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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### K. PUBLIC SERVICES

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#### INTRODUCTION

This section addresses the subject of public services with respect to the Project and includes an examination of the existing services provided to the Project site and the impacts that the Project would have on those services. The public services section is subdivided into the following five sections: (1) police; (2) fire protection; (3) schools; (4) parks and recreation and (5) snow removal services.

#### 1. POLICE SERVICES

#### ENVIRONMENTAL SETTING

The Town of Mammoth Lakes Police Department (MLPD), located at 568 Old Mammoth Road, provides police services to the Project site and surrounding area. The MLPD is responsible for providing public safety services in the town including patrol, investigations, custody of adult offenders, wildlife management, and narcotic enforcements. In addition, the MLPD offers the following specialized crime enforcement teams to protect the citizens and property of Mammoth Lakes: Patrol Division, K-9 Unit, Detective Division, Sexual Assault Response Team (SART), Wildlife Management, Drug Abuse Resistance Education/School Resource Officer (DARE/SRO), Property & Evidence, Mono County Narcotic Enforcement Team (MONET), Bicycle Patrol and a Mounted Enforcement Unit.<sup>1</sup> The Mono County Sheriff's Department and the California Highway Patrol also provide police protection and law enforcement in the Town and surrounding community.<sup>2</sup>

The MLPD currently employs 21 sworn and 6 non-sworn employees; consisting of one chief, one lieutenant, five patrol sergeants, ten patrol officers, two detectives, one narcotics investigator, one K-9 officer, one DARE/SRO officer, one community service officer, two records clerks, one executive assistant, one animal control officer and one part-time wildlife management specialist.<sup>3</sup> MLPD remains the only agency within Mono County that provides 24-hour patrol coverage. The average response time for emergency calls in the Project area is approximately five minutes and approximately 7 to 8 minutes for non-emergency calls. The existing level of service for the MLPD is one officer per 1,000 residents. This level of service is based on the average daily population (i.e., visitors plus permanent residents) which is currently estimated at 17,000 and is also impacted by the maximum population at one time (PAOT) which is currently at about 35,000.<sup>4</sup> The Town of Mammoth Lakes is subject to large

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<sup>1</sup> TOML, <http://www.mammothlakesspd.org>, CAJA staff, December 6, 2006.

<sup>2</sup> TOML, <http://www.ci.mammoth-lakes.ca.us/General%20Plan/DEIR.htm>, CAJA staff, December 7, 2006.

<sup>3</sup> Lieutenant Randy Schienle, Mammoth Lakes Police Department, letter correspondence, December 8, 2006.

<sup>4</sup> *Ibid.*

fluctuations in resident populations and visitation levels due to its tourism based economy. MLPD officers responded to 4,478 dispatched calls, completed 2,276 reports and made 512 arrests in 2004.<sup>5</sup> In 2005 the MLPD officers responded to 3,824 dispatched calls for service, wrote 2,064 reports, and made 531 total arrests.<sup>6</sup> Table IV.K-1 shows crime trends in Mono County for 2004 and 2005.

The existing level of police service provides adequate protection to the Project area. However as this and other developments come on line additional police staffing and equipment will be required in order to maintain current levels of service, such as, response times and officer safety.<sup>7</sup>

**Table IV.K-1**  
**County of Mono California Crime Index (CCI), 2004-2005**

Crimes	2004*		2005*		Percent Change 2004-2005	
	Number of Crimes	Crimes/100,000 population	Number of Crimes	Crimes/100,000 population	Number of Crimes	Crimes/100,000 population
Total violent crimes	44	—	59	—	—	—
Homicide	0	—	0	—	—	—
Forcible rape	8	—	9	—	—	—
Robbery	3	—	4	—	—	—
Aggravated assault	33	—	46	—	—	—
Total property crimes	356	—	254	—	-28.7	—
Burglary	147	—	102	—	-30.6	—
Motor vehicle theft	23	—	27	—	—	—
Larceny-theft (over \$400)	186	—	125	—	-32.8	—

\* The population of Mono County in 2004 was 13,568; the population in 2005 was 13,512.  
Source: Criminal Justice Statistics Center, [http://ag.ca.gov/cjsc/publications/advrelease/ad/ad05/tabs/AR05\\_MONO\\_26.pdf](http://ag.ca.gov/cjsc/publications/advrelease/ad/ad05/tabs/AR05_MONO_26.pdf), CAJA staff, December 6, 2006.

## ENVIRONMENTAL IMPACTS

### Threshold of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the proposed project could have a significant environmental impact if it would:

<sup>5</sup> TOML, <http://www.mammothlakesspd.org>, CAJA staff, December 6, 2006.

<sup>6</sup> Lieutenant Randy Schienle, Mammoth Lakes Police Department, letter correspondence, December 8, 2006.

<sup>7</sup> *Ibid.*

- (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.

## **Project Impacts and Mitigation Measures**

### ***Impact PS-1 Police Services***

In addition to the development previously constructed or approved in the Snowcreek Master Plan, the Project has been designed to integrate 1,050 residential units and approximately 75,000 square feet of resort, recreation, retail, and public amenities components. According to the United States Census Bureau Census 2000, the Project is anticipated to generate 2.44 persons per household, which would result in approximately 2,562 new residents.<sup>8</sup> Current population patterns in the Town indicate that households similar to those proposed by the Project are not occupied year round; therefore this is a conservative estimate. The additional number of people and activity on the Project site could result in an increase in the need for police services. The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the MLPD. To some extent, it is logical to anticipate that the crime rate in a given area would increase as the level of activity or population increase, along with an increase in opportunities for crime. However, because a number of other factors also contribute to the resultant crime rate, such as police presence, crime prevention measures, and on-going legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increases in land use activity. As shown in Table IV.K-1, the violent crime rate in Mono County did increase from 2004 to 2005, while the property crime rate decreased.

The MLPD has indicated that the construction of developments similar to the Project have brought large numbers of contractors and their laborers to the Town. Many of these workers have become problems for local law enforcement as they socialize in the local bars and restaurants after hours, become involved in drug use and other criminal activities requiring police intervention, thus creating a short-term increase in demand for police services.<sup>9</sup> The Project is viewed as a resort recreation center with residential uses, outdoor use areas, and multiple options for recreational and public amenities. While the Project would increase the number of persons and level of activity on the Project site, given the types of uses associated with a resort recreation center, it is reasonable to expect that the Project would not result in a meaningful increase in the amount of crime in the Project area. Further, given that the Project is not expected to generate a considerable increase in crime, the affect that the Project would have on response times would be minimal, if at all. Additionally, according to the MLPD, although additional police equipment and staff would be necessary to accommodate the Project, the additional demand for police services created

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<sup>8</sup> *United States Census Bureau, Census 2000; www.census.gov, CAJA staff, December 8, 2006.*

<sup>9</sup> *Lieutenant Randy Schienle, Mammoth Lakes Police Department, correspondence, December 8, 2006.*

by the Project would not require the need for new or altered police facilities other than those currently planned for future police staffing and facilities.<sup>10</sup> Therefore, Project impacts on police services would be *less than significant* and no mitigation measures are required.

## CUMULATIVE IMPACTS

### *Impact PS-2 Police Services*

Implementation of the Project in conjunction with the related projects listed in Table II-1 (Environmental Setting) would further increase the demand for police services. Projects proposed, planned or under construction within the Town of Mammoth Lakes (Town) would significantly increase both the permanent and tourist populations. Increases in population in the Town have the potential to increase calls for police protection services. The impacts created by new development would be reduced by the incorporation of security measures (e.g., security personnel staffed at any new bars and restaurants that cater to late night crowds and private security patrolling the Project) as well as the designation of Transient Occupancy Tax (TOT) dollars and Developer Impact Fees for police services. In addition, the MLPD would continue to fund new staff positions through the Town's General Fund, which is created primarily through the Town's TOT tax base, and proactively pursue State and Federal Grants as they come available. This allows the MLPD to maintain its existing level of service of one officer per 1,000 residents. However, given the current condition of the existing police station combined with the increasing development and population in Mammoth Lakes, it is anticipated a new station will be needed for the MLPD to adequately provide police protection services in the future. While the MLPD's current facility is considered to be at capacity at the Town's current build-out, which includes the Project, it has been determined by MLPD that the addition of Project itself would not require new facilities.<sup>11</sup> However, the Project in conjunction with the related projects listed in Table II-1 would require that the new police facility be completed in the next two to three years or in the later phases of the Project to meet these needs. As a result, cumulative police protection impacts are considered to be *significant*. New police facilities would be required in order to fully mitigate this significant cumulative impact to a less-than-significant level.

Because the Project in conjunction with anticipated cumulative development would result in significant impacts related to police protection services, the following mitigation measures are recommended by the MLPD:

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<sup>10</sup> Chief Randy Schienle, Mammoth Lakes Police Department, correspondence, December 8, 2006.

<sup>11</sup> *Ibid.*

***Mitigation Measure PS-2a***

Bars and restaurants that cater to late night crowds will have trained security personnel in order to reduce demand on police services.

***Mitigation Measure PS-2b***

Provide fair share of Developer Impact Fees to assist the MLPD in the construction of a public safety and dispatch facility and holding facilities as needed.

***Mitigation Measure PS-2c***

Provide private security within the site to patrol the non-residential complex in the evenings, if necessary, in order to reduce criminal behavior, and work in conjunction with law enforcement to solve crimes and crime problems.<sup>12</sup>

**LEVEL OF SIGNIFICANCE AFTER MITIGATION**

With implementation of Mitigation Measures PS-2a, PS-2b, and PS-2c, cumulative impacts on police services would be reduced to a ***less than significant*** level. Project impacts on police services would be ***less than significant***.

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<sup>12</sup> Chief Randy Schienle, Mammoth Lakes Police Department, telephone correspondence CAJA staff, July 9, 2007.

## 2. FIRE PROTECTION SERVICES

### ENVIRONMENTAL SETTING

Fire Protection and Emergency Response Services in the Project area are provided by the Mammoth Lakes Fire Protection District (MLFPD). Mono County provides primary emergency medical paramedic services for the Project and the MLFPD serves as the backup medical service provider. The MLFPD has two stations (see Table IV.K-2) that cover the Town of Mammoth Lakes and the surrounding areas of Lakes Basin, Camp High Sierra and the Mammoth Mountain Ski Area.<sup>13</sup> The MLFPD has automatic mutual-aid agreements with adjoining fire departments in Long Valley and June Lake to provide backup assistance during an emergency. In addition, the MLFPD attends unified command planning meetings with the California Department of Forestry and Fire Protection (CDF) and retains the ability to respond under mutual aid requests, but as there are no CDF response lands in close proximity, the incident related interaction is limited.<sup>14</sup>

**Table IV.K-2**  
**Fire Stations that Serve the Project Area**

Fire Station	Location	Equipment*	Staff	Approximate Distance from Project Site (miles)
MLFPD Station One	3150 Main St Mammoth Lakes, CA 93546	2 Engines 1 Ladder Truck 1 Rescue Vehicle 1 Water Tender	1 Fire Chief 5 Full-Time Firefighters 23 Volunteer Firefighters** 2 Mono County Paramedics	1.5 miles
MLFPD Station Two	1574 Old Mammoth Rd Mammoth Lakes, CA 93546	2 Engines	23 Volunteer Firefighters**	.5 mile

*\*Two utility vehicles vary depending on needs, and four staff vehicles are assigned to staff personnel.  
\*\*The combined stations staff 46 volunteer personnel (paid per call); approximately half are assigned to each station.  
Source: Fire Marshal Thom Heller, MLFPD, correspondence, December 11, 2006 and Jen Daugherty, Assistant Planner, Town of Mammoth Lakes, March 29, 2007*

### Fire Stations

There are two fire stations that would serve the Project and surrounding area (see Table IV.K-2). The distance to the Project site from Fire Station One would be approximately one and one half miles and about one half mile from Fire Station Two, depending on the exact location of the incident. Fire Station Number One is in the process of being replaced by an updated and expanded facility. The new building

<sup>13</sup> TOML, <http://www.ci.mammoth-lakes.ca.us/General%20Plan/DEIR.htm>, CAJA staff, December 8, 2006.

<sup>14</sup> Fire Marshal Thom Heller, Mammoth Lakes Fire Protection District, correspondence, December 11, 2006.

will be approximately 17,600 square feet with administrative offices in addition to housing for full time staff. The expansion is expected to be completed by summer 2007.<sup>15</sup>

### **Response Times**

Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the MLFPD's ability to successfully navigate the given accessways and adjunct circulation system. Roadway congestion and intersection level of service along the response route can affect the response distance when viewed in terms of travel time. The response time goal of MLFPD is less than six minutes for all incidents in MLFPD's district; this goal is generally met within the private land boundary of Town. However, adverse weather conditions are the primary reason for not successfully having the first in unit arriving within the first six minutes. Response outside the private land boundary, such as to the Lakes Basin or Mammoth Mountain Main Lodge/Inn takes longer due to additional driving time.

### **Staffing**

Staffing for the MLFPD includes 46 volunteer personnel (paid per call) and six full-time employees, including the Chief (see Table IV.K-2). In addition, two Mono County Paramedics are based at Station Number One. Approximately half of the department members are assigned to each station. The District's offices are located at Fire Station One on Main Street. The current ratio of fire fighters per population varies due to the Town's large fluctuations in resident populations and visitation levels. The MLFPD has 50 firefighters for 7,500 permanent residents or a ratio of 1:150. At current maximum occupancy (permanent residents plus visitors), MLFPD has 50 firefighters for 41,000 population or a ratio of 1:820. The MLFPD is currently adequately staffed to meet the current demands in the MLFPD's service area.<sup>16</sup>

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

In accordance with Appendix G of the *CEQA Guidelines*, the Project could have a significant environmental impact if it would:

- (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

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<sup>15</sup> Fire Marshal Thom Heller, Mammoth Lakes Fire Protection District, correspondence, December 11, 2006 and Jen Daugherty, Assistant Planner, Town of Mammoth Lakes, March 29, 2007.

<sup>16</sup> Fire Marshal Thom Heller, Mammoth Lakes Fire Protection District, correspondence, December 11, 2006.

## Project Impacts and Mitigation Measures

### *Impact PS-3 Fire Services*

In addition to the development previously constructed or approved in the Snowcreek Master Plan, the Project has been designed to integrate 1,050 residential units and approximately 75,000 square feet of resort, recreation, retail, and public amenities components. According to the United States Census Bureau Census 2000, the Project is anticipated to generate at 2.44 persons per household, which would result in approximately 2,562 new residents.<sup>17</sup> Current population patterns in the Town indicate that households similar to those proposed by the Project are not occupied year round; therefore this is a conservative estimate. Physical augmentation of the site would include removal of some of the existing vegetation and trees and development of manufactured slopes, building pads, and on-site roadways. The existing major public roads that serve the Project site are Old Mammoth Road, Minaret Road and Fairway Drive. New internal access roads would be created on the Project site. The internal roadway system would be privately owned and maintained, and would provide residential, neighborhood and emergency access. Emergency vehicles would circulate through the Project area using the internal roadway system. Secondary access for fire safety would be developed in conjunction with the roadway system to provide looped secondary emergency vehicle access and egress. Emergency access would be provided by creating a secondary access point to the Project off of Old Mammoth Road. This secondary access point is located to the west of the Old Mammoth Road/Minaret Road intersection and can be seen on Figure III-4 in the Project Description section of this Draft EIR. Fire lanes, turning radii and back up space around buildings would be designed in cooperation with local officials so as to be adequate for emergency and fire equipment vehicles. Pavements would be designed to support loads created by emergency vehicle traffic. Standpipe and fire suppression systems connections would be incorporated into architectural and landscaping design elements where practical and in locations accessible to fire equipment.

The Project would incorporate a number of fire safety features in accordance with applicable MLFPD fire-safety code and Town regulations for construction, access, fire flows, and fire hydrants. These fire safety features include, but are not limited to, ample roads, adequate building spacing, use of fire resistive building materials, and adequate vegetative clearance around structures. Considering that the Project site is undeveloped and that current use of the site is limited to open space, the Project would represent a more intense use of the site. Although the relationship is not directly proportional, more intense uses of land typically result in the increased potential for fire and emergency incidents. Thus, the Project would create an increased demand for fire protection services. However, according to the MLFPD, with the mutual-aid agreement with neighboring fire districts, their current staffing and equipment, facility levels are adequate to accommodate the Project's demand for fire protection services. In addition, the MLFPD is a participant in the Town's Emergency Operations Plan (Plan) which includes the Project area. The Plan would be revised with the development of the Project to include any needed updates or changes. It would

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<sup>17</sup> United States Census Bureau, *Census 2000*; [www.census.gov](http://www.census.gov), CAJA staff, December 8, 2006.

be anticipated that only minor changes would be needed to update the plan based upon the current plans and zoning.<sup>18</sup> Therefore, Project impacts related to fire protection services would be *less than significant* and no mitigation measures are required.

## CUMULATIVE IMPACTS

### *Impact PS-4 Fire Services*

The Project in conjunction with the related projects listed in Table II-1 (Environmental Setting) does cumulatively increase the demand for fire protection services in the MLFPD. This is primarily a result of the number and type of new buildings that the Project and the related projects bring to the MLFPD. The MLFPD is anticipating the hiring of more fulltime positions to increase their capability to respond to additional calls and the associated administrative work that will come along with increased development and increased traffic volumes in the Town. The increase in staff and equipment is being provided for by increases in property tax and Development Impact Fees (DIFs).<sup>19</sup> MLFPD recognizes that the call volume and incident complexity will continue to increase as the population and unit numbers increase. As stated previously, MLFPD is in the process of remodeling and enlarging Fire Station One in response to additional community development. The MLFPD is anticipating the hiring of more fulltime positions to increase their capability to respond to additional calls and the associated administrative work that will come along with increased development. MLFPD is also involved in the development of a strategic plan that will aid the department in planning for the future. Therefore, cumulative impacts to fire protection services would be *less than significant* and no mitigation measures are required.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts on fire services would be *less than significant*.

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<sup>18</sup> Fire Marshal Thom Heller, Mammoth Lakes Fire Protection District, written correspondence, December 11, 2006.

<sup>19</sup> Fire Marshal Thom Heller, Mammoth Lakes Fire Protection District, written correspondence with Jen Daugherty, Assistant Planner, Town of Mammoth Lakes, Friday, March 09, 2007.

### 3. SCHOOL SERVICES

#### ENVIRONMENTAL SETTING

Public education services within the Town of Mammoth Lakes are provided by the Mammoth Unified School District (MUSD). The MUSD has a current enrollment of 1,158 K-12 students, and is comprised of five schools including one elementary school, one middle school, one high school, one continuation school, and one academy for excellence school.<sup>20</sup>

Mammoth Elementary (grades K-5), located at 2600 Meridian Boulevard; Mammoth Middle School (grades 6-8), located at 1600 Meridian Boulevard; Mammoth High School (grades 9-12), located at 365 Sierra Park Road; Sierra Continuation High School (SHS) (grades 11-12), located at 1601 Meridian Boulevard; and Mammoth Olympic Academy for Academic Excellence School (MOAAES) (grades 9-12), located at 365 Sierra Park Road are the MUSD schools that serve the Project site and surrounding area. Enrollment and class size trends for the three main schools over the last three years are shown in Table IV.K-3. Currently enrollment has been declining and an immediate growth demand is not anticipated, however additions and/or improvements for schools are likely in the long-term.<sup>21</sup> Due to the specialized nature and small enrollment the MOAAES and the SHS are not included in Table IV.K-3. The MOAAES first opened in the 2003-2004 school year and has maintained an average enrollment of 14 students. The SHS has maintained an average class size of 24.3 students over the past three years. Schools near the Project site experience steady enrollment. These schools are near the estimated capacity of 1,290, and according to the MUSD both the Mammoth Elementary School and the Mammoth High School are in need of major improvements. To accommodate the student body at capacity, the elementary school has added several portable classrooms and the high school has added one portable classroom.<sup>22</sup>

**Table IV.K-3**  
**School Data for Project and Vicinity**

School Year	Mammoth Elementary School			Mammoth Middle School			Mammoth High School		
	2002 2003	2003 2004	2004 2005	2002 2003	2003 2004	2004 2005	2002 2003	2003 2004	2004 2005
Enrollment	554	549	536	287	283	295	376	327	317
Average Class Size	24.1	22.6	22.6	26	24.1	25.3	21.1	21.0	21.7
Pupil-Teacher Ratio	20.5	19.6	19.1	20.8	19.9	20.3	19.8	18.0	17.2

*Source: California Department of Education Educational Demographics Unit DataQuest, <http://dq.cde.ca.gov/dataquest/dataquest.asp>, CAJA staff, April 9, 2006.*

<sup>20</sup> James Maxey, Business Manager, Mammoth Unified School District, correspondence, October 23, 2006.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

## School Developer Fees

Pursuant to California Education Code §17620(a)(1), the governing board at any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The MUSD currently charges developer fees of \$2.63 per square foot of residential development and \$0.42 per square foot of commercial development.<sup>23</sup> Provided in §65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on schools services.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the proposed project could have a significant environmental impact if it would:

- (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services.

### Project Impacts and Mitigation Measures

#### *Impact PS-5 School Services*

In addition to the development previously constructed or approved in the Snowcreek Master Plan, the Project has been designed to integrate 1,050 residential units and approximately 75,000 square feet of resort, recreation, retail, and public amenities components. According to the United States Census Bureau Census 2000, the Project is anticipated to generate 2.44 persons per household, which could result in approximately 2,562 new residents.<sup>24</sup> Current population patterns in the Town indicate that households similar to those proposed by the Project are not occupied year round; therefore this is a conservative estimate. As stated previously, the schools that would serve the Project experience steady enrollment and are currently at or near capacity. According to the MUSD, based on the generation rates shown in Table IV.K-4, the Project has the potential to generate approximately 475 Kindergarten through Twelfth grade students. The estimated break down is 420 elementary students, 31 middle school students, and 24 high school students. As stated previously, this is a conservative estimate based on the Project's 1,050 new

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<sup>23</sup> James Maxey, Business Manager, Mammoth Unified School District, correspondence, October 23, 2006.

<sup>24</sup> United States Census Bureau, Census 2000; [www.census.gov](http://www.census.gov), CAJA staff, December 8, 2006.

residential units being occupied by families with children residing in Mammoth Lakes on a fulltime year round basis.

**Table IV.K-4**  
**Student Generation Rates for MUSD**

Development Type	K-6 Elementary	7-8 Middle	9-12 High School
Single-Family	.4002	.0294	.0227
<i>Source: James Maxey, Business Manager, Mammoth Unified School District, correspondence, May 1, 2006.</i>			

Based on the developer fees established by each of the school districts, the Project applicant would be required to pay \$2.63 per square foot of residential development and \$0.42 per square feet of commercial development. As stated previously, provided in §65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school services. Therefore, with payment of these required developer fees, Project impacts to school services would be *less than significant* and no mitigation measures are required.

## CUMULATIVE IMPACTS

### *Impact PS-6 School Services*

Implementation of the Project in conjunction with the related projects listed in Table II-1 would further increase the demand for school services. However, as with the Project, the applicants of the related projects would be required to pay developer fees to the MSUD; payment of these fees would fully mitigate any impact that the related projects would have on school services. As stated previously, the Project's impacts to school services would be less than significant. Therefore, cumulative impacts to school services would be *less than significant* and no mitigation measures are required.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts to school services would be *less than significant*.

## 4. PARKS & RECREATIONAL SERVICES

### ENVIRONMENTAL SETTING

The Town of Mammoth Lakes Parks and Recreation Department manages over 73.78 acres of parkland accessible to residents and visitors in five active parks and open space/trail system (See Table IV.K-5). The Town owns and operates 14.26 acres of parkland and operates 27.52 acres of parkland under a Special Use Permit from the United States Forest Service (USFS). In addition, the Town and Mono County jointly operate Whitmore Park, which consists of approximately 32 acres of parkland leased from Los Angeles. The parks in Mammoth Lakes include Community Center Park, Mammoth Creek Park, Shady Rest Park, Trails End Park and Whitmore Park. The range of outdoor activities continues to expand and the Town currently has plans to expand its park and recreation facilities. The proposed expansion includes a recreation center, festival/cultural sites, improvements to the Shady Rest Park, Open Space/Parklands and a Winter Play area with parking. The proposed Shady Rest Affordable Housing project is a private development with a park element that also contributes to the overall new parks in the Town. In addition to parks, the Town has seven miles of off-road Class A bike trails totaling over six acres and numerous other nearby recreation opportunities such as Mammoth Mountain Ski Area, Smoky Bear Flat, Lakes Basin, Devil's Postpile National Monument, Red's Meadow, Bodie State Historic Park, Inyo National Forest, Mono Lake Tufa State Reserve, and the John Muir and Ansel Adams Wilderness Areas. Additionally, the eastern entrance to Yosemite National Park is 32 miles to the north of Mammoth Lakes.

**Table IV.K-5  
Park Areas Near the Project Site**

Name	Size	Amenities	Approximate Distance from Project Site (miles)
Community Center Park	5.18 acres	<ul style="list-style-type: none"> <li>- Community Center</li> <li>- library</li> <li>- children's daycare</li> <li>- children's play area</li> <li>- six tennis courts</li> <li>- picnic tables</li> <li>- walking paths</li> <li>- restrooms</li> <li>- paved parking</li> </ul>	1.7
Mammoth Creek Park East & West	19.97 acres	<ul style="list-style-type: none"> <li>- Hayden Cabin museum</li> <li>- picnic tables</li> <li>- restrooms</li> <li>- children's play area</li> <li>- art sculpture</li> <li>- walking trails</li> <li>- biking trails</li> <li>- paved parking</li> </ul>	.5

**Table IV.K-5  
Park Areas Near the Project Site**

Name	Size	Amenities	Approximate Distance from Project Site (miles)
Shady Rest Park	12.52 acres	- two soccer fields - three softball fields - restrooms - two sand volleyball courts - picnic areas/covered pavilion - a play area - paved parking	3.5
Trails End Park*	4.11 acres	- Volcom Brother's Skate Park - children's play area - water play area - horseshoe pits - restrooms - picnic pavilion	3.5
Whitmore Park	+/-32 acres	- three baseball/softball diamonds - restrooms - picnic/play areas - community swimming pool - paved parking	12.0
<p><i>*Currently under development</i>  Source: TOML, <a href="http://www.ci.mammoth-lakes.ca.us/General%20Plan/DEIR.htm">http://www.ci.mammoth-lakes.ca.us/General%20Plan/DEIR.htm</a>, CAJA staff, April 14, 2006.  Craig Olson, Senior Planner, Town of Mammoth Lakes, correspondence, CAJA staff, July 10, 2006.  Steve Speidel, Principal Planner, Town of Mammoth Lakes, correspondence via Jen Daugherty, Assistant Planner, with CAJA staff, July 24, 2007.</p>			

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines*, the proposed project could have a significant environmental impact if it would:

- (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services.
- (b) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- (c) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## Project Impacts and Mitigation Measures

### *Impact PS-7 Park Services*

In addition to the development previously constructed or approved in the Snowcreek Master Plan, the Project has been designed to integrate 1,050 residential units and approximately 75,000 square feet of resort, recreation, retail, and public amenities components. Implementation of the Project would result in the development of 1,050 new dwelling units and would generate approximately 2,562 new residents, including approximately 475 school-aged children, and thus, following the Town's requirement of five acres of parkland per 1,000 residents, the Project would create an additional demand of 12.81 acres (calculations shown below) for parks and recreational services.<sup>25, 26</sup> Current population patterns in the Town indicate that households similar to those proposed by the Project are not occupied year round, therefore this is a conservative estimate.

In accordance with the Town's requirement, the preliminary parkland dedication requirements for the Project have been calculated and are as follows:

$$A = .005 \times UP$$

A = Amount of parkland required, in acres

U = Total number of approved dwelling units in the subdivision

P = Population density per dwelling unit

.005 = 5 acres of parkland per 1,000 residents

#### **Whereas,**

U = (125) Hotel Room/Suite units + (75) Private Residence Club (PRC)/suite units + (850) residential dwelling units = 1,050 total residential units

P = 2.44

#### **Therefore,**

$$(.005) \times (1,050) \times (2.44) = 12.81 \text{ acres.}$$

The Project is viewed as a resort recreation center with residential uses, outdoor use areas, and multiple options for recreational and public amenities. These include an expanded privately owned publicly accessible golf course; a golf clubhouse; an Outfitters' Cabin with a public parking area that serves as a hub for summer and winter recreational activities, and provide retail services and equipment rental to

<sup>25</sup> James Maxey, Business Manager, Mammoth Unified School District, correspondence, October 23, 2006.

<sup>26</sup> United States Census Bureau, Census 2000; www.census.gov, CAJA staff, December 8, 2006.

serve these types of activities; a Natural Resources and Historic Interpretive Center; a Market/General Store; retail space, a lounge, pool, a spa/wellness center, and an ice skating pond associated with the resort Hotel. In addition, the Project would provide a private resident's pool and a private fitness area. The Project's proposed recreational and public amenities (as listed above) in conjunction with the Town's current facilities and the collection of Developer Impact Fees (DIFs) that support the Town's park and recreation fund (as required by Town Municipal Code 15.16.081), would be adequate to accommodate the Project's demand for parks and recreational services.<sup>27</sup> Appendix M of this Draft EIR includes the Town's current Developer Impact Fee Schedule dated June 2007. As development occurs within the Project area, Developer Impact Fees will be paid to the Town to offset the recreational facilities and maintenance. No additional parks or recreational facilities beyond what are proposed would be required. Therefore, Project impacts to park services would be *less than significant* and no mitigation measures are required.

## CUMULATIVE IMPACTS

### *Impact PS-8 Park Services*

As shown in Table II-1 (Environmental Setting), the related projects in the Town are primarily residential projects. Residential projects typically have the greatest impact on parks and recreational facilities, because they generate the greatest users of parks and recreational facilities – families with children. According to 2005 General Plan Update DEIR, the Town has proposed to expand its park and recreation facilities to allow the Town to maintain its standard of 5 acres per 1,000 residents.<sup>28</sup> Although new facilities have been proposed by the Town, construction has not begun, and therefore these facilities do not serve to mitigate the immediate need for more parks. However, as with the Project, the applicants of the related projects would be required to pay Developer Impact Fees that support the Town's park and recreation fund; payment of these fees would fully mitigate any impact that the related projects would have on park and recreational services. As stated previously, the Project's impacts to park services would be less than significant. Therefore, cumulative impacts to park services would be *less than significant* and no mitigation measures are required.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts to park services would be *less than significant*.

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<sup>27</sup> Town of Mammoth Lakes Municipal Code Chapter 15.16 §15.16.085 part E, CAJA staff, December 11, 2006.

<sup>28</sup> TOML, <http://www.ci.mammoth-lakes.ca.us/General%20Plan/DEIR.htm>, page 4-300, CAJA staff, December 11, 2006.

## 5. SNOW REMOVAL SERVICES

### ENVIRONMENTAL SETTING

The Town of Mammoth Lakes Public Works Department is responsible for snow removal on the majority of non-state and non-federal public roadways. Roadway maintenance and snow removal on private roads and private property is the responsibility of the land owners. The Town owns and operates two plow trucks and nine Caterpillar loaders, five of which are equipped with plows and four with blowers. As necessary, snow removal occurs 24 hours a day during two 12-hour shifts. On average six loaders are employed during the day shift and eight on the night shift. Snow is stored along roadways and in vacant lots. The Town currently requires a ten-foot roadside easement for snow storage on roadways with less than 60 feet of right-of-way. In a large storm event, the easement alone would not be capable of containing the entire quantity of the snow. Snow removal uses up to two thirds of each year's total maintenance and improvement budget. During intense snow storm periods, equipment and facilities have been overburdened and unable to maintain the roads clear of snow.<sup>29</sup>

Caltrans provides snow removal services on SR-203 from the junction of U.S. Highway 395 to the Caltrans Minaret Maintenance Station at postmile 2.4. In general, Caltrans is able to blow snow and store snow within their existing right-of-way. The Caltrans right-of-way width varies from approximately 100 feet to 385 feet. However, the Project area is not within Caltrans' SR203 snow removal jurisdiction, but within the Town of Mammoth Lakes' jurisdiction. Caltrans anticipates no change to their current SR 203 snow removal activities.<sup>30</sup>

### ENVIRONMENTAL IMPACTS

#### Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines*, the proposed project could have a significant environmental impact if it would:

- (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public facilities.

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<sup>29</sup> TOML, <http://www.ci.mammoth-lakes.ca.us/General%20Plan/DEIR.htm>, CAJA staff, April 14, 2006.

<sup>30</sup> Gayle Rosander, IGR/CEQA Coordinator, Caltrans D-9, correspondence, CAJA staff, October 24, 2006.

## Project Impacts and Mitigation Measures

### *Impact PS-9 Snow Removal Services*

In addition to the development previously constructed or approved in the Snowcreek Master Plan, the Project has been designed to integrate 1,050 residential units and approximately 75,000 square feet of resort, recreation, retail, and public amenities components. According to the United States Census Bureau Census 2000, the Project is anticipated to generate 2.44 persons per household, which would result in approximately 2,562 new residents.<sup>31</sup> Current population patterns in the Town indicate that households similar to those proposed by the Project are not occupied year round, therefore this is a conservative estimate.

The existing major public roads that serve the Project site are Minaret Road and Old Mammoth Road. New internal access roads would be created on the Project site. The internal roadway system would be privately owned and maintained. The management of snow at the Project site would be the sole responsibility of Snowcreek property owners or their designated representative association. Snow management would be addressed with each building to ensure that residents and visitors are provided safe and convenient access to and from lodging and within the public use areas throughout the winter season. Ground and roof level snow storage areas would be identified and would ensure sight distance is not inhibited for any mode of transportation. Landscape snow shed areas would be designated and located adjacent to the base of buildings and would be sized to accommodate the anticipated volumes of snow. Roof forms would be designed in coordination with pedestrian areas at the base of buildings. In limited areas, snow rails or fencing, may be required to prevent snow shed and ice buildup. Snow would not be permitted to shed freely into active pedestrian areas. However, minor snow depths may remain on pedestrian paved areas during heavy snow and cold periods. Snow would be removed from heavily used pedestrian paved areas, ramps and stairs. For other circulation routes and pedestrian areas, snow would be removed as soon as practical following snowfall to ensure access by emergency vehicles and easy pedestrian movement. Appropriately sized snow removal vehicles would be allowed into the pedestrian areas. As stated previously, roadway maintenance and snow removal on private roads and private property is the responsibility of the land owners. Therefore, Project impacts to the Town's snow removal services would be *less than significant* and no mitigation measures are required.

## CUMULATIVE IMPACTS

### *Impact PS-10 Snow Removal Services*

The Project in conjunction with the related projects listed in Table II-1 would not cumulatively increase the demand for snow removal services in the Town. As shown in Table II-1, the related projects in the

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<sup>31</sup> United States Census Bureau, Census 2000; [www.census.gov](http://www.census.gov), CAJA staff, December 8, 2006.

Town are primarily private projects and therefore, as with the Project, the private land owners would be responsible for their own snow removal services. This would fully mitigate any impact that the related projects would have on snow removal services in the Town. As stated previously, the Project's impacts to snow removal services would be less than significant. The implementation of the related projects would not require the need for new staff or new or altered public works facilities. Therefore, cumulative impacts to snow removal services would be *less than significant* and no mitigation measures are required.

#### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts to snow removal services would be *less than significant*.

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