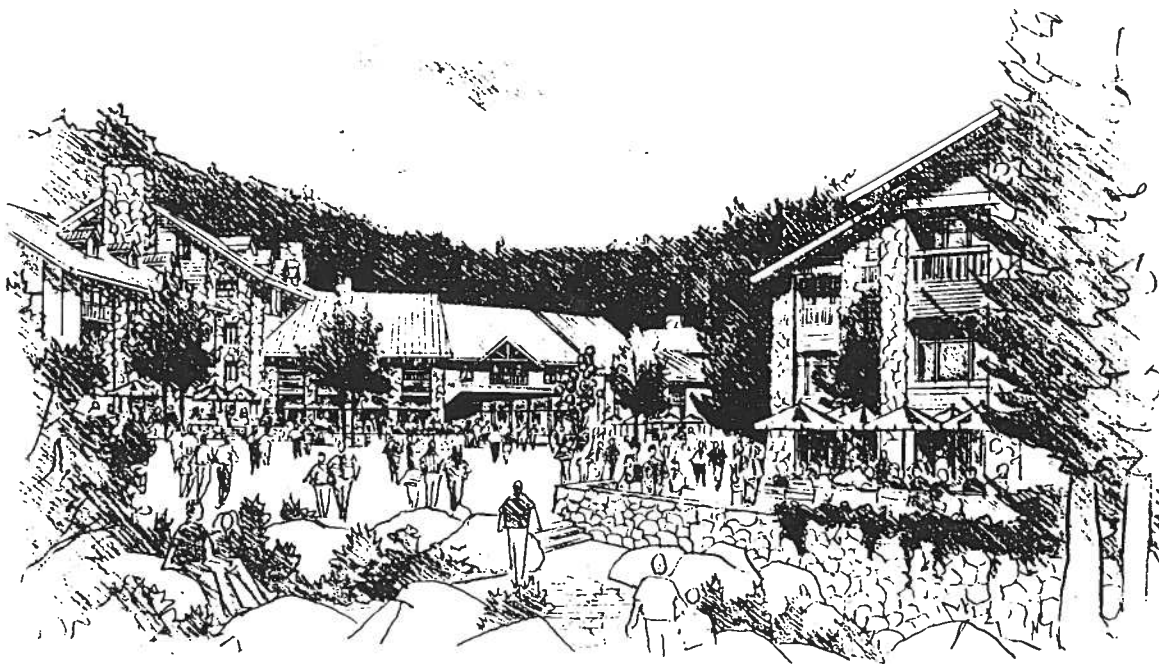


# **NORTH VILLAGE SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT ADDENDUM**



**MAY 1994**

NORTH VILLAGE SPECIFIC PLAN  
ENVIRONMENTAL IMPACT REPORT  
ADDENDUM

An Environmental Impact Report was prepared for the North Village Specific Plan in February 1991 by EIP Associates. The EIR was certified by the Mammoth Lakes Town Council on April 17, 1991. There were two impacts identified as "significant unavoidable" which were made a part of the Statement of Overriding Considerations. They were related to the impacts on school facilities and the visual impact of the gondola. A total of 90 mitigation measures were applied to the project. Attached is a summary of the impacts and mitigation measures adopted by the Town Council in 1991 for the development of uses proposed under the North Village Specific Plan.

Zoning Code Amendment 94-1 and General Plan Amendment 94-1 have been filed to further refine the design of the North Village pedestrian core area and to realign Canyon Blvd. to meet with Millers Siding/Lake Mary Road as a Collector Street. The design refinement does not alter the concept of the North Village Specific Plan approved in 1991.

The California Environmental Quality Act states that where an EIR has been prepared, no additional EIR need be prepared unless:

- (1) Subsequent changes are proposed in the project which will require important revisions of the previous EIR due to the involvement of new significant environmental impacts not considered in the previous EIR.
- (2) Substantial changes occur with respect to the existing environmental condition under which the project is undertaken which will require important revisions in the previous EIR due to the involvement of new significant environmental impacts not covered in a previous EIR.
- (3) New information of substantial importance to the project becomes available and the information was not known or could not have known at the time the previous EIR was certified and the new information showed new significant impacts, more severe impacts or new mitigation measures are found which could substantially lessen one or more significant effects on the environment.

The CEQA further states that the lead agency shall prepare an addendum if none of the conditions described above have occurred, only minor technical changes or additions are necessary to make the EIR adequate, and the changes made in the addendum do not raise important new issues about the significant effects on the environment.

## ADDENDUM TO THE EIR

The following adaptations and modifications to the certified EIR are required to adequately reflect the design refinements.

### 2. Project Description

The North Village Specific Plan is a planning document which establishes development standards and land uses within a designated boundary. Design standards, site planning standards, infrastructure needs, landscaping and grading standards, transit provisions, street alignments and traffic control measures, snow removal provisions, building height and setback standards, housing requirements, recreational amenities and other standards for physical development are examples of the requirements established for projects within the North Village Specific Plan area. All future development must adhere to the standards and provisions of the plan.

The proposed project is comprised of 41 separate parcels under 36 separate ownerships, totalling 64.1 acres. The Specific Plan creates a set of land use designations and development standards which will facilitate the development of North Village as a concentrated, pedestrian-oriented activity center with limited demand for automobile use. The North Village development will be oriented toward year-round uses and visitor activity to strengthen the existing winter visitor market and to improve Mammoth's attractiveness to spring, summer and fall resort visitors.

The ultimate buildout of North Village could result in approximately 3020 accommodation rooms, in addition to affordable housing, and 135,000 square feet of commercial uses. Three land use districts are provided with the highest intensity district permitting a maximum of 80 rooms per acre and the lowest intensity district permitting a maximum of 48 rooms per acre, with an overall project density of approximately 52 rooms per acre.

The design emphasizes the creation of diverse shopping, accommodation, recreational, residential and cultural opportunities which will appeal to all ages and family interests. Preservation of existing vegetation, preservation of views and solar access and development of an integrated pedestrian circulation system are the main elements of the design.

The Pedestrian Core area is intended as a mixed-use village with commercial uses on the ground level and accommodation units on the upper floors. Restaurants, shops, meeting facilities and recreation uses are oriented around two

pedestrian plazas, one on the westside of Minaret Road and one on the east of Minaret Road, connected by a street level crosswalk and a pedestrian bridge over Minaret Road. Buildings range in height from one to seven levels. A gondola leading up to the Warming Hut II base facility of Mammoth Mountain Ski Area originates from the west-side plaza. Parking is provided through a parking district in underground parking garages, available to guests and patrons of the plaza accommodation and commercial uses.

Surrounding the Pedestrian Core are supporting accommodation and residential uses. Commercial uses within the outlying areas are limited to only those necessary to support the on-site lodging or residential uses. In this way, the Core remains the focus of North Village shopping and cultural activities. Each development is self-contained, providing its own on-site parking and desired amenities.

The circulation system emphasizes pedestrian use, but provides for vehicular routes into and through the North Village area. The street pattern allows for visitation and drop-off areas at key destinations, such as the gondola building and parking garages. Conflicts between intersecting traffic are minimized. Minaret Road passes through the center of the project allowing for continued travel along Highway 203 and access into parking garages, transit stops and drop-off areas. The secondary access into the project is from Millers Siding which connects to Canyon Blvd. to form a through route from Lake Mary Road to the Slopes subdivision. Canyon Blvd., east of Hillside Drive is abandoned to allow for development of the pedestrian plaza. Access to parking garages, the gondola building, passenger and transit drop-offs are able to be made from Millers Siding/Canyon Blvd. Perimeter streets, such as Forest Trail and Hillside Drive afford very limited access to the project. Berner Street is rerouted to intersect with Forest Trail rather than Minaret Road and provides access to parking garages on the east side of the development.

The project can be phased to include a west-side phase, an east-side phase, a flexible phase and an independent phase. A market analysis of the development and compliance with all development standards, including housing provisions, transit provisions, snow storage provisions, and design standards are required of all development plans. Maintenance and financing are also addressed.

Replace Figure 2.4-1 to reflect the new conceptual site plan.

### 3. General Description and Environmental Setting

No change.

#### 4.1 Geology, Soils and Seismicity

Based on the revised project description, there are no changes to the impacts or cumulative impacts.

Mitigation measure 4.1(a) must be modified as follows:

The Plan includes improvements on Lake Mary Road, Canyon Blvd./ Millers Siding and Minaret Roads; these would provide residents of the slopes subdivision with improved travel routes to both of the evacuation routes leading out of town.

#### 4.2 Hydrology and Water Quality

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.3 Biological Resources

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.4 Land Use and Planning

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.5 Jobs/Housing Relationship

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.6 Utilities

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.7 Traffic

Because the design refinements designated alternative traffic patterns, RKJK Design Group, Inc. was hired to conduct an analysis of the environmental setting to confirm the validity and necessity of the impacts, mitigation measures and cumulative impacts of the 1991 EIR. The North Village Specific Plan Traffic Study was prepared by RKJK in March, 1994. This document evaluated the impacts on traffic and cumulative effects of the revised design and replaces the entire Introduction, Figure 4.7-2, Figure 4.7-3, Figure 4.7-4,

The Setting, Figure 4.7-5, Figure 4.7-6, Table 4.7-1, Table 4.7-2, Impacts, Figure 4.7-7, Table 4.7-3, Table 4.7-4, Figure 4.7-8, Figure 4.7-9, Table 4.7-5, Table 4.7-6, Table 4.7-7, Table 4.7-8, Table 4.7-9, Table 4.7-10, Table 4.7-11, Table 4.7-12, Figure 4.7-10 and Figure 4.7-11.

Because the traffic patterns were modified, the physical locations and precise striping patterns of proposed mitigation measure improvements have been modified. Each mitigation measure adopted by the 1991 EIR which still applies to the revised project description is stated below with appropriate modifications (those which no longer apply have been deleted), followed by mitigation measures proposed by the 1994 traffic study which clarify required improvements under revised conditions.

**NOTE:** The Town of Mammoth Lakes' current policy is to encourage transit, pedestrian and bicycle transportation and to discourage vehicular transportation. Transportation Demand Management requirements, including participation in developing and maintaining a transit system, have been included as a condition of the Specific Plan to mitigate vehicular impacts which lead to street improvements and signalizations and reduce PM-10 particulate matter within the Town. The Regional Transportation Plan, December 1992, adopted by the Local Transportation Commission, The Mammoth Lakes Trail System Plan, May 1991, adopted by the Town Council, The Transit Design Study, June 1993, adopted by the Town Council and the Main Street Promenade and Transportation forecasting Model/Multi-modal Transportation System currently under consideration by the Town of Mammoth Lakes support the goal of the Town to concentrate efforts in non-vehicular oriented transportation modes. The mitigation measures in the 1991 EIR and the 1994 Addendum still focus on vehicular transportation and do little to enforce alternative transportation modes, but approval of developments by the town will avoid substantial street widenings and signalization. As development plans are reviewed, street improvements will be contained within the North Village Specific Plan area and town-wide transportation measures will predominantly be transit, trail and pedestrian facilities.

#### 1991 Mitigation Measures

- 4.7-1 Minaret Road (Main Street/Lake Mary Road to south of Old Mammoth Road) - Widen Minaret Road from Main Street/Lake Mary Road to south of Old Mammoth Road to provide four travel lanes. This improvement would be consistent with the Town of Mammoth Lakes General Plan, which designates Minaret Road as an arterial.

Old Mammoth Road (Main Street to south of Chateau Road)  
- Widen or restripe Old Mammoth Road from Main Street to south of Chateau Road to provide four travel lanes

while maintaining the existing continuous left-turn lane.

Main Street (Sierra Blvd. to Minaret Road) - Provide a two-way continuous left-turn lane in the median by widening Main Street between Sierra Blvd. and Minaret Road. This would be consistent with the existing two-way continuous left-turn lane east of Sierra Blvd.

- 4.7-2 Minaret Road/Forest Trail - Widen Minaret Road just north of Forest Trail to provide two southbound lanes resulting one through lane and a through/right-turn lane on the southbound Minaret approach to Forest Trail. Restripe the eastbound approach to provide a right and left turn lane and provide a right-turn overlap phase. Restripe the westbound approach (widened as part of the North Village Specific Plan improvements) for a left-turn lane and a through/right-turn lane.

Sierra Boulevard/Main Street - Restripe the southbound approach to provide a left-turn lane and a right-turn lane. This would reduce the delay to right turning traffic caused by vehicles waiting to turn left from a single approach lane. The intersection comes very close to meeting signal warrants with the projected traffic and should be monitored periodically to determine if the actual future volumes or accident incidence warrant the installation of a signal.

Minaret Road/Old Mammoth Road - This intersection will satisfy signal warrants under cumulative conditions. Install an eight-phase traffic signal, with protected left-turns on all approaches. Widen the northbound and southbound Minaret approaches to provide one left-turn lane. Two through lanes and one right-turn lane. Widen the westbound approach to provide two left-turn lanes, one through lane and one right-turn lane; widen the eastbound approach and departure to provide one left-turn through lane, one through lane and one right-turn lane. The additional eastbound through lane should be extended approximately 300 feet past the intersection and the two through lanes could then transition back into one lane.

#### 1994 Mitigation Measures

Install traffic signal at Lakeview Road/Lake Mary Road.

Install traffic signals at: Minaret Road/Forest Trail and Lake Mary Road/Millers Siding during Phase I of the project. The intersection of Lake Mary Road/Millers Siding and Minaret Road/Main Street should be interconnected to provide proper progression.

Construct Millers Siding/Canyon Blvd. connector with one travel lane in each direction and left turn lanes for project access during Phase I of the project. Millers Siding should provide for two southbound lanes and one northbound lane at its intersection with Lake Mary Road.

Provide stop signs on Hillside Drive at Canyon Blvd during Phase I of the project.

Traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project.

Project access sight distance should be reviewed at the time of preparation of final grading, and street improvement plans.

A concept striping plan for the North Village area under Phase I conditions is shown in Appendix K. Striping plans for Phases 2/3/4 are shown in Appendix L.

During Phase 2, widen Minaret Road between Main Street and Forest Trail to provide two travel lanes in each direction with a continuous left turn lane from Pioneer Market to main Street, and with a northbound left turn lane at Forest Trail. Minaret Road should transition to one lane each direction north of Forest Trail. Provide transit stops along Minaret Road within the Village.

Provide two travel lanes for southbound Minaret Road just south of Main Street during Phase 2. Transition to one southbound lane within 600 feet.

Limit access to the east and west side parking structures off of Minaret Road to right-in/right-out only.

Monitor pedestrian crossing activity on Minaret Road and provide pedestrian signal, if warranted.

Widen Forest Trail to provide left turn lanes on the eastbound and westbound approach to Minaret Road during Phase 2 of the project.

Provide stop sign conditions on westbound Forest Trail at its new intersection with Berner Street.

#### 4.8 Air Quality

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.



Construct Millers Siding/Canyon Blvd. connector with one travel lane in each direction and left turn lanes for project access during Phase I of the project. Millers Siding should provide for two southbound lanes and one northbound lane at its intersection with Lake Mary Road.

Provide stop signs on Hillside Drive at Canyon Blvd during Phase I of the project.

Traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project.

Project access sight distance should be reviewed at the time of preparation of final grading, and street improvement plans.

A concept striping plan for the North Village area under Phase I conditions is shown in Appendix K. Striping plans for Phases 2/3/4 are shown in Appendix L.

During Phase 2, widen Minaret Road between Main Street and Forest Trail to provide two travel lanes in each direction with a continuous left turn lane from Pioneer Market to main Street, and with a northbound left turn lane at Forest Trail. Minaret Road should transition to one lane each direction north of Forest Trail. Provide transit stops along Minaret Road within the Village.

Provide two travel lanes for southbound Minaret Road just south of Main Street during Phase 2. Transition to one southbound lane within 600 feet.

Limit access to the east and west side parking structures off of Minaret Road to right-in/right-out only.

Monitor pedestrian crossing activity on Minaret Road and provide pedestrian signal, if warranted.

Widen Forest Trail to provide left turn lanes on the eastbound and westbound approach to Minaret Road during Phase 2 of the project.

Provide stop sign conditions on westbound Forest Trail at its new intersection with Berner Street.

#### 4.8 Air Quality

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.9 Noise

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.10 Archaeological Resources

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.11 Aesthetics/Visual Impacts

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.12 Light-Glare

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.13 Public Services/Fiscal Impacts

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 4.14 Energy Conservation

Based on the revised project description, there are no changes to the impacts, mitigation measures or cumulative impacts.

#### 5. Long-term Implications of the Proposed Project

Based on the revised project description, there are no changes to the long-term implications of the proposed project.

#### 6. Growth Inducing Impacts of the Proposed Project

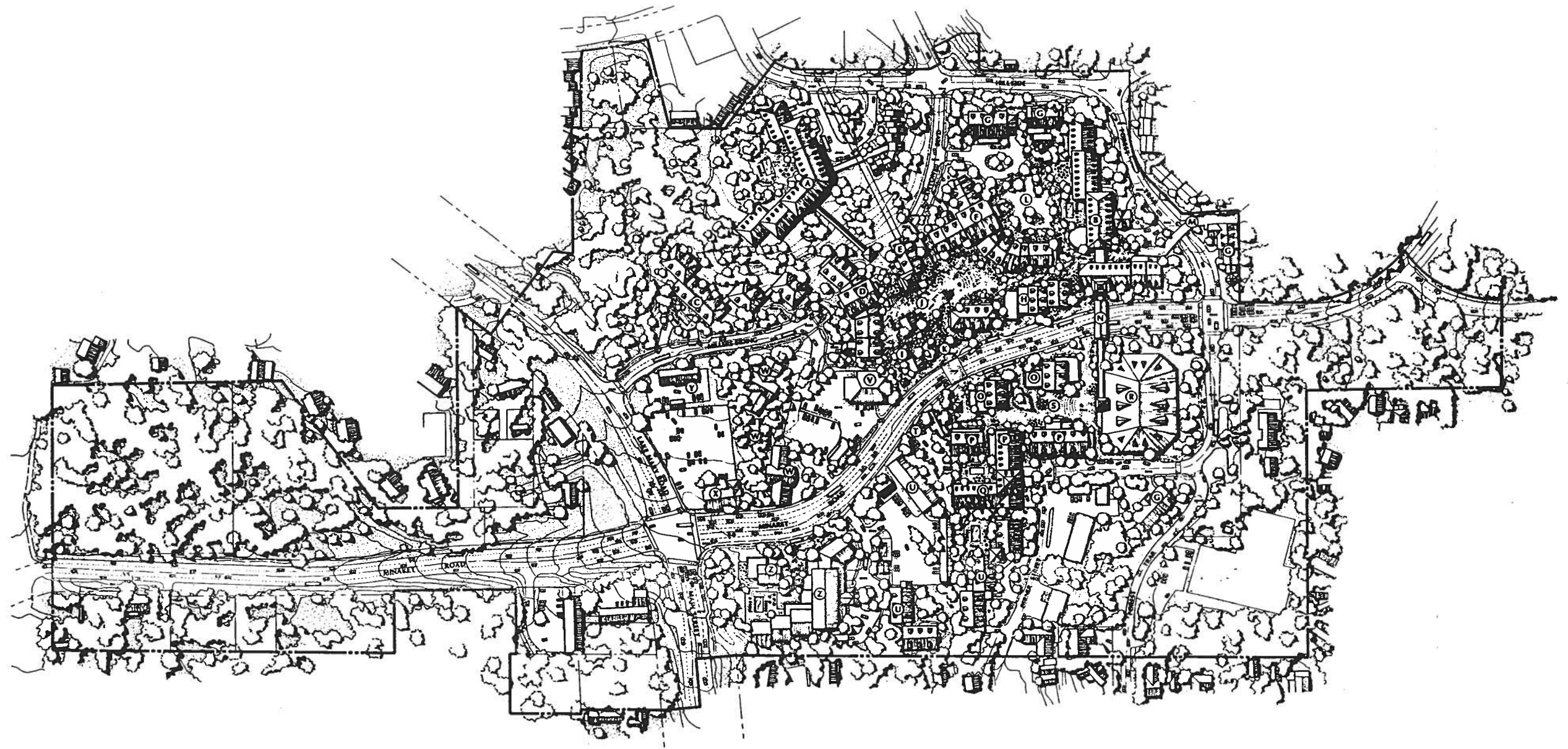
Based on the revised project description, there are no changes to the growth inducing impacts of the proposed project.

#### 7. Alternatives

Based on the revised project description, there is no need to modify the alternatives.

#### ADDENDUM SUMMARY

This Addendum contains a detailed and comprehensive review of the changes and the resulting impacts. It can be concluded that the changes do not cause any new significant environmental impacts that would require major revisions to the EIR.



# LEGEND

- |                               |                                          |
|-------------------------------|------------------------------------------|
| A HOTEL "A"                   | N PEDESTRIAN BRIDGE                      |
| B HOTEL "B"                   | O LODGE                                  |
| C LODGE                       | P HOTEL "C"/PHASE ONE, MIXED USE         |
| D LODGE                       | Q HOTEL "C" PHASE TWO                    |
| E GONDOLA/DAY LODGE           | R EVENTS ARENA                           |
| F LODGE                       | S MOUNTAIN PLAZA & FOUNTAIN              |
| G BED & BREAKFAST             | T EXISTING BERGER'S BURGERS              |
| H LODGE                       | U ALPENHOF, ADDED RETAIL & ACCOMMODATION |
| I RETAIL SHOPS                | V EXISTING PIONEER MARKET                |
| J GONDOLA PLAZA               | W EXISTING FIRESIDE CONDOS               |
| K ENTRANCE PLAZA              | X EXISTING WHISKEY CREEK                 |
| L MOUNTAIN POND & PARK        | Y EXISTING OFFICES                       |
| M SKIER BRIDGE/SKI BACK TRAIL | Z PARCEL 38, MIXED USE                   |

Replaces Figure 2.4-1

**NORTH VILLAGE SITE PLAN**  
 North Village Specific Plan Refinement  
 Mammoth Resort Corridor Master Plan  
 1 NOVEMBER, 1993



**eba**  
 ELDON BECK ASSOCIATES  
 LANDSCAPE ARCHITECTURE LAND PLANNING URBAN DESIGN  
 San Rafael, CA 415 451-4722 FAX 415 451-4644

**TABLE A**  
**REVISIONS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT**  
**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

| Impact                                                                                                                                                        | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Level of Significance With Mitigation |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>4.1 Geology, Soils, and Seismicity</b>                                                                                                                     |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                       |
| <b>4.1-1 If the project were implemented as proposed, it could create new or increased slope instability.<br/>(This is a potentially significant impact.)</b> | LS                                       | <b>4.1-1(a) Project Sponsors shall complete the soils and foundation analyses and incorporate the recommendations of those analyses in the project design. Soils and foundation analyses shall be approved by the Public Works Director prior to final project design approval, as stipulated in the standards of the Town's Safety Policy #18. All measures required by the Public Works Director shall be incorporated into grading plans and building plans.</b> | LS                                    |
|                                                                                                                                                               |                                          | <b>4.1-1(b) New slopes shall be constructed at an angle and degree of compaction that will ensure stability, as stipulated in the standards of the Town's Municipal Code.</b>                                                                                                                                                                                                                                                                                       |                                       |
|                                                                                                                                                               |                                          | <b>4.1-1(c) All work shall be overseen by a licensed civil engineer, certified engineering geologist (CEG) or similar appropriately qualified professional, who shall report to the Town in order to ensure the standards of the applicable codes are met.</b>                                                                                                                                                                                                      |                                       |
|                                                                                                                                                               |                                          | <b>4.1-1(d) Any impacts resulting from any of the above measures not analyzed by this EIR shall be subject to further environmental review and approval by the Planning Commission prior to approval of the final project design.</b>                                                                                                                                                                                                                               |                                       |

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| Impact                                                                                                                                                                                                | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Level of Significance With Mitigation |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.1-2 If the project were implemented as proposed, it could create new or increased soil erosion. This is a <i>potentially significant impact</i> .                                                   | PS                                       | 4.1-2 The Project Sponsor shall prepare a <i>comprehensive Erosion and Sediment Transport Control Plan</i> shall be prepared and approved by the Town prior to issuance of any grading or building permit. <i>The Plan shall be included in the Project design, as stipulated in the Town's Safety Policy #18. The Plan shall also meet the requirements of the Regional Water Quality Control Board and the Town Municipal Code.</i>                                                         | LS                                    |
| 4.1-3 If the project were implemented as proposed, it could significantly alter the topography of the site. This is an <i>unavoidable significant impact</i> .                                        | S                                        | 4.1-3 The Project Sponsor shall complete the geotechnical studies and incorporate their recommendations in the project design as stipulated in the Town's Safety Policy #26. All structures shall be designed and built to at least the standards of UBC Seismic Zone 4. Prior to issuance of grading or building permits, geotechnical studies shall be completed and their recommendations shall be incorporated in the Project design, as stipulated in the Town's Safety Policy #26.      | LS                                    |
| 4.1-4 If the Project were implemented as proposed, it would increase the number of people living in and visiting an area subject to seismic activity. This is a <i>less-than-significant impact</i> . | LS                                       | 4.1-4a The plan includes improvements on Lake Mary, Lakeview and Minaret roads; these would provide residents of the Slopes subdivision with improved travel routes to both of the escape routes leading out of the town. The Project Sponsor shall complete the geotechnical studies and incorporate their recommendations in the project design, as stipulated in the Town's Safety Policy #26. All structures shall be designed and built to at least the standards of UBC Seismic Zone 4. | LS                                    |

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| Impact                                                                                                                                                                                               | Level of Significance<br>Without Mitigation | Mitigation<br>Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Level of Significance<br>With Mitigation |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| 4.1-5 If the project were implemented as proposed, it would increase the number of people living in and visiting an area subject to volcanic activity.                                               | LS PS                                       | <p>4.1-5(a) The Plan includes improvements on Lake Mary, Lakeview and Minaret Roads; these would provide residents of the slopes subdivision with improved travel routes to both of the evacuation routes leading out of the town.</p> <p>4.1-5(b) The developer shall cooperate with the Town in designing and disseminating information to assist citizens and visitors in responding to emergency situations that are likely to arise (Safety Policy #31). All structures shall be designed and built to at least the standards of UBC Seismic Zone 4.</p>                                               | LS                                       |
| 4.2 Hydrology and Water Quality                                                                                                                                                                      |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                          |
| 4.2-1 Development under the Specific Plan will substantially increase and intensify development, thus increasing surface runoff from the Plan area. This is a <i>potentially significant</i> impact. | PS                                          | <p>4.2-1(a) <del>Modifications and improvements to existing drainage systems will be undertaken so as to provide adequate drainage for new development and so as not to exceed the existing capacity of the downstream system. In particular, the North Village Drainage Plan will be evaluated for adequacy to ensure that drainage improvements provided will not create localized flooding problems within the Plan area or downstream. All drainage improvements and erosion control structures shall be subject to approval of the Town's Public Works Department. Proper maintenance of all</del></p> | LS                                       |

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| Impact   | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Level of Significance With Mitigation |
|----------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|          |                                          | <i>drainage channels and detention basins should be ensured.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                       |
| 4.2-1(a) |                                          | A more complete hydrology analysis for design purposes shall be required to be completed to estimate the amounts of runoff which would be required to be retained onsite.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                       |
| 4.2-1(b) |                                          | <del>The Regional Water Control Board requires that drainage collection or retention and infiltration facilities must be constructed to prevent transport of the runoff from a 20-year one-hour storm from the project site. On a project by project basis, the developer shall be required to install off-site retention basins, infiltration basins, infiltration systems, or improvements to the drainage system downstream of the project site if development results in an over capacity of the system. The ultimate goal should be no net increase in ponding or flooding and not net increase in peak discharge into Mammoth Creek or Murphy Gulch.</del> |                                       |
| 4.2-1(b) |                                          | Runoff control shall be designed to meet the Lahontan Regional Water Quality Control Board's requirements and must be approved by the Town prior to issuance of any grading permits. Design shall be to the standards of the Storm Drain Master Plan.                                                                                                                                                                                                                                                                                                                                                                                                            |                                       |
| 4.2-1(e) |                                          | <del>The amount of surface runoff can be reduced by the incorporation of water conservation</del>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |

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| Impact | Level of Significance Without Mitigation                                                                                                                               | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Level of Significance With Mitigation |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|        |                                                                                                                                                                        | <p>measures into project elements. During the design of individual components of the Plan the following measures should be included within the project design:</p> <p>The following water conservation procedures shall be incorporated into project elements where feasible:</p> <ul style="list-style-type: none"> <li>■ Landscape with low water-using plants;</li> <li>■ Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Use irrigation equipment such as drip irrigation, soil moisture sensors, and automatic irrigation systems; and</li> <li>■ Use pervious paving material wherever whenever feasible, but particularly in large plaza areas, to minimize impervious surface and absorb runoff.</li> </ul> |                                       |
| 4.2-2  | Quality of groundwater would not be affected by project construction activities, and will <i>not</i> result in significant impacts to groundwater quality or quantity. | 4.2-1(c)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LS                                    |
| 4.2-3  | The quality of surface runoff could be degraded as a result of development. This is a <i>potentially significant impact</i> .                                          | 4.2-2<br>4.2-3(a)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | LS<br>PS                              |

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| Impact | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                   | Level of Significance With Mitigation |
|--------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|        |                                          | requires a Waste Discharge Report to be filed with the Lahontan Regional Water Quality Control Board and a Waste Discharge Permit to be issued for the project to ensure that proper control measures for the protection of water quality are taken and adhered to during all phases of the project.                                                                                                                  |                                       |
|        | 4.2.3(b)                                 | See Mitigation Measure 4.1.2.                                                                                                                                                                                                                                                                                                                                                                                         |                                       |
|        |                                          | <i>Erosion control measures, as outlined in the Lahontan Regional Water Quality Control Board's "Guidelines for Erosion Control in the Mammoth Lakes Area" (attached as Appendix C) should be included in all construction specifications.</i>                                                                                                                                                                        |                                       |
|        |                                          | <i>Commercial parking lots and residential streets should be swept regularly to reduce the collection of litter and silt. Oil and grease separators should be installed in the inlets of catch basins, where necessary, to minimize pollution of surface runoff in Murphy Gulch and Mammoth Creek. The separators should be maintained regularly (at least twice per year) to ensure efficient pollution removal.</i> |                                       |
|        |                                          | <i>Modifications and improvements to the existing drainage system should be undertaken in a timely fashion with occurring development on a project basis. Infiltration or other off-site retention basins, as described under mitigation</i>                                                                                                                                                                          |                                       |

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| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Level of Significance With Mitigation |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <u>4.3 Biological Resources</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                       |
| 4.3-1 As presently conceived in the North Village Specific Plan, the recreational and commercial developments proposed for this site would result in the alteration or elimination of most of the scattered native vegetation and wildlife resources presently on the property. Cover may actually be increased in some areas as a result of landscape planting; however, this increase may not increase habitat values since the replacement vegetation would be "urban" and represents a loss of plant species diversity. This would be considered a <i>potentially significant impact</i> of the Project. | PS                                       | 4.3.1(a) The project shall preserve existing native vegetation to the maximum extent feasible. Landscaping shall emphasize the use of native plants indigenous to the Jeffrey Pine-Fir Forest, Sagebrush Scrub, and Riparian plant communities. Whenever possible native plants used onsite shall be selected for their replacement habitat value. Site designs shall be subject to the Design Review procedure of the Town.                                                                                                                                                                                                                                                                                                                                                                                                                           | LS                                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          | measure 4.2.1(b), would also aid in pollutant control.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          | 4.3.1(b) All trees greater than 12 inches dbh (diameter breast height) and significant stands on the Project site shall be mapped prior to issuance of grading permits or clearing. A registered forester or arborist shall then determine the age and condition of those trees and whether they should be retained or removed based upon health and visual significance of the trees, except for removal required by approved improvements. Once this determination is made those trees should be retained and integrated into the design of the Project. A program of specific protection measures shall be prepared by the developer and approved by the Town prior to issuance of any construction permits (e.g., construction fencing, grading controls, grading design, etc.). Any trees removed unavoidably by the final Project approval shall |                                       |

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|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|                                                                                                                                          |                                          | be in accordance with Town policies. Off-site replacement will need the approval of the Town Planning Director.                                                                                                                                                                                                                          |                                       |
|                                                                                                                                          |                                          | 4.3-1(c)(b) Construction and site development, such as grading and trenching, shall be prohibited within the dripline of retained trees. Equipment should not be stored or driven under trees. Grading shall not cover the ground surface within the dripline of existing trees. Grading limits should be clearly defined and protected. |                                       |
|                                                                                                                                          |                                          | 4.3-1(d)(e) Landscape materials should be used that allow for the protection and preservation of existing trees. Native plant species, preferably from seed or cuttings from local plants, should be used where possible. The Landscape Plan shall be approved by the Planning Director prior to issuance of any construction permits.   |                                       |
|                                                                                                                                          |                                          | 4.3-1(e) Irrigation, fertilization, and other landscape management practices should be designed to minimize effects on existing trees and other vegetation.                                                                                                                                                                              |                                       |
|                                                                                                                                          |                                          | 4.3-1(f) Proper disposal methods for all coniferous slash shall be used in order to prevent the spread of bark beetles.                                                                                                                                                                                                                  |                                       |
|                                                                                                                                          |                                          | 4.3-2 Implement Mitigation Measure 4.3-1 above.                                                                                                                                                                                                                                                                                          | LS                                    |
| 4.3-2 The proposed project will result in a change in vegetation from conifer forest to urban development within portions of undisturbed | PS                                       |                                                                                                                                                                                                                                                                                                                                          |                                       |

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| Impact                                                                                                                                                                                                                                                                                                                                | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Level of Significance With Mitigation |
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| vegetation. As in the case of changes in vegetation cover, this change in vegetation will likely result in a lowering of habitat values. The change must be considered <i>a-potentially less-than-significant effect-of-the-proposed-project due to the fragmented nature of the habitat.</i>                                         |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       |
| 4.3-3 Any loss of a plant species of concern would be considered significant. Field surveys done in late June, 1990, a time of flowering for all species of concern, failed to find any of the six species of concern. As a result it is expected that there will be <i>no significant adverse effects</i> on any species of concern. | LS                                       | 4.3-3<br><br><i>None mitigation measures required.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | LS                                    |
| 4.3-4 Development of the project would result in the loss of 25 acres of fragmented native wildlife habitat. This is a <i>potentially less-than-significant impact.</i>                                                                                                                                                               | LS PS                                    | 4.3-4(a)<br><br>To retain wildlife values, as much native vegetation as possible shall be retained and protected during construction. A Revegetation Plan, prepared by a qualified botanist and approved by the Town of Mammoth Lakes, <del>should</del> shall be completed prior to the commencement of the project which will describe in detail the species of trees and shrubs which will be used, where they will be planted, and in what numbers, and the methods of planting and maintenance which will ensure successful growth. It shall include a monitoring program to follow the progress of new plantings and ensure replacement of unsuccessful plants. Landscaping with native species of trees and shrubs should be undertaken to enhance wildlife use of cleared areas. Any trees removed unavoidably by the final Project approval shall | LS                                    |

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.3-5 Disturbances and disruptions during project construction scatter/disperse and fragment existing wildlife communities onsite, forcing survivors into already occupied habitats to cause cumulative negative impacts on all wildlife in the area. This is a potentially significant impact. | PS                                       | <p>be replaced on a one-to-one basis on- or off-site. Off-site replacement will need the approval of the Town Planning Director.</p> <p>Under the recently enacted AB 3180, once mitigation plans designed to offset habitat losses are approved and the specific areas where they will be located are identified, the proponent must provide a program to monitor their progress for a period of time (usually three to five years) deemed sufficient by the Planning Director to assure their successful development. Adequate security shall be deposited with the Town to ensure successful implementation of this measure.</p> <p>Under the recently enacted AB 3180, once mitigation plans designed to offset habitat losses are approved and the specific areas where they will be located are identified, the proponent must provide a program to monitor their progress for a period of time (usually three to five years) deemed sufficient to assure their successful development.</p> <p>All construction activities, including movement and storage of vehicles and the storage of building and other materials, shall be confined to areas slated for development. Care shall be taken during construction to avoid damage to vegetation and habitats not directly involved in project construction. Any damaged vegetation shall be replaced on a one-to-one basis on- or</p> | LS                                    |
| 4.3-5                                                                                                                                                                                                                                                                                           | 4.3-5                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |

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| 4.3-6 Increased erosion and siltation as a result of construction and grading activities could alter vegetation in the project area. This is a <i>potentially significant impact.</i>                                                        | PS                                       | 4.3-6 To prevent erosion and siltation into intermittent creeks, areas cleared of vegetation, fill or other materials should be stabilized after clearing and grading. Hay bales, silt screens or similar devices should be used to prevent siltation. To further protect the drainage system and prevent erosion, all grading and construction should be completed during the summer months or, after October 15 of each year, be in a condition to be stabilized within 48 hours should inclement weather threaten.                                                                                                                                 | LS                                    |
| <b>4.4 Land Use and Planning</b>                                                                                                                                                                                                             |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |
| 4.4-1 The visual impact of the high-speed Gondola <del>erecting</del> over a 20-foot easement <del>over the</del> within a residential population area may not be a desirable feature. This is considered to be a <i>significant impact.</i> | S                                        | 4.4-1 <del>A final assessment shall be made by the North Village Design Review Committee and shall be favorably ruled by the Planning Commission on the approval of land right-of-way. This shall be conducted immediately as it could affect the timing of the first phase of development.</del><br><br>The height of the proposed gondola should be maintained at or near a maximum of 90 feet (just below the tree line), in order to protect views from adjacent residential buildings.<br><br>To the maximum extent feasible existing trees located along the gondola easement shall be retained. Replace <del>erect</del> trees, in addition to | LS SU                                 |
|                                                                                                                                                                                                                                              |                                          | 4.4-1(a)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |
|                                                                                                                                                                                                                                              |                                          | 4.4-1(b)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.4-2 Development of the site with high rise uses will result in the casting of shade and shadows on the project site and surrounding areas. This is considered to be a significant impact.                                                                  | S                                        | 4.4-1(c) Natural, earth-tone colors and non-glare, non-reflective materials shall be used for the Sundata towers and cabins.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | LS                                    |
| 4.4-3 The proposed project would create significant changes in the existing physical land use patterns and demands both in the project area and throughout the commercial areas of Mammoth Lakes. This is considered to be a potentially-significant impact. | PS                                       | 4.4-2 The Architectural Guidelines of the North Village Specific Plan shall be followed to avoid the cumulative loss of sun exposure, incorporate height constraints, improve architectural image, establish setbacks and implement other design issues.                                                                                                                                                                                                                                                                                                                                                                                                               | LS                                    |
| 4.4-2                                                                                                                                                                                                                                                        | PS                                       | 4.4-3 The North Village Specific Plan suggests a specific schedule of development and specific mix of uses to prevent a worst case scenario from happening. A carefully-phased development plan shall help to preclude market saturation, as the success of the North Village's economic climate is as essential as it is critical to the vitality of the Town of Mammoth Lakes. Modification of the phasing plan shall be approved by the Planning Department Commission of the Town of Mammoth Lakes. Modification of use permitted shall be subject to Town Council determination as part of the approval process of this Specific Plan or any future modification. | LS                                    |

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|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| 4.4-4<br>4.4-3 | The proposed project represents a much more intense use of the land than the existing zoning and present use. This is considered to be a potentially-significant impact.                                                                                                                                                                                                                                                                             | PS                                          | 4.4-4<br>4.4-3<br><br>Prior to every development phase of the proposed project, the plan for that proposed phase shall be submitted to the Town of Mammoth Lakes, North Village Design Review Committee and the North Village Association for approval of transition of uses between new urban development and existing adjacent uses. | LS                                       |
| 4.4-5<br>4.4-4 | The proposed project represents an opportunity to see infill development of existing land areas. This is <i>not</i> a significant impact.                                                                                                                                                                                                                                                                                                            | B                                           | 4.4-5<br>4.4-4<br><br>None required.                                                                                                                                                                                                                                                                                                   | LS                                       |
| 4.4-6<br>4.4-5 | The proposed project would meet a part of the increased demand for visitor accommodations in Mammoth Lakes. An increasing demand would be established as the project becomes a year-round recreational facility of the Mammoth region. This is <i>not</i> a significant impact.                                                                                                                                                                      | B                                           | 4.4-6<br>4.4-5<br><br>None required.                                                                                                                                                                                                                                                                                                   | LS                                       |
| 4.4-7<br>4.4-6 | The proposed project is anticipated to generate a peak population of 2,300 people onsite. These visitors would contribute to the economic base by means of expenditures for accommodations, ski lift tickets, ski rentals, food, services and other goods. The proposed development is designed more to capture potential new market demand by business and guided town groups than to answer the existing demand. This is not a significant impact. | B                                           | 4.4-7<br>4.4-6<br><br>None required.                                                                                                                                                                                                                                                                                                   | LS                                       |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------|---------------------------------------|
| 4.4-8<br>4.4-7<br>The proposed project would promote property tax bases on 1 percent of the assessed value which would amount to about \$1 million annually after build-out. These new tax revenues to Mono County and the Town of Mammoth Lakes would be generated by the hotels and commercial sales. This is not a significant impact.                                  | B                                        | 4.4-8<br>4.4-7<br><i>None required.</i>                | LS                                    |
| 4.4-9<br>4.4-8<br>The proposed project would be consistent with the General Plan Land Use Element which considers the Minaret Commercial District, an activity node, and a site for Specific Plan Planning Opportunities. This is not a significant impact.                                                                                                                | B                                        | 4.4-9<br>4.4-8<br><i>None required.</i>                | LS                                    |
| 4.4-10<br>4.4-9<br>The proposed North Village Specific Plan would be consistent with the Town of Mammoth Lakes General Plan with the exception of minor changes in land use designations from residential to commercial and Circulation Element changes which permit the rerouting of Canyon Boulevard (see Traffic Impacts). <del>This is not a significant impact.</del> | B                                        | 4.4-10<br>4.4-9<br><i>None required.</i>               |                                       |
| 4.5 Jobs/Housing Relationship<br>4.5-1<br>As presented in Table 4.5-6 (in section 4.5), the proposed North Village Specific Plan could potentially generate 1,612 permanent on-site jobs                                                                                                                                                                                   | B                                        | 4.5-1<br><i>None mitigation measures are required.</i> | LS                                    |

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| and 169 106 temporary construction-related jobs.<br>This is a <i>beneficial impact</i> .                                                                                                                                                                                                                               |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                          |
| 4.5.2 Employment created from the hotel and commercial development in the North Village Specific Plan area will increase the population of the Town of Mammoth Lakes and its surrounding area by as much as 2,828 people, with an accompanying housing demand of 1,230 units.<br>This is a <i>significant impact</i> . | S                                           | 4.5.2(a) 100 percent of the housing for employees generated by uses within the project shall be provided onsite, including affordable employee housing based upon Health and Safety code section 50079.5 and 50105 criteria unless the Town Council allows a portion of this housing need off-site; through an in-lieu fee, or equivalent program. If the Town adopts an employee-affordable housing program requiring on- or off-site housing or in-lieu fees prior to any phase of development, provision of housing in accordance with that ordinance shall constitute adequate mitigation. | LS                                       |
|                                                                                                                                                                                                                                                                                                                        |                                             | 4.5.2(b) Any housing constructed off-site should be subject to further environmental review to insure that significant or cumulative environmental effects are mitigated on a site specific basis.                                                                                                                                                                                                                                                                                                                                                                                             |                                          |
|                                                                                                                                                                                                                                                                                                                        |                                             | 4.5.2(c) Employee housing or an in-lieu fee or equivalent program as approved by the Town Council should be in place prior to or concurrent with the non-residential development generating the need for such housing.                                                                                                                                                                                                                                                                                                                                                                         |                                          |

#### 4.6 Utilities

#### WATER

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.6-1 The Mammoth County Water District reports that the proposed project would have an estimated total water demand of 200,000 gallons per day, which is equivalent to 218 acre-feet per year. This is less than a potentially significant impact.                                                                                                                                                                            | LS PS                                    | 4.6-1<br><br>The project operations will have to comply with all MCWD water conservation restrictions. In addition, the project should use:<br><ul style="list-style-type: none"> <li>• ultra-low flow plumbing fixtures</li> <li>• native and/or drought-tolerant landscaping</li> <li>• reclaimed water where feasible</li> </ul>                                                                                                                 | LS                                    |
| 4.6-2 This does not account for the cumulative impacts of other development projects proposed for Mammoth Lakes. Cumulative development would still increase consumption to approximately 5,946 acre-feet. The cumulative impact of buildout under the Mammoth Lakes General Plan will require the prompt development of the Dry Creek wells and other sources as developed by MCWD. This is a potentially significant impact. | PS                                       | 4.6-2(a)<br><br>The project proponent shall contribute "fair share" mitigation fees, as determined by the Mammoth County Water District, for expanded facilities needed to serve cumulative development demands.<br><br>4.6-2(b)<br><br>In the event that additional supplies are not developed in a timely fashion, development shall be deferred pending availability existence of adequate water resources and facilities as determined by MCWD. | LS                                    |
| <b>WASTEWATER</b>                                                                                                                                                                                                                                                                                                                                                                                                              |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                       |
| 4.6-3 The proposed project is anticipated to generate a total of approximately 459,100 gallons of wastewater per day, made up of 60,000 gallons per day (gpd) from residential uses (condos), 19,100 gpd from the retail space, 300,000 gpd from the hotel rooms (based upon full occupancy), and 80,000 gpd from restaurant uses. Since MCWD has adequate treatment capacity for project-generated wastewater flows, the      | LS                                       | 4.6-3<br><br>None required. The Project shall comply with all requirements of Mammoth County Water District regarding flow reduction and sewer system design and operation.                                                                                                                                                                                                                                                                         | LS                                    |

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| proposed project would have a less-than-significant impact on wastewater facilities. <i>This is a less-than-significant impact.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                       |
| 4.6-4 New, or rerouted, sewer lines will be necessary to serve the project. Construction and operation of any sewage lines connecting with the MCWD facilities are contingent upon obtaining a Sewer Permit from the MCWD District Manager in accordance with Division 5 of the MCWD Sanitary Sewer Service Code. All additions and rerouting will occur within existing or proposed street rights-of-way, at the time of street construction. Therefore, <i>this is a less-than-significant impact.</i>                                                                       | LS                                       | None required.                                                                                                                                                                                                                                                                                                                                                                                                          | LS                                    |
| <b>SOLID WASTE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                       |
| 4.6-5 The project is anticipated to produce a total of 35,340 pounds of solid waste per day, made up of 1,440 pounds per day from all residences and 33,900 pounds per day from all commercial operations. The Mammoth Disposal Company has indicated that it has adequate collection facilities to serve the project. The Benton Crossing Landfill has another 19 years of capacity and, thus, has adequate capacity to serve the proposed development. <i>Thus, the project would have a less-than-significant impact on solid waste collection and disposal facilities.</i> | LS                                       | 4.6-5(a)<br><br>A source reduction program should be prepared by the applicant for the project, emphasizing use of recyclables and reusable materials. 4.6-5(b) Alternate methods of solid waste disposal, such as the use of onsite trash compaction, shall be considered incorporated into the final Project design subject to the approval of the Air Pollution Control Board and Mammoth Lakes Planning Department. | LS                                    |

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|--------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|        | 4.6-5(b)                                 | All visible trash collection facilities and features of the development shall be designed to complement the Project design scheme.                                                                                                                                                         |                                       |
|        | 4.6-5(e)                                 | <del>Recycling facilities shall be located at all hotels, commercial, and multi-family projects.</del>                                                                                                                                                                                     |                                       |
|        | 4.6-5(c)                                 | The Project applicant shall provide a recycling collection station or contract a solid waste disposal company which will offer a system of convenient recycling stations for Project residents. Placement and design shall be subject to the review and approval of the Planning Director. |                                       |
|        | 4.6-5(d)                                 | The Project applicant shall provide each residence with a divided cabinet suitable for aluminum cans, glass bottles, and plastic bottles.                                                                                                                                                  | LS                                    |
|        | 4.6-6                                    | <del>None mitigation measures are required.</del>                                                                                                                                                                                                                                          |                                       |

**ELECTRICITY**

4.6-6 Southern California Edison (SCE) supplies the Town of Mammoth Lakes with its electricity. Based on current project plans, it is estimated that 20,415,200 kilowatt hours will be used by the development annually. Not enough is known to project electricity consumption of the gondola, though it is not expected to be significant. Currently, SCE has the infrastructure in place to handle overall project demand, thus the project would have a *less-than-significant-impact*.

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>TELEPHONE</b>                                                                                                                                                                                                                                                                                                                           |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |
| 4.6-7 Continental Telephone (ConTel) supplies the Town of Mammoth Lakes with telephone service. It is estimated, based on project descriptions, that approximately 2,700 phone lines will be needed. ConTel has the infrastructure in place to meet this demand. Therefore, the project would have a <i>less-than-significant impact</i> . | LS                                       | 4.6-7 <i>None mitigation measures are required.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | LS                                    |
| <b>4.7 Traffic</b>                                                                                                                                                                                                                                                                                                                         |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |
| 4.7-1 Table 4.7.5 The Level of Service analysis for roadways indicated that the following segments would operate at LOS "F" under cumulative conditions:                                                                                                                                                                                   | PS                                       | 4.7-1 Roadway Improvements<br><br>Minaret Road (Main Street/Lake Mary Road to south of Old Mammoth Road) - Widen Minaret Road from Main Street/Lake Mary Road to south of Old Mammoth Road to provide four through travel lanes. This improvement would be consistent with the Town of Mammoth Lakes General Plan, which designates Minaret Road as an arterial.<br><br>Old Mammoth Road (Main Street to south of Chateau Road) - Widen or re-stripe Old Mammoth Road from Main Street to south of Chateau Road to provide four travel lanes while maintaining the existing continuous left-turn lane.<br><br>Lake Mary Road (Main Street to Lakeview Road) - Widen Lake Mary Road between Main Street and Lakeview Road to provide four travel lanes. The westbound through lane in this road segment would | PS                                    |

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| Impact                                                                                                                                                                                                                                                                                                                                                                                       | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Level of Significance With Mitigation |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.7.2 The segments on Minaret Road from Chateau Road to Meridian Boulevard would operate at LOS "D". Lake Mary Road from Lakeview Road to Minaret Road and Minaret Road from Meridian Boulevard to Main Street would operate at LOS "E". All other roadway segments studied would operate at LOS "C" or better. A review of Table 4.7.8 reveals the following Level of Service deficiencies: | PS                                       | become an exclusive right-turn lane at the intersection with Lakeview Road.<br><br>Main Street (Sierra Boulevard to Minaret Road) - Provide a two-way continuous left-turn lane in the median by widening Main Street between Sierra Boulevard and Minaret Road. This would be consistent with the existing two-way continuous left-turn lane east of Sierra Boulevard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PS                                    |
| The results presented in Table 4.7.6 indicate that the following intersections would operate at an unacceptable Level of Service:                                                                                                                                                                                                                                                            | 4.7.2                                    | Intersection Improvements<br><br>The following intersection improvements recommended to mitigate cumulative plus project conditions are in conjunction with the roadway improvements described above.<br><br>Minaret Road/Forest Trail - These improvements would be in addition to the improvements proposed as part of the North Village Specific Plan circulation plan. Widen Minaret Road just north of Forest Trail to provide two southbound lanes, resulting in one left-turn lane, one through lane and a through/right-turn lane on the southbound Minaret approach to Forest Trail. Provide north-south protected/permissive left-turn phasing. Restripe the eastbound approach to provide a right turn lane and provide a right-turn overlap phase. Restripe the westbound approach (widened as part of the North Village Specific Plan improvements) for a left-turn lane and a through/right-turn lane. | PS                                    |

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| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Level of Significance With Mitigation |
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| <p><del>Mary Road, and Minaret Road/Old Mammoth Road would operate at LOS "F".</del></p> <p>■ The signalized intersection of Lakeview Road/Lake Mary Road would operate at LOS "E".</p> <p>— <del>The signalized intersections of Old Mammoth Road/Main Street and Minaret Road/Meridian Boulevard would operate at LOS "E".</del></p> <p>■ The following signalized intersections would operate at LOS "F":</p> <ul style="list-style-type: none"> <li>- Minaret Road/Forest Trail</li> <li>- Minaret Road/Main Street</li> <li>- Minaret Road/Meridian Boulevard</li> <li>- Old Mammoth Road/Main Street</li> <li>- Old Mammoth Road/Meridian Boulevard</li> </ul> |                                          | <p><u>Lakeview Road/Lake Mary Road - Restripe the eastbound Lake Mary Road approach to provide one left-turn lane and one through lane (which would be the second eastbound through lane recommended as part of the Lake Mary Road widening east of Lakeview Road); widen the westbound Lake Mary Road approach to provide one through lane and one right-turn lane (which would be the second westbound through lane recommended as part of the Lake Mary Road widening east of Lakeview Road) and restripe the southbound Lakeview Road approach to provide one left-turn lane and one shared left/right-turn lane. These improvements would be in addition to the installation of a traffic signal, widening and grade reductions proposed in the North Village Specific Plan Circulation Plan.</u></p> <p><u>Minaret Road/Main Street/Lake Mary Road - Widen the northbound Minaret Road approach to provide a right-turn lane. Widen the southbound approach to provide the following configuration: two left-turn lanes, one through lane, and one through/right-turn lane. Restripe the westbound approach to provide a second left-turn lane. Provide eight-phase signal operation by modifying the northbound and southbound from split phasing to protected left-turn phasing.</u></p> <p><u>Sierra Boulevard/Main Street - Restripe Main Street to provide a left-turn lane on the eastbound approach (in conjunction with the recommended widening of Main Street to provide a two-way</u></p> |                                       |

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| Impact | Level of Significance<br>Without Mitigation | Mitigation<br>Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Level of Significance<br>With Mitigation |
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|        |                                             | <p>continuous left-turn lane). This would remove turning vehicles from the through traffic lanes and thus improve the overall operation of the intersection. Also, restripe the southbound approach to provide a left-turn lane and a right-turn lane. This would reduce the delay to right turning traffic caused by vehicles waiting to turn left from a single approach lane. The intersection comes very close to meeting signal warrants with the projected traffic and should be monitored periodically to determine if the actual future volumes or accident incidence warrant the installation of a signal.</p> <p><u>Old Mammoth Road/Main Street</u> - Restripe the northbound approach to provide one left-turn lane and one shared left/right-turn lane. The two-lane southbound departure should be modified to provide for a continuous eastbound to southbound movement. Traffic turning left from the westbound approach would be able to turn into the other southbound departure lane.</p> <p><u>Minaret Road/Meridian Boulevard</u> - Widen both the northbound and southbound Minaret Road approaches to provide one left-turn lane, one through lane, and one through/right-turn lane on each approach. Widen the eastbound approach to provide a right-turn lane with a right turn overlap. Provide left-turn lanes on the eastbound and westbound Meridian approaches.</p> |                                          |

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| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Level of Significance<br>Without Mitigation | Mitigation<br>Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Level of Significance<br>With Mitigation |
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| <p><u>4.8 Air Quality</u></p> <p><u>Construction</u></p> <p>4.8-1 Clearing, excavation and grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed earth surfaces generate dust. Therefore, Construction in the area of the proposed site will temporarily increase PM10 concentrations and could lead to violations of the federal and State 24-hour average PM10 standards. It is not possible to estimate</p> | PS                                          | <p><u>Old Mammoth Road/Meridian Boulevard -</u> Widen the northbound and southbound Old Mammoth approaches to provide one left-turn lane, two through lanes, and one right turn lane.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | LS                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                             | <p><u>Minaret Road/Old Mammoth Road -</u> This intersection will satisfy traffic signal warrants under cumulative conditions. Install an eight-phase traffic signal, with protected left-turns on all approaches. Widen the northbound and southbound Minaret approaches to provide one left-turn lane. Two through lanes and one right-turn lane. Widen the westbound approach to provide two left-turn lanes, one through lane and one right-turn lane; widen the eastbound approach and departure to provide one left-turn through lane, one through lane, and one right-turn lane. The additional eastbound through lane should be extended approximately 300 feet past the intersection and the two through lanes could then transition back into one lane.</p> |                                          |

4.8-1(a) To reduce the potential for nuisance due to dust and odors, all construction contracts shall require watering twice daily with complete site coverage; the frequency of watering shall increase as necessary to minimize dust if wind speeds exceed 15 mph. Dust emissions related to construction can be reduced approximately 50 percent by watering exposed earth surfaces during excavation, grading and construction

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| <p>accurately the PM10 concentrations that would occur at or adjacent to the construction sites because such concentrations are very sensitive to local meteorology and topography, to variations in soil silt and moisture content, and to the level of equipment use. However, EPA measurements made during apartment vent-shipping water construction provide a rough indication of the maximum rate of particulate emissions. These measurements indicate that approximately 1,089 kg (1.2 tons) of dust are emitted per acre per month of construction activity. One half of the dust would be comprised of large particles (i.e., diameter greater than 10 microns) which settle out rapidly on nearby horizontal surfaces and are easily filtered by human breathing passages. This dust is of concern as a soiling nuisance rather than a health hazard. The remaining fraction (PM10) could be sufficient to violate the federal and State PM10 standards in the site vicinity. This is a <i>potentially significant impact</i>.</p> <p>Construction vehicles/equipment would emit exhaust at the construction sites. Large numbers of such vehicle/equipment operating or idling in a small area may cause spot violations of the CO standards. Odors of construction equipment exhaust would probably be noticeable in the environs of the project site for the duration of construction.</p> | PS                                          |                                                                                                            |                                          |
| <p>4.8.2 Operation of construction vehicles and equipment during the construction phase of the proposed Project could result in violations of federal and</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | PS                                          | 4.8.2 To reduce the potential of spot violations of the CO standards and odors from construction equipment | LS                                       |
| <p>activities. Conditions of approval should also require daily cleanup of mud and dust carried onto street surfaces by construction vehicles. Throughout construction activities, haul trucks should use tarpaulins or other effective covers. Upon completion of construction, contractors should take measures to reduce wind erosion. Replanting and repairing should be completed as soon as possible. Construction activities should be scheduled so that they do not contribute to peak periods of woodburning and vehicular traffic, previously discussed as major contributors to PM10 exceedances.</p> <p>4.8-1(b) Drift fencing barriers and covering of stockpiles shall be used in areas not under active construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                             |                                                                                                            |                                          |

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| <p>State 1-hour and 8-hour CO standards. This is a <i>short-term, potentially significant impact</i> during the construction phase of the proposed Project only.</p> <p><b>Traffic</b></p> <p><b>Carbon Monoxide "Hot Spots"</b></p> <p>Operational impacts for the proposed project include Emissions from vehicular traffic generated by the proposed Project. By generating additional traffic in the Town of Mammoth Lakes, the proposed project would affect local traffic patterns and, thereby, change the local spatial and temporal distributions of ambient CO. Local air quality effects were estimated by using the CALINE4 air pollutant dispersion model to determine if the proposed project would cause any exceedance of the 1-hour or 8-hour federal or State standards. The State 1-hour and 8-hour standards, given in Table 4.8-1, are 30.0 ppm and 9.0 ppm respectively, could result in violations of federal and State ambient quality standards. This is a <i>potentially significant impact</i>.</p> | PS                                       | <p>4.8-3 Carbon Monoxide "Hot Spots"</p> <p>Mitigation of exposure to CO levels exceeding the 8-hour standard at the Mineral and Main intersection could be accomplished by establishing an easement within 50 feet of the intersection. Development will not be allowed within 50 feet of the Old Mammoth and Main intersection, and therefore the potential for exposure of individuals to elevated CO concentrations is very low. This mitigation measure would reduce this impact to a less than significant impact through T.D.M. as outlined in the Traffic (4.7-32) section of this EIR.</p> | LS                                    |
| <p><b>PM10 EMISSIONS</b></p> <p>4.8-4 Project Resuspended road cinders and vehicle tail pipe and tire wear will contribute approximately 2,365 1,400 kg/day to the total PM10 emissions inventory at buildout of the proposed Project. Resuspended road cinders contributed to 99 percent of the projected PM10 emissions from vehicular sources. In the year 2005 the proposed project would contribute approximately 44 percent of the daily emissions of PM10 from vehicular sources.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | S                                        | <p>4.8-4 Mitigation measures related to reducing PM10 emissions from vehicular sources have been outlined in Table 4.8-3. Two mitigation measures targeted toward reducing traffic-related PM10 emissions are:</p> <p>1) use of vacuum street sweepers to pick up cinders and road dust, and 2) reduction in vehicle traffic through Transportation Demand Management outlined in section 4.7-32. Reductions in vehicle traffic are aimed at reducing reentrainment of cinders</p>                                                                                                                  | LS                                    |

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| <p>Likewise, if the reductions from Table 4.8-3 are not implemented, the proposed project would increase annual PM10 emissions by 98 percent above the cumulative annual emissions from vehicular sources. Because the proposed project is in a non-attainment area for PM10, any increase in emissions of this pollutant would be a significant impact on air quality. Therefore, the proposed project would have a significant impact on air quality with respect to PM10 emissions from vehicular sources.</p> <p>Traffic-related PM10 emissions were calculated using the same methodology as described in the Draft AQMP for Mammoth Lakes, Sections 3.2 and 3.3. Projected peak 24-hour PM10 emissions for the year 2005 were taken from Table 5.2 of the Draft AQMP for Mammoth Lakes. Traffic generated by the proposed project was estimated at 104,650 Vehicle-Kilometers-Traveled (VKT) daily. Traffic generated by the cumulative impacts was estimated at 186,728 VKT daily. The VKT was obtained from Transtech Transportation Engineers. This is a significant impact.</p> | S                                        | <p>and dust while street sweeping targets the removal of cinders and dust. The Plan aims to limit vehicular traffic in the Town of Mammoth Lakes to 106,600 VMT, which is 40,320 VMT more than the present peak traffic estimates. The proposed project without any transportation plans would increase the VMT by approximately 64,000. To attain the goals of this mitigation measure the Plan will call on future development projects, such as the proposed project, to implement transportation plans. Potential reduction from the above measures are illustrated in Table 4.8-6 for the years 1993, 1995, 2000 and 2005. Alone these mitigation measures would not be sufficient to bring the Town of Mammoth Lakes into compliance with PM10 standards, however, acting in conjunction with mitigation measures proposed for reducing PM10 emissions from wood burning, PM10 standards may be obtained. Adopt and enforce Control Measures 1 through 7 of the Town of Mammoth Lakes Draft Air Quality Management Plan (see Table 4.8-3).</p> | LS                                    |
| <p><b>Woodburning</b></p> <p>4.8-5 At Buildout of the proposed project, in 2005, the contribution of PM10 from woodburning would be approximately 19.4 Mg/yr annually, and, for a worst-case day, approximately 369 kg. These calculations assume that all 2,400 proposed units will have EPA-certified woodburning stoves. The proposed project would increase annual PM10 emissions by 15 percent above the current annual</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | S                                        | <p>4.8-5(a) Mitigation measures related to reducing emissions of PM10 have been outlined in Table 4.8-3. The five mitigation measures targeted toward reducing wood burning-related PM10 emissions are: 1) institution of a public awareness program regarding wood burning; 2) replacement of wood stoves with improved models; 3) phasing out of fireplace; 4) implementation of measures to improve wood</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | LS                                    |

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| emissions from residential wood combustion. In the year 2005 the proposed project would contribute approximately twelve percent of the daily emissions of PM10 from fireplaces and wood stoves/hearths. Because the proposed project is in a non-attainment area for PM10, any increase in emissions of this pollutant would be a significant impact on air quality. Therefore, the proposed project would have a significant impact on air quality with respect to PM10 emissions from woodburning related to the project. This is a <i>significant impact</i> . |                                          | burning performance and 5) banning of woodburning in hotel rooms and restriction of fireplace to one per lobby in hotels; 6) control of wood burning during air pollution episodes. A more in-depth discussion of each of these mitigation measures may be found in the Plan in Section 6, Proposed Control Measures and Control Strategy Evaluation, and is hereby incorporated into this document by reference.                                                                                                                                                                                                                                   |                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                          | Mitigation measures to reduce PM10 emissions from wood burning would not be sufficient to bring the Town of Mammoth Lakes into compliance with PM10 standards. These mitigation measures in conjunction with those presented above for traffic-related PM10 emissions could achieve compliance with the PM10 standard by the year 1993 and maintain compliance through the year 2005.                                                                                                                                                                                                                                                               |                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                          | Based on the projected growth analysis conducted in the Plan, implementation of all control measures with the exception of measure 7.b, would bring PM10 emissions into compliance. Table 4.8-6 shows the cumulative impact of PM10 emissions from development through the year 2005 and the anticipated reductions resulting from implementation of the control measures in Table 4.8-3. The proposed project was included in the emissions inventory of the Plan and therefore is represented as part of the cumulative development anticipated in the Town of Mammoth Lakes. Residential units shall be limited to one woodburning appliance per |                                       |

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| <p><b>4.9 Noise</b></p> <p>4.9.1 Construction-related noise from the proposed project would increase ambient noise levels in areas surrounding the project site. This is a significant impact.</p> | S                                                                    | <p>dwelling. The appliance must be an EPA Phase II-certified woodburning stove or pellet stove. Woodburning shall comply with standards in the Town's woodburning ordinance (Chapter 8.30, Particulate Emissions Regulations).</p> <p>4.8.5(b)<br/>4.8.5(c)</p> <p>4.9.1(a) Construction activities shall be limited to the hours between 7 a.m. and 7 p.m. 8 p.m. Monday through Friday Saturday and 9 a.m. to 5 p.m. on Sunday in order to minimize disruption noise impacts.</p> <p>4.9.1(b) Construction equipment should shall be required by contract to have appropriate mufflers, silencers, and noise-control features to be muffled or controlled. Contracts should shall specify that impact tools and engine-driven equipment have intake and exhaust mufflers. Acoustically attenuating shields or shrouds for pavement breakers and jackhammers should be called for by contract. Vehicles and other gas or diesel-powered equipment should be prohibited from unnecessary warming up, idling and engine-revving, be fitted with appropriate noise mufflers. Copies of contracts shall be filed with the Public Works Director prior to issuance of permits.</p> | LS                                    |
| <p>S = Significant<br/>LS = Less Than Significant</p>                                                                                                                                              | <p>SU = Significant Unavoidable<br/>PS = Potentially Significant</p> | <p>B = Beneficial<br/>NA = Not Applicable</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>90182</p>                          |

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| 4.9.2 Noise levels exceeding 60 dBA currently exist on all major arterials and most streets reviewed and are projected to increase significantly as a result of cumulative development with and without the proposed project. Noise levels for the year 2005 with the project would not be noticeably higher than noise levels projected without the project. The electrical gondola will not have a noise impact. Both indoor and outdoor noise levels could exceed thresholds established by the Town. This is a <i>significant</i> impact. | S                                        | 4.9.2(a) Sensitive receptors within the proposed project should <i>shall</i> be located or architecturally designed so the exterior noise levels will not exceed 60 dB and interior noise levels would not exceed 45 dB.<br><br>4.9.2(b) Multi-family buildings shall be located or architecturally designed so the interior noise level will not exceed 45 L <sub>dn</sub> , certified by an acoustical engineer.<br><br>4.9.2(c) Transit alternatives to reduce traffic, as recommended in the Transportation section of this DEIR EIR, should <i>shall</i> be included in project design to reduce traffic-generated noise levels and their impact on the proposed project and adjacent land uses. Typically, a reduction in traffic of one-half will reduce the noise level by 3 db B. | LS                                    |
| 4.10 Archaeological                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       |
| 4.10-1 Development of the proposed project could disturb prehistoric cultural resources. This is a <i>potentially significant</i> impact.                                                                                                                                                                                                                                                                                                                                                                                                     | PS                                       | 4.10-1(a) North Village Site #1 should <i>shall</i> be subject to subsurface testing and a thorough archaeological survey prior to issuance of a permit for grading or construction. If found to be significant, the site should be avoided or excavated prior to any earth-disturbing activities.<br><br>4.10-1(b) North Village Site #2 should <i>shall</i> be avoided or excavated prior to any earth-disturbing activity. All construction activity at this site and previously unexcavated sites <i>should shall</i> be monitored by a qualified archaeologist. If                                                                                                                                                                                                                    | LS                                    |

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|-----------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
|           |                                             | <p>subsurface prehistoric archaeological evidence is found, excavation or other construction activity in the area should cease and an archaeological consultant should be retained to evaluate findings in accordance with standard practice and applicable regulations. Datalarifact recovery, if deemed appropriate, should still be conducted during the period when construction activities are on hold.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                          |
| 4.10-1(c) |                                             | <p>North Village #1 may meet the CEQA criteria for important sites, for its ability to address scientifically consequential research questions. The site would will be impacted by construction. Although avoidance might be considered the preferred treatment for a buried site, the adoption of any mitigation measures would be premature before the site's significance is determined. Further archaeological work is recommended to determine if indeed the site is significant. In accordance with CEQA, any construction within the site area shall be preceded by data recovery. This would will include excavation of up to five 25 by 25 cm shovel test units, surface collection of all surface artifacts, lithic and obsidian hydration analyses and possibly soil chemistry and obsidian source analysis. If no substantial subsurface deposit is encountered, this work would also suffice for data recovery. No permits for grading or other earth-disturbing activities will be issued until all appropriate mitigations are completed.</p> |                                          |

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**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

| Impact                                                                                                                                                          | Level of Significance<br>Without Mitigation | Mitigation<br>Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Level of Significance<br>With Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| 4.10-2 Construction activities could disturb previously unknown human burial sites of Native American groups. This is a <i>potentially significant impact</i> . | PS                                          | 4.10-1(d) North Village #2 appears significant. The site is in danger of slow degradation even in the absence of any construction. Its location and high visibility make it susceptible to casual collection and indirect impacts. In accordance with CEQA, any construction within the site area should still be preceded by data recovery. Minimally this would include a sample surface collection, excavation of at least six 1 by 1 m excavation units, analyses, curation of collected materials, and a report. No permits for grading or other earth-disturbing activities will be issued until all appropriate mitigations are completed. | LS                                       |
| 4.11 Aesthetics/Visual Impacts                                                                                                                                  |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                          |
| 4.11-1 Project development would change the physical and visual character of the project site. This is a <i>significant impact</i> .                            | S                                           | 4.11-1(a) To the maximum extent feasible the proposed project should still retain forested areas, and should still remain subordinate to the natural character of the site and the surrounding landscape.                                                                                                                                                                                                                                                                                                                                                                                                                                         | LS                                       |

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| Impact | Level of Significance<br>Without Mitigation | Mitigation<br>Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Level of Significance<br>With Mitigation |
|--------|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
|        | 4.11-1(b)                                   | Prior to final approval of project development plans, the applicant should submit a tree protection preservation and replacement plan prepared by a professional forester, arborist, or landscape architect. Trees shall be replaced on a one-for-one basis with as many trees retained onsite as possible. Where trees have to be relocated off-site, the locations shall be determined through consultation with the Planning Director. The plan, including the type, size, number, and location of replacement trees shall be subject to the approval of the Town of Mammoth Lakes Planning Commission Department. |                                          |
|        | 4.11-1(c)                                   | Contour grading should still be used to blend manufactured slopes into the natural terrain. Grading should still be minimized to preserve existing landform and vegetation to the greatest extent possible.                                                                                                                                                                                                                                                                                                                                                                                                           |                                          |
|        | 4.11-1(d)                                   | In order to reduce visual impacts, a forested buffer should averaging no less than 100 feet shall be retained to the maximum extent feasible along Lake Mary Road, the southern extension of Minaret Road, and along the western and eastern edges of the project site. Special buffering and height restrictions should still be given to the hotel that is proposed for development across Forest Trail from the Town's community center.                                                                                                                                                                           |                                          |

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| Impact                                                                                                                                                                                            | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                            | Level of Significance With Mitigation |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.11-2 Existing views from off-site residential areas, and on-site hotels <del>would be</del> will be permanently altered with development of the proposed gondola. This is a significant impact. | S                                        |                                                                                                                                                                                                                                                                                                                                                                | S                                     |
| 4.11-1(e)                                                                                                                                                                                         |                                          | The landscape design for the site should shall maximize the use of existing vegetation, and where new plants are introduced, they should shall include, and/or blend with, plants native to the Mammoth Lakes environment. Landscape Plans for the site should shall be completed by a certified landscape architect.                                          |                                       |
| 4.11-1(f)                                                                                                                                                                                         |                                          | To the maximum extent feasible, native trees and landscaping should shall be concentrated around all structures located on the project site.                                                                                                                                                                                                                   |                                       |
| 4.11-1(g)                                                                                                                                                                                         |                                          | Grading shall utilize decorative retaining walls rather than slopes to minimize the area of disturbance.                                                                                                                                                                                                                                                       |                                       |
| 4.11-2(a)                                                                                                                                                                                         | S                                        | The height of the proposed gondola should shall be maintained at or near a maximum of 90 feet (just below the tree line), in order to protect views from adjacent residential buildings.                                                                                                                                                                       | S                                     |
| 4.11-2(b)                                                                                                                                                                                         |                                          | To the maximum extent feasible existing trees located along the gondola easement should shall be retained. Replacement trees, in addition to those existing, should shall be planted adjacent to the gondola easement (with property owner approval) in order to create a buffer that will protect privacy and minimize visual impacts on affected properties. |                                       |
| 4.11-2(c)                                                                                                                                                                                         |                                          | Natural earth tone colors and non-glare, non-reflective materials should shall be used for the gondola towers and cabins.                                                                                                                                                                                                                                      |                                       |

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| Impact                                                                                                                   | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                         | Level of Significance With Mitigation |
|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4.11-3 Existing views to the project site from Minaret Road and Main Street/Lake Mary Road would be permanently altered. | PS                                       | 4.11-3(a) Adoption of the North Village Specific Plan should still include all provisions for design review stated in the Plan, with all phases and developments proposed within the Specific Plan area undergoing review by a Town appointed Design Review Committee and/or Planning Commission.                                                                                                           | LS                                    |
|                                                                                                                          |                                          | 4.11-3(b) The design and height limits of hotels along the ridge line in the western portion of the site, and along Lake Mary Road, should still be carefully reviewed for visual impacts. The height, massing and visibility of these hotels should still respond to, and be compatible with, the natural environment and "Town" character of Mammoth Lakes.                                               |                                       |
|                                                                                                                          |                                          | 4.11-3(c) The architectural style for the development should still blend with the site's natural setting. Rooflines should reflect the slope of the site, and natural "earth tone" colors and materials such as stone and wood should still be emphasized. Project development plans (Use Permits and Building Permits) should still be subject to review by the Town of Mammoth Lakes Planning Commission. |                                       |
|                                                                                                                          |                                          | 4.11-3(d) In order to reduce the visual impact of the proposed Minaret Road pedestrian overpass, the structure's height and visual mass should still be kept to a minimum and the structure should not include a roof or over-head. The design and materials used for the overpass should still be                                                                                                          |                                       |

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| Impact                                                                                                                                                                                                                                                                                                                 | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                             | Level of Significance With Mitigation |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <u>4.12 Light-Glare</u>                                                                                                                                                                                                                                                                                                |                                          |                                                                                                                                                                                                                                                                                                                                 |                                       |
| 4.12-1 Exterior lighting, specifically street lighting, if not controlled, could have significant impacts on adjacent residences and hotels.                                                                                                                                                                           | PS                                       | 4.12-1(a) All exterior lighting shall be designed and located so as to avoid intrusive effects on adjacent residential properties and undeveloped areas adjacent to the project site. Low-intensity street lighting and low-intensity exterior lighting should shall be used throughout the development to the degree feasible. | LS                                    |
|                                                                                                                                                                                                                                                                                                                        |                                          | 4.12-1(b) Lighting used for various components of the development plan should shall be consistent with North Village Specific Plan implementation standards for light intensity levels, fixture height, fixture location, and design.                                                                                           |                                       |
|                                                                                                                                                                                                                                                                                                                        |                                          | 4.12-1(c) Vegetative buffers shall be used to reduce light intrusion on residential development and on forested areas located adjacent to the project site.                                                                                                                                                                     |                                       |
| 4.12-2 Sources of reflective glare could emanate from window glass (including the gondola cabins), and from other construction materials. The use of reflective glass and other materials could have significant impacts on adjacent land uses, pedestrians, and motorists traveling along Minaret and Lake Mary Road. | PS                                       | 4.12-2 The project should shall use minimally reflective glass and all other materials used on exterior buildings and structures (including the gondola cabins and towers), should be selected with attention to minimizing reflective glare.                                                                                   | LS                                    |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>4.13 Public Services/Fiscal Impacts</b>                                                                                                                                                                                                                                 |                                          |                                                                                                                                                                                                                                                                   |                                       |
| <b>SNOW</b>                                                                                                                                                                                                                                                                |                                          |                                                                                                                                                                                                                                                                   |                                       |
| 4.13-1 Snow removal requirements will increase as a result of street improvements and the development of the pedestrian plaza. The closing of Canyon Boulevard will result in accessibility problems for the removal of snow from the plaza. This is a significant impact. | S                                        | 4.13-1(a) All project road alignments and project phases shall be designed to provide the necessary snow storage areas as determined by the Town Department of Public Works. Snow storage areas shall equal at least 10 percent of the surfaces to be cleared.    | LS                                    |
|                                                                                                                                                                                                                                                                            |                                          | 4.13-1(b) All buildings, walkways and pedestrian open spaces shall be located a minimum of 20 feet from the roadway edge to limit the amount of snow storage/blowing interference.                                                                                |                                       |
|                                                                                                                                                                                                                                                                            |                                          | 4.13-1(c) Alternate methods of snow removal, such as radiant heat decking, shall be implemented in the plaza area. Access to the plaza shall be provided at all times to provide for snow removal services.                                                       |                                       |
|                                                                                                                                                                                                                                                                            |                                          | 4.13-1(d) Parking garage entry points shall be designed so as not to be facing prevailing winds, otherwise avoid north-facing orientation. Design solutions shall be implemented to prevent blowing and drifting snow from accumulating in the garage entry area. |                                       |
|                                                                                                                                                                                                                                                                            |                                          | 4.13-1(e) Sloping roofs shall be designed so as not to shed snow onto adjacent properties, parking lots, walkways or other passage ways.                                                                                                                          |                                       |

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|----------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <b>SCHOOLS</b> | 4.13-2                                      | The project is anticipated to produce approximately 373 students (see section 4.5 Jobs/Housing Relationship), resulting in an overcrowded situation for School District facilities. The cumulative impact of the proposed projects within the Town, including North Village, will result in the need for a new elementary school. Each new student is expected to cost the district \$11,000 in capital facilities plus an additional \$4,760 in operating cost. This is an <i>unavoidable, significant impact.</i> | SU                                       |
|                | 4.13-1(f)                                   | The Town and CALTRANS shall retain the right to cover with snow any sidewalks located adjacent to streets during snow removal activities.                                                                                                                                                                                                                                                                                                                                                                           | SU                                       |
|                | 4.13-1(g)                                   | No snow removal activities, except that which is performed by the Town or by CALTRANS, shall be allowed to deposit snow within the public rights-of-way.                                                                                                                                                                                                                                                                                                                                                            | SU                                       |
|                | 4.13-1(h)                                   | To avoid ice build-up, all structures shall be oriented to prevent shading of streets and pedestrian areas to the fullest extent feasible.                                                                                                                                                                                                                                                                                                                                                                          | SU                                       |
|                | 4.13-1(i)                                   | Clearing of private roads shall be handled by the North Village maintenance district.                                                                                                                                                                                                                                                                                                                                                                                                                               | SU                                       |
|                | 4.13-1(j)                                   | Snow associated with the plaza will be hauled off-site and deposited at a suitable location.                                                                                                                                                                                                                                                                                                                                                                                                                        | SU                                       |
|                | 4.13-2(a)                                   | The incorporation of this mitigation measure would not reduce project impacts to a less-than-significant impact unless funding levels provided by State law are dramatically increased. School impacts are therefore considered to be an unavoidable adverse impact. The project proponent shall pay school impact fees under the provisions of AB 2926 or provide equivalent alternative mitigation as determined by the School District. Currently, these fees are set at \$158 per square foot of                | SU                                       |

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <b>POLICE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                             |                                                                                                                                                                                                                                                                                                                                            |                                          |
| 4.13-3 The population increase resulting from North Village will require a 24-hour patrol of the project area. Service calls associated with North Village are expected to increase 15 to 30 percent. The closing of Canyon Boulevard between Minaret and Hillside, along with the overall pedestrian emphasis of the project, results in limited access to motor vehicles. As a result, patrols will be conducted on foot or bicycle and thus, response time will be longer. This may also be true for areas surrounding North Village as a result of the closing of Canyon Blvd. This is a <i>potentially significant impact</i> . | PS                                          |                                                                                                                                                                                                                                                                                                                                            | LS                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                             | 4.13-2(b) <i>residential space and \$0.26 per square foot of commercial space.</i><br><br>The project proponent may volunteer to designate a portion of the project site to the District for the purpose of construction a new elementary school facility or to participate in a proportionate share of a school site at another location. |                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                             | 4.13-3(a) <i>All conceptual and final development plans should still be reviewed by the Mammoth Lakes Police Department for crime-prone design features prior to plan approval. Police Department recommendations should still be included in final plans.</i>                                                                             |                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                             | 4.13-3(b) <i>If not provided by the developer, phasing plans shall also include the provision of police protection by the Town.</i>                                                                                                                                                                                                        |                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                             | 4.13-3(c) <i>The project proponent shall contribute sufficient funds to the Town of Mammoth Lakes for the cost of purchasing one patrol car.</i>                                                                                                                                                                                           |                                          |

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| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Level of Significance With Mitigation |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>FIRE PROTECTION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                       |
| 4.13-4 The closing of Canyon Blvd. will result in an access problem both to the rear of the proposed buildings and to surrounding residential areas; thus, access for delivery service will not meet District requirements. Intensive new development within the Town will also result in a need for a new aerial ladder truck. There is also concern over pumping capacity within the project area. This is a <i>potentially significant impact</i> . | PS                                       | 4.13-4(a) A fire lane <del>shall</del> be dedicated to all of the commercial properties of North Village. Access to all structures <del>shall</del> comply with Mammoth Lakes Fire Protection District Ordinance #85-02. Access roads <del>shall</del> be of an approved hard all-weather surface and shall have a minimum clear unobstructed width of 20 feet. All access roads <del>shall</del> have a minimum vertical clearance of 15 feet. Access roads <del>shall</del> have a grade of not more than ten percent. To provide for aerial ladder access to building roof tops, a minimum 20 foot wide access road <del>shall</del> be provided for each structure located not more than 25 feet from the structure, but no closer than one foot for every three feet of building height. This access road <del>shall</del> have a grade of not more than three percent and shall be clearly posted "No Parking - Fire Lane." All high-rise structures (defined by the District as any structure exceeding three stories or 35 feet in height for nonresidential structures and 55 feet for residential structures) <del>shall</del> be required to have approved Fire Department access roads to at least two sides of the structure. One of these access roads <del>shall</del> be on the side of the building with the longest continual roof line. Fire Department access roads that are 150 feet or more in length <del>shall</del> be provided with approved fire apparatus turn-arounds. The required width | LS                                    |

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|-----------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|           |                                          | <i>and height clearances for Fire Department access roads should still be maintained. A lane shall also be designed within North Village to allow access to surrounding neighborhoods.</i>                                                                                                                                                                                                                     |                                       |
| 4.13-4(b) |                                          | <i>The project proponent should still pay a one-time mitigation fee for construction of the project, based upon building height, and another one-time mitigation fee on project operations. Both fees are to be determined by the Fire Protection District and collected by the Town.</i>                                                                                                                      |                                       |
| 4.13-4(c) |                                          | <i>If a smoke tower or stairway is used as a required exit for a structure, that exit should still have an unobstructed passage of not less than six feet in width to the Fire Department access; and, from that point, not less than three feet in width to the public way.</i>                                                                                                                               |                                       |
| 4.13-4(d) |                                          | <i>An approved water supply system capable of supplying required fire flow for fire protection purposes should still be provided to all premises upon which buildings or portions of buildings are constructed. The establishment of gallons-per-minute requirements for fire flow should still be based on the "Guide for Determination of Required Fire Flow" published by the Insurance Service Office.</i> |                                       |
| 4.13-4(e) |                                          | <i>Fire hydrants should still be located and installed per Fire Department standards and approved by the Fire Chief. On-site fire</i>                                                                                                                                                                                                                                                                          |                                       |

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|--------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|        |                                          | hydrants should be provided when any portion of the building protected is in excess of 150 feet from a water supply on a public street, or as required by the Fire Chief.                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       |
|        | 4.13-4(f)                                | Fire hydrants and access roads should be installed and made serviceable prior to and during time of construction. All hydrants should be properly identified per Fire Department standards.                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       |
|        | 4.13-4(g)                                | An approved automatic fire extinguishing system should be installed in all covered parking areas and other structures having: a foundation footprint of 5,000 square feet or more; a height of more than 35 feet (50 feet for residential condominiums or apartment buildings); or a height of more than three stories. Fire extinguishing systems should also be installed for all other occupancies designated for this system in the Uniform Fire and Uniform Building Code, or structures identified as special hazard occupancies as outlined in the appropriate National Fire Protection Association pamphlet. |                                       |
|        | 4.13-4(h)                                | Fire standpipe systems should be installed in conformance with National Fire Protection Association Standards and the Uniform Fire Code.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       |
|        | 4.13-4(i)                                | Incorporation of other fire protection methods as necessary in underground parking garages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                       |

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>RECREATION AND PARKS</b>                                                                                                                                                                                                                                   |                                          |                                                                                                                                                                                                           |                                       |
| 4.13-5 The proposed project would create a demand for approximately 14 acres of parkland. This is a <i>potentially significant impact</i> .                                                                                                                   | PS                                       | 4.13-5 To help offset this increase in demand for parkland in the Town of Mammoth Lakes, the project proponent shall be required to help fund the dedication of and off-site park or recreation facility. | LS                                    |
| <b>FISCAL IMPACTS</b>                                                                                                                                                                                                                                         |                                          |                                                                                                                                                                                                           |                                       |
| 4.13-5 4.13-6 The <del>Specific Plan</del> proposed project would have a <i>positive fiscal impact on the Town's budget at project buildout</i> result in a net                                                                                               | B                                        | 4.13-6 None required.                                                                                                                                                                                     | LS N/A                                |
| <div> <div> <div>S = Significant</div> <div>LS = Less Than Significant</div> </div> <div> <div>SU = Significant Unavoidable</div> <div>PS = Potentially Significant</div> </div> <div> <div>B = Beneficial</div> <div>NA = Not Applicable</div> </div> </div> |                                          |                                                                                                                                                                                                           |                                       |

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|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------------------------------------------------|------------------------------------------|
|         | revenue for the Town of Mammoth Lakes.<br>This <b>positive net-balance</b> is a <i>beneficial</i><br>impact.                                                                                |                                             |                                                                        |                                          |
| 4.13-7  | The proposed project would add 373 more students to the Mammoth Unified School District and would result in a net cost for the District. This is an <i>unavoidable, significant</i> impact. | SU                                          | 4.13-7<br><i>Implement Mitigation Measure 4.13-2(a) and 4.13-2(b).</i> | SU                                       |
| 4.13-8  | Proposed project is anticipated to generate a net revenue to the Mammoth County Water District. This is a <i>beneficial</i> impact.                                                         | B                                           | 4.13-8<br>None required.                                               | N/A                                      |
| 4.13-9  | The proposed project would result in a net cost for the Mammoth Lakes Fire Protection District. This is a <i>less-than-significant</i> impact.                                              | LS                                          | 4.13-9<br><i>Implement Mitigation Measure 4.13-4(b).</i>               | LS                                       |
| 4.13-10 | The proposed project would contribute towards the Southern Mono Hospital District's annual revenues through payment of property taxes. This is a <i>beneficial</i> impact.                  | B                                           | 4.13-10<br>None required.                                              | N/A                                      |
| 4.13-11 | The proposed project would result in an undetermined net cost to Mono County. This is a <i>significant</i> impact.                                                                          | S                                           | 4.13-11<br><i>None feasible.</i>                                       | SU                                       |

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 NA = Not Applicable

**TABLE A**  
**REVISIONS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT**  
**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Level of Significance With Mitigation |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <u>4.14 Energy Conservation</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       |
| 4.14-1 The construction of the proposed project would involve the consumption of electricity and fossil fuels. It is estimated that approximately 2,000 BTU of gasoline, diesel fuel, and electricity are expended for every dollar of construction cost for fabrication and transportation of building materials, worker transportation, site development, and building construction. The construction process will also involve the consumption of water, mainly for dust abatement purposes. This is not considered a significant impact. | LS                                       | 4.14-1 None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LS                                    |
| 4.14-2 The project is anticipated to consume approximately 20,415,200 kilowatt hours (Kwh) of electricity annually. This aggregate consumption amount is made up of approximately 6,432,400 Kwh for residential uses, 2,253,800 kwh for retail uses, 8,891,000 kwh for the hotel rooms (based upon full occupancy), and 2,838,000 kwh for restaurant uses. This is not considered a significant impact.                                                                                                                                      | LS                                       | 4.14-2(a) Energy efficient lighting (e.g., high-pressure sodium outdoor and fluorescent indoor lighting) should be used rather than less efficient types. Where possible, miniature fluorescent lamps should be used rather than incandescent lamps in fixtures. External lighting should be controlled by photocells and/or time switches. Internal lighting systems should employ separate switching schemes to ensure maximum use of daylight. Public area lighting, both interior and exterior, should be time controlled for safety and protection. | LS                                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          | 4.14-2b Thermal insulation that meets or exceeds standards established by the State of California and the Department of Building and Safety                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |

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**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance<br>Without Mitigation | Mitigation<br>Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Level of Significance<br>With Mitigation |
|--------|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
|        |                                             | <i>should still be installed in all walls and ceilings.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                          |
|        | 4.14-2c                                     | <i>Feasible opportunities for passive or natural heating and cooling should still be incorporated in the building designs, which could include: tinted or solar reflective double glazing and heat reflective draperies on appropriate exposures; windowless walls for certain exposures or appropriate passive solar inset of windows; thermal insulation in walls which meets or exceeds State and local standards; and placement of the focus of pedestrian activity within sheltered outdoor areas.</i>                                                                                                                                               |                                          |
|        | 4.14-2d                                     | <i>The incorporation of high-efficiency air conditioning controlled by computerized energy management systems should be installed to provide the following: variable air volume systems which result in minimum energy consumption and which avoid hot water energy consumption; 100 percent outdoor air economizer cycles to obtain free cooling during cool and dry climatic periods; sequential operation of air conditioning equipment in accordance with building demands; the isolation of air conditioning to any selected floor or floors; and time-controlled interior and exterior public area lighting as necessary for security purposes.</i> |                                          |

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**REVISIONS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT**  
**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Without Mitigation | Mitigation Measures                                                                                                                                                                           | Level of Significance With Mitigation |
|--------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
|        | 4.14-2e                                  | <i>The project sponsor should still consult with the Southern California Edison Company for assistance with energy conservation design features and other passive energy design features.</i> |                                       |
|        | 4.14-2f                                  | <i>The feasibility of geothermal energy as an alternative energy source should still be explored.</i>                                                                                         |                                       |

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Excerpts from:

NORTH VILLAGE SPECIFIC PLAN REFINEMENT TRAFFIC STUDY

Mammoth Lakes, CA

RKJK Design Group, Inc.

March 24, 1994

5. Recommendations

a. Existing Conditions

- Traffic signals warranted at Minaret Road/Canyon Boulevard, Lakeview Road/Lake Mary Road and Old Mammoth Road/Minaret Road.
- Old Mammoth Road from Main Street to Meridian Boulevard should be widened from two lanes to four lanes divided per Town of Mammoth Lakes General Plan.
- Under existing conditions and without the realignment of Canyon Boulevard, Minaret Road from Forest Trail to Main Street should be widened from two lanes to four lanes divided.

- Although the intersection of Main Street and Sierra Boulevard does not show the need for signalization under calculated conditions, this intersection should be monitored to determine if signal warrants are currently satisfied under peak winter conditions.

b. Phase I

General Plan Improvements

- Recommended improvements are described under Existing Conditions, with the exception that Minaret Road from Forest Trail to Main Street will not have to be widened to four lanes due to the realignment of Canyon Boulevard with Phase I of the project.

Project Improvements

- Install traffic signals at: Minaret Road/Forest Trail and Lake Mary Road/Miller Siding. The intersection of Lake Mary Road/Miller Siding and Minaret Road/Main Street should be interconnected to provide proper progression.
- Construct Miller Siding/Canyon Boulevard connector with one travel lane in each direction and left turn lanes for project access. Miller Siding should provide for two southbound lanes and one northbound lane at its intersection with Lake Mary Road.

- Provide stop signs on Hillside Drive at Canyon Boulevard.
- Traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project.
- Project access sight distance should be reviewed at the time of preparation of final grading, and street improvement plans.
- A concept striping plan for the North Village area under Phase I conditions are shown in Appendix "K".

c. Phase II

General Plan Improvements

- Recommend improvements as described under Existing Conditions.
- Widen Minaret Road from Main Street to Old Mammoth Road to four lanes divided.
- Widen Old Mammoth Road from Meridian to Chateau Road to four lanes.
- Provide a continuous left turn lane on Main Street between Minaret Road and Sierra Boulevard.

### Project Improvements

- Widen Minaret Road between Main Street and Forest Trail to provide two travel lanes in each direction with a continuous left turn lane from Pioneer Market to Main Street, and with a northbound left turn lane at Forest Trail. Minaret Road should transition to one lane each direction north of Forest Trail. Provide transit stops along Minaret Road within the village.
- Provide two travel lanes for southbound Minaret Road just south of Main Street. Transition to one southbound lane within 600 feet.
- Limit access to the east and west side parking structures off of Minaret Road to right in/right out only.
- Monitor pedestrian crossing activity on Minaret Road and provide pedestrian signal if warranted.
- Widen Forest Trail to provide left turn lanes on the eastbound and westbound approach to Minaret Road.
- Provide stop sign conditions on westbound Forest Trail at its new intersection with Berner Street.

- Traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project.
- Project access sight distance should be reviewed at the time of preparation of final grading and street improvement plans.
- A concept striping plan for the North Village Area under Phase II conditions is shown in Appendix "L".

d. Phase III

General Plan Improvements

- See Phase II General Plan recommendations

Project Improvements

None

- A concept striping plan for the North Village Area under Phase III conditions is shown in Appendix "L".

e. Phase IV

General Plan Improvements

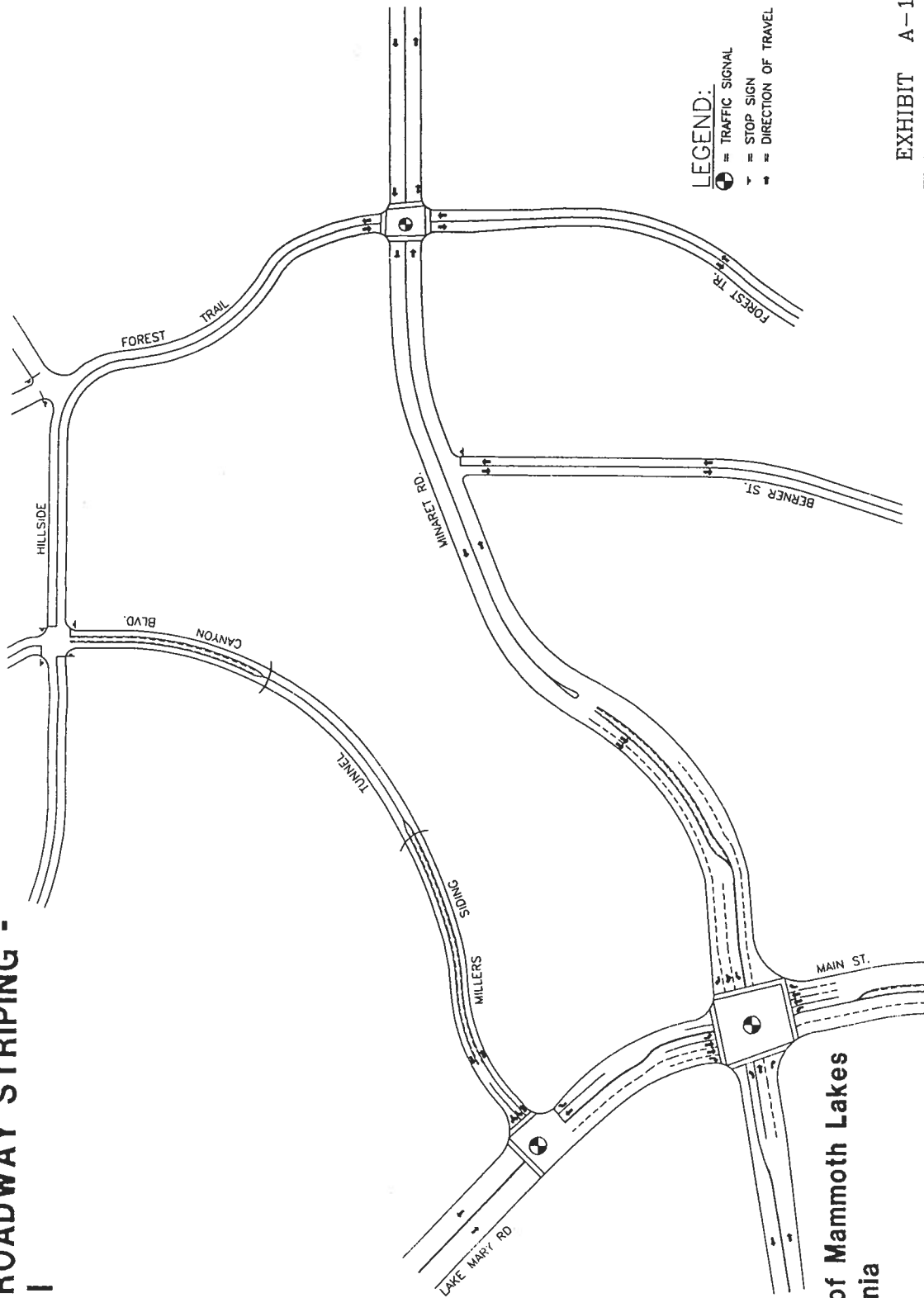
- See Phase III recommendations

- Monitor the intersection of Sierra Boulevard at Main Street to determine potential traffic signal warrants.

#### Project Improvements

- A concept striping plan for the North Village Area under Phase IV conditions is shown in Appendix "L".

# **NORTH VILLAGE SPECIFIC PLAN REFINEMENT CONCEPT ROADWAY STRIPING - PHASE - I**



**Town of Mammoth Lakes  
California**



## **LEGEND:**

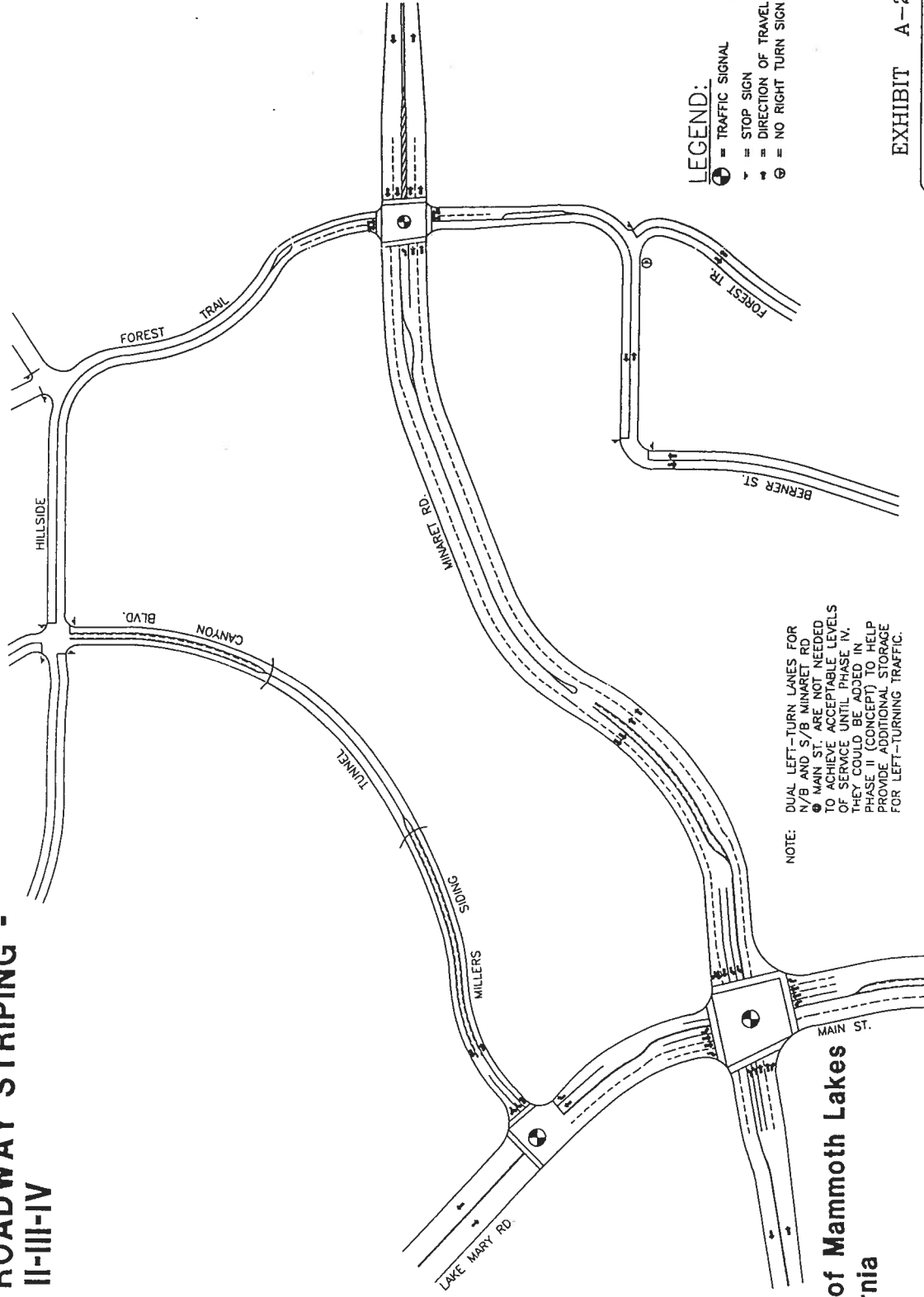
- = TRAFFIC SIGNAL
- ◻ = STOP SIGN
- = DIRECTION OF TRAVEL

EXHIBIT A-1

RKJK Design Group, Inc.



# **NORTH VILLAGE SPECIFIC PLAN REFINEMENT CONCEPT ROADWAY STRIPING - PHASES - II-III-IV**



**Town of Mammoth Lakes  
California**

**EXHIBIT A-2**

**RKJK Design Group, Inc.**

