# *INITIAL STUDY*

***Volume 1 of 2***

# *Mammoth View*

***Viewpoint Road***
***Mammoth Lakes, CA 93546***

***Prepared for:***

**Town of Mammoth Lakes**
**Community Development Department**
**Planning Division**

***Prepared By:***
**CAJA ENVIRONMENTAL SERVICES**

**May 2011**

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## APPENDICES

# I. INTRODUCTION

## PROJECT INFORMATION

Project Title: Mammoth View

Project Applicant: Alpine Circle, LLC; Mammoth View, LLC; Mammoth View Two, LLC

Project Location: Northwest corner of Main Street and Mountain Boulevard, Mammoth Lakes

Lead Agency: Town of Mammoth Lakes

## ORGANIZATION OF THE INITIAL STUDY

This Draft Initial Study is organized into five sections as follows:

**Introduction**: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the Project.

**Project Description**: This section provides a detailed description of the Project including the environmental setting, Project characteristics, Project objectives, and environmental clearance requirements.

**Initial Study Checklist**: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

**Environmental Impact Analysis**: This section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant impacts, mitigation measures are provided to reduce such impacts to less than significant.

**Preparers and Persons Consulted**: This section outlines all the parties involved in preparing the Initial Study and persons consulted during preparation of the document.

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# II. PROJECT DESCRIPTION

## ENVIRONMENTAL SETTING

The Project site is located in the Town of Mammoth Lakes (the "Town"), just north of State Highway 203 ("Main Street") (refer to Figures II-1 and II-2). The 5.51-acre Project site comprises nine assessor's parcels, as shown on Table II-1. As shown on Figure II-2, the Project site is generally bound by Main Street to the south; Mountain Boulevard to the east; Alpine Circle to the north and northeast; single-family residential land uses to the north and northwest; and the Viewpoint Condominiums to the west. Views of the Project site are shown on Figures II-3 and II-4. Land uses in the Project area include hotel and commercial land uses to the south and east along Main Street, single-family residential land uses to the north, and multi-family residential land uses to the west. Views of the surrounding land uses are shown on Figures II-5 and II-6.

The Project site is located on the knoll above Main Street at the intersection of Mountain Boulevard, just east of the Viewpoint Condominiums and less than half a mile from the North Village. The site has very steep topography and can be divided into two major areas: a western part that is accessible by the private Viewpoint Road, and an eastern part accessible from Mountain Boulevard and Alpine Circle. In the past, the private Viewpoint Road traveled across the southern edge of the Project site and connected to Mountain Boulevard. Viewpoint Road is a private road whose eastern side historically has been closed in the winter months due to the steep slope of the road, which does not meet current engineering standards. The Project Applicant has blocked the street off year-round for the past two years.

As shown on Table II-1, the Project site contains three operational buildings on site: the 29-room Royal Pines motel, within two buildings, and the 25-room Swiss Chalet motel. All three of these structures were developed in the 1960's and have surface parking lots. Due to the severe grade of the Project site (up to 22 percent), portions of the site have been significantly disturbed to accommodate the placement of the motels and other buildings. Building pads remaining on the Project site that are associated with four demolished structures include a former restaurant known as Cervino's, a former commercial complex known as the Renner parcel, a former 6-unit apartment complex, and a former cabin. One additional building pad has never had a structure on it. These structures were fully operational yet somewhat rundown at the time the current owner purchased the site, and were strategically demolished to remove unsightly blight along this prominent location on Main Street. The decision to demolish these structures was with an understating from the Town that the Owner would obtain full credit for fees and other offsets from these existing uses.

The Town's General Plan land use designation for the Project site is Commercial 1 (C1), and the zoning for the Project site is Commercial Lodging (CL).

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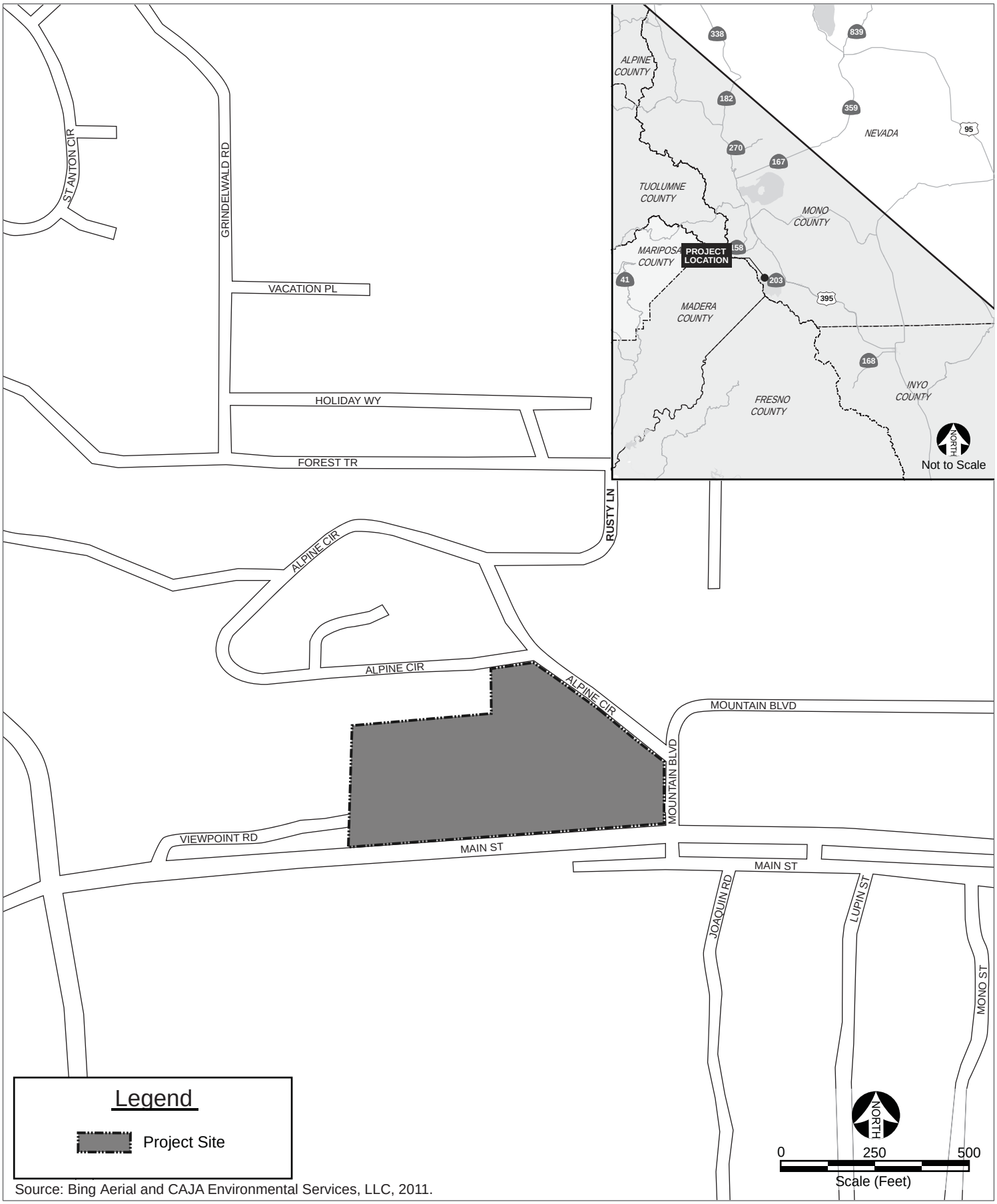


Source: Bing Aerial and CAJA Environmental Services, LLC, 2011.

CAJA Environmental Services, LLC

Figure II-1
Regional and Project Vicinity Map

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Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-2
Project Site and Surrounding Area

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**Table II-1**
**Project Site Details**

| Parcel Address | APN | Size (acres) | Existing Land Uses | Structures | Existing Zoning |
|---|---|---|---|---|---|
| 3730 Viewpoint Road | 33-082-09 | 0.41 | vacant | none | CL |
| 3752 Viewpoint Road | 33-082-10 | 0.41 | vacant | none | CL |
| 3776 Viewpoint Road | 33-082-11 | 1.11 | motel | 1 building | CL |
| 3814 Viewpoint Road | 33-082-12 | 1.10 | motel | 2 buildings | CL |
| n/a | 33-082-13 | 0.70 | vacant | none | CL |
| n/a | 33-082-14 | 0.16 | vacant | None | CL |
| 41 Alpine Circle | 33-082-06 | 0.52 | vacant | none | CL |
| 11 Alpine Circle | 33-082-07 | 0.65 | vacant | none | CL |
| 3704 Main Street | 33-082-08 | 0.46 | vacant | none | CL |

*APN = Assessors Parcel Number CL = Commercial Lodging n/a = not applicable*
*Source: Mammoth View Planning Application Submission, December 2010.*

## PROJECT CHARACTERISTICS

The Project includes removal of the existing motel structures from the Project site and development of the site with a 54-room hotel, 24 townhouse condominium units in two buildings, and 28 freestanding condominium cabin units (refer to Figure II-7 through II-42). The Project would offer many outdoor summer and winter activities that are intended to reinforce the Project as a year-round destination. In the summer, meadow areas would offer residents a place to picnic, bird watch, swim, and walk in the landscape. In the winter, the meadows and other open spaces would function as snow storage and allow for snowmelt to occur on site and to feed into the stormwater system. The topography of the Project site would be used for sledding and similar snow play. Additional details of the Project are included below.

### Site Concept

The aesthetics and topography of the Project site have dictated the creation of three distinct development areas within the Project, each with its own characteristics (refer to Figure II-10). These areas include the Summit, Ridge, and Basecamp and are described individually below.

#### *Summit*

Development within the Summit area would occur on portions of the Project site that are already flat and cleared and would position smaller-scale buildings and communal elements positioned to take advantage of the views of the Sherwin Range to the south of Town. The Summit area would consist of a series of development areas positioned in and around several meadows and a dry creek. Four types of cabins (1, 2, and 3 bedrooms) would be developed within this landscape (refer to Figures II-11 through

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**View 1:** View toward the northwest of the Project site as seen from Main Street.

**View 2:** View toward the southeast of the northeastern portion of the Project site.

**View 3:** View toward the east of the structures associated with Royal Pines and Swiss Chalet on the Project site.

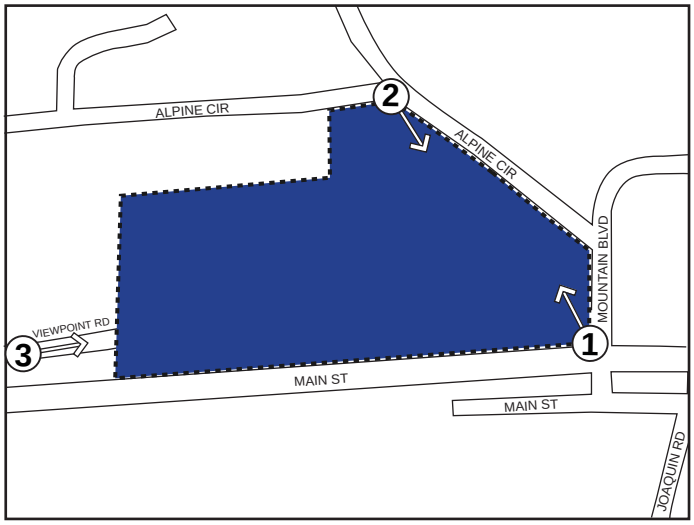


**PHOTO LOCATION MAP**

Source: CAJA Environmental Services, LLC, 2011.

CAJA Environmental Services, LLC

Figure II-3
Views of the Project Site 1

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**View 4:** View toward the west of the structures associated with Swiss Chalet and Royal Pines on the Project site.

**View 5:** View toward the northeast of the Project site.

**View 6:** View toward the northwest of the Project site.

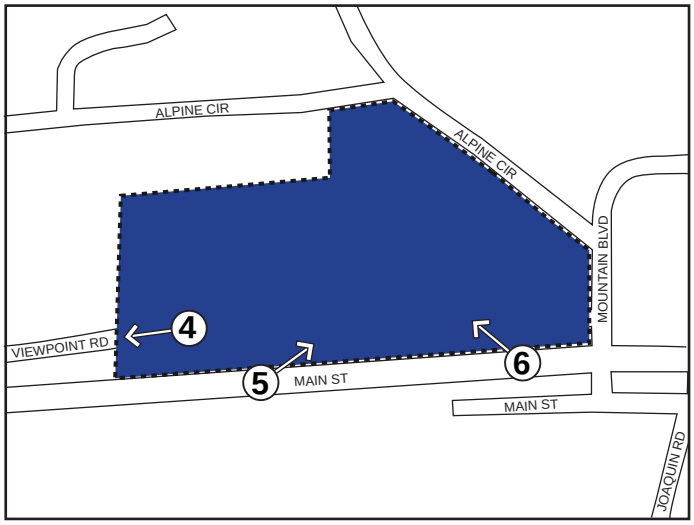


**PHOTO LOCATION MAP**

Source: CAJA Environmental Services, LLC, 2011.

CAJA Environmental Services, LLC

Figure II-4
Views of the Project Site 2

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**View 1:** View from the Project site of the gas station located to the east of the site.

**View 2:** View from the Project site of the commercial land uses northeast of the site.

**View 3:** View toward the southeast of single-family residential structures located north of the Project site.

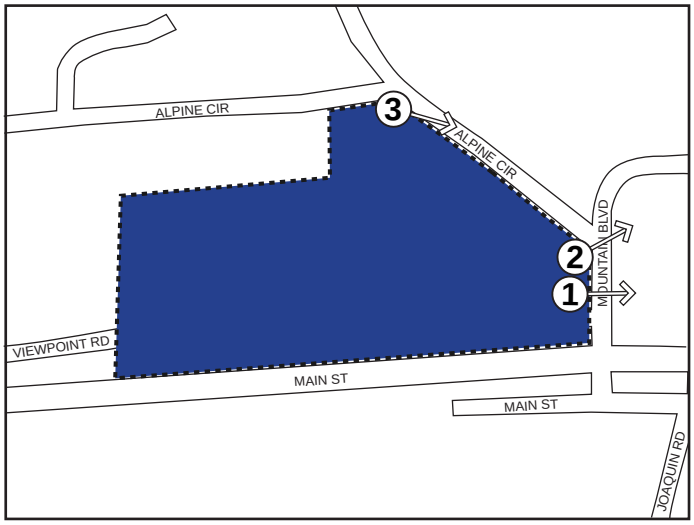


**PHOTO LOCATION MAP**

Source: CAJA Environmental Services, LLC, 2011.

CAJA Environmental Services, LLC

Figure II-5
Views of Surrounding Land Uses 1

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**View 4:** View of structures associated with the Viewpoint Condominiums located to the west of the Project site.

**View 5:** View from the Project site toward the south.

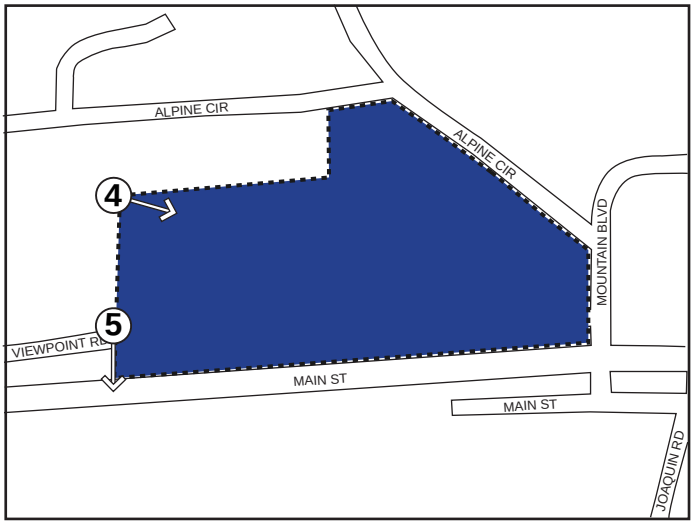


**PHOTO LOCATION MAP**

Source: CAJA Environmental Services, LLC, 2011.

CAJA Environmental Services, LLC

Figure II-6
Views of Surrounding Land Uses 2

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II-21). The A Cabins would be constructed along the southern edge of the Project site and would provide a single-story frontage to the internal loop road. Two types of B Cabins would occupy the central portion of the site and would front on its southern edge. B Cabins would be two stories tall to reduce their footprint and provide access to views from upper level living spaces. C Cabins would sit above the A and B Cabins, amongst the trees on the northern portion of the Project site. The three-bedroom townhouses would include two stories over a two-car tandem garage and would step up the slope along the western edge of the site, facing inward toward the new landscape. The buildings within the Summit area would be grouped to maintain view corridors across the site and to minimize the visibility of the development from Main Street. Two small housekeeping buildings are also proposed within the Summit area. Amenities within the Summit area would include group picnic areas, a playground, and a sports meadow.

***Ridge***

The Ridge area primarily would be undisturbed and would provide an amenity area for guests. This area would be physically and visually protected from Main Street and would be devoid of cars and parking. Winter and summer amenities, including a swimming pool, fire pit, and hot tub/sauna, would be developed within the Ridge area's natural sloping contours. Paths would follow along the existing topography in a manner that would appear "unplanned."

***Basecamp***

The Basecamp area encompasses the lower portion of the Project site and would include development on primarily disturbed areas of the site. Development within the Basecamp area would consist of a three-story (over below-grade parking) 54-room hotel anchoring the southeastern corner of the site, and 12 two-story (over a two-car parking garage) three-bedroom townhouses with direct access off of Alpine Circle located at the northeastern edge of the site (refer to Figures II-22 through II-32). The hotel would include a restaurant/bar, gear shop/rental and ski tuning area, and indoor/outdoor gear storage. The design intent of the Basecamp area of the Project site would be as a place for people to gather and form into groups before going out and exploring the outdoors.

**Building Heights**

The CL zoning for the Project site limits building height on lots having an average slope of ten percent or greater to 35 feet as calculated by measuring the height at the four outermost corners of the structure from natural grade to a horizontal plane that intersects the topmost point of the building and dividing the total of the measurement by four. Also, the CL zoning limits any portion of any building to 45 feet in height as measured from natural grade at any point beneath the structure to the roof of the building above that point. However, for any commercial structure where the majority of the ground floor is devoted to understructure parking, the Planning Commission may approve an increase in height of up to ten feet subject to a use permit.

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Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-7
Project Site Plan

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section b


key plan

section a

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-8
Project Site Sections

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Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-9
Roof Plan and Dimensions

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### summit

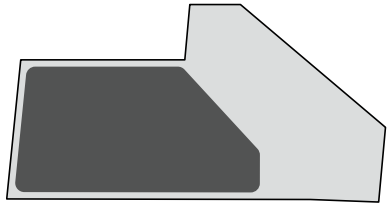
The Summit is the relatively flat area where the existing motels are located. The Summit is the ultimate destination with amenities and views. This portion of the site is more secluded than Basecamp or Ridge.

### ridge

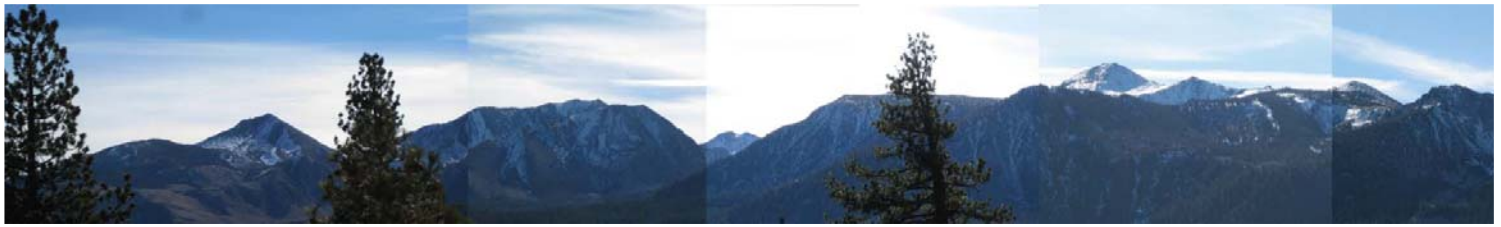
Heavily forested and steep, the ridge divides the upper and lower portions of the site. The Ridge is more secluded and private; challenging terrain rewards visitors with hidden treasures.

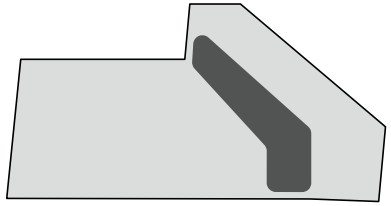
### the basecamp

This area is gently sloped and flanks Mountain Boulevard and Alpine Circle. Basecamp is the arrival point, a place to meet, greet, gather, and regroup. This is also the most public portion of the proposed development, envisioned for use not only by our residents but also by others of the community, as is appropriate to its location and visibility directly off of Main Street.

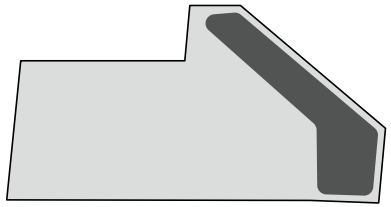


summit





ridge



basecamp

Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-10
Site Concept

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Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-11
Cabin A - Elevations

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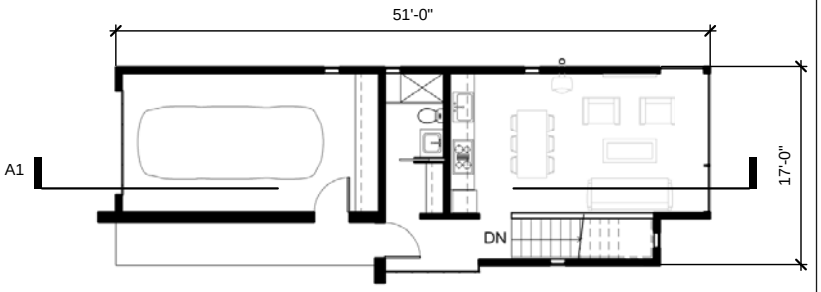
850 square feet


SECTION A1

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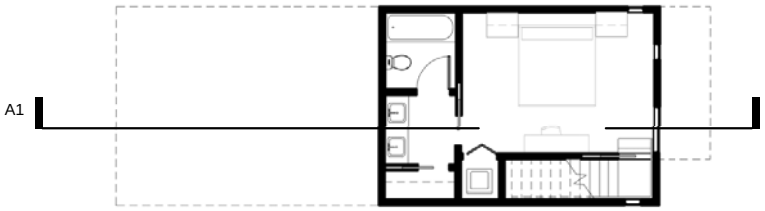


LEVEL 1

Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-12
Cabin A - Floor Plans and Section

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Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-13
Cabin B (Downhill) - Elevations

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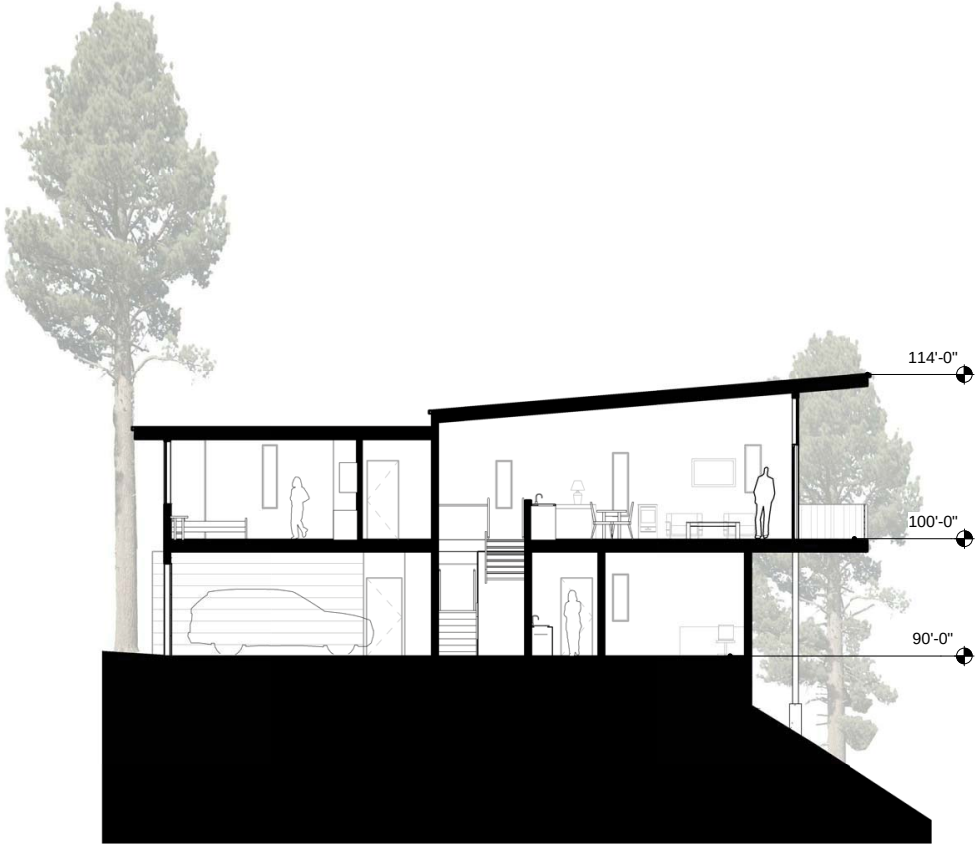
1,240 square feet

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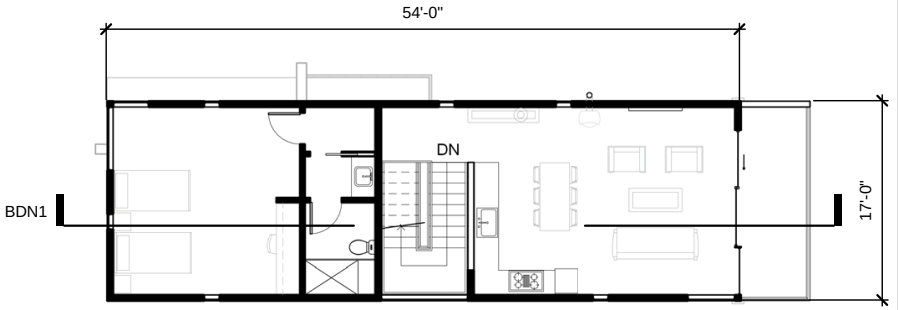


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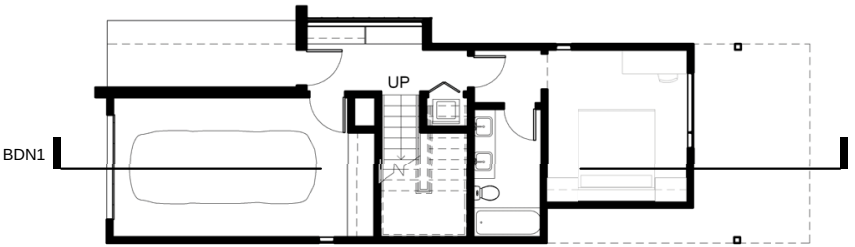


LEVEL 1

Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-14
Cabin B (Downhill) - Floor Plans and Section

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south elevation

west elevation

north elevation

Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-15
Cabin B (Uphill) - Elevations

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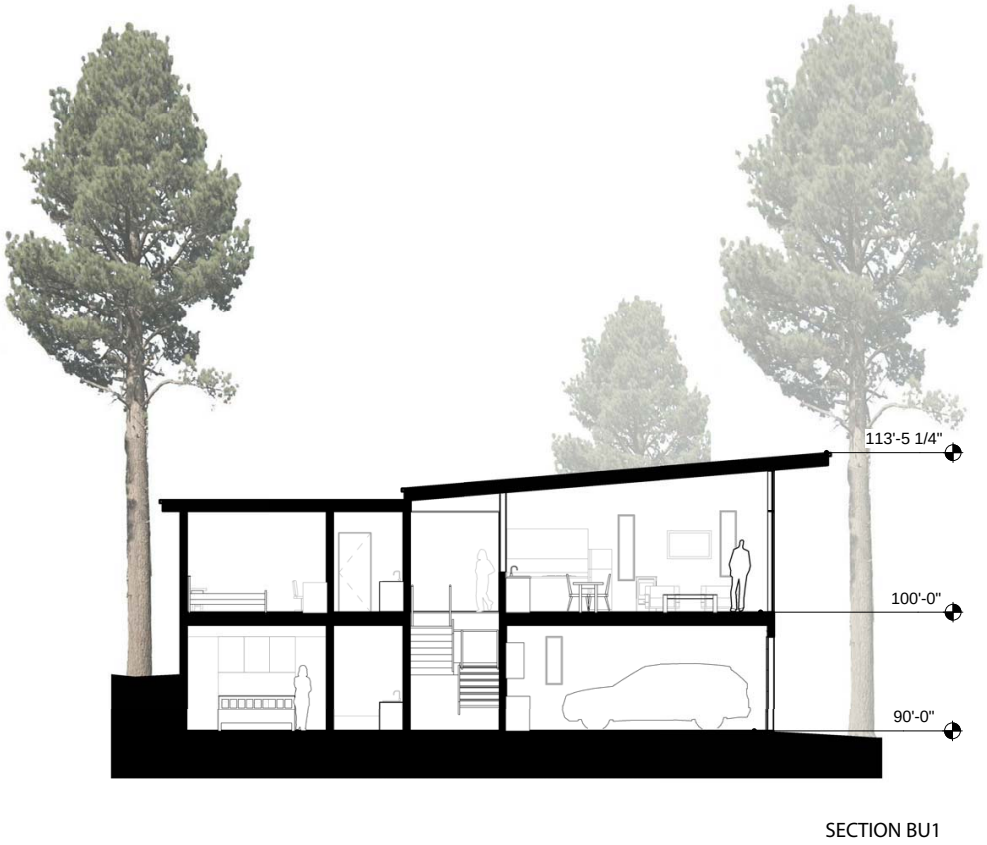
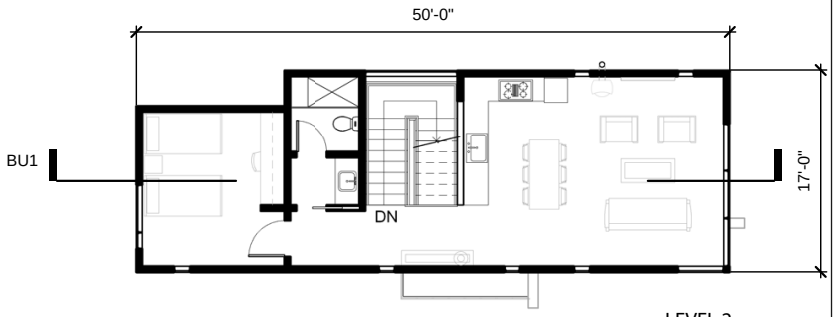
1,200 square feet




SECTION BU1

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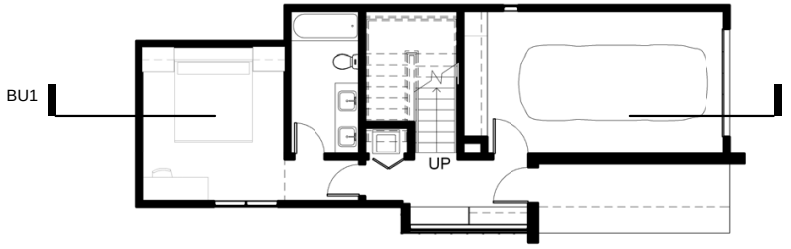


LEVEL 1

Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-16
Cabin B (Uphill) - Floor Plans and Section

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Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-17
Cabin C – Elevations

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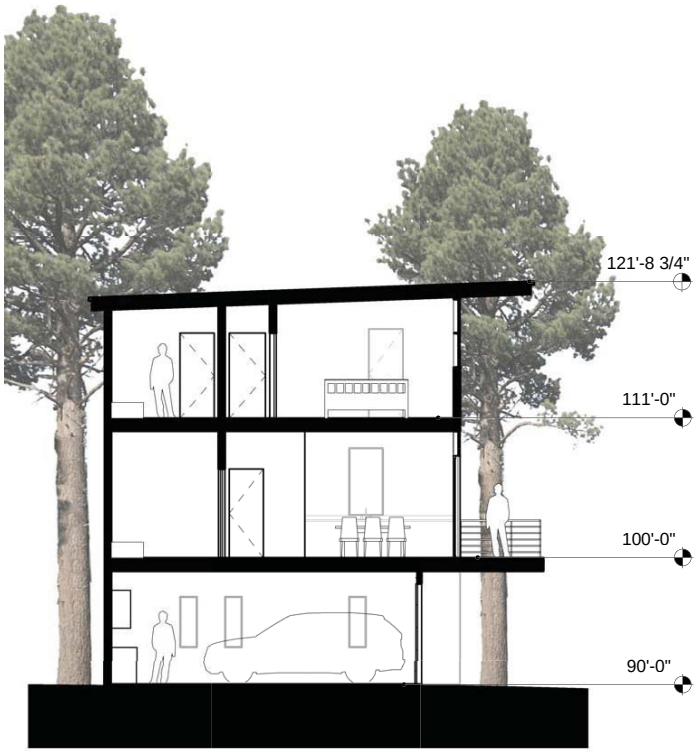
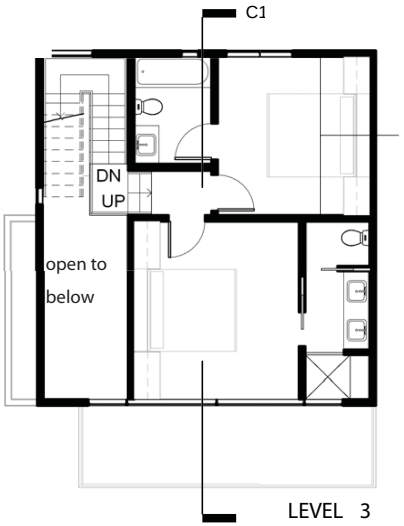
1,368 square feet




SECTION C

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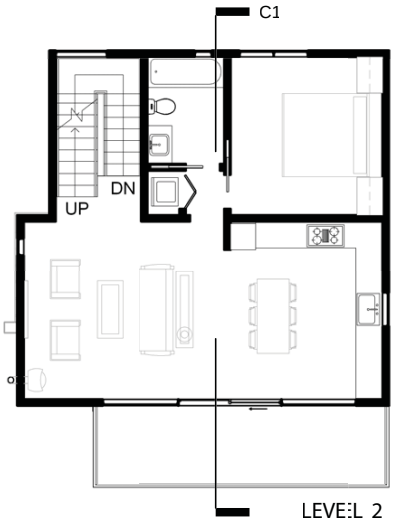


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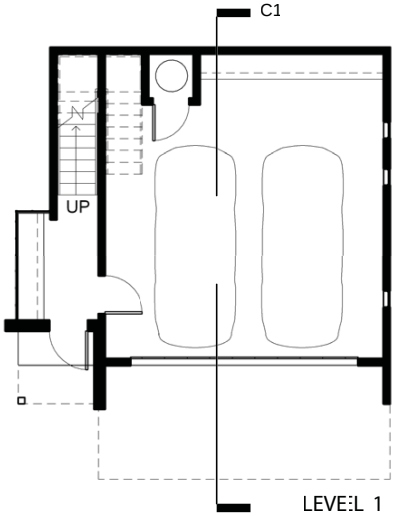


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Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-18
Cabin C – Floor Plans and Section

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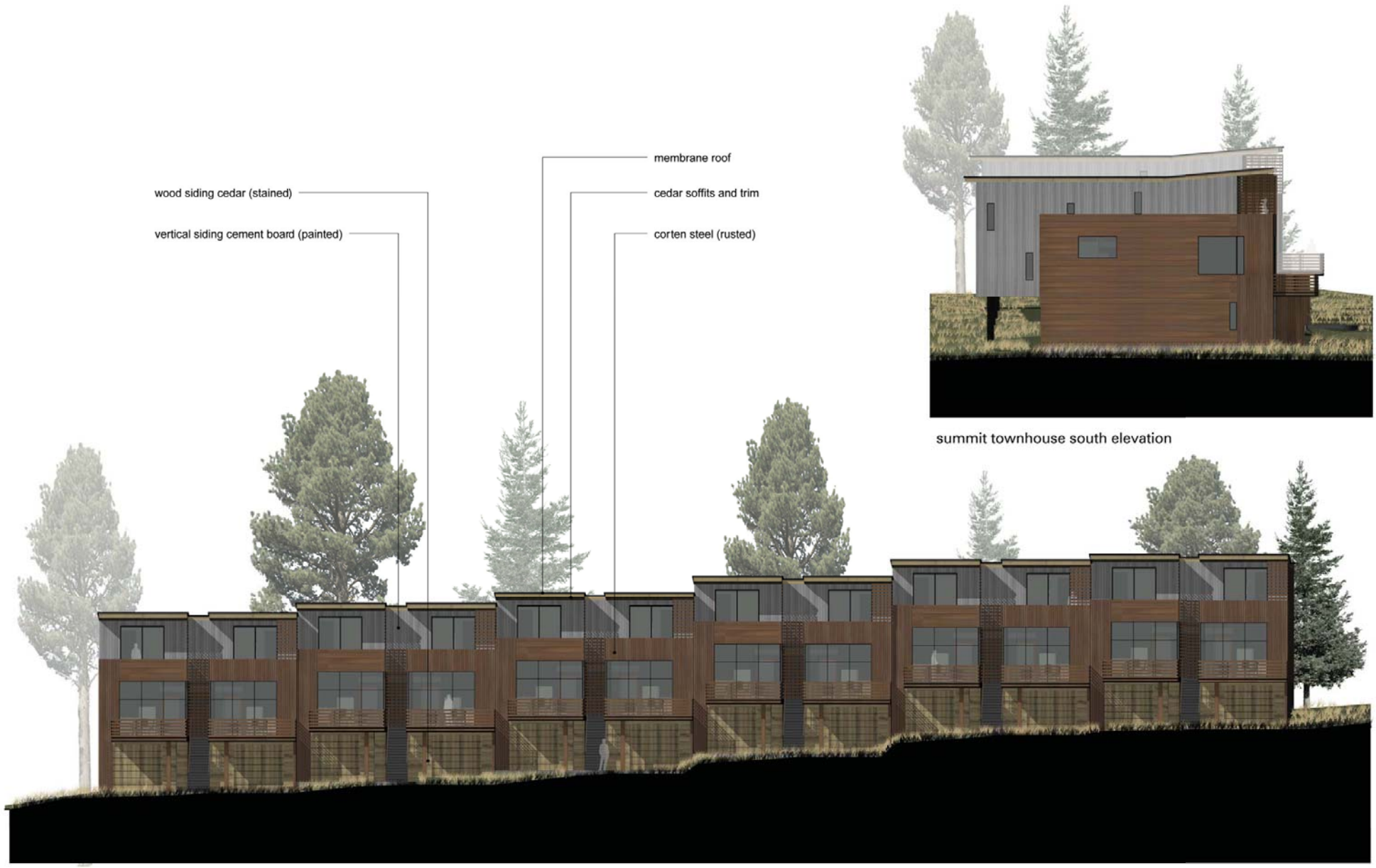


Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-19
Summit Townhouse – Elevations

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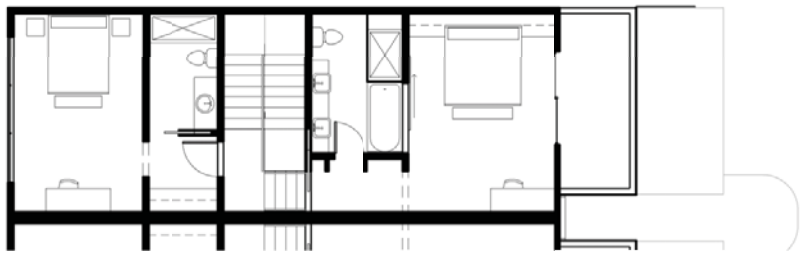
1,750 square feet


SECTION A



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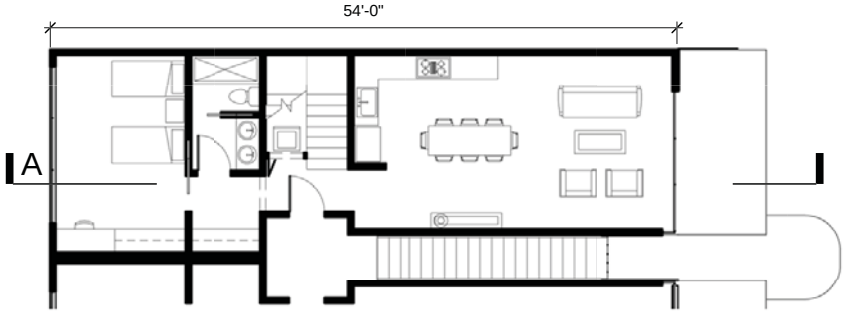


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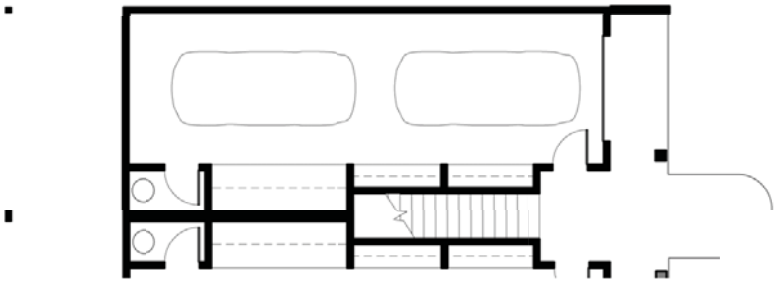

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Figure II-20
Summit Townhouse – Floor Plans and Section

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Source: Mammoth View Planning Submission, December 10, 2010.

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Figure II-21
Cabin Concept Examples

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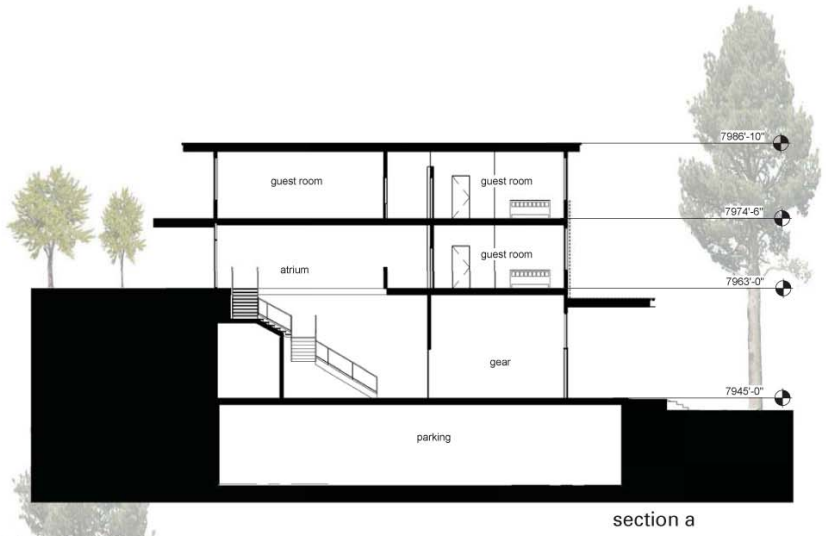
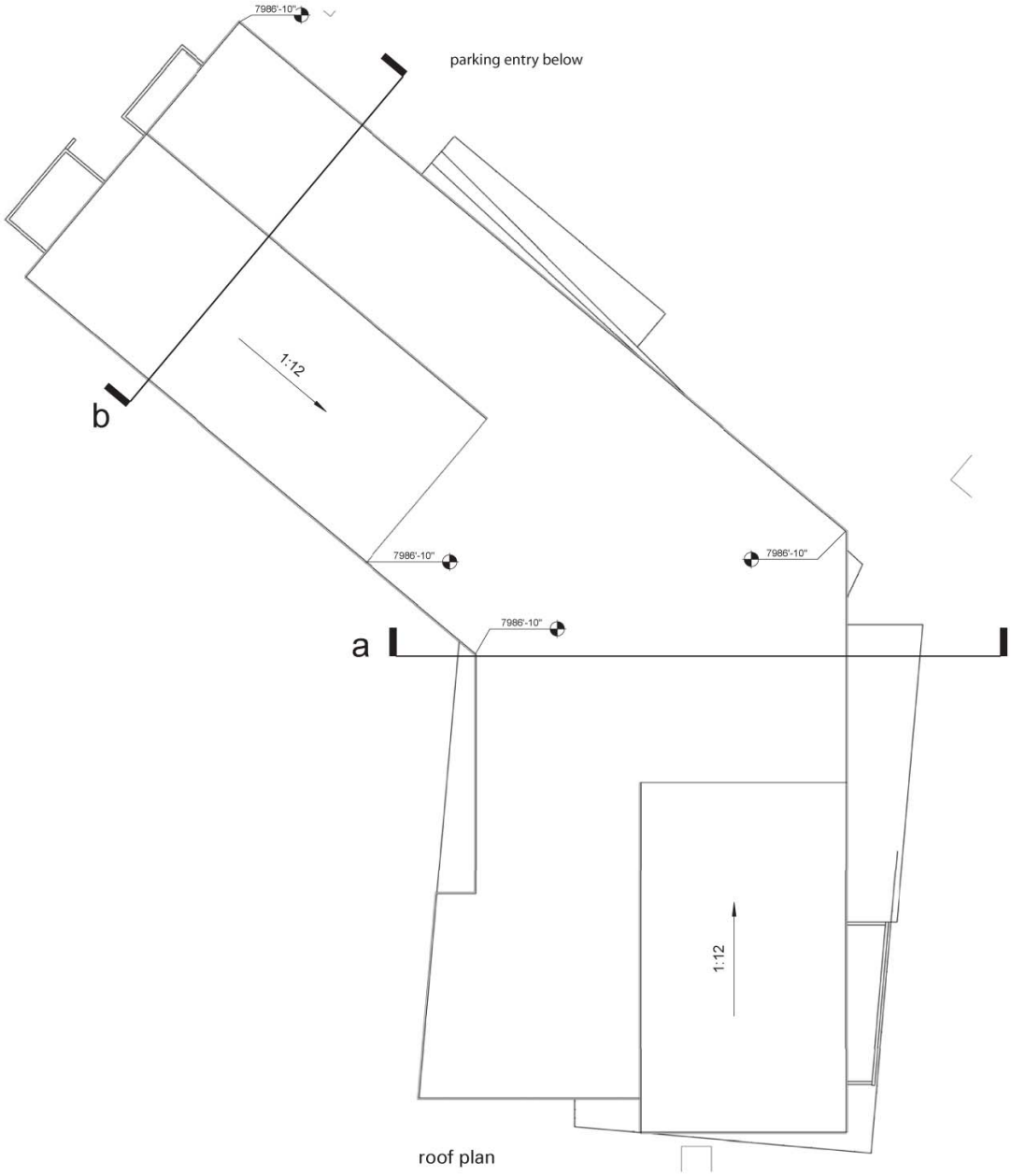



section a


section b




roof plan

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-22
Hotel Sections

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east elevation

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-23
Hotel – East Elevation

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north-east elevation

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-24
Hotel – North Elevation

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Source: Mammoth View Planning Submission, December 10, 2010.

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west elevation

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-26
Hotel – West Elevation

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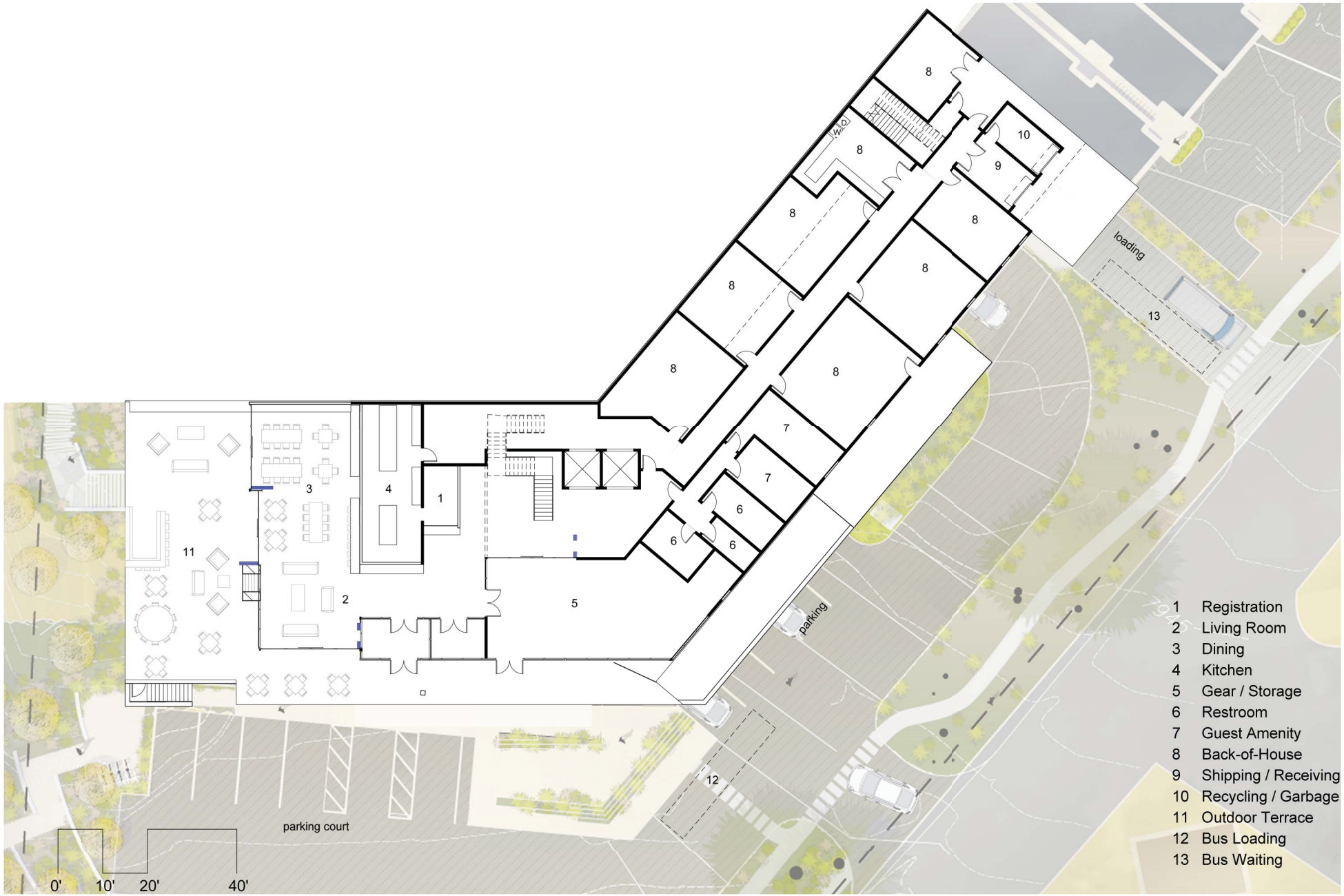


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-27
Hotel – Level 1 Floor Plan

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1 Standard Guest Room
2 Premium Guest Room
3 Bunk Room
4 Accessible Room
5 Guest Amenity
6 Housekeeping

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-28
Hotel – Level 2 Floor Plan

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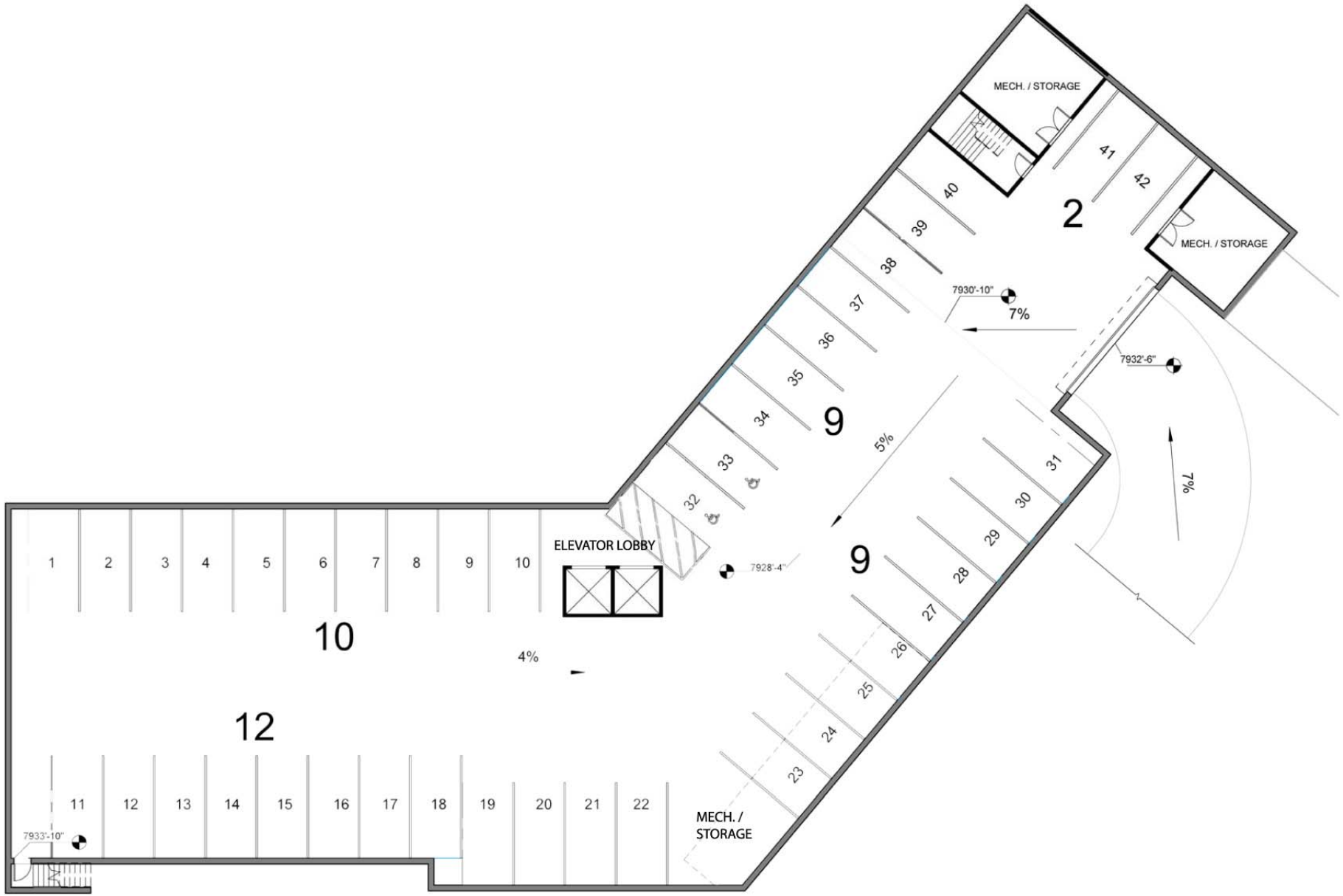


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-29
Hotel – Below-Grade Parking Plan

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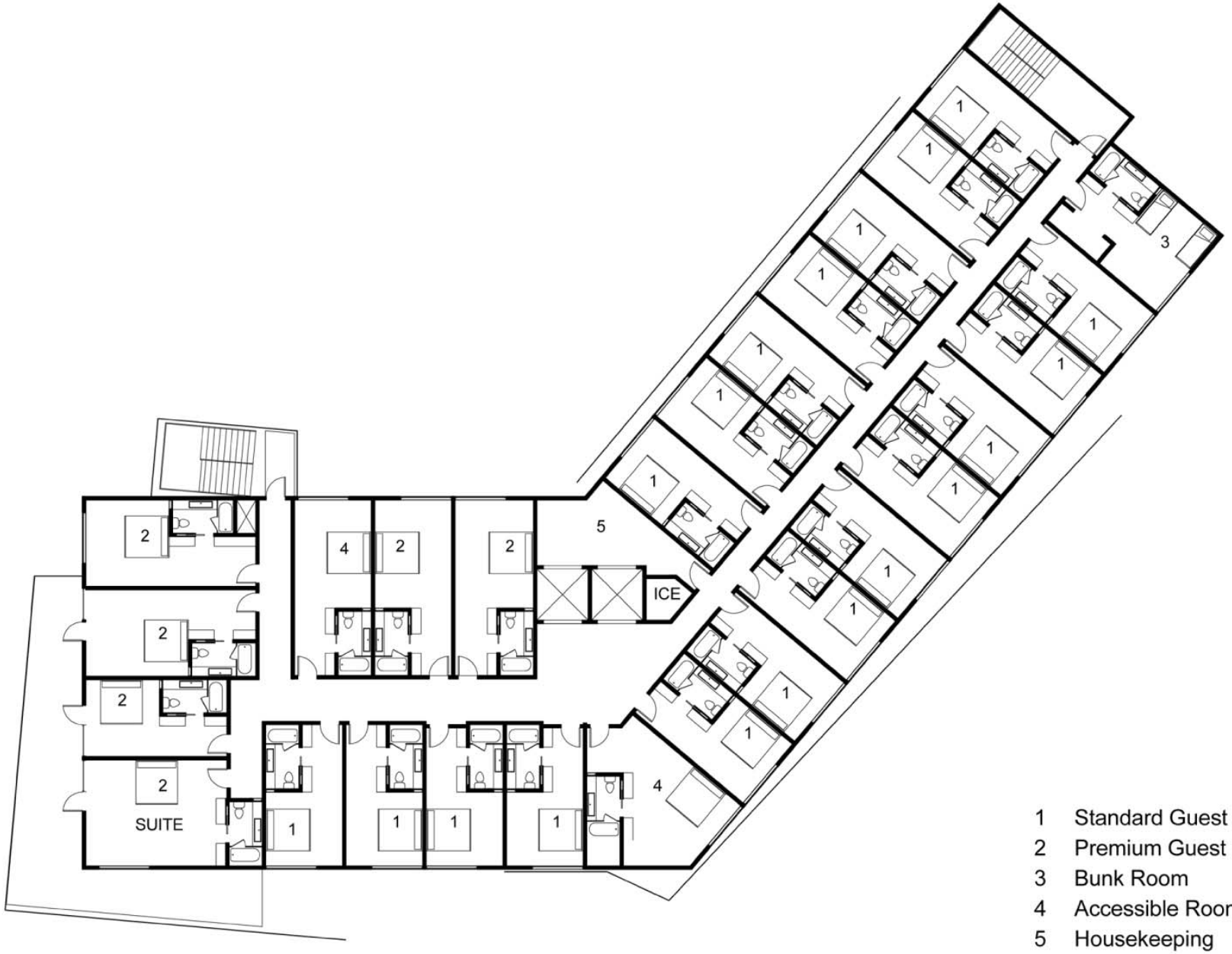


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-30
Hotel – Level 3 Floor Plan

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Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-31
Basecamp Townhouse – Elevations

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Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-32
Basecamp Townhouse – Floor Plans and Section

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Location of height calculation points for each of the proposed structures is shown on the site plan below. The table provided, on the next page, demonstrates that each structure complies with the applicable height requirements for the underlying CL (Commercial Lodging) zone district. In most cases, the maximum height is less than 35'. In two cases, where the site beneath a cabin has an average slope greater than 10%, the average height of the cabin is less than 35' and the highest point is less than 45'.


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-33
Building Height Calculation Points

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The landscape for the proposed development will be comprised of 90% native plant species, with 10% non-invasive drought tolerant species. At present, there are 5 native species (noted on the vegetation materials page) that are thriving on-site with no irrigation. The planting concept is that 80% of the proposed landscape will be comprised of these same plant materials. It is our intention that the landscape would need minimal irrigation and maintenance, once established. The meadows will be an ever-changing tapestry of color and life. Each meadow will then be seeded with a mix of native wildflowers and native warm season grasses, to give each a distinct blooming event and choreography while attracting a variety of wildlife.


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-34
Vegetation Plan – Shrubs and Groundcover

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The tree plantings are meant to augment the existing native pines on-site. Aspen and Birch trees will also be added to create pedestrian scaled groves and allees that provide continuity from the Summit to the Basecamp.


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-35
Vegetation Plan – Trees

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## trees

- PINUS CONTORTA — Lodgepole pine*
- JEFFREY PINE — Pinus jefreyi*
- POPULUS TREMOLOIDES — Quaking aspen
- MOUNTAIN MAPLE — Acer spicatum
- SORBUS AUCUPARIA — Mountain ash

## groundcover

- ARTEMISIA TRIDENTATA — Big sagebrush*
- ARCTOSTAPHYLOS UVA — Kinnikinick
- GALIUM ODORATUM — Sweet woodruff

## shrubs

- BACCHARIS PILULARIS — Coyote brush*
- CHRYSOTHAMNUS NAUSEOSUS — Rubber rabbitbrush*
- CORNUS SANGUINEA — Bloodtwig dogwood
- SYMPHORICARPOS MOLLIS — Creeping snowberry
- ROSA WOODSII — Woods Rose

## perennials

- LITHOSPERMUM RUDERALE — Western stoneseed*
- PENSTEMON EATONII — Firecracker penstemon*
- ASTER ADSCENDENS — Common aster*
- PHLOMIS FRUTICOSA — Jeruseluem sage*

## native grasses

- AGROPYRON SPICATUM — Bluebunch wheatgrass*
- FESTUCA IDAHOENSIS — Idaho fescue*
- ELYMUS CYNEREUS — Giant Wild Rye*

## meadows

- BOUTELOUA DACTYLIODES — Buffalo Grass
- BOUTELOUA GRACILI — Blue Gramma Grass

## the lichen rock gardens

- LICHEN SPP. — Mixed Lichen Species*


UAKING ASPEN


QUAKING ASPEN


JEFFREY PINE


MOUNTAIN MAPLE


IG SAGEBRUSH*


JERUSELUEM SAGE*


RUBBER RABBITBRUSH*


KINNIKINNICK*


VOODS ROSE


CREEPING SNOWBERRY*

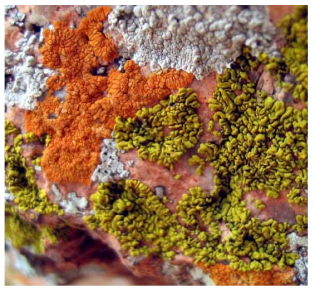

FIRECRACKER PENSTEMON*


COYOTE BRUSH*


LUE BUNCH WHEATGRASS*


IDAHO FESCUE*


MEADOW


LICHEN GARDENS*

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-36
Vegetation Plan Palette

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LIVING WALLS

BASALT TOTEMS

PINE LOG REUSE

GABION RETAINING

WOOD RETAINING

SEATING IN TOPOGRAPHY

BOARD FORMED CONCRETE

INTEGRATED FURNITURE

INFORMAL STONE GATHERING AREAS

NARROW MODULAR PAVERS

PATHWAYS CUT FOR MEADOWS

WOOD BRIDGES

DECOMPOSED GRANITE

INFORMAL CONCRETE PAVING

WOOD DECKING

INTEGRAL COLOR CONCRETE

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-37
Hardscape Materials

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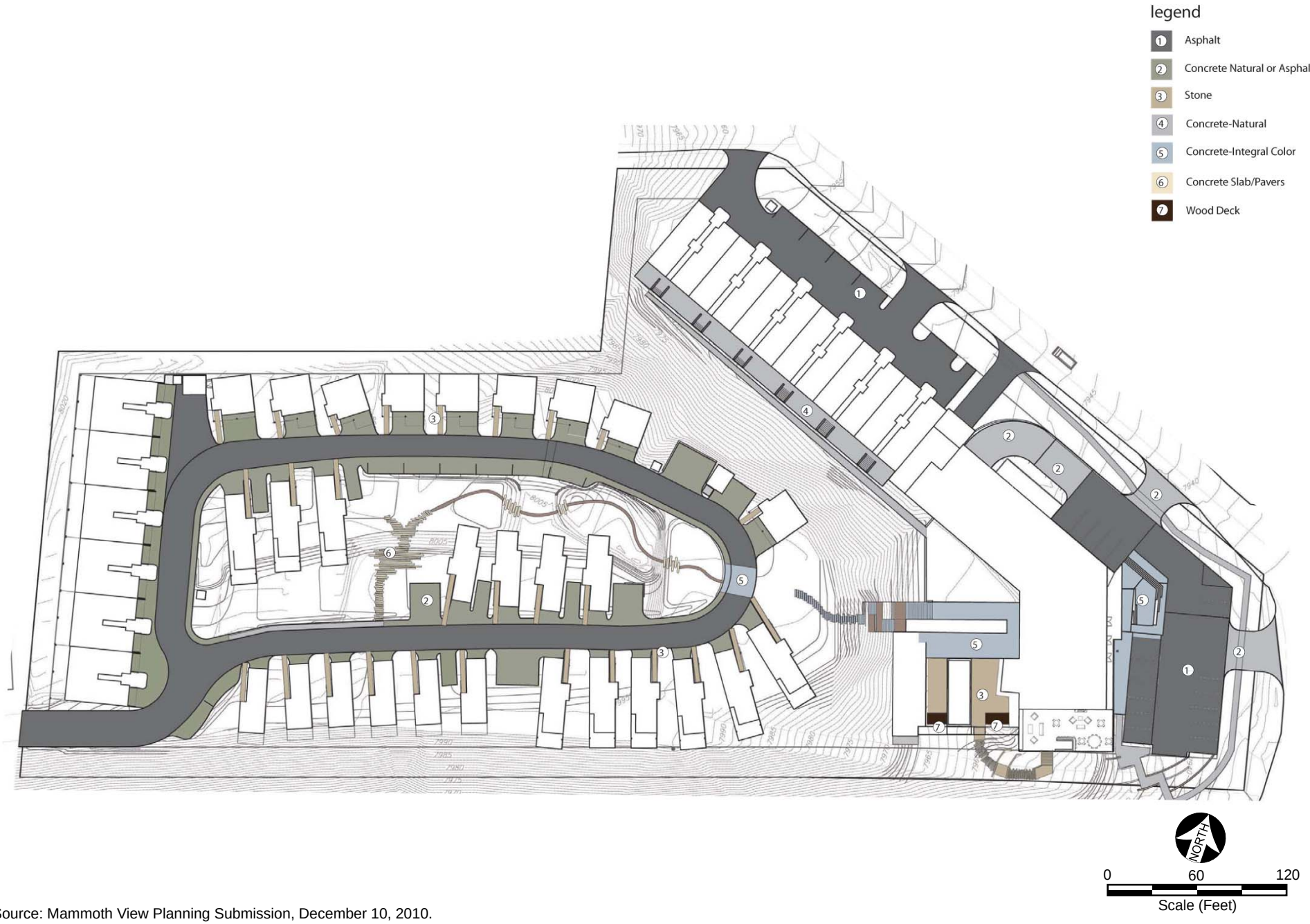


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-38
Hardscape Plan

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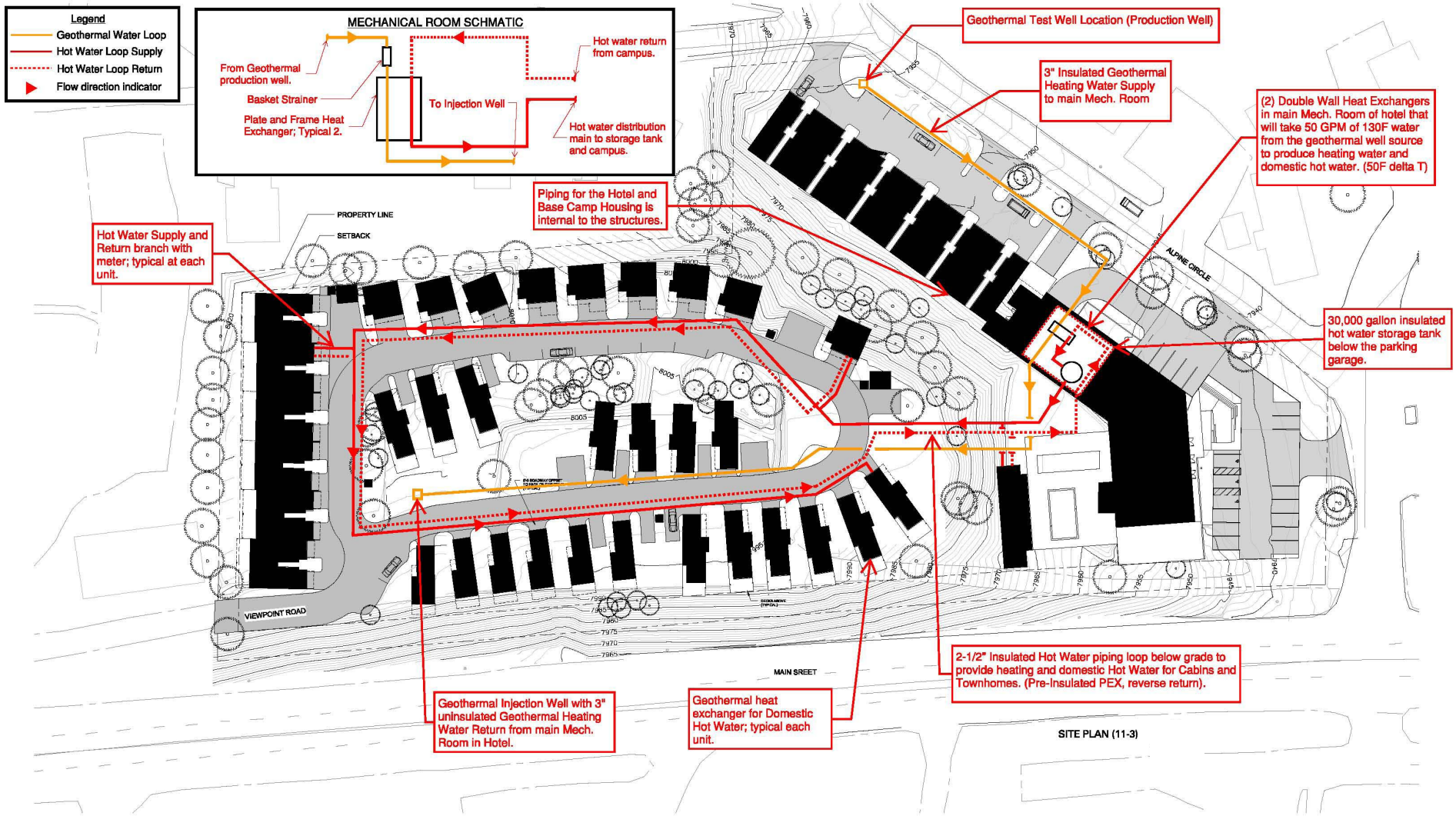


No to Scale

Source: Interface Engineering, 2010.

CAJA Environmental Services, LLC

Figure II-39
Geothermal System Schematic

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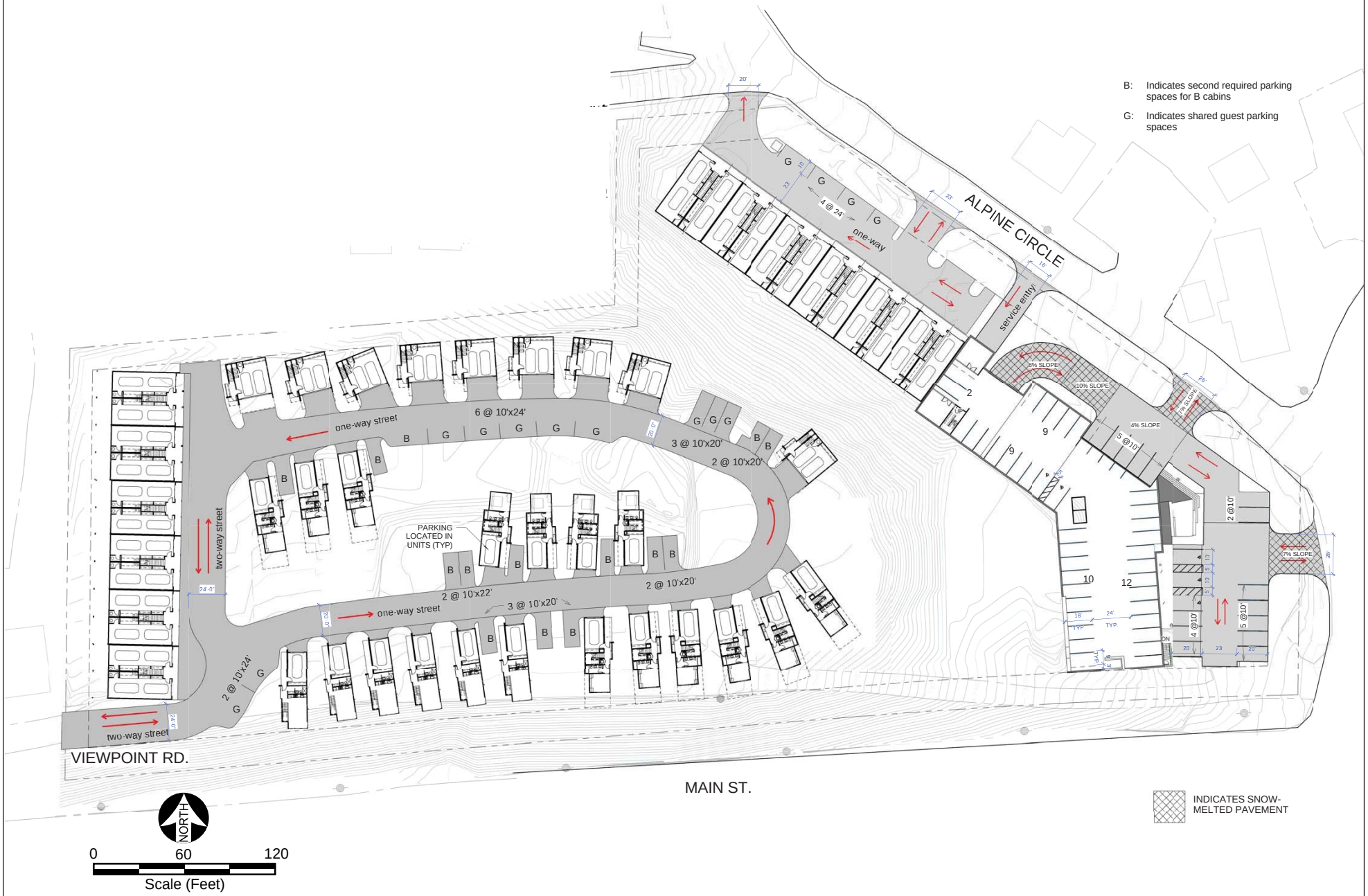


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-40
Parking Circulation and Fire Access

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## ① primary identity

Site signage would be of rusting steel, contemporary and aging.

- Monolithic panels set in the ground or paving
- Backlighted Panels
- Cut Panels with patterns and information


CORTEN STEEL PLATE

BACKLIGHTED STEEL

SCULPTURAL SUPER GRAPHICS

## ② secondary directional signage

Use of sandblasted wood signage

- Stone Markers
- Use of Steel mounted on Wood
- LED Imbedded in Wood

STAINLESS AND CORTEN

WOOD AND CORTEN

WOOD WITH LED

## ③ tertiary monumental

Wayfinding would be assisted by artful masonry.

- Stone Markers and Monuments
- Sandblasted Stone Slabs

SANDBLASTED STONE


STONE CAIRNS

CARVED STONE SLABS

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-41
Signage

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The dry creek will be a vegetated bio-infiltration swale, with plant materials that serve to improve water quality. Surface drainage will flow from west to east and will encounter drywells for percolation. Drainage will also travel down, from the Summit to the Basecamp into a large infiltration drywell, the Rock Lichen Garden. Water will be collected in a large sub-surface detention structure. One cistern will be used, at the Summit, to reuse water for irrigation in the summer months. The cisterns will be sized to provide for 20% of the total irrigation demand.

Perimeter plantings (hydroseed) and tree replacements will receive a temporary irrigation system that will be removed after a one-year maintenance and establishment period. A limited area of core plantings of trees, shrubs, and groundcovers will have a permanent irrigation system. The irrigation system will be telemetry based, automatically downloading local climate data and eT rates from a Mammoth CIMIS station. This system will function to greatly reduce overwatering. The use of potable water for this area will be reduced by 20% with the reuse of water captured in two cisterns.


Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure II-42
Water Quality, Reuse, and Irrigation Concept

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With the exception of the height of the proposed hotel, all building heights conform to the zone limits. The average height of the hotel would be 38.7 feet. However, a portion of the hotel would extend to 50 feet in height and would exceed the basic height limitation of 45 feet. This area would be limited to a small portion of the roof. Because the Project includes parking below the entire hotel building, Municipal Code Section 17.20.040G 4 would allow up to 10 additional feet in height, if approved by the Planning Commission.[1] This would allow an average height of up to 45 feet with no portion of the building permitted to exceed 55 feet. Building height calculation points for the Project are shown on Figure II-33.

**Landscaping**

The Project's landscaping is shown on Figures II-34 through II-38. The landscape concept reflects a series of meadows that are intended to act as "programmatic stepping-stones" through the Project site. A dry creek and landscape path would meander from the Summit area down to the Basecamp area would act as an integrating feature. Amenities and open spaces intended to serve a diversity of activities and programs would be distributed throughout the landscaping. Besides being a landscaping element, the dry creek and meadows would perform a crucial function as a drainage network for cleansing, retaining, and conveying stormwater for the Project.

The landscaping for the Project primarily would comprise native plant species, with some non-invasive drought tolerant species. Five native species are currently thriving on the Project site with no irrigation. The proposed planting concept is that the majority of the proposed landscaping would comprise these same plant materials. The Project's landscaping would need minimal irrigation and maintenance, once established. The meadows would be seeded with a mix of native wildflowers and native warm season grasses, to give each a distinct seasonal blooming event, while attracting a variety of wildlife.

The tree plantings would augment the existing native pines on site. Aspen and birch trees would be added to create pedestrian scaled groves and alleys that provide continuity from the Summit area to the Basecamp area.

**Snow Removal Plan**

The Project would provide snow storage on the site both through the series of open meadows and in between buildings as appropriate. Due to site constraints, including heavy tree cover and steep topography, the Project site would not be able to provide the full amount of snow storage for the proposed hotel. Thus, the Project Applicant would consider participating in a snow removal district, in order to remove this excess snow, or could choose to truck snow off site. If the proposed geothermal heating

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[1] *The Planning Commission was comfortable with the concept of this adjusted height limitation for the Project during the Concept Review Submission.*

system (see below) for the Project would be implemented, on-site snow melting would be a secondary function of the system. This would reduce the overall amount of snow removal required from the site.[2]

**Geothermal Heating Option**

At the present time, the project is proposing to meet a substantial portion of its heating needs via utilization of a geothermal heat source. A preliminary study conducted by the Project Applicant suggests the potential for finding naturally heated waters in usable quantities below the Project site. Further studies are needed to determine the actual presence of these waters and the economic viability of tapping into such resources. If viable, the Project Applicant proposes to use the geothermal resource at the Project site to meet most of the Project's heating demand.

Based upon preliminary investigation at the Project site, the preliminary proposal for the Project's geothermal heating system is described as follows:

1. Geothermal Open Loop System: This system consists of the production and injection wells, the main heat exchanger, and connective piping. Also, a storage tank likely would be required for peak-heating loads. Groundwater is pumped up through insulated piping and is rotated through a heat exchanger where heat is extracted from the water. The water then travels out of the heat exchanger to the injection well, where the water would be put back into the ground. In this system, the groundwater is not exposed to the atmosphere and the system is hydraulically isolated from any other system.

2. Hot Water Closed Loop System: This dual-loop system absorbs the heat from the Geothermal Open Loop System described above via a heat exchanger and distributes the heat to the entire project and then returns the cooled fluid to the heat exchanger. Typically such systems have a mixture of water and anti-freeze in their pipes; however, the exact type of fluid proposed for use in the project has not yet been determined. A storage tank would likely be required for peak heating loads. This hot water would also serve the pool heating and snow melt systems, the latter of which includes PEX tubing to melt the snow in the entry areas. This system would also be hydraulically isolated from other systems.

3. Building Systems: In the hotel, the heat exchangers would provide heating water for four pipe fan coils utilizing ducted, forced air and would serve each zone, including the guest rooms. A cooling tower and water-cooled chiller would provide chilled water for the fan coils. A heat recovery ventilator would supply air to the corridor areas, exhaust air from bathrooms, and provide positive building pressurization. For the cabins and townhomes, heating water from the Hot Water Closed Loop System would serve fan coils in the garage of each unit that have heating

[2] *Note: The Town still would require the same amount of snow storage areas, but snowmelt would help.*

water and DX cooling coils. The DX coils would be paired with outdoor condensing units to provide cooling and the fan coils would utilize ducted, forced air distribution. At each building, a heat exchanger/storage tank would take the heat from the Hot Water Closed Loop System and transfer it to water that would be used for hydronic floor heating and domestic hot water supply. The source of domestic water for floor heating and hot water supply would be municipal and would be disposed of via the sewer system. The only difference between this and a regular water heater is that this system does not use propane.

Preliminary estimates indicate that the utilization of geothermal energy as a primary source of heat for the project would save approximately 110,000 gallons of propane per year. A schematic design of the system is presented on Figure II-39. The cooling tower for the system would be located so that it is not directly visible to the public from off-site locations. Specifically, the cooling tower is currently planned to be located in a recessed area adjacent to the ramp down into the parking garage, which is mostly below the adjacent grade. Any equipment extending above the adjacent grade could be screened with plants or other materials.

Because the Project Applicant is still in the process of fully investigating the technical and economic feasibility of including the above-described geothermal energy system in the Project, this Initial Study is evaluating two options: (1) the Project with the preliminary geothermal energy system, and (2) the Project with conventional propane-source heating. Project impacts and associated mitigation measures are described in this Initial Study as they pertain to each of these two options. Where no indication is provided otherwise, all conclusions presented in this Initial Study apply to both Project options in equal measure.

The Project Applicant has applied for a grant from the Geothermal Resources Development Account (GRDA) Program administered by the California Energy Commission (CEC). The purpose of this program is to promote the development of new or existing geothermal resources and technologies. If awarded, the grant would be used to develop and implement the proposed geothermal heating system at the Project site. Proposals selected for funding under the GRDA Program must comply with all applicable provisions of CEQA. Because this Initial Study fully considers the potential environmental impact of the geothermal heating system proposed as part of the Project, it is considered to comply with the GRDA Program requirements outlined in Section E.14 of the Application Manual for the GRDA Program Solicitation PON-10-501 (January 5, 2011).

**Parking**

Parking would be provided in a combination of surface spaces, individual garages, and below-grade parking associated with the proposed hotel. The Project would include 173 parking spaces, which is consistent with the Town's parking requirements. The Project's parking and circulation are shown on Figure II-40.

**Bus Stop/Sidewalk Option**

The Project could include the installation of a new bus stop along the Main Street frontage of the Project site. A sidewalk also could be installed adjacent to the bus stop. This new bus stop would replace two existing bus stops in the vicinity of the intersection of Mountain Boulevard and Main Street. Currently, the Project Applicant is in discussions with the Town regarding the feasibility and precise location of this potential bus stop and sidewalk. Depending on the ultimate location of the bus stop and sidewalk, a permit from Caltrans would be required in order to encroach into Caltrans' existing snow easement and right-of-way along Main Street. For purposes of the analysis in this Initial Study, it is being assumed that the bus stop and sidewalk would be developed as part of the Project.

**Leadership in Energy and Environmental Design (LEED)**

The Project Applicant is exploring registering the Project with the LEED sustainability rating system in either the LEED for Homes, LEED for New Construction, or LEED for Neighborhood Development categories. Even if the Project Applicant elects not to proceed with the certification itself, the Project Applicant is committed to implementing some of the sustainability industry's best practices promoted by the U.S. Green Building Council (USGBC).

**Project Construction**

The first phase of the project would consist of development of the proposed hotel, which is tentatively scheduled to start in May 2012, with a projected opening by November 2013, contingent upon receiving entitlements in a timely manner and market conditions. All other phases of the Project could either start concurrently with Phase 1 or in subsequent building seasons. The rate of building would be based on pre-sales of the condominium product offering. The Project Applicant intends to keep and maintain access to a portion of the Royal Pines Motel during project construction of Phase 1 and Phase 2 for construction worker housing. Project construction is expected to be completed by the fall of 2015.

**Signage**

Project signage would be implemented in accordance with the Town's Signage Ordinance. In general, Project signage would be created from unfinished materials, including corten steel, stainless steel, wood, and stone (refer to Figure II-41). Signage would likely include both Project identification and wayfinding signs.

**Water Quality, Reuse, and Irrigation Concept**

The Project's water quality, reuse, and irrigation concept is shown on Figure II-42. The dry creek on the Project site would be developed into a vegetated bio-infiltration swale with plant materials designed to improve water quality. Surface drainage would flow from west to east and would encounter dry wells for percolation. Drainage would also travel down from the Summit area to the Basecamp area into a large

infiltration dry well, the Rock Lichen Garden. Water would be collected in a large sub-surface detention structure. One cistern would be used at the Summit area to reuse water for irrigation in the summer months. The cisterns would be sized to provide for 20 percent of the total irrigation demand.

Perimeter plantings (hydroseed) and tree replacements would be watered by a temporary irrigation system that would be removed after a one-year maintenance and establishment period. A limited area of core plantings of trees, shrubs, and groundcovers would have a permanent irrigation system. The irrigation system would be telemetry based, automatically downloading local climate data and evapotransporation rates from the California Irrigation Management Information System (CIMIS) Mammoth station. This system would function to greatly reduce overwatering. The use of potable water for this area would be reduced by 20 percent with the reuse of water captured in two cisterns.

**Off-Site Improvements**

Although it is currently uncertain if off-site improvements would be required in order to develop the Project, the following off-site improvements could be necessary:

- Undergrounding the existing power lines along the Project site frontage on Main Street (which would be performed by Southern California Edison)
- Extension of the local subterranean propane delivery infrastructure to serve the Project site (which would be performed by Amerigas)
- Sidewalk along Main Street frontage of Project site (see discussion above)

Each of these improvements would extend beyond the boundaries of the Project site into the Main Street right-of-way. Potential impacts associated with these improvements have been considered in this Initial Study.

## PROJECT OBJECTIVES

The objectives of the Project are as follows:

- To create a year-round visitor experience that is uniquely Mammoth and is derived from the natural landscape.
- To develop a project that enhances the natural features of the site by balancing development rather than maximizing the site's density.
- To develop a project that conforms to the future vision of the Town.
- To develop a project that adds value to the community and adjacent properties.

- To capitalize on the site's topography and location by incorporating view corridors toward the Sherwin Range into the Project's site design.

- To support and encourage new and infill development along Main Street to implement the General Plan and Downtown Concept for Main Street and revitalize the area.

- To preserve natural and open space areas to the extent possible within the Urban Growth Boundary.

- To work toward the Town's goal of being a world-class, year-round destination by achieving fiscal benefits to the community, providing infrastructure, and creating nightly lodging.

## DISCRETIONARY ACTIONS

This Initial Study will be used in support of one or more discretionary actions that will be considered by the Town. Discretionary actions necessary to implement the Project include the following:

- Use Permit
- Tentative Tract Map
- Development Agreement/Financial Participation Agreement
- Design Review

Additional permits required from the Town for Project implementation include, but are not limited to, the following:

- Final Tract Map
- Grading Permit
- Building Permit
- Sign Permit

Additional actions required from other agencies for Project implementation include, but are not limited to, the following:

- Timber harvest permit from the California Department of Forestry

Additional actions required for implementation of the Project with the geothermal energy system option include, but are not limited to, the following:

- Approval of permits for geothermal production and injection wells from the Mammoth Community Water District (MCWD) and the California Division of Oil, Gas, and Geothermal Resources (DOGGR)
- Well permit from Mono County

Additional actions that potentially could be required for implementation of the Project with the new bus stop and sidewalk along the Main Street frontage include, but are not limited to, the following:

- Permit from Caltrans to encroach on Main Street snow easement and right-of-way

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# III. INITIAL STUDY CHECKLIST

| | |
|---|---|
| **1. Project Title:**<br>Mammoth View | |
| **2. Lead agency name and address:**<br>Town of Mammoth Lakes<br>Community Development Department, Planning Division<br>PO Box 1609<br>Mammoth Lakes, CA 93546 | |
| **3. Contact person and phone number:**<br>Pam Kobylarz-Heays, Associate Planner (760) 934-8989 x253 | |
| **4. Project location:**<br>3730, 3752, 3776, and 3814 Viewpoint Road; 41 and 11 Alpine Circle; 3704 Main Street<br>Mammoth Lakes, CA 93546 | |
| **5. Project sponsor's name and address**<br>Alpine Circle, LLC; Mammoth View, LLC; Mammoth View Two, LLC<br>621 Capitol Mall, Suite 1900<br>Sacramento, CA 95814 | |
| **6. General plan designation:**<br>Commercial 1 | **7. Zoning:**<br>Commercial Lodging |
| **8. Description of project:**<br>The Project includes removal of the existing three motel buildings from the Project site and development of the site with a 54-room hotel, 24 townhouse condominium units in two buildings, and 28 freestanding condominium cabin units, along with a spa building adjacent to the hotel and two small housekeeping buildings. | |
| **9. Surrounding land uses:**<br>The Project site is generally bound by Viewpoint Road and Main Street to the south; Mountain Boulevard to the east; Alpine Circle to the north and northeast; single-family residential land uses to the north and northwest; and Viewpoint Condominiums to the west. Land uses in the Project area include hotel and commercial land uses to the south and east along Main Street, single-family residential land uses to the north, and multi-family residential land uses to the west. | |
| **10. Other public agencies whose approval is required:**<br>Timber harvest permit from the California Department of Forestry. Well permit from Mono County. None for the Propane Heating Project Option. Permits from MCWD, California Division of Oil Gas, and Geothermal, and DOGGR would be required for the Geothermal Heating Project Option. Encroachment permit from Caltrans. | |

**DETERMINATION (To be completed by Lead Agency)**

**On the basis of this initial evaluation:**

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

| SIGNATURE | TITLE |
|---|---|

## EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "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 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).

2) 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.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures

from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must 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:

   1) Earlier Analysis Used. Identify and state where they are available for review.

   2) 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.

   3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," 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 project.

6) 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

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

   1) The significance criteria or threshold, if any, used to evaluate each question; and

   2) The mitigation measure identified, if any, to reduce the impact to less than significance.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Greenhouse Gas Emissions | ☐ Population/Housing |
| ☐ Agriculture & Forestry Resources | ☐ Hazards & Hazardous Materials | ☐ Public Services |
| ☐ Air Quality | ☐ Hydrology/Water Quality | ☐ Recreation |
| ☐ Biological Resources | ☐ Land Use/Planning | ☐ Transportation/Traffic |
| ☐ Cultural Resources | ☐ Mineral Resources | ☐ Utilities/Service Systems |
| ☐ Geology/Soils | ☐ Noise | ☐ Mandatory Findings of Significance |

**ENVIRONMENTAL IMPACTS** (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| **I.** | **AESTHETICS.** Would the project: | | | | |
| 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 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? | ☐ | ■ | ☐ | ☐ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **II.** | **AGRICULTURAL AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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: | | | | |
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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))? | ☐ | ☐ | ☐ | ■ |

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**III. AIR QUALITY.** Where available, the significance criteria established by the applicable air pollution control district may be relied upon to make the following determinations. Would the project:

| | | | | | |
|---|---|---|---|---|---|
| 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 air basin is non-attainment (PM-10) 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? | ☐ | ☐ | ■ | ☐ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**IV. BIOLOGICAL RESOURCES.** Would the project:

| | | | | | |
|---|---|---|---|---|---|
| a. | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations 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 | ☐ | ☐ | ☐ | ■ |

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| | 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**V. CULTURAL RESOURCES:** Would the project:

| | | | | | |
|---|---|---|---|---|---|
| a. | Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5? | ☐ | ☐ | ☐ | ■ |
| b. | Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 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? | ☐ | ■ | ☐ | ☐ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**VI. GEOLOGY AND SOILS.** Would the project:

| | | | | | |
|---|---|---|---|---|---|
| a. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. | 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. | ☐ | ☐ | ☐ | ■ |
| ii. | Strong seismic ground shaking? | ☐ | ☐ | ■ | ☐ |
| iii. | Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ■ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| iv. 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 potential 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 Uniform Building Code (1994), 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**VII. GREENHOUSE GAS EMISSIONS.** Would the project:

| | | | | |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ■ | ☐ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| **VIII.** | **HAZARDS AND HAZARDOUS MATERIALS.** Would the project: | | | | |
| a. | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ■ | ☐ |
| 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 the people residing or working in the 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? | ☐ | ☐ | ■ | ☐ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **IX.** | **HYDROLOGY AND WATER QUALITY.** Would the proposal result in: | | | | |
| a. | Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☐ | ■ |
| b. | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which | ☐ | ☐ | ■ | ☐ |

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| | 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 amount of surface runoff in an manner which would result in flooding on- or off site? | ☐ | ☐ | ☐ | ■ |
| e. | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ■ | ☐ |
| f. | Otherwise substantially degrade water quality? | ☐ | ☐ | ■ | ☐ |
| g. | Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ■ |
| h. | Place within a 100-year flood plain structures which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ■ |
| i. | Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ■ |
| j. | Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**X. LAND USE AND PLANNING**. Would the project:

| | | | | | |
|---|---|---|---|---|---|
| a. | Physically divide an established community? | ☐ | ☐ | ☐ | ■ |
| b. | Conflict with 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, 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| **XI.** | **MINERAL RESOURCES**. Would the project: | | | | |
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ■ |
| 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **XII.** | **NOISE.** Would the project: | | | | |
| 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 people 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **XIII.** | **POPULATION AND HOUSING**. Would the project: | | | | |
| a. | Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ■ | ☐ |
| 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? | ☐ | ☐ | ☐ | ■ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **XIV.** | **PUBLIC SERVICES.** 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: | | | | |
| a. | Fire protection? | ☐ | ☐ | ■ | ☐ |
| b. | Police protection? | ☐ | ☐ | ■ | ☐ |
| c. | Schools? | ☐ | ☐ | ■ | ☐ |
| d. | Parks? | ☐ | ☐ | ■ | ☐ |
| e. | Other governmental services (including roads)? | ☐ | ☐ | ■ | ☐ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **XV.** | **RECREATION.** | | | | |
| 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | | | | | |
|---|---|---|---|---|---|
| **XVI.** | **TRANSPORTATION/CIRCULATION**. Would the project: | | | | |
| 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? | ☐ | ☐ | ■ | ☐ |

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| 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 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

**XVII. UTILITIES & SERVICE SYSTEMS.** Would the project:

| | | | | | |
|---|---|---|---|---|---|
| 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 stormwater 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? | ☐ | ☐ | ☐ | ■ |

For an explanation of the environmental determinations, see expanded Initial Study analysis (attached).

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.** | | | | |
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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 which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of 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? | ☐ | ■ | ☐ | ☐ |

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)**

| PREPARED BY | TITLE | TELEPHONE # | DATE |
|---|---|---|---|
| | | | |

# IV. EXPLANATION OF CHECKLIST DETERMINATIONS

## 1. AESTHETICS

### a) Would the project have a substantial adverse effect on a scenic vista?

**Less Than Significant Impact.** Visual resources are addressed in the Community Design Element of the 2007 Town of Mammoth Lakes General Plan, which addresses the Town of Mammoth Lakes' (the "Town") dramatic natural setting as one of the major attractions to residents and visitors. The policies in the 2007 General Plan support the protection of major view corridors and vistas toward Mammoth Mountain, Mammoth Rock, Crystal Crag, the Bluffs, the Sherwin Ridge, Long Valley, Mammoth Knolls, and Mammoth Crest. Intermittent views of the Sherwin Range to the south and the summit of Mammoth Mountain to the west are available from the Project site and surrounding areas.

Figure IV-1 shows a cross section of the Project as viewed from the north side of the Project site looking south toward the Sherwin Range. As can be seen, the height of the Project buildings would not exceed the height of the existing trees on the Project site, and intermittent views of the Sherwin Range would continue to be available from the Project area. Also, as shown on Figure IV-2, the Project would not impede the brief view of the summit of Mammoth Mountain as seen to the west from Main Street. Figures IV-3 and IV-4 also show that the Project would not substantially alter any views along Main Street that include the Project site.

The Project's planned geothermal system would not produce a steam or condensate plume. However, a plume of condensate vapor (not steam) may be produced from the cooling tower under some weather conditions. The planned location of the cooling tower would minimize the impact of this occasional plume on occupants of the Project and the public. The cooling tower would not be located on the north property line where it would be adjacent to neighboring residences, nor on the Main Street frontage, nor on the higher part of the site where it would be noticed from a distance. Instead, the cooling tower would be located low on the site and any plume would dissipate by the time it reached the treetops.

For these reasons, Project impacts related to scenic vistas would be less than significant.

### b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Less Than Significant Impact.** The Project site is located in close proximity to State Route 203 ("Main Street"), which is an eligible State Scenic Highway (not officially designated). The Project site does not contain any unique rock outcroppings or historic buildings. The site does contain a number of large trees, some of which would be removed to allow for development of the proposed buildings. In total, 216 trees would be preserved and protected on the site, while 179 trees would be removed. The majority of the existing trees on the southern edge of the Project site closest to State Route 203 along the frontage street

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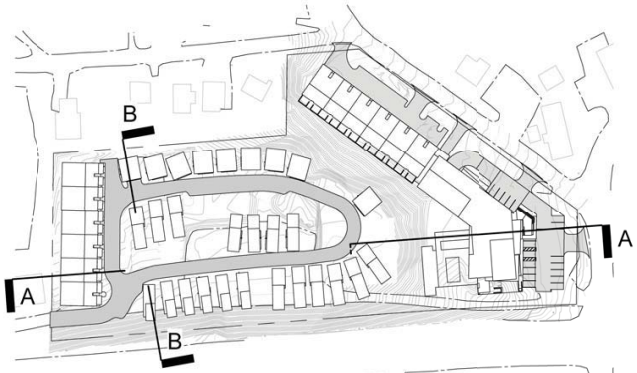
section b




key plan

section a

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure IV-1
Site Sections

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before: view of summit from mainstreet near viewpoint road

after: view of summit from mainstreet near viewpoint road

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure IV-2
Before and After 1

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before: view of project from east of sierra boulevard

after: view of project from east of sierra boulevard

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure IV-3
Before and After 2

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before: hotel from approach along main street, just east of mountain boulevard

after: hotel from approach along main street, just east of mountain boulevard

Source: Mammoth View Planning Submission, December 10, 2010.

CAJA Environmental Services, LLC

Figure IV-4
Before and After 3

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would be maintained. The Town's Municipal Code allows tree removal for new development, but does not allow tree removal for the purposes of creating views, lawns, or other similar amenities. The Project would be consistent with these requirements, since trees would not be removed except where required for new buildings or infrastructure on the site. The Municipal Code does not require mitigation for tree removal, but the Planning Director could require replacement plantings for the Project. The Project includes the planting of a large number of new trees and additional landscaping (which would mitigate removal of the existing trees). As such, the Project would maintain trees as a scenic resource on the Project site. Therefore, Project impacts related to scenic resources would be less than significant.

**c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** The Project site is currently developed with three motel structures. Land uses in proximity to the Project site include hotel and commercial land uses to the south and east along Main Street, single-family residential land uses to the north, and multi-family residential land uses to the west. The Project would result in removal of the existing motel uses from the Project site and redevelopment of the site with hotel and multi-family residential land uses.

The design of the Project was inspired by and takes advantage of the natural topography and vegetation by working around existing trees, clustering buildings on the Project site, maintaining large character-defining trees, and creating three distinct development areas associated with the site's topography, which offers views of the mountains in the larger vicinity of the site. The color and texture of the Project's building materials would mimic the natural environment of the site. The design and architecture of the proposed structures within each of the three development areas would respond to the purpose and need of each development area (refer to Figures II-7 through II-42). Also, the Project is subject to design review by the Town Community Development Department, other departments and divisions, and outside agencies. As part of the approval process, the Town would review the location of the proposed structures, bulk/massing, and the use of building materials, colors, and landscaping to ensure consistency with the Town Development Code. Landscaping would incorporate some native trees and shrubs to revegetate disturbed areas, to buffer or frame views to allow summertime shading of outdoor places, to allow transition in scale and soften building massing, and to introduce decoration and color into outdoor use areas. Planting on the Project site would use some native conifers, deciduous trees, and shrubs.

The geothermal system cooling tower would be located so that it is not directly visible to the public off-site. The cooling tower is planned for a recessed area adjacent to the ramp down into the parking garage, which is mostly below the adjacent grade, and if any of the final equipment extends a few feet above the adjacent grade, the equipment could be screened with plants or other materials.

Although the Project would alter the visual character of the Project site by removing the existing motel uses and developing new hotel and multi-family units, the Project includes development of land uses that are similar to those already found in the Project area. Additionally, the design/architecture and

landscaping associated with the Project would comply with all Town requirements. Thus, the Project would not substantially degrade the visual character of the Project site and surrounding area. Therefore, Project impacts related to visual character and visual quality would be less than significant.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact With Mitigation.** The Project site is currently developed with three motel structures with existing sources of light and glare, which include outdoor building and parking lighting, indoor (nighttime) lighting, and building windows. All existing structures and sources of light and glare would be removed from the site and replaced with the proposed buildings.

To the greatest extent possible, the proposed buildings would be clustered within the existing topography and large trees on the Project site. The Project includes additional tree plantings and other landscaping to further screen the Project from off-site locations that would also help to screen lighting and sources of glare. All site and building lighting would be installed in conformance with Chapter 17.34 of the Town's Municipal Code. Excessive illumination would be avoided and lighting would be designed and placed that minimizes glare and reflection and to maintain "dark skies." Additionally, Subsection 17.34.060 of the Municipal Code requires that the Project Applicant prepare and submit to the Town for approval an Outdoor Lighting Plan to ensure the Project's conformance to the Town's Municipal Code.

Nighttime interior lighting visible through the south-facing windows of Project buildings may be observable by the public and adjacent residents and vehicles on Main Street, below the site. The glare resulting from such lighting could result in a significant impact through the creation of a new source of substantial light or glare. However, compliance with Mitigation Measure 1-1 would ensure that any impacts resulting from Project interior lighting are reduced to a less than significant level.

Through compliance with applicable Municipal Code requirements as well as Mitigation Measure 1-1, the Project would not result in substantial new sources of light or glare. Therefore, Project impacts related to light and glare would be less than significant.

**Mitigation Measures**

Because the Project could result in potentially significant impacts related to light and glare, the Town requires implementation of the following mitigation measure to ensure that no significant impacts would occur:

**1-1:** To reduce the potential for evening glare from interior lights, glazing that meets the performance of HP Sun II, or equivalent low-e factory installed gray tinted glass shall be used for all south-facing windows. All interior lights shall be "ambient" lighting with the fixtures directed upwards onto the walls and ceilings so as not to be directly visible through windows. Canned, recessed lights should not be visible through the windows from outside of the buildings or off-site.

## 2. AGRICULTURE

**a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?**

**No Impact.** The Farmland Mapping and Monitoring Program (FMMP) designates the project site as "Not Mapped."[1] However, there is no agricultural land located on the project site. Therefore, the proposed project would not convert any agricultural land to non-agricultural use, and no impact related to this issue would occur.

**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

**No Impact.** The Project site is not zoned for agricultural use and is not under Williamson Act Contract. Therefore, no impact related to this issue would occur.

**c) Would the project 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 Impact.** The Project site is not zoned forest land or timberland. Therefore, no impact related to this issue would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** No forest land is located on the project site. Therefore, the project would not result in conversion of forest land to non-forest use, and no impact related to this issue would occur.

**e) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

**No Impact.** None of the areas near the site are used for agricultural or timber production purposes. Therefore, no impact would occur related to this issue.

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[1] *California Division of Land Resource Protection, Farmland Mapping and Monitoring Program Overview, website: http://www.consrv.ca.gov/dlrp/FMMP/overview/survey_area_map.htm, map dated January 2009.*

**Mitigation Measures**

No significant impacts related to agricultural or forestry resources have been identified, and no mitigation measures are required.

## 3. AIR QUALITY

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less Than Significant Impact.** Refer to response to Checklist Question 3(b).

**b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impact With Mitigation.** An analysis of Project impacts related to the violation of air quality standards is provided below.

***Construction Emissions***

Foreseeable construction activities for the Project would include demolition and removal of the existing structures at the Project site, site preparation, grading, placement of utilities and other infrastructure, placement of foundations for structures, and fabrication of the proposed structures. Construction activities typically require the use of heavy trucks, excavating and grading equipment, concrete breakers, concrete mixers, and other mobile and stationary construction equipment. Emissions during grading and construction would be caused by material handling, traffic on unpaved or unimproved surfaces, use of paving materials and architectural coatings, exhaust from construction worker vehicle trips, and exhaust from diesel-powered construction equipment.

Heavy construction activity on dry soil exposed during construction phases through 2013 could cause emissions of dust (usually monitored as $PM_{10}$). Reactive organic gases (ROGs,) nitrogen oxides ($NO_x$), carbon monoxide (CO), and additional particulate matter emissions also would be created from the combustion of diesel fuel by heavy equipment and construction worker vehicles. Throughout the construction phase, construction-related emissions would vary day-to-day depending on the specific construction phase. Construction-related activities associated with the Project would result in dust and equipment exhaust emissions that could, at times, contribute to nuisances to adjacent residential uses.

Construction projects using typical grading and construction equipment, such as dump trucks, scrapers, bulldozers, compactors, front-end loaders, fork lifts, and cranes that temporarily emit precursors of ozone ($O_3$) (e.g., ROGs or $NO_x$), are already included in the emission inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of $O_3$ ambient air quality standards**.** Mono County is classified as attainment for all California Ambient Air Quality

Standards (CAAQS), except $O_3$ and respirable $PM_{10}$, and all National Ambient Air Quality Standards (NAAQS), except $PM_{10}$. However, there is no $O_3$ implementation plan for attainment in Mono County, nor is one required as outlined in the 2001 CARB Ozone Transport Review.[2] The primary source of $O_3$ in the Town is from precursor pollutants -- $NO_x$ and Volatile Organic Compounds (VOCs) originating from the San Joaquin Valley. Weather conditions in the San Joaquin Valley are ideal for the production of $O_3$. Air movements and prevailing winds carry the $O_3$ into Mono County and subsequently, Mammoth Lakes. Under California law, CARB determines the contribution of transported pollution as overwhelming, significant, inconsequential, or some combination of the three. The CARB Ozone Transport Review states, "Transport from the central portion of the (San Joaquin) Valley is responsible for ozone violations in Mammoth Lakes…" and that the resulting impacts on the Town's air quality were classified as "overwhelming."

The maximum 1-hour $O_3$ concentration recorded at the Mammoth Lakes Station during the 2005 to 2009 period was 0.107 parts per million (ppm), which was recorded in 2007. During the reported period, the California standard of 0.09 ppm was exceeded three times in 2007; the federal standard of 0.12 ppm was not exceeded during this time. The maximum 8-hour $O_3$ concentration was 0.102 ppm, which was recorded in 2005. During the same period, the federal standard of 0.08 ppm was exceeded 24 times in 2005. Prior to the above exceedances, the Mammoth Lakes Gateway monitoring station had not recorded an exceedance since 1995.

All of California is in non-attainment for $PM_{10}$ under both state and federal standards. The maximum reported $PM_{10}$ concentration at the Mammoth Lakes – Gateway Home Center monitoring station was 138 micrograms per cubic meter ($ug/m^3$) recorded in 2008. Between 2005 and 2009 the CAAQS for $PM_{10}$ was exceeded 3 to 27 times per year. Therefore, this analysis is primarily focused on the two common pollutants of $O_3$ (in the form of ROGs and $NO_x$) and $PM_{10}$.

It is estimated that the Project would be constructed over a 3.5-year period, with final buildout of the Project occurring in the fall of 2015. The analysis of daily construction emissions has been prepared utilizing the CalEEMod computer model. Data sheets for the CalEEMod modeling are provided in Appendix A. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV-1 identifies daily emissions that are estimated to occur on peak construction days.

As shown, development of the Project would result in the generation of pollutant emissions. However, the GUAPCD does not currently have thresholds for determining the level of impact significance for air emissions. In the absence of such thresholds, the Project Applicant would be required to implement Mitigation Measure 3-1 to ensure that construction-related emissions would be reduced to the maximum

[2] *California Air Resources Board, 2001, page 45.*

extent possible. With implementation of this mitigation measure, construction-related air quality impacts would be less than significant.

**Table IV-1**
**Estimated Peak Daily Construction Emissions**

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| **Phase I** | | | | | | |
| Winter Emissions | 54.75 | 99.22 | 58.92 | 0.11 | 28.47 | 8.01 |
| Summer Emissions | 54.64 | 98.06 | 55.99 | 0.11 | 28.46 | 8.01 |
| **Phase II** | | | | | | |
| Winter Emissions | 20.84 | 25.14 | 20.48 | 0.03 | 1.73 | 1.72 |
| Summer Emissions | 20.82 | 25.06 | 20.19 | 0.03 | 2.00 | 1.72 |
| **Phase III** | | | | | | |
| Winter Emissions | 21.50 | 23.43 | 20.01 | 0.03 | 1.84 | 1.55 |
| Summer Emissions | 21.17 | 23.35 | 19.71 | 0.03 | 1.84 | 1.55 |

*ROG = reactive organic gas* *NOx = nitrogen oxide* *CO = carbon monoxide* *SOx = sulfur oxide*
*$PM_{10}$ = particulate matter 10* *$PM_{2.5}$ = particulate matter 2.5*

*Source: CAJA Environmental Services, 2011. Calculation sheets are provided in Appendix A.*

***Operational Emissions***

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, cooking appliances, and the hotel fireplace, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings (paints). If the planned geothermal heating system is implemented, stationary emissions from the consumption of natural gas for space and water heating would be eliminated. Mobile emissions would be generated by the motor vehicles traveling to and from the Project site. In accordance with the 2007 General Plan Policy R.10.H, no solid fuel burning appliances (fireplaces) shall be permitted to be installed within any residential units within multi-unit developments within the Town. One wood-burning fireplace would be installed within the proposed hotel in a public gathering place, as is permitted by the Town's Municipal Code.

The Mammoth Lakes portion of the GBVAB is designated as nonattainment for $O_3$ (state standard only) and as a nonattainment area for $PM_{10}$ (state and federal standards). However, the $O_3$ impact in Mammoth Lakes is primarily the result of pollution generated in the San Joaquin Valley, transported by air currents and winds over the Sierra Nevada and is not a condition substantially generated by activities and sources in the Town. In fact, exceedances of the $O_3$ standard would likely occur without any contribution of emissions of $O_3$ precursors (nitrogen oxides and hydrocarbons) from Town activity. In the absence of any quantifiable thresholds of significance from the GBUAPCD, as well as the demonstrated condition in which local $O_3$ levels are created by emissions generated outside the Town and reach levels in excess of

state standards only in the evening, the increase in $O_3$ precursor emissions as a result of implementation of the Project would not substantially contribute to the exceedances of the State $O_3$ standard.

According to the AQMP, emissions that cause $PM_{10}$ violations consists primarily of road dust and soot from wood combustion. In other words, tailpipe emissions from heavy-duty diesel engines constitute a minor or negligible component of $PM_{10}$ 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 AQMP analysis was completed because state and federal programs require the use of low-sulfur diesel fuel as of 2006. As of 2010, heavy-duty on-road diesel engines are regulated to be up to 95 percent cleaner than previous years' models. As a result, CARB estimates a 90 percent reduction in particulate emissions for new on- and off-road engines in the future.

Nonetheless, calculation of daily operational emissions was prepared for the Project using the CalEEMod computer model. The results are presented on Table IV-2. Because the GBVAB is in attainment for CO, $NO_x$, ROG, and $SO_x$, emissions of these pollutants by the Project would not result in any significant impacts.

The impacts of $PM_{10}$ emissions as a result of Project operations are based on the Project's consistency with the Town of Mammoth Lakes' AQMP. The AQMP, along with the Town's General Plan and Municipal Code, requires that vehicle miles traveled (VMT) per day in the Town of Mammoth Lakes not exceed 106,600 and that all new single-family residential developments be limited to one solid-fuel burning appliance per unit.[3] These requirements are based on the assumption that 23.8 grams of $PM_{10}$ are emitted per VMT and that each EPA II solid-fuel burning appliance emits an average of 171 grams of $PM_{10}$ per day.

To ensure that $PM_{10}$ emissions associated with the Project's traffic generation would not exceed the equivalent amount represented by the 106,600 VMT per day threshold for the Town and that operational $PM_{10}$ emissions would be minimized to the maximum extent possible, the Town would require the Project Applicant to contribute a fee per unit per year to the Town Transit Program to reduce VMT and associated roadway dust and to pay a fair-share contribution toward street sweeping costs. The Project's consistency with the Town's General Plan means that it would not generate traffic and associated $PM_{10}$ emissions in excess of the level accounted for in the General Plan and associated Town requirements. Additionally, none of the Project's residential units would have solid fuel burning appliances, further reducing the amount of $PM_{10}$ beyond the volume anticipated in the AQMP, which allows one solid fuel burning appliance per unit, as previously stated. Therefore, Project impacts related to operational $PM_{10}$ emissions would be less than significant.

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[3] *New multi-family residential units are not permitted to have any solid-fuel burning appliances.*

**Table IV-2**
**Estimated Daily Operational Emissions**

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | **ROG** | **$NO_x$** | **CO** | **$SO_x$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **Phase I - Winter** | | | | | | |
| Area | 4.96 | 0.05 | 4.32 | - | 0.57 | 0.57 |
| Energy | 0.06 | 0.56 | 0.46 | - | 0.04 | 0.04 |
| Mobile | 4.20 | 13.87 | 33.30 | 0.03 | 3.55 | 0.39 |
| *Total Emissions – Phase I* | *9.24* | *14.48* | *38.08* | *0.03* | *4.16* | *1.00* |
| **Phase I - Summer** | | | | | | |
| Area | 4.98 | 0.05 | 4.32 | - | 0.57 | 0.57 |
| Energy | 0.06 | 0.56 | 0.46 | - | 0.04 | 0.04 |
| Mobile | 4.54 | 14.95 | 41.96 | 0.03 | 3.56 | 0.41 |
| *Total Emissions – Phase I* | *9.58* | *15.56* | *46.74* | *0.03* | *4.17* | *1.02* |
| **Phase II - Winter** | | | | | | |
| Area | 12.88 | 0.24 | 19.87 | 0.02 | 2.62 | 2.62 |
| Energy | 0.02 | 0.14 | 0.06 | - | 0.01 | 0.01 |
| Mobile | 2.24 | 7.62 | 20.53 | 0.02 | 1.99 | 0.22 |
| *Total Emissions – Phase II* | *15.14* | *8.00* | *40.46* | *0.04* | *4.62* | *0.19* |
| **Phase II - Summer** | | | | | | |
| Area | 12.88 | 0.24 | 19.87 | 0.02 | 2.62 | 2.62 |
| Energy | 0.02 | 0.14 | 0.06 | - | 0.01 | 0.01 |
| Mobile | 2.03 | 6.98 | 17.15 | 0.02 | 1.98 | 0.21 |
| *Total Emissions – Phase II* | *14.96* | *7.36* | *37.08* | *0.04* | *4.61* | *2.84* |
| **Phase III - Winter** | | | | | | |
| Area | 13.44 | 0.25 | 20.74 | 0.02 | 2.73 | 2.73 |
| Energy | 0.02 | 0.15 | 0.06 | - | 0.01 | 0.01 |
| Mobile | 2.34 | 7.95 | 21.42 | 0.02 | 2.07 | 0.23 |
| *Total Emissions – Phase III* | *15.80* | *8.35* | *42.22* | *0.04* | *4.81* | *2.97* |
| **Phase III - Summer** | | | | | | |
| Area | 13.44 | 0.25 | 20.74 | 0.02 | 2.73 | 2.73 |
| Energy | 0.02 | 0.15 | 0.06 | - | 0.01 | 0.01 |
| Mobile | 2.15 | 7.29 | 17.90 | 0.02 | 2.07 | 0.22 |
| *Total Emissions – Phase III* | *15.61* | *7.69* | *38.70* | *0.04* | *4.81* | *2.96* |
| **Total Winter Emissions** | **40.18** | **30.83** | **120.76** | **0.11** | **13.59** | **4.16** |
| **Total Summer Emissions** | **40.15** | **30.61** | **122.52** | **0.11** | **13.59** | **6.82** |

*Source: CAJA Environmental Services, 2011. Calculation sheets are provided in Appendix A.*

***Localized CO Concentrations***

Localized CO concentrations were calculated for the study intersections analyzed in the traffic report for the proposed Project based on the simplified CALINE4 screening. The simplified model is intended as a screening analysis that identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. The emission factors used in the simplified CALINE4 model have been updated to EMFAC2007. The resulting emissions were compared with adopted NAAQS and CAAQS. The results of these calculations are provided on Table IV-3. As shown, future 1-hour and 8-hour CO concentrations near the study intersections would not exceed

their respective federal or state ambient air quality standards (i.e., the federal 1-hour CO ambient air quality standard is 35.0 ppm, and the state 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour federal and state standards for localized CO concentrations are 9.0 ppm). Therefore, Project impacts related to localized CO concentrations would be less than significant.

**Table IV-3**
**Localized CO Concentrations**

| Intersection | CO Concentrations in Parts per Million[a] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Roadway Edge | | 25 feet | | 50 feet | | 100 feet | |
| | 1-Hour | 8-Hour | 1-Hour | 8-Hour | 1-Hour | 8-Hour | 1-Hour | 8-Hour |
| Minaret and Forest Trail | 3.5 | 2.5 | 3.3 | 2.4 | 3.2 | 2.3 | 3.2 | 2.3 |
| Canyon and Lake Mary | 3.9 | 2.7 | 3.5 | 2.5 | 3.4 | 2.4 | 3.3 | 2.4 |
| Minaret and Main | 3.9 | 2.7 | 3.5 | 2.5 | 3.4 | 2.4 | 3.3 | 2.4 |
| Mountain and Main | 3.7 | 2.6 | 3.4 | 2.4 | 3.3 | 2.4 | 3.2 | 2.3 |
| Old Mammoth and Main | 3.8 | 2.7 | 3.5 | 2.5 | 3.4 | 2.4 | 3.3 | 2.4 |

[a] *The federal 1-hour CO ambient air quality standard is 35.0 ppm, and the state 1-hour CO ambient air quality standard is 20.0 ppm. National and state 8-hour standards are 9.0 ppm.*

*Source: CAJA Environmental Services, 2011. Calculation data and results are provided in Appendix A.*

**c) Would the project 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 threshold for ozone precursors)?**

**Less Than Significant Impact.** The EIR prepared for the Town's 2007 General Plan Update assessed air quality impacts associated with buildout of the General Plan and concluded that in order to meet or not exceed state and federal $PM_{10}$ emissions standards, the Town's daily VMT shall be limited to 106,600 and that one solid-fuel burning appliance shall be allowed per single-family residential unit.[4] To ensure compliance with these standards, the Town implements several regulations via Chapter 8.30 (Particulate Emissions Regulations) of the Municipal Code. Through compliance with the Municipal Code, all development within the Town (including the proposed Project) would comply with state and federal $PM_{10}$ emissions standards. Therefore, the Project would not result in a cumulatively considerable contribution to any $PM_{10}$ emissions impacts.

**d) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** As discussed in response to Checklist Question 3(a), with mitigation, the Project would not generate substantial pollutant concentrations. Thus, Project would not have the

[4] *New multi-family residential units are not permitted to have any solid-fuel burning appliances.*

potential to expose sensitive receptors to substantial pollutant concentrations. Therefore, Project impacts related to this issue would be less than significant.

**e) Would the project create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Because the Project involves no elements related to these types of activities, no objectionable odors are anticipated.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Therefore, impacts associated with objectionable odors would be less than significant.

**Mitigation Measures**

To ensure that the Project's construction-related emissions would be reduced the maximum extent possible, the following mitigation measure is required:

**3-1:** The Project applicant shall require that the following practices be implemented by including them in the contractor construction documents to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases:

a. Water all construction areas at least twice daily; water trucks will be filled locally after the contractor makes water acquisition agreements and obtains any required permits.

b. Cover all trucks hauling soil, sand, and other loose materials;

c. Apply clean gravel, water, or non-toxic soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;

d. Remove excess soils from paved access roads, parking areas and staging areas at construction sites;

e. Sweep streets daily (with mechanical sweepers) if visible soil material is carried onto adjacent public streets;

f. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);

g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);

h. Limit traffic speeds on unpaved roads to 15 miles per hour;

i. Install gravel-bags, cobble entries, or other Best Management Practices (BMPs) and erosion control measures to prevent silt runoff to public roadways;

j. Replant vegetation in disturbed areas as soon as possible;

k. Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site;

l. Suspend excavation and grading activities when wind (as instantaneous gusts) exceeds 50 miles per hour (mph) and when sustained winds exceed 25 mph increase the frequency of watering from twice daily, as described in Mitigation Measure 3-1a above, to three to four times a day;

m. The construction fleet will meet the terms set forth in the CARB Regulation for in-use Off Road Diesel Vehicles, paragraph (d)(3) Idling.

n. Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use;

o. All equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications;

p. When feasible, alternative fueled or electrical construction equipment shall be used for the Project site;

q. Use the minimum practical engine size for construction equipment; and

r. Gasoline-powered equipment shall be equipped with catalytic converters, where feasible.

## 4. BIOLOGICAL RESOURCES

**a) Would the project 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** A *Biological Report* was prepared for the Project by Resource Concepts, Inc. (RCI) (refer to Appendix B). RCI conducted a query of the California Natural Diversity Database (CNDDB) to determine any known occurrence of special status plant and animal species or critical habitats with the potential to occur within the vicinity of the Project area. Additionally, RCI conducted a site reconnaissance to determine the extent of plant and animal species on the Project site. Based on the *Biological Report*, no special status plant or animal species are known to occur at the Project site.

There is some potential for northern goshawk (species of concern) and great gray owl (state endangered) to occasionally flyover or perch in the remaining coniferous forest within the proposed project area. However, the existing development and influence of human presence greatly diminish the habitat value

for these species within the proposed project area. The proposed project is not anticipated to have significant adverse effects on northern goshawk or great gray owl.

There is some potential for long-legged myotis (not listed) to occur within the proposed project area. Similar forest habitat is readily available interspersed throughout the Town and in adjacent National Forest and Wilderness areas. The proposed project is not anticipated to have significant adverse effects to long-legged myotis.

Thus, the Project would have a less than significant impact with respect to this issue.

**b) Would the project 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 Impact.** As discussed in the *Biological Report*, no riparian habitat or other sensitive natural communities are located on the Project site. Therefore, no impacts related to this issue would occur.

**c) Would the project 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 Impact.** As discussed in the *Biological Report*, no wetlands are located on the Project site. Therefore, no impacts related to this issue would occur.

**d) Would the project 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 Impact.** As discussed in the *Biological Report*, the Project would not interfere with native resident or migratory fish or wildlife. There are no streams or fish migration areas within the Project area.

The Round Valley deer herd is a migratory herd that winters in the lower elevations of Round Valley, approximately 18 miles south of the Town of Mammoth Lakes. The proposed project area is entirely within the urban growth boundary of the Town of Mammoth Lakes, which is characterized by structures, roads, and commercial development. The Mammoth Pass herd segment of the Round Valley mule deer herd utilizes the "holding area" south of Town and migrates between winter and summer range through an area south of the urban growth boundary below Mammoth Rock, through Mammoth Lakes Basin and across Mammoth Pass to the Middle Fork of the San Joaquin River watershed; or through the area between Deadman Pass and Minaret Summit. Deer migration does not occur through the urbanized area of the Town of Mammoth Lakes and the proposed project, which lies within the existing development

area in the Town of Mammoth Lakes, would not interfere with deer migration. Therefore, no impacts related to this issue would occur.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** The Town of Mammoth Lakes Municipal Code (17.16.050) requires that existing trees be preserved to the maximum extent possible. The Planning Director may grant approval for tree removal based upon the health of the tree, or to create adequate snow storage area, or for construction of buildings or driveways. The Planning Director may require replacement plantings for trees that are removed.

The site does contain a number of large trees, some of which would be removed to allow for development of the proposed buildings. In total, 216 trees would be preserved and protected on the site, while 179 trees would be removed. The majority of the existing trees on the southern edge of the Project site closest to State Route 203 along the frontage street would be maintained. As noted above, the Town's Municipal Code allows tree removal for new development, but does not allow tree removal for the purposes of creating views, lawns, or other similar amenities. The Project would be consistent with these requirements, since trees would not be removed except where required for new buildings or infrastructure on the site. The Project includes the planting of a large number of new trees and additional landscaping (which would mitigate removal of the existing trees). Therefore, the Project would have a less than significant impact with respect to this issue.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** As discussed in the *Biological Report*, the Project site is not included in any Habitat Conservation or Natural Community Conservation Plan. Therefore, no impacts related to this issue would occur.

**Mitigation Measures**

Because no significant impacts related to biological resources have been identified, no mitigation measures are required.

## 5. CULTURAL RESOURCES

**a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No Impact.** The Project site contains two operational buildings: the 29-room Royal Pines motel and the 25-room Swiss Chalet motel, both of which were constructed in the 1960's, and four foundations of previously demolished structures. All structures would be removed from the Project site and replaced with the proposed Project buildings. Based on the *Cultural Resources Constraints Study* prepared for the Project (refer to Appendix C), none of the structures on the Project site qualify as significant historical resources under CEQA, based on age and condition. Although the structures may be old enough to be considered for the California Register of Historical Resources (CRHR), these unremarkable buildings do not appear to be eligible for CRHR inclusion. Neither was identified in the records search as a cultural resource and no evidence of association with significant events or persons has been identified. The four foundations from previously demolished businesses are also not considered as potential cultural resources, similarly based on their age and condition. Thus, removal of these structures from the Project site would not affect the significance of a historical resource. Therefore, no impacts related historical resources would occur as a result of the Project.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?**

**Less Than Significant Impact With Mitigation.** The Project site includes parcels that previously have been disturbed. Based on the *Cultural Resources Constraints Study* prepared for the Project (refer to Appendix C), no archaeological resources are known to occur at the site. Based upon records searches, there are nine previously recorded archaeological resources within one-half mile of the Project site, the closest of which are approximately one-quarter mile away. However, due to the steep slope (22 percent) of the site and the extensive disturbance associated with previous development, there is a low sensitivity for prehistoric archaeological resources at the Project site. Thus, it is unlikely that archaeological resources would be encountered during the Project's construction phases. Additionally, the Project Applicant would comply with Mitigation Measure 5-1 in the event that unknown resources are encountered to ensure that Project impacts related to archaeological resources would be less than significant.

**c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact With Mitigation.** The Project area is underlain by geologic sediments that have a low paleontological sensitivity rating.[5] The lithologic composition of the debris-avalanche deposits at the Project site is not conducive to the preservation of intact fossils and is unlikely to yield scientifically significant vertebrate specimens. The underlying volcanic rocks are also not likely to contain vertebrate fossils as most volcanic rocks are not generally suitable for the preservation of fossils due to their molten origin. Thus, it is unlikely that paleontological resources would be encountered during the Project's construction phases. Additionally, the Project Applicant would comply with Mitigation Measure 5-2 in the event that unknown resources are encountered to ensure that Project impacts related to paleontological resources would be less than significant.

**d) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact With Mitigation.** The Project site includes parcels that previously have been disturbed. Although no human remains are known to occur at the site, their discovery is always a possibility during ground disturbance. Thus, although it is unlikely that human remains would be encountered during the Project's construction phases, the Project Applicant would comply with Mitigation Measure 5-3 in the event that unknown human remains are encountered to ensure that Project impacts related to human remains would be less than significant.

**Mitigation Measures**

Because the Project could result in potentially significant impacts related to cultural resources, the Town requires implementation of the following mitigation measures to ensure that no significant impacts would occur:

**5-1:** Previously unknown cultural resources identified during Project construction shall be protected through temporary redirection of work and possibly other methods such as fencing until formally evaluated for significance. In the event that previously unrecorded cultural resources are exposed during ground-disturbing activities, construction activities (e.g., grading, grubbing, or vegetation clearing) should be halted in the immediate vicinity of the discovery. An archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (U.S. Secretary of the Interior 1983) should be retained to evaluate the find's significance under CEQA. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should

[5] *Paleontological Resource Assessment of the Mammoth View Redevelopment Project, SWCA Environmental Consultants, December 15, 2010 (refer to Appendix C).*

be discussed in consultation with the lead agency. Construction activities may continue in other areas. If the discovery is evaluated as significant under CEQA, additional work such as data recovery excavation may be warranted to mitigate Project-related impacts to a less-than-significant level.

**5-2:** If any paleontological materials are encountered during the course of the Project development, construction activities (e.g., grading, grubbing, or vegetation clearing) should be halted in the immediate vicinity of the discovery. The services of a paleontologist shall be secured to assess the resources and evaluate the impact for significance under CEQA. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the lead agency. Construction activities may continue in other areas. If the discovery is evaluated as significant under CEQA, additional work such as data recovery excavation may be warranted to mitigate Project-related impacts to a less-than-significant level.

**5-3:** Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code §7050.5, Public Resources Code §5097.98 and the California Code of Regulations §15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Mono County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. Once the Coroner determines the remains are Native American, the Coroner shall notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the most likely descendent (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

## 6. GEOLOGY AND SOILS

**a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

***i) 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 Impact.** The Project site is not located within a State-designated Alquist-Priolo Zone.[6] Therefore, implementation of the Project would not result in any impacts related to this issue.

***ii) Strong seismic ground shaking?***

**Less Than Significant Impact.** The Project site is located in a seismically active region, and development of the Project would expose future users of the site to seismic groundshaking. Seismic groundshaking could damage the proposed buildings, parking areas, and utility infrastructure. However, the Project Applicant would be required to design and construct the Project in conformance with the Town's Municipal Code. Conformance with current Municipal Code and the California Building Code, including all relevant provisions for structural design to withstand seismic events, would minimize the potential for structures on the Project site to sustain damage during an earthquake event. Thus, the Project would not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, Project impacts related to groundshaking would be less than significant. Nonetheless, compliance with Mitigation Measure 6-1 would further minimize any potential impact resulting from strong seismic ground shaking.

***iii) Seismic-related ground failure, including liquefaction?***

**No Impact.** The Project site is not susceptible to liquefaction.[7] Therefore, no impacts related to this issue would occur.

***iv) Landslides?***

**Less Than Significant Impact With Mitigation.** Based on the *Preliminary Soils Engineering Report* prepared for the Project (refer to Appendix D), soils at the Project site contain ancient avalanche deposits

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[6] *California Geologic Survey, Alquist-Priolo Earthquake Fault Zone Map, http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, April 11, 2011.*

[7] *Preliminary Soils Engineering Report, Sierra Geotechnical Services, Inc., January 2001 (refer to Appendix D).*

underlying fill materials. The ancient deposits are suitable for both foundation and fill support, provided that the recommendations contained in the *Preliminary Soils Engineering Report* prepared for the Project are adhered to during Project design and construction. Therefore, with implementation of Mitigation Measure 6-1, Project impacts related to landslides would be less than significant.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact**. During construction, grading would expose minimal amounts of soil for a limited time, allowing for possible erosion. Although Project development has the potential to result in minor erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the Town during grading and building permit regulations (refer to response to Checklist Question 9[c]). Additionally, as a result of Project development, the Project would change the drainage patterns on the Project site. However, all runoff associated with the Project would be either directed to landscaped areas and/or pre-manufactured stormwater quality best management practices (BMPs) for infiltration and water quality purposes or directed to an impervious drainage system. As such, the alteration of the existing drainage pattern would not result in substantial erosion or siltation on- or off-site. Therefore, Project impacts related to soil erosion or the loss of topsoil would be less than significant.

**c) Would the project 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?**

**Less Than Significant Impact With Mitigation.** As discussed in response to question 6(a)(iii), according to the geotechnical evaluation prepared for the Project, the Project site is not susceptible to liquefaction. As discussed in response to question 6(a)(iv), soils at the Project site contain ancient avalanche deposits underlying fill materials. The ancient deposits are suitable for both foundation and fill support, provided that the recommendations contained in the *Preliminary Soils Engineering Report* prepared for the Project are adhered to during Project design and construction. Therefore, with implementation of Mitigation Measure 6-1, Project impacts related to landslides would be less than significant.

**d) Would the project be located on expansive soil, as identified on Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**No Impact.** Soils at the Project site are not considered expansive.[8] Therefore, no impacts related to this issue would occur.

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[8] *Ibid.*

**e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No impact.** The Project would be served by the Town's existing wastewater collection, conveyance, and treatment system. Septic tanks or alternative disposal systems would not be required nor are they included as part of the Project. Therefore, implementation of the Project would not result in any impacts related to this issue.

**Mitigation Measures**

With implementation of the following mitigation measures, Project impacts related to geology and soils would be less than significant:

**6-1:** The design and construction of the Project shall occur in accordance with the applicable recommendations identified in a comprehensive geotechnical investigation prepared for the Project. The final grading, drainage, and foundation plans and specifications shall be prepared and/or reviewed and approved by a Registered Geotechnical Engineer and Registered Engineering Geologist. In addition, upon completion of construction activities, the Project Applicant shall provide a final statement indicating whether the work was performed in accordance with Project plans and specifications and with the recommendations of the Registered Geotechnical Engineer and Registered Engineering Geologist.

## 7. GREENHOUSE GAS EMISSIONS

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact.** Greenhouse gas (GHG) emissions refer to a group of emissions that have the ability to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. The current science indicates that there is a direct link between increased GHG emissions and long-term global temperature. What GHG emissions have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect greenhouses have in raising the internal temperature, hence the name "greenhouse gases." Both natural processes and human activities emit GHGs. The accumulation of GHG emission in the atmosphere regulates the Earth's temperature. However, emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHG emissions in the atmosphere. This accumulation of GHG emissions has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), sulfur hexafluoride ($SF_6$), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor ($H_2O$). $CO_2$ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHG emissions, GHG emissions are often quantified and reported as $CO_2$ equivalents ($CO_2E$). Large emission sources are reported in million metric tons of $CO_2E$ ($MMTCO_2E$).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHG 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.

In response to Executive Order S-3-05, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the state could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the governor's targets are met and can be met with existing authority of the state agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020.

As a central requirement of AB 32, CARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by CARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The proposed Scoping Plan was approved by CARB on December 11, 2008. The measures in the Scoping Plan would be developed and be in place by 2012.

The GHG emissions generated by the Project, and indeed any project of similar scope, are too small to influence global climate change on their own. Even if an individual project's GHG emissions were large enough to influence global climate change, the significance of the impact of a single project on global climate cannot be determined at this time. First, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. Second, global climate change models are not sensitive enough to be able to predict the effect of a single project on global temperatures and the resultant effect on climate. Therefore, models cannot be used to evaluate the significance of a project's impact. Thus, insufficient information and predictive tools exist to assess whether a single project would result in a significant impact on global climate. Furthermore, there are currently no adopted thresholds or guidance adopted by the GBUACD or the Town to assess the significance of potential impacts associated with greenhouse gases. However, in the absence of established GHG thresholds, the Governor's Office of Planning and Research (OPR) recommends in its 2008 technical advisory that lead agencies should make a good-faith effort to calculate, model, or estimate the amount of $CO_2$ and other GHG emissions from a project. In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a "significant impact," the OPR recommends that individual lead agencies may undertake a project-by-project analysis that is consistent with available guidance and current CEQA practice. Thus, for the purpose of this analysis, a quantitative analysis containing an inventory of a project's GHG emissions and a qualitative analysis involving a project's compliance with adopted programs and policies to reduce GHG emissions, which is a method suggested by the Association of Environmental Professionals (AEP), have been conducted to evaluate a project's potential effect on climate change.[9]

In terms of generating an inventory of the Project's GHG emissions, the California Climate Action Registry (CCAR) has prepared a protocol (CCAR Protocol) for calculating and reporting GHG emissions from a number of general and industry-specific activities. However, there is no clear guidance defining the extent to which direct and indirect emissions resulting from a project need be included under CEQA. For example, composting of yard waste and decomposing solid waste at landfills result in the emission of GHGs. From a global perspective, whether produced locally or throughout the world, the manufacture and transport of construction materials result in the emission of GHGs, and the loss of forest to produce wood products reduces the Earth's ability to sequester carbon emissions. However, it is reasonable to consider only the GHG emissions resulting from the incremental increase in usage of on-road mobile vehicles, electricity, natural gas, and water upon implementation of the Project as Project-related. This approach is the same as that used in this Initial Study for criteria pollutants.

For the qualitative GHG emissions analysis for the Project, the 2006 CAT Report and CARB's Scoping Plan have recommended a list of strategies and measures that the State could pursue to reduce climate

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[9] *Association of Environmental Professionals (AEP), Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.*

change greenhouse gas emissions. Thus, in the absence of regulatory guidance, this Initial Study also addresses the potential impacts associated with GHG emissions resulting from implementation of the Project by evaluating qualitatively whether the Project would be consistent with any of the emission reduction strategies identified by the CAT Report and the Scoping Plan. If the proposed Project is consistent with these documents, Project-specific impacts related to GHG emissions would be less than significant, and the Project's contribution to any potential cumulative impact related to GHG emissions would not be considerable.

The construction and operational GHG emissions for the Project have been calculated in metric tons per year and are shown on Table IV-4. Emitting GHG emissions into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHG emissions in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions.

**Table IV-4**
**Predicted Project Greenhouse Gas Emissions**

| Emissions Source | | $CO_2e$ Emissions in Metric Tons per Year |
|---|---|---|
| **Project Construction** | | |
| Phase 1 | 2012 | 10,677.48 |
| | 2013 | 6,869.55 |
| Phase 2 | | 3,100.21 |
| Phase 3 | | 4,420.74 |
| **Project Operation** | | |
| Phase 1 | Area | 127.45 |
| | Energy | 676.12 |
| | Mobile | 3,556.46 |
| | *Total Emissions* | *4,360.03* |
| Phase 2 | Area | 586.25 |
| | Energy | 183.77 |
| | Mobile | 1,947.68 |
| | *Total Emissions* | *2,717.70* |
| Phase 3 | Area | 611.74 |
| | Energy | 191.76 |
| | Mobile | 2,032.36 |
| | *Total Emissions* | *2,835.86* |

*Source: CAJA Environmental Services, 2011. Calculation data and results are provided in Appendix A.*

A discussion of the Project's consistency with the strategies from the 2006 CAT Report and the Scoping Plan measures is provided in Appendix E. As discussed, the Project would be consistent with all applicable strategies of the 2006 CAT Report and the recommended measures of the Scoping Plan to reduce GHG emissions in California. Therefore, Project impacts related to GHG emissions would be less than significant.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** Refer to response to Checklist Question 7(a).

**Mitigation Measures**

Because no significant impacts related to GHG emissions have been identified, no mitigation measures are required.

## 8. HAZARDS AND HAZARDOUS MATERIALS

**a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** The types of potentially hazardous materials associated with the proposed Project include solvents, paints, petroleum products, and pesticides that would be used in the operation of the Project and those that are packaged and stored for consumer sales. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The transport and storage of these materials would not pose a significant hazard to the public or the environment. Therefore, Project impacts related to this issue would be less than significant.

**b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant Impact.** Sierra Geotechnical Services, Inc. (SGSI) prepared a *Phase I Environmental Site Assessment (ESA)* (refer to Appendix F) for the Project. The Phase I ESA includes the results of a records review and site reconnaissance. SGSI concluded that no recognized environmental conditions (REC) were identified at the Project site, and that no additional assessment of the site is required.

SGSI noted potential asbestos-containing materials (ACMs) in the structures on the Project site during the site reconnaissance. Also, due to the age of the structures on the Project site, it is possible that the structures could contain lead-based paint. Thus, the Project Applicant would be required to implement

Mitigation Measure 8-1 to ensure that impacts related to ACMs and lead-based paint resulting from the demolition and removal of the existing structures from the Project site would be less than significant.

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** The Project site is not located within one-quarter mile of an existing or proposed school. Therefore, no impacts related to this issue would occur.

**d) Would the project 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 Impact.** The Project site is not included on a list of hazardous materials sites compiled to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

**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 Impact.** The Project site is not located within an airport land use plan area or within two miles of any airport. Therefore, implementation of the Project would not result in any impacts related to this issue.

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The Project site is not located within the vicinity of a private airstrip. Therefore, implementation of the Project would not result in any impacts related to this issue.

**g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** No aspects of the proposed Project would inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. Furthermore, the Project would be required to comply with all applicable Town policies related to disaster preparedness and emergency response. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

**h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**Less Than Significant Impact.** The Project site is located in an area identified as a very high fire danger zone, as identified by the State of California. Thus, the Project plans shall be reviewed for compliance with applicable fire safety requirements and the Mammoth Lakes Fire Protection District (MLFPD) shall impose any additional measures required to reduce Project impacts pertaining to wildland fires to a less than significant level. It should be noted that the Project site is currently developed with motels that were built in the 1960s and thus have no fire sprinklers. Additionally, the Project would include an internal loop road, fire hydrants, sprinklers within habitable Project structures, and would reduce the number of units located on the Summit and Ridge areas of the site as compared to existing conditions. Thus, the Project would represent an improvement in terms of fire safety in comparison to existing uses at the site and would therefore result in a less than significant impact with respect to this issue.

**Mitigation Measures**

Because the existing buildings on the Project site could contain ACMs and lead-based paint, the following mitigation measure is required:

**8-1:** Prior issuance of a demolition permit by the Town, the Project Applicant shall have prepared an ACMs and a lead-based paint report(s) that identifies such materials within the structures on the Project site to be demolished. The Project Applicant shall comply with all state and local standards regarding the abatement of ACMs and lead-based paint.

## 9. HYDROLOGY AND WATER QUALITY

**a) Would the project violate any water quality standards or waste discharge requirements?**

**No Impact.** The Project does not include any point-source discharge. All nonpoint source discharges from the Project, including parking areas, would be addressed through stormwater treatment best management practices (BMPs) (refer to Response to Checklist Question 9(f)). Project development would conform to all requirements of the Lahontan Regional Water Quality Control Board (RWQCB) and the Town's Municipal Code and would not result in un-permitted discharges into the sanitary sewer and stormwater systems. Therefore, implementation of the Project would not result in any impacts related to this issue.

**b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Less Than Significant Impact.** As discussed in the *Preliminary Drainage Study* prepared for the Project (refer to Appendix G), the amount of impervious surface area associated with the Project would be approximately the same as the existing condition, and the overall amount of surface runoff associated with the Project would be approximately the same as the existing condition. Thus, the potential for groundwater recharge at the Project site would not change. Additionally, all surface runoff associated with the Project would be directed to retention/infiltration basins for percolation to the groundwater table. The geothermal heating system proposed for inclusion in the Project would not consume any groundwater, nor would any groundwater be exposed to the atmosphere through utilization in this system. Additionally, at a depth of 1,300 to 1,500 feet below ground surface, the geothermal heating system production and injection wells would be substantially lower than the 382 to 710 foot depth of existing MCWD water wells.[10] Thus, the Project would not substantially affect groundwater recharge, and impacts related to this issue would be less than significant.

**c) Would the project 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?**

**Less Than Significant Impact.** The Project would change the drainage patterns on the Project site by removing existing structures, grading and excavating the site, and adding new structures. The Project site slopes steeply from west to east. Ground surface elevations range from approximately 7,936 feet above mean sea level (MSL) in the southeast corner of the site to approximately 8,026 feet above MSL in the northwest. Soils at the site are granular. Native vegetation includes pine trees and shrubs. The existing site has impervious surfaces that equal approximately 120,000 square feet or approximately 50 percent of the site, including the buildings that have been recently demolished. The remaining area of the site is landscaped or left in a natural state.

No off-site runoff enters the site from the south (Main Street) or from the east (Alpine Circle). From the west, some runoff has historically run along the westerly property line of the Project site toward Main Street. Along the north, runoff is conveyed overland (off-site) through the existing residential home properties to the northernmost part of the site.

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[10] *Table 1, 2009 Annual Report on Results of Mammoth Community Water District Groundwater Monitoring Program, Kenneth D. Schmidt and Associates.*

According to the *Town of Mammoth Lakes 2005 Storm Drain Master Plan Update* (the "2005 SDMP"), a 54-inch storm drainage system is located in Alpine Circle that connects to the storm drainage system in Main Street. Also, an inlet is located near the intersection of Mountain Boulevard and Main Street that connects to the 54-inch storm drain in Alpine Circle.

Runoff rate calculations in the *Preliminary Drainage Study* prepared for the Project (refer to Appendix G) are based on the 2005 SDMP. Several off-site drainage areas are considered for this project (refer to Table IV-5). Runoff from off-site areas west of the site flows onto the west side of the project site (Off-site Area W). Runoff from off-site areas north of the site flows onto the north part of site (Off-site Area N).

**Table IV-5**
**Existing and Post-Project Off-Site Runoff**

| Tributary Area | | Existing | | Post-Project | |
|---|---|---|---|---|---|
| **Area** | **Acres** | **Q20 (cfs)[1]** | **Q100 (cfs)[2]** | **Q20 (cfs)[1]** | **Q100 (cfs)[2]** |
| Off-site N | 1.98 | 2.42 | 3.82 | 2.42 | 3.82 |
| Off-site W | 2.08 | 2.54 | 4.01 | 2.54 | 4.01 |

[1] *Runoff from 20-year frequency storm in cubic feet/second.*
[2] *Runoff from 100-year frequency storm in cubic feet/second.*
*Source: Triad/Holmes Associates, 2011.*

- Off-site Area W (west) is tributary to the west edge of the property. A swale is proposed at this location to maintain to as close to historic flow conditions as practicable.

- Off-site Area N (north) is tributary to the northern piece of the property. It is proposed to develop a swale that will convey the runoff at this location around the new development to exit at the street in its historic condition.

- Runoff from the remaining streets that are not tributary to the site will continue to flow in its historic condition.

Project drainage facilities would include inlets, storm drain pipes, earth swales, and storm drain manholes designed for the 20-year storm intensity. Additionally, to allow for on-site infiltration, retention facilities would be designed based on the Water Quality Plan for the Lahontan Region to retain one hour of a 20-year intensity storm. Infiltration basins would be placed in locations that allow minimal impact to new or existing facilities. The final design of retention/infiltration facilities would be based on input from the Town.

The post-Project drainage was divided into Areas 1 through 3, as shown on Table IV-6. Based on the methodology set in the Master Plan, no changes in runoff rates would occur as a result of the Project. However, the proposed retention/infiltration facilities would reduce the overall volume of runoff from the Project site.

**Table IV-6**
**Existing and Post-Project On-Site Drainage**

| Tributary Area | Existing | | | Post-Project | | |
|---|---|---|---|---|---|---|
| | Acres | Q20 (cfs)[1] | Q100 (cfs)[2] | Acres | Q20 (cfs)[1] | Q100 (cfs)[2] |
| 1 | 0.71 | 0.87 | 1.37 | 0.32 | 0.39 | 0.62 |
| 2 | 2.39 | 2.92 | 4.61 | 2.37 | 2.89 | 4.57 |
| 3 (total of 3.1 and 3.2) | 2.41 | 2.94 | 4.65 | 2.82 | 3.44 | 5.44 |
| 3.1 (subarea of 3 for the Project) | - | - | - | 2.21 | 2.70 | 4.27 |
| 3.2 (subarea of 3 for the Project) | - | - | - | 0.61 | 0.74 | 1.18 |
| **Total** | **5.51** | **6.72** | **10.63** | **5.51** | **6.72** | **10.63** |

[1] *Runoff from 20-year frequency storm in cubic feet/second.*
[2] *Runoff from 100-year frequency storm in cubic feet/second.*
*Source: Triad/Holmes Associates, 2011.*

The following are the proposed drainage design concepts for the Project site following development:

- Area 1 would continue to flow to the north as it did historically. The runoff from this area would join the runoff from Offsite Area N that then would flow toward the east back onto the Project site and then directed to outflow in its historic location.

- Area 2 would be conveyed to an infiltration facility and then piped to the inlet that connects to the 54-inch storm drain located in Alpine Circle.

- Area 3.1 would flow as historic toward the south.

- Area 3.2 would be directed toward a retention/infiltration facility that then is directed toward the historic outflow location.

All of the runoff associated with the Project would be either directed to landscaped areas and/or pre-manufactured stormwater quality BMPs for infiltration and water quality purposes or directed to the storm drain system. As such, the alteration of the existing drainage pattern would not result in substantial erosion or siltation on- or off-site. Therefore, Project impacts related to altering drainage patterns would be less than significant.

**d) Would the project 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 amount of surface runoff in a manner which would result in flooding on- or off-site?**

**No Impact.** As discussed in response to Checklist Question 9(c), the Project would not increase the rate of runoff over the existing condition and would reduce the overall volume of runoff from the Project site over the existing condition. Thus, the Project would not cause flooding on- or off-site.

**e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** With regard to storm drain capacity, refer to response to Checklist Question 9(c). With regard to water quality, refer to response to Checklist Question 9(f).

**f) Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** During construction, sediment is typically the constituent of greatest potential concern. The greatest risk of soil erosion during the construction phase occurs when site disturbance peaks due to grading activity and removal and re-compaction or replacement of fill areas. Sediment is not typically a constituent of concern during the long-term operation of developments similar to the Project because sites are usually paved, and proper drainage infrastructure is installed. Other pollutants that could affect surface water quality during the Project construction phase include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides).

Once the Project has been developed, urban runoff might include all of the above contaminants. Trace metals from pavement runoff and landscape maintenance debris may be mobilized in wet-season storm runoff from roadway areas, parking areas, and landscaping, and in dry-season "nuisance flows" from landscape irrigation. Liquid product spills occurring at the Project site could also enter the storm drain. Dry product spills could enter the storm drain via runoff in wet weather conditions or dry-season "nuisance flows."

For each Project construction phase, the Project Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which details the construction activities, materials, and wastes and lists the BMPs to be utilized in order to control pollutant discharges during construction. Also, the Project Applicant would be required to prepare and implement a Standard Urban Stormwater Management Plan (SUSMP), in accordance with the National Pollution Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity. The SUSMP would detail the treatment measures and BMPs to control pollutants and would include an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of Project development. In addition, the SUSMP would include construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. The SUSMP would also describe the post-construction BMPs used to reduce pollutant loadings in runoff and percolate stormwater once the site is occupied (e.g., grassy swales, wet ponds, and educational materials) and would set forth the BMP monitoring and maintenance schedule and responsible entities during the construction and post-construction phases. The Project would include oily water sediment separators for all parking areas.

Preparation and implementation of the SWPPP and SUSMP would ensure that the Project would not violate any water quality standards. Therefore, Project impacts related to water quality would be less than significant.

**g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The Project site is not within a 100-year flood hazard area. Therefore, implementation of the Project would not result in any impacts related to this issue.

**h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact:** The Project site is not within a 100-year flood hazard area. Therefore, implementation of the Project would not result in any impacts related to this issue.

**i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No Impact.** The Project site is not located near any large bodies of water or dams.

**j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?**

**No Impact.** The Project site is not located in a coastal area. Thus, tsunamis and seismic sea waves are not a hazard at the site. Additionally, the Project site is not located downslope of any large bodies of water that could adversely affect the site in an event of earthquake-induced failures or seiches or wave oscillations in an enclosed or semi-enclosed body of water. Therefore, implementation of the Project would not result in any impacts related to this issue.

**Mitigation Measures**

No significant impacts related to hydrology and water quality were identified, and no mitigation measures are required.

## 10. LAND USE AND PLANNING

**a) Would the project physically divide an established community?**

**No Impact.** The Project site is located in a developed portion of the Town and is already served by existing utility and roadway infrastructure. No impacts related to this issue would occur as a result of the Project.

**b) Would the project 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?**

**Less Than Significant Impact.** Below is a discussion of the Project's consistency with applicable land use plans, policies, and regulations.

***Town of Mammoth Lakes General Plan***

The Town's General Plan designates the Project site as Commercial 1. All proposed land uses (i.e., residential, hotel, restaurant/bar, and spa) are allowed under the existing land use and zoning designations for the site. Additionally, as discussed in Appendix H, the Project would be consistent with the applicable policies of the Town's General Plan.

***Downtown Neighborhood District Plan***

District Planning is a concept defined in the 2007 Town of Mammoth Lakes General Plan. It recognizes that many areas of the community have special considerations or conditions for which more focused, community-driven planning should be undertaken. District Planning allows for the desired form, function, and character of an area to be defined, setting the stage for future Town actions, such as revised development standards, development of new facilities or improvements, and consideration of development proposals that may come forward. The goal of the Downtown Neighborhood District Plan (also known as *The Downtown Concept for Main Street* [DCMS]) is to develop directed and strategic planning and policy recommendations for the Downtown area (Main Street Corridor/North Old Mammoth Road/Shady Rest districts) within the Town of Mammoth Lakes. In September 2010, the Town Council accepted the draft DCMS document, thus clearing the path for the Town to pursue formal adoption of the DCMS.

Although the recommendations of the DCMS have not yet been officially adopted by the Town, the general consistency of the proposed Project with the current version of the DCMS has been evaluated in this Initial Study. The Concept Diagram for the Preferred Alternative in the DCMS identifies the Project site for "Infill and Polish Mixed Lodging and Residential." The site is located outside of the identified Walkable Nodes on the Concept Diagram. Specifically, the DCMS indicates that properties adjacent to Main Street to the west of Manzanita Road (an area that includes the Project site) would experience ongoing infill and improvements to vacant and underutilized properties with new hotel and residential development, as well as upgrade and "facelifts" of some existing properties. The Land Use map in the DCMS identifies the Project site for Mixed Lodging/Residential with corresponding land use types of low-, medium-, and high-density lodging and multi-family residential with minimum building setbacks of 10 feet along Main Street and Mountain Boulevard with required participation in a snow removal district or snow removal plan; otherwise a 20 foot minimum setback would apply.

The characteristics of the Project, as described both in Section II (Project Description) and in Appendix H, are entirely consistent with the above-described applicable recommendations in the draft DNDP.

***Municipal Code***

As discussed on Table IV-7, the Project would comply with the Town's Municipal Code.

**Table IV-7**
**Project Consistency with the Municipal Code**

| Municipal Code Requirement | Discussion of Project Consistency |
|---|---|
| Density | a. Hotel – 62,360 square feet/1.43 acres dedicated to hotel use at 40 rooms/acre. 57 rooms permitted; 54 rooms proposed.<br>b. Residential – 177,725 sf/4.08 acres dedicated to residential uses (cabins and townhouses) at 12 units/acre. 49 units allowed; 49 units proposed (note: 52 units in total, but 6 units are one bedrooms units under 850 sf, so 6 count as ½ unit) |
| Uses | Hotels and condominium ownerships are both permitted in the Commercial Lodging zone with an approved use permit. Restaurants/bars and spas are permitted with an admin permit (but in this case since it is part of the project it would be approved as part of the use permit). |
| Setbacks | The Project meets all setback requirements. |
| Lot Coverage | Commercial Lodging zone allows up to 60 percent coverage; the Project includes 52 percent lot coverage. |
| Height | a. Cabins – Maximum height 35 feet. All but 2 cabins are less than 35 feet at all points. 2 cabins are on a slope of 10 percent or greater, which allows them to use an average height calculation. These 2 cabins have an average height of less than 35 feet and are not higher than 45 feet at any point, and therefore meet the requirements of the code.<br>b. Townhouses – Both Basecamp and Summit Townhouses do not exceed 35 feet at any point.<br>c. Hotel – Since the majority of the hotel sits above a parking garage, the Planning Commission may grant up to 10 additional feet in height. The building is on slope of more than 10 percent and therefore may use an average height calculation. This means that the average building height can be up to 45 feet with the maximum height not to exceed 55 feet. The average building height is 38.7 feet while the highest point on the building extends to 50 feet over a small portion of the roof. This excess would be allowable if approved by the Planning Commission. |
| Dumpsters | Dumpsters are required for all projects with three or more units. The Project includes three dumpsters spread out across the "summit" portion of the site, and one |

**Table IV-7**
**Project Consistency with the Municipal Code**

| Municipal Code Requirement | Discussion of Project Consistency |
|---|---|
| | large dumpster/recycling area within the far eastern part of the hotel building. |
| Parking | a. On-site parking provided:<br>i. Hotel – 42 spaces underground, 18 outside = 60<br>ii. Townhouses – 2/unit x 24 units = 48<br>iii. Cabins:<br>1. Type A (1 br) – 1/unit x 6 units = 6<br>2. Type B (2 br) – 1/unit x 13 units = 13<br>3. Type C (3 br) – 2/unit x 9 units = 18<br>iv. Guest/other parking<br>1. Lower townhouses – 5<br>2. Summit area – 22 spaces<br>v. TOTAL – 172 spaces provided<br>b. Other parking comments:<br>i. 1 loading space of at least 12 x 24 feet is required for the hotel building, pursuant to Municipal Code Section 17.20.040.Q.9. 1 has been provided in between the hotel building and lower townhouses.<br>ii. 15 total guest spaces required.<br>iii. Type B cabins require 2 spaces/unit, only 1/unit provided. Other/guest spaces would need to be dedicated to each B unit.<br>iv. Overall parking onsite is adequate (172 spaces required). However, the Project Applicant would need to assign parking to units as needed, or identify as guest parking. |
| Fireplaces/Woodstoves | The Project could include one wood-burning fireplace/stove in or near the lobby of the hotel. None of the residential units would have wood-burning fireplaces/stoves. |
| Design Review | The Project would be subject to design review prior to hearing by Planning Commission. The Town's Advisory Design Panel (ADP) already reviewed a concept review submittal for the Project. The Project Applicant has satisfactorily responded to ADP comments, and further review by the ADP is not required. |
| Snow Storage | a. Summit area can accommodate all required snow storage; base area can accommodate approx. 62.5 percent of required snow storage.<br>b. Per code, snow trucking is permitted/required when inadequate snow storage areas are provided on-site. |

***Mono County Local Transportation Commission***

The Mono County Local Transportation Commission (MCLTC) is the designated Regional Transportation Planning Agency for Mono County. Its membership includes three members of the Town of Mammoth Lakes Town Council and three members of the County Board of Supervisors. The Director of Caltrans District 9 serves as an ex-officio member of the MCLTC. The MCLTC acts as an autonomous agency in filling the mandates of the Transportation Development Act.

The goal of the Mono County Regional Transportation Plan (Transportation Plan) is to provide and maintain a transportation system, which provides for the safe, efficient and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County.[11] The Transportation Plan includes the existing highway and road system, as well as the bikeway/trail component and air travel.

Senate Bill 45 expanded the role of the MCLTC with additional responsibilities for project monitoring with significant, additional and discretionary funding for transportation projects and increased transportation planning responsibilities. The primary duties of the MCLTC consist of the following:

- Every four years, prepare, adopt and submit a Regional Transportation Plan (RTP), and every two years prepare a Regional Transportation Improvement Program (RTIP) for the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act (TDA) Funds.
- Annually, prepare and submit the Overall Work Program; and
- Periodically allocate funds for Transportation Enhancement Activities (TEA).

The MCLTC does not currently have any adopted policies that apply to the Project.

***Lahontan Regional Water Quality Control Board (LRWCB)***

The Mammoth Community Water District (MCWD) provides service to the residents from both surface water appropriated from Lake Mary and groundwater from the Mammoth Basin Watershed. The MCWD

[11] *Mono County Local Transportation Commission Website, retrieved July 5, 2006, from http://www.monocounty.ca.gov/cdd%20site/LTC/ltc_home.html.*

falls under the jurisdiction of the Lahontan Regional Water Quality Control Board (LRWCB), which has developed a Water Quality Control Plan for the Lahontan Region.

Additionally, the MCWD adopted a Groundwater Management Plan in July of 2005, which is thoroughly discussed in the December 2005 update to the Urban Water Management Plan.

The Project would be required to conform to the policies and guidelines concerning land development in the Mammoth Lakes area above 7,000 feet elevation as prescribed in the Water Quality Control Plan for the Lahontan Region (for additional detail, see responses to Checklist Questions 9(a), 9(c), and 9(f)).

***AQMP***

A detailed discussion of the Project's consistency with the AQMP is included in response to Checklist Question 3(a). As discussed in that response, the Project is consistent with the AQMP.

**c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** As discussed previously, the Project site is not subject to any Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, implementation of the Project would not result in any impacts related to this issue.

**Mitigation Measures**

No significant impacts related to land use and planning have been identified, and no mitigation measures are required.

## 11. MINERAL RESOURCES

**a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** The Project site is not a source of important mineral resources. As noted in Section II, the Project may include a geothermal heat source system for supply of either all or a substantial portion of building and water heating. If ultimately included in the Project, this system would not consume or expose any geothermally heated groundwater to the atmosphere. All groundwater extracted for purposes of geothermal heat extraction would be re-injected to the aquifer. Therefore, no impacts related to mineral resources would occur as a result of the Project.

**b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact**. Refer to response to Checklist Question 11(a).

**Mitigation Measures**

No significant impacts to mineral resources have been identified, and no mitigation measures are required.

## 12. NOISE

**a) Would the project result in 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?**

**Less Than Significant Impact With Mitigation**. Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- $L_{eq}$ – An $L_{eq}$, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the $L_{eq}$ of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- $L_{max}$ – The maximum instantaneous noise level experienced during a given period of time.

- $L_{min}$ – The minimum instantaneous noise level experienced during a given period of time.

- CNEL – The Community Noise Equivalent Level is a 24-hour average Leq with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[12] The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

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[12] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

***Town of Mammoth Lakes Noise Regulation***

The Town is the local agency responsible for adopting and implementing policies as they relate to noise levels and its effect on land uses within its jurisdiction. Both acceptable and unacceptable noise levels associated with construction activities and exterior noise levels at various land use zones have been defined and quantified. Chapter 8.16 of the City's Municipal Code (Town Noise Ordinance) controls unnecessary, excessive, and annoying noise in the Town. The Town Noise Ordinance sets forth sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance to the peace, and legal remedies for violations.

*Exterior Noise Limits*

Section 8.16.070 of the Town Noise Ordinance establishes exterior noise limits for various land use categories. These exterior noise limits are shown on Table IV-8. According to Section 8.16.070 of the Town Noise Ordinance, noise levels are not allowed to exceed:

- The noise standard for that land use identified in Table IV-8 for a cumulative period of more than thirty minutes in any hour; or
- The noise standard plus five decibels for a cumulative period of more than fifteen minutes in any hour; or
- The noise standard plus ten decibels for a cumulative period of more than five minutes in any hour; or
- The noise standard plus fifteen decibels for a cumulative period of more than one minute in any hour; or
- The noise standard plus twenty decibels or the maximum measured ambient level, for any period of time.

In addition, if the existing exterior ambient noise level exceeds the permissible level within the noise limit categories, the allowable noise exposure standard is increased in five dBA increments in each category as appropriate to encompass or reflect the ambient noise level. Furthermore, in the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category would be increased to reflect the maximum ambient noise level (Section 8.16.070 and 8.16.080 of the Town Noise Ordinance).

*Interior Noise Limits*

Section 8.16.080 of the Town Noise Ordinance establishes interior noise limits for multi-family residential dwellings. According to Section 8.16.080 of the Town Noise Ordinance, interior noise levels resulting from outside sources within residential units shall not exceed 45 dBA for a cumulative period more than five minutes in any hour between 7:00 A.M. and 10:00 P.M. and 35 dBA for a cumulative

period of more than five minutes in any hour between 10:00 P.M. and 7:00 A.M. In addition, interior noise levels may not exceed:

- The noise standards plus five decibels for a cumulative period of more than one minute in any hour; or
- The noise standard plus ten decibels or the maximum measured ambient, for any period of time.

**Table IV-8**
**Town of Mammoth Lakes Exterior Noise Limits**

| Receiving Land Use | Time Period | Noise Zone Classification[1] Maximum Noise Levels (dBA) (Levels Not to Be Exceeded More Than Thirty Minutes in Any Hour) | | |
|---|---|---|---|---|
| | | Rural/ Suburban | Suburban | Urban |
| One and Two Family Residential | 10 P.M. to 7 A.M. | 40 | 45 | 50 |
| | 7 A.M. to 10 P.M. | 50 | 55 | 60 |
| Multiple Dwelling Residential/Public Space | 10 P.M. to 7 A.M. | 45 | 50 | 55 |
| | 7 A.M. to 10 P.M. | 50 | 55 | 60 |
| Limited Commercial/Some Multiple Dwellings | 10 P.M. to 7 A.M. | 55 | -- | -- |
| | 7 A.M. to 10 P.M. | 60 | -- | -- |
| Commercial | 10 P.M. to 7 A.M. | 60 | -- | -- |
| | 7 A.M. to 10 P.M. | 65 | -- | -- |
| Light Industrial | Anytime | 70 | -- | -- |
| Heavy Industrial | Anytime | 75 | -- | -- |

[1] *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 classification 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 Noise Ordinance, Chapter 8.16.*

Furthermore, if the existing interior ambient noise level exceeds the permissible level within the noise limit categories, the allowable noise exposure standard is increased in five dBA increments in each category as appropriate to encompass or reflect the ambient noise level.

*Construction Noise Limits*

According to Section 15.08.020 of the Town Municipal Code, construction activities are permitted between the hours of 7:00 AM and 8:00 PM, Monday through Saturday. Work hours on Sundays and Town recognized holidays are limited to the hours between 9:00 AM and 5:00 PM and are permitted only with the approval of the building official or designee.

The Town has established noise standards for construction activity in Section 8.16.090 of the Town Noise Ordinance. The construction noise standards are shown on Table IV-9. As shown, the Town has established maximum exterior noise levels during permitted work hours from the operation of equipment

used in construction, drilling, repair, alteration, or demolition work. All mobile and stationary internal-combustion powered equipment and machinery are also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

**Table IV-9**
**Town of Mammoth Lakes Construction Noise Standards**

| Construction Equipment[a] | Maximum Noise Levels | | | |
|---|---|---|---|---|
| | **Type I Areas** Single-Family Residential | **Type II Areas** Multi-Family Residential | **Type III Areas** Semi-Residential Commercial | Business Properties |
| **Mobile Equipment[b]** | | | | |
| 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 Sunday and legal holidays | 60 dBA | 65 dBA | 70 dBA | -- |
| Daily, including Sunday and legal holidays; All hours | -- | -- | -- | 85 dBA |
| **Stationary Equipment[c]** | | | | |
| 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 Sunday and legal holidays | 50 dBA | 55 dBA | 60 dBA | -- |
| Daily, including Sunday and legal holidays, All hours | -- | -- | -- | 75 dBA |

[a] *All mobile or stationary internal combustion engine-powered equipment or machinery shall be equipped with suitable exhaust and air intake silencers in proper working order.*
[b] *Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment.*
[c] *Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment.*

*Source: Town of Mammoth Lakes Noise Ordinance, Chapter 8.16.*

*Town of Mammoth Lakes Groundborne Vibration Regulation*

A vibration threshold has been established in Section 8.16.090 of the Town Noise Ordinance. As indicated in Section 8.16.090 of the Noise Ordinance, operating or permitting the operation of any device that creates a vibration that is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. According to Section 8.16.020 of the Town Noise Ordinance, the vibration perception threshold is generally defined as a motion velocity of 0.01 inch per second over the range of one to one hundred Hertz (Hz), which is considered to be the minimum ground-borne or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or visual observation of moving objects.

***Construction Noise***

Construction of the Project would require the use of heavy equipment for demolition, site grading and excavation, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. Each stage of development would include a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented on Tables IV-10 and IV-11. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA $L_{eq}$ measured at 50 feet from the noise source to the receptor would reduce to 78 dBA $L_{eq}$ at 100 feet from the source to the receptor, and reduce by another 6 dBA $L_{eq}$ to 72 dBA $L_{eq}$ at 200 feet from the source to the receptor.

**Table IV-10**
**Noise Ranges of Typical Construction Equipment**

| Construction Equipment | Noise Levels in dBA $L_{eq}$ at 50 feet[a] |
|---|---|
| Front Loader | 73–86 |
| Trucks | 82–95 |
| Cranes (moveable) | 75–88 |
| Cranes (derrick) | 86–89 |
| Vibrator | 68–82 |
| Saws | 72–82 |
| Pneumatic Impact Equipment | 83–88 |
| Jackhammers | 81–98 |
| Pumps | 68–72 |
| Generators | 71–83 |
| Compressors | 75–87 |
| Concrete Mixers | 75–88 |
| Concrete Pumps | 81–85 |
| Back Hoe | 73–95 |
| Pile Driving (peaks) | 95–107 |
| Tractor | 77–98 |
| Scraper/Grader | 80–93 |
| Paver | 85–88 |

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

*Source: U.S. EPA 1971*

During construction, three basic types of activities would be expected to occur and generate noise. The first activity would involve demolition and removal of the existing structures from the Project site. The second activity would involve the preparation, excavation, and grading of the Project site to accommodate the building foundations for the proposed buildings. The third activity that would generate noise during

construction would involve the physical construction and finishing of the new buildings. Overall, construction activities within the Project site are anticipated to occur over a 2.5-year period, ending in 2015. No pile driving activities would be required for the Project.

**Table IV-11**
**Typical Outdoor Construction Noise Levels**

| Construction Phase | Noise Levels at 50 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 60 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 100 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 200 Feet with Mufflers (dBA $L_{eq}$) |
|---|---|---|---|---|
| Demolition/Ground Clearing | 82 | 80 | 76 | 70 |
| Excavation, Grading | 86 | 84 | 80 | 74 |
| Foundations | 77 | 75 | 71 | 65 |
| Structural | 83 | 81 | 77 | 71 |
| Finishing | 86 | 84 | 80 | 74 |

*Source: U.S. EPA, 1971.*

As shown in Table IV-11, typical outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA $L_{eq}$, without implementation of noise reduction measures. The noisiest pieces of equipment that would be used during the Project's construction phase would include jackhammers and pavers, which produce noise levels of approximately 75 and 80 dBA at 50 feet with implementation of the required feasible noise reduction control measures. Construction equipment would not include pile drivers. As with all construction equipment, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance.

The sensitive receptors closest to the Project site include the Viewpoint Condominiums to the west of the site (with the closest condominium at approximately 20 feet from the Project site) and single-family residential structures to the north of the site (with the closest structure at approximately 40 feet and downslope from the Project site). Some of the condominiums and single-family residential structures would be occupied at times during the Project's 2.5-year construction schedule. These receptors would experience temporary intermittent noise levels similar to those shown on Tables IV-10 and IV-11. However, the Project's construction-related noise levels would not result in ambient noise levels that exceed the standards shown on Table IV-9. Additionally, the Project would comply with the construction hours outlined in the Town's Municipal Code (i.e., 7:00 AM to 8:00 PM, Monday through Saturday, and 9:00 AM and 5:00 PM, Sundays and Town-recognized holidays, with approval of the building official or designee). Also, the Project would comply with Mitigation Measure 12-1 to further ensure a maximum reduction in noise levels during construction and that no sensitive receptor is exposed to excessive noise levels during the Project's construction phase. Therefore, Project impacts related to construction noise would be less than significant.

***Operational Noise***

The primary sources of noise associated with the Project include typical sounds created by people occupying the site, traffic-generated noise, and heating, ventilation, and air conditioning (HVAC) equipment. Typical sounds associated with occupation of the Project site include slow-moving vehicles traveling within the site to/from parking areas, car-doors opening/closing, people talking, children playing, etc. These sounds cause brief and intermittent spikes in noise levels near the source of the noise, but the sounds attenuate quickly and do not substantially affect ambient noise levels. Thus, these types of occupational noise levels would not result in any significant impacts.

***Traffic Noise***

Traffic generated by the Project would contribute to noise levels along the roadways traveled by Project vehicles. Estimated noise levels associated with the Project's traffic are shown on Table IV-12. As shown, Project traffic would not result in a noticeable increase in traffic noise levels. Therefore, Project impacts related to traffic noise would be less than significant.

**Table IV-12**
**Project Traffic Noise Levels**

| Segments | Existing | Existing With Project | Change | Future Without Project | Future With Project | Change |
|---|---|---|---|---|---|---|
| Minaret north of Forest Trail | 64.5 | 64.5 | 0.0 | 64.7 | 64.7 | 0.0 |
| Minaret south of Forest Trail | 65.7 | 65.7 | 0.0 | 65.9 | 65.9 | 0.0 |
| Forest Trail east of Minaret | 59.2 | 59.2 | 0.0 | 59.8 | 59.8 | 0.0 |
| Forest Trail west of Minaret | 61.3 | 61.3 | 0.0 | 61.5 | 61.5 | 0.0 |
| Canyon north of Lake Mary | 61.5 | 61.5 | 0.0 | 61.7 | 61.7 | 0.0 |
| Lake Mary east of Canyon | 67.6 | 67.6 | 0.0 | 67.9 | 67.9 | 0.0 |
| Lake Mary west of Canyon | 64.1 | 64.1 | 0.0 | 64.6 | 64.6 | 0.0 |
| Minaret north of Main | 63.1 | 63.1 | 0.0 | 63.5 | 63.5 | 0.0 |
| Minaret south of Main | 63.0 | 63.0 | 0.0 | 63.5 | 63.5 | 0.0 |
| Main east of Minaret | 62.7 | 62.1 | 0.1 | 63.1 | 63.2 | 0.1 |
| Main west of Minaret | 62.2 | 62.2 | 0.0 | 62.6 | 62.6 | 0.0 |
| Mountain north of Main | 53.9 | 54.7 | 0.9 | 55.4 | 56.0 | 0.6 |
| Mountain south of Main | 53.9 | 53.9 | 0.0 | 55.1 | 55.1 | 0.0 |
| Main east of Mountain | 67.6 | 67.6 | 0.0 | 67.7 | 67.7 | 0.0 |
| Main west of Mountain | 67.5 | 67.5 | 0.0 | 67.7 | 67.7 | 0.0 |
| Old Mammoth south of Main | 64.2 | 64.2 | 0.0 | 64.4 | 64.4 | 0.0 |
| Main east of Old Mammoth | 59.7 | 59.7 | 0.0 | 59.8 | 59.8 | 0.0 |
| Main west of Old Mammoth | 61.1 | 61.1 | 0.0 | 61.2 | 61.2 | 0.0 |

*Source: CAJA Environmental Services, 2011. Modeling results are included in Appendix I.*

***HVAC Equipment***

During operation of the Project, on-site operational noise would be generated by HVAC equipment, which generates a noise level of approximately 63 dBA at 50 feet. The Project would be required to comply with Section 8.16.090 of the Town's Noise Ordinance, requiring that muffling or blocking of HVAC equipment that would attenuate noise levels from the equipment by approximately 10 dBA. The Project's HVAC equipment would not expose people on or off the Project site to excessive levels of noise. Therefore, Project impacts related to noise generated by HVAC equipment would be less than significant.

***Geothermal Heating System***

The planned geothermal heating system would not produce any noise during normal operation that would be audible beyond the immediate vicinity of the system apparatus on-site. Occasional noise from periodic maintenance could occur but would not be substantial in volume. Therefore, Project impacts related to noise generated by the proposed geothermal heating system would be less than significant.

**b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** Construction of the Project would require the use of typical types of construction equipment, such as bulldozers, trucks, jackhammers, drills, etc. The Project would be constructed using a traditional footing system that would not include the use of pile drivers, which are known to cause substantial groundborne vibration. The amount of groundborne vibration that is created by typical equipment, although noticeable, is not excessive. Additionally, construction of the Project would occur intermittently over a few months at a time and in phases. Also, resort land uses, such as those included as part of the Project, do not generate noticeable levels of groundborne vibration. Thus, the Project would not expose people to excessive groundborne vibration. Therefore, Project impacts related to groundborne vibration would be less than significant.

**c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** Refer to response to Checklist Question 12(a).

**d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** Refer to response to Checklist Question 12(a).

**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 Impact.** There are no airports within a two-mile radius of the Project site, and the Project site is not within any airport land use plan or airport hazard zone. The Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The Project site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project site, no impact would occur.

**Mitigation Measures**

To ensure that Project impacts related to construction noise would be less than significant, the following mitigation measure is required:

**12-1:** The Project Applicant shall require by contract specifications that the following construction BMPs be implemented to reduce construction noise levels:

- Provide advance notification of construction to the immediate surrounding land uses near the Project site
- Ensure that construction equipment is properly muffled according to industry standards
- Place noise-generating construction equipment and locate construction staging areas away from noise sensitive land uses, where feasible
- Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets

## 13. POPULATION AND HOUSING

**a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** The Project includes development of the Project site with a 54-room hotel, 24 townhouse condominium units, 28 freestanding condominium cabin units, a restaurant/bar, and a

spa and would provide year-round residential accommodations for people visiting/recreating in the area. According to 2010 U.S. Census data, Mono County has an average of 2.43 persons per household.[13] Additionally, U.S. Census data shows that the Town of Mammoth Lakes has 9,626 households and a vacancy rate of 66.5 percent.[14] Based on this data, the Project would generate an estimated permanent population of 42 permanent residents.[15] The remaining population associated with the Project would be transient and would fluctuate with the seasons. Also, the U.S. Census shows that the Town has a current population of 8,234 and projects an increase of 681 people by the year 2014. Thus, the Project's permanent population would represent approximately six percent of the projected increase in population for the Town for the year 2014.

The 2007 General Plan Population At One Time (PAOT) analysis included the currently entitled Swiss Chalet project in its consideration of the Project site, which, as shown below in Table IV-13, had more density than the proposed Project. The current PAOT model has been adjusted to reflect this change, and the resultant numbers are included below. Town-wide PAOT including the Project would be between 52,198 and 55,885 PAOT at buildout.

**Table IV-13**
**2007 General Plan Population at One Time (PAOT) for the Project Site**

| | Units (UREs)[1] | Existing Units (UREs) | Net new units | PAOT @ 3.0 persons/room | PAOT @ 3.5 persons/room |
|---|---|---|---|---|---|
| **Entitled Units** | 99 | 27 | 72 | 216 | 252 |
| **Proposed Units** | 79[2] | 27 | 52 | 156 | 182 |

[1] *Unit-Room Equivalent*
[2] *52 units plus 54 hotel rooms (2 hotel rooms = 1 unit)*
*Source: Town of Mammoth Lakes Community Development Department, May 19, 2011.*

The Project's increase in the Town's residential units and population would not constitute substantial growth. Therefore, Project impacts related to population and housing would be less than significant.

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[13] *U.S. Census, http://quickfacts.census.gov/qfd/states/06/06051.html, hit on April 14, 2011.*

[14] *Ibid. The high vacancy rate is due to the substantial number of second home and vacation units that are only periodically occupied.*

[15] *24 townhouses + 28 cabins = 52 units; 52 units x 2.43 persons/household = 126 persons; 126 persons x 33% vacancy rate = 42 residents*

**b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project site currently does not contain any housing or permanent residential population. Although the existing Royal Pines Motel has been utilized for longer-term transient residencies, there is a 30-day limit on the length of stays. As a result, no permanent residential population exists on the Project site. The Royal Pines Motel would be utilized for temporary construction worker housing during Project construction. Therefore, implementation of the Project would not result in any impacts related to this issue.

**c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** Refer to response to Checklist Question 13(b). The Project site currently does not contain any housing or permanent residential population. Therefore, implementation of the Project would not result in any impacts related to this issue.

**Mitigation Measures**

Because no significant impacts related to population and housing have been identified, no mitigation measures are required.

## 14. PUBLIC SERVICES

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:**

***i) Fire protection?***

**Less Than Significant Impact.** The Mammoth Lakes Fire Protection District (MLFPD) provides fire protection services to the Project area. As discussed in response to Checklist Question 13(a), the Project would generate approximately 42 permanent residents. Considering that the Project site is currently unoccupied by permanent residents, the Project would represent a more intense use of the site over the existing condition. Although the relationship is not directly proportional, more intense uses of land typically result in the increased demand for fire protection services. However, according to the MLFPD, with the mutual-aid agreement with neighboring fire districts, their current staffing and equipment, facility levels are adequate to accommodate the Project's demand for fire protection services. In addition, the MLFPD is a participant in the Town's Emergency Operations Plan (the "Plan"), which includes the Project area. The Plan would be revised with the development of the Project to include any needed

updates or changes. It would be anticipated that only minor changes would be needed to update the plan based on the current plans and zoning. Further, the Project would incorporate a number of fire safety features in accordance with applicable MLFPD fire-safety code and Town regulations for construction, access, fire flows, and fire hydrants. These fire safety features include, but are not limited to, ample roads, adequate building spacing, use of fire resistive building materials, and adequate vegetative clearance around structures. Given the fact that the existing motels on the site do not possess most of these fire safety measures and are not in compliance with current fire safety codes, development of the Project would represent an improvement in terms of fire safety over existing conditions at the site. Therefore, Project impacts related to fire protection services would be less than significant.

**Mitigation Measures**

No significant impacts related to fire protection services have been identified, and no mitigation measures are required.

***ii) Police protection?***

**Less Than Significant Impact.** The Mammoth Lakes Police Department (MLPD) provides police protection services to the Project area. As discussed in response to Checklist Question 13(a), the Project would generate approximately 42 permanent residents. Considering that the Project site is currently unoccupied by permanent residents, the Project would represent a more intense use of the site over the existing condition. Although the relationship is not directly proportional, more intense uses of land typically result in the increased demand for police protection services. However, according to the MLPD, their current staffing and equipment and facility levels are adequate to accommodate the Project's demand for police protection services and no expansion of existing facilities or services would be required.[16] Therefore, Project impacts related to police protection services would be less than significant.

**Mitigation Measures**

No significant police service impacts were identified, and no mitigation measures are required.

***iii) Schools?***

**Less Than Significant Impact.** The Mammoth Unified School District (MUSD) provides school services to the Project area. As discussed in response to Checklist Question 13(a), the Project would generate approximately 42 permanent residents. As shown on Table IV-14, the Project could generate a maximum estimated total of 15 students. Due to the nature of the Project, this is likely a conservative estimate.

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[16] *Correspondence with Lieutenant John Mair, Mammoth Lakes Police Department, May 2, 2011 (refer to Appendix J).*

However, it is concluded that the Project has the potential to increase the demand for school services in the MUSD. According to the MUSD, the Project's demand for school services can be accommodated through existing facilities and service levels.[17] Existing excess capacities at Mammoth Elementary School, Mammoth Middle School, and Mammoth High School are approximately 164, 125, and 320 students, respectively, which is more than enough to accommodate the Project's potential student generation as presented on Table IV-14. Additionally, based on the developer fees established by the MUSD, the Project Applicant would be required to pay $2.63 per square foot of residential development and $0.42 per square foot of commercial development. Therefore, Project impacts to school services would be less than significant and no mitigation measures are required.

**Table IV-14**
**Estimated Student Generation by the Project**

| Land Use | Size | Elementary School Students | Middle School Students | High School Students | Total |
|---|---|---|---|---|---|
| Multi-family Residences[1] | 42 du | 7 | 4 | 4 | **15** |

[1] *Student generation rates are as follows for multi-family units: K-5 students: 0.1703 students per dwelling unit; 6-8 students: 0.0952 students per dwelling unit; 9-12 students: 0.0855 students per unit. (Source: Los Angeles Unified School District, 2007).*

*du=dwelling unit.*

*Source: CAJA Environmental Services, 2011.*

**Mitigation Measures**

No significant impacts to school services have been identified, and no mitigation measures are required.

***iv) Parks?***

**No Impact.** The Mammoth Lakes area offers a vast array of recreational opportunities, including hiking, swimming, skiing, snowmobiling, etc. The Project includes development of the Project site with a 54-room hotel, 24 townhouse condominium units, 28 freestanding condominium cabin units, a restaurant/bar, and a spa and would provide year-round residential accommodations for people visiting/recreating in the area. Additionally, the Project would offer many outdoor summer and winter activities, trails for walking/hiking and bird watching; swimming and hot tubbing; and sledding. Although implementation of the proposed project could incrementally increase the demand placed on existing parks and recreational areas both in and within the vicinity of the Town, the fact that the Project would be replacing existing

[17] *Correspondence from Robin Davis, Director of MOT, Mammoth Unified School District, April 26, 2011 (refer to Appendix J).*

visitor lodging facilities would serve to partially mitigate this potential increase in demand. The modest residual demand that would be generated by the Project would not require the development of additional parks and recreational amenities as the Project would not represent unplanned growth within the Town. Therefore, no impacts related to parks and recreation would occur as a result of the Project.

**Mitigation Measure**

No significant impacts related to parks and recreational services have been identified, and no mitigation measures are required.

***v) Other public facilities?***

**Less Than Significant Impact**. Generally, the Town of Mammoth Lakes Public Works Department is responsible for snow removal on the majority of non-state and non-federal public roadways and Caltrans provides snow removal services on Main Street from the junction of U.S. Highway 395 to the Caltrans Minaret Maintenance Station at postmile 2.4.

The management of snow at the Project site would be the sole responsibility of the property owner. Snow management would be addressed with each building to ensure that residents are provided safe and convenient access to and from lodging and within the public use areas throughout the winter season. The Project would provide snow storage on the site both through the series of open meadows and in-between buildings as appropriate. These open areas would provide an opportunity for snowmelt to occur on the site and drain to the Project's internal storm drainage system. Due to the site constraints including heavy tree cover and steep topography, the Project site would not be able to provide the full amount of snow storage for the proposed hotel. Thus, the Project Applicant would consider participating in a snow removal district, in order to remove this excess snow, or could choose to truck snow off-site. In limited areas, snow rails or fencing, heated gutters, and heated roof edges may be required to prevent snow shed and ice buildup. Snow would not be permitted to shed freely into active pedestrian areas. However, minor snow depths may remain on pedestrian paved areas during cold periods. When snow begins to melt and creates conditions for icing of surfaces, it would be removed or treated with anti-icing agents. Snow would be removed from heavily used pedestrian paved areas, ramps and stairs by snowmelt systems. For other circulation routes and pedestrian areas, snow would be removed as soon as practical following snowfall to ensure access by emergency vehicles and easy pedestrian movement. Appropriate sized snow removal vehicles would be allowed into the pedestrian areas. As stated previously, roadway maintenance and snow removal on private roads and private property is the responsibility of the landowners. Therefore, Project impacts to the Town's snow removal services would be less than significant.

**Mitigation Measures**

No significant impacts related to other public facilities have been identified, and no mitigation measures are required.

## 15. RECREATION

**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 Impact**. Refer to response to Checklist Question 14(iv).

**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 Impact.** The Project is viewed as part of a resort recreation center with residential uses, outdoor use areas, a swimming pool with hot tubs, a fire pit, and access to multiple options for recreational amenities (e.g., walkways, meadow areas, bird watching). As previously stated, the Project's recreational amenities in conjunction with the Town's current facilities would be adequate to accommodate the Project's demand for parks and recreational services. The Project provides for on-site recreational amenities and would not involve the need for construction or expansion of off-site public recreational facilities. Therefore, no significant impacts would occur and no further analysis of this issue is required.

**Mitigation Measures**

No significant impacts related to recreation have been identified, and no mitigation measures are required.

## 16. TRANSPORTATION AND TRAFFIC

**a) Would the project 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?**

**Less Than Significant Impact.** The analysis of Project impacts related to traffic in this subsection is based primarily on the following report (refer to Appendix K):

- *Traffic Impact Analysis*, LSA, May 2011.

***Intersection Level of Service (LOS)***

Typical winter Saturday peak-hour baseline conditions were used to analyze traffic impacts for the existing (2010) and cumulative (2016) conditions. The design day used in this traffic analysis represents a typical winter Saturday, which occurs 15 to 20 times a year. In the context of standard engineering practice, even the typical winter Saturday represents a conservative approach to traffic planning and mitigation. Typical winter Saturday peak-hour traffic counts were obtained from the Town. The existing

count data is provided in the appendix to the *Traffic Impact Analysis* found in Appendix K to this Initial Study.

The following five study intersections were selected for analysis in consultation with Town staff in order to determine potential impacts related to the Project:

1. Minaret Road/Forest Trail
2. Canyon Boulevard/Lake Mary Road
3. Minaret Road/Main Street
4. Mountain Boulevard/Main Street
5. Old Mammoth Road/Main Street

*LOS Standards*

The Town's maximum intersection LOS standard (defined using letter grades A to F) is LOS D, which corresponds to a delay of 55 seconds for signalized intersections. An intersection is considered satisfactory when it operates at LOS A to D. An unsignalized intersection is considered deficient if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle-hours for a single-lane approach and five vehicle hours for a multilane approach.

*Methodology*

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of LOS. These levels recognize that, while an absolute limit exists regarding the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience will rapidly deteriorate 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 exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines. Definitions of LOS standards are shown on Table IV-15. The LOS criteria for unsignalized and signalized are shown on Table IV-16.

For all study area intersections, the 2000 Highway Capacity Manual (HCM 2000) analysis methodologies were used to determine intersection LOS. All LOS were calculated using the Traffix Version 7.8 software, which uses the HCM 2000 methodologies.

**Table IV-15**
**LOS Definitions**

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

*Source: Traffic Impact Analysis, LSA, 2011.*

**Table IV-16**
**LOS Parameters**

| LOS | Signalized Intersection Delay (seconds) | Unsignalized Intersections Delay (seconds)[1] |
|---|---|---|
| A | ≤ 10.0 | ≤ 10.0 |
| B | > 10.0 - ≤ 20.0 | >10.0 to 15.0 |
| C | > 20.0 to ≤ 35.0 | > 15.0 to 25.0 |
| D | > 35.0 to ≤ 55.0 | > 25.0 to 35.0 |
| E | > 55.0 to ≤ 80.0 | > 35.0 seconds/vehicle and > 4.0-hour cumulative delay for single lane or > 5.0-hour cumulative delay for two-lane approach |
| F | >80.0 | > 35.0 seconds/vehicle and > 4.0-hour cumulative delay for single lane or > 5.0-hour cumulative delay for two-lane approach |

[1] *If the intersection exceeds the LOS criteria, the hourly total criteria (4 vehicle-hours for a single-lane approach and 5 vehicle-hours for a multilane approach) standard applies.*
*Source: Traffic Impact Analysis, LSA, 2011.*

*Signalized Intersections and Unsignalized Intersections*

LOS for signalized and unsignalized intersections are determined using the methodology set forth in the 2000 HCM, where the calculation of LOS is dependent on the occurrence of gaps in the through traffic flow of the major street. Using data collected describing the intersection configuration and traffic volumes at the study area intersections, the delay (in seconds per vehicle) of each minor street or major street

conflicting movement is estimated. These delays are used to calculate the intersection's average delay per vehicle, which is used to determine the intersection LOS. It should be noted that at two-way, stop-controlled intersections, the intersection delay refers only to the delay experienced by vehicles on the stop-controlled minor street. At locations where a higher volume of through traffic is experienced on the major street, fewer gaps will be experienced in the through traffic flow of the major street. As a result, the addition of only one or two vehicles to the stop-controlled minor street could result in the rapid deterioration of LOS at that intersection, although most vehicles at the intersection do not experience any delay.

It should be noted that the LOS threshold at unsignalized intersections can easily be exceeded when only a few vehicles experience a delay greater than 50 seconds. Furthermore, application of this threshold would substantially increase the frequency of identified failure of intersections, along with the need for intersection improvements. For these reasons, the Town has identified unsignalized intersection LOS standards that allow greater delay on low-volume approaches. These thresholds of significance identify a deficiency if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle-hours for a single-lane approach and five vehicle-hours for a multilane approach. In other words, a deficiency is found to occur if the average number of vehicles queued over the peak hour exceeds four at a single-lane approach, or exceeds five at a multilane approach. This threshold has the advantage of being relatively easy to calculate as well as to explain to the public. Therefore, as delay exceeds the 50-second threshold, the four vehicle-hour and five vehicle-hour standard applies.

*Existing Conditions*

As shown on Table IV-17, all study area intersections currently operate at satisfactory LOS (LOS D or better) in the existing condition except for the intersection of Minaret Road/Forest Trail. The intersection of Minaret Road/Forest Trail is an unsignalized intersection that operates at LOS E, but the hourly total criteria of four vehicle-hours for a single-lane approach is not exceeded. Therefore, the intersection is not considered deficient.

**Table IV-17**
**Existing LOS**

| Intersection | Delay (seconds) | LOS |
|---|---|---|
| 1. Minaret Road/Forest Trail[1] | > 35.0 seconds and <4.0-hour cumulative delay on minor street approach | E |
| 2. Canyon Boulevard/Lake Mary Road | 11.0 | B |
| 3. Minaret Road/Main Street | 26.0 | C |
| 4. Mountain Boulevard/Main Street[1] | 31.2 | D |
| 5. Old Mammoth Road/Main Street | 15.8 | B |

[1] *Unsignalized intersection*
*Source: Traffic Impact Analysis, LSA, 2011.*

*Project Conditions*

Project Access and Improvements

The traffic operations of the intersections that would provide direct or indirect access to the Project site were evaluated. The intersections of Mountain Boulevard/Main Street, Viewpoint Road/Main Street, and Mountain Boulevard/Alpine Circle were reviewed.

Access to the Project site would be provided via Viewpoint Road (frontage road) at Main Street, Mountain Boulevard, and Alpine Circle. Mountain Boulevard is approximately 36 feet wide, Viewpoint Road is approximately 20 feet wide, and Alpine Circle is approximately 25 feet wide. The frontage road, Viewpoint Road, is located approximately 20 feet north of and parallel to Main Street.

Mountain Boulevard/Main Street

The Project would include improvements to the intersection of Mountain Boulevard/Main Street. The existing lane geometrics along Main Street would remain. However, the configuration of Mountain Boulevard would be improved. The improvements to the intersection include the widening of Mountain Boulevard from 36 feet to approximately 40 feet to provide a wider (approximately 20 feet) southbound approach lane (shared left-turn/through/right-turn lane). Also, the Project includes closure of a section of Viewpoint Road, resulting in the elimination of the intersection of Mountain Boulevard/Viewpoint Road, which is located just north of the intersection of Mountain Boulevard/Main Street.

The Project includes an access driveway (to the proposed hotel) along Mountain Boulevard approximately 100 feet from the intersection of Mountain Boulevard/Main Street. The elimination of Viewpoint Road and the proposed location of the Project access driveway would provide adequate stacking distance (in the southbound direction) along Mountain Boulevard to accommodate four vehicles between Main Street and Project Driveway. Based on the operations analysis for this intersection, the queue on the stop-controlled approach (Mountain Boulevard) in the Cumulative-Plus-Project conditions would be approximately two cars, which would be adequate.

Viewpoint Road/Main Street

The existing condition along Main Street at Viewpoint Road west of the Project site consists of two eastbound and westbound lanes with a continuous left-turn lane in the median. There are 62 feet of storage (approximately three vehicles) available for eastbound vehicles to stack along the continuous left-turn lane from the Viewpoint Road intersection to the back of the opposing westbound left-turn pocket at Minaret Road. Viewpoint Road is approximately 40 feet wide and provides southbound left and right-turn movements onto Main Street. The operation of the intersection is adequate for the existing on-site uses. Based on the Project trip generation, the Project would generate fewer weekend peak-hour trips than the existing uses. Additionally, a traffic operations analysis was conducted for this intersection. Based on this analysis, the queue on the stop-controlled approach (Viewpoint Road) in the Cumulative-With-Project

conditions would be less than one car. Therefore, the existing conditions at the intersection of Viewpoint Road and Main Street are adequate for the Project.

Mountain Boulevard/Alpine Circle

Access to the Project site would also be provided via three driveways along Alpine Circle. Based on the number of condominiums located along Alpine Circle and the hotel patrons using the secondary access driveway, less than 25 percent of the total project traffic would use Alpine Circle to enter/exit the Project site. A review of the peak traffic volume along Mountain Boulevard just north of the intersection of Mountain Boulevard/Main Street shows that the total peak-hour traffic (both northbound and southbound) is projected to be 161 vehicles in the Cumulative-Plus-Project condition. The traffic added by the Project at this location is 27 vehicles. The average daily traffic (ADT) is estimated at about 1,600 vehicles at the intersection of Mountain Boulevard/Alpine Circle.[18] This volume is less than the threshold volume of 2,000 vehicles to consider a stop-controlled intersection. The existing and Cumulative-Plus-Project traffic volumes can be accommodated with existing geometrics at the intersection of Mountain Boulevard/Alpine Circle.[19]

Project Trip Generation and Distribution

Project trips were generated based on the land uses of the proposed project. Winter Saturday daily and peak-hour trips were generated for the proposed Mammoth View project using trip rates from the ITE Trip Generation Manual, 8th Edition (2008). The trip rates for Hotel (Land Use Code 310) were used to calculate trips generated by the Project. It should be noted that the project traffic generation takes credit for existing uses currently on site. Therefore, the traffic generation of the existing uses is subtracted from the traffic generation of the Project, resulting in a net new traffic generation for the Project. The proposed restaurant/bar, spa, and rental shop are intended to be amenities for guests and patrons of the Project. Therefore, no additional trip generation were calculated for these uses. It is also noted that since the townhouse and condominium units would likely be included in a rental pool and function much like hotel units, the same hotel trip generation rate were applied to them. The Project trip rates and trip generation are shown on Table IV-18. As shown, the net Project would generate approximately 391 daily trips and 35 peak-hour trips. The project trips were distributed to the surrounding circulation system based on the location of activity centers in the Town and the location of the proposed project in relation to the Town's recreational and commercial areas.

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[18] *Estimated using peak-hour traffic volume by applying the rule of thumb (i.e., peak-hour traffic is approximately 10 of the ADT).*

[19] *Per Manual on Uniform Traffic Control Devices (MUTCD), Section 2B.04.*

Project LOS

LOS was calculated for the Existing-Plus-Project condition (refer to Table IV-19). As shown, all study area intersections are projected to operate at satisfactory LOS (LOS D or better), with the exception of the intersection of Minaret Road/Forest Trail. The intersection of Minaret Road/Forest Trail is an unsignalized intersection that is projected to operate at LOS E, but the hourly total criteria of 4 vehicle-hours for a single-lane approach will not be exceeded. Thus, per the Town's criteria, this intersection would not be considered deficient. Therefore, Project impacts related to intersection LOS would be less than significant.

**Table IV-18**
**Project Trip Generation**

| Land Use | Size | Units | Weekend Peak Hour | | | |
|---|---|---|---|---|---|---|
| | | | ADT | In | Out | Total Peak Hour |
| **Trip Rate**[1] | | | | | | |
| Motel | | Unit | 8.840 | 0.342 | 0.418 | 0.760 |
| Hotel | | Room | 8.190 | 0.403 | 0.317 | 0.720 |
| Condominium[2] | | DU | 8.190 | 0.403 | 0.317 | 0.720 |
| **Existing Trip Generation** | | | | | | |
| Swiss Chalet Motel | 25 | Units | 221 | 9 | 10 | 19 |
| Royal Pines Motel | 29 | Units | 256 | 10 | 12 | 22 |
| *Total Existing Trip Generation* | | | *477* | *18* | *23* | *41* |
| **Project Trip Generation** | | | | | | |
| Condominiums[2] | 52 | DU | 426 | 21 | 16 | 37 |
| Hotel | 54 | Rooms | 442 | 22 | 17 | 39 |
| *Total Project Trip Generation* | | | *868* | *43* | *34* | *76* |
| ***Total Net Project Trip Generation*** | | | ***391*** | ***24*** | ***11*** | ***35*** |

*ADT = average daily traffic DU = dwelling units*
*[1] Trip rates referenced from the ITE Trip Generation Manual, 8th Edition (2008).*
*[2] Hotel trip generation applied as condominium/townhouse units would be in the rental program.*
*Source: Traffic Impact Analysis, LSA, 2011.*

**Table IV-19**
**Existing-Plus-Project LOS**

| Intersection | Delay (seconds) | LOS |
|---|---|---|
| 1. Minaret Road/Forest Trail[1] | > 35.0 seconds and <4.0-hour cumulative delay on minor street approach | E |
| 2. Canyon Boulevard/Lake Mary Road | 11.0 | B |
| 3. Minaret Road/Main Street | 26.1 | C |
| 4. Mountain Boulevard/Main Street[1] | 33.0 | D |
| 5. Old Mammoth Road/Main Street | 16.0 | B |

*[1] Unsignalized intersection*
*Source: Traffic Impact Analysis, LSA, 2011.*

*Cumulative Conditions*

Cumulative (2016) Baseline Conditions

For the cumulative (2016) baseline condition, LSA used traffic growth projections from the Town's traffic model. The turning movement volumes for 2010 existing conditions and the 2030 General Plan Buildout conditions were obtained from the Town. The existing turning movement volumes were subtracted from the year 2030 (General Plan Buildout) turning movement volumes to estimate the total traffic growth at each study area intersection. The total growth between 2010 and 2030 was then used to calculate the annual traffic growth at each study area intersection. Since the Project is anticipated to be constructed by 2016, the annual growth was multiplied by six to develop the total traffic growth between 2010 and 2016 at the study area intersections. This growth was then added to the existing (2010) traffic volumes, resulting in 2016 cumulative baseline volumes without the Project. An LOS analysis at study area intersections was prepared for the cumulative baseline condition. The cumulative baseline LOS is shown on Table IV-20.

**Table IV-20**
**Cumulative (2016) Baseline Conditions**

| Intersection | Delay (seconds) | LOS |
|---|---|---|
| 1. Minaret Road/Forest Trail[1] | > 35.0 seconds and <4.0-hour cumulative delay on minor street approach | F |
| 2. Canyon Boulevard/Lake Mary Road | 11.2 | B |
| 3. Minaret Road/Main Street | 28.0 | C |
| 4. Mountain Boulevard/Main Street[1] | > 35.0 seconds and <4.0-hour cumulative delay on minor street approach | E |
| 5. Old Mammoth Road/Main Street | 16.3 | B |

[1] *Unsignalized intersection*
*Source: Traffic Impact Analysis, LSA, 2011.*

Cumulative-Plus-Project Conditions

Cumulative-Plus-Project traffic conditions are shown on Table IV-21. As shown, all study area intersections would operate at satisfactory LOS (LOS D or better), with the exception of the unsignalized intersections of Minaret Road/Forest Trail and Mountain Boulevard/Main Street. The intersections of Minaret Road/Forest Trail and Mountain Boulevard/Main Street operate at LOS F. However, the hourly total criteria of 4 vehicle-hours for a single-lane approach would not be exceeded at either of these locations. Thus, per the Town's criteria, these intersections are therefore not considered deficient. Therefore, cumulative impacts related to intersection LOS would be less than significant.

**Table IV-21**
**Cumulative (2016) Plus Project Conditions**

| Intersection | Delay (seconds) | LOS |
|---|---|---|
| 1. Minaret Road/Forest Trail[1] | > 35.0 seconds and <4.0-hour cumulative delay on minor street approach | F |
| 2. Canyon Boulevard/Lake Mary Road | 11.2 | B |
| 3. Minaret Road/Main Street | 28.1 | C |
| 4. Mountain Boulevard/Main Street[1] | > 35.0 seconds and <4.0-hour cumulative delay on minor street approach | F |
| 5. Old Mammoth Road/Main Street | 16.5 | C |

[1] *Unsignalized intersection*
*Source: Traffic Impact Analysis, LSA, 2011.*

**b) Would the project 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 Impact.** Mono County does not have a Congestion Management Plan and has no requirements for additional traffic analysis beyond what has already been conducted for the Project based on the Town's requirements.

**c) Would the project 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 Impact.** The Project site is not located near any airports. Additionally, the Project does not include any characteristics, such as extreme building height and bright lighting directed at the sky, that could affect air traffic patterns. Therefore, implementation of the Project would not result in any impacts related to this issue.

**d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact With Mitigation.** The Project site is located in an area with well-established development, including roadway infrastructure. All access and circulation associated with the Project would be designed and constructed in conformance with all applicable requirements and standards of the Town's Public Works Department and the Municipal Code. Additionally, the Project includes development of residential and hotel land uses that are similar to those found in the area.

The stopping sight distance at the proposed Project driveway along Mountain Boulevard was reviewed. The stopping sight distance is the distance required by the driver of a vehicle to bring the vehicle to a stop after an object is detected. Based on the design speed of 25 miles per hour (mph) along Mountain Boulevard the required stopping sight distance is 150 feet. The stopping sight distance provided for

eastbound drivers along Alpine Circle (which merges into Mountain Boulevard) to detect a vehicle exiting the proposed project driveway on Mountain Boulevard is limited by the horizontal curvature of the roadway, as well as by existing and proposed trees and vegetation. Hence the final landscaping plans for the Project must provide at least 150 feet of stopping sight distance at this location. Implementation of Mitigation Measure 16-1 would ensure that impacts related to traffic hazards are reduced to a less than significant level.

**e) Would the project result in inadequate emergency access?**

**No Impact.** According to the Town of Mammoth Lakes Ordinance No. 2010-01, because the Summit and Ridge areas of the Project would contain fewer than 49 units, no second fire apparatus access road would be required. Under the California Fire Codes, the proposed Project would not require a second fire apparatus access road since the Project includes fewer than 30 units of single family dwellings (28 total) and fewer than 100 multi-family units. Further, the California Fire Code (in appendix D, Section 106.1) allows a multi-family dwelling of up to 200 units to be served by a single road when all buildings have approved automatic sprinklers, as is proposed within the Project.

The design and construction of the Project would be required by the Town to incorporate and conform to all applicable Town standards related to emergency access to ensure that emergency access would be adequate. Therefore, implementation of the Project would not result in any impacts related to this issue.

**f) Would the project 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 Impact.** The Town's General Plan includes several policies related to the safety of pedestrian facilities, including Policy C.2.H, Policy C.2.S, Policy C.3.E, Policy C.5.C, Policy M.4.B, Policy, M.4.C, and Policy M.5.B (refer to Appendix H). As discussed, the Project would be consistent with those policies. The Project would incorporate the following Transportation Demand Management (TDM) measures: (1) future residents/guests would be provided with information on local transit systems, (2) future residents/guests will be afforded easy access to the closest public transit stop to the site, (3) bicycle parking and storage shall be provided on-site at a minimum rate of 1 space for every 5 condominium/hotel units and shall be safe and secure and located both indoors and outdoors in a visible/accessible location, and (4) changing rooms and lockers shall be provided on-site for employees of the hotel who choose to walk or bike to work with the exact configuration and operational details of the changing rooms to be determined during the use permit approval process. Additionally, the Project would tie into existing and future sidewalks adjacent to the site. Therefore, the Project would not result in any impacts related to this issue.

**Mitigation Measures**

In order to reduce the potential impact related to sight distance at the Mountain Boulevard/Main Street intersection to a less than significant level, the following mitigation measure is required:

**16-1:** Final landscaping plans for the Project must provide at least 150 feet of stopping sight distance at the intersection of Mountain Boulevard and Main Street.

## 17. UTILITIES AND SERVICE SYSTEMS

**a) Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?**

**No Impact.** This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The Project site is not served by a private on-site wastewater treatment system, but instead conveys wastewater via municipal sewage infrastructure to a treatment plant operated by the Mammoth Community Water District. This treatment facility is a public facility and is therefore subject to the State's wastewater treatment requirements. Wastewater from the Project site is therefore treated according to the wastewater treatment requirements enforced by the California RWQCB, Lahontan Region, and no impact would occur.

**b) Would the project 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?**

***Water Treatment***

**Less Than Significant Impact.** In 2004, MCWD completed modifications to the Lake Mary surface Water Treatment Plant (WTP) to meet new standards of the California Department of Health Services. As a result of these modifications, the production capacity of the WTP is now rated at the 5 cubic feet per second (cfs) diversion rate allowed for in the water rights permit.[20] These improvements have enabled MCWD to use the full 2,760 acre-feet of water available from its state water right permits in normal and wet precipitation conditions.[21] As shown on Table IV-22, the Project would consume approximately

[20] *MCWD, http://www.mcwd.dst.ca.us/ProjectsReports/UWMP/UWMP2005.pdf, CAJA staff, March 4, 2006.*
[21] *Ibid.*

14,240 gallons of water per day, representing a net increase of 8,840 gallons per day over existing uses at the site. Given the fluctuations characteristic of the Town's tourism pattern, the majority of the proposed residential units likely would be occupied seasonally rather than on a year-round basis, and therefore, the Project would not use water at the same rate over the course of an entire year. Thus, the Project's estimated net water consumption of approximately 8,840 gallons of water per day is a conservative estimate.

The Project would receive a mixture of treated surface water from the Lake Mary Water Treatment Plant, and treated groundwater from Groundwater Treatment Plant No. 1, located off Old Mammoth Road near Snowcreek Athletic Club. According to MCWD, these two treatment plants have sufficient treatment capacity to serve the Project's demand for water. It is also possible that groundwater from Groundwater Treatment Plant No. 2 at the corner of Majestic Pines Drive and Meridian Boulevard could supply the Project area occasionally. As such, the increased demand for water services generated by the Project would not result in the need for a new or expanded water treatment facility to be constructed. Therefore, Project impacts related to water treatment would be less than significant.

**Table IV-22**
**Estimated Water Consumption**

| Land Use | Size | Consumption Rate[1] | Consumption (gpd) |
|---|---|---|---|
| Condominium | 52 units | 170 gpd/unit | 8,840 |
| Hotel | 54 rooms | 100 gpd/unit | 5,400 |
| | | **Total Projected Consumption** | **14,240** |
| Existing Motels (to be removed) | 54 rooms | 100 gpd/unit | 5,400 |
| | | **Net Total Projected Consumption** | **8,840** |

*gpd = gallons per day*
[1] *2006 Revised Snowcreek Master Plan WSA and July 2006 Generation Rates from MCWD.*

***Wastewater Treatment***

As shown on Table IV-23, the Project would generate approximately 8,960 gallons of wastewater per day, representing a net increase of 5,720 gallons per day over existing uses at the site. The MCWD's wastewater treatment plant (WWTP) has a treatment capacity of 4.9 mgd and currently treats a peak flow of 2.6 mgd. Thus, the WWTP has a remaining capacity of 2.3 mgd. As such, the WWTP has adequate capacity to serve the wastewater treatment needs of the Project. Additionally, MCWD has indicated that the existing infrastructure serving the Project site likely would be adequate to serve the Project. Prior to any construction activities, the Project Applicant would be required to coordinate with MCWD to determine the exact wastewater conveyance requirements of the Project, and any upgrades to the wastewater lines in the vicinity of the Project site that are needed to serve the Project would be installed as part of the Project. In addition, the Project includes installation of wastewater infrastructure within the Project site to convey wastewater generated by the proposed uses to the existing wastewater lines.

However, the connection fees for the Project would help to pay for any necessary upgrades to the sewer collection pipelines. Therefore, Project impacts related to wastewater treatment would be less than significant.

**Table IV-23**
**Estimated Wastewater Generation**

| Land Use | Size | Generation Rate[1] | Generation (gpd) |
|---|---|---|---|
| Condominium | 52 units | 110 gpd/unit | 5,720 |
| Hotel | 54 rooms | 60 gpd/unit | 3,240 |
| | | **Total Projected Generation** | **8,960** |
| Existing Motels (to be removed) | 54 rooms | 60 gpd/unit | 3,240 |
| | | **Net Total Projected Generation** | **5,720** |

*gpd = gallons per day*
[1] *2006 Revised Snowcreek Master Plan WSA and July 2006 Generation Rates from MCWD.*

**c) Would the project 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 Impact.** Refer to response to Checklist Question 9(d).

**d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** MCWD provides water services to the Town and portions of United States Forest Service (USFS) lands. As shown on previously on Table IV-22, the Project would increase water consumption at the site by approximately 8,840 gallons of water per day. As stated previously, given the fluctuations characteristic of the Town's tourism pattern, the majority of the proposed residential units likely would be occupied seasonally rather than on a year-round basis, and therefore, the Project would not use water at the same rate over the course of an entire year. Also, the Project would comply with the Town's Water Efficient Landscaping Ordinance. Thus, the Project's estimated net water consumption of approximately 8,840 gallons of water per day is a conservative estimate.

MCWD has based its projections for the Town's water demand in its Urban Water Management Plan on the growth projections contained in the Town's 2007 General Plan. These projections include the existing entitled development for the Project site (i.e., a 264,993-square-foot development similar to the proposed Project in use but substantially larger in scale). The Project is consistent with the existing zoning and land use designation for the site and has thus been accounted for in the MCWD's Urban Water Management Plan and water demand projections. Additionally, the Project's overall square footage (110,132 square feet) is far less than that of the existing entitled development and would thus consume much less water than planned for the site by MCWD. As noted previously, implementation of the Project's proposed geothermal heating system would not result in the consumption of any groundwater and would thus not impact MCWD's groundwater supplies.

Prior to any construction activities, the Project Applicant would be required to coordinate with MCWD to determine the exact water conveyance requirements of the Project, and any upgrades to the water lines in the vicinity of the Project site that are needed to serve the Project would be installed as part of the Project. In addition, the Project includes installation of water infrastructure within the Project site to convey water generated by the proposed uses to the existing water lines. However, the connection fees for the Project would help to pay for any necessary upgrades to the water distribution lines. As a result, the Project would have a less-than-significant impact with respect to existing water supplies available to MCWD.

**e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Refer to response to Checklist Question 17(b).

**f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less Than Significant Impact.** Solid waste disposal service for the Town of Mammoth Lakes is currently contracted to Mammoth Disposal Incorporated. Solid waste is disposed at the Benton Crossing Landfill, which is located within Mono County. According to the California Integrated Waste Management Board, the landfill has a remaining capacity of 1.7 million cubic yards of compacted waste and is anticipated to have the capacity to accommodate the Town's waste generation and disposal needs for the next 20 years. In addition, the Town has an option for five years at the Pumice Valley Landfill. With the existing capacity in the Benton Crossing Landfill as well as the option for disposal for five years at the Pumice Valley Landfill, there is adequate landfill capacity for the project population. While the Project will generate an increase in the amount of solid waste disposed of at the landfill, the Project would not result in the need to construct a new landfill or expand existing facilities. In addition, recycling would be strongly encouraged within the Project, and the applicant would be required to comply with municipal laws and regulations regarding provision of recycling collection units. Therefore, Project impacts to local landfills would be less than significant.

**g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The Project would comply with all federal, state, and local statutes and regulations related to solid waste. Therefore, implementation of the Project would not result in any impacts related to this issue.

**Mitigation Measures**

No significant impacts related to utilities and service systems have been identified, and no mitigation measures are required.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

**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?**

A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections. The Project is located in an urbanized area and would have no significant impacts with respect to environmental impacts provided the mitigation measures listed above are implemented. The Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history.

**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 past projects, the effects of other current projects, and the effects of probable future projects)?**

A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. Although there are other past, current, and probable future projects in the Project area, the Project's incremental contribution to cumulative impacts would be less than significant, assuming the mitigation measures required in this Initial Study are implemented.

**c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

A significant impact may occur if the project has the potential to result in substantial environmental effects on human beings, as discussed in the preceding sections. The construction and operation of the Project could potentially cause direct or indirect adverse effects on human beings, such as impacts related to Aesthetics, Air Quality, Geology & Soils, Hazards/Hazardous Materials, Noise and Traffic/Transportation. Mitigation Measures are recommended and/or required in this Initial Study that would reduce potentially significant impacts to less than significant levels.

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