

Appendix E Public Services

E.1 Mammoth Lakes Fire Department

E.2 Mammoth Lakes Police Department

E.3 Mammoth Lakes Recreation Department

E.4 Mammoth Unified School District

E.5 Mono County Library Administration

E.1 Mammoth Lakes Fire Department



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

P.O. Box 1609, MAMMOTH LAKES, CA 93546

PHONE (760) 934-8989 | FAX (760) 934-8608

WWW.TOWNOFMAMMOTHLAKES.CA.GOV

August 21, 2015

Thom Heller, Fire Marshal/Division Chief
MAMMOTH LAKES FIRE DEPARTMENT
P.O. Box 5
3150 Main Street
Mammoth Lakes, California 93546

**RE: REQUEST FOR INFORMATION REGARDING EXISTING FIRE PROTECTION SERVICES
AND PLANNED IMPROVEMENTS/CHANGES**

Dear Mr. Heller:

As you know, the Town Mammoth Lakes Planning Division is preparing an Environmental Impact Report (EIR) for the General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (the Project) pursuant to the California Environmental Quality Act (CEQA). The EIR will include an assessment of the Project's potential impacts on fire and emergency facilities and services. The Town acknowledges receipt of your letter dated June 27, 2015 in which scoping comments are provided. In order to adequately identify and assess the full range of the Project's potential impacts and to address comments raised, early consultation with your agency is being conducted in accordance with Section 15083 of the State CEQA Guidelines.

The Project consists of several amendments to the General Plan Land Use Element and to the Zoning Code. First, is to allow up to 2.0 FAR and to remove units and rooms per acre development standards in the approximately 122-acres of commercially designated lands along Main Street and Old Mammoth Road (see Attachment 1, *Project Area for Land Use Element and Zoning Code Amendments*). The change would allow an approximate increase of up to 313 residential units, 430,018 square feet of commercial floor area compared to the existing General Plan buildout estimate, and up to 951 hotel rooms, compared to 524 to 1,048 hotel rooms allowed under the current General Plan buildout estimate. The Project would include Zoning Code Amendments to the commercial development standards to be consistent with the General Plan Amendments. The proposed Land Use Element amendments also include a change to the policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach. Finally, proposed changes also include deleting the Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies in the commercial lands within the Urban Growth Boundary.

The Project also includes adoption of a Mobility Element Update that would involve improvements to the local and regional transportation network within the Municipal Boundary and would establish a multimodal framework for the Town. The primary purpose is

THOM HELLER
FIRE MARSHAL

August 21, 2015 - Page 2

to create a connected, accessible, uncongested, and safe circulation system. As shown in Figure 3-1, Complete Streets, and Figure 3-2, Vehicle Network, the Mobility Element Update identifies a Complete Streets network, which includes physical improvements to the local and regional transportation systems. For example, new roadway extensions and segments would be constructed including the consolidation of Main Street (vacation of frontage road, turn lanes, etc.), new north-south access via Thompsons Way, extension of Tavern Road to the east, extension of Sierra Nevada Road to the east, connections to the Shady Rest site, extension of Callahan Way to the south, and the extension of 7B (Sierra Star) to connect Minaret Road to East Bear Lake Drive and to Main Street. These improvements in connectivity would likely improve traffic circulation and emergency access. Proposed street improvements would enhance connectivity throughout the Town, reduce pedestrian/vehicle conflicts, create a more active street front on Main Street, and increase the overall capacity of the Town's road system. The Mobility Element Update also identifies opportunities for new signals and roundabouts throughout Town. Roadway design would be consistent with Town of Mammoth Lakes standards, which are intended to standardize street design and improve road safety.

For more detailed information on the Project, the Initial Study prepared for the Project, can be found on the Town's website at: <http://www.townofmammothlakes.ca.gov/index.aspx?nid=618>

Given the conceptual and long-term nature of the Project, the EIR will be prepared as a Program EIR pursuant to Section 15168 of the CEQA Guidelines. Program EIRs contain less detail than typical project-level EIRs because the level of detail in the environmental analysis is reflective of the level of detail in the program description itself. As a Program EIR, certain impacts identified and mitigation measures recommended will be inherently limited in specificity due to the conceptual nature of projected development and the broad applicability of proposed policy changes. As such, subsequent more focused environmental review may take place as individual projects are proposed.

As fire protection in the Town of Mammoth Lakes is provided by the Mammoth Lakes Fire Department, we are requesting information from your agency with regard to existing facilities and operations in order to evaluate impacts on fire protection facilities and services. Please provide or confirm the following information regarding the Mammoth Lakes Fire Department and issues relating to the provision of fire protection facilities and services for the Project and surrounding area, as appropriate:

Please confirm the following information:

1. The Mammoth Lakes Fire Department is a fire protection district that provides fire protection and emergency response to the Town of Mammoth Lakes. Additionally, the Department provides fire protection services and emergency response to the upper middle fork of the San Joaquin, Red's Meadow, and Devil's Postpile National Monument

THOM HELLER
FIRE MARSHAL

August 21, 2015 - Page 3

(DEPO) located in Madera County. The Mammoth Lakes Fire Department currently utilizes approximately 8 full time and approximately 45 part time personnel.

2. Mammoth Lakes Fire Department facilities include two fire stations, with Station No. 1 housing all administrative offices. The Department's training tower is located at Station No. 2. The Department's apparatus consists of:

<u>Station No. 1</u>	<u>Station No. 2</u>
2 Type I Engines Type III Engine 100 ft Aerial Platform 3000 gal Water Tender BLS Ambulance Type II US&R Trailer Type II HazMat Trailer	2 Type I Engines
<hr/> <i>Additional vehicles and equipment include; 3 command vehicles, a 1 ton crew cab pickup, Moorbark brush chipper and Bobcat Toolcat used by the fuels management crew, a Case 620 loader for snow removal and various utility vehicles</i> <hr/>	

Please provide the following information regarding fire protection operations:

3. We understand that Fire Station No.1, the primary station, was remodeled and expanded in 2007. What new facilities did the expansion include? What is the size of Fire Station No.1 and Fire Station No. 2?
4. Please provide information on emergency incidents and responses times as follows:
 - a. Most recent data on yearly emergency incidents for each fire station serving the Town (broken up by type) and associated average response times. Does this vary by area within the Town?
 - b. What is the Fire Department's goal for response time for fire and emergency services within Mammoth? Does it vary by area (e.g. downtown area versus areas with more limited access?)
5. Describe any mutual aid-agreements.
6. Describe any planned improvements to the fire protection facilities (i.e., expansion, new facilities, additional staffing, etc.), if applicable.
7. Please note any relevant Department requirements for development in the commercial districts including, but not limited to:

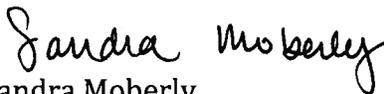
THOM HELLER
FIRE MARSHAL

August 21, 2015 - Page 4

- a. Fire flow requirements;
- b. Fire protection devices (e.g., sprinklers, alarms);
- c. Fire access (including ingress/egress, turning radii, driveway width, grading, etc.);
- d. Fire hydrants and spacing; and
- e. Fuel Modification.

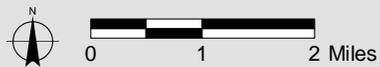
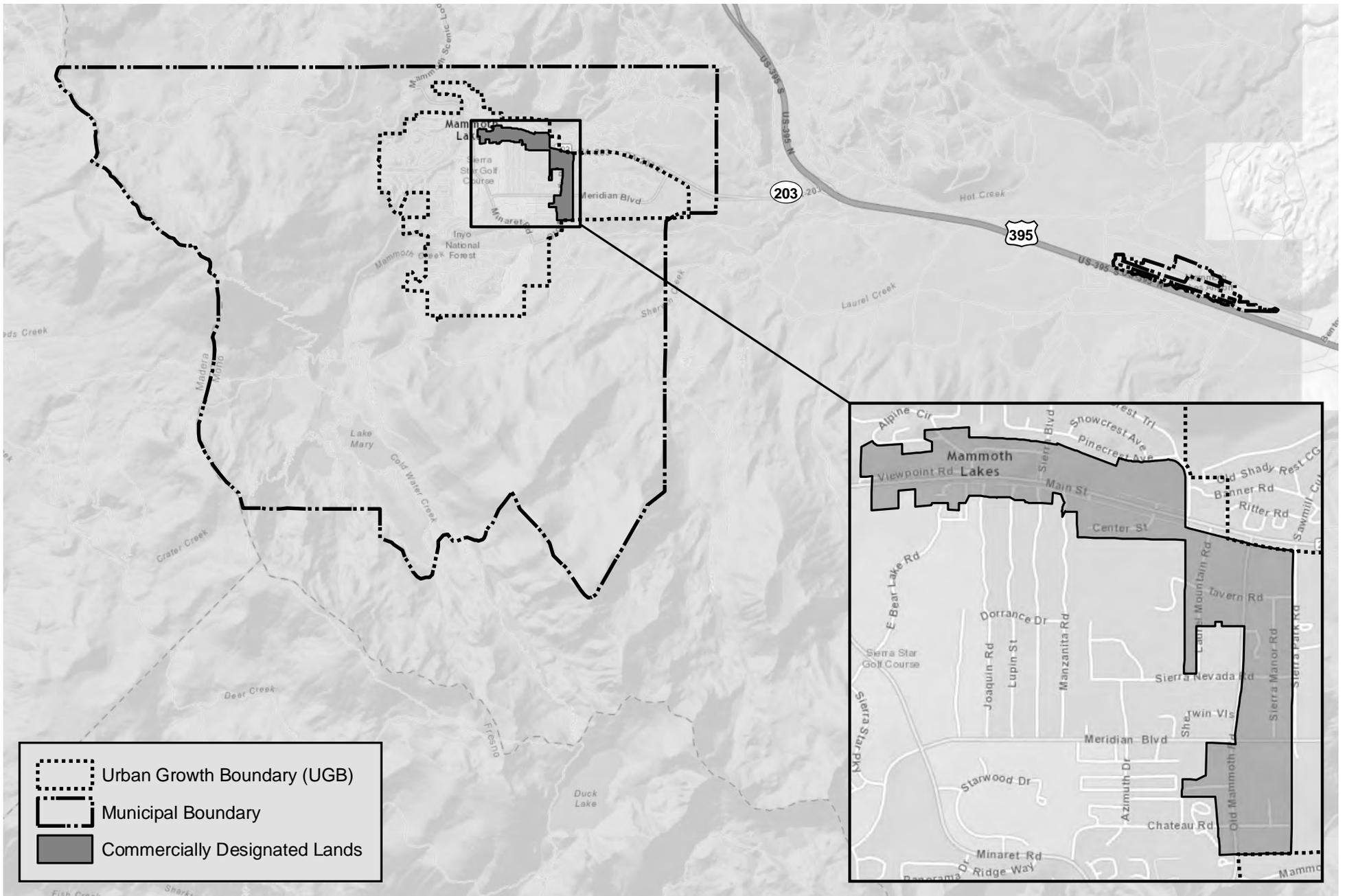
At your earliest convenience we would like to set up a conference call to discuss the Project, the requested information outlined in this letter, and your June 27 comment letter. We will follow up in an email over the next week to set up a time to schedule the call. If you have any questions or require additional information, please do not hesitate to contact me at (760) 934-8989 ext. 251.

Sincerely,



Sandra Moberly
Planning Manager

Attachments: Attachment 1, Project Area for Land Use Element and Zoning Code
 Amendments
 Attachment 2, Figure 3.1 - Complete Streets
 Attachment 3, Figure 3.2 - Vehicle Network



Project Areas

Mammoth Lakes Zoning Code Update

Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

1

Figure 3-1
Complete Streets
 Town of Mammoth Lakes
 General Plan Mobility Element

- BIKEWAYS**
 Class II and class III on street bike lanes and routes.
- PEDESTRIAN ROUTES**
 Existing and future sidewalks and MUP's.
- STATE HIGHWAY**
 State Route 203
- ARTERIAL COMMERCIAL**
 Arterial Commercial street provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes.
- ARTERIAL**
 Arterial street connect the Towns neighborhoods to the commercial districts and recreation portals.
- COLLECTOR**
 Collector streets distribute vehicle and multimodal trips from local to arterial streets.
- LOCAL - SHARED STREETS**
 Shared Streets are typically not wide enough to accommodate separate zones for people walking, bicycling, parking or driving. Therefore, all uses must share the street.
- LOCAL - CONSTRAINED STREETS**
 These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users share the street.
- UNIMPROVED STREETS**
 Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels.
- PARKS AND COMMUNITY FACILITIES**
 Locations that should be easily accessed by pedestrians and investment focused.
- GENERAL PEDESTRIAN ZONE**
 Destination for pedestrians. Designed for pedestrian connections.
- URBAN GROWTH BOUNDARY**
- EXISTING PUBLIC PARKING**
- PLANNED PUBLIC PARKING AREA**
 Parking area will accommodate 50+ parking spaces.
- PLANNED STAGING AREA**
 Staging area will accommodate 5-50 parking spaces.
- EXISTING BRIDGE / TUNNEL**
- FUTURE BRIDGE / TUNNEL**
- MAJOR TRANSIT STOP**

Updated 7-7-2015

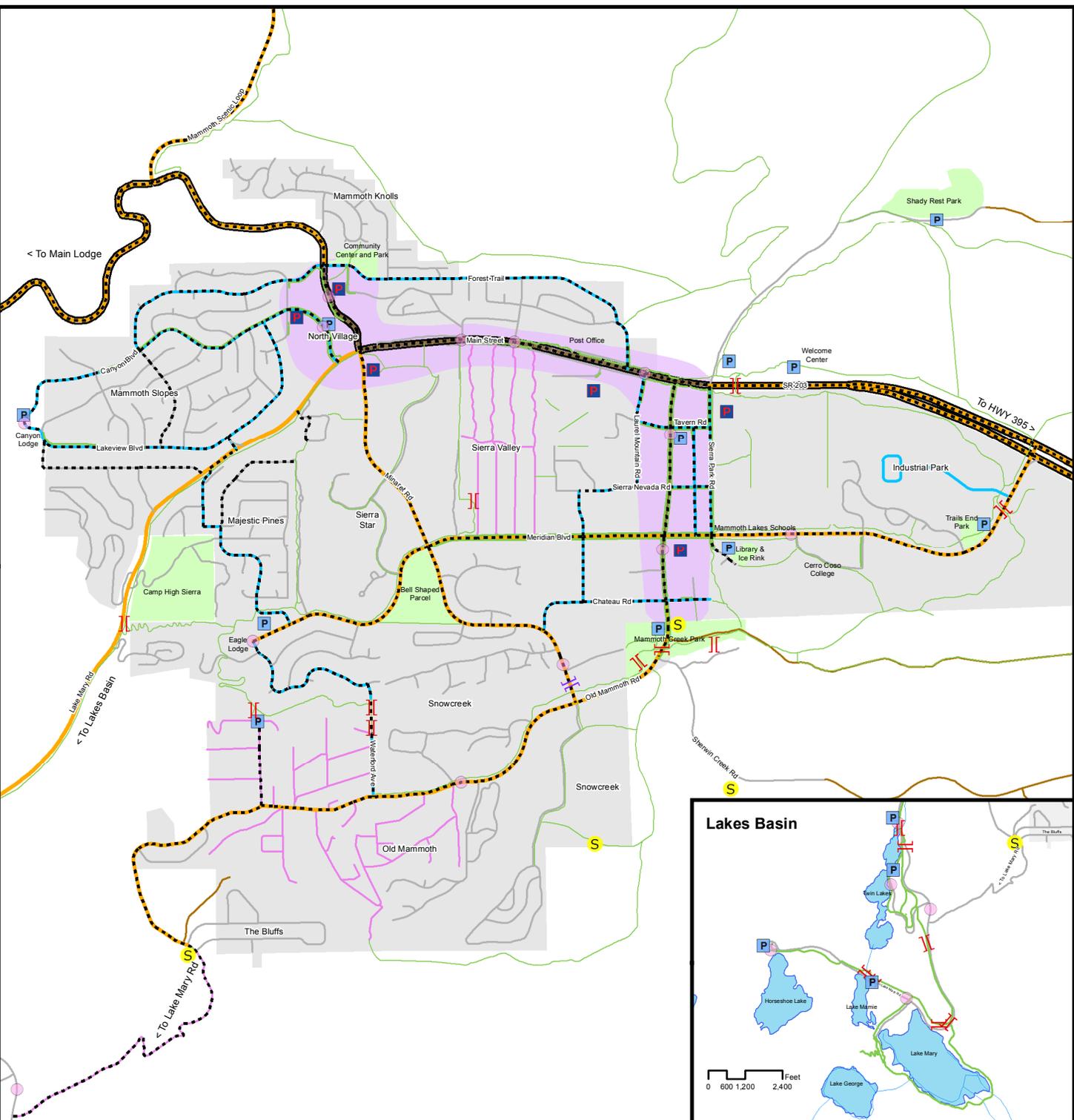
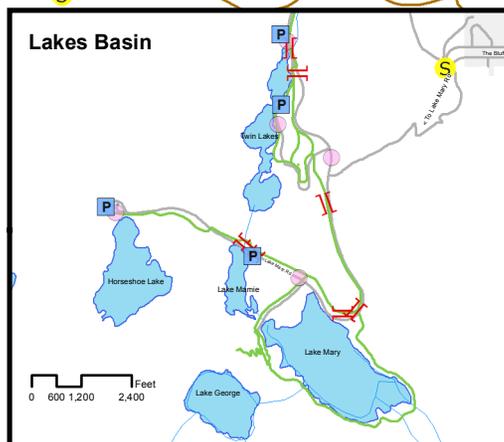
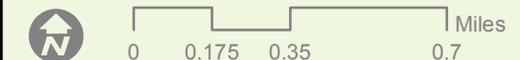
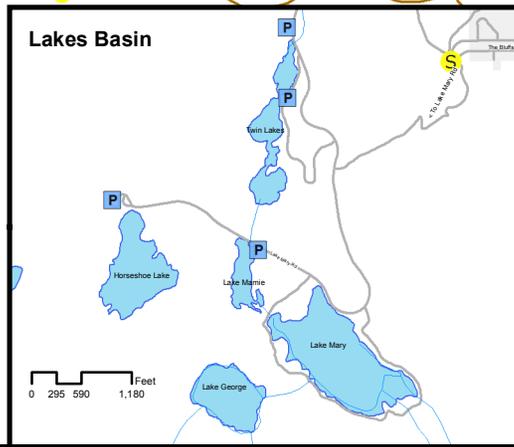
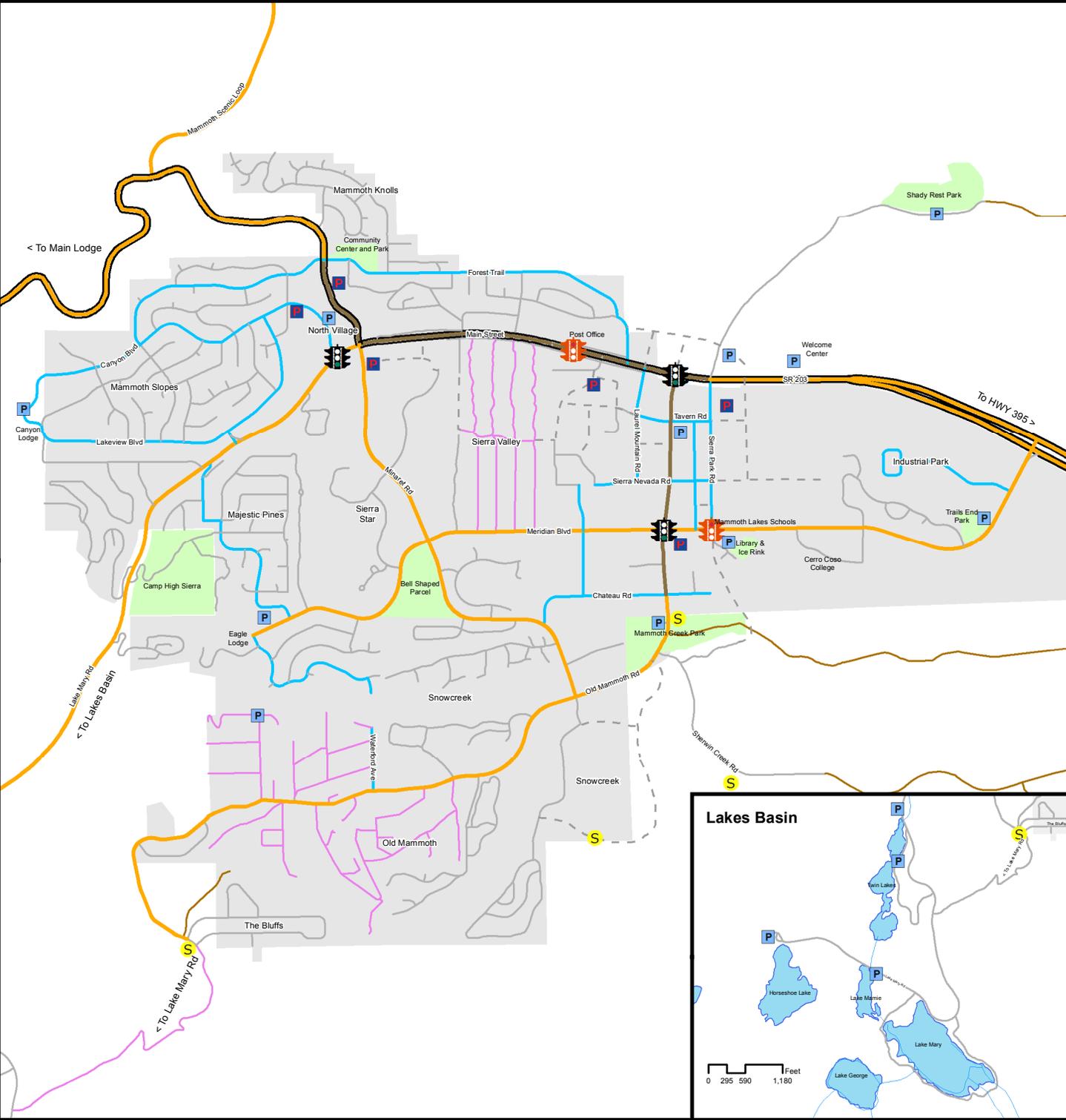


Figure 3-2
Vehicle Network
 Town of Mammoth Lakes
 General Plan Mobility Element

-  **STATE HIGHWAY**
State Route 203
-  **ARTERIAL COMMERCIAL**
Arterial Commercial street provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes.
-  **ARTERIAL**
Arterial street connect the Towns neighborhoods to the commercial districts and recreation portals.
-  **COLLECTOR**
Collector streets distribute vehicle and multimodal trips from local to arterial streets.
-  **LOCAL - SHARED STREETS**
Shared Streets are typically not wide enough to accommodate separate zones for people walking, bicycling, parking or driving. Therefore, all uses must share the street.
-  **LOCAL - CONSTRAINED STREETS**
These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users share the street.
-  **UNIMPROVED STREETS**
Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels.
-  **PROPOSED STREETS**
-  **PARKS AND COMMUNITY FACILITIES**
Locations that should be easily accessed by pedestrians and investment focused.
-  **URBAN GROWTH BOUNDARY**
-  **EXISTING PUBLIC PARKING**
-  **PLANNED PUBLIC PARKING AREA**
Parking area will accommodate 50+ parking spaces.
-  **PLANNED STAGING AREA**
Staging area will accommodate 5-50 parking spaces.
-  **FUTURE TRAFFIC SIGNAL**
-  **EXISTING TRAFFIC SIGNAL**



Updated 7-7-15



Subject: FW: MLFPD documents for FAR EIR
Attachments: 2014 Avg Response Time.pdf; 2014 Fire and EMS Calls.pdf; 2014 Property Use Report.pdf; Ordinance 13-01.pdf; Draft Mobility Element COmments.doc

From: Thom Heller [<mailto:Thom@mlfd.ca.gov>]
Sent: Friday, October 09, 2015 11:25 PM
To: Ruth Traxler; Luci Hise; Sandra Moberly
Cc: Brett Reed
Subject: MLFPD documents for FAR EIR

Ruth/Luci/Sandra, here are the documents and answers that you have requested. The EMS calls have increased across the country as a result of fire getting more involved in more EMS related activities. Less fires and more time spent with EMS, haz mat, search and rescue. We spend enough time on EMS calls that we have required that all engineers (equipment operators) and Captains must have EMT certification and all new firefighters must obtain EMT training within one year of joining the department. Also as a county, we only have 4 medic rigs to cover the entire county (3,030 sq miles) so all of the departments in the county are involved in EMS services. Give a yell if you need anything else. I am out of town this week but am available by cellphone. Thom

Thom Heller
Fire Marshal/Division Chief
PO Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
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thom@mlfd.ca.gov



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From: Ruth Traxler [<mailto:rtraxler@townofmammothlakes.ca.gov>]
Sent: Thursday, October 08, 2015 4:19 PM
To: Thom Heller <Thom@mlfd.ca.gov>

Cc: Sandra Moberly <smoberly@townofmammothlakes.ca.gov>

Subject: MLFPD documents for

Hi Thom,

When we met to discuss the information needed from MLFPD for the FAR / Mobility Element Update, you mentioned that you would provide the following documents:

- 2012 Strategic Plan
- 2014 data (calls) and data from prior years (separated into EMT and Fire calls)
- Information regarding Fire Station 2 (size and amenities)
- Current Fire Code

Would you mind emailing those or if it's easier, bringing them by the office? Also, Luci wondered whether you would be able to address why the EMT calls have gone up significantly? Please let me know if you have any questions.

Thanks,
Ruth

The Mammoth Lakes Fire Department is a fire protection district that provides fire protection and emergency response to the Town of Mammoth Lakes. Additionally, the Department provides fire protection services and emergency response to the upper middle fork of the San Joaquin, Red's Meadow, and Devil's Postpile National Monument (DEPO) located in Madera County. The Mammoth Lakes Fire Department currently utilizes approximately 8 full time and approximately 45 part time personnel.

As the closest emergency services to this section of Madera County, Mammoth Lake PD and Fire, along with Mono County EMS provide services to the upper middle fork of the San Joaquin drainage. In addition to this area served, the Fire District also serves the Highway 395 corridor from the Mammoth Yosemite Airport to the Crestview Rest Area at the bottom of Crestview grade.

Mammoth Lakes Fire Department facilities include two fire stations, with Station No. 1 housing all administrative offices. The Department's training tower is located at Station No. 2. The Department's apparatus consists of:

Station No. 1

- 2 Type I Engines
- Type III Engine
- 100 ft Aerial Platform
- 3000 gal Water Tender
- BLS Ambulance
- Type II US&R Trailer
- Type II HazMat Trailer

Station No. 2

- 2 Type I Engines
- 75 ft Aerial Ladder

Additional vehicles and equipment include; 4 command vehicles, a 1 ton crew cab pickup, Moorbark brush chipper and Bobcat Toolcat used by the fuels management crew, a Case 620 loader for snow removal and various utility vehicles.

We understand that Fire Station No.1, the primary station, was remodeled and expanded in 2007. What new facilities did the expansion include? What is the size of Fire Station No.1 and Fire Station No. 2?

Fire Station 1 is 17,618 sq ft and is staffed with our fulltime personnel. The expansion added additional administrative offices, bunk rooms, larger training room, elevator, conference room, and telecom/computer room.

Fire Station 2 is 5,673 sq ft and is a call when needed station.

Most recent data on yearly emergency incidents for each fire station serving the Town (broken up by type) and associated average response times. Does this vary by area within the Town?
See attached summary report for 2014 statistics.

What is the Fire Department's goal for response time for fire and emergency services within Mammoth? Does it vary by area (e.g. downtown area versus areas with more limited access?)
The national standard is a 4 minute response time. Within the private land boundary the department is able to achieve that with normal road conditions. Calls during inclement weather and to the ski area, Red Meadow, and the Lakes Basin extend that response time.

Describe any mutual aid-agreements.

The District maintains aid agreements with all of the departments in Mono County, with the Forest Service, BLM, NPS (Devils Postpile) and Calfire.

Describe any planned improvements to the fire protection facilities (i.e., expansion, new facilities, additional staffing, etc.), if applicable.

The District is planning a new station at MMSA's Main Lodge area with the private development of the base facility (and two pieces of apparatus, an engine and ladder), acquisition of another engine and a light/air support truck for coverage in town due to expansion/development, relocation of the training tower as a result of development immediately surrounding the current facility, quarters for a student firefighter program to be located on property that the Fire District owns, and participate with the Town on an intersection management program for ease of movement through town during emergencies.

Please note any relevant Department requirements for development in the commercial districts including, but not limited to:

- a. Fire Flow Requirements: The District requires that new construction meet the NFPA requirements for fire protection flows. In conjunction with the Mammoth Community Water District, the Fire District has been able to adequately meet these requirements. The Water District has negotiated a maximum water extraction amount in a settlement with LADWP and that will maximize the number of people that can be served and the amount of development in town.
- b. Fire Protection Devices: Due to our isolation and weather conditions, virtually all structures constructed in town are required to be outfitted with automatic fire suppression and all commercial structures with automatic fire alarm systems.
- c. Fire Access: Due to the conditions/challenges that town finds itself in, the Fire District is very proactive requiring access (ingress and egress), road requirements including widths, turning radius, grades, and intersection transitions.
- d. Fire Hydrant Spacing: The District requires a 250 foot spacing between hydrants. This has developed over several years of watching hydrants get covered up during the winter season even with an aggressive snow removal program.
- e. Fuel Modifications: The Fire District has been very aggressive in dealing with excessive fuel removal and has been the recipient of a couple of grants from the federal government to aid property owners with fuel reduction. The Fire District Board expanded the Very High Severity Zone proposed by Calfire to more adequately address the recognized problem areas and proclaimed the entire town in a Wildland Urban Interface Zone.

E.2 Mammoth Lakes Police Department



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
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August 3, 2015

Al Davis, Chief of Police
Mammoth Lakes Police Department
Post Office Box 2799
568 Old Mammoth Road
Mammoth Lakes, California 93546

**RE: REQUEST FOR INFORMATION REGARDING EXISTING POLICE SERVICES AND
PLANNED IMPROVEMENTS/CHANGES**

Dear Mr. Davis:

The Town Mammoth Lakes Planning Division is preparing an Environmental Impact Report (EIR) for the General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (the Project) pursuant to the California Environmental Quality Act (CEQA). The EIR will include an assessment of the Project's potential impacts on police protection facilities and services. In order to adequately identify and assess the full range of the Project's potential impacts, early consultation with your agency is being conducted in accordance with Section 15083 of the State CEQA Guidelines.

The Project consists of several amendments to the General Plan Land Use Element and to the Zoning Code. First, is to allow up to 2.0 FAR and to remove units and rooms per acre development standards in the approximately 122-acres of commercially designated lands along Main Street and Old Mammoth Road (see Figure 1, *Project Area for Land Use Element and Zoning Code Amendments*). The change would allow an increase of up to 313 residential units, 430,018 square feet of commercial floor area compared to the existing General Plan buildout estimate, and up to 951 hotel rooms, compared to 524 to 1,048 hotel rooms allowed under the current General Plan buildout estimate. The Project would include Zoning Code Amendments to the commercial development standards to be consistent with the General Plan Amendments. The proposed Land Use Element amendments also include a change to the policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach. Finally, proposed changes also include deleting the Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies in the commercial lands within the Urban Growth Boundary.

The Project also includes adoption of a Mobility Element Update that would involve improvements to the local and regional transportation network within the Municipal Boundary and would establish a multimodal framework for the Town. The primary purpose is to create a connected, accessible, uncongested, and safe circulation system. As shown in Figure 2, Complete Street, the Mobility Element Update identifies a Complete Streets network,

AL DAVIS
CHIEF OF POLICE

August 3, 2015 - Page 2

which includes physical improvements to the local and regional transportation systems. For example, new roadway extensions and segments would be constructed including the consolidation of Main Street (vacation of frontage road, turn lanes, etc.), new north-south access via Thompsons Way, extension of Tavern Road to the east, extension of Sierra Nevada Road to the east, connections to the Shady Rest site, extension of Callahan Way to the south, and the extension of 7B (Sierra Star) to connect Minaret Road to East Bear Lake Drive and to Main Street. These improvements in connectivity would likely improve traffic circulation and emergency access. Proposed street improvements would enhance connectivity throughout the Town, reduce pedestrian/vehicle conflicts, create a more active street front on Main Street, and increase the overall capacity of the Town's road system. The Mobility Element Update also identifies opportunities for new signals and roundabouts throughout Town. Roadway design would be consistent with Town of Mammoth Lakes standards, which are intended to standardize street design and improve road safety.

For more detailed information on the Project, the Initial Study prepared for the Project, can be found on the Town's website at: <http://www.townofmammothlakes.ca.gov/index.aspx?nid=618>

Given the conceptual and long-term nature of the Project, the EIR will be prepared as a Program EIR pursuant to Section 15168 of the CEQA Guidelines. Program EIRs contain less detail than typical project-level EIRs because the level of detail in the environmental analysis is reflective of the level of detail in the program description itself. As a Program EIR, certain impacts identified and mitigation measures recommended will be inherently limited in specificity due to the conceptual nature of projected development and the broad applicability of proposed policy changes. As such, subsequent more focused environmental review may take place as individual projects are proposed.

As Police protection in the Town of Mammoth Lakes is primarily provided by the Mammoth Lakes Police Department (MLPD), we are requesting information from your agency with regard to existing facilities and operations in order to evaluate impacts on police protection facilities and services. Please provide or confirm the following information regarding the MLPD and issues relating to the provision of police protection facilities and services for the Project and surrounding area, as appropriate:

Please confirm the following information:

1. Police protection and law enforcement in the Town of Mammoth Lakes are provided by the MLPD, the Mono County Sheriff's Department (MCSD), and the California Highway Patrol (CHP). The MLPD provides all non-traffic related services for the areas within the Town's incorporated boundary. MLPD services also include first responder duties for the Red's Meadow area in Madera County, located approximately 15 miles from the Town. If there are other areas that are

AL DAVIS
CHIEF OF POLICE
August 3, 2015 - Page 3

served by the MLPD outside of the Town's incorporated boundary please provide that information.

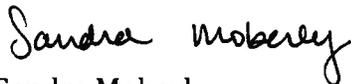
2. The existing MLPD facility is located at 568 Old Mammoth Road, consists of approximately 3,000 square feet of administrative offices and a booking area. The facility does not include a jail facility.
3. The MLPD currently owns six marked and four unmarked patrol cars.

Please provide the following information regarding police operations:

4. Current staffing levels for the MLPD (e.g., total full-time and part-time staff, number of officers on 24-hr duty, etc.);
5. Most recent data on associated response times for emergency, non-emergency, etc. calls (or otherwise named by the Police Department) for the station/facility serving the Town.
6. MLPD's goals for response time to within the Town and the commercial core.
7. Are current response times at or under the response time goals for the MLPD?
8. Description of any planned improvements to the police protection facilities in the Town (i.e., expansion, new facilities, additional staffing, etc.), if applicable.

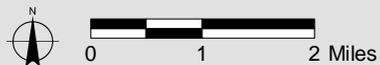
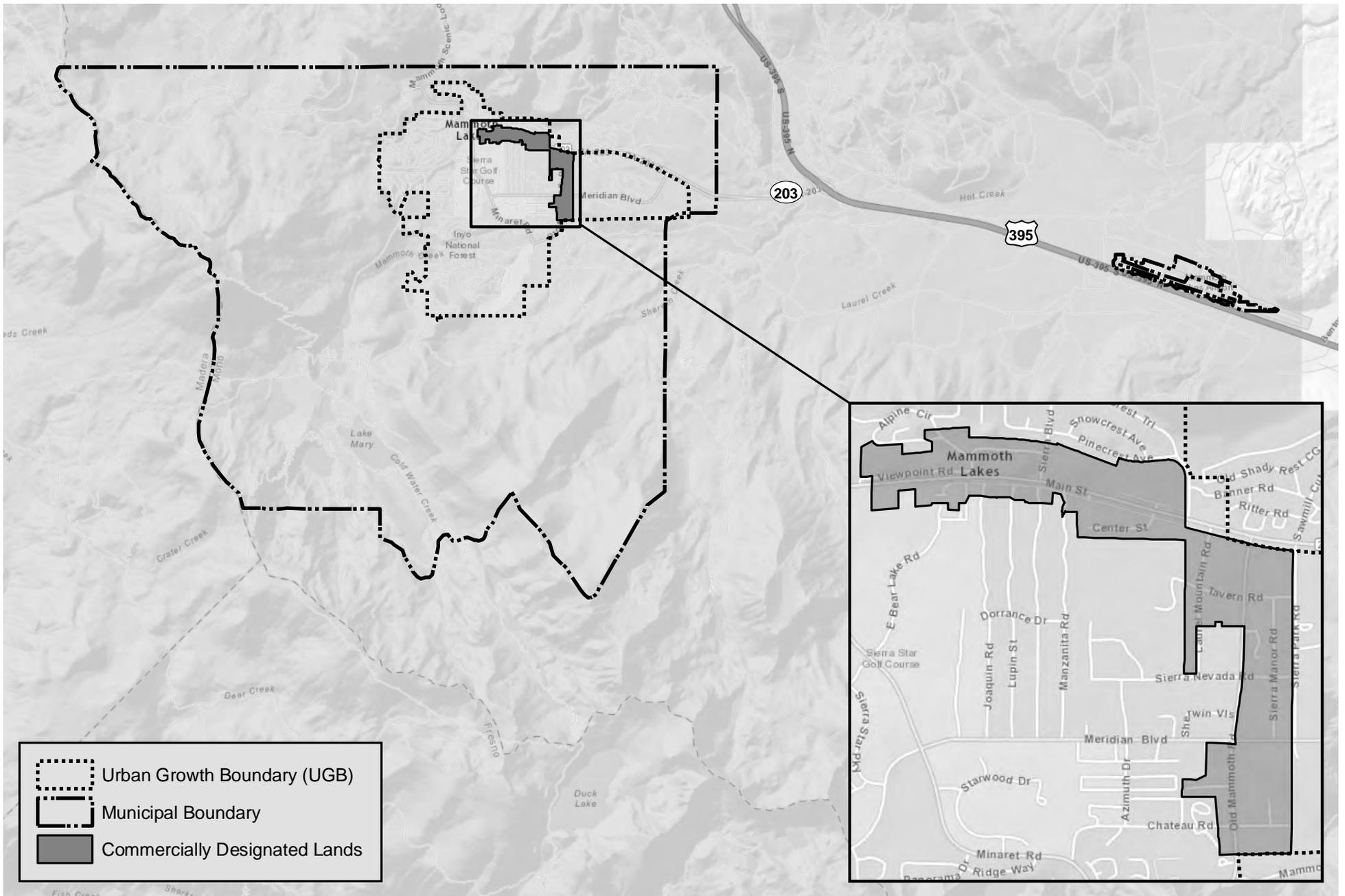
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Sincerely,



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Planning Manager

Attachments: Figure 1, Project Area for Land Use Element and Zoning Code Amendments
Figure 2, Complete Streets



Project Areas

Mammoth Lakes Zoning Code Update

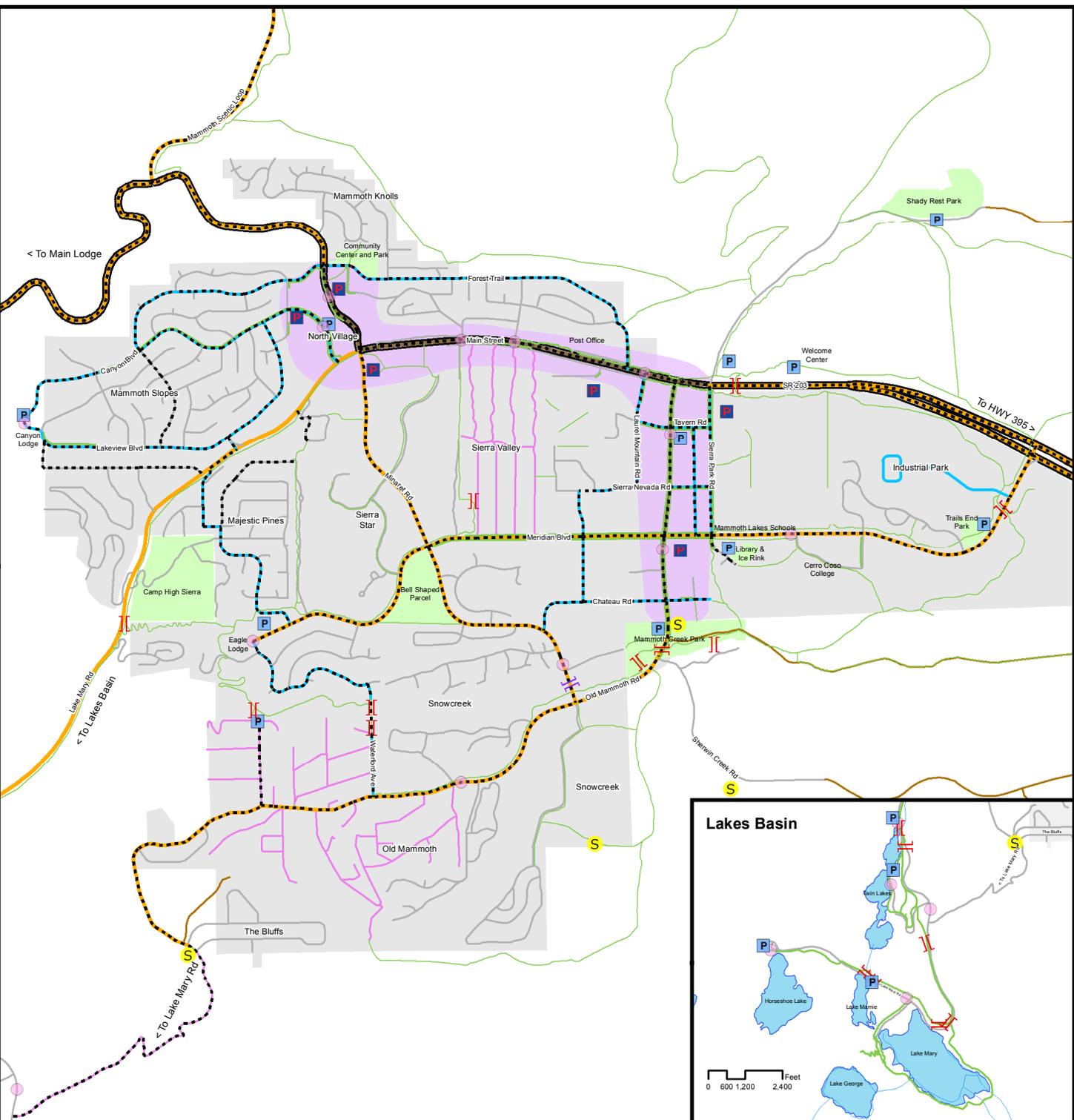
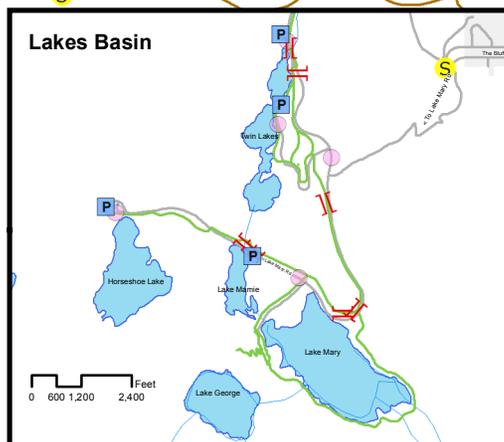
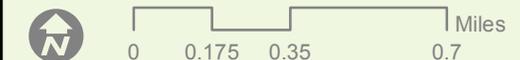
Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

Figure 3-1
Complete Streets
 Town of Mammoth Lakes
 General Plan Mobility Element

- BIKEWAYS**
 Class II and class III on street bike lanes and routes.
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 Existing and future sidewalks and MUP's.
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 Locations that should be easily accessed by pedestrians and investment focused.
- GENERAL PEDESTRIAN ZONE**
 Destination for pedestrians. Designed for pedestrian connections.
- URBAN GROWTH BOUNDARY**
- EXISTING PUBLIC PARKING**
- PLANNED PUBLIC PARKING AREA**
 Parking area will accommodate 50+ parking spaces.
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 Staging area will accommodate 5-50 parking spaces.
- EXISTING BRIDGE / TUNNEL**
- FUTURE BRIDGE / TUNNEL**
- MAJOR TRANSIT STOP**

Updated 7-7-2015



Subject: FW: General Plan Amendment

From: Al Davis
Sent: Monday, August 03, 2015 4:05 PM
To: Sandra Moberly
Subject: RE: General Plan Amendment

Hi Sandra,

#1. MLPD provides all police services including traffic issues related to non State Highways. MPLD provides first responder services to the Lakes Basin, Shady Rest and Reds Meadow through a contract with the United States Forest Service.

#2 The existing Police building is approximately 4000 sq ft.

#3 The MLPD currently owns 10 black and white vehicles. 1 non emergency police services vehicle and 3 unmarked police vehicles.

#4 Current approved Staffing levels. 11 full time Sworn Police, 4 part time sworn reserve officers, 3 full time civilian staff, 1 contracted full time employee

#5 I will have to research and see if that data is available.

#6 Typical national response time to emergency CFS is less than 5 minutes from the time the 911 call is received

#7 Again I will have to research that

#8 The Town Council has approved funding and the building of a Police Facility, planned completion date is December 2017.

Chief Al Davis

Mammoth Lakes Police Department
760-934-2011 ext 16
adavis@mammothlakespd.org

“Victory Favors the Prepared”

Disclaimer: Public documents and records are available to the public as provided under the California Public Records Act (Government Code Section 6250-6270). This e-mail may be considered subject to the Public Records Act and may be disclosed to a third-party requester.

Subject: FW: General Plan Amendment

From: Al Davis
Sent: Thursday, August 06, 2015 3:35 PM
To: Sandra Moberly
Subject: RE: General Plan Amendment

Hi Sandra,

Response times. We are not able to break down emergency and non emergency times with our system. Our average to all calls is 6:22, this includes from the time the call is received.

My goal which is MLPD goal, is respond to in progress and emergency calls for service within 5 minutes of when the 911 call is received.

I think this covers all the questions.

Chief Al Davis

Mammoth Lakes Police Department
760-934-2011 ext 16
adavis@mammothlakespd.org

“Victory Favors the Prepared”

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E.3 Mammoth Lakes Recreation Department



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

P.O. Box 1609, MAMMOTH LAKES, CA 93546

PHONE (760) 934-8989 | FAX (760) 934-8608

WWW.TOWNOFMAMMOTHLAKES.CA.GOV

August 21, 2015

Stuart Brown, Recreation Manager
Mammoth Lakes Recreation Department
P.O. Box 1609
437 Old Mammoth Road (Suite R)
Mammoth Lakes, California 93546

RE: REQUEST FOR INFORMATION REGARDING EXISTING PARKS AND RECREATION FACILITIES AND PLANNED IMPROVEMENTS/CHANGES

Dear Mr. Brown:

The Town Mammoth Lakes Planning Division is preparing an Environmental Impact Report (EIR) for the General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (the Project) pursuant to the California Environmental Quality Act (CEQA). The EIR will include an assessment of the Project's potential impacts on recreation facilities and services. In order to adequately identify and assess the full range of the Project's potential impacts, early consultation with your agency is being conducted in accordance with Section 15083 of the State CEQA Guidelines.

The Project consists of several amendments to the General Plan Land Use Element and to the Zoning Code. First, is to allow up to 2.0 FAR and to remove units and rooms per acre development standards in the approximately 122-acres of commercially designated lands along Main Street and Old Mammoth Road (see Figure 1, *Project Area for Land Use Element and Zoning Code Amendments*). The change would allow an approximate increase of up to 313 residential units, 430,018 square feet of commercial floor area compared to the existing General Plan buildout estimate, and up to 951 hotel rooms, compared to 524 to 1,048 hotel rooms allowed under the current General Plan buildout estimate. The Project would include Zoning Code Amendments to the commercial development standards to be consistent with the General Plan Amendments. The proposed Land Use Element amendments also include a change to the policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach. Finally, proposed changes also include deleting the Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies in the commercial lands within the Urban Growth Boundary.

The Project also includes adoption of a Mobility Element Update that would involve improvements to the local and regional transportation network within the Municipal Boundary and would establish a multimodal framework for the Town. The primary purpose is to create a connected, accessible, uncongested, and safe circulation system. As shown in Figure 3-1, Complete Streets, and Figure 3-2, Vehicle Network, the Mobility Element Update

STUART BROWN
RECREATION MANAGER

August 21, 2015 - Page 2

identifies a Complete Streets network, which includes physical improvements to the local and regional transportation systems. For example, new roadway extensions and segments would be constructed including the consolidation of Main Street (vacation of frontage road, turn lanes, etc.), new north-south access via Thompsons Way, extension of Tavern Road to the east, extension of Sierra Nevada Road to the east, connections to the Shady Rest site, extension of Callahan Way to the south, and the extension of 7B (Sierra Star) to connect Minaret Road to East Bear Lake Drive and to Main Street. These improvements in connectivity would likely improve traffic circulation and emergency access. Proposed street improvements would enhance connectivity throughout the Town, reduce pedestrian/vehicle conflicts, create a more active street front on Main Street, and increase the overall capacity of the Town's road system. The Mobility Element Update also identifies opportunities for new signals and roundabouts throughout Town. Roadway design would be consistent with Town of Mammoth Lakes standards, which are intended to standardize street design and improve road safety.

For more detailed information on the Project, the Initial Study prepared for the Project, can be found on the Town's website at: <http://www.townofmammothlakes.ca.gov/index.aspx?nid=618>

Given the conceptual and long-term nature of the Project, the EIR will be prepared as a Program EIR pursuant to Section 15168 of the CEQA Guidelines. Program EIRs contain less detail than typical project-level EIRs because the level of detail in the environmental analysis is reflective of the level of detail in the program description itself. As a Program EIR, certain impacts identified and mitigation measures recommended will be inherently limited in specificity due to the conceptual nature of projected development and the broad applicability of proposed policy changes. As such, subsequent more focused environmental review may take place as individual projects are proposed.

As parks and recreational services in the Town of Mammoth Lakes is primarily provided by the Mammoth Lakes Recreation Department, we are requesting information from your agency with regard to existing facilities and operations in order to evaluate impacts on recreational facilities and services. Please provide or confirm the information:

1. The following table lists the name, location, size, and available facilities within Mammoth Lakes. Please confirm this information.

STUART BROWN
RECREATION MANAGER

August 21, 2015 - Page 3

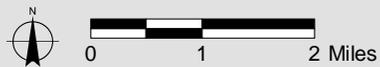
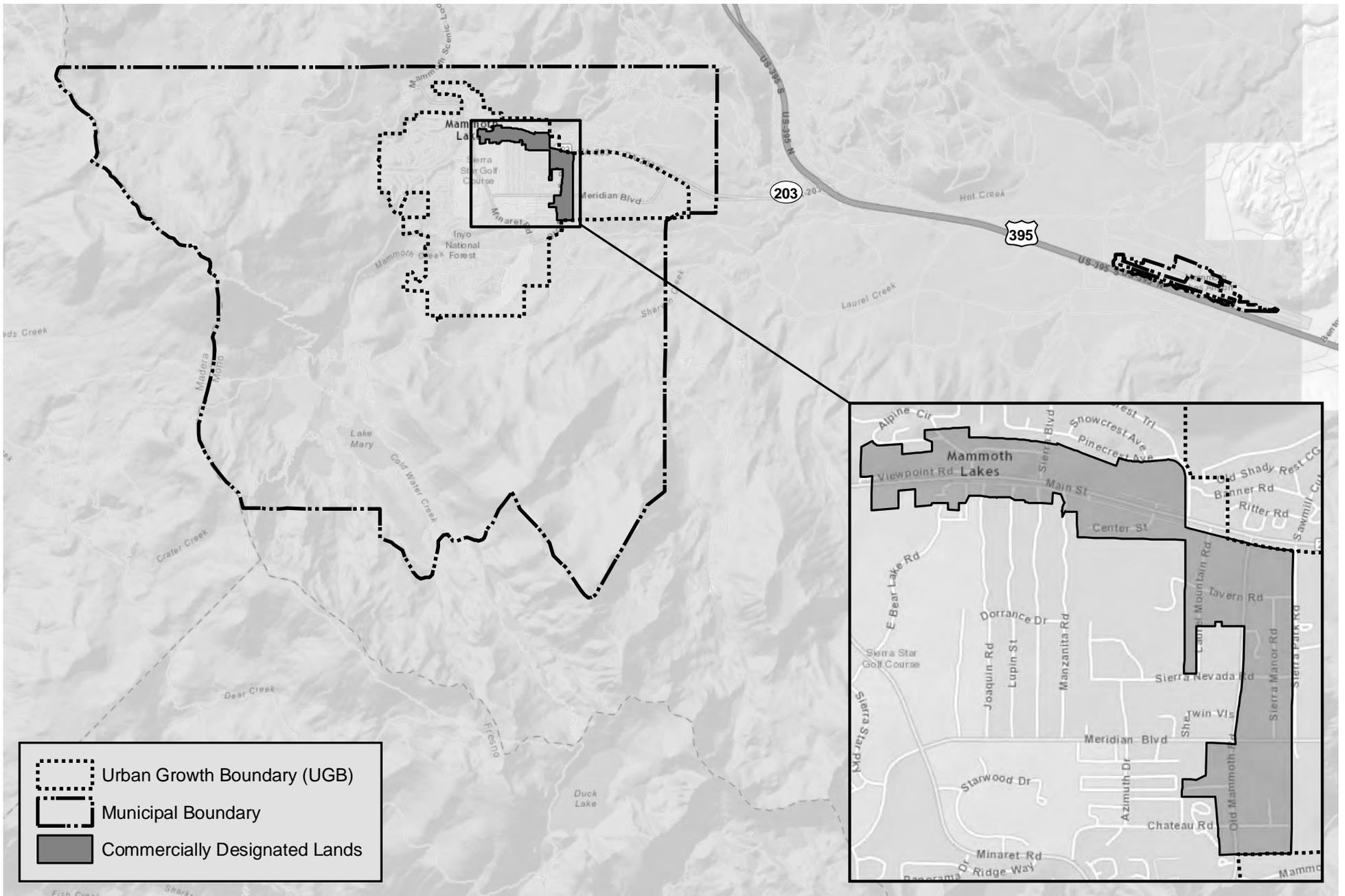
**Table 1: Parks and Recreational Facilities
within Mammoth Lakes**

Name	Description
Mammoth Creek Park (East and West)	This 5 acre park is located off Old Mammoth Road near Meridian Boulevard and includes the Hayden Cabin museum, picnic tables, restroom facilities, children's play area, art sculpture, walking and biking trails, and paved parking. In addition, the park has trailheads for paved MUPs that connect to the Town's Main Path. Mammoth Park East is located on National Forest land and is operated by the Town under a USFS Special Use Permit.
Shady Rest Park	This 12.5-acre park is located on Sawmill Cutoff Road to the north of SR-203 and is the main active sports municipal park in the Town. It includes a soccer field, softball fields, restrooms, BMX park, two sand volleyball courts, picnic areas, a play area, and paved parking. This park is located on National Forest land and is operated by the Town under a USFS Special Use Permit.
Community Center Park	This 4.5-acre park is located at 1000 Forest Trail and includes the Community Center, library, children's play area, six tennis courts, picnic tables, walking paths, restrooms, and paved parking. The Community Center includes a kitchen, stages, and other facilities and is primarily used for public meetings including Town Council meetings.
Whitmore Park	<p>This 18.66-acre park is located along US 395 at Benton Crossing and contains three baseball/softball diamonds, restrooms, picnic facilities community swimming pool, and paved parking. The park is operated jointly by the Town and Mono County on ad leased from the Los Angeles Department of Water and Power.</p> <p>The Whitmore Track and Sports Field was recently constructed in 2012 and features an all-weather, 9-lane polyurethane running track, with a full-size synthetic turf infield. The facility typically operates from April 1 – November 1 each year (weather permitting) between sunrise and sunset. It was constructed as a public/private partnership between The Town of Mammoth Lakes and the newly expanded Mammoth Track Club.</p>
Trails End Park	This acre park is located along Meridian Boulevard south of Commerce Drive and includes Brothers Skate Park, and restroom facilities.

Source: Town of Mammoth Lakes Parks and Recreation Master Plan and Town of Mammoth Lakes website

Please provide the following information regarding park and recreation services:

2. Current capacity/level of use of parks and recreational facilities listed in Table 1.
3. Future plans for construction or expansion of parks and recreational facilities in the Town.



Project Areas

Mammoth Lakes Zoning Code Update

Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

1

Figure 3-1
Complete Streets
 Town of Mammoth Lakes
 General Plan Mobility Element

- BIKEWAYS**
 Class II and class III on street bike lanes and routes.
- PEDESTRIAN ROUTES**
 Existing and future sidewalks and MUP's.
- STATE HIGHWAY**
 State Route 203
- ARTERIAL COMMERCIAL**
 Arterial Commercial street provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes.
- ARTERIAL**
 Arterial street connect the Towns neighborhoods to the commercial districts and recreation portals.
- COLLECTOR**
 Collector streets distribute vehicle and multimodal trips from local to arterial streets.
- LOCAL - SHARED STREETS**
 Shared Streets are typically not wide enough to accommodate separate zones for people walking, bicycling, parking or driving. Therefore, all uses must share the street.
- LOCAL - CONSTRAINED STREETS**
 These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users share the street.
- UNIMPROVED STREETS**
 Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels.
- PARKS AND COMMUNITY FACILITIES**
 Locations that should be easily accessed by pedestrians and investment focused.
- GENERAL PEDESTRIAN ZONE**
 Destination for pedestrians. Designed for pedestrian connections.
- URBAN GROWTH BOUNDARY**
- EXISTING PUBLIC PARKING**
- PLANNED PUBLIC PARKING AREA**
 Parking area will accommodate 50+ parking spaces.
- PLANNED STAGING AREA**
 Staging area will accommodate 5-50 parking spaces.
- EXISTING BRIDGE / TUNNEL**
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- MAJOR TRANSIT STOP**

Updated 7-7-2015

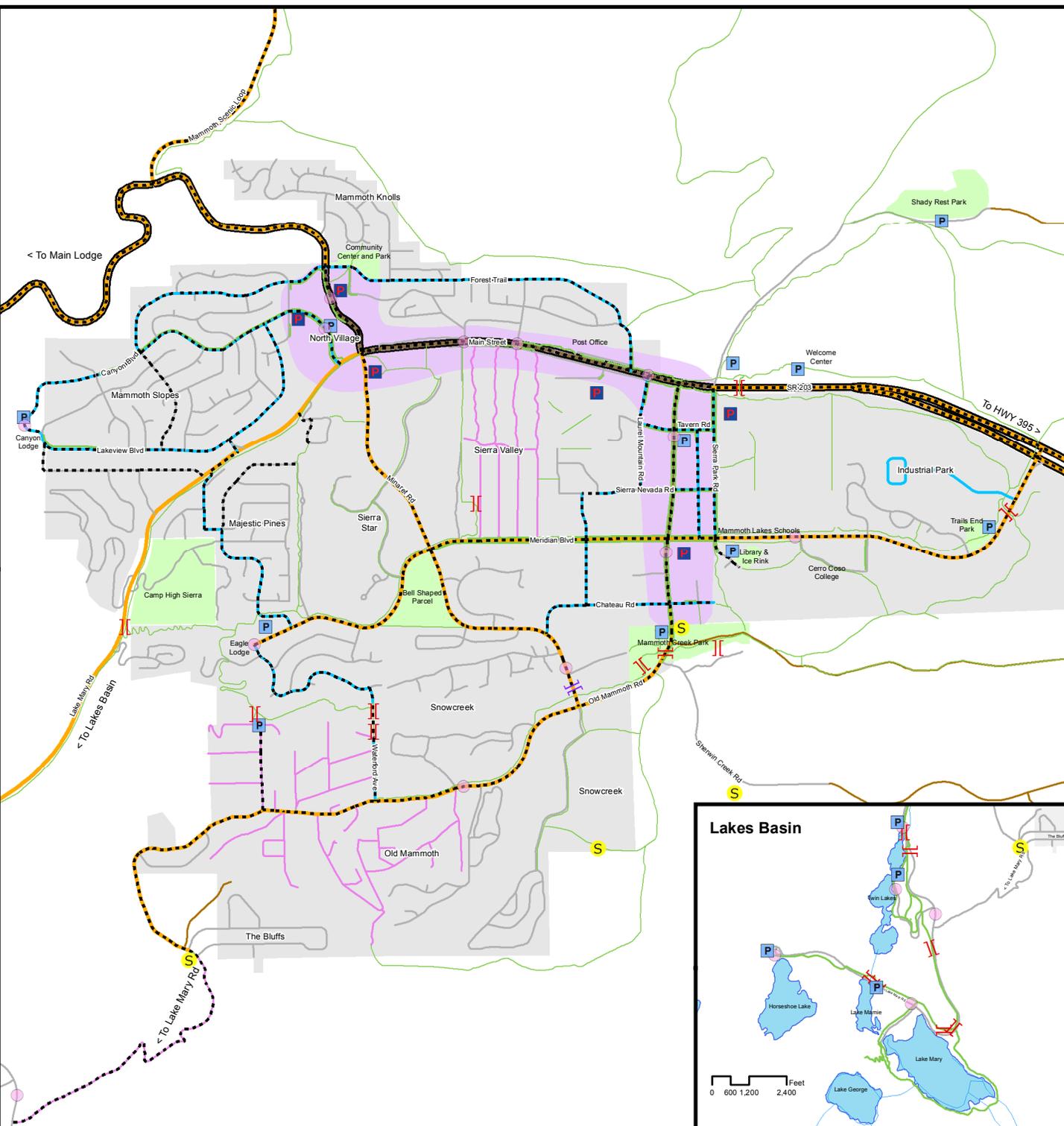
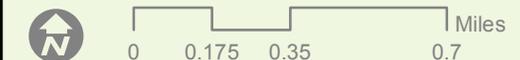
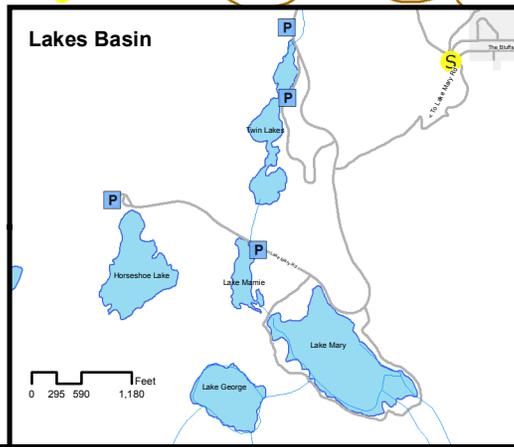
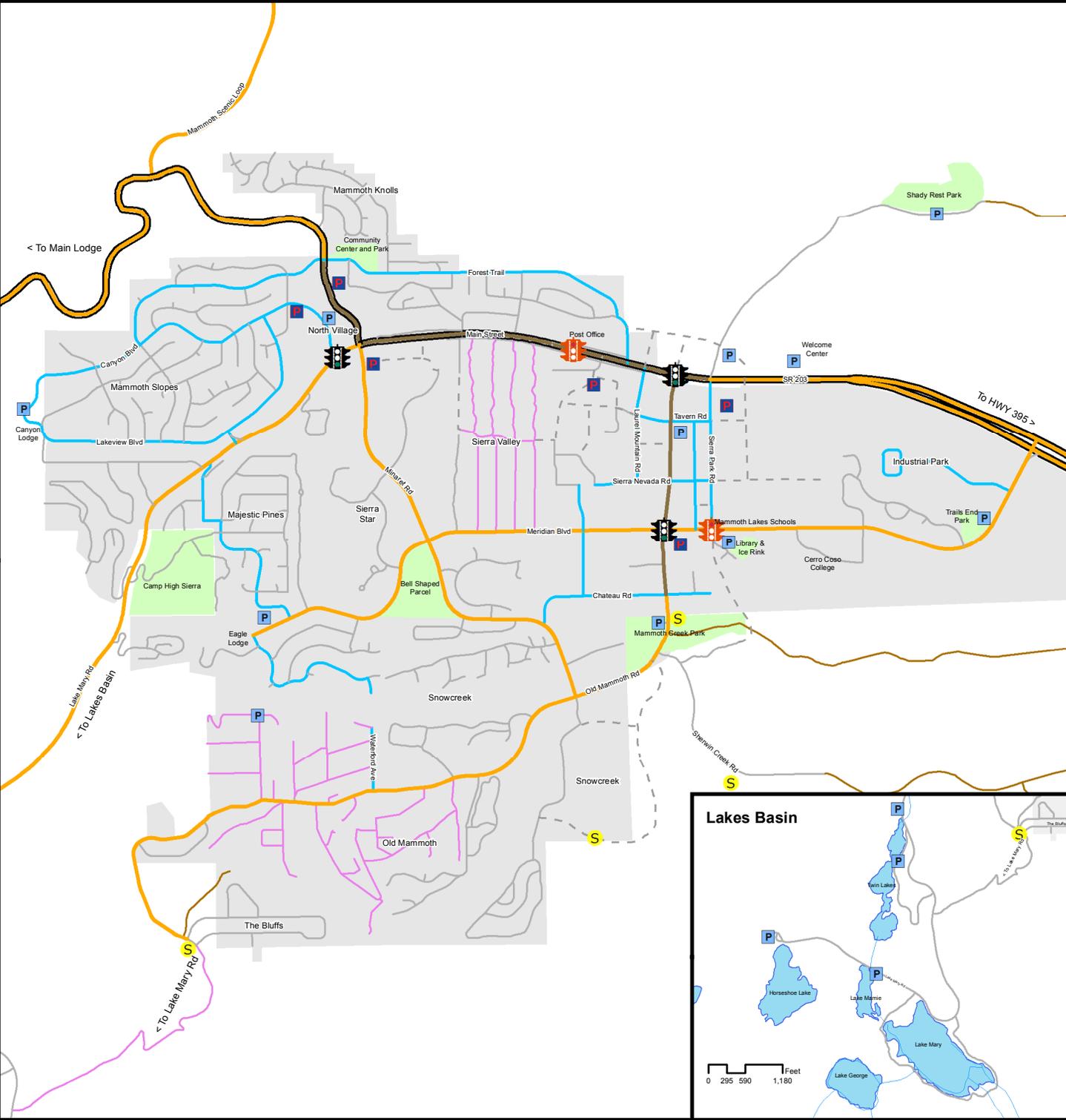


Figure 3-2
Vehicle Network
 Town of Mammoth Lakes
 General Plan Mobility Element

-  **STATE HIGHWAY**
State Route 203
-  **ARTERIAL COMMERCIAL**
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-  **ARTERIAL**
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-  **PROPOSED STREETS**
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Staging area will accommodate 5-50 parking spaces.
-  **FUTURE TRAFFIC SIGNAL**
-  **EXISTING TRAFFIC SIGNAL**



Updated 7-7-15



From: Stuart Brown <sbrown@townofmammothlakes.ca.gov>
Sent: Friday, September 11, 2015 10:58 AM
To: Luci Hise; Jessie Barkley
Cc: Sandra Moberly
Subject: Parks and Recreation
Attachments: MLR Srat Doc Exec Summary.docx; Strat doc v8.5.docx; Parks and Facilities_PRICE & INFO_FINAL.pdf

Hello,

Nice chatting with you today!

Attached are the documents we talked about including stats on the pool, RecZone and Ice Rink.

RecZone Visits

2013 2014 2015
1094 741 853

Ice Rink Visits

<i>2014/15</i>	<i>2013/14</i>	<i>2012/13</i>	<i>2011/12</i>	<i>2010/11</i>	<i>2009/10</i>	<i>2008/09</i>	<i>2007/08</i>
7,321	8,167	3,969	11,209	-	8,140	5,521	5,459

Whitmore Pool

2013 2014 2015
5614 4681 4625

Kind regards,

Stu

Stuart Brown

Recreation Manager & Public Information Officer
Town of Mammoth Lakes
P.O. Box 1609
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546
W: (760) 934-8989 ext. 210
C: (760) 709-2481
F: (760) 934-8608



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E.4 Mammoth Unified School District



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

P.O. Box 1609, MAMMOTH LAKES, CA 93546

PHONE (760) 934-8989 | FAX (760) 934-8608

WWW.TOWNOFMAMMOTHLAKES.CA.GOV

August 21, 2015

Brooke Bien, Business Manager
Mammoth Unified School District
P.O. Box 3509
461 Sierra Park Road
Mammoth Lakes, California 93546

RE: REQUEST FOR INFORMATION REGARDING EXISTING SCHOOL SERVICES AND PLANNED IMPROVEMENTS/CHANGES

Dear Ms. Bien:

The Town Mammoth Lakes Planning Division is preparing an Environmental Impact Report (EIR) for the General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (the Project) pursuant to the California Environmental Quality Act (CEQA). The EIR will include an assessment of the Project's potential impacts on school facilities and services. In order to adequately identify and assess the full range of the Project's potential impacts, early consultation with your agency is being conducted in accordance with Section 15083 of the State CEQA Guidelines.

The Project consists of several amendments to the General Plan Land Use Element and to the Zoning Code. First, is to allow up to 2.0 FAR and to remove units and rooms per acre development standards in the approximately 122-acres of commercially designated lands along Main Street and Old Mammoth Road (see Attachment 1, *Project Area for Land Use Element and Zoning Code Amendments*). The change would allow an approximate increase of up to 313 residential units, 430,018 square feet of commercial floor area compared to the existing General Plan buildout estimate, and up to 951 hotel rooms, compared to 524 to 1,048 hotel rooms allowed under the current General Plan buildout estimate. The Project would include Zoning Code Amendments to the commercial development standards to be consistent with the General Plan Amendments. The proposed Land Use Element amendments also include a change to the policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach. Finally, proposed changes also include deleting the Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies in the commercial lands within the Urban Growth Boundary.

The Project also includes adoption of a Mobility Element Update that would involve improvements to the local and regional transportation network within the Municipal Boundary and would establish a multimodal framework for the Town. The primary purpose is to create a connected, accessible, uncongested, and safe circulation system. As shown in Figure 3-1, Complete Streets, and Figure 3-2, Vehicle Network, the Mobility Element Update

BROOKE BIEN
BUSINESS MANAGER

August 21, 2015 - Page 2

identifies a Complete Streets network, which includes physical improvements to the local and regional transportation systems. For example, new roadway extensions and segments would be constructed including the consolidation of Main Street (vacation of frontage road, turn lanes, etc.), new north-south access via Thompsons Way, extension of Tavern Road to the east, extension of Sierra Nevada Road to the east, connections to the Shady Rest site, extension of Callahan Way to the south, and the extension of 7B (Sierra Star) to connect Minaret Road to East Bear Lake Drive and to Main Street. These improvements in connectivity would likely improve traffic circulation and emergency access. Proposed street improvements would enhance connectivity throughout the Town, reduce pedestrian/vehicle conflicts, create a more active street front on Main Street, and increase the overall capacity of the Town's road system. The Mobility Element Update also identifies opportunities for new signals and roundabouts throughout Town. Roadway design would be consistent with Town of Mammoth Lakes standards, which are intended to standardize street design and improve road safety.

For more detailed information on the Project, the Initial Study prepared for the Project, can be found on the Town's website at: <http://www.townofmammothlakes.ca.gov/index.aspx?nid=618>

Given the conceptual and long-term nature of the Project, the EIR will be prepared as a Program EIR pursuant to Section 15168 of the CEQA Guidelines. Program EIRs contain less detail than typical project-level EIRs because the level of detail in the environmental analysis is reflective of the level of detail in the program description itself. As a Program EIR, certain impacts identified and mitigation measures recommended will be inherently limited in specificity due to the conceptual nature of projected development and the broad applicability of proposed policy changes. As such, subsequent more focused environmental review may take place as individual projects are proposed.

As school services in the Town of Mammoth Lakes is primarily provided by the Mammoth Unified School District (MUSD), we are requesting information from your agency with regard to existing facilities and operations in order to evaluate impacts on school facilities and services. Please provide or confirm the following information regarding the school facilities and services for the Town, as appropriate:

Please confirm the following information:

1. The MUSD provides education to students in grades kindergarten (K) through grade 12 in the Town of Mammoth Lakes; facilities include Mammoth High School, Mammoth Middle School, Mammoth Elementary School, and Sierra High School (Continuation School). We understand that the Mammoth Olympic Academy for Academic Excellence has closed.

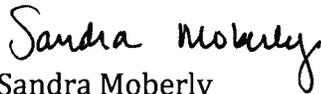
Please provide the following information regarding school services and operations:

2. Student generation rates for schools (elementary, middle school and high schools) used by the District.

3. Existing enrollments at schools serving the Town for the 2014–2015 school year.
4. Design capacities for the serving schools. Are these schools considered to be overcrowded?
5. Number of existing portable classrooms at the serving schools, if any, and the potential to add portable classrooms in the future.
6. Any plans for new facilities or expansion of facilities in the near future at the schools serving the Town?
7. Please describe any applicable development impact school fees (i.e., source, amount, etc.).

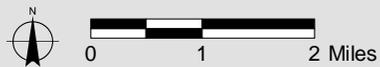
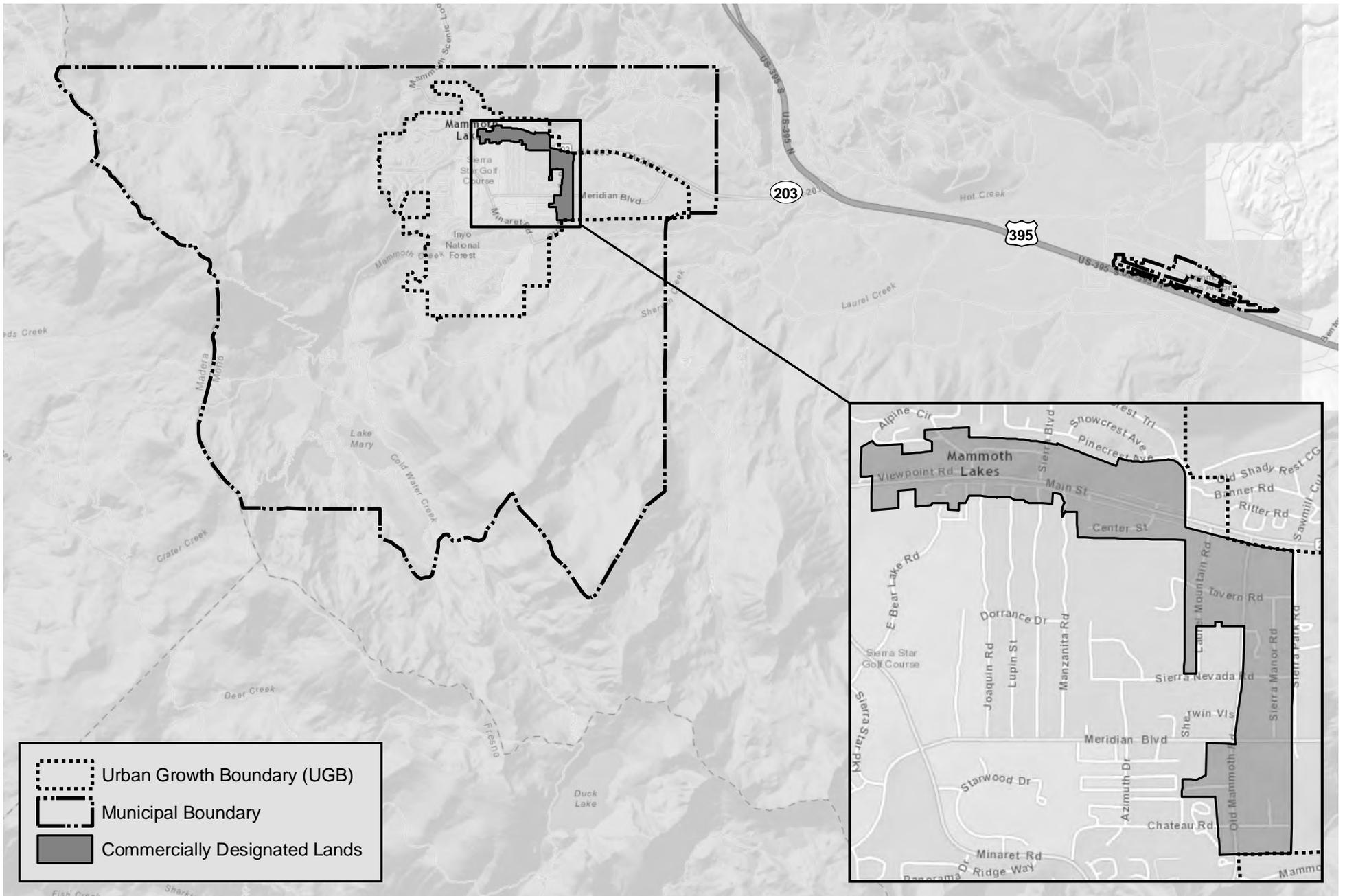
At your earliest convenience we would like to set up a conference call to discuss the Project, the requested information outlined in this letter and any questions you may have. We will follow up in an email over the next week to set up a time to schedule the call. If you have any questions or require additional information, please do not hesitate to contact me at (760) 934-8989 ext. 251.

Sincerely,



Sandra Moberly
Planning Manager

Attachments: Attachment 1, Project Area for Land Use Element and Zoning Code Amendments
 Attachment 2, Figure 3.1 - Complete Streets
 Attachment 3, Figure 3.2 - Vehicle Network



Project Areas

Mammoth Lakes Zoning Code Update

Source: ESRI Street Map, 2009; PCR Services Corporation, 2015.

FIGURE

1

Figure 3-1
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Updated 7-7-2015

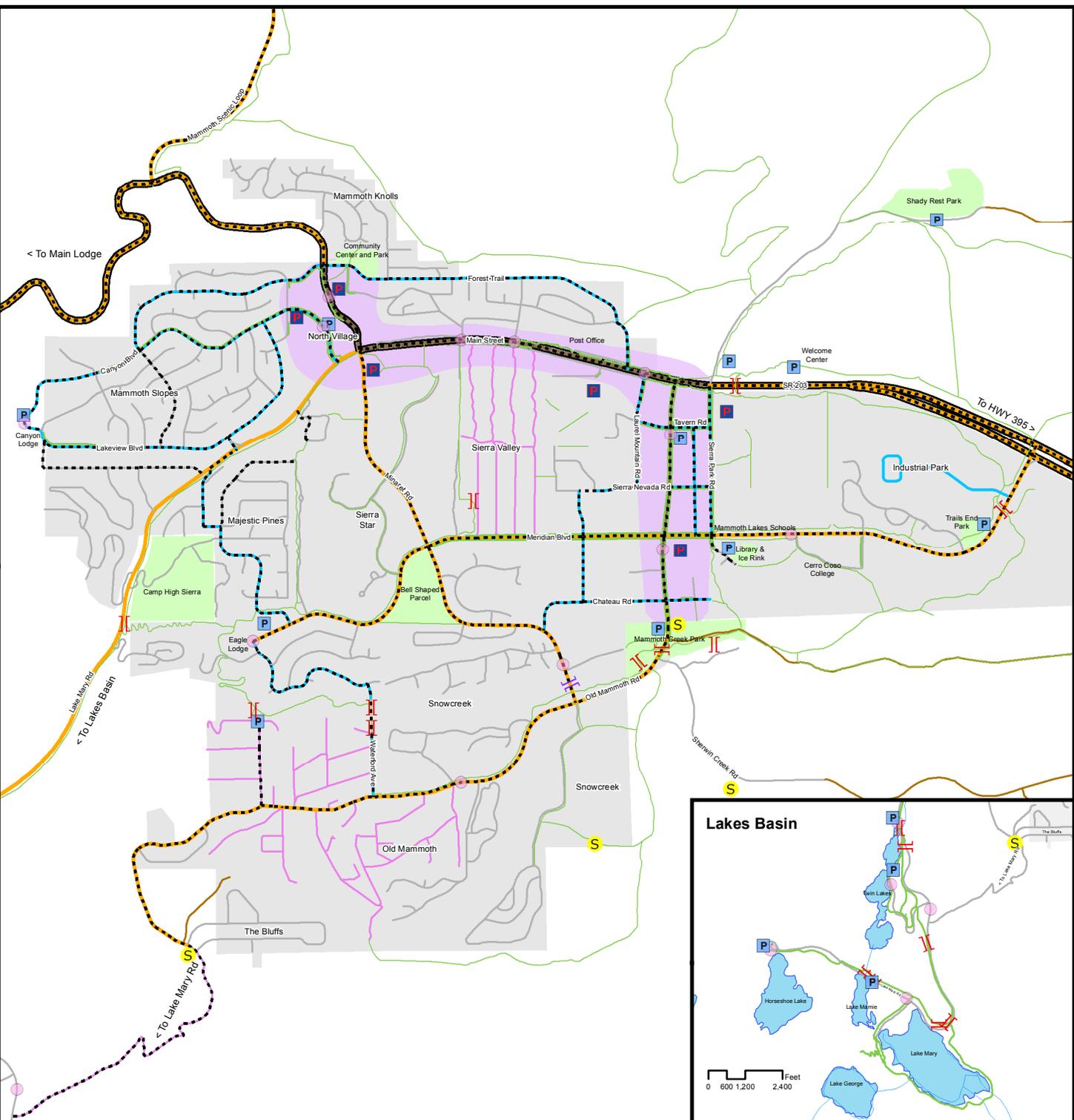
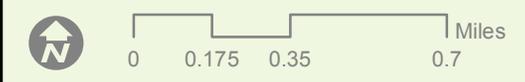
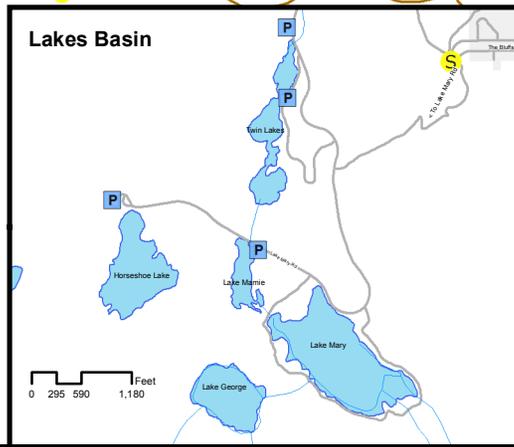
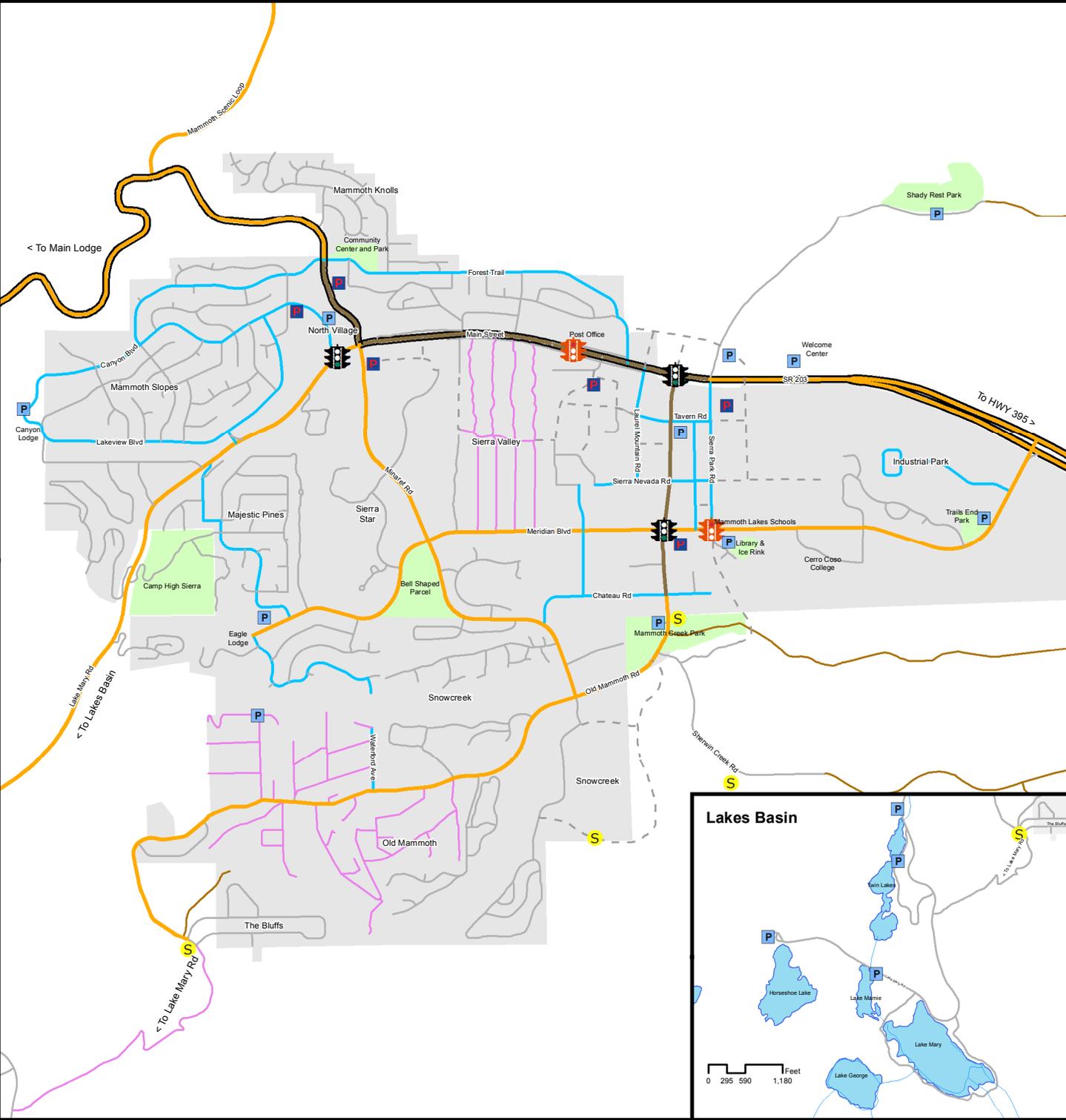


Figure 3-2
Vehicle Network
 Town of Mammoth Lakes
 General Plan Mobility Element

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-  **EXISTING TRAFFIC SIGNAL**



Updated 7-7-15



Subject: FW: TOML FAR/Mobility Element EIR

From: Brooke Bien [<mailto:bbien@mammothusd.org>]

Sent: Friday, October 09, 2015 12:17 PM

To: Sandra Moberly

Subject: Re: TOML FAR/Mobility Element EIR

Please let me know if you have any questions I hope this helps!

1. Is correct
2. is correct
3. Current enrollment for 2015-2016
 - MES= 576
 - MMS= 272
 - MHS=331
 - SHS=15
4. Design Capacity
 - MES = 450
 - MMS= 325
 - MHS= 525
 - SHS=25
5. Existing portables
 - MES = 12
 - MMS= 2
 - MHS= 8
 - SHS=0
6. Yes, MUSD is looking to remodel/upgrade the high school, and add classrooms at MMS and MES along with some upgrades at MES.
7. Currently MUSD has developer fees for all new development and additions.

Thank you!!!

--

Brooke D. Bien
Business Manager
Mammoth Unified School District
PO Box 3509
Mammoth Lakes, CA 93546
Office: [760.934.6802](tel:760.934.6802) x513
Fax: [760.934.6803](tel:760.934.6803)
www.mammothusd.org

Subject: FW: Request for Information regarding school services and planning improvements

From: Brooke Bien [<mailto:bbien@mammothusd.org>]

Sent: Wednesday, January 27, 2016 2:59 PM

To: Jessie Barkley

Subject: Re: Request for Information regarding school services and planning improvements

I am so sorry I have been meaning to get this off to you, please let me know if you have any questions.

Questions:

1. Please confirm: The MUSD provides education to students in grades kindergarten (K) through grade 12 in the Town of Mammoth Lakes; facilities include Mammoth High School, Mammoth Middle School, Mammoth Elementary School, and Sierra High School (Continuation School). We understand that the Mammoth Olympic Academy for Academic Excellence has closed.

MUSD Response: Correct

PCR: No follow up needed.

2. Student generation rates for schools (elementary, middle school and high schools) used by the District.

MUSD Response: Correct

PCR: We will need the specific student generation rates for the elementary, middle school and high school to conduct our analysis

3. Existing enrollments at schools serving the Town for the 2014–2015 school year.

MUSD Response: Current enrollment for 2015-2016

MES= 576

MMS= 272

MHS=331

SHS=15

PCR: No follow up needed.

4. Design capacities for the serving schools. Are these schools considered to be overcrowded?

MUSD Response: Design Capacity:

MES = 450

MMS= 325

MHS= 525

SHS=25

PCR: Looking at the response above, it appears that Mammoth Elementary (MES) is overcrowded.

Where are these extra students located ?(e.g. portables, larger classroom sizes)? **Portables**

5. Number of existing portable classrooms at the serving schools, if any, and the potential to add portable classrooms in the future.

MUSD Response Existing portables:

MES = 12

MMS= 2

MHS= 8

SHS=0

PCR: Are the 12 portables for MES in use already (per question #4). Are there any additional portables not in use that could be utilized by MES to provide additional capacity? **All Portables are being used**

6. Any plans for new facilities or expansion of facilities in the near future at the schools serving the Town?

MUSD Response: Yes, MUSD is looking to remodel/upgrade the high school, and add classrooms at MMS and MES along with some upgrades at MES.

PCR: Can these improvements be described in more detail? As part of the upgrade to the high school will capacity be expanded? How many classrooms will be added at MES and MMS? What will be the capacity at MES and MMS with these additions? **Sorry not at this time we are just staing to look into the changes**

7. Please describe any applicable development impact school fees (i.e., source, amount, etc.).

MUSD Response: Currently MUSD has developer fees for all new development and additions.

PCR: Could you please provide the fee amount? We would need the amount per square feet for new development broken down by type if applicable (single-family, multi-family, commercial, office, industrial uses, etc)

\$2.63 per Sq foot of new residential construction

\$0.42 per Sq foot for Commercial/industrial development

E.5 Mono County Library Administration



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

P.O. Box 1609, MAMMOTH LAKES, CA 93546

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August 21, 2015

Ana Danielson, Library Director
Mono County Library Administration
P.O. Box 1120
400 Sierra Park Road
Mammoth Lakes, California 93546

**RE: REQUEST FOR INFORMATION REGARDING EXISTING LIBRARY SERVICES AND
PLANNED IMPROVEMENTS/CHANGES**

Dear Ms. Danielson:

The Town Mammoth Lakes Planning Division is preparing an Environmental Impact Report (EIR) for the General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (the Project) pursuant to the California Environmental Quality Act (CEQA). The EIR will include an assessment of the Project's potential impacts on library facilities and services. In order to adequately identify and assess the full range of the Project's potential impacts, early consultation with your agency is being conducted in accordance with Section 15083 of the State CEQA Guidelines.

The Project consists of several amendments to the General Plan Land Use Element and to the Zoning Code. First, is to allow up to 2.0 FAR and to remove units and rooms per acre development standards in the approximately 122-acres of commercially designated lands along Main Street and Old Mammoth Road (see Attachment 1, *Project Area for Land Use Element and Zoning Code Amendments*). The change would allow an approximate increase of up to 313 residential units, 430,018 square feet of commercial floor area compared to the existing General Plan buildout estimate, and up to 951 hotel rooms, compared to 524 to 1,048 hotel rooms allowed under the current General Plan buildout estimate. The Project would include Zoning Code Amendments to the commercial development standards to be consistent with the General Plan Amendments. The proposed Land Use Element amendments also include a change to the policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach. Finally, proposed changes also include deleting the Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies in the commercial lands within the Urban Growth Boundary.

The Project also includes adoption of a Mobility Element Update that would involve improvements to the local and regional transportation network within the Municipal Boundary and would establish a multimodal framework for the Town. The primary purpose is to create a connected, accessible, uncongested, and safe circulation system. As shown in Figure 3-1, Complete Streets, and Figure 3-2, Vehicle Network, the Mobility Element Update

**ANA DANIELSON,
LIBRARY DIRECTOR**

August 21, 2015 - Page 2

identifies a Complete Streets network, which includes physical improvements to the local and regional transportation systems. For example, new roadway extensions and segments would be constructed including the consolidation of Main Street (vacation of frontage road, turn lanes, etc.), new north-south access via Thompsons Way, extension of Tavern Road to the east, extension of Sierra Nevada Road to the east, connections to the Shady Rest site, extension of Callahan Way to the south, and the extension of 7B (Sierra Star) to connect Minaret Road to East Bear Lake Drive and to Main Street. These improvements in connectivity would likely improve traffic circulation and emergency access. Proposed street improvements would enhance connectivity throughout the Town, reduce pedestrian/vehicle conflicts, create a more active street front on Main Street, and increase the overall capacity of the Town's road system. The Mobility Element Update also identifies opportunities for new signals and roundabouts throughout Town. Roadway design would be consistent with Town of Mammoth Lakes standards, which are intended to standardize street design and improve road safety.

For more detailed information on the Project, the Initial Study prepared for the Project, can be found on the Town's website at: <http://www.townofmammothlakes.ca.gov/index.aspx?nid=618>

Given the conceptual and long-term nature of the Project, the EIR will be prepared as a Program EIR pursuant to Section 15168 of the CEQA Guidelines. Program EIRs contain less detail than typical project-level EIRs because the level of detail in the environmental analysis is reflective of the level of detail in the program description itself. As a Program EIR, certain impacts identified and mitigation measures recommended will be inherently limited in specificity due to the conceptual nature of projected development and the broad applicability of proposed policy changes. As such, subsequent more focused environmental review may take place as individual projects are proposed.

As library services in the Town of Mammoth Lakes are primarily provided by the Mono County Library System, we are requesting information from your agency with regard to existing facilities and operations in order to evaluate impacts on library facilities and services. Please provide or confirm the following information regarding services and issues relating to the provision of library facilities and services for the Project as appropriate:

Please provide and confirm the following information regarding the Mono County Library System and issues relating to the provision of library facilities and services for the Town of Mammoth and surrounding area, as appropriate:

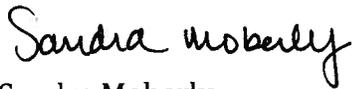
1. Please confirm that the Mammoth Lakes Library Branch located at 400 Sierra Park Road was constructed in 2007 and that the library features 24 public computers, free Wi-Fi, a children's area, a teen area and two meeting rooms. The library collection includes books, audio books, DVDs and a Spanish language collection as well as numerous events and programs.
2. Please provide the following information regarding library operations:

ANA DANIELSON,
LIBRARY DIRECTOR
August 21, 2015 - Page 3

- a. Size of the Mammoth Lakes Library Branch (building size)
 - b. Number of personnel/staff;
 - c. Collection size and amenities;
 - d. Programmed or target service population (e.g. Does this population include all of the Town of Mammoth? Does it include other communities/areas outside of the Town?)
 - e. Actual population served (if available);
3. Please identify any planned, funded, and/or scheduled service improvements or expansions to Mono County library facilities that would serve the Town of Mammoth.
 4. Please provide Library standards and goals used to assess the adequacy of library facilities.
 5. Does the library collect development impact fees for new development projects? If so, please describe (i.e., source of fees, amount, etc.)

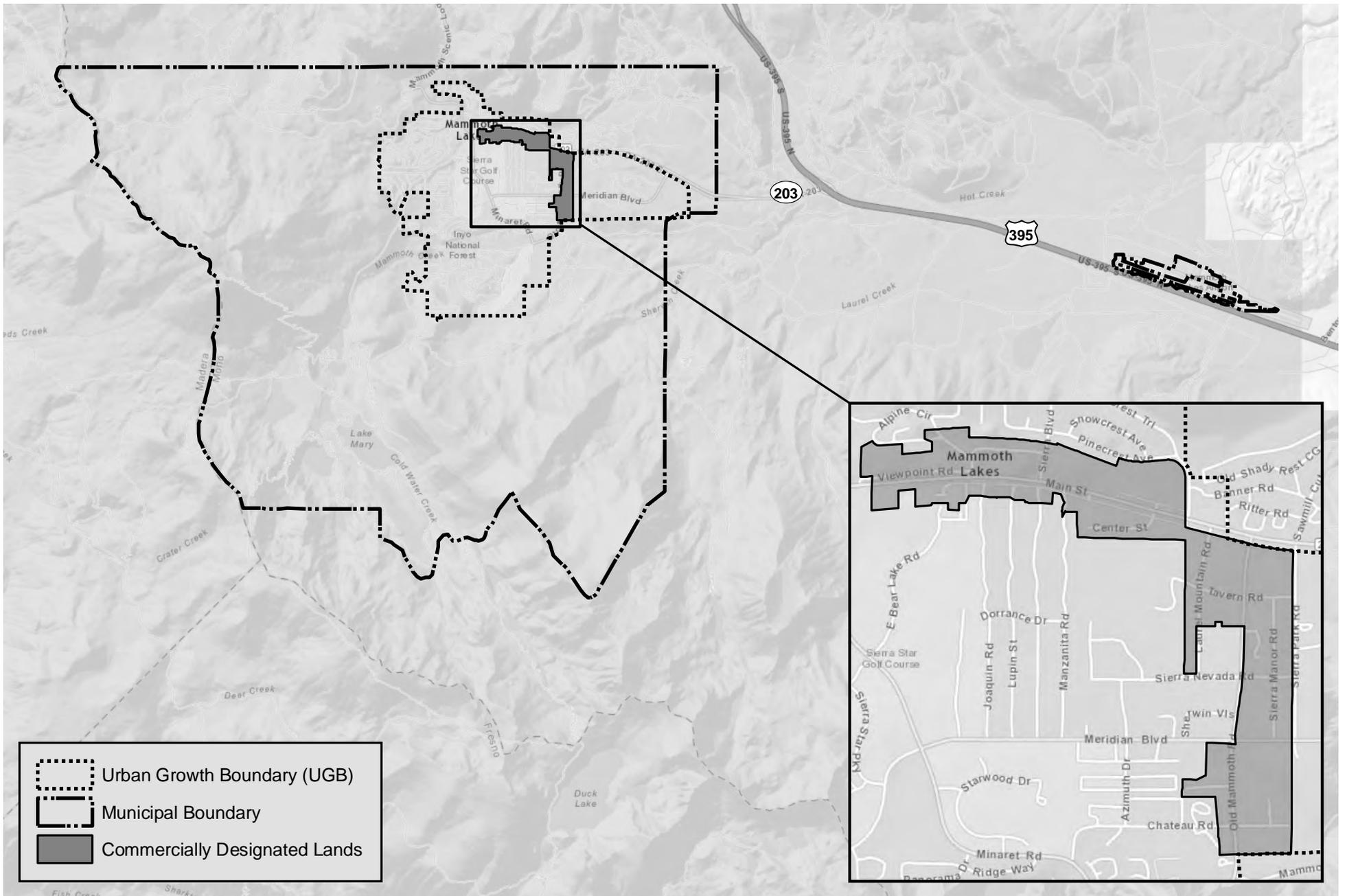
At your earliest convenience we would like to set up a conference call to discuss the Project, the requested information outlined in this letter and any questions you may have. We will follow up in an email over the next week to set up a time to schedule the call. If you have any questions or require additional information, please do not hesitate to contact me at (760) 934-8989 ext. 251.

Sincerely,



Sandra Moberly
Planning Manager

Attachments: Attachment 1, Project Area for Land Use Element and Zoning Code Amendments
Attachment 2, Figure 3.1 - Complete Streets
Attachment 3, Figure 3.2 - Vehicle Network



FIGURE



Figure 3-1
Complete Streets
 Town of Mammoth Lakes
 General Plan Mobility Element

- BIKEWAYS**
 Class II and class III on street bike lanes and routes.
- PEDESTRIAN ROUTES**
 Existing and future sidewalks and MUP's.
- STATE HIGHWAY**
 State Route 203
- ARTERIAL COMMERCIAL**
 Arterial Commercial street provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes.
- ARTERIAL**
 Arterial street connect the Towns neighborhoods to the commercial districts and recreation portals.
- COLLECTOR**
 Collector streets distribute vehicle and multimodal trips from local to arterial streets.
- LOCAL - SHARED STREETS**
 Shared Streets are typically not wide enough to accommodate separate zones for people walking, bicycling, parking or driving. Therefore, all uses must share the street.
- LOCAL - CONSTRAINED STREETS**
 These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users share the street.
- UNIMPROVED STREETS**
 Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels.
- PARKS AND COMMUNITY FACILITIES**
 Locations that should be easily accessed by pedestrians and investment focused.
- GENERAL PEDESTRIAN ZONE**
 Destination for pedestrians. Designed for pedestrian connections.
- URBAN GROWTH BOUNDARY**
- EXISTING PUBLIC PARKING**
- PLANNED PUBLIC PARKING AREA**
 Parking area will accommodate 50+ parking spaces.
- PLANNED STAGING AREA**
 Staging area will accommodate 5-50 parking spaces.
- EXISTING BRIDGE / TUNNEL**
- FUTURE BRIDGE / TUNNEL**
- MAJOR TRANSIT STOP**

Updated 7-7-2015

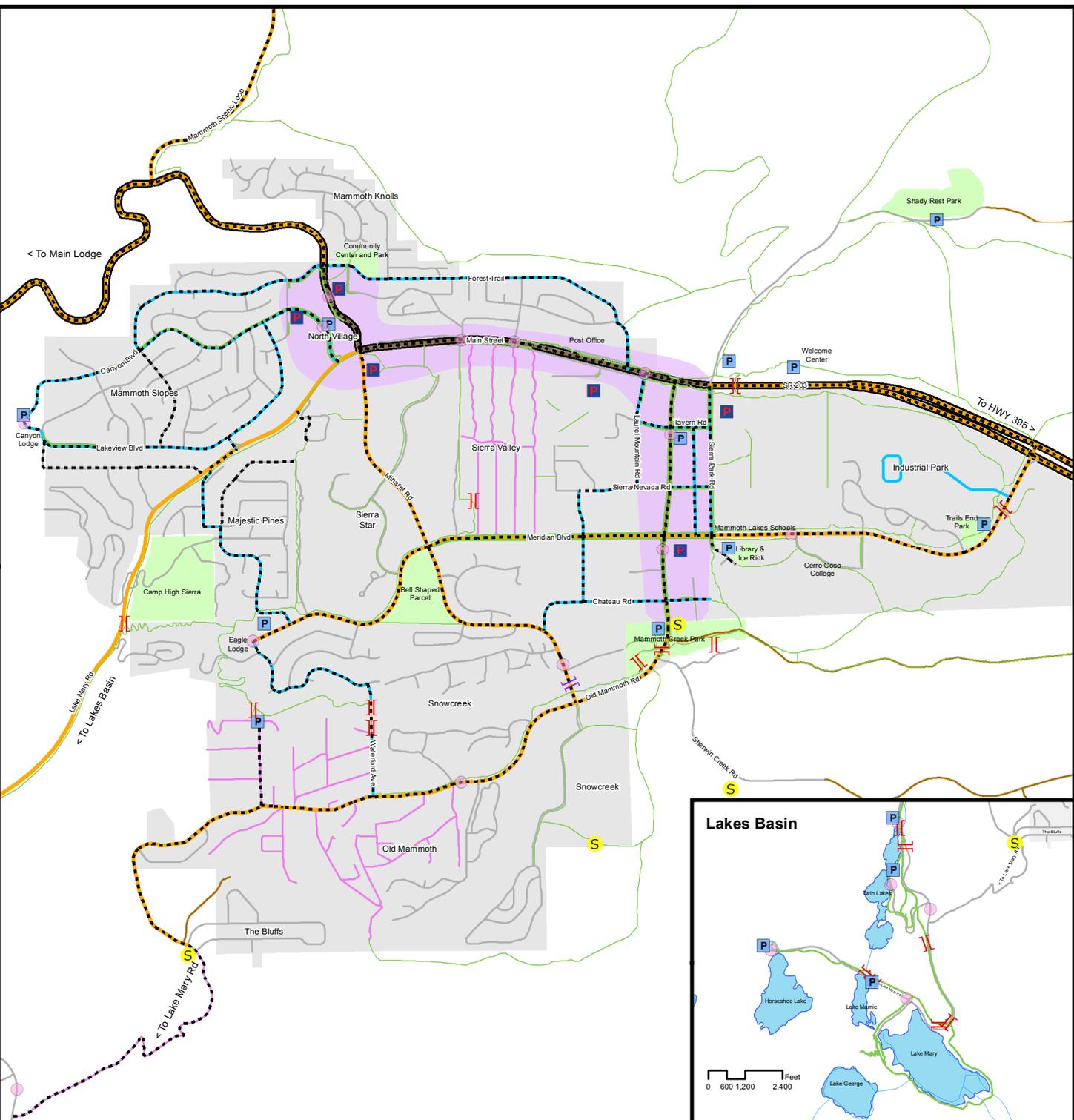
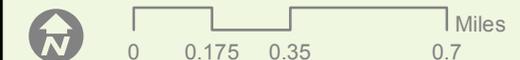
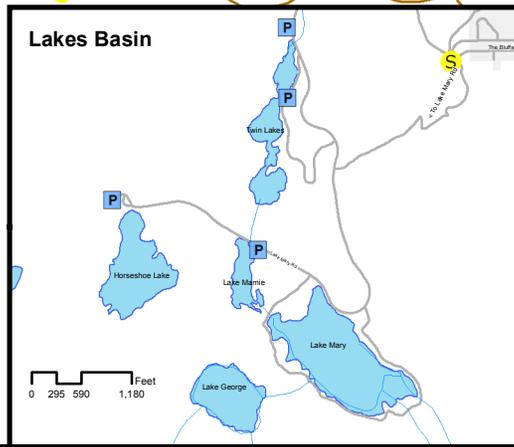
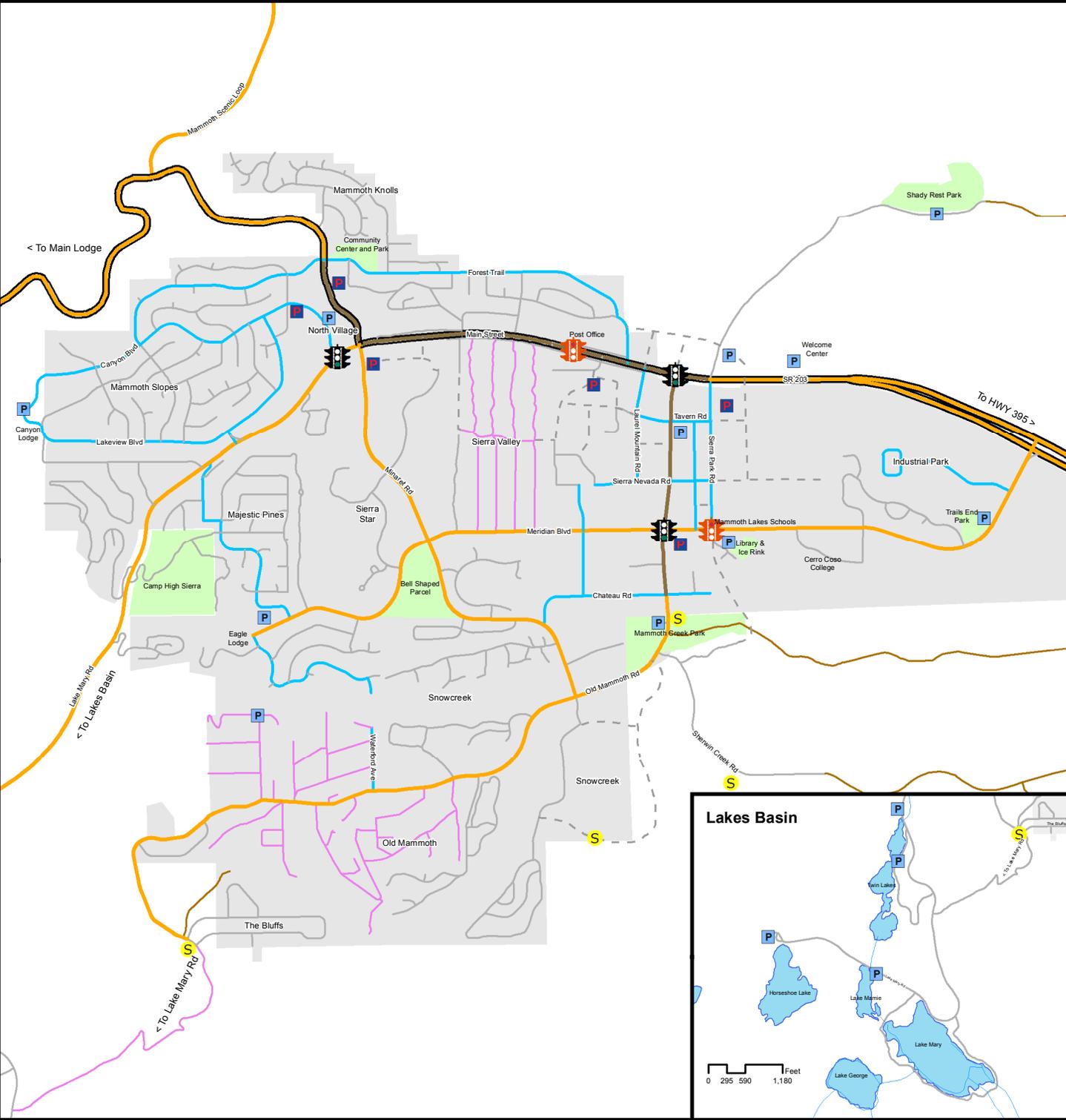


Figure 3-2
Vehicle Network
 Town of Mammoth Lakes
 General Plan Mobility Element

-  **STATE HIGHWAY**
State Route 203
-  **ARTERIAL COMMERCIAL**
Arterial Commercial street provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes.
-  **ARTERIAL**
Arterial street connect the Towns neighborhoods to the commercial districts and recreation portals.
-  **COLLECTOR**
Collector streets distribute vehicle and multimodal trips from local to arterial streets.
-  **LOCAL - SHARED STREETS**
Shared Streets are typically not wide enough to accommodate separate zones for people walking, bicycling, parking or driving. Therefore, all uses must share the street.
-  **LOCAL - CONSTRAINED STREETS**
These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users share the street.
-  **UNIMPROVED STREETS**
Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels.
-  **PROPOSED STREETS**
-  **PARKS AND COMMUNITY FACILITIES**
Locations that should be easily accessed by pedestrians and investment focused.
-  **URBAN GROWTH BOUNDARY**
-  **EXISTING PUBLIC PARKING**
-  **PLANNED PUBLIC PARKING AREA**
Parking area will accommodate 50+ parking spaces.
-  **PLANNED STAGING AREA**
Staging area will accommodate 5-50 parking spaces.
-  **FUTURE TRAFFIC SIGNAL**
-  **EXISTING TRAFFIC SIGNAL**



Updated 7-7-15

