
Grp Sat Flow(s),veh/h/ln	856	1863	1863	1583	1774	1615		
Q Serve(g_s), s	1.0	3.7	4.4	4.9	4.7	0.0		
Cycle Q Clear(g_c), s	5.4	3.7	4.4	4.9	4.7	0.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	428	751	751	638	1430	651		
V/C Ratio(X)	0.07	0.33	0.38	0.41	0.40	0.00		
Avail Cap(c_a), veh/h	428	751	751	638	1430	651		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	8.5	8.7	8.8	8.7	0.0		
Incr Delay (d2), s/veh	0.3	1.2	1.4	2.0	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.5	2.5	2.5	0.0		
LnGrp Delay(d),s/veh	10.9	9.6	10.1	10.8	9.6	0.0		
LnGrp LOS	B	A	B	B	A	A		
Approach Vol, veh/h	272		547		568			
Approach Delay, s/veh	9.7		10.4		9.6			
Approach LOS	A		B		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.6		20.6		20.6
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				16.6		16.6		16.6
Max Q Clear Time (g_c+1), s				7.4		6.7		6.9
Green Ext Time (p_c), s				5.6		3.9		5.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Notes
 User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Minaret Road & Lake Mary Road/Main Street

Buildout Plus Project Plus Uller
Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Volume (veh/h)	116	501	190	103	387	160	466	319	124	615	74	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, 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
Adj Sat Flow, veh/h/m	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	129	557	211	114	430	178	518	354	138	742	0	157
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	748	334	248	752	336	532	559	475	798	0	356
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.30	0.30	0.30	0.22	0.00	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3548	0	1583
Grp Volume(v), veh/h	129	557	211	114	430	178	518	354	138	742	0	157
Grp Sat Flow(s), veh/h/m	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	4.6	11.8	9.7	4.0	8.7	8.0	23.1	13.1	5.3	16.4	0.0	6.8
Cycle Q Clear(g_c), s	4.6	11.8	9.7	4.0	8.7	8.0	23.1	13.1	5.3	16.4	0.0	6.8
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Lane Grp Cap(c), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
V/C Ratio(X)	0.45	0.74	0.63	0.46	0.57	0.53	0.97	0.63	0.29	0.93	0.00	0.44
Avail Cap(c_a), veh/h	285	748	334	248	752	336	532	559	475	798	0	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	29.5	28.7	23.5	28.2	27.9	27.7	24.2	21.5	30.4	0.0	26.7
Incr Delay (d2), s/veh	5.1	6.6	8.7	6.0	3.1	5.8	32.9	5.4	1.5	18.7	0.0	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/m	2.6	6.4	5.0	2.3	4.6	4.0	16.1	7.5	2.5	10.1	0.0	3.4
LnGrp Delay(d), s/veh	28.4	36.2	37.4	29.6	31.4	33.8	60.6	29.6	23.0	49.1	0.0	30.6
LnGrp LOS	C	D	D	C	C	C	E	C	C	D		C
Approach Vol, veh/h	897			722			1010			899		
Approach Delay, s/veh	35.4			31.7			44.6			45.8		
Approach LOS	D			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	28.0		9.1		20.9		22.0		9.0		21.0	
Change Period (Y+Rc), s	4.0		4.0		4.0		4.0		4.0		4.0	
Max Green Setting (Gmax), s	24.0		5.1		16.9		18.0		5.0		17.0	
Max Q Clear Time (g_c+1), s	25.1		6.0		13.8		18.4		6.6		10.7	
Green Ext Time (p_c), s	0.0		0.0		2.6		0.0		0.0		4.9	

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Notes
User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
4: Forest Trail & Main Street

Buildout Plus Project Plus Uller
Saturday Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	995	15	15	610	80	15	0	20	170	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	-	250	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1106	17	17	678	89	17	0	22	189	6	44

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	767	0	0	1122
Stage 1	-	-	-	1147
Stage 2	-	-	-	375
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	6.54
Critical Hdwy Stg 2	-	-	-	6.54
Follow-up Hdwy	2.22	-	-	2.22
Plat Cap-1 Maneuver	842	-	-	618
Stage 1	-	-	-	212
Stage 2	-	-	-	618
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	842	-	-	618
Mov Cap-2 Maneuver	-	-	-	161
Stage 1	-	-	-	208
Stage 2	-	-	-	550

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	21.4	68.1
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	258	842	-	-	618	-	-	219	615
HCM Lane V/C Ratio	0.151	0.02	-	-	0.027	-	-	0.888	0.072
HCM Control Delay (s)	21.4	9.4	-	-	11	-	-	81.1	11.3
HCM Lane LOS	C	A	-	-	B	-	-	F	B
HCM 95th %ile Q(veh)	0.5	0.1	-	-	0.1	-	-	7.1	0.2

Notes
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon
Total Minor Street Approach Delay = 175 vehicles x 68.1 seconds per vehicle / 3,600 seconds per hour = 3.310 vehicle hours

ATTACHMENT 4
SIDRA 6 WORKSHEETS

INTERSECTION SUMMARY - Minaret Road/Forest Trail

Cumulative Baseline

Site: Mammoth lake

New Site
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1628 veh/h	1954 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.037	
Practical Spare Capacity	-18.0 %	
Effective Intersection Capacity	1571 veh/h	
Control Delay (Total)	19.59 veh-h/h	23.51 pers-h/h
Control Delay (Average)	43.3 sec	43.3 sec
Control Delay (Worst Lane)	58.5 sec	
Control Delay (Worst Movement)	58.5 sec	58.5 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	43.3 sec	
Idling Time (Average)	32.7 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	56.5 veh	
95% Back of Queue - Distance (Worst Lane)	1446.5 ft	
Queue Storage Ratio (Worst Lane)	1.19	
Total Effective Stops	1675 veh/h	2010 pers/h
Effective Stop Rate	1.03 per veh	1.03 per pers
Proportion Queued	0.87	0.87
Performance Index	196.4	196.4
Travel Distance (Total)	624.7 veh-mi/h	749.7 pers-mi/h
Travel Distance (Average)	2026 ft	2026 ft
Travel Time (Total)	38.2 veh-h/h	45.9 pers-h/h
Travel Time (Average)	84.6 sec	84.6 sec
Travel Speed	16.3 mph	16.3 mph
Cost (Total)	586.76 \$/h	586.76 \$/h
Fuel Consumption (Total)	19.2 gal/h	
Carbon Dioxide (Total)	171.8 kg/h	
Hydrocarbons (Total)	0.095 kg/h	
Carbon Monoxide (Total)	0.599 kg/h	
NOx (Total)	0.206 kg/h	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: SIDRA Roundabout LOS.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	781,565 veh/y	937,878 pers/y
Delay	9,405 veh-h/y	11,286 pers-h/y
Effective Stops	804,133 veh/y	964,960 pers/y
Travel Distance	299,869 veh-mi/y	359,843 pers-mi/y
Travel Time	18,360 veh-h/y	22,032 pers-h/y
Cost	281,643 \$/y	281,643 \$/y
Fuel Consumption	9,236 gal/y	
Carbon Dioxide	82,457 kg/y	
Hydrocarbons	45 kg/y	
Carbon Monoxide	287 kg/y	
NOx	99 kg/y	

INTERSECTION SUMMARY - Minaret Road/Forest Trail Cumulative Plus Project (Whiskey Creek)

 Site: Mammoth lake

New Site
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1630 veh/h	1957 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.038	
Practical Spare Capacity	-18.1 %	
Effective Intersection Capacity	1571 veh/h	
Control Delay (Total)	19.71 veh-h/h	23.65 pers-h/h
Control Delay (Average)	43.5 sec	43.5 sec
Control Delay (Worst Lane)	58.8 sec	
Control Delay (Worst Movement)	58.8 sec	58.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	43.5 sec	
Idling Time (Average)	32.9 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	56.8 veh	
95% Back of Queue - Distance (Worst Lane)	1453.7 ft	
Queue Storage Ratio (Worst Lane)	1.20	
Total Effective Stops	1683 veh/h	2020 pers/h
Effective Stop Rate	1.03 per veh	1.03 per pers
Proportion Queued	0.87	0.87
Performance Index	197.3	197.3
Travel Distance (Total)	625.6 veh-mi/h	750.7 pers-mi/h
Travel Distance (Average)	2026 ft	2026 ft
Travel Time (Total)	38.4 veh-h/h	46.1 pers-h/h
Travel Time (Average)	84.8 sec	84.8 sec
Travel Speed	16.3 mph	16.3 mph
Cost (Total)	588.81 \$/h	588.81 \$/h
Fuel Consumption (Total)	19.3 gal/h	
Carbon Dioxide (Total)	172.3 kg/h	
Hydrocarbons (Total)	0.095 kg/h	
Carbon Monoxide (Total)	0.601 kg/h	
NOx (Total)	0.206 kg/h	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: SIDRA Roundabout LOS.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	782,609 veh/y	939,130 pers/y
Delay	9,460 veh-h/y	11,352 pers-h/y
Effective Stops	807,908 veh/y	969,490 pers/y
Travel Distance	300,266 veh-mi/y	360,319 pers-mi/y
Travel Time	18,426 veh-h/y	22,111 pers-h/y
Cost	282,627 \$/y	282,627 \$/y
Fuel Consumption	9,263 gal/y	
Carbon Dioxide	82,697 kg/y	
Hydrocarbons	46 kg/y	
Carbon Monoxide	288 kg/y	
NOx	99 kg/y	

INTERSECTION SUMMARY - Minaret Road/Forest Trail Cumulative Plus Project (Uller)

Site: Mammoth lake

New Site
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1630 veh/h	1957 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.038	
Practical Spare Capacity	-18.1 %	
Effective Intersection Capacity	1571 veh/h	
Control Delay (Total)	19.71 veh-h/h	23.65 pers-h/h
Control Delay (Average)	43.5 sec	43.5 sec
Control Delay (Worst Lane)	58.8 sec	
Control Delay (Worst Movement)	58.8 sec	58.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	43.5 sec	
Idling Time (Average)	32.9 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	56.8 veh	
95% Back of Queue - Distance (Worst Lane)	1453.7 ft	
Queue Storage Ratio (Worst Lane)	1.20	
Total Effective Stops	1683 veh/h	2020 pers/h
Effective Stop Rate	1.03 per veh	1.03 per pers
Proportion Queued	0.87	0.87
Performance Index	197.3	197.3
Travel Distance (Total)	625.6 veh-mi/h	750.7 pers-mi/h
Travel Distance (Average)	2026 ft	2026 ft
Travel Time (Total)	38.4 veh-h/h	46.1 pers-h/h
Travel Time (Average)	84.8 sec	84.8 sec
Travel Speed	16.3 mph	16.3 mph
Cost (Total)	588.81 \$/h	588.81 \$/h
Fuel Consumption (Total)	19.3 gal/h	
Carbon Dioxide (Total)	172.3 kg/h	
Hydrocarbons (Total)	0.095 kg/h	
Carbon Monoxide (Total)	0.601 kg/h	
NOx (Total)	0.206 kg/h	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: SIDRA Roundabout LOS.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	782,609 veh/y	939,130 pers/y
Delay	9,460 veh-h/y	11,352 pers-h/y
Effective Stops	807,908 veh/y	969,490 pers/y
Travel Distance	300,266 veh-mi/y	360,319 pers-mi/y
Travel Time	18,426 veh-h/y	22,111 pers-h/y
Cost	282,627 \$/y	282,627 \$/y
Fuel Consumption	9,263 gal/y	
Carbon Dioxide	82,697 kg/y	
Hydrocarbons	46 kg/y	
Carbon Monoxide	288 kg/y	
NOx	99 kg/y	

INTERSECTION SUMMARY - Minaret Road/Forest Trail Buildout Baseline

 Site: Mammoth lake

New Site
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1630 veh/h	1957 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.038	
Practical Spare Capacity	-18.1 %	
Effective Intersection Capacity	1571 veh/h	
Control Delay (Total)	19.71 veh-h/h	23.65 pers-h/h
Control Delay (Average)	43.5 sec	43.5 sec
Control Delay (Worst Lane)	58.8 sec	
Control Delay (Worst Movement)	58.8 sec	58.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	43.5 sec	
Idling Time (Average)	32.9 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	56.8 veh	
95% Back of Queue - Distance (Worst Lane)	1453.7 ft	
Queue Storage Ratio (Worst Lane)	1.20	
Total Effective Stops	1683 veh/h	2020 pers/h
Effective Stop Rate	1.03 per veh	1.03 per pers
Proportion Queued	0.87	0.87
Performance Index	197.3	197.3
Travel Distance (Total)	625.6 veh-mi/h	750.7 pers-mi/h
Travel Distance (Average)	2026 ft	2026 ft
Travel Time (Total)	38.4 veh-h/h	46.1 pers-h/h
Travel Time (Average)	84.8 sec	84.8 sec
Travel Speed	16.3 mph	16.3 mph
Cost (Total)	588.81 \$/h	588.81 \$/h
Fuel Consumption (Total)	19.3 gal/h	
Carbon Dioxide (Total)	172.3 kg/h	
Hydrocarbons (Total)	0.095 kg/h	
Carbon Monoxide (Total)	0.601 kg/h	
NOx (Total)	0.206 kg/h	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: SIDRA Roundabout LOS.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	782,609 veh/y	939,130 pers/y
Delay	9,460 veh-h/y	11,352 pers-h/y
Effective Stops	807,908 veh/y	969,490 pers/y
Travel Distance	300,266 veh-mi/y	360,319 pers-mi/y
Travel Time	18,426 veh-h/y	22,111 pers-h/y
Cost	282,627 \$/y	282,627 \$/y
Fuel Consumption	9,263 gal/y	
Carbon Dioxide	82,697 kg/y	
Hydrocarbons	46 kg/y	
Carbon Monoxide	288 kg/y	
NOx	99 kg/y	

INTERSECTION SUMMARY - Minaret Road/Forest Trail Buildout Plus Project (Whiskey Creek)

Site: Mammoth lake

New Site
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1630 veh/h	1957 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.038	
Practical Spare Capacity	-18.1 %	
Effective Intersection Capacity	1571 veh/h	
Control Delay (Total)	19.71 veh-h/h	23.65 pers-h/h
Control Delay (Average)	43.5 sec	43.5 sec
Control Delay (Worst Lane)	58.8 sec	
Control Delay (Worst Movement)	58.8 sec	58.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	43.5 sec	
Idling Time (Average)	32.9 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	56.8 veh	
95% Back of Queue - Distance (Worst Lane)	1453.7 ft	
Queue Storage Ratio (Worst Lane)	1.20	
Total Effective Stops	1683 veh/h	2020 pers/h
Effective Stop Rate	1.03 per veh	1.03 per pers
Proportion Queued	0.87	0.87
Performance Index	197.3	197.3
Travel Distance (Total)	625.6 veh-mi/h	750.7 pers-mi/h
Travel Distance (Average)	2026 ft	2026 ft
Travel Time (Total)	38.4 veh-h/h	46.1 pers-h/h
Travel Time (Average)	84.8 sec	84.8 sec
Travel Speed	16.3 mph	16.3 mph
Cost (Total)	588.81 \$/h	588.81 \$/h
Fuel Consumption (Total)	19.3 gal/h	
Carbon Dioxide (Total)	172.3 kg/h	
Hydrocarbons (Total)	0.095 kg/h	
Carbon Monoxide (Total)	0.601 kg/h	
NOx (Total)	0.206 kg/h	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: SIDRA Roundabout LOS.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	782,609 veh/y	939,130 pers/y
Delay	9,460 veh-h/y	11,352 pers-h/y
Effective Stops	807,908 veh/y	969,490 pers/y
Travel Distance	300,266 veh-mi/y	360,319 pers-mi/y
Travel Time	18,426 veh-h/y	22,111 pers-h/y
Cost	282,627 \$/y	282,627 \$/y
Fuel Consumption	9,263 gal/y	
Carbon Dioxide	82,697 kg/y	
Hydrocarbons	46 kg/y	
Carbon Monoxide	288 kg/y	
NOx	99 kg/y	

INTERSECTION SUMMARY - Minaret Road/Forest Trail Buildout Plus Project (Uller)

 Site: Mammoth lake

New Site
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1630 veh/h	1957 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.038	
Practical Spare Capacity	-18.1 %	
Effective Intersection Capacity	1571 veh/h	
Control Delay (Total)	19.71 veh-h/h	23.65 pers-h/h
Control Delay (Average)	43.5 sec	43.5 sec
Control Delay (Worst Lane)	58.8 sec	
Control Delay (Worst Movement)	58.8 sec	58.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	43.5 sec	
Idling Time (Average)	32.9 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	56.8 veh	
95% Back of Queue - Distance (Worst Lane)	1453.7 ft	
Queue Storage Ratio (Worst Lane)	1.20	
Total Effective Stops	1683 veh/h	2020 pers/h
Effective Stop Rate	1.03 per veh	1.03 per pers
Proportion Queued	0.87	0.87
Performance Index	197.3	197.3
Travel Distance (Total)	625.6 veh-mi/h	750.7 pers-mi/h
Travel Distance (Average)	2026 ft	2026 ft
Travel Time (Total)	38.4 veh-h/h	46.1 pers-h/h
Travel Time (Average)	84.8 sec	84.8 sec
Travel Speed	16.3 mph	16.3 mph
Cost (Total)	588.81 \$/h	588.81 \$/h
Fuel Consumption (Total)	19.3 gal/h	
Carbon Dioxide (Total)	172.3 kg/h	
Hydrocarbons (Total)	0.095 kg/h	
Carbon Monoxide (Total)	0.601 kg/h	
NOx (Total)	0.206 kg/h	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: SIDRA Roundabout LOS.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	782,609 veh/y	939,130 pers/y
Delay	9,460 veh-h/y	11,352 pers-h/y
Effective Stops	807,908 veh/y	969,490 pers/y
Travel Distance	300,266 veh-mi/y	360,319 pers-mi/y
Travel Time	18,426 veh-h/y	22,111 pers-h/y
Cost	282,627 \$/y	282,627 \$/y
Fuel Consumption	9,263 gal/y	
Carbon Dioxide	82,697 kg/y	
Hydrocarbons	46 kg/y	
Carbon Monoxide	288 kg/y	
NOx	99 kg/y	

Minaret Road/Forest Trail Volumes

Scenarios	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Cumulative Baseline	80	194	40	100	744	115	25	35	105	25	20	15
Cumulative Plus Project Plus Whiskey Creek	80	195	40	100	745	115	25	35	105	25	20	15
Cumulative Plus Project Plus Uller	80	195	40	100	745	115	25	35	105	25	20	15
Buildout Baseline	80	195	40	100	745	115	25	35	105	25	20	15
Buildout Plus Project Plus Whiskey Creek	80	195	40	100	745	115	25	35	105	25	20	15
Buildout Plus Project Plus Uller	80	195	40	100	745	115	25	35	105	25	20	15

ATTACHMENT 5
VOLUME ADJUSTMENTS

The Inn at the Village - Cumulative Baseline Volume Adjustments

Total Volume Adjustments to be applied to Town of Mammoth Lakes Travel Demand Alternative X Volumes (-37 Building C Bedrooms)

1. Canyon/Lake Mary				2. Minaret/Lake Mary>Main				3. Minaret/Forest Trail				4. Forest Trail/Main			
	Sat Volume			In	Sat Volume			In	Sat Volume			In	Sat Volume		
	In	Out	Total		Out	Total	Out		Total	Out	Total		Out	Total	
NBL	0	0	0	2	0	-2	0	0	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SBL	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	
SRT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SRR	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	
EBL	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	
EBT	0	0	0	0	-2	-2	0	0	0	0	0	0	0	-2	
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WBL	0	0	0	-2	0	-2	0	0	0	0	0	-2	0	-2	
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WBR	-4	0	-4	0	0	0	0	0	0	0	0	0	0	0	
Total	-4	0	-4	-5	5	-10	-1	-1	-2	-2	-2	-4			

The Inn at the Village - Cumulative + Project (Whiskey Creek) Volume Adjustments

Volume Adjustments for Building C (-37 Bedrooms):

		Sat		Total
In	Out	In	Out	
-5	5	-5	5	-10

1. Canyon/Lake Mary

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	80%	0	-4
SBT	5%	0	0
SBR	0	0	0
EBL	5%	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	80%	-4	-4
Total	85%	85%	-4

2. Minaret/Lake Mary-Main

Distribution %	Sat Volume		Total
	In	Out	
NBL	30%	-2	-2
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	15%	-1	-1
EBL	15%	0	-1
EBT	35%	0	-2
EBR	30%	0	-2
WBL	0	0	0
WBT	35%	-2	-2
WBR	0	0	0
Total	80%	80%	-5

3. Minaret/Forest Trail

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	15%	0	-1
NBR	0	0	0
SBL	0	0	0
SBT	15%	-1	-1
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	15%	15%	-1

4. Forest Trail/Main

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	30%	0	-2
EBR	0	0	0
WBL	0	0	0
WBT	30%	-2	-2
WBR	0	0	0
Total	30%	30%	-2

Volume Adjustments for Whiskey Creek (-30 Bedrooms):

		Sat		Total
In	Out	In	Out	
-5	4	-5	4	9

1. Canyon/Lake Mary

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	80%	0	-3
SBT	5%	0	0
SBR	0	0	0
EBL	5%	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	80%	-4	-4
Total	85%	85%	-4

2. Minaret/Lake Mary-Main

Distribution %	Sat Volume		Total
	In	Out	
NBL	30%	-1	-1
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	15%	-1	-1
EBL	15%	0	-1
EBT	35%	0	-1
EBR	30%	0	-1
WBL	0	0	0
WBT	35%	-2	-2
WBR	0	0	0
Total	80%	80%	-4

3. Minaret/Forest Trail

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	15%	0	-1
NBR	0	0	0
SBL	0	0	0
SBT	15%	-1	-1
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	15%	15%	-1

4. Forest Trail/Main

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	30%	0	-1
EBR	0	0	0
WBL	0	0	0
WBT	30%	-1	-1
WBR	0	0	0
Total	30%	30%	-1

Project Trip Generation and Assignment (67 Bedrooms):

		Sat		Total
In	Out	In	Out	
10	9	10	9	19

1. Canyon/Lake Mary

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	80%	0	7
SBT	5%	0	0
SBR	0	0	0
EBL	5%	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	80%	8	8
Total	85%	85%	15

2. Minaret/Lake Mary-Main

Distribution %	Sat Volume		Total
	In	Out	
NBL	30%	3	3
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	15%	2	2
EBL	15%	0	2
EBT	35%	0	3
EBR	30%	0	3
WBL	0	0	0
WBT	35%	4	4
WBR	0	0	0
Total	80%	80%	17

3. Minaret/Forest Trail

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	15%	0	2
NBR	0	0	0
SBL	0	0	0
SBT	15%	2	2
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	15%	15%	4

4. Forest Trail/Main

Distribution %	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	30%	0	3
EBR	0	0	0
WBL	0	0	0
WBT	30%	3	3
WBR	0	0	0
Total	30%	30%	6

Total Volume Adjustments to be applied to Town of Mammoth Lakes Travel Demand Alternative X Volumes

1. Canyon/Lake Mary

	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	0	0	0

2. Minaret/Lake Mary-Main

	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	0	0	0

3. Minaret/Forest Trail

	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	0	0	0

4. Forest Trail/Main

	Sat Volume		Total
	In	Out	
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
Total	0	0	0

The Inn at the Village - Buildout + Project (Whiskey Creek) Volume Adjustments

Volume Adjustments for Whiskey Creek (-30 Bedrooms):

		Sat		
		In	Out	Total
		-5	-4	-9
1. Canyon/Lake Mary				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL		0	0	0
NBT		0	0	0
NBR		0	0	0
SBL	80%	0	-3	-3
SBT		0	0	0
SBR	5%	0	0	0
EBL		0	0	0
EBT		0	0	0
EBR		0	0	0
WBL		0	0	0
WBT		0	0	0
WBR	80%	-4	0	-4
Total	85%	85%	-4	-3
				-7
2. Minaret/Lake Mary-Main				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL	30%	-2	0	-2
NBT		0	0	0
NBR		0	0	0
SBL		0	0	0
SBT		0	0	0
SBR	15%	-1	0	-1
EBL	15%	0	-1	-1
EBT	35%	0	-1	-1
EBR	30%	0	-1	-1
WBL		0	0	0
WBT	35%	-2	0	-2
WBR		0	0	0
Total	80%	80%	5	-3
				-8
3. Minaret/Forest Trail				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL		0	0	0
NBT	15%	0	-1	-1
NBR		0	0	0
SBL		0	0	0
SBT	15%	-1	0	-1
SBR		0	0	0
EBL		0	0	0
EBT		0	0	0
EBR		0	0	0
WBL		0	0	0
WBT		0	0	0
WBR		0	0	0
Total	15%	15%	-1	-1
				-2
4. Forest Trail/Main				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL		0	0	0
NBT		0	0	0
NBR		0	0	0
SBL		0	0	0
SBT		0	0	0
SBR		0	0	0
EBL		0	0	0
EBT	30%	0	-1	-1
EBR		0	0	0
WBL		0	0	0
WBT	30%	-2	0	-2
WBR		0	0	0
Total	30%	30%	-2	-1
				-3

Project Trip Generation and Assignment (30 Bedrooms):

		Sat		
		In	Out	Total
		5	4	9
1. Canyon/Lake Mary				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL		0	0	0
NBT		0	0	0
NBR		0	0	0
SBL	80%	0	3	3
SBT		0	0	0
SBR	5%	0	0	0
EBL		0	0	0
EBT		0	0	0
EBR		0	0	0
WBL		0	0	0
WBT		0	0	0
WBR	80%	4	0	4
Total	85%	85%	4	3
				7
2. Minaret/Lake Mary-Main				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL	30%	2	0	2
NBT		0	0	0
NBR		0	0	0
SBL		0	0	0
SBT		0	0	0
SBR	15%	1	0	1
EBL	15%	0	1	1
EBT	35%	0	1	1
EBR	30%	0	1	1
WBL		0	0	0
WBT	35%	2	0	2
WBR		0	0	0
Total	80%	80%	5	3
				8
3. Minaret/Forest Trail				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL		0	0	0
NBT	15%	0	1	1
NBR		0	0	0
SBL		0	0	0
SBT	15%	1	0	1
SBR		0	0	0
EBL		0	0	0
EBT		0	0	0
EBR		0	0	0
WBL		0	0	0
WBT		0	0	0
WBR		0	0	0
Total	15%	15%	1	1
				2
4. Forest Trail/Main				
Distribution %		Sat Volume		
In	Out	In	Out	Total
NBL		0	0	0
NBT		0	0	0
NBR		0	0	0
SBL		0	0	0
SBT		0	0	0
SBR		0	0	0
EBL		0	0	0
EBT	30%	0	1	1
EBR		0	0	0
WBL		0	0	0
WBT	30%	2	0	2
WBR		0	0	0
Total	30%	30%	2	1
				3

Total Volume Adjustments to be applied to Town of Mammoth Lakes Travel Demand Alternative X Volumes

		Sat Volume					Sat Volume					Sat Volume							
		In	Out	Total			In	Out	Total			In	Out	Total					
1. Canyon/Lake Mary					2. Minaret/Lake Mary-Main					3. Minaret/Forest Trail					4. Forest Trail/Main				
NBL		0	0	0	NBL		0	0	0	NBL		0	0	0	NBL		0	0	0
NBT		0	0	0	NBT		0	0	0	NBT		0	0	0	NBT		0	0	0
NBR		0	0	0	NBR		0	0	0	NBR		0	0	0	NBR		0	0	0
SBL		0	0	0	SBL		0	0	0	SBL		0	0	0	SBL		0	0	0
SBT		0	0	0	SBT		0	0	0	SBT		0	0	0	SBT		0	0	0
SBR		0	0	0	SBR		0	0	0	SBR		0	0	0	SBR		0	0	0
EBL		0	0	0	EBL		0	0	0	EBL		0	0	0	EBL		0	0	0
EBT		0	0	0	EBT		0	0	0	EBT		0	0	0	EBT		0	0	0
EBR		0	0	0	EBR		0	0	0	EBR		0	0	0	EBR		0	0	0
WBL		0	0	0	WBL		0	0	0	WBL		0	0	0	WBL		0	0	0
WBT		0	0	0	WBT		0	0	0	WBT		0	0	0	WBT		0	0	0
WBR		0	0	0	WBR		0	0	0	WBR		0	0	0	WBR		0	0	0
Total		0	0	0	Total		0	0	0	Total		0	0	0	Total		0	0	0

The Inn at the Village - Buildout + Project (Ulter) Volume Adjustments

Volume Adjustments for Ulter (30 Bedrooms):

In	Sat
Out	Total
.5	-.9
.4	-.9

1. Canyon/Lake Mary				2. Mineret/Lake Mary>Main				3. Mineret/Forest Trail				4. Forest Trail/Main			
Distribution %		Sat Volume		Distribution %		Sat Volume		Distribution %		Sat Volume		Distribution %		Sat Volume	
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
NBL	0	0	0	NBL	20%	0	-1	NBL	0	0	0	NBL	0	0	0
NBT	0	0	0	NBT	15%	0	-1	NBT	15%	0	-1	NBT	0	0	0
NBR	0	0	0	NBR	35%	0	-1	NBR	0	0	0	NBR	0	0	0
SBL	15%	-1	-1	SBL	15%	-1	-1	SBL	15%	0	0	SBL	0	0	0
SBR	0	0	0	SBR	15%	-1	-1	SBR	15%	-1	-1	SBR	0	0	0
EBL	0	0	0	EBL	0	0	0	EBL	0	0	0	EBL	0	0	0
EBT	0	0	0	EBT	20%	0	0	EBT	0	0	0	EBT	0	0	0
EBR	0	0	0	EBR	35%	-1	-1	EBR	0	0	0	EBR	0	0	0
WBL	5%	0	0	WBL	35%	-2	-2	WBL	0	0	0	WBL	0	0	0
WBT	15%	0	0	WBT	70%	0	0	WBT	0	0	0	WBT	-2	0	-2
WBR	20%	0	-1	WBR	70%	0	0	WBR	15%	0	0	WBR	0	0	0
Total		-1	-2	Total		-3	-7	Total		-1	-2	Total		-2	-3

Project Trip Generation and Assignment (30 Bedrooms):

In	Sat
Out	Total
5	9
4	9

1. Canyon/Lake Mary				2. Mineret/Lake Mary>Main				3. Mineret/Forest Trail				4. Forest Trail/Main			
Distribution %		Sat Volume		Distribution %		Sat Volume		Distribution %		Sat Volume		Distribution %		Sat Volume	
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
NBL	0	0	0	NBL	30%	2	0	NBL	0	0	1	NBL	0	0	0
NBT	0	0	0	NBT	0	0	0	NBT	15%	0	0	NBT	0	0	0
NBR	0	0	0	NBR	0	0	0	NBR	0	0	0	NBR	0	0	0
SBL	80%	3	3	SBL	15%	0	0	SBL	15%	0	0	SBL	0	0	0
SBR	0	0	0	SBR	35%	1	0	SBR	15%	1	0	SBR	0	0	0
EBL	5%	0	0	EBL	15%	0	1	EBL	0	0	0	EBL	0	0	0
EBT	0	0	0	EBT	35%	0	1	EBT	0	0	0	EBT	0	0	0
EBR	0	0	0	EBR	30%	0	1	EBR	0	0	0	EBR	0	1	1
WBL	0	0	0	WBL	35%	0	0	WBL	0	0	0	WBL	0	0	0
WBT	80%	4	4	WBT	80%	2	2	WBT	30%	2	2	WBT	2	0	2
WBR	85%	4	3	WBR	80%	5	3	WBR	15%	1	1	WBR	0	0	0
Total		4	7	Total		8	8	Total		2	2	Total		2	3

Total Volume Adjustments to be applied to Town of Mammoth Lakes Travel Demand Alternative X Volumes

1. Canyon/Lake Mary				2. Mineret/Lake Mary>Main				3. Mineret/Forest Trail				4. Forest Trail/Main			
Distribution %		Sat Volume		Distribution %		Sat Volume		Distribution %		Sat Volume		Distribution %		Sat Volume	
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
NBL	0	0	0	NBL	2	-1	1	NBL	0	0	0	NBL	0	0	0
NBT	0	0	0	NBT	0	-1	-1	NBT	0	0	0	NBT	0	0	0
NBR	0	0	0	NBR	0	-1	-1	NBR	0	0	0	NBR	0	0	0
SBL	-1	-1	-1	SBL	0	0	0	SBL	0	0	0	SBL	0	0	0
SBR	0	0	0	SBR	-1	0	-1	SBR	0	0	0	SBR	0	0	0
EBL	0	0	0	EBL	1	0	1	EBL	0	0	0	EBL	0	0	0
EBT	0	0	0	EBT	0	1	1	EBT	0	0	0	EBT	0	0	0
EBR	0	0	0	EBR	-1	0	-2	EBR	0	0	0	EBR	0	0	0
WBL	0	0	0	WBL	-2	0	2	WBL	0	0	0	WBL	0	0	0
WBT	0	0	0	WBT	2	0	2	WBT	0	0	0	WBT	0	0	0
WBR	4	-1	3	WBR	0	0	0	WBR	0	0	0	WBR	0	0	0
Total		3	2	Total		1	1	Total		0	0	Total		0	0

ATTACHMENT 6
TRIP GENERATION STUDY

**SOURCE: Mammoth Crossings Traffic Impact Analysis
(LSA Associates, Inc., May 21, 2008)**

APPENDIX A

EXISTING COUNT DATA

EXISTING COUNT DATA

Hotel Trip Generation Counts

Traffic counts were conducted on Saturday, February 9, 2008, and March 1, 2008, at the Forest Trail Entrance of The Lodges (Grand Sierra, White Mountain, and Lincoln House) from 3:30 p.m. to 5:30 p.m. and on Saturday, March 1, 2008, at the Hillside Drive entrance to the Westin Hotel from 3:30 p.m. to 5:30 p.m. Detailed count sheets are provided following this page.

Data used in this study is derived from the February 9, 2008, count at The Lodges. The peak hour is from 4:30 p.m. to 5:30 p.m., with 54 peak-hour trips, 25 inbound and 29 outbound. Data from MMSA indicated that there were 190 occupied hotel units (98 percent occupancy) that day and 17,559 skiers. This closely represents a peak winter Saturday condition. The resultant occupied hotel unit p.m. peak hour trip generation is 0.28 trips per unit. The breakdown of the 190 units is as follows:

The Lodges (Grand Sierra, White Mountain, and Lincoln House)

- 88 studios/one-bedroom units (46 percent)
 - 88 two-bedroom units (46 percent)
 - 11 three-bedroom units (6 percent)
 - 3 four-bedroom units (2 percent)
- 190 units

Additional counts were taken on March 1, 2008, at The Lodges and Westin Hotel. The occupancy was 98 percent (188 units) at The Lodges and 92 percent at the Westin Hotel (130 units), with 11,582 skiers. These counts reflect a lower per-unit trip generation of 0.24 and 0.18 trip per occupied unit at The Lodges and Westin, respectively. The breakdown of the units at the Westin is as follows:

The Westin Hotel

- 117 studios/one-bedroom units (83 percent)
 - 24 two-bedroom units (17 percent)
- 141 units

It should also be noted that the Westin trips attributed to the restaurant were isolated (4 inbound and 3 outbound), and if added to the hotel unit rate would be 0.23 trip per hotel plus restaurant.

It should further be noted that both The Lodges and The Westin have comparable amenities to The Crossings, such as offices, reception/check-in facilities, meeting spaces, and common areas.

Walking distances are also similar and within acceptable ranges. Distances from the Grand Sierra Lodge are approximately 700 ft, which are comparable to Site 1. Walking distances from Sites 2 and 3 range up to approximately 1,200 ft, but are still within acceptable lengths considering the time and expense of attempting to drive this same distance.

For comparison, the Mammoth Crossings unit mix is as follows:

Mammoth Crossings

- 319 one-bedroom units, 2 bedrooms with lock-offs units (59 percent)
 - 126 two-bedroom units (23 percent)
 - 84 three-bedroom units (16 percent)
 - 10 four-bedroom units (2 percent)
- 539 units (including lock-offs)

Village Parking summary pm (15 minute time interval)

Saturday, March 1, 2008

f o r e s t t r a i l

total					50
3.30		3.45		4.00	
4		7		6	
4.15	4.30	4.45	5.00	5.15	
9	5	11	4	4	
Parking entering					A

p a r k i n g

A B

total					46
3.30		3.45		4.00	
5		6		9	
4.15	4.30	4.45	5.00	5.15	
4	2	3	5	12	
parking exiting					B

Westin Valet summary pm (15 minute time interval)

Saturday, March 1, 2008

h i l l s i d e

total		34		
3.30	3.45			
4	2	5		
4.15	4.30	4.45	5.00	5.15
5	3	3	4	8
Park entering total				

p a r k i n g

A | B

total		19		
3.30	3.45			
3	2	1		
4.15	4.30	4.45	5.00	5.15
1	0	0	5	7
Park exiting total				

3.30	3.45			
2	1	1		
4.15	4.30	4.45	5.00	5.15
2	1	1	1	1
Park enter hotel valet				

3.30	3.45				
1					
4.15	4.30	4.45	5.00	5.15	
				1	4
Park exit hotel valet					

3.30	3.45			
4.15	4.30	4.45	5.00	5.15
1	1		1	2
Enter restaurant valet				

3.30	3.45				
4.15	4.30	4.45	5.00	5.15	
				2	1
exit restaurant valet					

3.30	3.45			
2	1	4		
4.15	4.30	4.45	5.00	5.15
2	2	1	2	5
Park enter self park				

3.30	3.45			
2	2	1		
4.15	4.30	4.45	5.00	5.15
1			2	2
Park exit self park				



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PT. RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO

October 23, 2013

Ms. Jen Daugherty
Community and Economic Development Department
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Subject: 50 Canyon Boulevard (The Inn at The Village): Valet Operation

Dear Ms. Daugherty:

LSA Associates, Inc. (LSA) is pleased to present this revised analysis of the proposed valet operation for the 50 Canyon Boulevard Project in the North Village Specific Plan (NVSP) area of the Town of Mammoth Lakes (Town). The 63 proposed resort hotel units (Building C) represent the third and final building of the 8050 Complex, which currently has 28 resort hotel units and 3,335 square feet (sf) of commercial use (Buildings A and B at 6085 Minaret Road). At project completion, 91 total resort hotel units will be provided on site.

The project will meet the Town's on-site parking requirements within the existing 171-space parking structure that serves the 8050 Complex. The 171 spaces provide for 97 required spaces for the 91 existing/proposed units, 8 required spaces for the 3,335 sf of commercial use, 50 spaces for the Fireside Homeowners Association (HOA), and an excess (or overage) of 16 spaces for residents and guests of Buildings A-C only. All residents and guests of Buildings A-C will be required to use the valet operation to access 100 percent of its parking spaces. Therefore, the proposed project meets all NVSP parking requirements (including guest access to a minimum of 10 percent of the total number of required spaces). Ingress to the project site is provided via Canyon Road and egress is provided via Minaret Road. Figure 1 (all architect plans and figures attached) illustrates the project site plan.

The purpose of this work effort is to ensure that the access design and valet parking operation do not result in vehicles queuing onto Canyon Road. A stacking analysis was conducted to determine the potential queues that may form at the project entry and valet/drop-off area. An evaluation of the subterranean parking structure drive aisles was also provided to address the adequacy of in-aisle valet parking and circulation.

Project Access Description

The project site is bound by the Village Plaza and gondola on the north, Mammoth Crossing Site 1 on the south, Minaret Road on the east, and Canyon Road on the west. Guests will access the project site by turning into the Canyon Road project driveway and turning left into the valet/drop-off area. The circular valet/drop-off area will have a circumference of approximately 200 feet (ft).

As shown on Figure 1, approximately seven vehicles could be accommodated within the valet/drop-off area, excluding the three check-in parking spaces. Approximately 45 ft is planned from the back of the Canyon Road curb to the valet/drop-off area entry, which could accommodate two additional vehicles. A total of 245 ft of inbound vehicle storage will be provided (200 ft within the proposed valet/drop-off area and 45 ft from the valet/drop-off area entry to the Canyon Road curb). A total of nine inbound vehicles could be accommodated on site.

Project Trip Generation

For purposes of the valet parking stacking analysis, LSA generated vehicle trips for the total existing and proposed resort hotel units using a surveyed trip generation rate as documented in Appendix A of the Mammoth Crossings Traffic Impact Analysis, dated May 21, 2008 (attached). The trip generation characteristics for the proposed project as well as for other similar uses within the North Village are unique to the Town. The ability to walk to the gondola, the immediate accessibility of retail and restaurant uses, and access to a transit hub with all bus routes available make it possible to park a vehicle and leave it for the duration of a trip.

The trip generation rate for the proposed resort hotel (0.28 trip per occupied unit), specifically in the Saturday p.m. peak hour, was based upon vehicular count data (inbound and outbound) at the Village Lodges (Grand Sierra, White Mountain, and Lincoln House) parking garage. The count was conducted on Saturday, February 9, 2008. The basis for using an observed/measured rate from the Village Lodges is that the data reflects the net vehicular trip generation while recognizing the proximity of its resort hotel units to the gondola and other retail and restaurant attractions in the North Village area.

As shown in Table A.1 (all tables attached), a resort hotel of 91 occupied units could generate 26 Saturday peak-hour trips (14 inbound and 12 outbound). Inbound traffic movements, which represent a portion of the total project trip generation, are used for estimating the queue formation as described below.

Valet Analysis

In order to determine the potential queues that may form at the proposed valet/drop-off area, a vehicle stacking analysis was prepared based on the methodology described in the Robert Crommelin report titled *Entrance-Exit Design and Control for Major Parking Facilities*. Applying this Poisson distribution statistical methodology, vehicular reservoir needs at a parking facility can be determined for a given traffic volume and the service rate of the control device. For purposes of this project, the control device is the proposed valet parking operation (i.e., valet parking attendant).

Based on the location/distance of the valet area in relation to the subterranean parking spaces (or more specifically, the time it would take for a valet attendant to drive a vehicle down to the subterranean structure, park it, and return to the valet area), it is estimated that the maximum valet parking service rate (average headway) is 180 seconds per vehicle, as shown in Table A.2. Based on the volume of inbound traffic and the design capacity (i.e., service rate) presented in Table A.2, the traffic intensity is determined. Traffic intensity is the ratio between the average arrival rate (volume) and average service rate per valet attendant, which results in the length (22 ft per vehicle) necessary for adequate reservoir space.

Because a resort hotel may not have uniform vehicle arrival/departure rates in the Saturday peak hour (i.e., approximately half of the peak-hour trip generation shown in Table A.1 may occur within a 15-minute period during each peak hour), a peak 15-minute valet parking stacking analysis has been prepared to evaluate these worst-case, short-term conditions.

Table A.3 presents the results of the peak 15-minute valet parking stacking analysis with three valet attendants. According to the Reservoir Needs vs. Traffic Intensity chart in the Crommelin report (attached), on average, the minimum storage length for a valet parking operation with three valet attendants should be 22 ft (equivalent to one vehicle) to accommodate the peak 15-minute inbound volume of seven vehicles, excluding the three check-in parking spaces. The 95th percentile storage length (not to be exceeded 5 times in 100) should be 44 ft (equivalent to two vehicles). The 99th percentile storage length (not to be exceeded 1

time in 100) should be 66 ft (equivalent to three vehicles). Two valet attendants would not be sufficient with the available storage capacity.

As stated above, the valet parking/drop-off area can accommodate approximately seven vehicles (equivalent to 154 ft). An additional two vehicles (equivalent to 44 ft) can be stored between the Canyon Road curb and the valet/drop-off area entry. Storage for a total of nine vehicles (or 198 ft) is provided on site. Based on this analysis, adequate storage is provided if three valet attendants are included in the valet parking operation.

Parking Structure Valet Area Aisle Widths

Figures 2a and 2b illustrate the subterranean parking plans for the upper and lower levels from the project application and set of plans. The subterranean parking structure will provide 24 ft wide drive aisles, which will be consistent with the minimum 24 ft aisle widths required by the Town of Mammoth Lakes Standard Plans for Public Works. As previously discussed, valet parking will be required for all hotel guests except as noted below. The valet operations include managed parking to utilize in-aisle parking spaces in selected drive aisles. As shown on Figures 2a and 2b, valet attendants may utilize up to 32 valet spaces within the 24 ft drive aisles.

The parking layout provides parking spaces oriented at 90 degrees from the primary 24 ft drive aisles. Valet-managed aisle parking is planned along one side of selected aisles. It should be noted that 50 self-park spaces for the Fireside HOA have been designated (and illustrated on Figure 2a) on the upper level of the parking structure; however, these spaces will not be utilized for valet parking. Valet parking (for residents and guests of Buildings A-C only) will not be provided along drive aisles adjacent to the 50 spaces dedicated to the Fireside HOA. Therefore, consistent with the Town's standards for aisle widths, the Fireside HOA will have 24 ft aisle widths available at all times when entering, exiting, and parking in the structure.

As seen on Figures 2a and 2b, a 16 ft drive aisle would be present when a vehicle is valet parked along the aisle (standard 24 ft drive aisle minus 8 ft for a parallel-parked vehicle). This 16 ft aisle is wider than a standard roadway lane (which is 12 ft) and provides adequate bypass and emergency vehicle circulation in the subterranean parking structure in the event of an emergency.

Conclusion

This analysis has determined that the proposed valet parking operation would not adversely affect the on-site circulation with three valet parking attendants. The current driveway entry and valet/drop-off area would provide adequate storage for vehicles entering the site without queuing onto Canyon Road. Adequate drive aisle width would be provided in the subterranean parking structure for vehicular circulation and valet parking operations.

If you have any questions, please call me at (949) 553-0666.

Sincerely,

LSA ASSOCIATES, INC.


Les Card, P.E.
Principal and CEO


Dean Arizabal
Senior Transportation Planner

Attachments: **Appendix A of the Mammoth Crossings Traffic Impact Analysis (5 pages)**
 Architect Plans (5 sheets)
 Figures 1, 2a, and 2b (3 sheets)
 Tables A.1 through A.3 (1 page)
 Robert Crommelin, Reservoir Needs vs. Traffic Intensity Chart (1 page)

**SOURCE: Mammoth Crossings Traffic Impact Analysis
(LSA Associates, Inc., May 21, 2008)**

APPENDIX A

EXISTING COUNT DATA

EXISTING COUNT DATA

Hotel Trip Generation Counts

Traffic counts were conducted on Saturday, February 9, 2008, and March 1, 2008, at the Forest Trail Entrance of The Lodges (Grand Sierra, White Mountain, and Lincoln House) from 3:30 p.m. to 5:30 p.m. and on Saturday, March 1, 2008, at the Hillside Drive entrance to the Westin Hotel from 3:30 p.m. to 5:30 p.m. Detailed count sheets are provided following this page.

Data used in this study is derived from the February 9, 2008, count at The Lodges. The peak hour is from 4:30 p.m. to 5:30 p.m., with 54 peak-hour trips, 25 inbound and 29 outbound. Data from MMSA indicated that there were 190 occupied hotel units (98 percent occupancy) that day and 17,559 skiers. This closely represents a peak winter Saturday condition. The resultant occupied hotel unit p.m. peak hour trip generation is 0.28 trips per unit. The breakdown of the 190 units is as follows:

The Lodges (Grand Sierra, White Mountain, and Lincoln House)

- 88 studios/one-bedroom units (46 percent)
 - 88 two-bedroom units (46 percent)
 - 11 three-bedroom units (6 percent)
 - 3 four-bedroom units (2 percent)
- 190 units

Additional counts were taken on March 1, 2008, at The Lodges and Westin Hotel. The occupancy was 98 percent (188 units) at The Lodges and 92 percent at the Westin Hotel (130 units), with 11,582 skiers. These counts reflect a lower per-unit trip generation of 0.24 and 0.18 trip per occupied unit at The Lodges and Westin, respectively. The breakdown of the units at the Westin is as follows:

The Westin Hotel

- 117 studios/one-bedroom units (83 percent)
 - 24 two-bedroom units (17 percent)
- 141 units

It should also be noted that the Westin trips attributed to the restaurant were isolated (4 inbound and 3 outbound), and if added to the hotel unit rate would be 0.23 trip per hotel plus restaurant.

It should further be noted that both The Lodges and The Westin have comparable amenities to The Crossings, such as offices, reception/check-in facilities, meeting spaces, and common areas.

Walking distances are also similar and within acceptable ranges. Distances from the Grand Sierra Lodge are approximately 700 ft, which are comparable to Site 1. Walking distances from Sites 2 and 3 range up to approximately 1,200 ft, but are still within acceptable lengths considering the time and expense of attempting to drive this same distance.

For comparison, the Mammoth Crossings unit mix is as follows:

Mammoth Crossings

- 319 one-bedroom units, 2 bedrooms with lock-offs units (59 percent)
 - 126 two-bedroom units (23 percent)
 - 84 three-bedroom units (16 percent)
 - 10 four-bedroom units (2 percent)
- 539 units (including lock-offs)

Village Parking summary pm (15 minute time interval)

Saturday, March 1, 2008

f o r e s t t r a i l

total 50					p a r k i n g A B	total 46					
3.30		3.45		4.00		3.30		3.45		4.00	
4		7		6		5		6		9	
4.15	4.30	4.45	5.00	5.15		4.15	4.30	4.45	5.00	5.15	
9	5	11	4	4		4	2	3	5	12	
Parking entering						A	parking exiting				
						B					

Westin Valet summary pm (15 minute time interval)

Saturday, March 1, 2008

h i l l s i d e

total		34
3.30	3.45	4.00
4	2	5
4.15	4.30	4.45
5	3	3
4	8	
Park entering total		A

p a r k i n g

A | B

total		19
3.30	3.45	4.00
3	2	1
4.15	4.30	4.45
1	0	0
5	7	
Park exiting total		B

3.30	3.45	4.00
2	1	1
4.15	4.30	4.45
2	1	1
1	1	1
Park enter hotel valet		

3.30	3.45	4.00
1		
4.15	4.30	4.45
		1
		4
Park exit hotel valet		

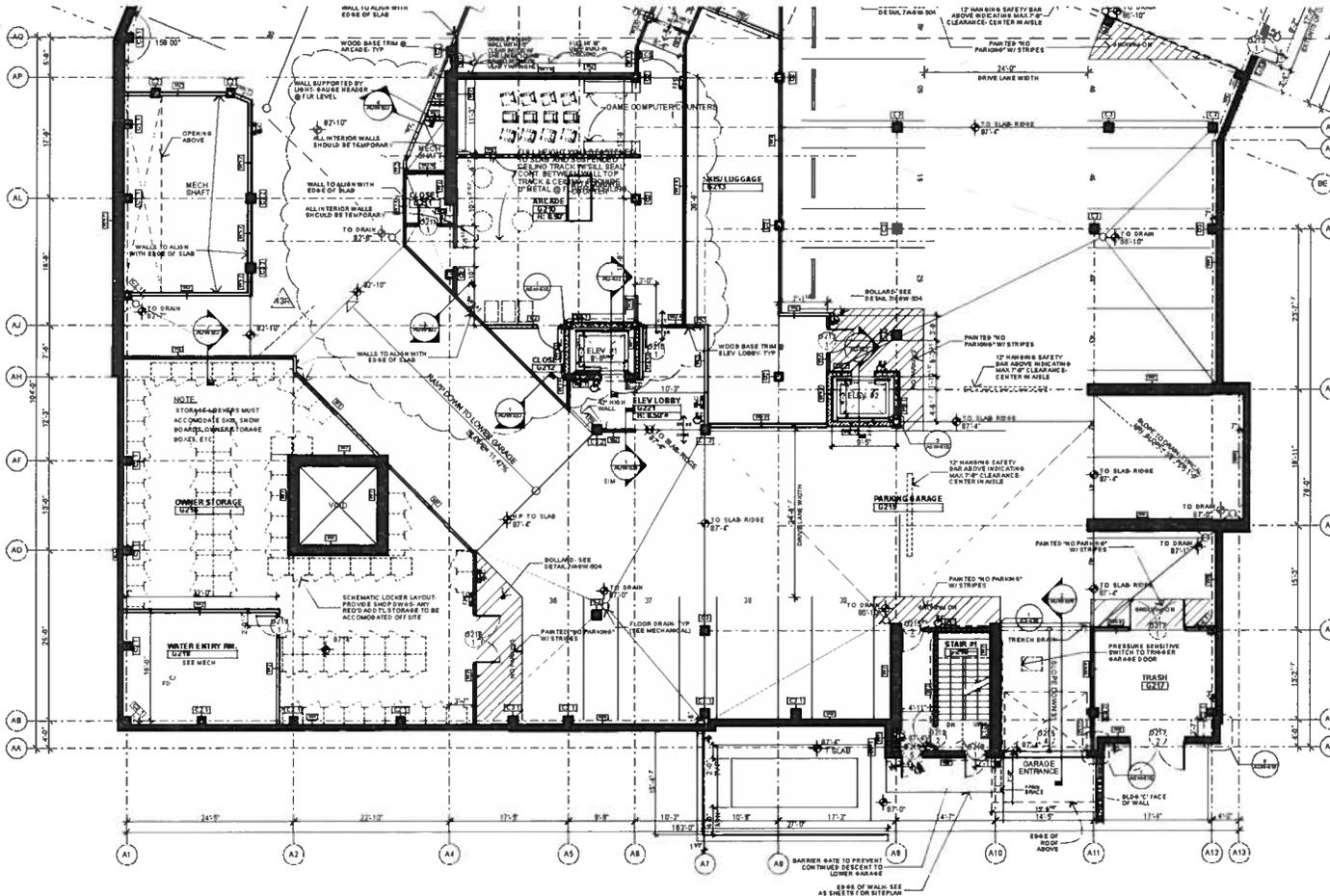
3.30	3.45	4.00
4.15	4.30	4.45
1	1	1
2		2
Enter restaurant valet		

3.30	3.45	4.00
4.15	4.30	4.45
		2
		1
exit restaurant valet		

3.30	3.45	4.00
2	1	4
4.15	4.30	4.45
2	2	1
2	2	5
Park enter self park		

3.30	3.45	4.00
2	2	1
4.15	4.30	4.45
1		2
		2
Park exit self park		

NORTH GARAGE-AG 102N
SOUTH GARAGE-AG 102S



NORTH GARAGE-AG 102N
SOUTH GARAGE-AG 102S



100 SOUTH SPRING STREET
ASPEN, COLORADO 81511
(970)925-3300 (FAX) 970-925-2250

PHASE 1

80/50
PRIVATE RESIDENCE CLUB
Mammoth Lake, California

- NOTES
1. REFER TO COMPLY WITH SECTION 1003.3.3 OF 2001 CBC
 2. GUARD RAILS TO COMPLY WITH SECTION 1009 OF 2001 CBC SEE DETAIL 1009-01
 3. SEE DETAIL PARTITION TYPES SEE AGA SHEETS FOR DETAILS
 4. WINDOW FINISHES AS PER PLANS AND/OR SCHEDULES EXCEPT PER SECTION 5.0 WINDOW FINISHES: A. SEE AGA SHEETS B. SEE AGA SHEETS C. SEE AGA SHEETS
 5. CITE IN ENTRIES LOCKED KEY BOX FOR FIRE DEPARTMENT
 6. CITE IN ENTRIES EMERGENCY GUIDE SIGNAGE
 7. CITE IN ENTRIES COLUMN PARTITION TYPE SEE AGA SHEETS FOR DETAILS
 8. DIMENSION GENERAL NOTE: A. FIELD DIMENSIONS ARE GENERALLY TO EITHER EDGE OF STUD OR CURB WALL B. IF A WALL IS SHOWN @ ONE LINE ASSUME EDGE OF STUD ALONG W. OR E. LINE
 9. SEE AGA-1 FOR DOOR & WINDOW SCHEDULES
 10. ROOM LABELS WITH H FIELD DIMENSIONS SUSPENDED OFF BOARD CEILING AND ABOVE BY HEIGHT. HEIGHTS FOLLOWED BY PRIVATE RESIDENCE AREA CEILING FRAMED WALL, STUDS AND GYP BOARD. IF NO CEILING IS CALLED OUT, THEN CEILING IS EXPPOSED TO STRUCTURE.

DATE	ISSUE
11/05/2003	Land Use Permit
12/05/2003	Use Permit Review
06/04/2004	Amended Use Permit
07/16/2004	DD Review Set
08/23/2004	Building Permit Review Set
10/05/2004	Building Permit Revised Set
11/05/2004	Building Permit Revised Set
12/01/2004	Building Permit
12/15/2004	Vendor Review Set
01/25/2005	Review
02/07/2005	For Construction

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Prepared by: [Signature]

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30230P 7:23 AM

SHEET TITLE
UPPER GARAGE
SOUTH

1 UPPER GARAGE LEVEL
1/8" = 1'-0"

REVISION KEY
ASI-3 04/29/05
PR-3 05/19/05
ASI-15 06/10/05
ASI-15R 07/13/05

AG-102S

SHEET 25 OF 70

DATE	ISSUE
11/25/2003	Land Use Permit
12/05/2003	Use Permit Review
06/04/2004	Amended Use Permit
07/16/2004	DD Review Set
08/20/2004	Building Permit Review Set
10/05/2004	Building Permit Revised Set
11/05/2004	Building Permit Revised Set
12/01/2004	Building Permit
12/15/2004	Lender Review Set
01/25/2005	Review
02/07/2005	For Construction

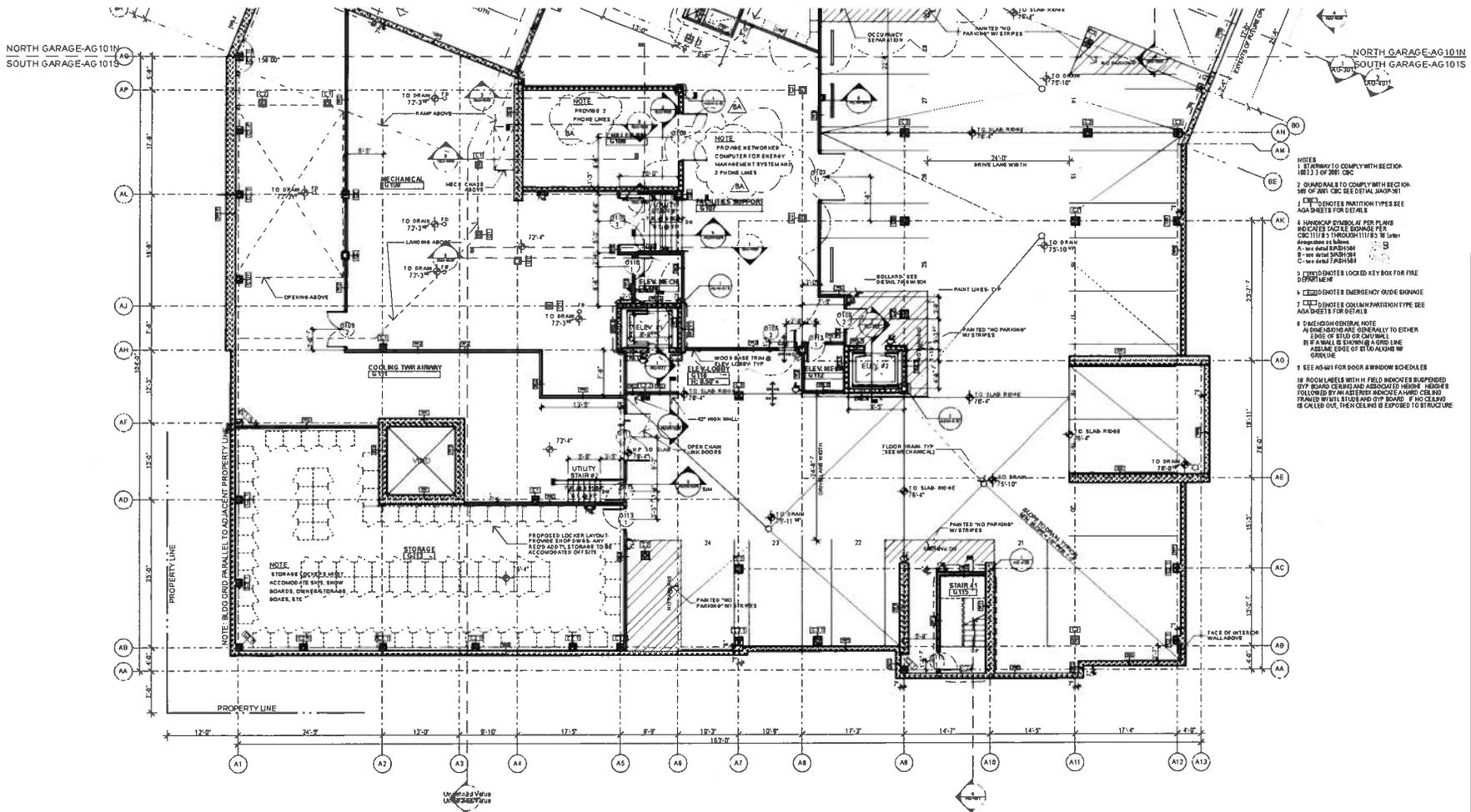
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3023P 723 AM

SHEET TITLE
LOWER GARAGE
SOUTH

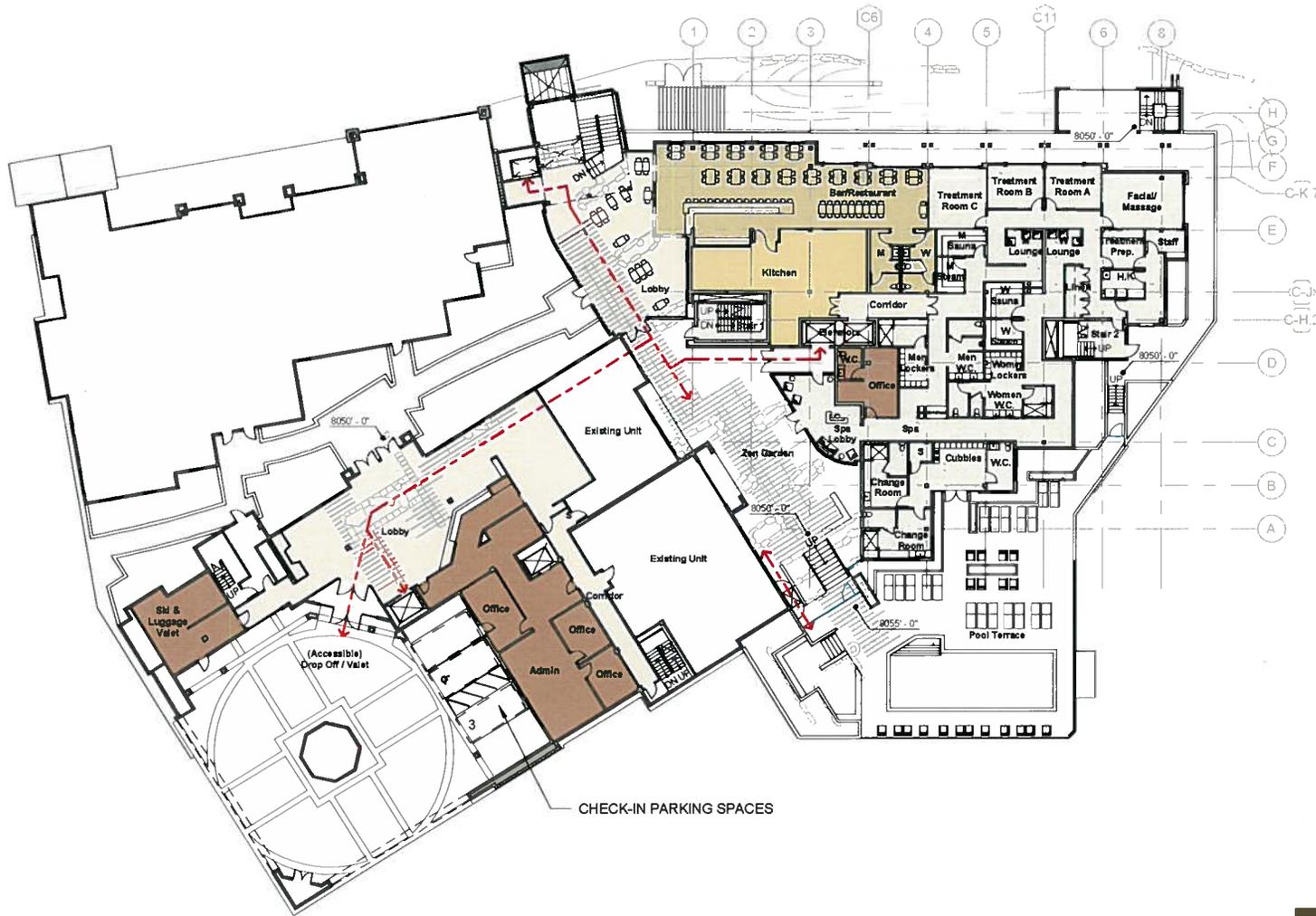
AG-101S



1 LOWER GARAGE LEVEL
1/8" = 1'-0"

REVISION KEY
AS-8 04/29/05

PLAZA LEVEL PLAN



Legend

Program Areas

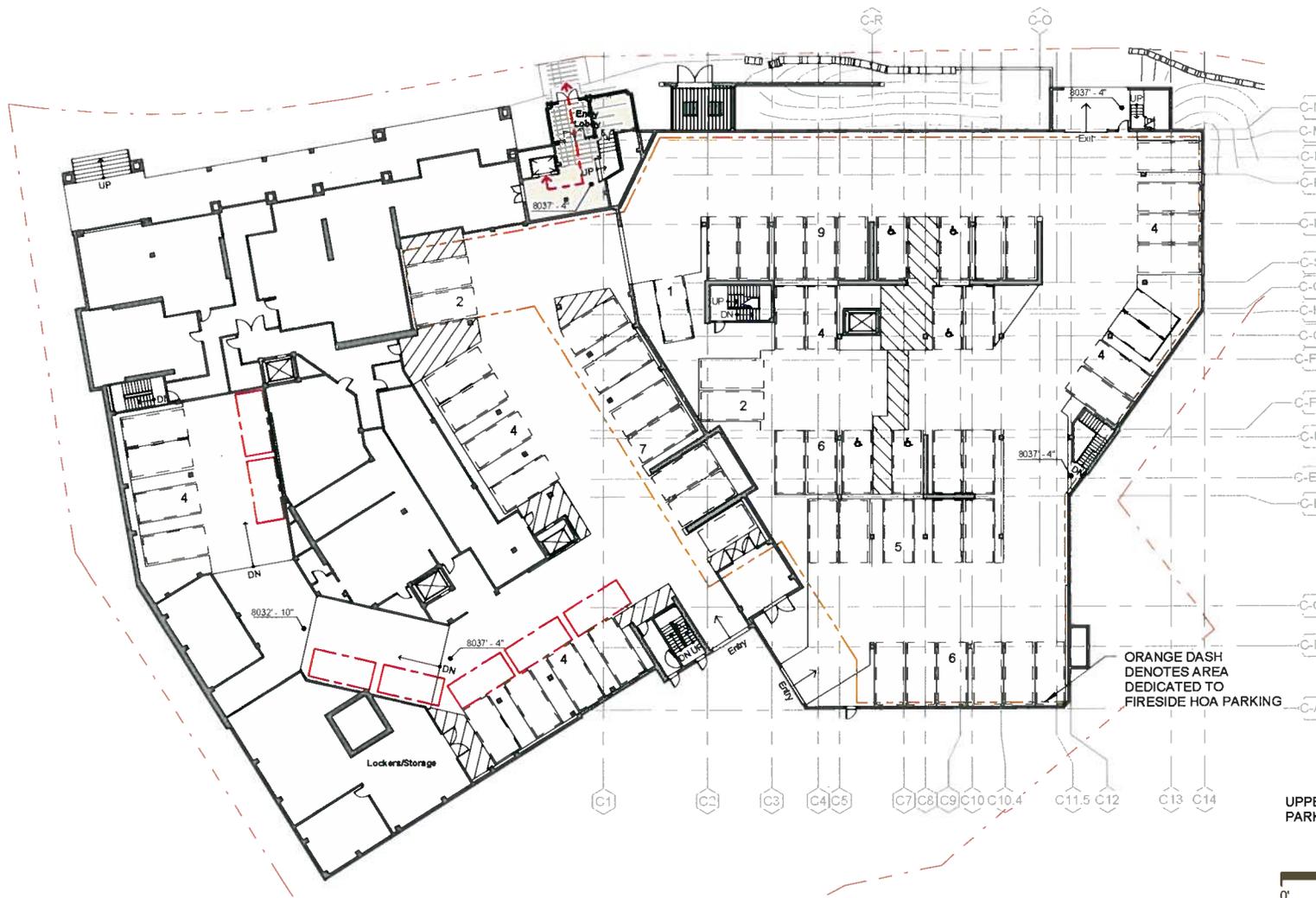
- BOH/Admin
- Circulation
- Common Area
- Fitness/Spa
- Kitchen

↔↔↔ Accessible Route

CHECK-IN PARKING SPACES



GARAGE UPPER



Legend

- Program Areas**
- Circulation
 - ↔ Accessible Route
 - Valet Parking Space
 - Standard Parking Space

Parking Requirements & Tabulation per NVSP:

Room Type	1-Bedroom	2-Bedroom	3+-Bedroom
Req'd Parking/Unit	1 space	1 space	1.5 spaces
8050 Building			
Building "A"	5	4	9
Building "B"	3	7	0
Building "C"	29	1	3
Subtotals	67	12	12

Residential Parking Required
 67 spaces + 12 spaces + 18 spaces = 97 spaces
 Building "B" Commercial Parking Required
 3,333 SF @ 7.4 spaces/1,000 SF = 8 spaces
Total Parking Required: 105 spaces

Existing 8050 Parking Structure Capacity:

Lower Level	74 spaces
Upper Level	62 spaces
Valet Parking	32 spaces
Street Level	3 spaces
Total Capacity:	171 cars
Less Fireside HOA	-50 cars

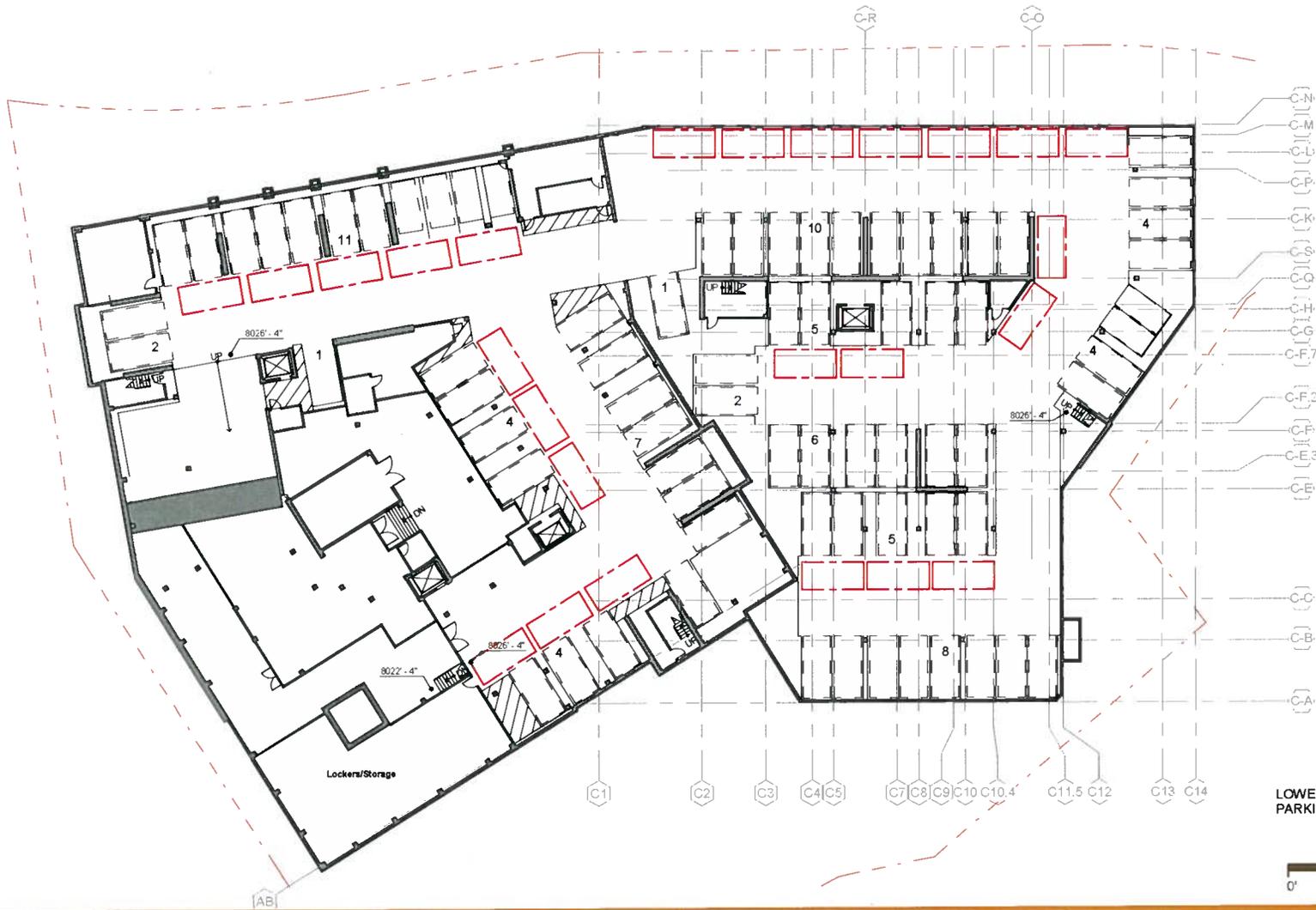
(Per agreement by and between /Star and Fireside Condominium HOA)

Total Available Capacity: 121 cars
 Parking Req'd (per above): 105 cars
 Coverage: 16 cars
Total Accessible Spaces: 6 spaces

ORANGE DASH DENOTES AREA DEDICATED TO FIRESIDE HOA PARKING

UPPER GARAGE LEVEL EXISTING PARKING STALLS: 62 SPACES





LOWER GARAGE LEVEL EXISTING
PARKING STALLS: 74 SPACES

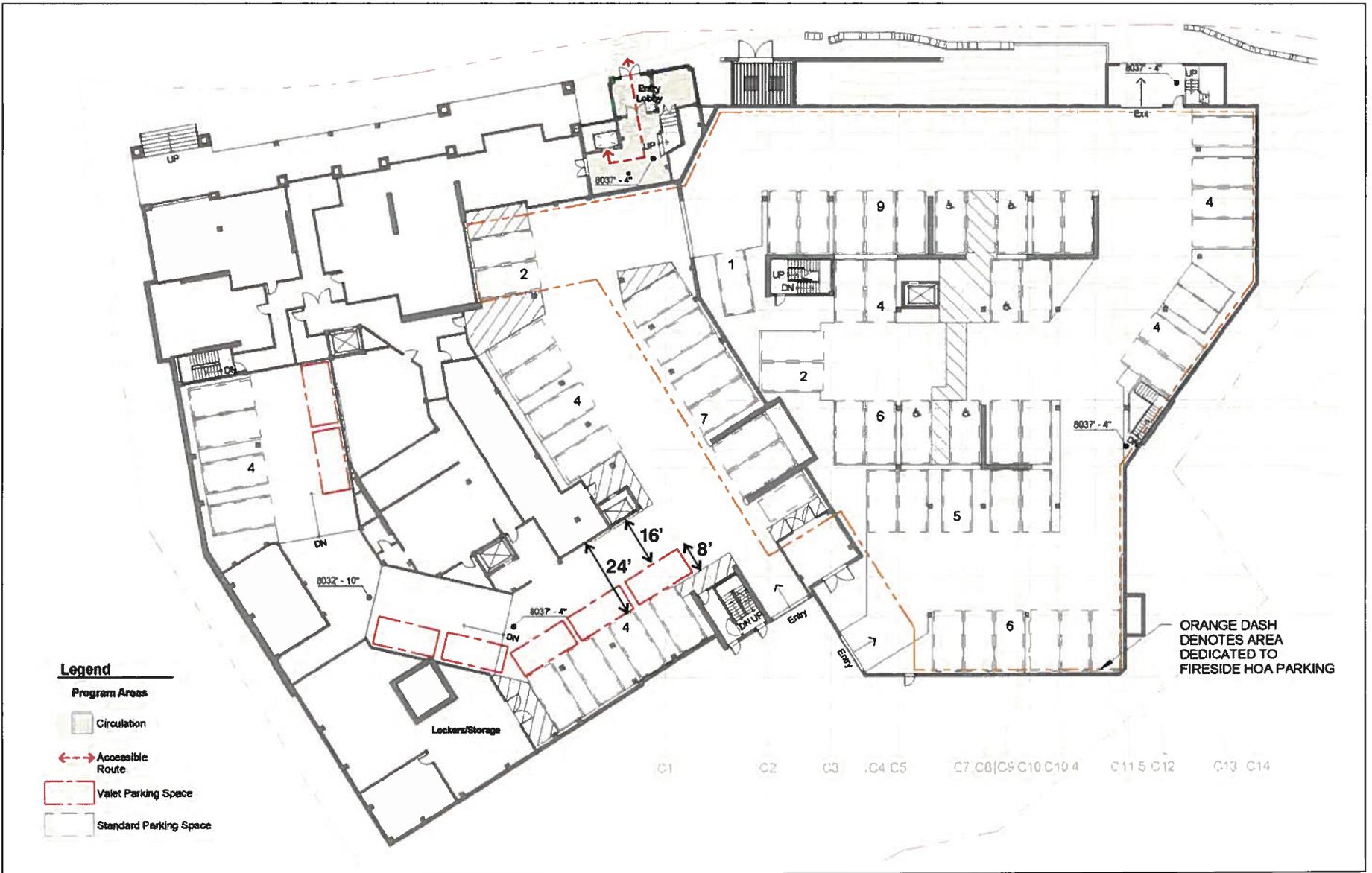


FIGURE 2a

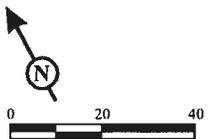
LSA





LSA

FIGURE 2b



SOURCE: Bull Stockwell Allen

I:\SMM1301\G\Parking-Lower.cdr (10/21/13)

50 Canyon Boulevard
Subterranean Parking Plan (Lower Level)

Table A.1: 8050 Complex Project Trip Generation

Land Use	Size	Unit	Saturday Peak Hour		
			In	Out	Total
Trip Rates¹					
Condominium		unit	0.151	0.129	0.280
Project Trip Generation					
Condominium	91	unit	14	12	26

¹ Trip rate referenced from observed Intrust North Village (Grand Sierra, White Mountain, and Lincoln House) count on February 9, 2008 for the Mammoth Crossings Traffic Impact Analysis (May 21, 2008).

Table A.2: Peak 15-Minute Valet Parking Service Rates

Service Rates per Lane		
Average Headway (sec/veh) ¹	Design Capacity (veh/0.25 hr) ²	Maximum Capacity (veh/0.25 hr) ³
180.0	4	5

¹ Average Headway is based on approximate time for valet attendant to park a vehicle in the subterranean garage and return to the valet pick-up/drop-off area.

² Design Capacity is 80 percent of the Maximum Capacity, as explained in the Crommelin report.

³ Maximum Capacity is determined by dividing 900 seconds (15 minutes) by the Average Headway.

sec/veh = seconds per vehicle

veh/0.25 hr = vehicles per 0.25 hour

Table A.3: Peak 15-Minute Valet Parking Stacking Analysis

Valet Attendants	Service Rate ¹	Arrival Rate (Peak 15-Min Volume)	Traffic Intensity ²	Reservoir Required (ft) ³	
				Average	95th %
3	4	7	0.58	22	44

¹ The Service Rate is the Design Capacity.

² Traffic Intensity is the Arrival Rate (peak-hour volume) ÷ Service Rate per the "Reservoir Needs vs. Traffic Intensity" table in the Crommelin report. Traffic Intensity is also a function of the number of valet attendants; therefore, Traffic Intensity = Arrival Rate ÷ (Service Rate * Valet Attendants).

³ Number of feet indicated in the "Reservoir Needs vs. Traffic Intensity" table (based on the highest of the AM, PM, and Saturday Traffic Intensity). 22 feet equates to 1 vehicle.

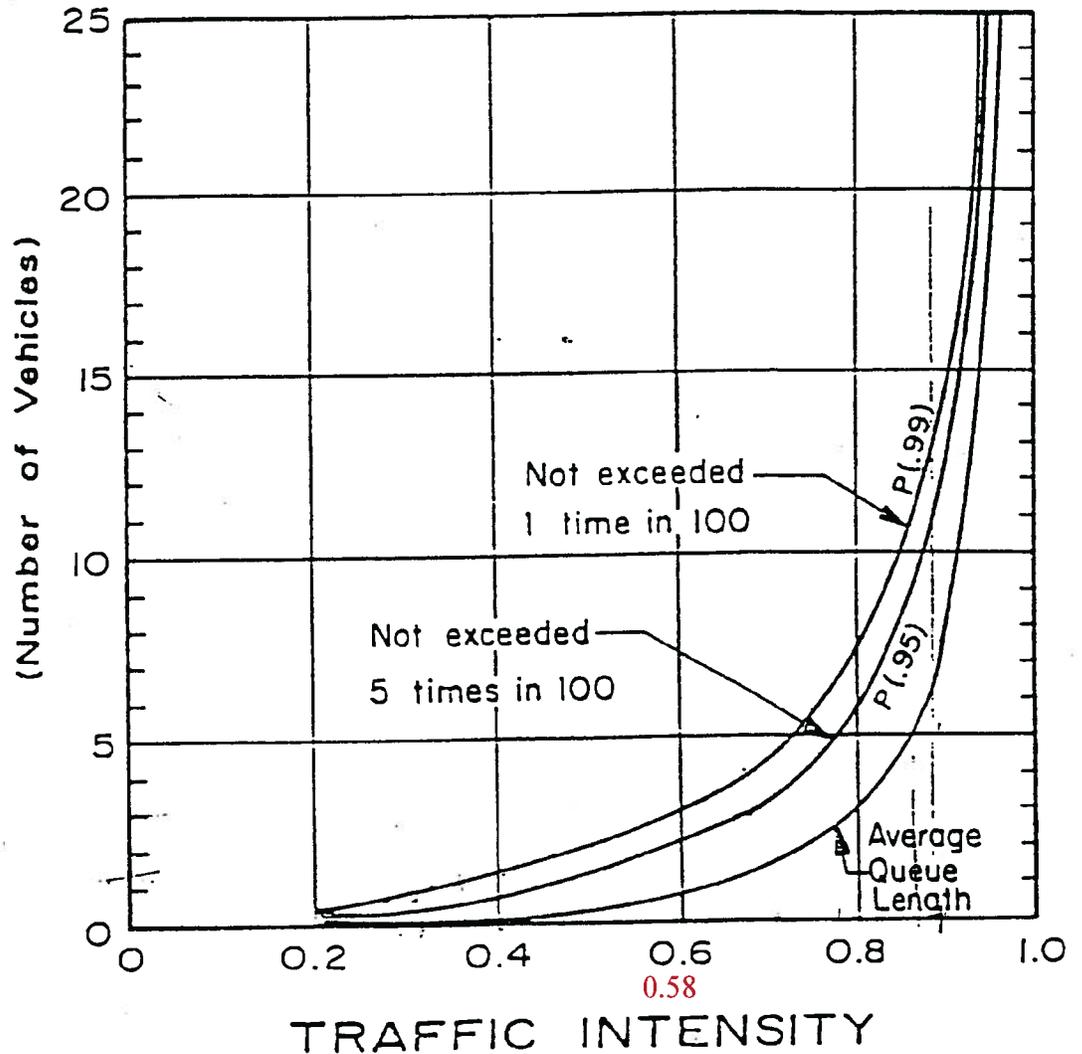
"Average" is the reservoir required for the average queue, "95th %" is the reservoir required so a queue does not exceed the reservoir 5 times in 100.

Min = minute

ft = feet

RESERVOIR NEEDS VS TRAFFIC INTENSITY

RESERVOIR BEHIND SERVICE POSITION



x22' (autos)

x35' (service)

(Average Arrival Rate ÷ Average Service Rate)

3 valet parking attendants



Assumptions:

1. Arrivals follow a Poisson Distribution
2. Service rate can be represented by an exponential probability function.
3. Flow is equally divided between each lane if more than one is available.

Note: To obtain reservoir length, use 22 feet per vehicle.



11.3 Noise Data

Site Number: 1			
Recorded By: Eddie Torres			
Job Number: 139231			
Date: 1/17/14			
Time: 8:32 AM			
Location: Fireside at the Village condominiums, along Minaret Road			
Source of Peak Noise: Light pedestrian activity			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	7/12/2013	
	Microphone	Brüel & Kjær	4189	2543364	7/12/2013	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/12/2013	
	Calibrator	Brüel & Kjær	4231	2545667	7/12/2013	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 0.01			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	2.6		39		29.88	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/17/2014 08:32:03
End Time:		01/17/2014 08:42:32
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		138.76

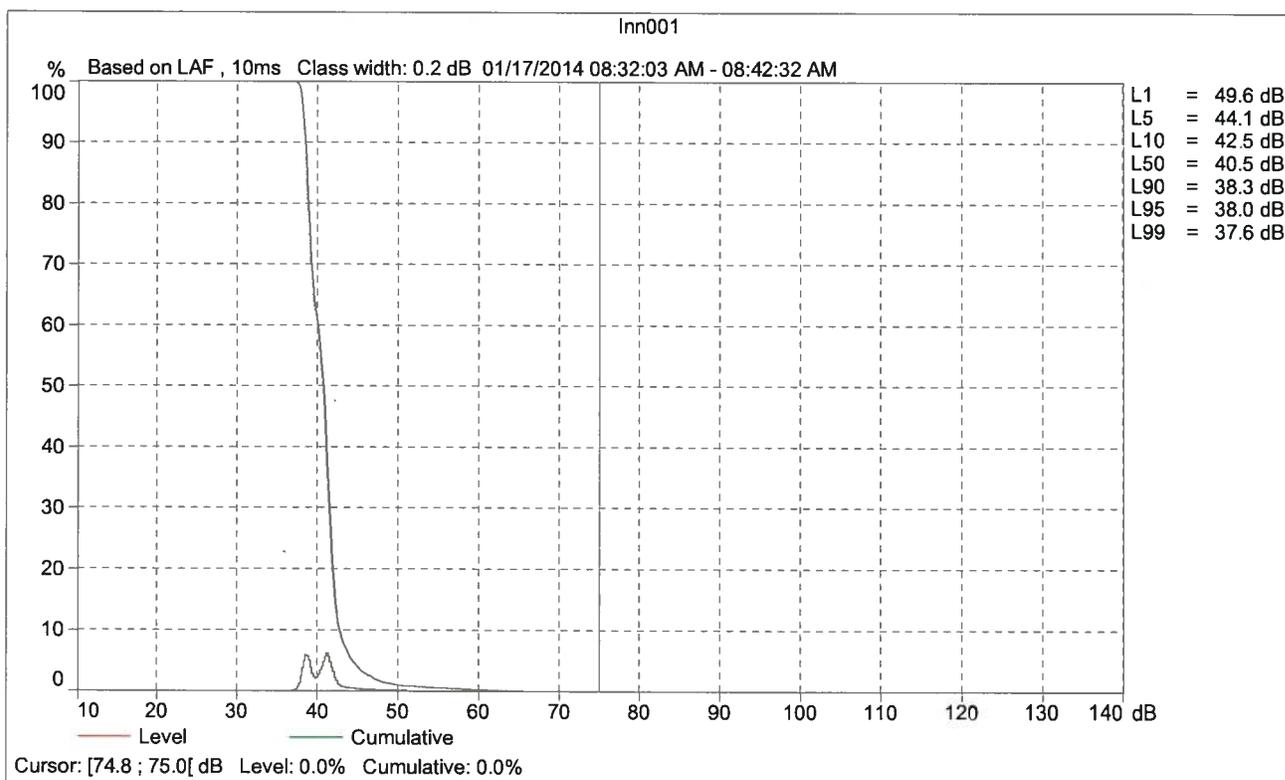
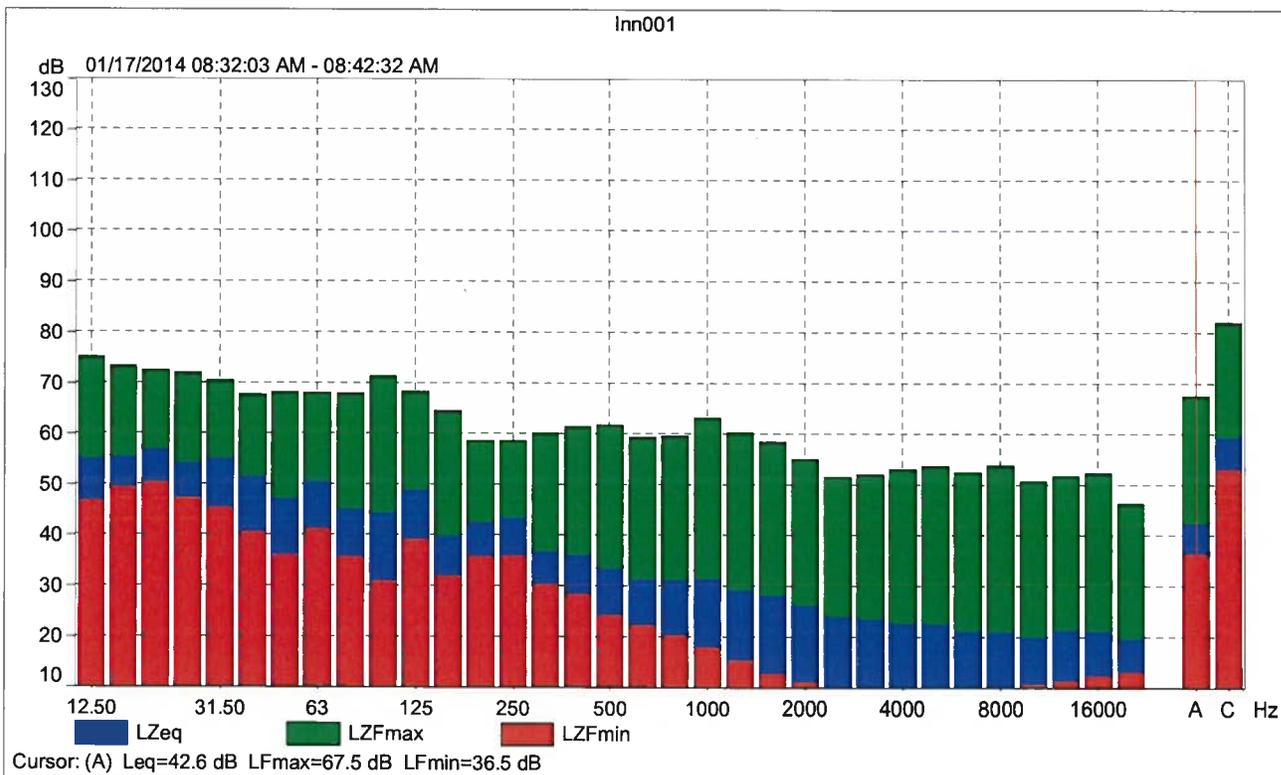
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

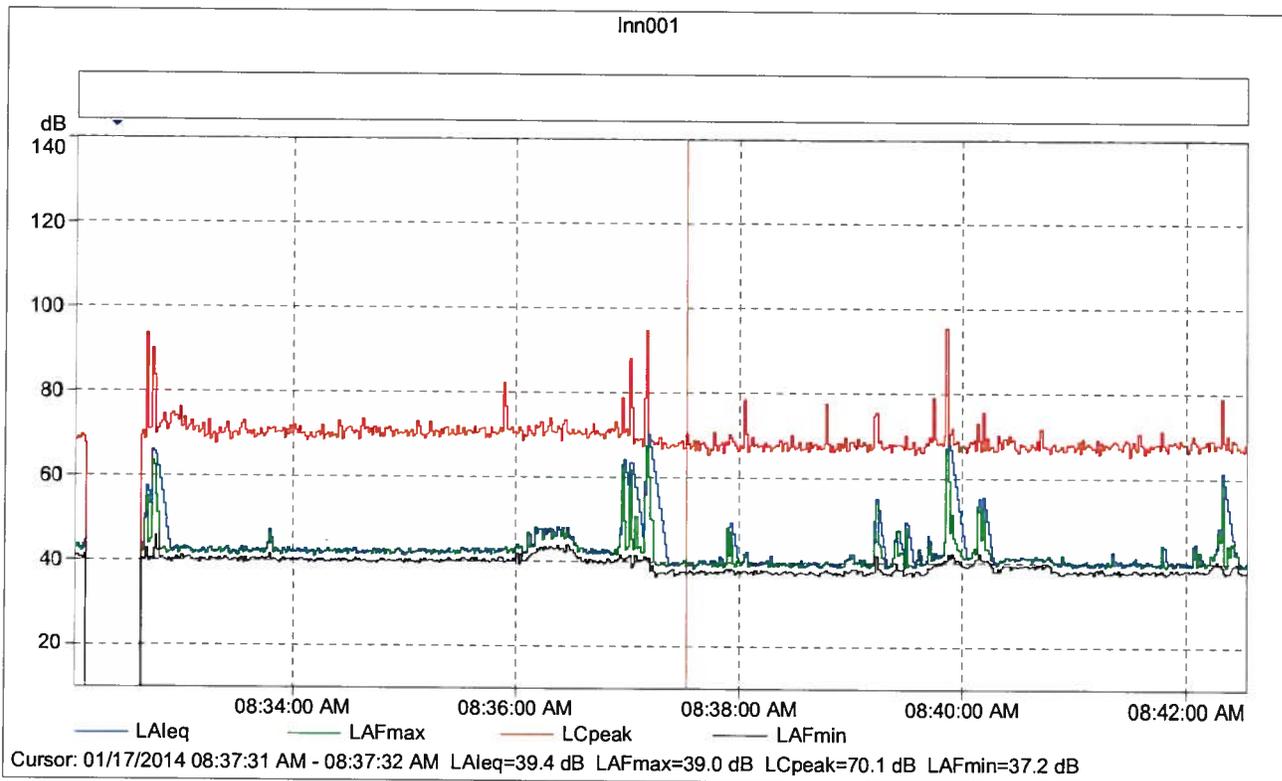
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

Calibration Time:		04/21/2014 13:56:50
Calibration Type:		External reference
Sensitivity:		64.25 mV/Pa

Inn001

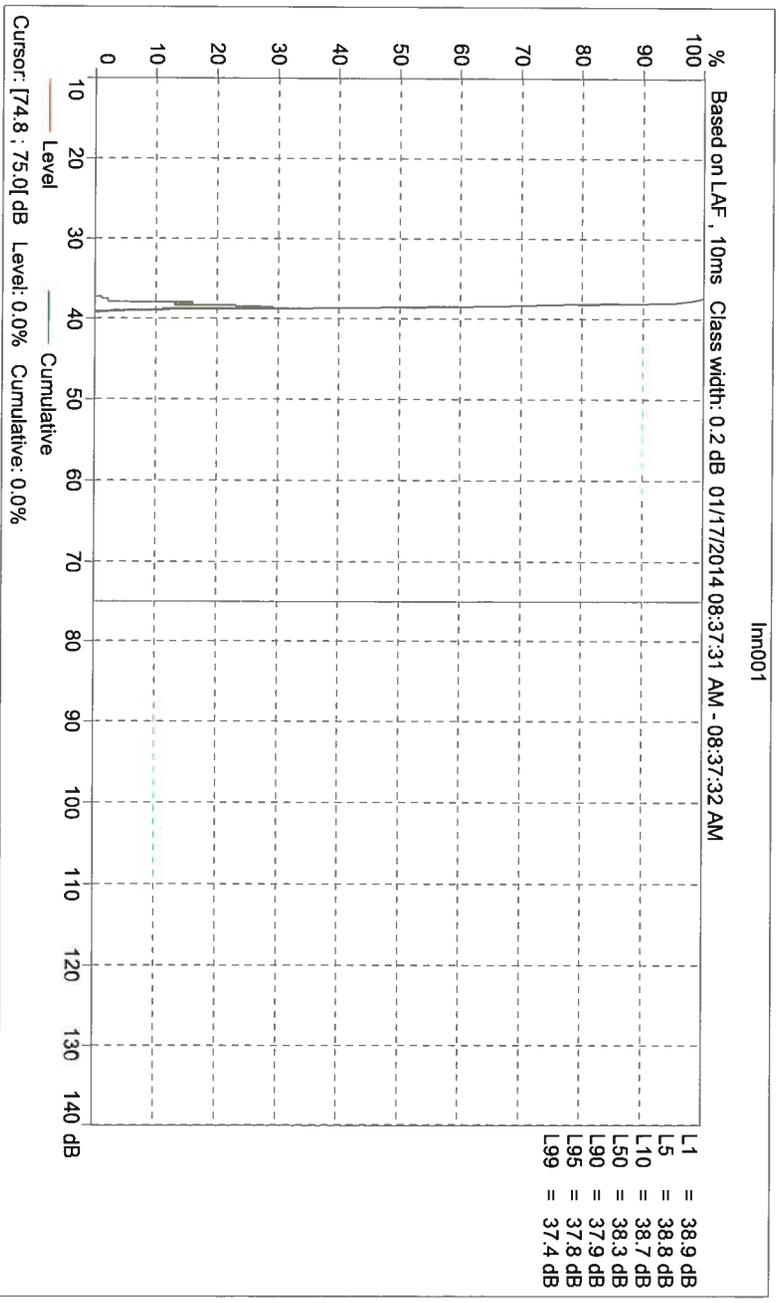
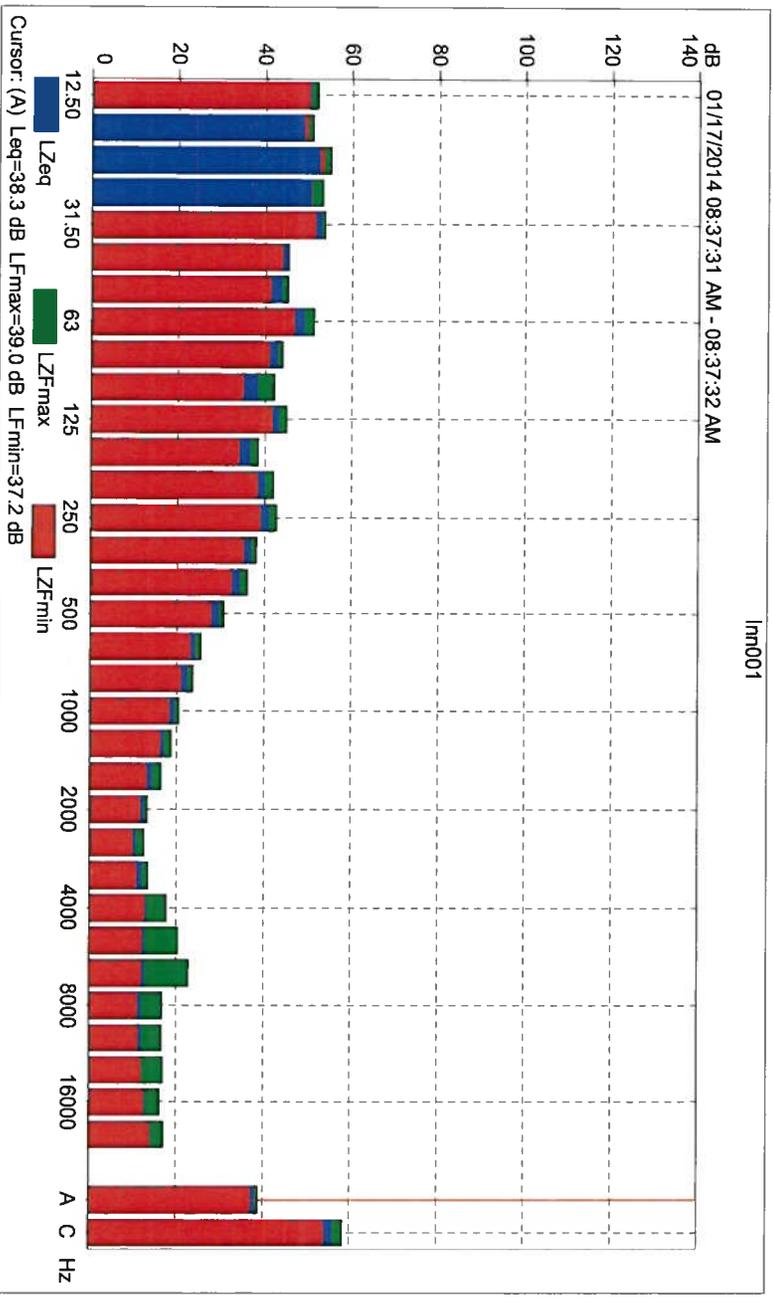
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	42.6	67.5	36.5
Time	08:32:03 AM	08:42:32 AM	0:10:00				
Date	01/17/2014	01/17/2014					

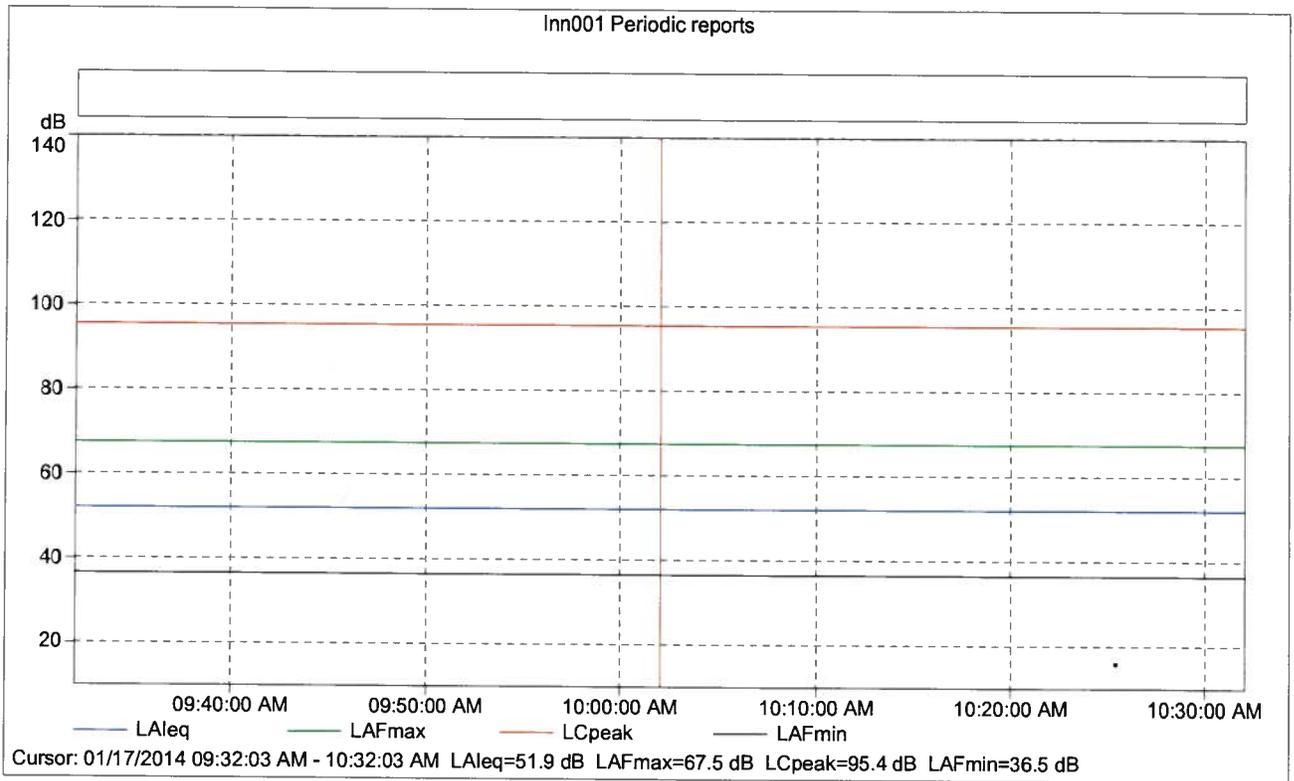




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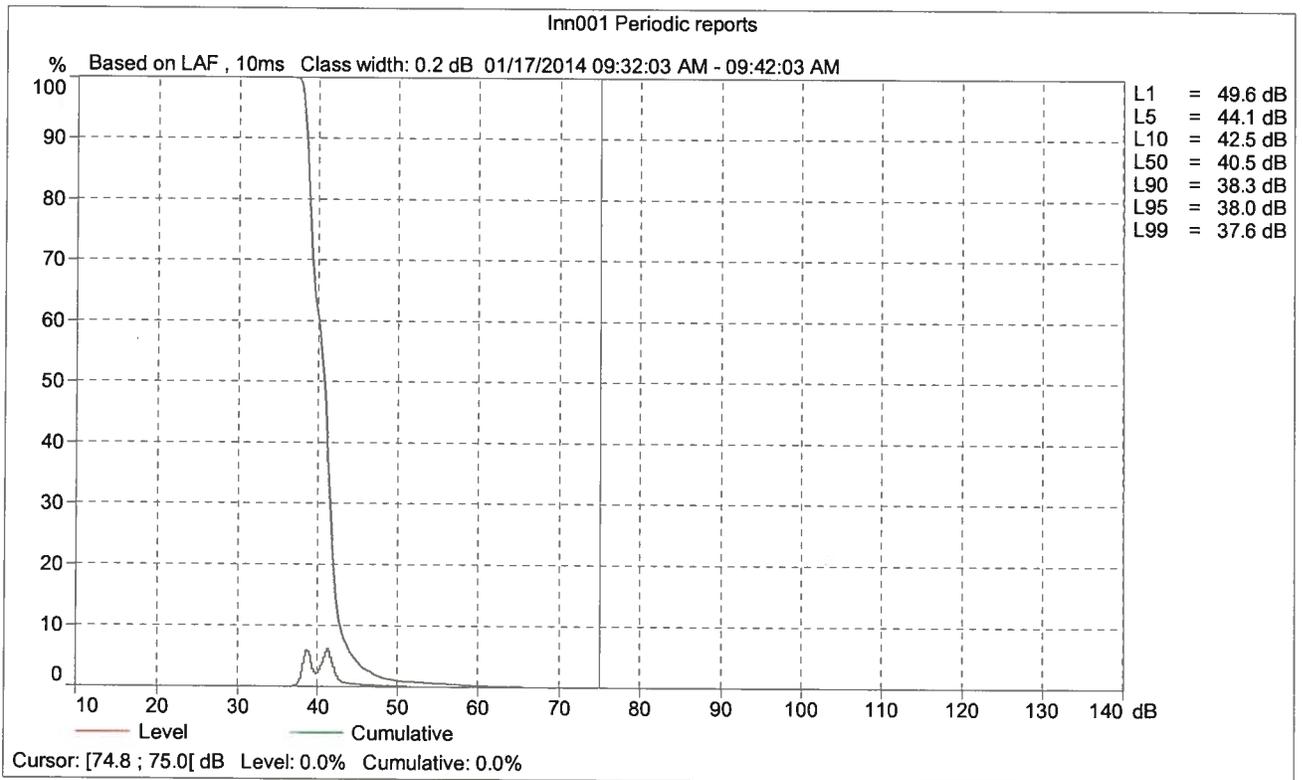
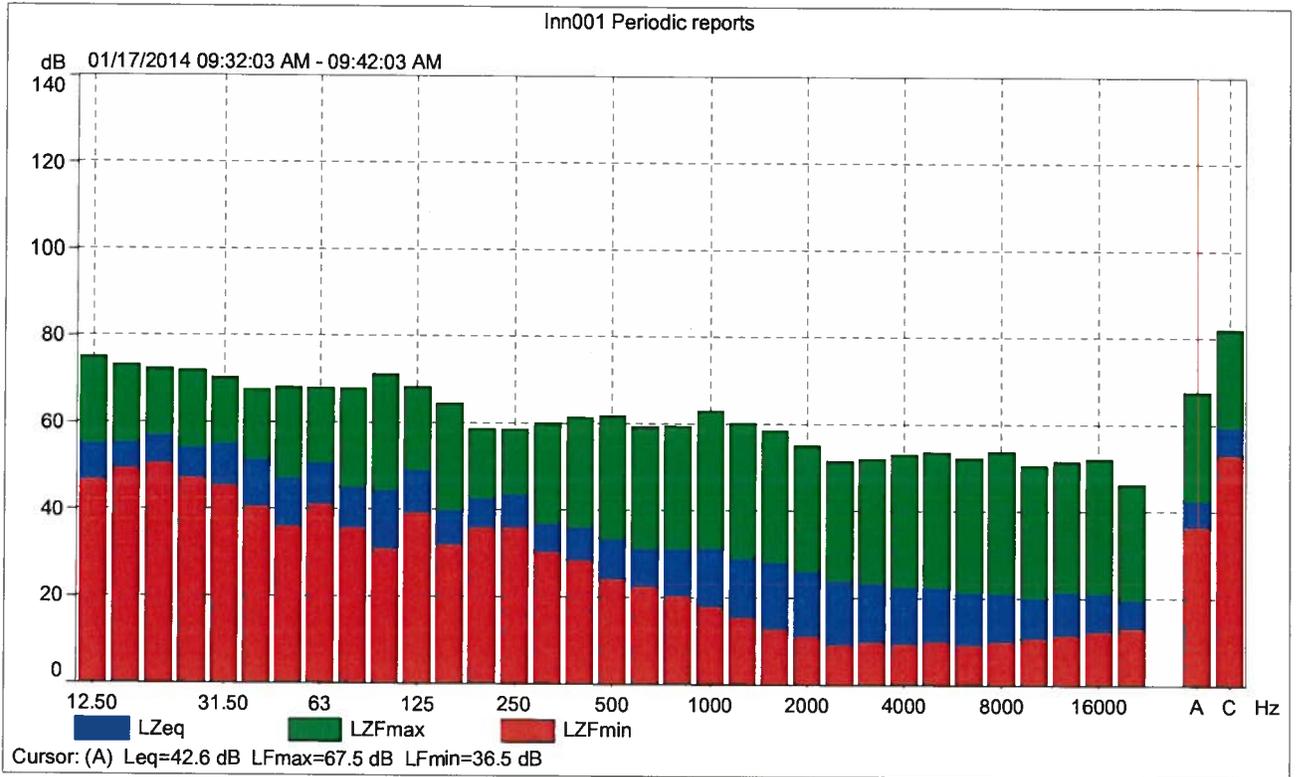
	Start time	Elapsed time	LALeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			39.4	39.0	37.2
Time	08:37:31 AM	0:00:01			
Date	01/17/2014				

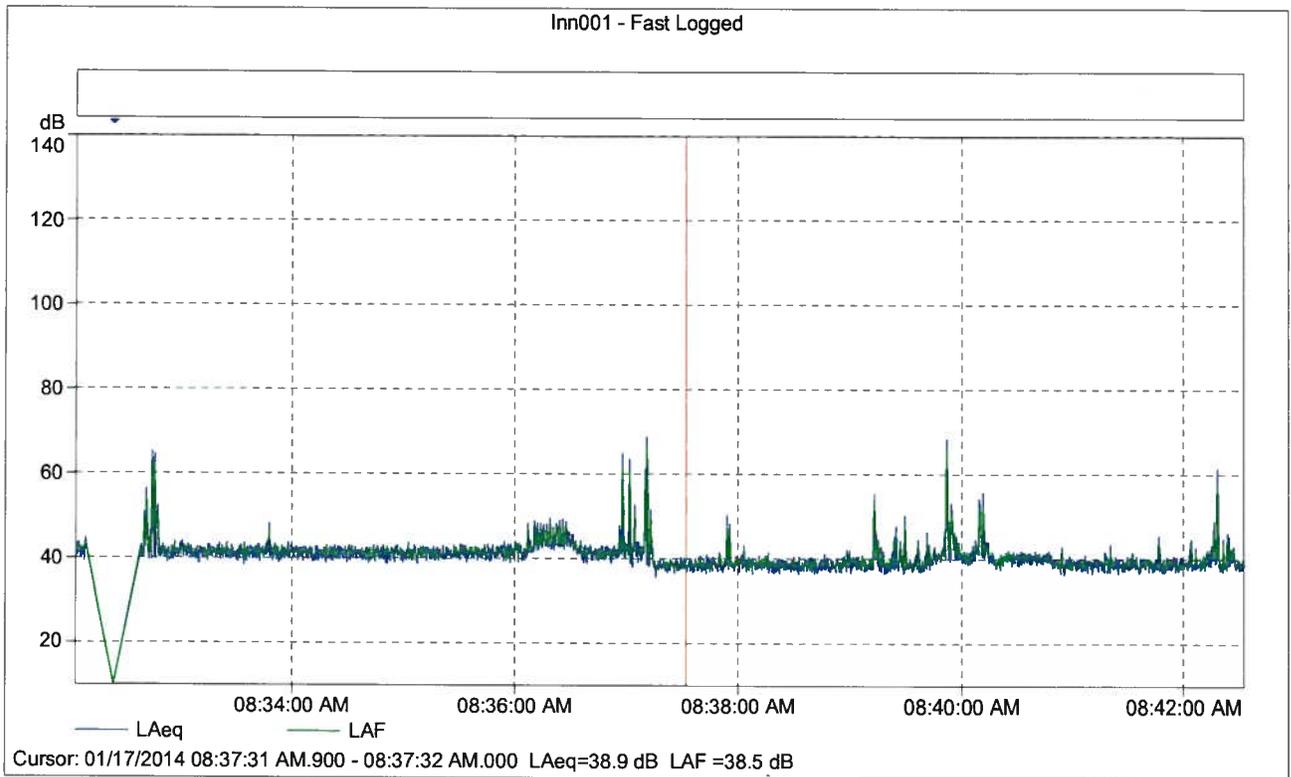




Inn001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	51.9	67.5	36.5
Time	09:32:03 AM	0:10:00				
Date	01/17/2014					





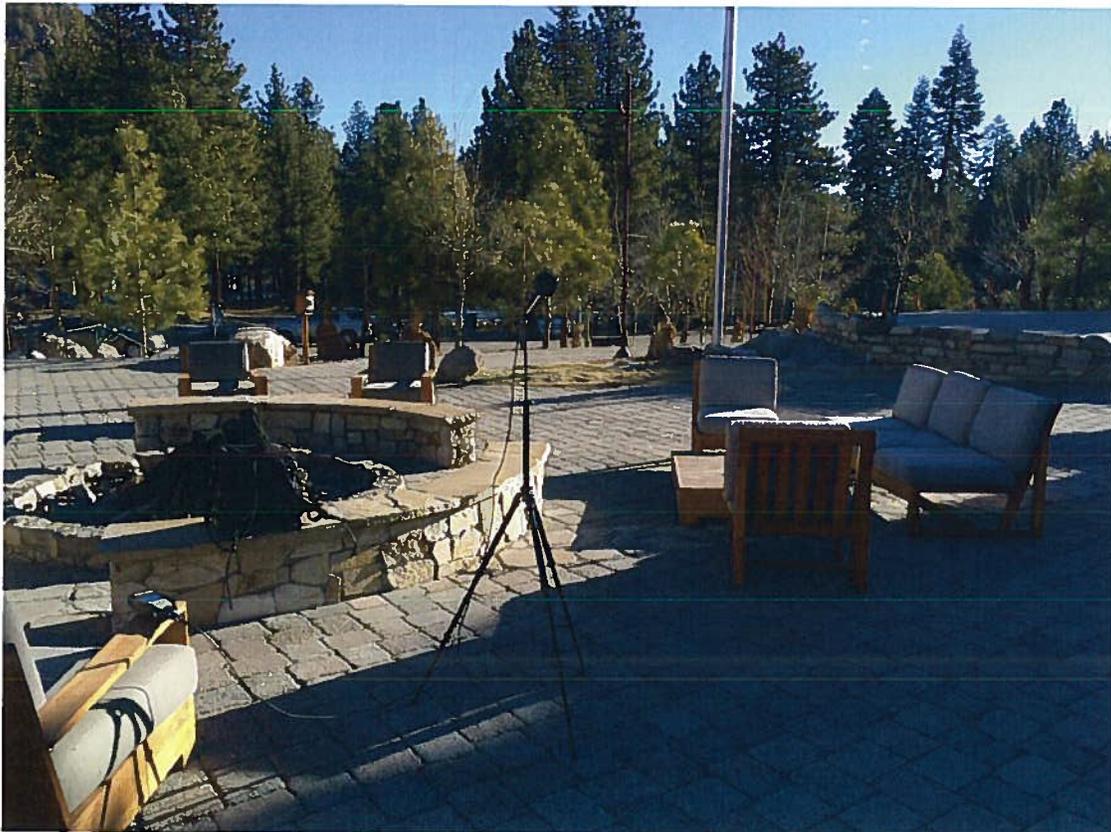
Inn001 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			38.9
Time	08:37:31 AM.900	0:00:00.100	
Date	01/17/2014		

Site Number: 2			
Recorded By: Eddie Torres			
Job Number: 139231			
Date: 1/17/14			
Time: 8:46 AM			
Location: Plaza in the Village adjacent to the gondola			
Source of Peak Noise: Light pedestrian activity			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	7/12/2013	
	Microphone	Brüel & Kjær	4189	2543364	7/12/2013	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/12/2013	
	Calibrator	Brüel & Kjær	4231	2545667	7/12/2013	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 0.01			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	2.8		40		28.65	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/17/2014 08:46:12
End Time:		01/17/2014 08:56:12
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		138.76

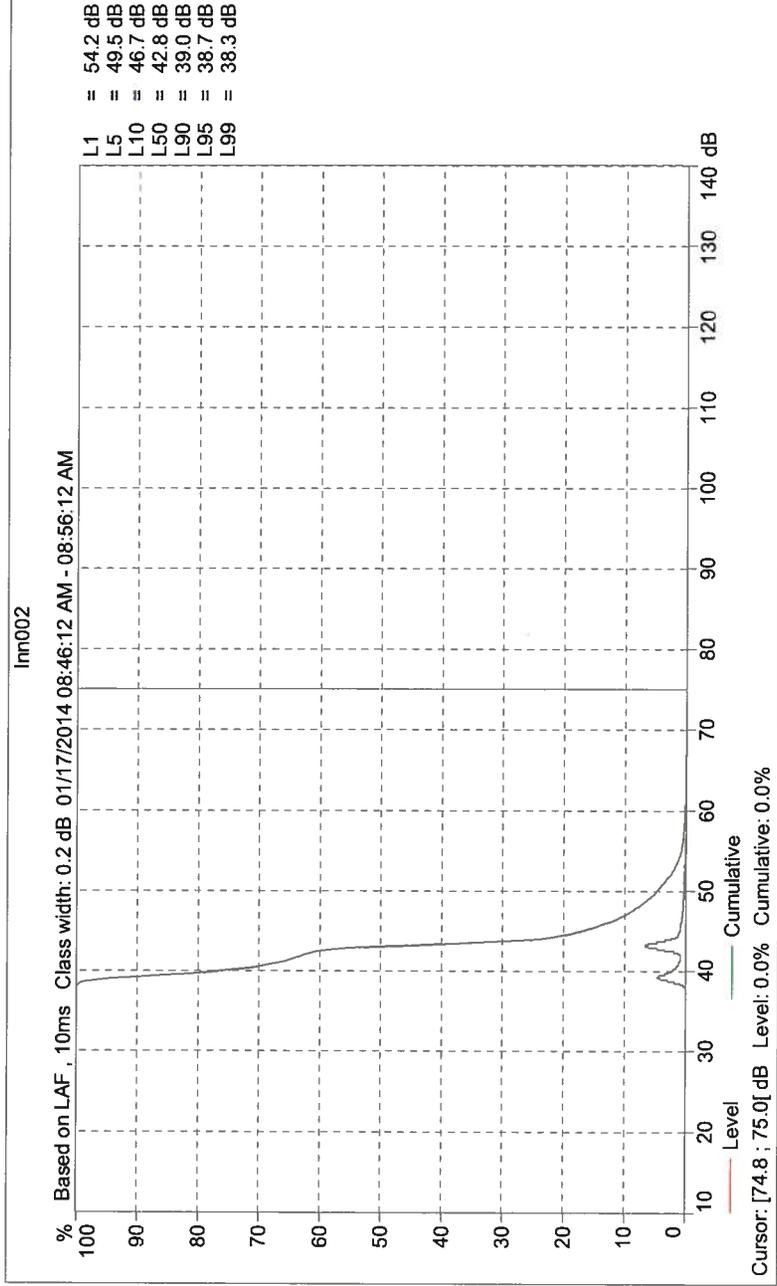
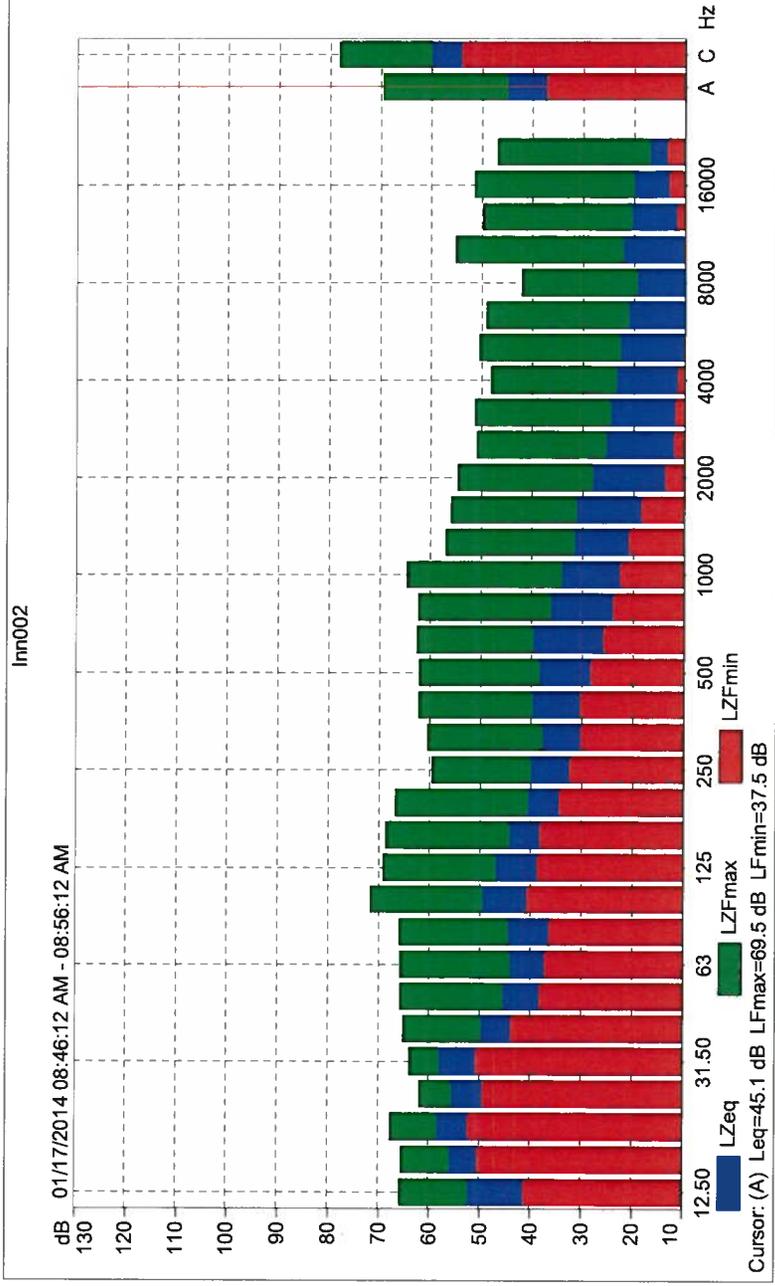
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Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

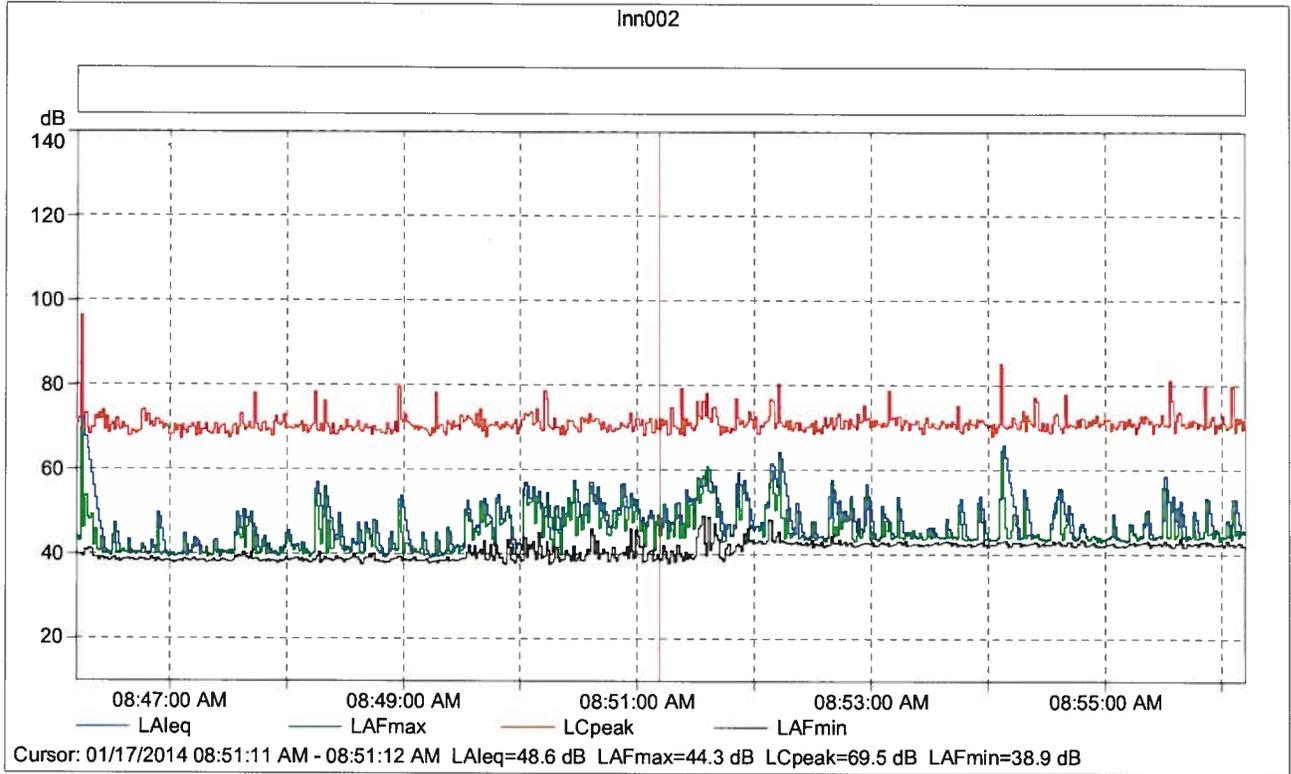
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

Calibration Time:		04/21/2014 13:56:50
Calibration Type:		External reference
Sensitivity:		64.25 mV/Pa

Inn002

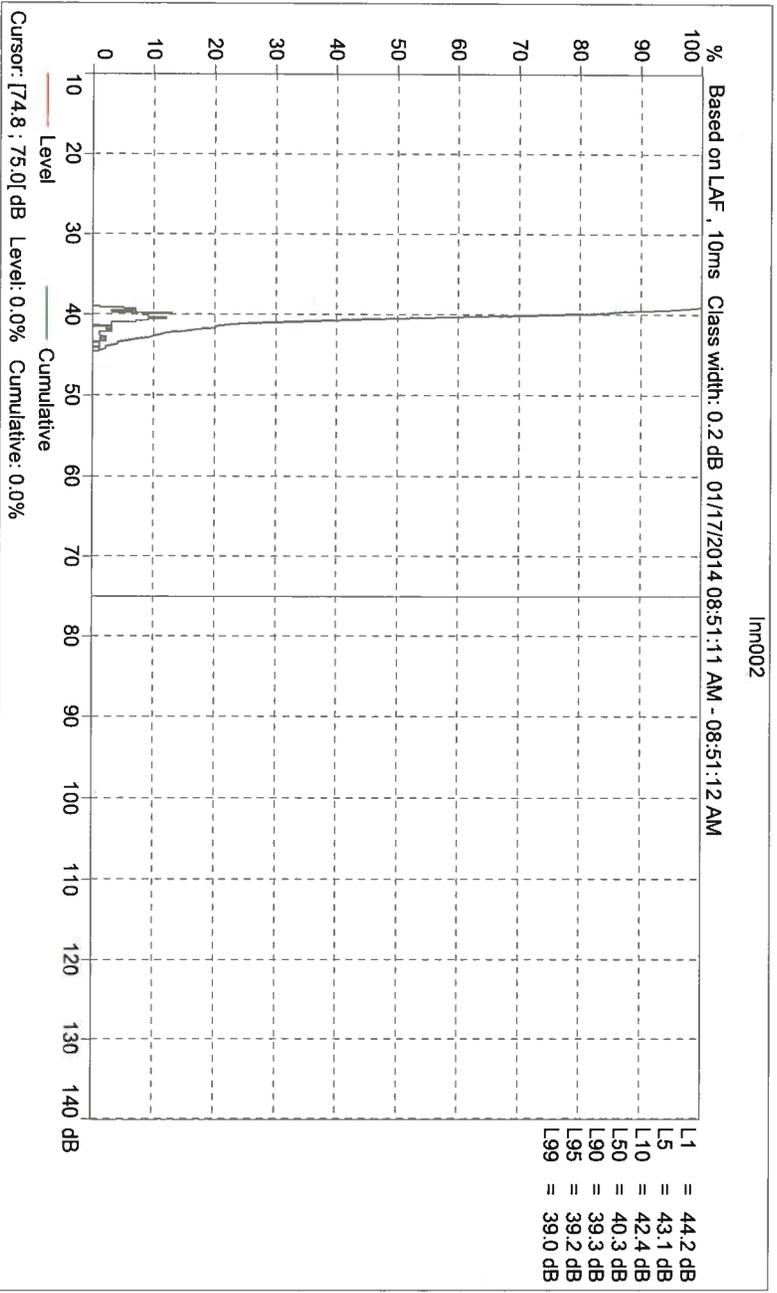
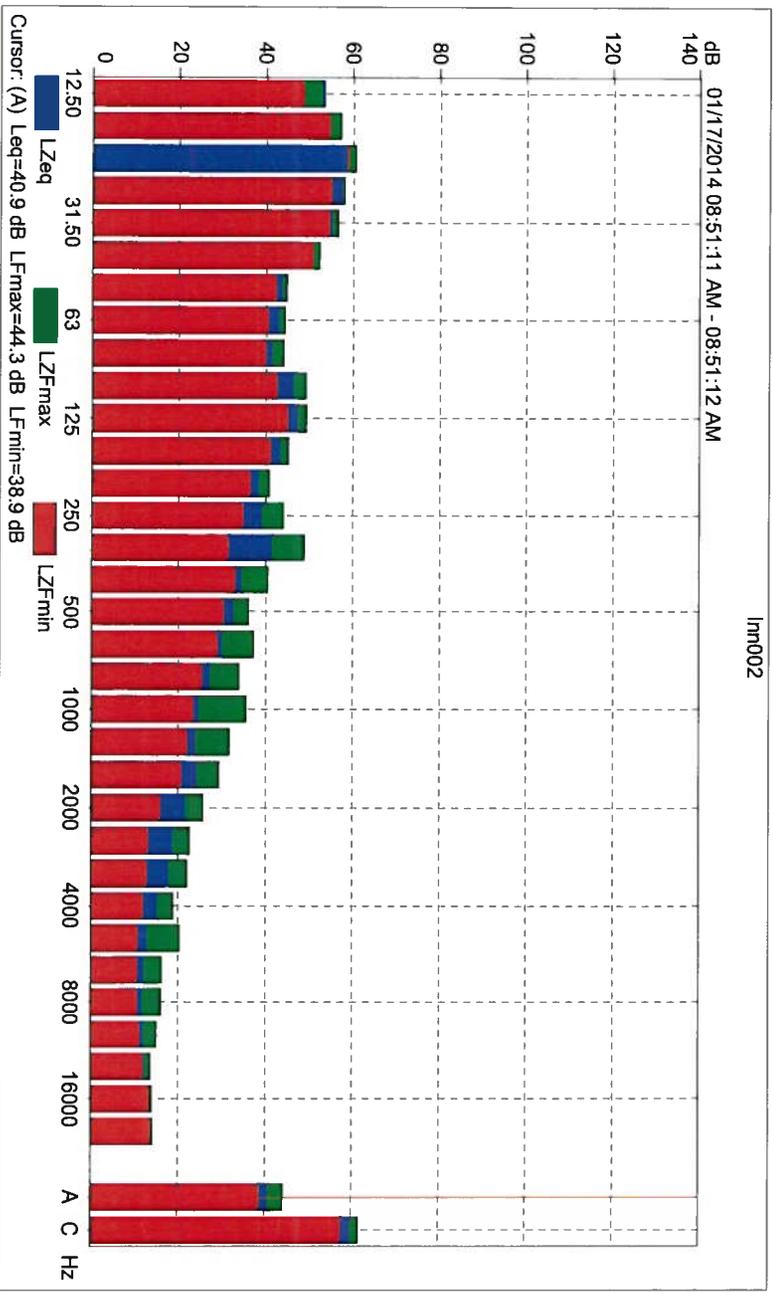
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Value				0.00	45.1	69.5	37.5
Time	08:46:12 AM	08:56:12 AM	0:10:00				
Date	01/17/2014	01/17/2014					

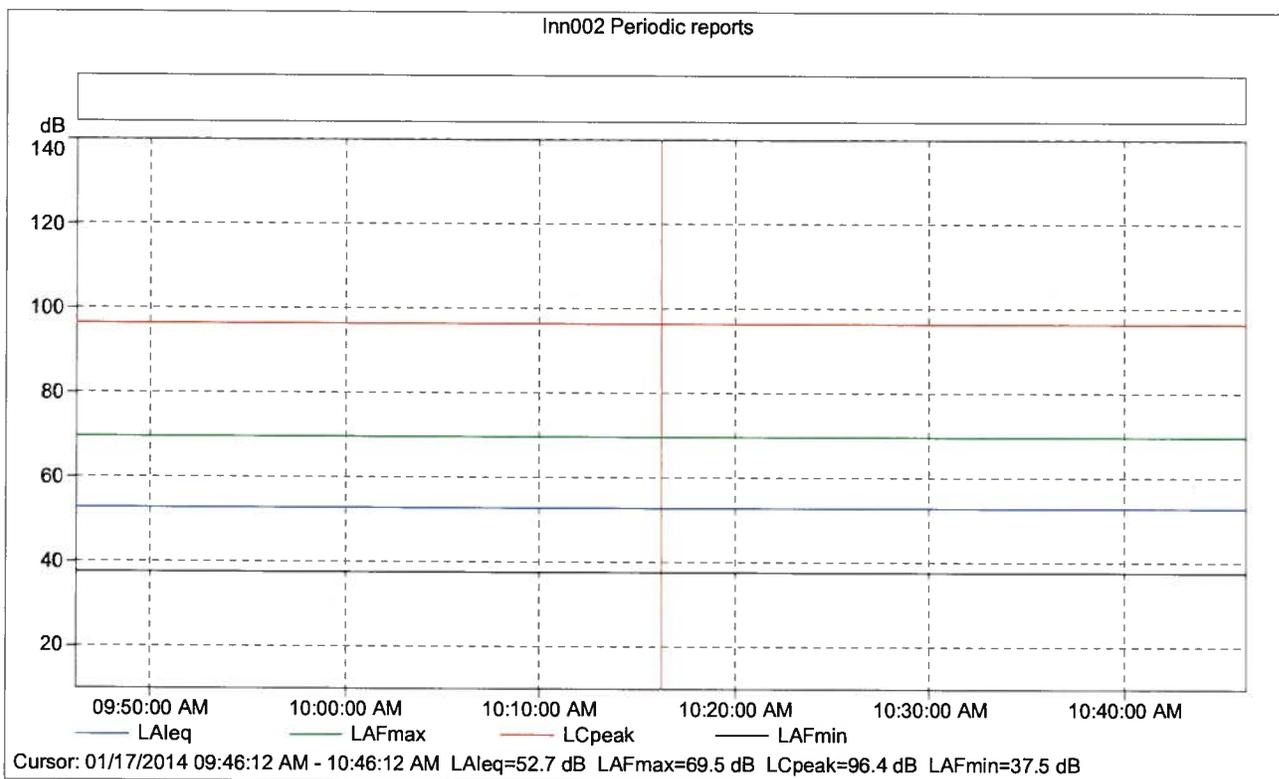




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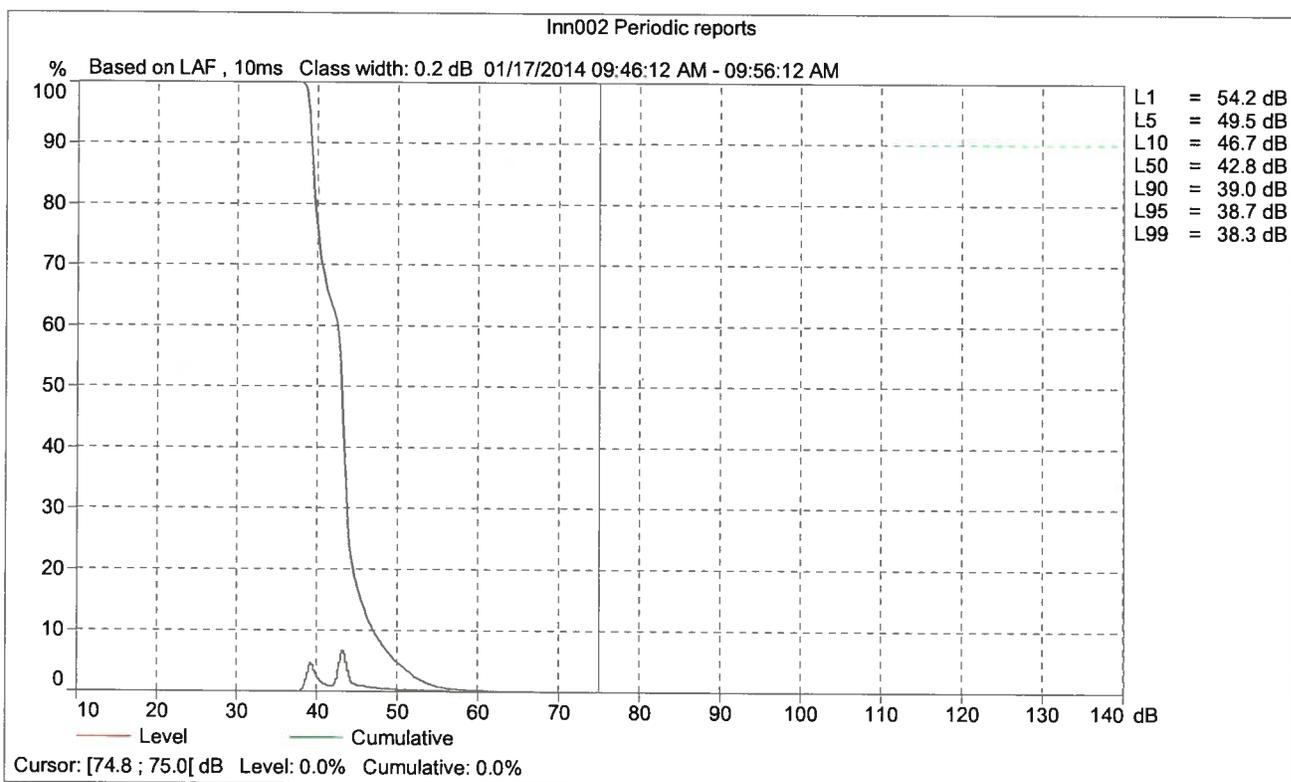
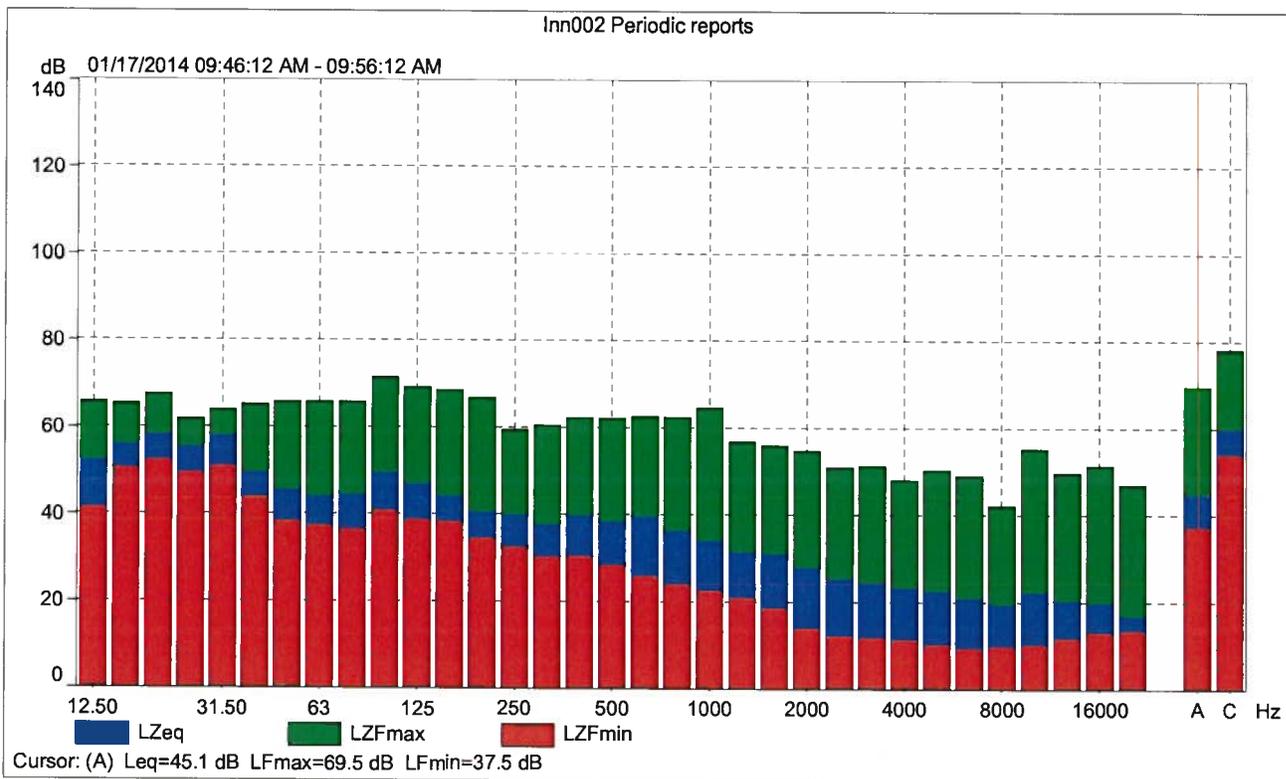
	Start time	Elapsed time	LAFmax [dB]	LAFmin [dB]	LAeq [dB]
Value			44.3	38.9	48.6
Time	08:51:11 AM	0:00:01			
Date	01/17/2014				

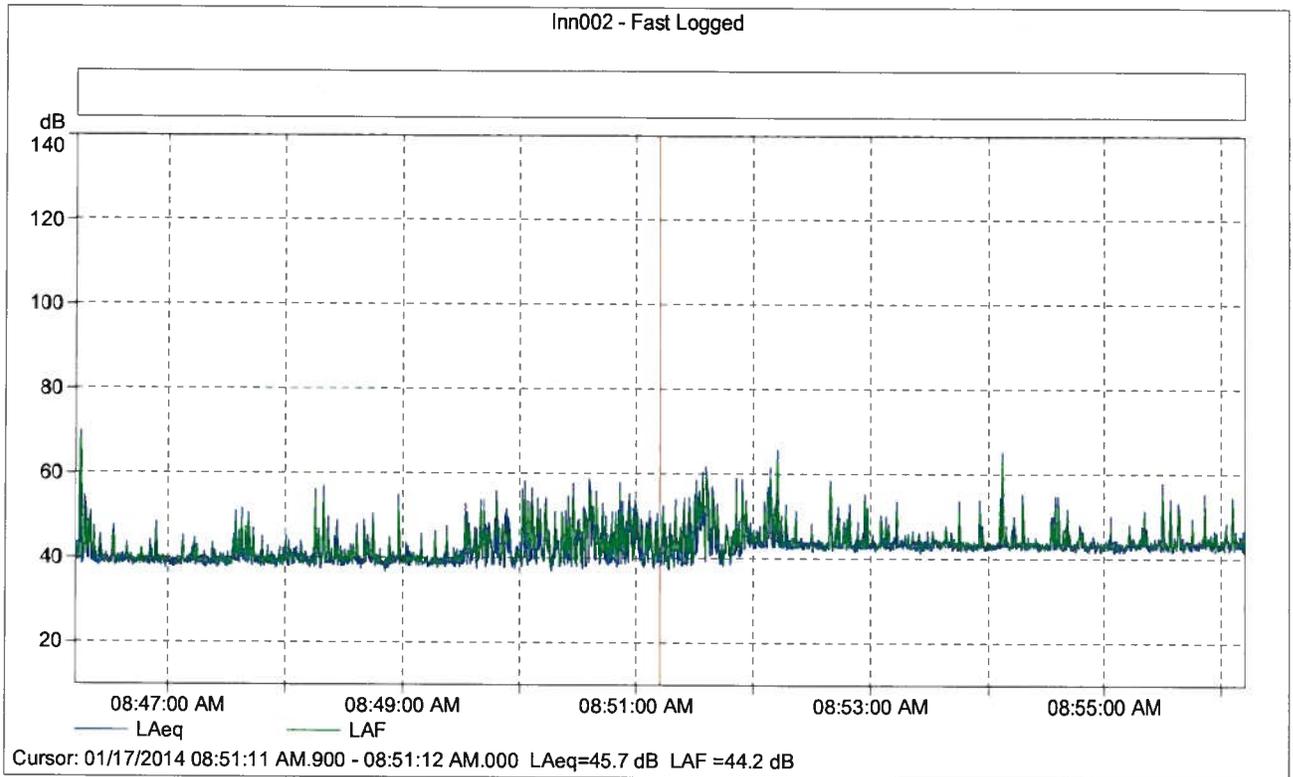




Inn002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	52.7	69.5	37.5
Time	09:46:12 AM	0:10:00				
Date	01/17/2014					





Inn002 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			45.7
Time	08:51:11 AM.900	0:00:00.100	
Date	01/17/2014		

**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

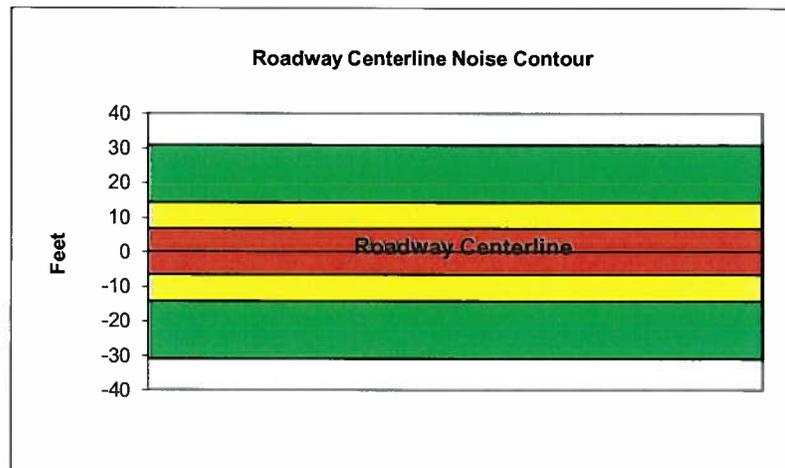
Project Name:	Inn at the Village	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	139231
Roadway:	Canyon Boulevard		
Road Segment:	Crystal Lane to Hillside Drive		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3730			
Receiver Barrier Dist:	0	Peak Hour Traffic:	373			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions: SOFT SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	38.6	47.4	45.6	39.5	48.2	48.8
Medium Trucks:	50.2	42.2	35.8	34.2	42.7	42.9
Heavy Trucks:	56.4	44.5	35.4	36.6	47.0	47.1
Vehicle Noise:	59.1	50.6	46.6	42.8	51.3	51.7

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	31
65 dBA	14
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

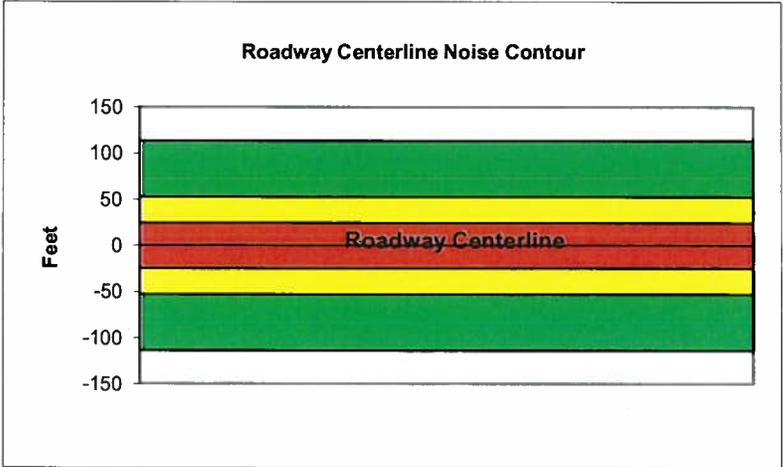
Project Name:	Inn at the Village	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	139231
Roadway:	Main Street/Lake Mary Road		
Road Segment:	East of Minaret Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13080			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1308			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions: SOFT SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.3	57.0	55.2	49.2	57.8	58.4
Medium Trucks:	58.0	49.9	43.5	41.9	50.4	50.7
Heavy Trucks:	63.2	51.2	42.2	43.4	53.3	53.4
Vehicle Noise:	65.6	59.0	55.8	51.1	59.7	60.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	114
65 dBA	53
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

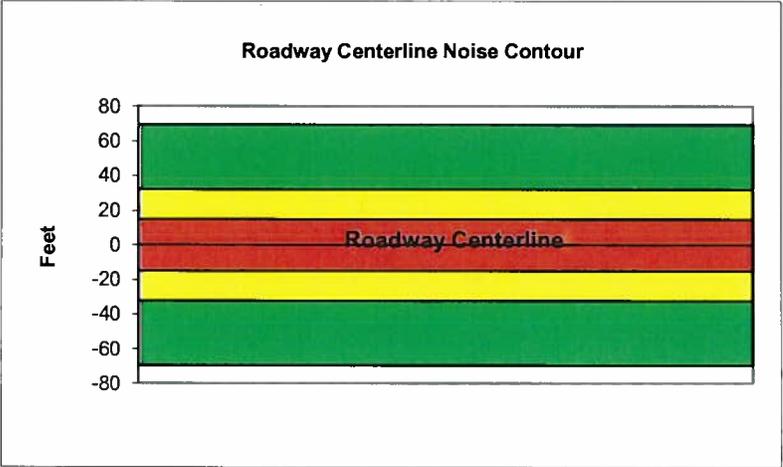
Project Name:	Inn at the Village	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	139231
Roadway:	Main Street/Lake Mary Road		
Road Segment:	West of Minaret Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	6250			
Receiver Barrier Dist:	0	Peak Hour Traffic:	625			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions: SOFT SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.0	53.8	52.0	46.0	54.6	55.2
Medium Trucks:	54.8	46.7	40.3	38.7	47.2	47.5
Heavy Trucks:	60.0	48.0	39.0	40.2	50.1	50.2
Vehicle Noise:	62.4	55.8	52.6	47.9	56.5	56.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	69
65 dBA	32
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

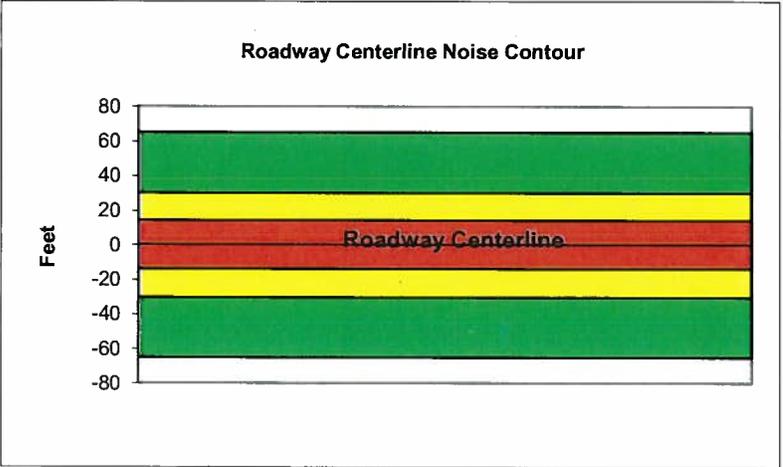
Project Name:	Inn at the Village	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	139231
Roadway:	Minaret Road		
Road Segment:	North of Main Street/Lake Mary Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7910			
Receiver Barrier Dist:	0	Peak Hour Traffic:	791			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions: SOFT SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.0	52.8	51.0	44.9	53.6	54.2
Medium Trucks:	54.6	46.6	40.2	38.6	47.1	47.3
Heavy Trucks:	60.3	48.3	39.3	40.5	50.6	50.8
Vehicle Noise:	62.8	55.3	51.8	47.4	56.0	56.4

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
80 dBA	65
65 dBA	30
70 dBA	14
Mitigated	
80 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

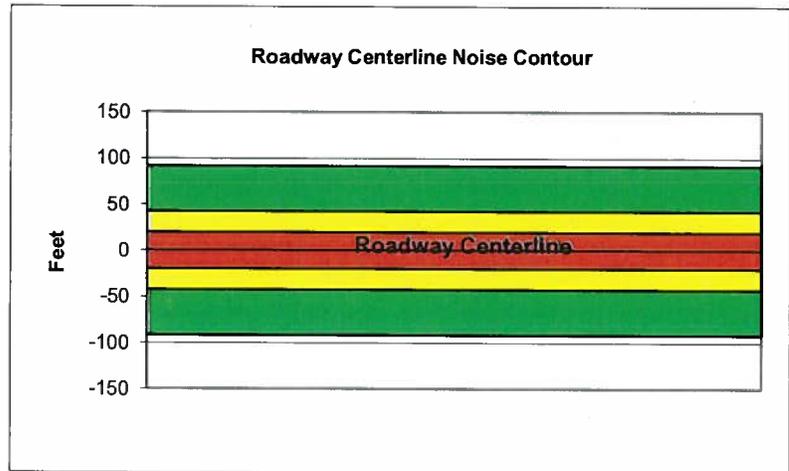
Project Name:	Inn at the Village	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	139231
Roadway:	Minaret Road		
Road Segment:	South of Main Street/Lake Mary Road		

PROJECT DATA				SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0					
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	6980					
Receiver Barrier Dist:	0	Peak Hour Traffic:	698					
Centerline Dist. To Observer:	100	Vehicle Speed:	40					
Barrier Near Lane CL Dist:	0	Centerline Separation:	36					
Barrier Far lane CL Dist:	0	NOISE INPUTS						
Pad Elevation:	0.5	Site conditions: SOFT SITE						
Road Elevation:	0	FLEET MIX						
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily		
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742		
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184		
NOISE SOURCE ELEVATIONS (Feet)				Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.9	55.7	53.9	47.8	56.5	57.1
Medium Trucks:	55.8	47.8	41.4	39.8	48.3	48.5
Heavy Trucks:	60.7	48.8	39.7	40.9	50.6	50.8
Vehicle Noise:	63.1	57.3	54.3	49.4	58.0	58.4

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	92
65 dBA	43
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	





11.4 Air Quality and Greenhouse Gas Data

**Parenthetical CALEEMOD Assumptions
For: Inn at the Village
Date: May 2014**

CONSTRUCTION

Demolition (2015)

- 7 days

Equipment:

Quantity	Type	Hours of Daily Operation
1	Concrete/Industrial Saws	8
1	Rubber Tired Dozers	8
3	Tractor/Loader/Backhoe	8

Grading (2015)

- 200 cubic yards of cut, 100 cubic yards of fill,
- 100 cubic yards of export
- 22 days

Equipment:

Quantity	Type	Hours of Daily Operation
1	Graders	8
1	Rubber Tired Dozers	8
2	Tractor/Loader/Backhoe	7

Building Construction (2015)

- 220 days

Equipment:

Quantity	Type	Hours of Daily Operation
1	Crane	8
2	Forklifts	7
1	Generator Sets	8
1	Tractors/Loaders/Backhoes	6
3	Welder	8

Paving (2015)

- 4 days

Equipment:

<u>Quantity</u>	<u>Type</u>	<u>Hours of Daily Operation</u>
1	Cement and Mortar Mixers	8
1	Paver	8
1	Paving Equipment	6
2	Roller	8
1	Tractors/Loaders/Backhoes	8

Architectural Coating (2015)

- 40 days.

Equipment (CALEEMOD Default):

<u>Quantity</u>	<u>Type</u>	<u>Hours of Daily Operation</u>
1	Air Compressor	6

OPERATIONS

- 67-room hotel
- 190 daily trips

Inn at the Village
Great Basin Valleys Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	67.00	Room	2.23	97,284.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	54
Climate Zone	9			Operational Year	2015
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment -

Grading - 200 CY cut and 100 CY of export

Demolition - Demolition is for Sidewalk Removal

Vehicle Trips - trip rate per Traffic Study/LSA Associates

Mobile Land Use Mitigation -

Water Mitigation -

Construction Off-road Equipment Mitigation - GBUAPCD standard mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstructionPhase	NumDays	10.00	40.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	6.00	22.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	12/21/2015	11/5/2015
tblConstructionPhase	PhaseStartDate	1/10/2015	1/12/2015
tblConstructionPhase	PhaseStartDate	12/16/2015	11/1/2015
tblGrading	AcresOfGrading	11.00	3.00
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	200.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	WD_TR	8.17	2.80

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	61.6447	47.8830	40.0958	0.0547	6.3183	3.0394	8.0791	3.3663	2.8654	4.9862	0.0000	5,281.9059	5,281.9059	1.1641	0.0000	5,306.3512

Total	61.6447	47.8830	40.0958	0.0547	6.3183	3.0394	8.0791	3.3663	2.8654	4.9862	0.0000	5,281.9059	5,281.9059	1.1641	0.0000	5,306.3512
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Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	61.6447	47.8830	40.0958	0.0547	2.7543	3.0394	4.5151	1.4540	2.8654	3.0739	0.0000	5,281.9059	5,281.9059	1.1641	0.0000	5,306.3512
Total	61.6447	47.8830	40.0958	0.0547	2.7543	3.0394	4.5151	1.4540	2.8654	3.0739	0.0000	5,281.9059	5,281.9059	1.1641	0.0000	5,306.3512

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	56.41	0.00	44.11	56.81	0.00	38.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Energy	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Mobile	5.5134	11.4727	43.5494	0.0455	2.3760	0.1525	2.5285	0.6381	0.1398	0.7780		4,223.9983	4,223.9983	0.2238		4,228.6989

Total	8.2856	12.1266	44.1056	0.0494	2.3760	0.2022	2.5782	0.6381	0.1896	0.8277		5,008.5563	5,008.5563	0.2389	0.0144	5,018.0324
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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Energy	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Mobile	5.5134	11.4727	43.5494	0.0455	2.3760	0.1525	2.5285	0.6381	0.1398	0.7780		4,223.9983	4,223.9983	0.2238		4,228.6989
Total	8.2856	12.1266	44.1056	0.0494	2.3760	0.2022	2.5782	0.6381	0.1896	0.8277		5,008.5563	5,008.5563	0.2389	0.0144	5,018.0324

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/9/2015	5	7	
2	Grading	Grading	1/12/2015	2/10/2015	5	22	
3	Building Construction	Building Construction	2/11/2015	12/15/2015	5	220	
4	Paving	Paving	11/1/2015	11/5/2015	5	4	
5	Architectural Coating	Architectural Coating	11/6/2015	12/31/2015	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 145,926; Non-Residential Outdoor: 48,642 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	9.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	30.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	41.00	16.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2812	0.0000	0.2812	0.0426	0.0000	0.0426			0.0000			0.0000
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469		2,509.0599	2,509.0599	0.6357		2,522.4104
Total	3.0666	29.6778	22.0566	0.0245	0.2812	1.8651	2.1463	0.0426	1.7469	1.7895		2,509.0599	2,509.0599	0.6357		2,522.4104

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0368	0.3631	0.3762	9.5000e-004	0.0225	6.4800e-003	0.0289	6.1600e-003	5.9600e-003	0.0121		96.6163	96.6163	7.8000e-004		96.6327

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1481	0.1770	1.8785	2.0600e-003	0.1661	1.9300e-003	0.1680	0.0440	1.7500e-003	0.0458		175.1735	175.1735	0.0139		175.4661
Total	0.1849	0.5402	2.2547	3.0100e-003	0.1885	8.4100e-003	0.1969	0.0502	7.7100e-003	0.0579		271.7898	271.7898	0.0147		272.0988

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1202	0.0000	0.1202	0.0182	0.0000	0.0182			0.0000			0.0000
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104
Total	3.0666	29.6778	22.0566	0.0245	0.1202	1.8651	1.9853	0.0182	1.7469	1.7651	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0368	0.3631	0.3762	9.5000e-004	0.0181	6.4800e-003	0.0245	5.0700e-003	5.9600e-003	0.0110		96.6163	96.6163	7.8000e-004		96.6327
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1481	0.1770	1.8785	2.0600e-003	0.1285	1.9300e-003	0.1305	0.0348	1.7500e-003	0.0366		175.1735	175.1735	0.0139		175.4661
Total	0.1849	0.5402	2.2547	3.0100e-003	0.1466	8.4100e-003	0.1550	0.0399	7.7100e-003	0.0476		271.7898	271.7898	0.0147		272.0988

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1667	0.0000	6.1667	3.3258	0.0000	3.3258			0.0000			0.0000
Off-Road	2.9656	31.2611	20.2019	0.0206		1.7524	1.7524		1.6122	1.6122		2,164.1012	2,164.1012	0.6461		2,177.6687
Total	2.9656	31.2611	20.2019	0.0206	6.1667	1.7524	7.9191	3.3258	1.6122	4.9381		2,164.1012	2,164.1012	0.6461		2,177.6687

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0391	0.3852	0.3990	1.0100e-003	0.0238	6.8700e-003	0.0307	6.5300e-003	6.3200e-003	0.0129		102.4719	102.4719	8.3000e-004		102.4892
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1139	0.1362	1.4450	1.5800e-003	0.1277	1.4900e-003	0.1292	0.0339	1.3500e-003	0.0352		134.7488	134.7488	0.0107		134.9739
Total	0.1530	0.5213	1.8440	2.5900e-003	0.1516	8.3600e-003	0.1599	0.0404	7.6700e-003	0.0481		237.2207	237.2207	0.0116		237.4632

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Category	lb/day										lb/day				
Fugitive Dust					2.6363	0.0000	2.6363	1.4218	0.0000	1.4218			0.0000		0.0000
Off-Road	2.9656	31.2611	20.2019	0.0206		1.7524	1.7524		1.6122	1.6122	0.0000	2,164.1012	2,164.1012	0.6461	2,177.6687
Total	2.9656	31.2611	20.2019	0.0206	2.6363	1.7524	4.3887	1.4218	1.6122	3.0340	0.0000	2,164.1012	2,164.1012	0.6461	2,177.6687

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0391	0.3852	0.3990	1.0100e-003	0.0191	6.8700e-003	0.0260	5.3800e-003	6.3200e-003	0.0117		102.4719	102.4719	8.3000e-004		102.4892
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1139	0.1362	1.4450	1.5800e-003	0.0989	1.4900e-003	0.1003	0.0268	1.3500e-003	0.0281		134.7488	134.7488	0.0107		134.9739
Total	0.1530	0.5213	1.8440	2.5900e-003	0.1180	8.3600e-003	0.1264	0.0322	7.6700e-003	0.0398		237.2207	237.2207	0.0116		237.4632

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870		2,364.0797	2,364.0797	0.5662		2,375.9701
Total	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870		2,364.0797	2,364.0797	0.5662		2,375.9701

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2891	1.5284	2.6920	3.3800e-003	0.0948	0.0296	0.1244	0.0269	0.0271	0.0540		339.9564	339.9564	3.3400e-003		340.0265
Worker	0.4671	0.5583	5.9245	6.5000e-003	0.5237	6.1000e-003	0.5298	0.1389	5.5200e-003	0.1444		552.4702	552.4702	0.0440		553.3931
Total	0.7562	2.0867	8.6165	9.8800e-003	0.6185	0.0357	0.6542	0.1658	0.0327	0.1984		892.4266	892.4266	0.0473		893.4196

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870	0.0000	2,364.0797	2,364.0797	0.5662		2,375.9701
Total	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870	0.0000	2,364.0797	2,364.0797	0.5662		2,375.9701

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.2891	1.5284	2.6920	3.3800e-003	0.0767	0.0296	0.1062	0.0224	0.0271	0.0496		339.9564	339.9564	3.3400e-003			340.0265
Worker	0.4671	0.5583	5.9245	6.5000e-003	0.4053	6.1000e-003	0.4114	0.1098	5.5200e-003	0.1153		552.4702	552.4702	0.0440			553.3931
Total	0.7562	2.0867	8.6165	9.8800e-003	0.4820	0.0357	0.5176	0.1323	0.0327	0.1649		892.4266	892.4266	0.0473			893.4196

3.5 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437		1,823.2763	1,823.2763	0.5345			1,834.5006
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437		1,823.2763	1,823.2763	0.5345			1,834.5006

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1709	0.2042	2.1675	2.3800e-003	0.1916	2.2300e-003	0.1938	0.0508	2.0200e-003	0.0528		202.1232	202.1232	0.0161		202.4609
Total	0.1709	0.2042	2.1675	2.3800e-003	0.1916	2.2300e-003	0.1938	0.0508	2.0200e-003	0.0528		202.1232	202.1232	0.0161		202.4609

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437	0.0000	1,823.2763	1,823.2763	0.5345		1,834.5006
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437	0.0000	1,823.2763	1,823.2763	0.5345		1,834.5006

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1709	0.2042	2.1675	2.3800e-003	0.1483	2.2300e-003	0.1505	0.0402	2.0200e-003	0.0422		202.1232	202.1232	0.0161		202.4609
Total	0.1709	0.2042	2.1675	2.3800e-003	0.1483	2.2300e-003	0.1505	0.0402	2.0200e-003	0.0422		202.1232	202.1232	0.0161		202.4609

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	56.3639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	56.7705	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0911	0.1089	1.1560	1.2700e-003	0.1022	1.1900e-003	0.1034	0.0271	1.0800e-003	0.0282		107.7991	107.7991	8.5800e-003		107.9791
Total	0.0911	0.1089	1.1560	1.2700e-003	0.1022	1.1900e-003	0.1034	0.0271	1.0800e-003	0.0282		107.7991	107.7991	8.5800e-003		107.9791

Mitigated Construction On-Site

Category	lb/day										lb/day					
NaturalGas Mitigated	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
NaturalGas Unmitigated	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	6668.62	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Total		0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	6.66862	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Total		0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Unmitigated	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-004	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Total	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-004	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Total	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Inn at the Village
Great Basin Valleys Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	67.00	Room	2.23	97,284.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	54
Climate Zone	9			Operational Year	2015
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - anticipated schedule
- Off-road Equipment -
- Grading - 200 CY cut and 100 CY of export
- Demolition - Demolition is for Sidewalk Removal
- Vehicle Trips - trip rate per Traffic Study/LSA Associates

Mobile Land Use Mitigation -

Water Mitigation -

Construction Off-road Equipment Mitigation - GBUAPCD standard mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstructionPhase	NumDays	10.00	40.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	6.00	22.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	12/21/2015	11/5/2015
tblConstructionPhase	PhaseStartDate	1/10/2015	1/12/2015
tblConstructionPhase	PhaseStartDate	12/16/2015	11/1/2015
tblGrading	AcresOfGrading	11.00	3.00
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	200.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	WD_TR	8.17	2.80

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day											lb/day					
2015	61.5377	47.8486	39.9649	0.0548	6.3183	3.0388	8.0790	3.3663	2.8648	4.9861	0.0000	5,286.8540	5,286.8540	1.1640	0.0000	5,311.2973

Total	61.5377	47.8486	39.9649	0.0548	6.3183	3.0388	8.0790	3.3663	2.8648	4.9861	0.0000	5,286.8540	5,286.8540	1.1640	0.0000	5,311.2973
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Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	61.5377	47.8486	39.9649	0.0548	2.7543	3.0388	4.5150	1.4540	2.8648	3.0738	0.0000	5,286.8540	5,286.8540	1.1640	0.0000	5,311.2973
Total	61.5377	47.8486	39.9649	0.0548	2.7543	3.0388	4.5150	1.4540	2.8648	3.0738	0.0000	5,286.8540	5,286.8540	1.1640	0.0000	5,311.2973

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	56.41	0.00	44.11	56.81	0.00	38.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Energy	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Mobile	4.6492	11.3240	42.8537	0.0457	2.3760	0.1507	2.5267	0.6381	0.1382	0.7763		4,242.8358	4,242.8358	0.2233		4,247.5254

Total	7.4214	11.9778	43.4099	0.0496	2.3760	0.2004	2.5764	0.6381	0.1879	0.8260		5,027.3938	5,027.3938	0.2384	0.0144	5,036.8588
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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Energy	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Mobile	4.6492	11.3240	42.8537	0.0457	2.3760	0.1507	2.5267	0.6381	0.1382	0.7763		4,242.8358	4,242.8358	0.2233		4,247.5254
Total	7.4214	11.9778	43.4099	0.0496	2.3760	0.2004	2.5764	0.6381	0.1879	0.8260		5,027.3938	5,027.3938	0.2384	0.0144	5,036.8588

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/9/2015	5	7	
2	Grading	Grading	1/12/2015	2/10/2015	5	22	
3	Building Construction	Building Construction	2/11/2015	12/15/2015	5	220	
4	Paving	Paving	11/1/2015	11/5/2015	5	4	
5	Architectural Coating	Architectural Coating	11/6/2015	12/31/2015	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 145,926; Non-Residential Outdoor: 48,642 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	9.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	30.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	41.00	16.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2812	0.0000	0.2812	0.0426	0.0000	0.0426			0.0000			0.0000
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469		2,509.0599	2,509.0599	0.6357		2,522.4104
Total	3.0666	29.6778	22.0566	0.0245	0.2812	1.8651	2.1463	0.0426	1.7469	1.7895		2,509.0599	2,509.0599	0.6357		2,522.4104

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0349	0.3584	0.3672	9.5000e-004	0.0225	6.4500e-003	0.0289	6.1600e-003	5.9300e-003	0.0121		96.8456	96.8456	7.7000e-004		96.8618

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1259	0.1703	1.8689	2.0700e-003	0.1661	1.9300e-003	0.1680	0.0440	1.7500e-003	0.0458		175.6488	175.6488	0.0139		175.9415
Total	0.1608	0.5287	2.2362	3.0200e-003	0.1885	8.3800e-003	0.1969	0.0502	7.6800e-003	0.0579		272.4944	272.4944	0.0147		272.8032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1202	0.0000	0.1202	0.0182	0.0000	0.0182			0.0000			0.0000
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104
Total	3.0666	29.6778	22.0566	0.0245	0.1202	1.8651	1.9853	0.0182	1.7469	1.7651	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0349	0.3584	0.3672	9.5000e-004	0.0181	6.4500e-003	0.0245	5.0700e-003	5.9300e-003	0.0110		96.8456	96.8456	7.7000e-004		96.8618
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1259	0.1703	1.8689	2.0700e-003	0.1285	1.9300e-003	0.1305	0.0348	1.7500e-003	0.0366		175.6488	175.6488	0.0139		175.9415
Total	0.1608	0.5287	2.2362	3.0200e-003	0.1466	8.3800e-003	0.1550	0.0399	7.6800e-003	0.0476		272.4944	272.4944	0.0147		272.8032

Category	lb/day										lb/day					
Fugitive Dust					2.6363	0.0000	2.6363	1.4218	0.0000	1.4218			0.0000			0.0000
Off-Road	2.9656	31.2611	20.2019	0.0206		1.7524	1.7524		1.6122	1.6122	0.0000	2,164.1012	2,164.1012	0.6461		2,177.6687
Total	2.9656	31.2611	20.2019	0.0206	2.6363	1.7524	4.3887	1.4218	1.6122	3.0340	0.0000	2,164.1012	2,164.1012	0.6461		2,177.6687

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0370	0.3801	0.3895	1.0100e-003	0.0191	6.8500e-003	0.0260	5.3800e-003	6.2900e-003	0.0117		102.7150	102.7150	8.2000e-004		102.7322
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0969	0.1310	1.4376	1.5900e-003	0.0989	1.4900e-003	0.1003	0.0268	1.3500e-003	0.0281		135.1145	135.1145	0.0107		135.3396
Total	0.1339	0.5111	1.8271	2.6000e-003	0.1180	8.3400e-003	0.1263	0.0322	7.6400e-003	0.0398		237.8295	237.8295	0.0115		238.0718

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870		2,364.0797	2,364.0797	0.5662		2,375.9701
Total	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870		2,364.0797	2,364.0797	0.5662		2,375.9701

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2657	1.5227	2.6024	3.4100e-003	0.0948	0.0289	0.1237	0.0269	0.0266	0.0534		342.8569	342.8569	3.2400e-003		342.9250
Worker	0.3971	0.5372	5.8943	6.5100e-003	0.5237	6.1000e-003	0.5298	0.1389	5.5200e-003	0.1444		553.9694	553.9694	0.0440		554.8923
Total	0.6628	2.0599	8.4967	9.9200e-003	0.6185	0.0350	0.6535	0.1658	0.0321	0.1978		896.8263	896.8263	0.0472		897.8173

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870	0.0000	2,364.0797	2,364.0797	0.5662		2,375.9701
Total	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870	0.0000	2,364.0797	2,364.0797	0.5662		2,375.9701

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2657	1.5227	2.6024	3.4100e-003	0.0767	0.0289	0.1056	0.0224	0.0266	0.0490		342.8569	342.8569	3.2400e-003		342.9250
Worker	0.3971	0.5372	5.8943	6.5100e-003	0.4053	6.1000e-003	0.4114	0.1098	5.5200e-003	0.1153		553.9694	553.9694	0.0440		554.8923
Total	0.6628	2.0599	8.4967	9.9200e-003	0.4820	0.0350	0.5170	0.1323	0.0321	0.1643		896.8263	896.8263	0.0472		897.8173

3.5 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437		1,823.2763	1,823.2763	0.5345		1,834.5006
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437		1,823.2763	1,823.2763	0.5345		1,834.5006

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1453	0.1965	2.1565	2.3800e-003	0.1916	2.2300e-003	0.1938	0.0508	2.0200e-003	0.0528		202.6717	202.6717	0.0161		203.0094
Total	0.1453	0.1965	2.1565	2.3800e-003	0.1916	2.2300e-003	0.1938	0.0508	2.0200e-003	0.0528		202.6717	202.6717	0.0161		203.0094

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437	0.0000	1,823.2763	1,823.2763	0.5345		1,834.5006
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9443	19.7532	12.2652	0.0176		1.2418	1.2418		1.1437	1.1437	0.0000	1,823.2763	1,823.2763	0.5345		1,834.5006

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1453	0.1965	2.1565	2.3800e-003	0.1483	2.2300e-003	0.1505	0.0402	2.0200e-003	0.0422		202.6717	202.6717	0.0161		203.0094
Total	0.1453	0.1965	2.1565	2.3800e-003	0.1483	2.2300e-003	0.1505	0.0402	2.0200e-003	0.0422		202.6717	202.6717	0.0161		203.0094

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	56.3639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	56.7705	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0775	0.1048	1.1501	1.2700e-003	0.1022	1.1900e-003	0.1034	0.0271	1.0800e-003	0.0282		108.0916	108.0916	8.5800e-003		108.2717
Total	0.0775	0.1048	1.1501	1.2700e-003	0.1022	1.1900e-003	0.1034	0.0271	1.0800e-003	0.0282		108.0916	108.0916	8.5800e-003		108.2717

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	56.3639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
Total	56.7705	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0775	0.1048	1.1501	1.2700e-003	0.0791	1.1900e-003	0.0803	0.0214	1.0800e-003	0.0225		108.0916	108.0916	8.5800e-003		108.2717
Total	0.0775	0.1048	1.1501	1.2700e-003	0.0791	1.1900e-003	0.0803	0.0214	1.0800e-003	0.0225		108.0916	108.0916	8.5800e-003		108.2717

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day					
	Natural Gas Mitigated	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144
Natural Gas Unmitigated	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	6668.62	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Total		0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	6.66862	0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179
Total		0.0719	0.6538	0.5492	3.9200e-003		0.0497	0.0497		0.0497	0.0497		784.5433	784.5433	0.0150	0.0144	789.3179

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Unmitigated	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-004	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156
Total	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0147	0.0147	4.0000e-005		0.0156

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-004	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005			0.0147	0.0147	4.0000e-005	0.0156
Total	2.7003	7.0000e-005	7.0800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005			0.0147	0.0147	4.0000e-005	0.0156

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Inn at the Village
Great Basin Valleys Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	67.00	Room	2.23	97,284.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	54
Climate Zone	9			Operational Year	2015
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment -

Grading - 200 CY cut and 100 CY of export

Demolition - Demolition is for Sidewalk Removal

Vehicle Trips - trip rate per Traffic Study/LSA Associates

Mobile Land Use Mitigation -

Water Mitigation -

Construction Off-road Equipment Mitigation - GBUAPCD standard mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstructionPhase	NumDays	10.00	40.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	6.00	22.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	12/21/2015	11/5/2015
tblConstructionPhase	PhaseStartDate	1/10/2015	1/12/2015
tblConstructionPhase	PhaseStartDate	12/16/2015	11/1/2015
tblGrading	AcresOfGrading	11.00	3.00
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	200.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	WD_TR	8.17	2.80

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	1.7100	3.6350	3.3823	4.2700e-003	0.1393	0.2303	0.3696	0.0557	0.2198	0.2755	0.0000	366.2432	366.2432	0.0717	0.0000	367.7481

Total	1.7100	3.6350	3.3823	4.2700e-003	0.1393	0.2303	0.3696	0.0557	0.2198	0.2755	0.0000	366.2432	366.2432	0.0717	0.0000	367.7481
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Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	1.7100	3.6350	3.3822	4.2700e-003	0.0844	0.2303	0.3147	0.0308	0.2198	0.2507	0.0000	366.2429	366.2429	0.0717	0.0000	367.7478
Total	1.7100	3.6350	3.3822	4.2700e-003	0.0844	0.2303	0.3147	0.0308	0.2198	0.2507	0.0000	366.2429	366.2429	0.0717	0.0000	367.7478

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	39.40	0.00	14.85	44.60	0.00	9.01	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4927	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003
Energy	0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	366.5254	366.5254	0.0134	4.6300e-003	368.2419
Mobile	0.4526	1.0806	4.7728	4.0000e-003	0.2056	0.0135	0.2192	0.0554	0.0124	0.0678	0.0000	336.0609	336.0609	0.0181	0.0000	336.4409

Waste						0.0000	0.0000		0.0000	0.0000	7.4457	0.0000	7.4457	0.4400	0.0000	16.6863
Water						0.0000	0.0000		0.0000	0.0000	0.5392	2.8208	3.3600	0.0555	1.3300e-003	4.9395
Total	0.9585	1.1999	4.8737	4.7200e-003	0.2056	0.0226	0.2282	0.0554	0.0215	0.0768	7.9849	705.4083	713.3932	0.5270	5.9600e-003	726.3098

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4927	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003
Energy	0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	366.5254	366.5254	0.0134	4.6300e-003	368.2419
Mobile	0.4526	1.0806	4.7728	4.0000e-003	0.2056	0.0135	0.2192	0.0554	0.0124	0.0678	0.0000	336.0609	336.0609	0.0181	0.0000	336.4409
Waste						0.0000	0.0000		0.0000	0.0000	7.4457	0.0000	7.4457	0.4400	0.0000	16.6863
Water						0.0000	0.0000		0.0000	0.0000	0.4314	2.2945	2.7259	0.0444	1.0700e-003	3.9889
Total	0.9585	1.1999	4.8737	4.7200e-003	0.2056	0.0226	0.2282	0.0554	0.0215	0.0768	7.8771	704.8820	712.7590	0.5159	5.7000e-003	725.3592

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.35	0.07	0.09	2.11	4.36	0.13

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/9/2015	5	7	

2	Grading	Grading	1/12/2015	2/10/2015	5	22
3	Building Construction	Building Construction	2/11/2015	12/15/2015	5	220
4	Paving	Paving	11/1/2015	11/5/2015	5	4
5	Architectural Coating	Architectural Coating	11/6/2015	12/31/2015	5	40

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 145,926; Non-Residential Outdoor: 48,642 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	9.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	30.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	41.00	16.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8000e-004	0.0000	9.8000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0107	0.1039	0.0772	9.0000e-005	6.5300e-003	6.5300e-003	6.5300e-003	6.1100e-003	6.1100e-003	6.1100e-003	0.0000	7.9666	7.9666	2.0200e-003	0.0000	8.0090
Total	0.0107	0.1039	0.0772	9.0000e-005	9.8000e-004	6.5300e-003	7.5100e-003	1.5000e-004	6.1100e-003	6.2600e-003	0.0000	7.9666	7.9666	2.0200e-003	0.0000	8.0090

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	1.3000e-003	1.8200e-003	0.0000	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3072	0.3072	0.0000	0.0000	0.3072
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	7.0000e-004	6.6900e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.5335	0.5335	4.0000e-005	0.0000	0.5344
Total	5.9000e-004	2.0000e-003	8.5100e-003	1.0000e-005	6.4000e-004	3.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.0000e-004	0.0000	0.8407	0.8407	4.0000e-005	0.0000	0.8417

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.2000e-004	0.0000	4.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0107	0.1039	0.0772	9.0000e-005		6.5300e-003	6.5300e-003		6.1100e-003	6.1100e-003	0.0000	7.9666	7.9666	2.0200e-003	0.0000	8.0090
Total	0.0107	0.1039	0.0772	9.0000e-005	4.2000e-004	6.5300e-003	6.9500e-003	6.0000e-005	6.1100e-003	6.1700e-003	0.0000	7.9666	7.9666	2.0200e-003	0.0000	8.0090

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	1.5000e-004	1.3000e-003	1.8200e-003	0.0000	6.0000e-005	2.0000e-005	8.0000e-005	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3072	0.3072	0.0000	0.0000	0.3072
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	7.0000e-004	6.6900e-003	1.0000e-005	4.4000e-004	1.0000e-005	4.4000e-004	1.2000e-004	1.0000e-005	1.2000e-004	0.0000	0.5335	0.5335	4.0000e-005	0.0000	0.5344
Total	5.9000e-004	2.0000e-003	8.5100e-003	1.0000e-005	5.0000e-004	3.0000e-005	5.2000e-004	1.4000e-004	3.0000e-005	1.6000e-004	0.0000	0.8407	0.8407	4.0000e-005	0.0000	0.8417

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Fugitive Dust					0.0678	0.0000	0.0678	0.0366	0.0000	0.0366	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0326	0.3439	0.2222	2.3000e-004		0.0193	0.0193		0.0177	0.0177	0.0000	21.5956	21.5956	6.4500e-003	0.0000	21.7310
Total	0.0326	0.3439	0.2222	2.3000e-004	0.0678	0.0193	0.0871	0.0366	0.0177	0.0543	0.0000	21.5956	21.5956	6.4500e-003	0.0000	21.7310

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Hauling	4.9000e-004	4.3400e-003	6.0600e-003	1.0000e-005	2.5000e-004	8.0000e-005	3.3000e-004	7.0000e-005	7.0000e-005	1.4000e-004	0.0000	1.0240	1.0240	1.0000e-005	0.0000	1.0242
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0700e-003	1.7000e-003	0.0162	2.0000e-005	1.3600e-003	2.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.8000e-004	0.0000	1.2898	1.2898	1.1000e-004	0.0000	1.2920
Total	1.5600e-003	6.0400e-003	0.0222	3.0000e-005	1.6100e-003	1.0000e-004	1.7100e-003	4.3000e-004	8.0000e-005	5.2000e-004	0.0000	2.3137	2.3137	1.2000e-004	0.0000	2.3161

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Fugitive Dust					0.0290	0.0000	0.0290	0.0156	0.0000	0.0156	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0326	0.3439	0.2222	2.3000e-004		0.0193	0.0193		0.0177	0.0177	0.0000	21.5956	21.5956	6.4500e-003	0.0000	21.7310
Total	0.0326	0.3439	0.2222	2.3000e-004	0.0290	0.0193	0.0483	0.0156	0.0177	0.0334	0.0000	21.5956	21.5956	6.4500e-003	0.0000	21.7310

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Hauling	4.9000e-004	4.3400e-003	6.0600e-003	1.0000e-005	2.1000e-004	8.0000e-005	2.8000e-004	6.0000e-005	7.0000e-005	1.3000e-004	0.0000	1.0240	1.0240	1.0000e-005	0.0000	1.0242
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0700e-003	1.7000e-003	0.0162	2.0000e-005	1.0500e-003	2.0000e-005	1.0700e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.2898	1.2898	1.1000e-004	0.0000	1.2920
Total	1.5600e-003	6.0400e-003	0.0222	3.0000e-005	1.2600e-003	1.0000e-004	1.3500e-003	3.5000e-004	8.0000e-005	4.3000e-004	0.0000	2.3137	2.3137	1.2000e-004	0.0000	2.3161

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Off-Road	0.4430	2.8423	1.8751	2.7400e-003		0.1936	0.1936		0.1856	0.1856	0.0000	235.9123	235.9123	0.0565	0.0000	237.0988
Total	0.4430	2.8423	1.8751	2.7400e-003		0.1936	0.1936		0.1856	0.1856	0.0000	235.9123	235.9123	0.0565	0.0000	237.0988

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0365	0.1736	0.4234	3.8000e-004	0.0102	3.2100e-003	0.0134	2.8900e-003	2.9500e-003	5.8400e-003	0.0000	34.0922	34.0922	3.3000e-004	0.0000	34.0991
Worker	0.0439	0.0695	0.6631	6.9000e-004	0.0558	6.7000e-004	0.0564	0.0148	6.1000e-004	0.0154	0.0000	52.8797	52.8797	4.3900e-003	0.0000	52.9718
Total	0.0804	0.2431	1.0865	1.0700e-003	0.0659	3.8800e-003	0.0698	0.0177	3.5600e-003	0.0213	0.0000	86.9719	86.9719	4.7200e-003	0.0000	87.0709

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Off-Road	0.4430	2.8423	1.8751	2.7400e-003		0.1936	0.1936		0.1856	0.1856	0.0000	235.9120	235.9120	0.0565	0.0000	237.0985

Total	0.4430	2.8423	1.8751	2.7400e-003		0.1936	0.1936		0.1856	0.1856	0.0000	235.9120	235.9120	0.0565	0.0000	237.0985
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0365	0.1736	0.4234	3.8000e-004	8.2300e-003	3.2100e-003	0.0114	2.4200e-003	2.9500e-003	5.3600e-003	0.0000	34.0922	34.0922	3.3000e-004	0.0000	34.0991
Worker	0.0439	0.0695	0.6631	6.9000e-004	0.0432	6.7000e-004	0.0439	0.0117	6.1000e-004	0.0124	0.0000	52.8797	52.8797	4.3900e-003	0.0000	52.9718
Total	0.0804	0.2431	1.0865	1.0700e-003	0.0514	3.8800e-003	0.0553	0.0142	3.5600e-003	0.0177	0.0000	86.9719	86.9719	4.7200e-003	0.0000	87.0709

3.5 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8900e-003	0.0395	0.0245	4.0000e-005		2.4800e-003	2.4800e-003		2.2900e-003	2.2900e-003	0.0000	3.3081	3.3081	9.7000e-004	0.0000	3.3285
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.8900e-003	0.0395	0.0245	4.0000e-005		2.4800e-003	2.4800e-003		2.2900e-003	2.2900e-003	0.0000	3.3081	3.3081	9.7000e-004	0.0000	3.3285

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	4.6000e-004	4.4100e-003	0.0000	3.7000e-004	0.0000	3.8000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3518	0.3518	3.0000e-005	0.0000	0.3524
Total	2.9000e-004	4.6000e-004	4.4100e-003	0.0000	3.7000e-004	0.0000	3.8000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3518	0.3518	3.0000e-005	0.0000	0.3524

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8900e-003	0.0395	0.0245	4.0000e-005		2.4800e-003	2.4800e-003		2.2900e-003	2.2900e-003	0.0000	3.3081	3.3081	9.7000e-004	0.0000	3.3285
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.8900e-003	0.0395	0.0245	4.0000e-005		2.4800e-003	2.4800e-003		2.2900e-003	2.2900e-003	0.0000	3.3081	3.3081	9.7000e-004	0.0000	3.3285

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	4.6000e-004	4.4100e-003	0.0000	2.9000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.3518	0.3518	3.0000e-005	0.0000	0.3524
Total	2.9000e-004	4.6000e-004	4.4100e-003	0.0000	2.9000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.3518	0.3518	3.0000e-005	0.0000	0.3524

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										M/yr					
Archit. Coating	1.1273					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1300e-003	0.0514	0.0380	6.0000e-005		4.4200e-003	4.4200e-003		4.4200e-003	4.4200e-003	0.0000	5.1065	5.1065	6.6000e-004	0.0000	5.1205
Total	1.1354	0.0514	0.0380	6.0000e-005		4.4200e-003	4.4200e-003		4.4200e-003	4.4200e-003	0.0000	5.1065	5.1065	6.6000e-004	0.0000	5.1205

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										M/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5600e-003	2.4700e-003	0.0235	2.0000e-005	1.9800e-003	2.0000e-005	2.0000e-003	5.3000e-004	2.0000e-005	5.5000e-004	0.0000	1.8760	1.8760	1.6000e-004	0.0000	1.8793
Total	1.5600e-003	2.4700e-003	0.0235	2.0000e-005	1.9800e-003	2.0000e-005	2.0000e-003	5.3000e-004	2.0000e-005	5.5000e-004	0.0000	1.8760	1.8760	1.6000e-004	0.0000	1.8793

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1273					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1300e-003	0.0514	0.0380	6.0000e-005		4.4200e-003	4.4200e-003		4.4200e-003	4.4200e-003	0.0000	5.1065	5.1065	6.6000e-004	0.0000	5.1205
Total	1.1354	0.0514	0.0380	6.0000e-005		4.4200e-003	4.4200e-003		4.4200e-003	4.4200e-003	0.0000	5.1065	5.1065	6.6000e-004	0.0000	5.1205

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5600e-003	2.4700e-003	0.0235	2.0000e-005	1.5300e-003	2.0000e-005	1.5600e-003	4.2000e-004	2.0000e-005	4.4000e-004	0.0000	1.8760	1.8760	1.6000e-004	0.0000	1.8793
Total	1.5600e-003	2.4700e-003	0.0235	2.0000e-005	1.5300e-003	2.0000e-005	1.5600e-003	4.2000e-004	2.0000e-005	4.4000e-004	0.0000	1.8760	1.8760	1.6000e-004	0.0000	1.8793

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4526	1.0806	4.7728	4.0000e-003	0.2056	0.0135	0.2192	0.0554	0.0124	0.0678	0.0000	336.0609	336.0609	0.0181	0.0000	336.4409
Unmitigated	0.4526	1.0806	4.7728	4.0000e-003	0.2056	0.0135	0.2192	0.0554	0.0124	0.0678	0.0000	336.0609	336.0609	0.0181	0.0000	336.4409

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	187.60	548.73	398.65	541,150	541,150
Total	187.60	548.73	398.65	541,150	541,150

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	14.70	6.60	6.60	19.40	61.60	19.00	58	38	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HRD	OBUS	UBUS	MCY	SBUS	MH
0.279910	0.105741	0.185385	0.167722	0.097331	0.011794	0.017930	0.112433	0.005774	0.000729	0.007474	0.001775	0.006001

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	236.6354	236.6354	0.0109	2.2500e-003	237.5615
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	236.6354	236.6354	0.0109	2.2500e-003	237.5615
Natural Gas Mitigated	0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	129.8900	129.8900	2.4900e-003	2.3800e-003	130.6804
Natural Gas Unmitigated	0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	129.8900	129.8900	2.4900e-003	2.3800e-003	130.6804

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	2.43405e+006	0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	129.8900	129.8900	2.4900e-003	2.3800e-003	130.6804
Total		0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	129.8900	129.8900	2.4900e-003	2.3800e-003	130.6804

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Hotel	2.43405e+006	0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	129.8900	129.8900	2.4900e-003	2.3800e-003	130.6804
Total		0.0131	0.1193	0.1002	7.2000e-004		9.0700e-003	9.0700e-003		9.0700e-003	9.0700e-003	0.0000	129.8900	129.8900	2.4900e-003	2.3800e-003	130.6804

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	826914	236.6354	0.0109	2.2500e-003	237.5615
Total		236.6354	0.0109	2.2500e-003	237.5615

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	826914	236.6354	0.0109	2.2500e-003	237.5615
Total		236.6354	0.0109	2.2500e-003	237.5615

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4927	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003
Unmitigated	0.4927	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1127					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3799					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003
Total	0.4927	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

SubCategory	tons/yr								MT/yr							
Architectural Coating	0.1127					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3799					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003
Total	0.4927	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-003	1.2000e-003	0.0000	0.0000	1.2700e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.7259	0.0444	1.0700e-003	3.9889
Unmitigated	3.3600	0.0555	1.3300e-003	4.9395

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Hotel	1.69957 / 0.188842	3.3600	0.0555	1.3300e- 003	4.9395
Total		3.3600	0.0555	1.3300e- 003	4.9395

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	1.35966 / 0.188842	2.7259	0.0444	1.0700e- 003	3.9889
Total		2.7259	0.0444	1.0700e- 003	3.9889

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.4457	0.4400	0.0000	16.6863

Unmitigated	7.4457	0.4400	0.0000	16.6863
-------------	--------	--------	--------	---------

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	36.68	7.4457	0.4400	0.0000	16.6863
Total		7.4457	0.4400	0.0000	16.6863

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	36.68	7.4457	0.4400	0.0000	16.6863
Total		7.4457	0.4400	0.0000	16.6863

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation



11.5 Utility Correspondence

Alesia W Hsiao

From: Kristen Bogue
Sent: Tuesday, May 20, 2014 8:36 AM
To: Alesia W Hsiao
Subject: FW: Irrigation Requirements Question
Attachments: Estimate Water Use_5_17_14.pdf

See attached and below for irrigation requirements...

From: Benjamin Harth [<mailto:bharth@bsaarchitects.com>]
Sent: Monday, May 19, 2014 5:41 PM
To: Kristen Bogue
Subject: RE: Irrigation Requirements Question

Hi Kristen,

The estimated usage is 36,700 gallons per year.

Benjamin Harth

bull stockwell allen ARCHITECTURE + PLANNING + INTERIORS
300 Montgomery Street, Suite 1135, San Francisco, CA 94104, USA
Office: 415 281 4720 ext. 246
www.bsaarchitects.com

san francisco - vermont - london
BUILDING ON ENDURING IDEAS. DESIGNING EXCEPTIONAL ENVIRONMENTS FOR LIFE.

From: Kristen Bogue [<mailto:KBOGUE@mbakerintl.com>]
Sent: Monday, May 19, 2014 9:45 AM
To: Benjamin Harth
Subject: RE: Irrigation Requirements Question

Thanks Ben!

Can you confirm that we should use the 67,108 gallons for our purposes? Or are you really proposing the 36,700 gallons? Also, can you confirm that this would be gallons per day?

Thanks!
Kristen

From: Benjamin Harth [<mailto:bharth@bsaarchitects.com>]
Sent: Monday, May 19, 2014 9:18 AM
To: Kristen Bogue; gposekian@thainc.com
Subject: RE: Irrigation Requirements Question

Hi Kristen,

Please see the attached for the project's estimated water use.

Regards,

Inn at The Village Preliminary Water Use Calculation.

Calculation Sheet (Copy for additional zones if needed)

Total Landscaped Area

4,100

L.A. (sq. ft.)

Hydro Zone Breakdown

1) High water using plants (0.7-1.0) Area
(P.F.)

=

[]

(sq. ft.)

2) Average water using plants (0.4-0.6) Area
(P.F.)

=

[]

(sq. ft.)

3) Low water using plants (0.0-0.3) Area
(P.F.)

=

[]

(sq. ft.)

(primarily native plants)

> .35

Maximum Applied Water Allowance (M.A.W.A.)

$$\text{M.A.W.A.} = \frac{33.0}{(\text{E.T.})} \times \frac{0.8}{(\text{A.F.})} \times \frac{4,100}{(\text{L.A.})} \times \frac{0.62}{(\text{C.F.})}$$

=

67,108

Gallons

Estimated Water Use (E.W.U.)

$$\text{E.W.U. (1)} = \frac{33.0}{(\text{E.T.})} \times \frac{.35}{(\text{P.F.})} \times \frac{4,100}{(\text{H.A.})} \times \frac{0.62}{(\text{C.F.})}$$

=

36,700

Gallons

.8

(I.E.)

$$\text{E.W.U. (2)} = \frac{33.0}{(\text{E.T.})} \times \frac{[]}{(\text{P.F.})} \times \frac{[]}{(\text{H.A.})} \times \frac{0.62}{(\text{C.F.})}$$

=

[]

Gallons

[]

(I.E.)

$$\text{E.W.U. (3)} = \frac{33.0}{(\text{E.T.})} \times \frac{[]}{(\text{P.F.})} \times \frac{[]}{(\text{H.A.})} \times \frac{0.62}{(\text{C.F.})}$$

=

[]

Gallons

[]

(I.E.)

Rough Calculation.

Total Estimated Water Use

$$\text{E.W.U. (1)} + \text{E.W.U. (2)} + \text{E.W.U. (3)} = \text{Total Gallons} < \text{MAWA Gallons}$$

36,700 < **67,108**

- P.F. = Plant Factor - Must be between 0.1- 1.0.
- E.T. = Evapotranspiration Rate - Mammoth Lakes 6 month growing season
- C.F. = Conversion Factor - Constant number
- A.F. = Adjustment Factor - Constant number
- H.A. = Hydro zone Area - Area of each Hydro zone.
- I.E. = Irrigation Efficiency * Must be greater than .625.
- L.A. = Landscape Area - Total Landscaped area of project.

(drip + bubbler).

(~ sq. footage).

*RTHAA mark up.
5.16.2014.*

Alesia W Hsiao

From: Karl Schnadt <kschnadt@mcwd.dst.ca.us>
Sent: Thursday, May 15, 2014 1:53 PM
To: Alesia W Hsiao
Cc: Irene Yamashita
Subject: RE: Inn at the Village Project SEIR

Ms. Hsiao,

Our wastewater treatment plant is rated to treat 4.3mgd. Average daily flow in 2013 was 1.4 mgd.

Karl Schnadt

Operations Superintendent
Mammoth Community Water District
PO Box 597
Mammoth Lakes, CA 93546
(760) 934-2596x230
kschnadt@mcwd.dst.ca.us

From: Irene Yamashita
Sent: Thursday, May 15, 2014 1:46 PM
To: Karl Schnadt
Subject: FW: Inn at the Village Project SEIR

Karl,

Could you provide the requested information to Ms. Hsiao? Thank you.

Irene

From: Alesia W Hsiao [<mailto:Alesia.Hsiao@mbakerintl.com>]
Sent: Thursday, May 15, 2014 1:34 PM
To: Irene Yamashita
Subject: RE: Inn at the Village Project SEIR

Thank you Irene.

Can you also tell me the existing capacity of the MCWD wastewater treatment plant in million gallons per day (mgd)?

This information was not in the 2010 UWMP.

From: Irene Yamashita [<mailto:iyamashita@mcwd.dst.ca.us>]
Sent: Wednesday, May 14, 2014 4:47 PM
To: Alesia W Hsiao
Cc: John Pedersen
Subject: RE: Inn at the Village Project SEIR

Alesia,

The MCWD can produce 2,750 gallons a minute for a period of 2 hours.

Irene

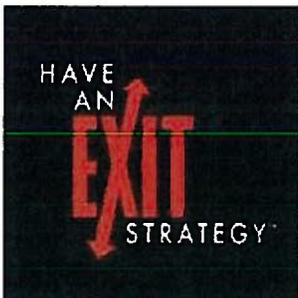
Alesia W Hsiao

From: Thom Heller <Thom@mlfd.ca.gov>
Sent: Thursday, May 15, 2014 9:38 AM
To: Alesia W Hsiao
Subject: RE: Inn at the Village Project SEIR Fire Flow Requirements

Alesia, the hydrants in the vicinity of the project can provide the water flow necessary to meet our needs, the question is if the internal lines in the existing buildings can flow the required water quantity and if the fire pump can meet the required pressure on the roof with the design change. I assume that nothing in the plumbing has changed in the existing building and that the system can still meet the original calculations, but as a result of the change in the design of the structure (the additional height), will the original design still work? A mechanical engineer will need to run the numbers and determine compliance. If not, the new building may need an additional/stand alone fire department connection and fire pump.

If you have any additional questions, feel free to contact me at your convenience.

Thom Heller, Fire Marshal/Division Chief
Mammoth Lakes Fire Protection District
PO Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
(760) 934-2300 (o), (760) 934-9210 (f), (760) 914-0194 (c)
thom@mlfd.ca.gov



From: Alesia W Hsiao [<mailto:Alesia.Hsiao@mbakerintl.com>]
Sent: Wednesday, May 14, 2014 3:47 PM
To: Thom Heller
Subject: RE: Inn at the Village Project SEIR Fire Flow Requirements

Thank you very much for your response.

I had a follow up question for you:

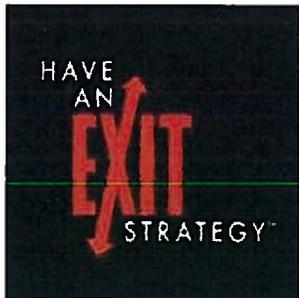
Have the nearby hydrants in the project vicinity been tested and can they provide fire flows at a minimum of 2,750 gallons per minute for a 2 hour period, and provide 100 pounds per square inch (psi) of water pressure on the roof at all times?

Sincerely,
Alesia Hsiao
949.330.4184
RBF Consulting
Planning/Environmental Services

From: Thom Heller [<mailto:Thom@mlfd.ca.gov>]
Sent: Wednesday, May 07, 2014 2:31 PM
To: Alesia W Hsiao
Subject: RE: Inn at the Village Project SEIR Fire Flow Requirements

Ms. Hsiao, attached please find the section of our code that addresses the issue that you requested. There are several pieces of information that would be needed to use the table on the second page such as: construction type (I assume type IA), the number of stories, and the distribution of standpipes. Using the table, I would calculate the sixth row down, under type IA, you would need to provide a minimum of 2,750 gallons per minute for a 2 hour period, and would need to provide 100 pounds per square inch (psi) of water pressure on the roof at all times. If you need any additional information, please feel free to contact me at your convenience. Respectfully,

Thom Heller, Fire Marshal/Division Chief
Mammoth Lakes Fire Protection District
PO Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
(760) 934-2300 (o), (760) 934-9210 (f), (760) 914-0194 (c)
thom@mlfd.ca.gov



From: Alesia W Hsiao [<mailto:Alesia.Hsiao@mbakerintl.com>]
Sent: Wednesday, May 07, 2014 12:07 PM
To: Thom Heller
Subject: Inn at the Village Project SEIR Fire Flow Requirements

Hello Mr. Heller,

RBF Consulting (RBF) has been contracted by the Town of Mammoth Lakes to prepare an Subsequent Environmental Impact Report (SEIR) for the Inn at the Village Project and I had a question for you regarding fire flow requirements for the project:

Could you please indicate fire flow requirements based on the proposed project land uses below?

Land Use	Size (square feet)
----------	--------------------

Hotel ¹	34,840
Accessory Uses (e.g., spa, bar/food service, lobby, circulation, etc.)	29,910
Total Project	64,750
1. The hotel proposes up to 67 rooms that would be approximately +/- 520 square feet per room.	

I would greatly appreciate your response. If you have any questions, please do not hesitate to contact me at 949.330.4184 or via email. Thank you for your time.

Regards,
Alesia Hsiao
RBF Consulting
Planning/Environmental Services

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

**SECTION 503
FIRE APPARATUS ACCESS ROADS**

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

(a) Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

Exception: *The enforcing agency may waive or modify this requirement if in his opinion such all-weather*

hard-surfaced condition is not necessary in the interest of public safety and welfare.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.

CALIFORNIA FIRE CODE – MATRIX ADOPTION TABLE CHAPTER 5 – FIRE SERVICE FEATURES

(Matrix Adoption Tables are non-regulatory, intended only as an aid to the user.
See Chapter 1 for state agency authority and building applications.)

Adopting Agency	BSC	SFM		HCD			DSA		OSHPD				BSCC	DHS	AGR	DWR	CEC	CA	SL	SLC
		T-24	T-19*	1	2	1/AC	AC	SS	1	2	3	4								
Adopt Entire Chapter																				
Adopt Entire Chapter as amended (amended sections listed below)		X																		
Adopt only those sections that are listed below																				
[California Code of Regulations, Title 19, Division 1]			X																	
Chapter / Section																				
[T-19 §3.05 (a)]			X																	
503		†																		
[T-19 §3.05 (b)]			X																	
504.4		X																		
507.2.1		X																		
507.3		X																		
507.5		X																		
507.3		X																		
507.5		X																		
507.5.1		X																		
507.5.3		X																		
508.1		X																		
508.1.2		X																		
508.1.5		X																		
508.1.6		X																		
510.2		†																		

This state agency does not adopt sections identified with the following symbol: †

* The California Code of Regulations (CCR), Title 19, Division 1 provisions that are found in the California Fire Code are a reprint from the current CCR, Title 19, Division 1 text for the code user's convenience only. The scope, applicability and appeals procedures of CCR, Title 19, Division 1 remain the same.

Part III—Building and Equipment Design Features

CHAPTER 5

FIRE SERVICE FEATURES

SECTION 501 GENERAL

501.1 Scope. Fire service features for buildings, structures and premises shall comply with this chapter.

501.2 Permits. A permit shall be required as set forth in Sections 105.6 and 105.7.

501.3 Construction documents. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction.

501.4 Timing of installation. When fire apparatus access roads or a water supply for fire protection is required to be

installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2.

SECTION 502 DEFINITIONS

502.1 Definitions. The following terms are defined in Chapter 2:

AGENCY.

FIRE APPARATUS ACCESS ROAD.

CALIFORNIA FIRE CODE – MATRIX ADOPTION TABLE
APPENDIX D – FIRE APPARATUS ACCESS ROADS
 (Matrix Adoption Tables are non-regulatory, intended only as an aid to the user.
 See Chapter 1 for state agency authority and building applications.)
(Not adopted by the State Fire Marshal)

Adopting Agency	BSC	SFM		HCD			DSA		OSHPD				BSCC	DHS	AGR	DWR	CEC	CA	SL	SLC
		T-24	T-19*	1	2	1/AC	AC	SS	1	2	3	4								
Adopt Entire Chapter																				
Adopt Entire Chapter as amended (amended sections listed below)																				
Adopt only those sections that are listed below																				
[California Code of Regulations, Title 19, Division 1]																				
Chapter / Section																				

* The California Code of Regulations (CCR), Title 19, Division 1 provisions that are found in the California Fire Code are a reprint from the current CCR, Title 19, Division 1 text for the code user's convenience only. The scope, applicability and appeals procedures of CCR, Title 19, Division 1 remain the same.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the California Fire Code.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

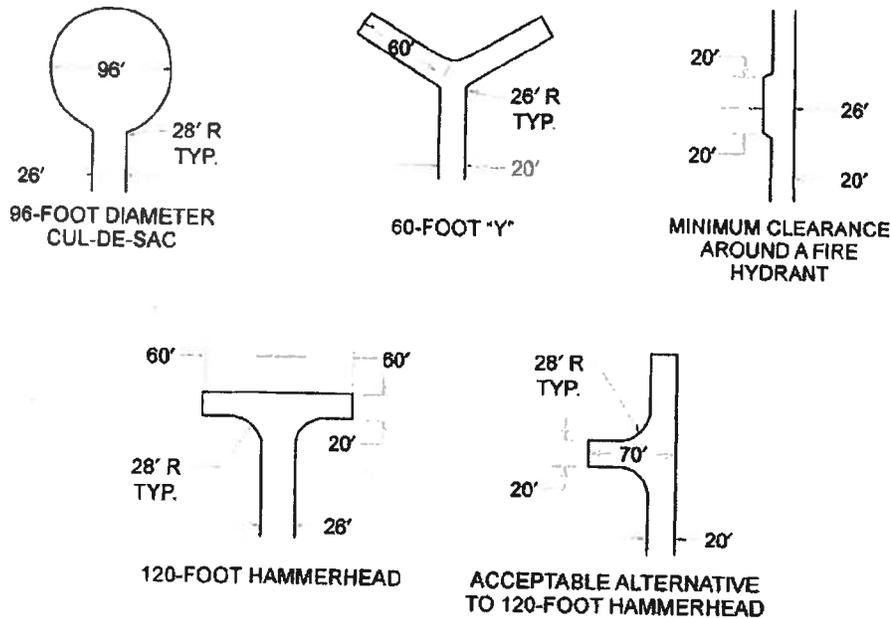
TABLE D103.4
REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

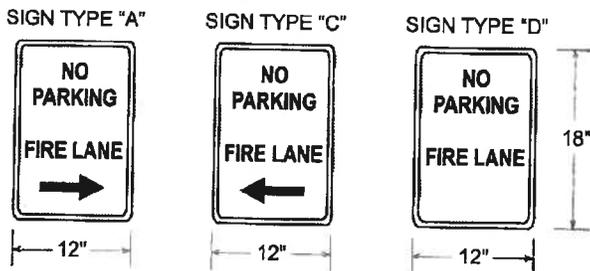


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

**SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS**

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

**SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS**

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

**SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS**

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

**SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS**

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *California Fire Code*, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

**D108
REFERENCED STANDARDS**

ASTM	F 2200—05	Standard Specification for Automated Vehicular Gate Construction	D103.5
UL	325—02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with Revisions through February 2006	D103.5

EMERGENCY ACCESS ROAD/FIRE LANE. A road or other passageway developed to allow the passage of fire apparatus and other emergency vehicles. An Emergency Access Road/Fire Lane is not necessarily intended for vehicular traffic other than fire apparatus and posted in accordance with Vehicle Code Section 22500.1. Emergency Access Roads/Fire Lanes shall be a minimum of 16 feet wide, but may need to be wider depending upon the degree of curves or proximity to the structure. The blocking of Emergency Access Roads/Fire Lanes may be modified for special circumstances as determined by the fire code official based upon conditions of terrain, climatic conditions, very high fire severity zones, or other such local conditions.

FIRE TRAIL. A graded fire break of sufficient width surface and design to provide access for people and suppression equipment and to assist in preventing surface extension of fires.

Section F503.1.1 Buildings and Facilities are amended to include:

The Fire District shall require an Emergency Access Road(s) when any Group R Occupancy project consists of more than 24 units. When there are more than 49 units accessed off of any Fire Apparatus Access Road, then a minimum of two Fire Apparatus Access Roads shall be provided. Fire Apparatus Access Roads shall comply with Town of Mammoth Lakes Public Works Department standards, but shall be no narrower than 24 feet wide edge of pavement to edge of pavement (excludes curb and gutter).

Buildings, portions of buildings, or facilities exceeding 45 feet in height above the lowest level of building access may be required to provide Emergency Access Roads capable of accommodating fire department apparatus. Overhead utility and power lines shall not be located within the Emergency Access Road(s). At least one of the required Emergency Access Roads logistically may be required to be located within a minimum of 15 feet and a maximum of 30 feet from the building and may be requested to be placed parallel to one side of the entire structure and/or at a prominent corner of the structure. Emergency Access Roads may be modified for special circumstances as determined by the fire code official.

There shall be no modifications to non-conforming building lots that are located on non-compliant Fire Apparatus Access Roads within the Fire District.

Section F503.2.1 Dimensions is amended to include:

Fire Apparatus Access Roads shall have an unobstructed width of not less than 24 feet from edge of pavement to edge of pavement (not inclusive of curbs/gutters).

Road widths shall be a minimum of 30' when parking is allowed on one side of the roadway.

Road widths shall be a minimum of 40' when parking is unrestricted.

Section F503.2.1.2 Road Medians

Divided highway routes shall comply with the California Highway Design Manual for standards pertaining to width, slopes, barriers, curbs, and median characteristics. The Fire District shall require turn-a-rounds at designated locations with turning radius sufficient to comply with fire apparatus needs.

Section F503.2.3 Surface is amended to include:

Fire Apparatus Access Roads and Emergency Access Roads shall be designed and maintained with a minimum first lift of asphalt, concrete, or a road base with a structural road section capable of supporting 75,000 pounds as determined by a Certified Engineer prior to the delivery of wood products, modular components, or flammable/combustible construction materials or furnishings.

Emergency Access Roads may be constructed of open cell pavers as approved by the fire code official, but must be maintained so as to provide a vegetative cover during the summer months. Snow removal will be required from Fire Apparatus Access Roads and Emergency Access Roads/Fire Lanes once every 24 hours to within 6-8 inches of the road/paver surface and the owner shall be responsible for repairing any damage to the surface as needed shortly after the beginning of the summer season.

Section F503.2.4 Turning Radius is amended to include:

The turning radius of a Fire Apparatus Access Roads and Emergency Access Road shall be no less than 40 feet interior radius and 60 feet outside radius unless determined otherwise by the fire code official.

Section F503.2.5 Dead Ends is amended to include:

The maximum length of a single access road shall be no greater than 1500 feet in length. Lengths greater than 1500 feet shall require two points of access. The length may be modified for special circumstances as determined by the fire code official based upon vehicle congestion, conditions of terrain, climatic conditions, very high fire severity zones, or other such local conditions.

Section F503.3 Marking is amended to include:

“No Parking/Fire Lane” signs shall be located and maintained alongside Fire Apparatus Access Roads and Emergency Access Roads/Fire Lanes at intervals not greater than 100 feet. These signs shall be placed on the roads at the time that wood products are delivered, modular components are dropped off, or flammable/combustible construction materials or furnishings arrive on site. Where fire lanes exist on private property, it shall be the responsibility of the private property owner/Home Owners Association to maintain and replace snow stakes/signage.

Emergency Access Roads shall be signed at both ends of the roadway stating “Fire Lane/Emergency Vehicles Only”.

Where it has been determined by the fire code official that curbs for a project should include red painted curbs or stripping, the areas shall be painted and maintained by the property owner such that they are colored red throughout the year.

Section F503.4 Obstruction of Fire Apparatus Access Roads is amended to include:

Storage of building materials shall occur outside the pavement area of Fire Apparatus Access Roads and Emergency Access Roads. Off loading of building materials and dumping of refuse bins may occur in the Fire Apparatus Access Roads and Emergency Access Roads so long as the truck may be moved immediately for emergency vehicles. Fire Apparatus Access Roads shall

Alesia W Hsiao

From: John Pedersen <jpedersen@mcwd.dst.ca.us>
Sent: Thursday, May 15, 2014 8:22 AM
To: Thom Heller
Cc: Alesia W Hsiao; Irene Yamashita
Subject: RE: Inn at the Village Project SEIR Fire Flow Requirements

Tom,

I checked the fire hydrant flow test records the MLFPD provided us, and the fire hydrant in front of the 8050 project at 50 Canyon Blvd. was tested in 2009. The test showed that the MCWD water distribution system can provide a flow in excess of the minimum 2,750 gallons per minute in that location. We have already advised Ms. Hsiao that she needs to consult with the mechanical engineer for the project to determine what flows and pressures can be attained inside the proposed new building.

John Pedersen

John Pedersen, PE
District Engineer
Mammoth Community Water District
P. O. Box 597
1315 Meridian Boulevard
Mammoth Lakes, CA 93546

Ph.: 760.934.2596 x240
Cell: 760.914.0156
Fax: 760.934.2143
Email: jpedersen@mcwd.dst.ca.us

From: Thom Heller [<mailto:Thom@mlfd.ca.gov>]
Sent: Wednesday, May 14, 2014 5:18 PM
To: John Pedersen
Subject: FW: Inn at the Village Project SEIR Fire Flow Requirements

From: Alesia W Hsiao [<mailto:Alesia.Hsiao@mbakerintl.com>]
Sent: Wednesday, May 14, 2014 3:47 PM
To: Thom Heller
Subject: RE: Inn at the Village Project SEIR Fire Flow Requirements

Thank you very much for your response.

I had a follow up question for you:

Alesia W Hsiao

From: Irene Yamashita <iyamashita@mcwd.dst.ca.us>
Sent: Wednesday, May 14, 2014 4:47 PM
To: Alesia W Hsiao
Cc: John Pedersen
Subject: RE: Inn at the Village Project SEIR

Alesia,

The MCWD can produce 2,750 gallons a minute for a period of 2 hours.

Irene

From: Alesia W Hsiao [mailto:Alesia.Hsiao@mbakerintl.com]
Sent: Wednesday, May 14, 2014 3:41 PM
To: Irene Yamashita
Subject: RE: Inn at the Village Project SEIR

Thank you Irene.

For Question 3, I will follow up with the Fire Department to ensure that the nearby hydrants have been tested for fire flows at a minimum of 2,750 gallons per minute for a 2 hour period, and to provide 100 pounds per square inch (psi) of water pressure on the roof. But can you please answer, **is there adequate water supply to handle these fire flows?**

Also, can you please provide the existing capacity of the MCWD wastewater treatment plant in million gallons per day (mgd) and how much it currently treats on average (mgd)?

Thanks,
Alesia

From: Irene Yamashita [mailto:iyamashita@mcwd.dst.ca.us]
Sent: Wednesday, May 14, 2014 3:03 PM
To: Alesia W Hsiao
Subject: RE: Inn at the Village Project SEIR

Alesia,

1. The projected water demand for the project was based on average water use from meters servicing resort lodging with retail mixed use developments, like The Village. The three year average is from years 2008, 2009 and 2010.

We do not estimate a development project's landscape water demand. Your landscape architect should be able to calculate that for you.

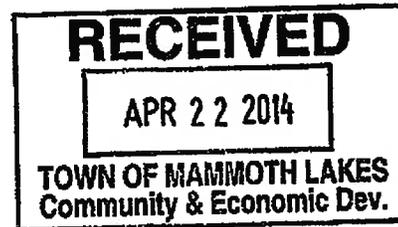
2. There are no recycled water lines available for the project.

3. This question was already addressed. You should ask the developer's engineer to address pumping water to the top of the building.



Mammoth Lakes Fire Protection District
Post Office Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
760-934-2300 Fax- 760-934-9210

April 21, 2014



Town of Mammoth Lakes
Ms. Jen Daugherty, Senior Planner
PO Box 1609
Mammoth Lakes, CA 93546

Re: Comments on Modified Initial Study/Environmental Checklist

Thank you for the opportunity to comment on study for the Inn at the Village Project. The following are the comments from the Fire District:

General Comment:

The project proponent shall provide a name for the project that is not similar to an already existing name or location in town.

Exhibit 2-4, East Building Elevation:

Provide an additional exhibit that does not include the St Regis or Hillside project.

Page 2-12, Construction Parking, Mobilization, and Storage of Materials:

The current structures on the southeast corner of Minaret and Main Street (White Stag and Ullur Lodges) shall remain accessible to emergency services throughout the use of the property. Should the structures be removed, the use of the property would be greatly enhanced for the uses proposed by this project.

Page 2-14, Snow Country Design

The existing 80/50 structures have exhibited cornice and ice buildups as a result of their design. The buildups have been on the Minaret Road side of the structure and have required closing of the sidewalk below until the safety hazard was eliminated. In reviewing the proposed setback and design concept diagrams, it appears that the proposed design concepts will encourage the buildup of cornices on the projected roof lips. While stylish, the designer needs to ensure that there is adequate roof access to remove developing cornices, especially if walkways and pocket parks are proposed below.

Ms. Jen Daugherty
April 21, 2014
Page 2

Page 4.8-4, 4.8h:

The State of California adopted the California Amended International Fire Code in 2007. The Uniform Fire Code is no longer the standard for the state. The Fire District has instituted local amendments to the California Amended International Fire Code.

Page 4.14-1/4.14.-2, Over Pumping Capacity Potential/MM 5.10-1c:

As the height of the proposed project is taller than the previously designed structure, and if the water supply line for the fire suppression system for Building C is going to come from the existing buildings, a calculation needs to be performed to determine if the existing line capacity and fire pump are adequate to provide adequate flows for the proposed project.

Page 4.14-2, Contribute a Fair Share Financial Contribution:

The project proponent shall be required to pay the increase in Developer Impact Fees for the currently proposed project verses the original anticipated project.

Page 4.14-2, All Structures, and Areas of Use Shall Comply with Fire District Requirements:

The Fire District shall require that the project proponent provide a fire lane on Minaret Road that is 60 feet by 16 feet in size. This area shall be outside of any drop off/loading area or driveway and located in the vicinity of the southeast corner of the structure (diagram attached). The lane shall be maintained and be part of the project's snow removal responsibilities.

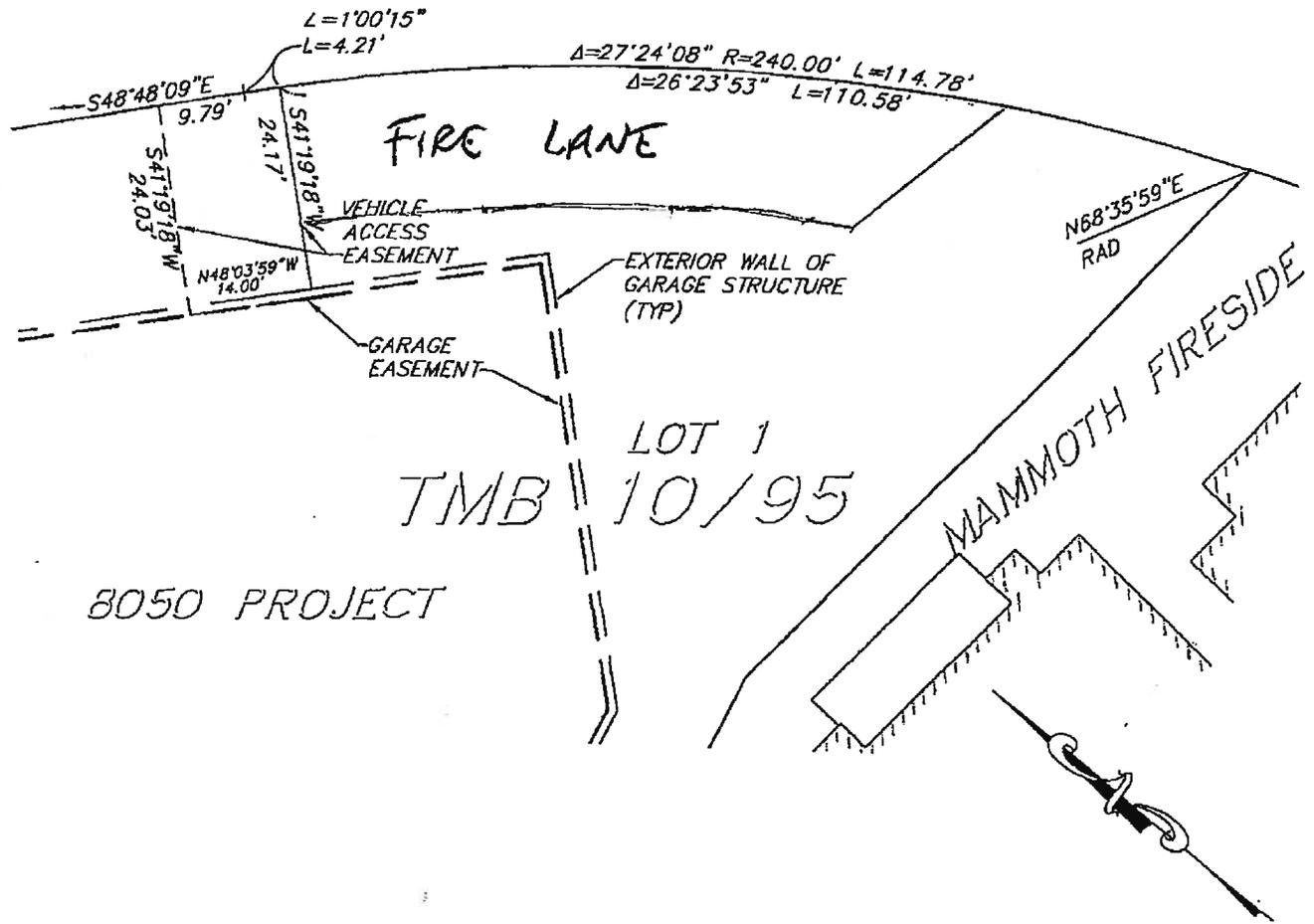
Thank you again for the opportunity to comment on the project. If there are any questions, please feel free to contact me at your convenience.

Sincerely,



THOM HELLER
Fire Marshal

MINARET ROAD



8050 PROJECT

LOT 1
TMB 10/95

MAMMOTH FIRESIDE

SCALE: 1"=20'

DRIVEWAY MAP FOR MINARET ROAD ENTRANCE/EXIT

JOB NO.: 2410.6

DATE: 4/21/09

EXHIBIT C-2

PAGE 2 OF 2



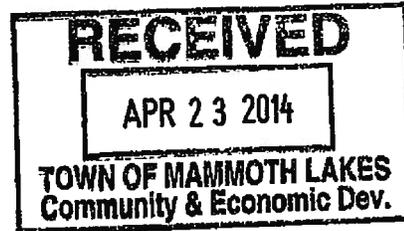


Mammoth Community Water District:
Post Office Box 597
1315 Meridian Blvd..
Mammoth Lakes, CA 93546
(760) 934-2596

April 23, 2014

Via E-mail

Jen Daugherty
Senior Planner
Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546



Subject: MCWD comments regarding the Notice of Preparation for a Draft Subsequent Environmental Impact Report (SEIR): Inn at the Village

Dear Ms. Daugherty,

MCWD appreciates the opportunity to provide scoping comments regarding potential impacts to public utilities for the Proposed Inn at the Village Project (Proposed Project). As you are aware, the MCWD relied on the Program EIR for the Town of Mammoth Lakes' General Plan Update (TOML General Plan), approved in 2007, to develop future projections in water and wastewater service demand. These projected demands are used to plan future infrastructure projects and forecast water supply demands. Changes to these demand projections for public utility services resulting from the revised project description for the Proposed Project need to be clearly identified and evaluated. The MCWD recommends the SEIR for the Proposed Project include a comparison of water demand and wastewater flow between the Proposed Project and the project proposed in the North Village District Planning Study (2009). In addition, please describe how the density transfer between the Mammoth Crossing Project to the Proposed Project will be assured.

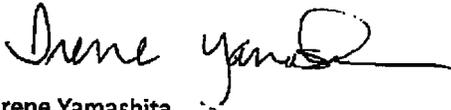
The cumulative impact section of the SEIR should review the density tables contained in the TOML General Plan and compare those projected build-out density tables with actual density increases that have been approved by the Town and the potential for other density increases. The densities presented in the TOML General Plan are used by MCWD to project build-out demand on water and wastewater services; however, it is difficult to base our planning efforts on unlimited ceilings for density bonuses.

The Modified Initial Study for the Proposed Project includes a description of the MCWD settlement agreement with the Los Angeles Department of Water and Power that limits the amount of water

MCWD can use. Descriptions in the SEIR regarding the settlement agreement should make clear that water demand includes process, recycled, raw, potable, and non-revenue water.

The MCWD staff is available to provide assistance as necessary. If you require additional clarification or assistance, please contact Irene Yamashita at 760-934-2596 ext. 314. Thank you for your consideration of our comments.

Sincerely

A handwritten signature in black ink, appearing to read "Irene Yamashita", with a long horizontal flourish extending to the right.

Irene Yamashita
Environmental Specialist/Public Affairs



Mammoth Community Water District
Post Office Box 597
1315 Meridian Blvd.
Mammoth Lakes, CA 93546
(760) 934-2596

May 14, 2014

Ms. Alesia Hsiao
Project Planner
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

Subject: Inn at The Village Project

Dear Ms. Hsiao,

Attached are the questionnaire pages from your April 29, 2014 letter requesting information regarding water and wastewater information from the Mammoth Community Water District for the proposed Inn at The Village Project in Mammoth Lakes. A map showing the MCWD facilities is also provided as an attachment to address your questions about existing facilities on/near the project site. If you have specific questions regarding our response, please contact me.

Sincerely,


Irene Yamashita
Environmental Specialist/Public Affairs

**WATER
QUESTIONNAIRE
INN AT THE VILLAGE
PROJECT**

Please respond to the following questions on your agency/company letterhead and provide maps to illustrate facility locations.

1. What is the current and projected water capacity for the District; annual use in acre-feet, daily flow in cfs and peak demand in MGD?

Current and projected water capacity for the District from: MCWD UWMP 2010, Table 3-8.

Water Use	2005	2010	2015	2020	2025	2030
Total water deliveries (from Tables 3-3, 3-4, and 3-6)	2,564	2,169	2,565	2,961	3,357	3,751
Additional water uses and losses (Table 3-7)	857	420	424	426	428	429
Total	3,421	2,589	2,989	3,387	3,785	4,180

Customer water demand in 2005 was 2,564 acre-feet and in 2010 it was 2,169 acre-feet. The numbers in the table do not include process water or water losses. The reduced water demand in 2010 could be partially explained by the late start of the irrigation season.

In 2013 the average daily flow in cfs was 3.6 and the peak demand was 4.43 MGD. These 2013 figures include golf course irrigation.

2. What is the projected water demand for the project based on the information provided?

Page 1 of your April 29, 2014 letter states the project will consist of 67 rooms and 29,910 square feet of commercial development for a total of 64,750 square feet. Based on mixed lodging and retail average water use for three years and excluding irrigation usage, our best estimate is an annual indoor mixed use of 610,600 gallons. Your company should develop the landscape irrigation water use using the Town's water efficient landscape ordinance requirements.

3. Please indicate any existing facilities on/near the project site.

Please refer to the attached map.

4. What is the current rate of local groundwater extraction?

Groundwater production rates depend on the surface water supply available at any given time. Groundwater makes up the demand supply after surface water supplies are fully utilized. Surface water supplies are constrained by creek flow requirements, management decisions for surface water storage and other restrictions contained in our water right permit and licenses.

What is the current existing groundwater quality?
Groundwater can be treated to meet state and federal standards.

Will the proposed project have an impact on groundwater quality?

This question is best addressed by the project proponent.

5. Will the proposal require new facilities or additions to existing facilities? If so, please list/summarize any changes.

No

6. Do you have any required assessment fees or other required or recommended mitigation measures for project impacts?

This question can best be answered when the project developer applies for the appropriate permits from the MCWD. Regarding mitigation measures, we would like to see the density transfer from another North Village project to the Inn at the Village be included as a mitigation measure for potential impacts caused by increasing density for this project.

7. According to SB 901 requires a “water supply assessment” be provided by the affected water agency for incorporation into the EIR? As such, please identify whether the demand created by the proposed project has been considered in your agency’s most recently adopted water management plan. The assessment should indicate whether the water demand associated with the proposed project can be served by your agency’s supplies available during “normal, single-dry, and multiple-dry water years”, in addition to the demand for water from existing and other planned uses.

The North Village Area specific plan included an analysis of impacts to water supply. These demand projections were included in the most recent water planning document, the 2010 Urban Water Management Plan.

8. Does your agency have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?

Yes. However, the MCWD is concerned that the proposed geothermal plant expansion project, Ormat CD IV, could potentially decrease groundwater supply or decrease the water quality to the point that reliability could be adversely impacted, especially during multiply dry years.

9. Is there any other relevant information regarding potential significant effects of the project?

Not at this time.

**WASTEWATER QUESTIONNAIRE
INN AT THE VILLAGE PROJECT**

Please respond to the following questions on your agency/company letterhead and provide maps to illustrate facility locations.

1. Please indicate the location of facilities which serve the project area vicinity and present available capacity for the project.

Please refer to the attached map.

2. What is the estimated sewage flow for the project based upon information provided?

This should be the same as the project's water demand minus irrigation demand.

3. Would implementation of the project present a significant increase in service demand based upon project development?

No.

4. Does the wastewater treatment provider which serves or may serve the project area have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Yes, the MCWD has the capacity to treat wastewater from this project in addition to existing developments.

5. Is there any other relevant information regarding significant project impacts?

Not at this time.

6. Do you have any assessment fees for other required or recommended mitigation measures for the project?

This question can best be answered when the project developer applies for the appropriate permits from the MCWD. Regarding mitigation measures, we would like to see the density transfer from another North Village project to the Inn at the Village be included as a mitigation measure for increasing density impacts.



MCWD Facilities in the Vicinity of Proposed Inn at the Village



EXHIBIT 3

FINDINGS AND FACTS IN SUPPORT OF FINDINGS FOR THE FINAL SEIR

(SCH No. 2014032081)

**FINDINGS AND FACTS IN SUPPORT OF FINDINGS FOR THE INN AT THE
VILLAGE PROJECT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE NO. 2014032081)**

1. PROJECT SUMMARY

A. Project Location

The project site is located in the Town of Mammoth Lakes, California (Town). The Town is located in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range. The project site is situated in the developed area of North Village Specific Plan (NVSP area) within the northwestern portion of the Town. The project site is specifically located at 50 Canyon Boulevard, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard. Regional access to the site is provided via U.S. Highway 395 to State Route 203 (Main Street).

B. Project Description

The project proposes a seven-story hotel that includes hotel rooms, food and beverage, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking podium.

The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the NVSP area. The project would necessitate three amendments to the NVSP: (1) an increase in the allowable development density for the project site, including allowing a transfer of 30 rooms from the Mammoth Crossing site (MC zone); (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current Application would supersede the approved 8050C project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).

The Town, as Lead Agency for the project, has discretionary authority over the project. In order to implement the proposed Inn at the Village, the Applicant would need to obtain, at a minimum, a District Zoning Amendment, Tentative Tract Map, Conditional Use Permit, Encroachment Permit (California Department of Transportation), Design Review Permit, and a Final Map for the project site.

C. Legal Requirements

Public Resources Code section 21002 states that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” Section 21002 further states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant

effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Pursuant to section 21081 of the Public Resources Code, the Town may only approve or carry out a project for which an EIR has been completed that identifies any significant environmental effects if the Town makes one or more of the following written finding(s) for each of those significant effects accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

As indicated above, section 21002 requires an agency to “avoid or substantially lessen” significant adverse environmental impacts. Thus, mitigation measures that “substantially lessen” significant environmental impacts, even if not completely avoided, satisfy section 21002’s mandate. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521 [“CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level”]; *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 [“[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible”].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Res. Code § 21002.1(c) [if “economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency”]; see also State CEQA Guidelines § 15126.6(a) [an “EIR is not required to consider alternatives which are infeasible”].) CEQA defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (Pub. Res. Code § 21061.1.) The State CEQA Guidelines, add “legal” considerations as another indicia of feasibility. (State CEQA Guidelines § 15364.) Project objectives also inform the determination of “feasibility.” (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) “[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and

technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) “Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]” (*Cal. Native Plant Soc’y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 (“*Native Plant*”); see also Pub. Res. Code § 21081(a)(3) [“economic, legal, social, technological, or other considerations” may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.).

The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project’s environmental alternatives is not required; rather, the requirement is that sufficient information be produced “to permit a reasonable choice of alternatives so far as environmental aspects are concerned.” Outside agencies (including courts) are not to “impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken.” (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

D. Summary of Environmental Findings

At a regular meeting assembled on November 19, 2014, the Town Council determined that, based on all of the evidence presented, including but not limited to the Draft SEIR, written and oral testimony given at meetings and hearings, the submission of testimony from the public, organizations and regulatory agencies, and the whole of the administrative record, which is incorporated by reference herein, the following environmental impacts associated with the Project are: (1) reduced as compared to the Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment (1999 SPEIR) or would not result in new impacts as compared to the 1999 SPEIR; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified 1999 SPEIR Mitigation Measures and Project level Mitigation Measures; or (3) significant new impacts that were not address in the 1999 SPEIR and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified project design features, existing regulations, and mitigation measures.

Public Resources Code section 21081.6 requires the Town to prepare and adopt a mitigation monitoring and reporting program for any project for which mitigation measures have been imposed to assure compliance with the adopted mitigation measures. The Town is adopting a Mitigation Monitoring and Reporting Program for the Project in this Resolution.

No comments made in the public hearings conducted by the Planning and Economic Development Commission or Town Council or any additional information submitted to the Town has produced any substantial new information requiring recirculation or additional environmental review of the Final SEIR under CEQA because no new significant environmental impacts were identified, no substantial increase in the severity of any environmental impacts would occur, and no feasible Project mitigation measures or Project alternatives as defined in State CEQA Guidelines section 15088.5 were rejected.

2. FINDINGS REGARDING ENVIRONMENTAL IMPACTS FOR WHICH NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED

The Town undertook analysis of the proposed Inn at the Village Project and evaluated it against the standards set forth in Public Resources Code section 21166 and State CEQA Guidelines section 15162. That analysis is set forth in the Modified Initial Study/Environmental Checklist attached to the Draft SEIR as Appendix 11.1. With regard to all environmental factors (except Aesthetics/Light and Glare, Air Quality, Greenhouse Gas Emissions, Land Use and Relevant Planning, Noise, Traffic/Circulation, and Utilities and Service Systems), the Modified Initial Study confirmed that the Project's impacts were fully disclosed, evaluated, and mitigated (to the extent feasible) in the Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment (1999 SPEIR). The Modified Initial Study explains why none of the criteria set forth in Public Resources Code section 21166 and State CEQA Guidelines section 15162 are triggered for most of the environmental factors in the Modified Initial Study/Environmental Checklist.

CEQA does not require findings to address environmental effects that an EIR identifies as either "no impact" or "less than significant" impact. (State CEQA Guidelines § 15091.) Similarly, in the tiering context, if the proposed Project would result in a "reduced impact" or "no impact/no new impact" compared to 1999 SPEIR, CEQA does not require subsequent environmental review and no findings for those impacts would be required. (State CEQA Guidelines § 15168, 15152 & 15153.) Nevertheless, these findings fully account for all environmental factors including environmental factors for which the Modified Initial Study and Draft SEIR concluded that no further environmental review is necessary.

No Impact/No New Impact or Reduced Impact

Pursuant to Public Resources Code section 21166 and State CEQA Guidelines section 15162, the Town Council hereby finds that none of the circumstances requiring subsequent environment review for the following environmental factors would be required because the following environmental factors were fully disclosed, analyzed, and mitigated (to the extent feasible) in the 1999 SPEIR:

- (a) *Agriculture and Forest Resources*: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland),

as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use; conflict with existing zoning for agricultural use; or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)); result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

- (b) *Air Quality:* The project would not create objectionable odors affecting a substantial number of people.
- (c) *Biological Resources:* The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species, or any riparian habitat or other sensitive natural community, in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- (d) *Cultural Resources:* The project would not cause a substantial adverse change in the significance of a historical or archaeological resource as defined in CEQA Guidelines §15064.5, or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries.
- (e) *Geology and Soils:* The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, liquefaction, and/or seismic landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or have soils incapable of adequately supporting the use of septic tanks or

alternative waste water disposal systems where sewers are not available for the disposal of waste water.

- (f) *Hazards and Hazardous Materials:* The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; be located within two miles of a public/public use airport or private airstrip, resulting in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- (g) *Hydrology and Water Quality:* The project would not substantially impair the water quality of receiving waters during construction; degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would substantially increase the rate or surface runoff or result in substantial erosion, which would result in siltation and/or flooding on- or off site; create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; otherwise substantially degrade water quality; place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or cause inundation by seiche, tsunami, or mudflow.
- (h) *Lane Use and Planning:* The project would not physically divide an established community, or conflict with any applicable habitat conservation plan or natural community conservation plan.
- (i) *Mineral Resources:* The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

- (j) *Noise:* The project would not be located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels.
- (k) *Population and Housing:* The project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- (l) *Public Services:* The project would not result in substantial adverse physical impacts associated with the need or provision of new or physically altered fire, police, school, park, or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.
- (m) *Recreation:* The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- (n) *Transportation/Traffic:* The project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); result in inadequate emergency access; or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- (o) *Utilities and Service Systems:* The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and comply with federal, state, and local statutes and regulations related to solid waste.

3. ENVIRONMENTAL ISSUES THAT WERE DETERMINED NOT TO BE SIGNIFICANTLY AFFECTED BY THE PROPOSED PROJECT

Impacts Determined to be Less Than Significant in the Draft SEIR

The following impacts were evaluated in the Draft EIR and determined to be less than significant solely through adherence to the project design and standard conditions of the Town of Mammoth Lakes.

Based upon the environmental analysis presented in the SEIR, and the comments received by the public on the Draft SEIR, no substantial evidence was submitted to or identified by the Town indicating that the project would have an impact on the following environmental areas:

- (a) *Aesthetic/Light and Glare:* The project would not have a substantial adverse effect on scenic vistas, or substantially damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
- (b) *Air Quality:* The project would not conflict with or obstruct implementation of the applicable air quality plan or expose sensitive receptors to substantial pollutant concentrations.
- (c) *Greenhouse Gas Emissions:* The project would not generate greenhouse gas emissions that would have a significant impact on the environment, and would not conflict with the plans adopted for the purpose of reducing GHG emissions.
- (d) *Land Use and Planning:* The project would not with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- (e) *Noise:* Project implementation would not generate excessive vibration levels to nearby sensitive receptors.
- (f) *Utilities and Service Systems:* The project would not exceed wastewater treatment requirements or require the construction of new water or wastewater treatment facilities.

4. FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

The following potentially significant environmental impacts were analyzed in the Draft SEIR, and the effects of the project were considered. As a result of environmental analysis of the project and the identification of project design features; compliance with

existing laws, codes, and statutes; and the identification of feasible mitigation measures (together referred herein as the Mitigation Program), some potentially significant impacts have been determined by the Town to be reduced to a level of less than significant, and the Town has found—in accordance with CEQA Section 21081(a)(1) and State CEQA Guidelines Section 15091(a) (1)—that “Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. This is referred to herein as “Finding 1.” Where the Town has determined—pursuant to CEQA Section 21081(a)(2) and State CEQA Guidelines Section 15091(a)(2)—that “Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency,” the Town’s finding is referred to herein as “Finding 2.”

A. Aesthetics/Light and Glare

- (1) **Potential Impact:** Project construction activities would temporarily degrade the visual character/quality of the site and its surroundings.

Finding: 1. Mitigation measures would reduce visual character/quality impacts from project construction activities to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measure 5.3-1j requires action to be taken prior to construction activities in order to avoid adverse visual impacts from construction hauling vehicles. Further, Additional Mitigation Measure AES-1 requires action to be taken prior to construction activities in order to avoid adverse visual impacts from the stockpiling of materials, construction traffic, and vehicle staging areas. Therefore, visual character/quality impacts from construction activities would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.3-1j: Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Department Planning

Manager Director in accordance with the Municipal Code requirements.

Additional Mitigation Measure AES-1: The Applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community and Economic Development Department Planning Manager prior to issuance of Grading Permit. The hauling plan shall ensure that construction haul routes minimize impacts to sensitive uses in the project vicinity.

(2) **Potential Impact:** Project implementation could degrade the visual character/quality of the site and its surroundings.

Finding: 1. Mitigation measures would reduce long-term visual character/quality impacts from the proposed project to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b require the project's proposed landscaping and architectural style to blend with the area's natural setting, which would reduce impacts in this regard. Therefore, long-term visual character/quality impacts from project implementation would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.3-1d: The landscape design for the site shall maximize the use of existing vegetation, and where new plants are introduced, they shall include, and/or blend with, plants native to the Mammoth Lakes environment. Landscaping shall be tolerant of shaded areas, where applicable. Landscape plans for the site shall be completed by a certified landscape architect.

1999 SPEIR Mitigation Measure 5.3-2b: The architectural style for the development shall blend with the site's natural setting. Rooflines shall reflect (step down) the slope of the site, and natural "earth tone" colors and materials such as stone and wood shall be emphasized. Conformance shall be assured through the Town's design review procedures.

- (3) **Potential Impact:** Development of the proposed project would introduce new sources of light and glare into the project area.

Finding: 1. Mitigation measures would reduce light and glare impacts from the proposed project to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measures 5.3-3c and 5.3-3d require the use of minimally reflective glass and vegetative buffers to minimize glare and light intrusion from the project site. Further, Additional Mitigation Measures AES-2 and AES-3 require an outdoor lighting plan to reduce lighting impacts at adjacent sensitive receptors, and integration of landscape lighting at the project site. Therefore, light and glare impacts from project implementation would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.3-3c: The project shall use minimally reflective glass and all other materials used on the exterior of the proposed buildings and structures ~~(including the gondola cabins and towers)~~ shall be selected with attention to minimizing reflective glare.

1999 SPEIR Mitigation Measure 5.3-3d: Vegetative buffers shall be used to reduce light intrusion on residential development to the south of the project site ~~and on forested areas located adjacent to the project site.~~

Additional Mitigation Measure AES-2: The Applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Regulations (Section 17.36.030, *Outdoor Lighting Plans*, of the Municipal Code) to the Community and Economic Development Planning Manager that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.

Additional Mitigation Measure AES-3: 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.

B. Air Quality

- (1) **Potential Impact:** Short-term construction activities associated with the proposed project would result in increased air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.

Finding: 1. Mitigation measures would reduce impacts related to short-term construction air emissions to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measure 5.5-1a and 5.5-1b require one or more actions to be taken prior to approval of the project plans and specifications, to avoid adverse air quality emission impacts. Additional Mitigation Measures AQ-1 and AQ-2 require the project Applicant to obtain proper permits from the Great Basin Unified Air Pollution Control District prior to the commencement of construction activities to reduce impacts from construction emissions. Therefore, short-term construction air quality impacts would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.5-1a: 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 excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures and that fugitive dust shall not cause a nuisance off-site, as specified in the Great Basin Unified Air Pollution Control District (GBUAPCD) Rules and Regulations. ~~In order to reduce fugitive dust emissions, each development project shall obtain permits, as needed, from the Town and the State APCD and shall implement~~The following measures shall be implemented during grading and/or construction of the ~~individual development sites~~ project to ensure compliance with permit conditions and applicable Town and GBUAPCD requirements.

- a. The ~~individual development~~ projects shall comply with State, GBUAPCD, Town, and Uniform Building Code dust control regulations, so as to prevent the soil from being eroded by wind, creating dust, or blowing onto a public road or roads or other public or private property.
- b. Adequate watering techniques shall be employed on a daily basis to partially mitigate the impact of construction-generated dust particulates.
- c. Clean-up on construction-related dirt on approach routes to ~~individual development~~ the project sites/improvements shall be ensured by the application of water and/or chemical dust retardants that solidify loose soils. These measures shall be implemented for construction vehicle access, as directed by the Town Engineer. Measures shall also include covering, watering or otherwise stabilizing all inactive soil piles (left more than 10 days) and inactive graded areas (left more than 10 days).
- d. Any vegetative ground cover to be utilized on the ~~individual development~~ the project sites/improvements shall be planted as soon as possible to reduce the amount of open space subject to wind erosion. Irrigation shall be installed as soon as possible to maintain the ground cover.
- e. All trucks hauling dirt, soil or other loose dirt material shall be covered.

1999 SPEIR Mitigation Measure 5.5-1b: To reduce the potential of spot violations of the CO standards and odors from construction equipment exhaust, unnecessary idling of construction equipment shall be avoided pursuant to CARB anti-idling regulations for in-use Off Road Diesel Vehicles, paragraph (d)(3) (Idling).

Additional Mitigation Measure AQ-1: Under the Great Basin Unified Air Pollution Control District (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.

Additional Mitigation Measure AQ-2: Under the Great Basin Unified Air Pollution Control District (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.

- (2) **Potential Impact:** Development associated with the proposed project would result in increased impacts pertaining to operational air emissions.

Finding: 1. Mitigation measures would reduce impacts related to long-term operational air emissions to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measures 5.5-2a, 5.5-2b, and 5.5-2c require one or more actions to be taken prior to approval of the project plans to avoid adverse long-term air quality emission impacts. Therefore, long-term operational air quality impacts would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.5-2a: In order to reduce emissions associated with both mobile and stationary sources (i.e., wood burning stoves and fireplaces), ~~all individual development projects~~ the proposed project shall adhere to the regulations contained in the 2013 Air Quality Management Maintenance Plan for the Town of Mammoth Lakes and Chapter 8.30, Particulate Emission Regulations, of the Town's Municipal Code. The commercial use tenants throughout the Specific Plan area shall, at a minimum, include the following, as appropriate:

- Bicycle racks, lockers or secure storage areas for bicycles;
- Transit access, including bus turnouts;
- Site access design shall avoid queuing in driveways; and
- Mulch, groundcover, and native vegetation to reduce dust.

1999 SPEIR Mitigation Measure 5.5-2b: ~~Each~~ The proposed project shall contribute on a fair share basis to the Town's street sweeping operations in order to reduce emissions and ~~achieve~~ maintain the required Federal standard.

1999 SPEIR Mitigation Measure 5.5-2c: ~~New development within the Specific Plan area shall not be permitted to utilize wood burning appliances unless the Federal standard is documented to not be exceeded. Prior to approval of building plans, the Applicant shall provide~~

confirmation, to the satisfaction of the Town of Mammoth Lakes Community and Economic Development Department, that wood fired stoves or appliances would not be used on-site.

C. Noise

- (1) **Potential Impact:** Grading and construction within the area would result in temporary noise impacts to nearby noise sensitive receivers.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Construction activities associated with the proposed project would temporarily increase noise levels in the project vicinity and along nearby roadways. 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b, as well as Additional Mitigation Measures N-1 and N-2 would be required prior to Grading Permit issuance to mitigate construction noise impacts. 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b would reduce short-term construction noise impacts by requiring construction activities to only occur within the Town's allowable construction hours, and mobile construction equipment to be muffled. Further, Additional Mitigation Measures N-1 and N-2 would require the Applicant to provide a Noise Disturbance Coordinator, and locate stationary construction equipment on the project site in such a way that it does not impact sensitive noise receivers. With implementation of applicable mitigation, impacts would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.6-1a: Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plan, and specifications stipulate that construction activities shall not take place outside of the allowable hours specified by Pursuant to ChapterSection 8.16.090 of the Town's Municipal Code Ordinance, construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and prohibited on Sunday or holidays, or as otherwise permitted by ChapterSection 8.16.090).

1999 SPEIR Mitigation Measure 5.6-1b: Prior to Grading Permit issuance, all construction equipment, fixed or mobile, shall be muffled or

controlled, if required, to meet Chapter 8.16 requirements for maximum noise generated by construction equipment. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.

Additional Mitigation Measure N-1: Prior to Grading Permit issuance, the Applicant shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the Town within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community and Economic Development Department Planning Manager. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.

Additional Mitigation Measure N-2: Prior to Grading Permit issuance, during construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers (e.g., along Minaret Road and away from the Fireside at the Village condominiums).

(2) **Potential Impact:** The proposed project would result in an increase in long-term stationary ambient noise levels.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Additional Mitigation Measure N-3 requires mechanical equipment to be placed as far as practicable from sensitive receivers. With implementation of applicable mitigation, long-term stationary noise impacts would be less than significant.

Mitigation Measures

Additional Mitigation Measure 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.

D. Transportation and Traffic

- (1) **Potential Impact:** Project construction would not cause a significant increase in traffic for existing conditions when compared to the traffic capacity of the street system.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Construction activities associated with the proposed project would generate traffic as a result of equipment being transported to the site and vehicular traffic related to construction workers and delivery of materials to the project site. Construction related trips associated with trucks and employees traveling to and from the project site may result in minor traffic delays within the project area. Additional Mitigation Measure TRA-1 would require implementation of a construction management plan, consisting of a variety of measures to minimize traffic and parking impacts upon the local circulation system. Implementation of Additional Mitigation Measure TRA-1 would reduce potential short-term traffic impacts from project construction to less than significant levels.

Mitigation Measures

Additional Mitigation Measure TRA-1: Prior to Issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

- The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, *Noise Regulation*.
- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes requirements.

E. Utilities and Service Systems

- (1) **Potential Impact:** Project implementation would increase the demand for water at the project site.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

The project would result in an increase long-term water demand for operational uses, including hotel rooms, food and beverage service, outdoor pool/jacuzzis, and landscaping. To ensure that the Town would have necessary infrastructure and water supply to accommodate the proposed project, 1999 SPEIR Mitigation Measure 5.10-8 would require the project Applicant to comply with all applicable Municipal and Fire Code requirements, and pay the appropriate fees to the Mammoth Community Water District and Mammoth Lakes Fire Protection District. Implementation of 1999 SPEIR Mitigation Measure 5.10-8 would reduce potential long-term impacts from water demand to a less than significant level.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.10-8: Prior to building permit issuance, the project Applicant shall comply with all applicable Municipal and Fire Code requirements and pay the appropriate fees to the MCWD and MLFPD. ~~All new water conveyance facilities shall be installed within public rights-of-way or utility easements.~~

- (2) **Potential Impact:** Project implementation would result in an increase in wastewater generation at the project site.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

The project would result in result in an increase in long-term wastewater generation at the project site as a result of the proposed 67-room hotel. To ensure that the Town would have necessary infrastructure to accommodate the wastewater generation from the proposed project, 1999 SPEIR Mitigation Measure 5.10-7 would require the project Applicant to comply with all applicable Municipal Code requirements, and pay the appropriate fees to the Mammoth Community Water District. Implementation of 1999 SPEIR Mitigation Measure 5.10-7 would reduce potential long-term impacts from water demand to a less than significant level.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.10-7: Prior to building permit issuance, the project Applicant shall comply with all applicable Municipal Code requirements and pay the appropriate fees to the MCWD. ~~All new wastewater conveyance facilities shall be installed within public rights-of-way or utility easements.~~

5. CUMULATIVE ENVIRONMENTAL IMPACTS

The Town hereby finds as follows:

A. Aesthetics/Light and Glare

- (1) **Potential Impact:** Development associated with the proposed project and related cumulative projects could result in a significant cumulative short-term aesthetic impact.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

1999 SPEIR Mitigation Measure 5.3-1j requires action to be taken prior to construction activities in order to avoid adverse cumulative visual impacts from construction hauling vehicles. Further, Additional Mitigation Measure AES-1 requires action to be taken prior to construction activities in order to avoid adverse cumulative visual impacts from the stockpiling of materials, construction traffic, and vehicle staging areas. Therefore, cumulative long-term visual character/quality impacts from construction activities would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.3-1j: Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Department Planning Manager ~~Director~~ in accordance with the Municipal Code requirements.

Additional Mitigation Measure AES-1: The Applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community and Economic Development Department Planning Manager prior to issuance of Grading Permit. The hauling plan shall ensure that construction haul routes minimize impacts to sensitive uses in the project vicinity.

- (2) **Potential Impact:** Development associated with the proposed project and related cumulative projects could result in significant long-term cumulative character/quality impacts.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

1999 SPEIR Mitigation Measures 5.3-1d and 5.3-2b require the project's proposed landscaping and architectural style to blend with the area's natural setting, which would further reduce cumulative impacts in this regard. Therefore, cumulative long-term visual character/quality impacts from project implementation would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.3-1d: The landscape design for the site shall maximize the use of existing vegetation, and where new plants are introduced, they shall include, and/or blend with, plants native to the Mammoth Lakes environment. Landscaping shall be tolerant of shaded areas, where applicable. Landscape plans for the site shall be completed by a certified landscape architect.

1999 SPEIR Mitigation Measure 5.3-2b The architectural style for the development shall blend with the site's natural setting. Rooflines shall reflect (step down) the slope of the site, and natural "earth tone" colors and materials such as stone and wood shall be emphasized. Conformance shall be assured through the Town's design review procedures.

- (3) **Potential Impact:** Development of the proposed project would introduce new sources of light and glare into the project area, which could result in cumulatively considerable light and glare impacts.

Finding: 1. Mitigation measures would reduce cumulative light and glare impacts from the proposed project to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measures 5.3-3c and 5.3-3d require the use of minimally reflective glass and vegetative buffers to minimize glare and light intrusion from the project site. In addition, Mitigation Measures AES-2 and AES-3 require an

outdoor lighting plan to reduce lighting impacts at adjacent sensitive receptors, and integration of landscape lighting at the project site. Therefore, cumulative light and glare impacts from project implementation would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.3-3c: The project shall use minimally reflective glass and all other materials used on the exterior of the proposed buildings and structures (~~including the gondola cabins and towers~~) shall be selected with attention to minimizing reflective glare.

1999 SPEIR Mitigation Measure 5.3-3d: Vegetative buffers shall be used to reduce light intrusion on residential development to the south of the project site and ~~on forested areas located adjacent to the project site.~~

Additional Mitigation Measure AES-2: The Applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Regulations (Section 17.36.030, *Outdoor Lighting Plans*, of the Municipal Code) to the Community and Economic Development Planning Manager that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors.

Additional Mitigation Measure AES-3: 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.

B. Air Quality

- (1) Potential Impact:** Short-term construction activities associated with the proposed project and other related cumulative projects, would result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

1999 SPEIR Mitigation Measure 5.5-1a and 5.5-1b require one or more actions to be taken, prior to approval of the project plans and specifications, to avoid adverse cumulative air quality emission impacts. Additional Mitigation Measures AQ-1 and AQ-2 require the project Applicant to obtain proper permits from the Great Basin Unified Air Pollution Control District prior to the commencement of construction activities to reduce impacts from construction emissions. Therefore, cumulative short-term construction air quality impacts would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.5-1a: 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 excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures and that fugitive dust shall not cause a nuisance off-site, as specified in the Great Basin Unified Air Pollution Control District (GBUAPCD) Rules and Regulations. ~~In order to reduce fugitive dust emissions, each development project shall obtain permits, as needed, from the Town and the State APCD and shall implement~~The following measures shall be implemented during grading and/or construction of the ~~individual development sites~~ project to ensure compliance with permit conditions and applicable Town and GBUAPCD requirements.

- a. ~~The individual development~~ projects shall comply with State, GBUAPCD, Town, and Uniform Building Code dust control regulations, so as to prevent the soil from being eroded by wind, creating dust, or blowing onto a public road or roads or other public or private property.
- b. Adequate watering techniques shall be employed on a daily basis to partially mitigate the impact of construction-generated dust particulates.

- c. Clean-up on construction-related dirt on approach routes to ~~individual development~~ the project sites/improvements shall be ensured by the application of water and/or chemical dust retardants that solidify loose soils. These measures shall be implemented for construction vehicle access, as directed by the Town Engineer. Measures shall also include covering, watering or otherwise stabilizing all inactive soil piles (left more than 10 days) and inactive graded areas (left more than 10 days).
- d. Any vegetative ground cover to be utilized on the ~~individual development~~ the project sites/improvements shall be planted as soon as possible to reduce the amount of open space subject to wind erosion. Irrigation shall be installed as soon as possible to maintain the ground cover.
- e. All trucks hauling dirt, soil or other loose dirt material shall be covered.

1999 SPEIR Mitigation Measure 5.5-1b: To reduce the potential of spot violations of the CO standards and odors from construction equipment exhaust, unnecessary idling of construction equipment shall be avoided pursuant to CARB anti-idling regulations for in-use Off Road Diesel Vehicles, paragraph (d)(3) (Idling).

Additional Mitigation Measure AQ-1: Under the Great Basin Unified Air Pollution Control District (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.

Additional Mitigation Measure AQ-2: Under the Great Basin Unified Air Pollution Control District (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.

- (2) **Potential Impact:** Development associated with the proposed project and other related cumulative projects, would result in increased impacts pertaining to operational air emissions.

Finding: 1. Mitigation measures would reduce impacts related to cumulative long-term operational air emissions to less than significant levels. The Town hereby makes Finding 1 and determines that this impact is mitigated to less than significant.

Facts in Support of Finding

1999 SPEIR Mitigation Measures 5.5-2a, 5.5-2b, and 5.5-2c require one or more actions to be taken prior to approval of the project plans to avoid adverse cumulative long-term air quality emission impacts. Therefore, cumulative long-term operational air quality impacts would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.5-2a: In order to reduce emissions associated with both mobile and stationary sources (i.e., wood burning stoves and fireplaces), ~~all individual development projects~~ the proposed project shall adhere to the regulations contained in the 2013 Air Quality Management Maintenance Plan for the Town of Mammoth Lakes and Chapter 8.30, Particulate Emission Regulations, of the Town's Municipal Code. The commercial use tenants throughout the Specific Plan area shall, at a minimum, include the following, as appropriate:

- Bicycle racks, lockers or secure storage areas for bicycles;
- Transit access, including bus turnouts;
- Site access design shall avoid queuing in driveways; and
- Mulch, groundcover, and native vegetation to reduce dust.

1999 SPEIR Mitigation Measure 5.5-2b: ~~Each~~ The proposed project shall contribute on a fair share basis to the Town's street sweeping operations in order to reduce emissions and ~~achieve~~ maintain the required Federal standard.

1999 SPEIR Mitigation Measure 5.5-2c: ~~New development within the Specific Plan area shall not be permitted to utilize wood burning appliances unless the Federal standard is documented to not be exceeded. Prior to approval of building plans, the Applicant shall provide confirmation, to the satisfaction of the Town of Mammoth Lakes Community and Economic Development Department, that wood fired stoves or appliances would not be used on-site.~~

C. Noise

- (1) **Potential Impact:** Grading and construction within the area combined with other related cumulative projects could result in short-term noise impacts to nearby noise sensitive receivers.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Construction activities associated with the proposed project would temporarily increase noise levels in the project vicinity and along nearby roadways. 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b, as well as Additional Mitigation Measures N-1 and N-2 would be required prior to Grading Permit issuance to mitigate construction noise impacts. 1999 SPEIR Mitigation Measures 5.6-1a and 5.6-1b would reduce short-term construction noise impacts by requiring construction activities to only occur within the Town's allowable construction hours, and mobile construction equipment to be muffled. Further, Additional Mitigation Measures N-1 and N-2 would require the Applicant to provide a Noise Disturbance Coordinator, and locate stationary construction equipment on the project site in such a way that it does not impact sensitive noise receivers. With implementation of applicable mitigation, short-term cumulative construction noise impacts would be less than significant.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~striketrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.6-1a: Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plan, and specifications stipulate that construction activities shall not take place outside of the allowable hours specified by Pursuant to ChapterSection 8.16.090 of the Town's Municipal Code Ordinance, construction activities shall be limited to the hours of (7:00 a.m. to 8:00 p.m. Monday through Saturday and prohibited on Sunday or holidays, or as otherwise permitted by ChapterSection 8.16.090).

1999 SPEIR Mitigation Measure 5.6-1b: Prior to Grading Permit issuance, all ~~C~~construction equipment, fixed or mobile, shall be muffled or controlled, if required, to meet Chapter 8.16 requirements for maximum noise generated by construction equipment. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.

Additional Mitigation Measure N-1: Prior to Grading Permit issuance, the Applicant shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the Town within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community and Economic Development Department Planning Manager. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.

Additional Mitigation Measure N-2: Prior to Grading Permit issuance, during construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers (e.g., along Minaret Road and away from the Fireside at the Village condominiums).

- (2) **Potential Impact:** The proposed project combined with other related cumulative projects would result in an increase in long-term stationary ambient noise levels.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Additional Mitigation Measure N-3 requires mechanical equipment to be placed as far as practicable from sensitive receivers. With implementation of applicable mitigation, cumulative long-term stationary noise impacts would be less than significant.

Mitigation Measures

Additional Mitigation Measure 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.

D. Transportation and Traffic

- (1) **Potential Impact:** Construction of the proposed project, and other related cumulative projects, could increase traffic when compared to the traffic capacity of the existing street system.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Construction activities associated with the proposed project would generate traffic as a result of equipment being transported to the site and vehicular traffic related to construction workers and delivery of materials to the project site. Construction related trips associated with trucks and employees traveling to and from the project site may result in minor traffic delays within the project area. Additional Mitigation Measure TRA-1 would require implementation of a construction management plan, consisting of a variety of measures to minimize traffic and parking impacts upon the local circulation system. Implementation of Additional Mitigation Measure TRA-1 would reduce potential cumulative short-term traffic impacts from project construction to less than significant levels.

Mitigation Measures

Additional Mitigation Measure TRA-1: Prior to Issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, *Noise Regulation*.

- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes requirements.

E. Utilities and Service Systems

- (1) **Potential Impact:** Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to the water supply and wastewater generation.

Finding: 1. The Town hereby makes Finding 1 and determines that this impact would be reduced to less than significant levels with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

The project would result in an increase in long-term water demand, and wastewater generation from operational uses, including hotel rooms, food and beverage service, outdoor pool/jacuzzis, and landscaping. To ensure that the Town would have necessary wastewater infrastructure and water supply to accommodate the proposed project, 1999 SPEIR Mitigation Measures 5.10-7 and 5.10-8 would require the project Applicant to comply with all applicable Municipal and Fire Code requirements, and pay the appropriate fees to the Mammoth Community Water District and Mammoth Lakes Fire Protection District. Implementation of 1999 SPEIR Mitigation Measures 5.10-7 and 5.10-8 would reduce potential cumulative long-term impacts from water demand and wastewater generation to less than significant levels.

Mitigation Measures

Modifications to the 1999 SPEIR mitigation measures are made in ~~strikethrough~~ and double underline text. The changes to the 1999 SPEIR mitigation measures have been made to clarify/up-date the information and/or present the measure in a project-specific manner (as these measures are programmatic in nature).

1999 SPEIR Mitigation Measure 5.10-7: Prior to building permit issuance, the project Applicant shall comply with all applicable Municipal Code requirements and pay the appropriate fees to the MCWD. ~~All new~~

~~wastewater conveyance facilities shall be installed within public rights-of-way or utility easements.~~

1999 SPEIR Mitigation Measure 5.10-8: Prior to building permit issuance, the project applicant shall comply with all applicable Municipal and Fire Code requirements and pay the appropriate fees to the MCWD and MLFPD. ~~All new water conveyance facilities shall be installed within public rights-of-way or utility easements.~~

6. GROWTH-INDUCING IMPACTS

The State CEQA Guidelines require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment.” According to State CEQA Guidelines section 15126.2(d), growth inducing impacts can occur when a proposed Project places additional stress on a community by directly inducing economic or population growth that would lead to construction of new development projects in the same area as the Project. However, the State CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to State CEQA Guidelines § 15145). (Draft SEIR Section 6.3, Growth-Inducing Impacts.)

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria: (Draft SEIR Section 6.3.)

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated below.

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment beyond the direct consequences of developing the land use concept examined in the preceding sections of the Draft SEIR.

Growth Inducing Impact Threshold 1: Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development?

Finding: The proposed project is the last phase of a three-phase development. The first two phases have been completed, as well as the 136-space parking structure. The project would be located atop the parking podium, adjoining the existing buildings. The project site is within the North Village District. Although the project would increase density on the site, it would accommodate the increase by transferring 30 rooms from one of the Mammoth Crossing sites. Therefore, the project would not result in overall growth beyond what is anticipated in the North Village Specific Plan (NVSP) and the Town of Mammoth Lakes General Plan 2007 (2007 General Plan).

As the project site is already developed, transportation and infrastructure exist to serve the existing on-site and surrounding uses. The project would not require new roadways, sewer lines, or storm drain facilities to serve the project site and would not represent a removal of an impediment to growth.

Growth Inducing Impact Threshold 2: Would this project foster economic expansion or growth?

Finding: As stated above, the project involves the development of a 67-room hotel with associated commercial square footage. During project construction, construction-related jobs would be created. However, these jobs would be temporary and would not be growth-inducing. During project operation, economic growth associated with the hotel rooms and commercial uses would be consistent with the 2007 General Plan with respect to the planned land use for the project site and with respect to overall density within the NVSP.

Growth Inducing Impact Threshold 3: Would this project foster population expansion or growth?

Finding: A project could foster population growth in an area either directly (through the development of new homes) or indirectly (through the development of employment-generating land uses). The project proposes 67 hotel rooms above an existing parking podium. Therefore, the proposed project would foster indirect growth in the Town's population. Since a condominium-hotel project could be constructed, the project also has the potential to foster direct growth; however, this is not anticipated because of the hotel design and transient function. As concluded above, transportation and infrastructure exist to serve the range of recreational, commercial, and residential uses in the project vicinity. The project does not involve the extension of roads or other infrastructure into undeveloped areas. Therefore, the project would not foster population growth through the extension of roads or other infrastructure. Given the proposed project would occur in accordance with the 2007 General Plan and 1999 SPEIR's anticipated

development (with implementation of the proposed density transfer from one of the Mammoth Crossing sites), project implementation would be consistent with the Town's growth forecasts and would result in no greater impacts associated with population growth than previously analyzed. Therefore, the project would not result in substantial population growth in the Town.

Growth Inducing Impact Threshold 4: Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Finding: As demonstrated in Section 5.1, *Land Use and Relevant Planning*, the proposed project would require a District Zoning Amendment to allow development of the proposed project. However, the amendments proposed would apply solely to the project site. The amendments to the NVSP are not considered to be precedent-setting since other projects in the NVSP have obtained approvals for buildings of the same height or taller, the same or increased density, and modified setbacks. Further, due to the nature of the project and minimal amount of population growth anticipated to be generated, the proposed project would not be considered growth inducing with respect to a precedent-setting action.

Growth Inducing Impact Threshold 5: Would approval of this development encroach on an isolated or adjacent area of open space?

Finding: The proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space. The proposed project would be developed on top of an existing parking structure podium. Additionally, development of the project site has been identified in the 1999 SPEIR and anticipated by the Town's 2007 General Plan. The project site is zoned North Village Specific Plan (NVSP), Resort General (RG), according to the Town's *Official Zoning Map* and the *North Village Specific Plan Zoning*. According to the 2007 General Plan, the NVSP is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area. Proposed development would be contained within the project site and would not encroach into surrounding areas or any areas designated as Open Space. No impacts would result with regard to development or encroachment of open space.

7. FINDINGS REGARDING ALTERNATIVES

A. Alternatives Considered and Rejected During the Scoping/Project Planning Process

In addition to the guidance cited above regarding purpose and contents of an analysis of alternatives to a proposed project, CEQA Guidelines Section 15126.6(c) states that an EIR should identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, the following factors may be used to eliminate alternatives from detailed

consideration: the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The alternatives that were considered and rejected as infeasible are discussed below.

- **1999 SPEIR Alternatives:** The project site is part of the NVSP. The NVSP was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects is the 8050 project (encompassing the project site), which consists of a three-phased development. The certified 1999 SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. The requisite building permit was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms. The proposed Inn at the Village project is a redesign of Building C. The analyses that were conducted as part of the 1999 SPEIR that were considered by the Town, but were rejected as infeasible, are discussed below. It encompasses the alternative development scenarios that were considered, and presents the findings of the environmental impact analyses that were conducted.

1999 SPEIR Chapter 7, *Alternatives to the Proposed Project*, analyzed the following alternatives to the project or to the location of the project:

No Project Alternative. This alternative consisted of the buildout of the 1994 NVSP. The 1994 NVSP included 41 separate parcels under several separate ownerships, totaling 64.1 acres. It created a set of land use designations and development standards to facilitate the development of the NVSP area as a concentrated, pedestrian-oriented activity center with limited demand for automobile use. Buildout of the 1994 NVSP would have resulted in the development of up to 3,020 accommodation rooms, in addition to affordable housing, and 135,000 square feet of commercial uses. The overall NVSP density would be approximately 54 rooms per acre based on three land use districts, the highest intensity district permitting a maximum of 80 rooms per acre and the lowest intensity district permitting a maximum of 48 rooms per acre. While the proposed types of land uses would be similar between the

1994 and 1999 NVSP Amendment, the orientation and distribution of uses differed with the 1999 NVSP Amendment. Despite the differences in development standards and distribution, the No Project Alternative would fulfill the primary project objectives outlined for the 1999 NVSP Amendment.

Reduced Density Alternative. The Reduced Density Alternative assumed a 30 percent reduction in the overall density (square footage) of the 1999 NVSP Amendment. The density reduction would occur proportionally for all permitted land use types. The overall distribution of uses would remain the same as the 1999 NVSP Amendment. The Reduced Density Alternative would fulfill the primary project objectives for the 1999 NVSP Amendment to a lesser degree because of the reduction in size.

Alternative Site Alternative. The Alternative Site Alternative assumed the construction of the same proposed land uses under the 1999 NVSP Amendment on the Lodestar at Mammoth Master Plan site. The Lodestar at Mammoth site is bordered to the north by Main Street, to the south by Meridian Boulevard and Minaret Road, to the west by Lake Mary Road and to the east by Joaquin Road. In May 1991, a Master Plan for development within the area of Lodestar at Mammoth Master Plan was prepared including land use development standards and conditions of approval for all development. A Final EIR was prepared in February 1991 and subsequently certified in April 17, 1991 for the Master Plan based on construction of a 210-acre master planned destination resort, which includes 40 single-family homes, 735 multi-family condominiums, 100 lodges and apartments (employee housing), 515,600 square feet of full-service hotels, an 80,000 square feet commercial village, and a 110-acre 18-hole golf course. Although the Alternative Site Alternative would result in the same amount and type of development proposed, it would not fulfill the primary project objectives of the 1999 NVSP Amendment to facilitate the development (or renovation) of NVSP area as a concentrated, pedestrian oriented activity center with restricted vehicular access.

Based on the analysis presented in Chapter 7 of the 1999 SPEIR, the No Project Alternative was identified as the environmentally superior alternative. CEQA Section 15126.6 indicates that if the "No Project" Alternative is the "Environmentally Superior" Alternative, the EIR should also identify an environmentally superior alternative among the alternatives. As the Reduced Density Alternative would result in the least environmental impacts when compared to the 1999 NVSP Amendment project while still meeting many of the project objectives and not increasing the significance of anticipated impacts, the Reduced Density Alternative was considered the Environmentally Superior Alternative.

As these alternatives do not focus analysis on a project-level basis, the three alternatives analyzed in the 1999 SPEIR have been considered, but rejected from further consideration.

- **Alternative Development Areas:** CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. Per CEQA Guidelines Section 15126.6(2)(A), the key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the SEIR. In general, any development of the size and type proposed by the Inn at the Village project would have substantially the same impacts on an environmental basis. Without a site specific analysis, impacts on aesthetics, air quality, greenhouse gas emissions, land use and planning, and utilities and service systems cannot be evaluated. However, it could be inferred that other impacts, such as biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, etc., could result in increased impacts, as an alternative site may be undeveloped. The Applicant has a vested right to develop the previously approved 8050 Building C on the project site, pursuant to the building permit issued under the approved Tentative Tract Map 36-229 and Use Permit 2005-01. Although the Applicant owns other properties in the NVSP area, these other properties are not yet entitled for future development (Mammoth Crossing sites located to the south of the project site). Furthermore, it is a key objective of the proposed project, and a key aspect of its design, to enhance pedestrian integration and accessibility while improving animation and vibrancy of the streetscape along Minaret Road at the project site. Consequently, this alternative has been considered and rejected from further analysis.

B. Alternatives Selected for Analysis

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives that could potentially attain most of the basic objectives of the project and have the potential to avoid or substantially lessen one or more of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/No Development Alternative
- No Project/Reasonably Foreseeable Development Alternative; and
- Reduced Height Alternative

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only significant

and unavoidable impacts are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. However, no impacts analyzed in the Draft SEIR were found to be significant and unavoidable. Section 7.3, “Environmentally Superior” Alternative, of the Draft SEIR identifies the environmentally superior alternative as the No Project/Reasonably Foreseeable Development Alternative.

The proposed project is analyzed in detail in Section 7.0, Alternatives, of the Draft SEIR.

1. Alternatives Comparison

Table 1, *Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project*, below, provides a summary matrix that compares the impacts associated with the project with the impacts of each of the proposed alternatives.

**Table 1
Comparison of Impacts Associated with the
Alternatives and Impacts of the Proposed Project**

Section	Alternative 1: No Project/No Development	Alternative 2: No Project/ Reasonably Foreseeable Development	Alternative 3: Reduced Height
Aesthetics/Light and Glare	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Air Quality	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Greenhouse Gas Emissions	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Land Use and Relevant Planning	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Noise	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Traffic and Circulation	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Utilities and Service Systems	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)

a) No Project/No Build Alternative

Description: This alternative assumes that the existing 8050 project would remain in the current state, with Buildings A and B of the project completed as well as the 136-space parking structure that serves the project site. The project site would remain the parking structure podium, and no development would be constructed atop. The seven-story hotel, totaling 64,750 gross square feet that includes up to 67 hotel rooms, food and beverage service, spa, outdoor pool/jacuzzis, lobby, and landscaping elements would not be developed. Under this alternative, the pedestrian porte cochere, allowing

for pedestrian integration and improved circulation and a public kiosk or retail space at street level would not be constructed. Additionally, the existing sidewalk along Minaret Road would not be reconstructed to Town standards.

Environmental Effects: A full discussion of the No Project/No Development Alternative's environmental impacts as compared to the proposed project is set forth in Section 7.2.1, "No Project/No Development" Alternative, of the Draft SEIR, which is hereby incorporated by reference. In comparison to the proposed project, as shown above in Table 1, the No Project/No Development Alternative would reduce impacts to aesthetics/light and glare, air quality, greenhouse gas emissions, noise, traffic and circulation, and utilities and service systems. Impacts related to land use and relevant planning would be similar to the proposed project. Overall, the No Project/No Development Alternative would have less environmental impacts than the proposed project.

Ability to Achieve Project Objectives: The No Project/No Development Alternative would not attain most of the project's basic objectives. This Alternative would not meet the Town's goals and objectives pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in "storefront" setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment.

The goals and objectives of the NVSP would not be fully realized with implementation of the No Project/No Development Alternative. This Alternative would not provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities or integrated pedestrian access to and from the plazas.

This Alternative would not meet many of the project's objectives, including the objectives to construct a compelling, iconic, and economically sustainable lodging development that would revitalize and enhance vibrancy to the NVSP area by providing greater pedestrian integration and accessibility for tourists and locals. An array of services and amenities including dining, casual gathering places, publically accessible landscaped spaces, and visitor accommodations for residents and visitors would not be provided at the project site. The No Project/No Development Alternative would also not achieve economic sustainability by creating Town revenue through transient occupancy tax.

Finding: In comparison to the proposed project, the No Project/No Development Alternative would reduce impacts to aesthetics/light and glare, air quality, greenhouse gas emissions, noise, traffic and circulation, and utilities and service systems. Impacts related to land use and relevant planning would be similar to the proposed project. Overall, the No Project/No Development Alternative would have fewer environmental impacts than the proposed project, making it an environmentally superior alternative. However, since the No Project/No Development Alternative fails to meet most of the

project, NVSP, and Town’s objectives, it has been rejected by the Town in favor of the proposed project.

b) No Project/No Reasonably Foreseeable Development Alternative

Description: The No Project/Reasonably Foreseeable Development Alternative proposes the development of new private residential condominiums on the project site as currently permitted (the approved 8050 Building C), which would total 41,134 square feet including 21 residential condominiums with a total of 33 bedrooms and would be five stories (62 feet) in height. The development associated with this alternative would have a broader building mass, covering the entire existing parking structure podium. The No Project/Reasonably Foreseeable Development Alternative would be consistent with the NVSP and amendments would not be required.

Table 2, *Comparison of Proposed Project and No Project/Reasonably Foreseeable Development Alternative*, compares the land use type and overall building height of the proposed project and the No Project/Reasonably Foreseeable Development Alternative.

**Table 2
Comparison of Proposed Project and No Project/
Reasonably Foreseeable Development Alternative**

Land Use	Proposed Project	No Project/Reasonably Foreseeable Development Alternative
Hotel Rooms ¹	34,840 square feet (67 rooms)	-
Accessory Uses (e.g., lobby, circulation, etc.)	29,910 square feet	-
Residential Condominiums	-	41,134 square feet (21 residential condominiums, 33 rooms)
Building Height	80 feet ²	62 feet ³
Notes: 1. The hotel proposes rooms that would be approximately +/- 520 square feet per room. 2. Building height for the proposed project excludes an additional 4 feet and 6 inches for roof appurtenances. 3. Building height for the No Project/Reasonably Foreseeable Development Alternative excludes an additional 3 feet for roof appurtenances.		

Comparatively, this alternative proposes 21 residential condominiums with 33 rooms, resulting in a difference in land use type and a decrease of 23,616 square feet from the proposed project. This Alternative would not require a density transfer from the Mammoth Crossing zone. In addition, this Alternative proposes a maximum height of five stories (62 feet) plus another three feet for roof appurtenances, a decrease of 18 feet and an additional one foot, six inches for roof appurtenances from the proposed project. The Alternative’s maximum height would be consistent with the current NVSP. As this Alternative has a wide building mass, this Alternative would have increased building footprint that increases the proposed building massing along the adjacent Fireside at the Village condominiums to the south. Under the No Project/Reasonably Foreseeable Development Alternative, the architecture and landscaping components

would be developed as residential condominiums (with fractional ownership) similar to the existing 8050 Buildings A and B. In addition, the remaining accessory components (i.e., food and beverage service, spa, outdoor pool/jacuzzis, lobby, and pedestrian porte-cochere) would not be developed, since this Alternative would not function as a more traditional hotel operation.

Environmental Effects: A full discussion of the No Project/Reasonably Foreseeable Development Alternative's environmental impacts as compared to the proposed project is set forth in Section 7.2.2, "No Project/Reasonably Foreseeable Development" Alternative, of the Draft SEIR, which is hereby incorporated by reference. In comparison to the proposed project, as shown above in Table 2, the No Project/Reasonably Foreseeable Development Alternative would reduce impacts to aesthetics/light and glare, air quality, greenhouse gas emissions, land use and relevant planning, noise, traffic and circulation, and utilities and service systems. Impacts related to land use and relevant planning would be similar to the proposed project. Overall, the No Project/No Development Alternative would have less environmental impacts than the proposed project.

Ability to Achieve Project Objectives: The No Project/Reasonably Foreseeable Development Alternative would only attain some, but not all, of the project's objectives. This alternative would result in 21 residential condominiums with 33 rooms, but would eliminate the accessory components related to hotel uses including the food and beverage service, spa, outdoor pool/jacuzzis, and pedestrian porte-cochere, public kiosk, and public pocket park. As a result, the No Project/Reasonably Foreseeable Development Alternative would not meet the Town's goals and objectives pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in "storefront" setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment.

The goals and objectives of the NVSP would not be fully realized with implementation of the No Project/Reasonably Foreseeable Development Alternative. This Alternative would not provide facilities or integrated pedestrian access to and from the plazas. Implementation of the No Project/ Reasonably Foreseeable Development Alternative would not meet most of the project's basic objectives. This Alternative would not enhance pedestrian integration and amenities. Dining, casual gathering places, publically accessible landscaped spaces, and hotel-type visitor accommodations for the residents and visitors of the Town would not be provided at the project site. The No Project/Reasonably Foreseeable Development Alternative would create Town revenue through fractional ownership taxes and assessments, although would not provide the fullest extent of economic sustainability compared to the proposed project. Therefore, unlike the proposed project, this alternative would only partially achieve the project objectives.

Finding: In comparison to the proposed project, the No Project/Reasonably Foreseeable Development Alternative would reduce impacts to aesthetics/light and glare, air quality, greenhouse gas emissions, noise, traffic and circulation, and utilities and service systems. Impacts related to land use and relevant planning would be similar to the proposed project. Overall, the No Project/Reasonably Foreseeable Development Alternative would have fewer environmental impacts than the proposed project, making it an environmentally superior alternative. However, since the No Project/Reasonably Foreseeable Development Alternative would not achieve many of the project, NVSP, and Town’s objectives, it has been rejected by the Town in favor of the proposed project.

c) Reduced Height Alternative

Description: The Reduced Height Alternative proposes the development of a hotel use (with option for condominium or fractional ownership) on the project site that would have 56 hotel rooms and would be five stories (58 feet) in height. This alternative would have the same building footprint, architecture, and landscaping elements as the proposed project. However, this alternative would have a loss of amenities including the food and beverage service, spa, outdoor pool/jacuzzis, and pedestrian porte-cochere, as this alternative would not function as a more traditional hotel. The development associated with this alternative would still be built on top of the existing parking structure podium; however, the proposed outdoor pool/jacuzzi area would instead be utilized to accommodate outdoor patios for condominium units and modest landscape features. Under the Reduced Height Alternative, the NVSP would need to be amended to increase the allowable development density for the project site (a transfer of 19 rooms from one of the Mammoth Crossing sites [MC zone]). However, amendments pertaining to building heights and setbacks would not be required.

Table 3, *Comparison of Proposed Project and Reduced Height Alternative*, compares the overall density, building height, and average daily trips of the proposed project and Reduced Height Alternative.

**Table 3
Comparison of Proposed Project and Reduced Height Alternative**

Land Use	Proposed Project	Reduced Height Alternative	Difference
Hotel ¹	34,840 square feet (67 rooms)	29,120 square feet (56 rooms)	-5,720 square feet (-11 rooms)
Accessory Uses (i.e., circulation)	29,910 square feet	24,135 square feet	-5,775 square feet
Building Height ²	80 feet	58 feet	-22 feet
Peak Hour Trips ³	19	16	-3
Notes: 1. The hotel proposes rooms that would be approximately +/- 520 square feet per room. 2. Building height excludes an additional 4 feet and 6 inches for roof appurtenances. 3. Based on a trip generation rate of 0.28 trips per occupied unit per <i>The Inn at the Village Project – Traffic Analysis</i> , dated May 8, 2014.			

Comparatively, this Alternative proposes a 16.4 percent decrease in hotel units, with 11 fewer hotel rooms, resulting in a decrease in the allowable development density transfer of 19 rooms from the Mammoth Crossing zone. This Alternative would also decrease three

peak hour trips. In addition, the Reduced Height Alternative proposes a maximum height of five stories (58 feet) with an additional 4 feet, 6 inches for roof appurtenances, a decrease of 22 feet from the proposed project. The proposed maximum height would be consistent with the current NVSP. As the proposed maximum height decreases, the proposed building also conforms to the building setback requirements in the Resort General (RG) zone. Under the Reduced Height Alternative, the architecture and landscaping components would be developed similar to the proposed project. However, the remaining accessory components (i.e., food and beverage service, spa, outdoor pool/jacuzzis, pedestrian porte-cochere, public pocket park, and public kiosk) would not be developed.

Environmental Effects: A full discussion of the Reduced Height Alternative's environmental impacts compared to those of the proposed project is set forth in Section 7.2.3, "Reduced Height" Alternative, of the Draft SEIR, which is hereby incorporated by reference. In comparison to the proposed project, as shown above in Table 3, the Reduced Height Alternative would reduce impacts to aesthetics/light and glare. The Reduced Height Alternative would result in similar impacts regarding air quality, greenhouse gas emissions, land use and relevant planning, noise, traffic and circulation, and utilities and service systems in comparison to the proposed project.

Ability to Achieve Project Objectives: Implementation of this Alternative would not attain most of the Town's goals and objectives, including those pertaining to creating a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts; a visitor-oriented entertainment retail district; active day and evening through all four seasons, designed to achieve a two to three hour visit; resort and resident activities, amenities, and services; animation with retail and significant businesses oriented to the street; retail and services in "storefront" setting located at the sidewalk; and a variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment.

The goals and objectives of the NVSP would not be fully realized with implementation of the Reduced Height Alternative. This Alternative would not provide desired facilities.

Last, implementation of the Reduced Height Alternative would only meet some, but not all of the project's objectives. The Reduced Height Alternative would not attain enhanced pedestrian integration and amenities. Dining, casual gathering places, and publically accessible landscaped spaces would not be provided on the project site. The Reduced Height Alternative would create Town revenue through transient occupancy tax, although not to the extent of the proposed project. Therefore, unlike the proposed project, this Alternative would not fully act as a catalyst for the revitalization and added vibrancy of the NVSP area.

Finding: In comparison to the proposed project, the Reduced Height Alternative would reduce impacts to aesthetics/light and glare, and result in similar impacts related to air quality, greenhouse gas emissions, land use and relevant planning, noise, traffic and circulation, and utilities and service systems. Overall, the Reduced Height Alternative would be neither environmentally superior nor inferior to the proposed project regarding

impacts, given that it would be a similar use and it would have similar impacts as the proposed project. In addition, since the Reduced Height Alternative would not attain many of the project, NVSP, and Town's objectives, it has been rejected by the Town in favor of the proposed project.

EXHIBIT 4

Final SEIR Findings Pursuant to CEQA Guidelines §15091

1. Introduction

Findings for the Final Subsequent Environmental Impact Report, State Clearinghouse # 2014032081, are being made pursuant to State CEQA Guidelines §15091.

2. Statutory Requirements for Findings

- a. The Final Subsequent Environmental Impact Report (State Clearinghouse No. 2014032081) (SEIR), attached hereto as Exhibits 1 and 2, has been completed in compliance with CEQA because all applicable requirements set forth in Public Resources Code, Section 21000 et seq. and CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et seq., including the required contents of a Final SEIR, have been adhered to.
- b. The Final SEIR was presented to the Town Council, the decision-making body of the Town, and the Town Council reviewed and considered the information contained in the Final SEIR prior to approving the Project.
- c. The Final SEIR reflects the Town's independent judgment and analysis.
- d. The Final SEIR identifies all potentially significant adverse environmental effects of the Project. Changes or alterations have been required in, or incorporated into, the Project, which lessen all potential environmental impacts to less than significant. The Final SEIR identifies mitigation measures, which will reduce or eliminate potentially significant effects, and concludes that after the incorporation of mitigation measures, the Project would not result in any significant and unavoidable impact.
- e. Mitigation measures are identified in the Mitigation Monitoring and Reporting Program contained in the Final SEIR, and the mitigation measures are included as conditions of Project approval. The Final SEIR and other source documents referenced therein are incorporated herein by reference.
- f. The custodian and location of the documents and other material which constitute the record of proceedings upon which this decision is based is the Town Clerk at the Town of Mammoth Lakes Offices, 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546.

In making these findings and those findings in Exhibit 3, not all of the rationales and data contained in the Final SEIR have been repeated. The Final SEIR and other source documents referenced therein are incorporated herein by reference. Except to the extent they conflict with the findings and determination set forth in this document, the analysis and conclusions

Resolution No. 2014-65

Page 7 of 8

of the Final SEIR, including responses to comments, are hereby adopted as findings by the Town Council of the Town of Mammoth Lakes.

EXHIBIT 5

Certification of the Inn at the Village Final Subsequent EIR

A. Preparation of an Environmental Impact Report.

A Final SEIR (FSEIR) has been prepared to address the environmental impacts, mitigation measures, project alternatives, comments and responses to comments associated with the consideration of the Project and related District Zoning Amendment, Vesting Tentative Tract Map, Use Permit, and Design Review permit application, pursuant to and in compliance with the requirements of the CEQA; and,

B. Review and Consideration by the Planning and Economic Development Commission and Town Council of the Town of Mammoth Lakes.

Prior to certification of the FSEIR, the Planning and Economic Development Commission and Town Council of the Town of Mammoth Lakes have reviewed and considered the above-mentioned FSEIR. The Town Council hereby certifies that the FSEIR for the Project is complete and adequate in that the FSEIR addresses all environmental impacts of the proposed Project, fully complies with the requirements of CEQA and the State CEQA Guidelines, and reflects the Town's independent judgment and analysis. For the purposes of CEQA, the record of the proceedings for the certification is comprised of the following:

1. The Draft SEIR and Technical Appendices for the Inn at the Village Project;
2. The Final SEIR for the Inn at the Village Project;
3. The proceedings before the Town of Mammoth Lakes Planning and Economic Development Commission and Town Council relating to the subject Project consideration and related actions, including testimony and documentary evidence introduced at the meetings; and,
4. All attachments, documents incorporated and references made in the documents specified in items (1) through (3) above, including the Mitigation Monitoring and Reporting Program for the Inn at the Village Project.

STATE OF CALIFORNIA)
COUNTY OF MONO) ss.
TOWN OF MAMMOTH LAKES)

I, JAMIE GRAY, Town Clerk of the Town of Mammoth Lakes, DO HEREBY CERTIFY under penalty of perjury that the foregoing is a true and correct copy of Resolution No. 14-65 adopted by the Town Council of the Town of Mammoth Lakes, California, at a meeting thereof held on the 19th day of November, 2014, by the following vote:

AYES: Councilmembers Fernie, Wentworth, and Mayor Pro Tem Raimondo

NOES: Mayor Bacon

ABSENT: None

ABSTAIN: None

DISQUALIFICATION: Councilmember Richardson



JAMIE GRAY, Town Clerk