

# EXECUTIVE SUMMARY

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This Draft Environmental Impact Report (EIR) has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public Resources Code sections 21000 et. seq.) with respect to the Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (also referred to as the “Project”). In accordance with CEQA Guidelines §15123, this chapter of the EIR includes (1) a brief description of the Project; (2) issues raised during the Notice of Preparation process including areas of controversy known to the lead agency; (3) identification of potentially significant impacts and proposed mitigation measures or alternatives that would reduce or avoid those impacts; and (4) issues to be resolved including the choice among alternatives and whether and how to mitigate the potential significant impacts.

## 1. PROJECT DESCRIPTION

The Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (the “Project”) includes the following General Plan Land Use Element Amendments focused on revisions to the development standards for the commercial areas:

1. Changing the allowable intensity of development within commercially designated and zoned areas to require a minimum of 0.75 Floor Area Ratio (FAR) and allow up to 2.0 FAR and removal of the density limits based on units and rooms per acre, which would result in an increase of up to approximately 336 residential units, 467 rooms, and 152,533 square feet of commercial development compared with allowable development under the current regulations;
2. Revisions to the boundaries of commercially designated land in the Land Use Element to match current commercial zoning boundaries in the Zoning Code;
3. Changing Land Use Element policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach as well as a change in the buildout methodology; and,
4. Deleting Land Use Element Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies.

The Town is also proposing Zoning Code Amendments associated with Item 1., above, regarding commercial development standards so that the General Plan and Zoning Code are consistent. In addition, consistent with assumptions in the buildout projections, the Town proposes a Zoning Code Amendment to allow 75 percent of the ground floor to be used for units or rooms (and other non-active uses) retaining the commercial uses along Primary and Secondary Active Frontages.

In addition, the Town is proposing to adopt and implement a Mobility Element Update. The Mobility Element Update addresses the two key concepts that are a focus of the 2007 General Plan: the triple-bottom line, which is the community’s social, economic, and natural capital, and “feet-first” transportation, which emphasizes and prioritizes non-motorized travel first, public transportation second, and vehicle last. The Mobility Element Update identifies a Complete Streets network, which includes physical improvements to the local and regional transportation systems. For example, proposed changes along Main Street (i.e.,

vacation of the frontage road), extensions of roadways (i.e., Tavern Road, Sierra Nevada Road, Callahan Way) and connections of streets (i.e., Thompsons Way, Shady Rest site, 7B Road, and USFS property). In addition, the Mobility Element Update identifies opportunities for new signals and roundabouts throughout Town.

A detailed discussion of the Project is provided in Chapter 2.0, *Project Description*, of this EIR.

## **2. ISSUES RAISED DURING NOTICE OF PREPARATION PROCESS**

The following summarizes the key potential environmental issues raised in response to the Notice of Preparation (NOP) and during the public scoping meeting (the numerical reference in parenthesis is the EIR chapter/section in which the analysis is provided) and areas of controversy known to the Town of Mammoth Lakes. The NOP comments are contained in Appendix A of this EIR.

### Aesthetics

- Visual quality of increased intensity in the commercial districts (refer to Section 4.1, *Aesthetics*, of this EIR);
- Shade/shadow and potential icing impacts (refer to Section 4.1, *Aesthetics*, of this EIR).

### Biological Resources

- Impacts on sensitive plant and animal species (refer to Section 4.4, *Biological Resources*, of this EIR);
- Impacts on streams wetlands (refer to Section 4.4, *Biological Resources*, of this EIR);

### Greenhouse Gases

- Impacts regarding greenhouse gas emissions associated with vehicle miles traveled and potential increase if workers commute to Town (refer to Section 4.6, *Greenhouse Gas Emissions*, of this EIR).

### Population and Housing

- Potential loss of affordable housing (refer to Section 4.9, *Population and Housing*, of this EIR).

### Public Services

- Impacts from increased intensity along commercial corridors (refer to Section 4.10, *Public Services* and Section 4.7 *Land Use and Planning*, of this EIR).
- Carrying capacity with regard to services and quality of life (refer to Section 4.10, *Public Services* and Section 4.7, *Land Use and Planning*, of this EIR).

### Transportation/Traffic

- Queuing at certain intersections (refer to Section 4.11, *Transportation*, of this EIR);

### Utilities and Service Systems

- Relocation of utilities with the reconfiguration of Main Street (refer to Section 4.12, Utilities and Service Systems, of this EIR).
- Stormwater control and water quality (refer to Section 4.12, Utilities and Service Systems, of this EIR).
- Impacts of increased density in commercial districts relative to water supply (refer to Section 4.12, Utilities and Service Systems, of this EIR).

### Alternatives

- Range of alternatives to minimize impacts to Biological Resources (refer to Section 4.4, Biological Resources and Chapter 6, Alternatives)

## **3. SUMMARY OF ENVIRONMENTAL IMPACTS**

This section provides a summary of impacts, mitigation measures, and impacts after implementation of the mitigation measures associated with implementation of the Project. The summary is provided by environmental issue area below in **Table ES-1, Summary of Project Impacts and Mitigation Measures**.

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. As shown in Table ES-1, based on the analyses contained in this EIR, the Project would result in significant and unavoidable impacts in the following issue areas: Air Quality, Recreation, and Traffic. Other issues addressed in the Draft EIR, in which impacts were determined to be less than significant, include aesthetics; forestry resources; air quality (toxic air contaminants); biological resources; cultural resources; greenhouse gas emissions; land use and planning; noise and vibration; population and housing; public services (fire protection, law enforcement, schools, and libraries); transportation and circulation (consistency with plans); and utilities (water supply, wastewater, stormwater, and solid waste). With implementation of mitigation measures, no other significant and unavoidable impacts are expected to occur as a result of the Project.

Please see Section 4.2, *Air Quality*, Section 4.11, *Transportation and Traffic*, and Section 4.10.4, *Public Services – Parks and Recreation*, for further discussion of the issues resulting in significant and unavoidable impacts.

## **4. ALTERNATIVES THAT WOULD REDUCE OR AVOID SIGNIFICANT IMPACTS**

The *CEQA Guidelines* section 15126.6 requires an EIR to “describe a range of reasonable alternatives to the project, or to the location of the project, which will feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The *CEQA Guidelines* direct that selection of alternatives be guided by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

Chapter 5.0, Alternatives, includes an evaluation of the alternatives considered and evaluated in this EIR. As discussed therein, the alternatives analysis includes the following three alternatives: Alternative 1 - No

Project Alternative; Alternative 2 – Reduced Intensity Alternative; and Alternative 3 - Mobility Element Update Without the Main Street Reconfiguration.

The No Project Alternative (Alternative 1) represents the circumstance under which the Project does not proceed. Under the No Project Alternative, the proposed Land Use Element/Zoning Code Amendments would not occur. Thus, future development would occur in accordance with the existing General Plan and Zoning Code requirements with an FAR of 2.5 and a limit of 12 residential units per acre and 40 lodging rooms per acre in C-1 and C-2 designated areas. In October 2014, the Town Council eliminated the Community Benefits/Incentive Zoning (CBIZ) policy (Policy L.5.G) so that this mechanism for increasing density is no longer available. Future development in in C-1 and C-2 designated areas, including a minimum level 0.75 FAR and maximum 2.0 FAR with no unit cap, as proposed by the Project, would not be implemented. However, changes envisioned by the Zoning Code, such as creating a more pedestrian-friendly commercial area could occur with the Zoning

Table ES-1

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<b>4.1 Aesthetics</b>		
<p><b>Impact Statement AES-1 and AES-2:</b> Project implementation would not substantially block, obstruct, or change any scenic vista or other panoramic views that are available from public vantage points. Project implementation would also not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Thus, Project implementation would result in less than significant impacts regarding scenic vistas and scenic resources.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement AES-3:</b> Changes to the built environment that would occur under the Mobility Element Update would complement existing development and the surrounding environment and would largely result in an improved and more visually cohesive visual character, particularly in the downtown area. The Land Use Element/Zoning Code Amendments would not alter the existing development standards, policies or design standards contained in the Town of Mammoth Lakes General Plan, Design Guidelines and Municipal Code. Therefore, buildout resulting from the Project would result in a less than significant impact to visual character and quality. However, construction activities may result in a temporary, visually unappealing quality. A mitigation measure is prescribed that would reduce construction impacts to a less than significant level.</p>	<p><b>MM AES-1:</b> Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Director in accordance with the Municipal Code requirements.</p>	Less Than Significant
<p><b>Impact Statement AES-4:</b> With implementation of the Town of Mammoth Lakes Outdoor Lighting Ordinance, the Project would not create a new source of light or glare that would substantially alter the character of off-site areas or that would result in substantial light spill or glare onto adjacent light-sensitive receptors. Therefore, impacts regarding light</p>	No mitigation measures are necessary.	Less Than Significant

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	Mitigation Measures	Level of Significance After Mitigation
<p>and glare would be less than significant.</p> <p><b>Impact Statement AES-5:</b> Since the Mobility Element Update would result in a reduction in the right-of-way width along Main Street, buildings along Main Street would be located closer to SR-203 and would shade portions of SR-203 for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST during the Winter Solstice, potentially creating hazardous roadway conditions. With the implementation of the recommended mitigation measure, shade/shadow impacts would be reduced to less than significant levels.</p>	<p><b>MM AES-2:</b> Development projects, which include new buildings or a substantial addition to an existing structure, within the C-1 and C-2 designations shall prepare a shade/shadow analysis. If the analysis indicates that the project would result in shading on Main Street or Old Mammoth Road for more than three hours per day for longer than a week, the applicant of the proposed project shall provide approved and appropriate measures to mitigate potential vehicle and pedestrian safety hazards related to ice and snow. Such measures shall be reviewed and approved by the Town and/or Caltrans as appropriate and can include the following:</p> <ul style="list-style-type: none"> <li>▪ Install a snowmelt system, such as heat traced pavement, along the pedestrian and bicycle pathways.</li> <li>▪ Enter into a maintenance agreement with the Town and/or Caltrans to perform enhanced snow removal operations to ensure that ice related to shading impacts are sufficiently mitigated. Enhanced snow removal could include additional cindering, additional snow removal operations, or other effective ice removal techniques.</li> <li>▪ Participate in an assessment district to provide enhanced snow removal operations.</li> <li>▪ Specifically to mitigate hazards associated with vehicles traveling at an unsafe speed during winter conditions, measures may include but are not limited to funding for enhanced enforcement and driver awareness programs such as driver feedback signs (i.e. radar control speed signs or equivalent) to be placed on Main Street in areas adjacent to where the shading occurs.</li> </ul>	<p>Less Than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

4.2 Air Quality	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement AIR-1:</b> Construction emissions associated with implementation of the combined Land Use Element/Zoning Code Amendments and Mobility Element Update, or the individual Land Use Element/Zoning Code Amendments or Mobility Element Update would not conflict with or obstruct implementation of the AQMP. Therefore, construction impacts would be less than significant. Operational emissions associated with implementation of the combined Land Use Element/Zoning Code Amendments and Mobility Element Update or the individual Mobility Element Update would comply with applicable AQMP regulations and would result in peak daily VMT that would not exceed the cap in the AQMP. Therefore, impacts would be less than significant. Operational emissions associated with implementation of the Land Use Element/Zoning Code Amendments with the existing roadway network would potentially result in peak daily VMT that exceeds the cap in the AQMP and potentially conflict with or obstruct implementation of the AQMP resulting in a potentially significant impact. Compliance with GPMM 4.2-1 and GPMM 4.2-2 would reduce impacts to a less than significant level.</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>
<p><b>Impact Statement AIR-2:</b> Construction emissions associated with implementation of the combined Land Use Element/Zoning Code Amendments and Mobility Element Update or the Land Use Element/Zoning Code Amendments under the existing roadway network could potentially result in temporary and short-term significant impacts. Compliance with Mitigation Measures AIR-1 and AIR-2 would reduce construction emissions; however, impacts would be potentially significant and unavoidable. Construction activities associated with implementation of the Mobility</p>	<p><b>MM AIR-1:</b> Prior to the issuance of a grading or building permit, individual proposed projects shall comply with the following land preparation, excavation, and/or demolition mitigation measures during construction activities:</p> <ul style="list-style-type: none"> <li>▪ All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur as needed with complete coverage of disturbed soil areas. Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations.</li> </ul>	<p>Construction and operation emissions - Significant and Unavoidable.</p>

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p>Element Update under existing land use development conditions would be required to comply with applicable State and GBUAPCD regulations and applicable air quality mitigation measures TSMM 4.B-2.A through 4.B-2.H and would result in less than significant impacts. The incremental change in peak daily operational emissions associated with implementation of the combined Land Use Element/Zoning Code Amendments and Mobility Element Update or the Land Use Element/Zoning Code Amendments under the existing roadway network would potentially exceed the significance thresholds and operational impacts would be considered potentially significant. Compliance with GPMM 4.2-1 and GPMM 4.2-2 and Mitigation Measure AIR-3 would reduce operational emissions; however, impacts would be potentially significant and unavoidable. The incremental change in peak daily operational emissions associated with implementation of the Mobility Element Update under existing land use development conditions would not exceed the significance thresholds and operational impacts would be considered less than significant.</p>	<ul style="list-style-type: none"> <li>▪ All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over one hour), if disturbed material is easily windblown, or (b) when dust plumes of 20 percent or greater opacity impact public roads, occupied structures or neighboring property.</li> <li>▪ Vehicles traveling over unpaved roadways shall be limited to 15 miles per hour or less. Signs shall be posted at construction sites enforcing the speed limit.</li> <li>▪ All trucks hauling dirt, sand, soil, or other loose material shall be covered or maintain at least two feet or freeboards in accordance with the requirements of California Vehicle Code (CVC) Section 23114.</li> <li>▪ If more than 5,000 cubic yards of fill material will be imported or exported from the site, then all haul trucks shall be required to exit the site via an access point where a gravel pad, rumble pad, or similar control has been installed.</li> <li>▪ Streets adjacent to project construction areas shall be kept clean. Adjacent streets with visible dust, dirt, sand, or soil material accumulation shall be cleaned and the accumulated material removed using Town-approved street sweepers.</li> <li>▪ Stockpiles of soil or other fine loose material shall be stabilized by watering or other appropriate method to prevent wind-blown fugitive dust.</li> <li>▪ Where acceptable to the local fire department, weed control should be accomplished by mowing instead of discing, thereby, leaving the ground undisturbed and with a mulch covering.</li> </ul>	



**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p><b>MM AIR-2:</b> Prior to the issuance of a grading or building permit, individual proposed projects shall comply with the following construction equipment mitigation measures:</p> <ul style="list-style-type: none"> <li>▪ Construction equipment, on-road trucks, and emission control devices shall be properly maintained and tuned in accordance with manufacturer specifications.</li> <li>▪ Construction contractors shall be required to comply with California’s on-road and off-road vehicle emissions regulations, including the CARB idling restrictions and the USEPA/CARB on-road and off-road diesel vehicle emissions standards.</li> </ul> <p><b>MM AIR-3:</b> Prior to the issuance of a building permit, individual proposed projects shall comply with the following mitigation measures:</p> <ul style="list-style-type: none"> <li>▪ Provide direct pedestrian and bicycle access to off-site adjacent neighborhood amenities, parks, schools, shopping areas, existing bike paths, and transit stops in any residential development with a density of four or more residences per acre and in any mixed-use or commercial development. Low, medium, and high density developments should have curbs and sidewalks on both sides of the street.</li> <li>▪ For medium to high density residential, mixed-use, or commercial developments where transit services exist but no transit stop is located within 1/2 mile of the site, projects shall provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider. This area will provide for future easement for bus turnouts and shelters. If transit service does not exist, but the project is within a transit district’s sphere of influence, provide a site at a location and size acceptable to the transit provider.</li> </ul>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement AIR-3:</b> Project implementation would potentially result in significant cumulative considerable net increases of a criteria pollutant for which the project region is non-attainment, based on the applicable federal or state ambient air quality standards (including ozone precursors). Compliance with GPMMs 4.2-1 and DF 4.2-2 and Mitigation Measures AIR-1 through AIR-3 would reduce construction and operational emissions; however, impacts would be potentially significant and unavoidable.</p>	<p>MM AIR 1 through MM AIR-3</p>	<p>Cumulative - Significant and Unavoidable</p>
<p><b>Impact Statement AIR-4:</b> Construction activities associated with implementation of the combined Land Use Element/Zoning Code Amendments and Mobility Element Update or the Land Use Element/Zoning Code Amendments under the existing roadway network could potentially result in significant impacts with regard to incremental increase in cancer risks. Compliance with Mitigation Measure AIR-4 would reduce impacts to less than significant. Implementation of the combined Land Use Element/Zoning Code Amendments and Mobility Element Update or the Land Use Element/Zoning Code Amendments under the existing roadway network could potentially expose sensitive receptors or populations in the Project Area to substantial pollutant concentrations. Compliance with applicable State and GBUAPCD regulations as well as TSMM 4.B-2.A through 4.B-2.H and Mitigation Measure AIR-4 would reduce impacts to less than significant. Construction and operation of the Mobility Element Update under existing land use development conditions would be less than significant.</p>	<p><b>MM AIR-4:</b> Prior to the issuance of a grading or building permit, individual proposed projects shall comply with the following mitigation measures to reduce TAC impacts:</p> <ul style="list-style-type: none"> <li>▪ Projects locating sources of TAC emissions near sensitive receptors within the advisory guideline recommendations in the <i>CARB Air Quality and Land Use Handbook</i> (or future adopted subsequent document) shall conduct a screening or refined health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible.</li> <li>▪ Projects requiring the use of substantial numbers of diesel-fueled heavy-duty construction equipment within 500 feet of sensitive receptors shall conduct a screening or refined health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible.</li> </ul>	<p>Less Than Significant</p>
<p><b>4.3 Forestry Resources</b></p> <p><b>Impact Statement FOR-1:</b> The Mobility Element Update proposes the construction of new streets and MUPs within the Inyo National Forest lands that could potentially conflict</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>with the designated forest use. However, the NFMA allows for permitted special use rights of way easements in which environmental and administrative effects are appropriately addressed. With compliance with the requirements of NFMA, the Project would be allowed within National Forest lands and would not conflict with designated forest uses or cause the rezoning of forest lands.</p> <p><b>Impact Statement FOR-2:</b> The development of new streets and MUPs could result in the removal of trees within the Inyo National Forest. The Project would not involve large tracts of forest lands or any associated removal of trees for timber. With the implementation of adopted and proposed mitigation measures, the Project would not result in the substantial loss of forest land or conversion of forest land to non-forest use.</p>	<p><b>MM FOR-1:</b> Mature, healthy, native trees shall be circumvented or avoided through the design of roadway alignments to the extent feasible. The need for replacement of trees shall be evaluated and implemented based on Healthy Forest and Fire Safe Council principles.</p>	<p>Less Than Significant</p>
<p><b>4.4 Biological Resources</b></p> <p><b>Impact Statement BIO-1:</b> Project elements are proposed within habitats that could support several special-status plant and wildlife species. In such cases, the loss of habitat and individuals of special-status species as well as migratory birds would be considered potentially significant. Compliance with MM BIO-1 through MM BIO-4 and applicable policies in the General Plan would reduce impacts to special-status plant and wildlife species and migratory birds to a less than significant level.</p>	<p><b>MM BIO-1 Willow Flycatcher:</b> Prior to approval of road improvement projects and MUPs proposed under the Mobility Element Update that have the potential to significantly disturb riparian vegetation associated with Mammoth Creek and its tributaries, the Town shall require a habitat evaluation by a biologist well versed in the requirements of willow flycatcher to be completed. If no suitable habitat for the species is identified within 300 feet of construction or maintenance activities, no further measures would be required in association with the project. If suitable habitat for the species is identified within 300 feet of such activities, the Town shall require that a survey be completed prior to construction by a qualified biologist for the species according to CDFW survey guidelines (Bombay et. al., May 29, 2003). This survey protocol requires a minimum of two surveys, one between June 15-25 and one during either June 1-14 or June 26-July 15. Surveys during these periods must be at least five days apart and the second survey shall be conducted no more than one week prior to clearing of vegetation and/or the operation of motorized heavy equipment. If the surveys determine the</p>	<p>Less Than Significant</p>

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>species is not present within 300 feet of the area to be affected by an individual project, no further action shall be required. If, however, willow flycatcher is determined to be present and is using habitat within 300 feet of Project-related activities, inclusive of nesting and foraging, the Town shall consult with CDFW prior to initiating any construction activities in the area. Consultation may entail the processing of a 2081 Incidental Take Permit that includes certain conditions to avoid and/or mitigate for potential impacts to the species. Such conditions could include, but not be limited to, restrictions on the time of year for construction, noise monitoring, restrictions on equipment use, and others.</p> <p><b>MM BIO-2 Migratory Birds:</b> To the extent practicable, brush and tree removal related to projects proposed under the Land Use Element and Zoning Code Amendments and Mobility Element Update shall be initiated outside of the nesting bird season, which is generally held to be from April 1 to August 31 in the Mammoth Lakes area, and shall be carried out with no more than a two week lapse in the work. If the Town deems this to not be practicable, the Town shall require a nesting bird survey by a monitoring biologist to be conducted within 300 feet (for songbirds) and 500 feet (for raptorial birds) of construction sites no more than one week prior to initiating construction to ensure no birds protected under the MBTA and/or State Fish and Game Code Section 3503 et seq. are harmed or harassed.</p> <p>If no active nests of songbirds and raptors are found within 300 feet and 500 feet, respectively, of the construction site, the work may begin. If active nests are found within the survey areas the Town shall delineate a buffer zone of 300 feet and 500 feet for songbirds and raptors, respectively, around the nest. Based on the nature of the work to be performed and the equipment to be used, the monitoring biologist may reduce the buffer zone based on intervening vegetation and topography. Such buffer zones shall remain in place until the young in the nest have fledged or the nest has failed, as determined by the monitoring biologist.</p>	

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>All projects involving removal of trees or vegetation capable of supporting nesting birds shall be subject to the requirements of this Mitigation Measure.</p> <p><b>MM BIO-3 Other Special-Status Wildlife:</b> As discussed earlier, there are a number of wildlife species of special concern to Federal and State resource agencies that are known or are expected to occur within the planned road improvement and MUP areas under the Mobility Element Update.</p> <ul style="list-style-type: none"> <li>▪ For such avian species, including northern goshawk, greater sage-grouse, yellow warbler, and great gray owl, implementation of MM BIO-2 for nesting birds will suffice in reducing impacts to these species to less than significant.</li> <li>▪ For such amphibian species, including the Mount Lyell salamander and Yosemite toad, where suitable habitat exists for these species, a thorough search of areas to be disturbed shall be made by construction personnel trained in the methods of searching for these species. If any amphibians are found, regardless of species, they will be captured and relocated in like habitat no less than 100 feet away from construction sites.</li> <li>▪ For such special-status mammal species with the potential to occur in conjunction with particular project components, including the Sierra Nevada red fox, Pacific marten, Sierra Nevada mountain beaver, Townsend’s western big-eared bat, and Mount Lyell shrew, and where suitable habitat for these species exists in the Project Area, pre-construction surveys shall be conducted by a biologist familiar with the sign of each species to identify signs of their presence or determine their absence no more than two weeks prior to initiating construction activities. Such surveys shall encompass the area to be disturbed and the habitat within 300 feet of construction activities. Due the secretive and/or nocturnal activity patterns of these species, the</li> </ul>	

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>following signs shall be used:</p> <ul style="list-style-type: none"> <li>○ Mount Lyell shrew – evidence of nests of dry leaves or grasses in stumps or under logs or piles of brush.</li> <li>○ Townsend’s western big-eared bat – evidence of occupation by colonies in caves, mine tunnels, and buildings.</li> <li>○ Sierra Nevada mountain beaver – evidence of extensive tunnels, runways and burrows beneath dense streamside vegetation.</li> <li>○ Pacific marten – evidence of den, normally in hollow trees or downed logs.</li> <li>○ Sierra Nevada red fox – evidence of den, normally on slopes with porous soils.</li> </ul> <p>If no evidence of the presence of any of these species is found, no further mitigation activities shall be required. However, if evidence of the presence of any of these species is observed, impacts will be avoided or minimized in one or more of the following ways and in consultation with CDFW and/or USFS: realigning roads and/or trails so as to retain a 100-foot buffer between the occupied site and construction activities and human use; suspending construction activities within 300 feet of the den, nest, or bat roosts during the breeding period, (generally held to be March 1 to July 31 for these species); verifying the actual occupation of dens, nests, or roosts by means such as placing tracking medium around the den or nest entrance or conducting a bat survey at the roost entrance at sunset; temporarily blocking the entrance of a den or nest verified to be unoccupied until after construction is completed.</p> <p><b>MM BIO-4 Special-Status Plants:</b> Prior to approval of individual projects proposed under the Land Use Element and Zoning Code Amendments and Mobility Element Update that are determined to have habitat suitable to support special-status plants, the Town shall require a</p>	

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p><b>Impact Statement BIO-2:</b> Project-related construction and maintenance activities could result in the loss of high priority inventory communities and drainage-associated vegetation under CDFW jurisdiction. These impacts would be considered potentially significant and may require Section 1602 Permit from CDFW. With the implementation of Section 1602 Permit and compliance with MM BIO-5 and applicable policies in the General Plan, impacts to special-status habitats and drainage-associated vegetation under CDFW jurisdiction would be reduced to a less than significant level.</p>	<p>survey be completed by a qualified botanist for special-status plant species within 100 feet on either side of a trail alignment or within the disturbance area of other proposed projects. These surveys shall be conducted during the blooming period for the potential occurring species, which is when they are most easily identifiable. For those species with at least a low potential to occur in the Project Area, this period is usually from late June to mid-August. If no special-status plant species are located within the area of disturbance, no further action shall be required. If special-status plant species are located within such areas and are likely to be impacted by and individual project, conservation actions shall be implemented. Such actions shall include, but not necessarily limited to, re-routing the trail alignment so as to avoid or minimize impacts to special-status plants while preserving an off-site population that is substantially larger than the population to be impacted, developing a transplantation program, and collecting seeds to move populations elsewhere out of harm’s way. These measures shall be developed in consultation with the CDFW and USFS.</p> <p><b>MM BIO-5 Special-Status Habitats:</b> Three vegetation types within the Project Area that are considered special-status: aspen forest and woodland, mixed willow riparian scrub, and montane wet meadow. To the extent practicable Project components shall avoid these vegetation types. In the event this is not practicable, impacts shall be minimized by restricting the Project footprint, including temporary and permanent impacts, to the minimum required to implement the project.</p> <p>In the event the Town elects to repair, maintain and/or improve trail crossings along stream courses and other drainage features (that often support the special-status vegetation types mentioned above) in association with individual projects proposed under the Project, prior to approval the Town shall notify and consult with the CDFW regarding the need for a Streambed Alteration Agreement (SAA). All work shall be</p>	<p>Less than Significant</p>

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>performed in compliance with the conditions set forth in the SAA, as determined by the CDFW. Such conditions may include the in-kind replacement or restoration of riparian habitat at a 1:1 ratio for temporary impacts and a 2:1 ratio for permanent impacts within the Project Area, or as otherwise directed by the CDFW. Alternatively, if the impacts are very minor, the CDFW may, at its discretion, allow the work to proceed under a letter of law without mitigation other than notification and consultation.</p> <p>As part of the SAA agreement process and prior to beginning construction within CDFW regulated drainages, a Habitat Mitigation and Monitoring Plan (HMMP) should be developed in coordination with the CDFW and USFS if necessary that ensures no net loss of riparian habitat value or acreage. The HMMP shall include, but not necessarily be limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ The establishment of a reference site near regulated resources to be impacted that have similar hydrology, soil regimes, and exposure as the resources to be impacted.</li> <li>▪ The establishment of baseline conditions at the reference site regarding absolute native shrub and tree cover, woody shrub and tree stalk density, percentage cover by non-native plant species, and plant species diversity the vegetation using the Sorensen method within a 400 square foot prescribed reference plot.</li> <li>▪ The establishment of a restoration site to encompass the mitigation needs of one or more Project elements either on the Project element site or off site within the Mammoth Creek watershed.</li> <li>▪ A minimum 3-year establishment, monitoring, and maintenance</li> </ul>	



**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement BIO-3:</b> Buildout of vacant parcels and construction of road improvements and MUPs may affect wetlands and/or other jurisdictional features through potential dredging and filling activities. These impacts would be potentially significant and may require CWA Section 404 Permits from the ACOE, and a Section 401 Water Quality Certification from the RWQCB. With the implementation of such permits and compliance with MM BIO-6 and applicable polices in the General Plan, impacts would be reduced to less than significant levels.</p>	<p>(trash collection, weeding, etc.) period.</p> <ul style="list-style-type: none"> <li>▪ The establishment of the following success criteria within a 400 square foot prescribed plot within the restoration site – 70 % of baseline absolute cover by native shrubs and trees; 70 % of baseline woody shrub and tree stalk density; no more than 5% cover by non-native plant species; and a Sorensen value of 0.6.</li> </ul> <p><b>MM BIO-6 Federally Protected Wetlands:</b> Prior to any project approval for construction, repair, maintenance and/or improvements in association with individual projects proposed under the Land Use Element and Zoning Code Updates and Mobility Element Update within waters of the U.S. and federally protected wetlands, the Town shall notify and consult with the ACOE regarding the need for a Section 404 Permit and the RWQCB regarding the need for its 401 certification. All work shall be performed in compliance with the conditions set forth in the Permit, as determined by the ACOE. Such conditions may include the in-kind replacement or restoration of waters and/or wetlands at a ratio of 1:1 for temporary impacts and a ratio of 2:1 for permanent impacts within the Project Area, or as otherwise directed by the ACOE. Alternatively, if the impacts are less than 0.1 acre, the ACOE may, at its discretion, allow the work to proceed without mitigation other than notification and consultation.</p> <p>The mitigation shall use the same approach as is outlined above for the mitigation of impacts to CDFW regulated special-status habitats. As is usually the case, CDFW jurisdiction extends beyond that of ACOE and mitigation for impacts to CDFW regulated resources is inclusive of ACOE mitigation needs.</p>	<p>Less Than Significant</p>

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p><b>Impact Statement BIO-4:</b> Because the majority of the Project Area is within the Town’s UGB, impacts related to the movement of wildlife are not expected to be significant and no mitigation would be required.</p>	No mitigation measures are necessary.	Less than Significant
<p><b>Impact Statement BIO-5:</b> With the development of vacant parcels within the Town and construction associated with the road improvement and MUP projects, a number of trees would be removed. The Town’s Tree Removal and Protection Ordinance requires a permit to remove certain species of trees and requires replacement of trees. Additionally, potential conflicts between humans and their pets and wildlife are likely to currently occur within and adjacent to the Project Area, particularly in the MUP areas, and as such, the Project could conflict with the management goals and standards and guidelines of the Inyo National Forest Land and Resource Management Plan (LRMP). These impacts could be significant; however, compliance with adopted mitigation measures and implementation of the prescribed mitigation measure would reduce any potential impacts to less than significant levels.</p>	No additional mitigation measures are necessary.	Less than Significant
<p><b>Impact Statement BIO-6:</b> At this time there are no adopted or on-going region-wide habitat conservation plans in the area that would be affected by implementation of the Project. Thus, no Project-related impacts would occur in this regard and no mitigation would be required.</p>	No mitigation measures are necessary.	No Impact
<p><b>4.5 Cultural Resources</b></p>		
<p><b>Impact Statement CUL-1:</b> Project-related demolition, construction, maintenance, and/or improvement activities would have the potential to cause a potentially significant impact to historical resources. Compliance with GPMM 4.14-1 and 4.14-3 and applicable policies in the General Plan</p>	No mitigation measures are necessary.	Less Than Significant

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p>would reduce impacts to historical resources to a less than significant level.</p> <p><b>Impact Statement CUL-2:</b> Project-related demolition, construction, maintenance, and/or improvement activities would have the potential to cause a potentially significant impact to archaeological resources. Compliance with TSMM 4.D-3 through TSMM 4.D-6 and applicable policies in the General Plan would reduce impacts to archaeological resources to a less than significant level.</p>	<p><b>TSMM 4.D-3:</b> The Town shall conduct a Phase I Cultural Resources Assessment of individual project areas to identify any archaeological resources within the area of a proposed project component. The Area of Potential Effect (APE) will be the focus of the analyses for projects located on federal lands per Section 106. The Phase I assessment shall include cultural resources records searches through the Eastern Information Center (as needed) and the Inyo National Forest Field Office, a Sacred Lands File search through the Native American Heritage Commission and follow-up Native American consultation, and a pedestrian survey of the Project area. <del>(Note: Surveys may not be required in areas of the TSMP and SHARP that have already been surveyed unless resources were identified, such a determination should be made in consultation with the Inyo National Forest).</del></p> <p>If resources are identified during the Phase I assessment, then a Phase II assessment shall be required, as described in Mitigation Measure 4.D.-4</p> <p>If no resources are identified as part of the assessment, no further analyses or mitigation shall be warranted, unless it can be determined that the project has a high potential to encounter buried archaeological or historical resources;</p> <p>If it determined that there is a moderate or high potential to encounter buried archaeological resources, appropriate mitigation shall be developed and implemented. Appropriate Mitigation may include <del>realignment of the trail</del> <b>redesign of the project</b> to avoid the sensitive area, in which case no additional mitigation would be required. If avoidance is not possible, appropriate mitigation may include but not be limited to the following: [...]</p>	<p>Less Than Significant</p>
<p><b>Impact Statement CUL-3:</b> Project-related construction, maintenance, and improvement activities would have the</p>	<p><b>TSMM 4.D-8:</b> If paleontological resources are encountered during implementation of the Project, ground-disturbing activities shall</p>	<p>Less Than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>potential to cause a potentially significant impact to paleontological resources. Compliance with TSM 4.D-8 and applicable policies in the General Plan would reduce impacts to paleontological resources to a less than significant level.</p>	<p>temporarily be redirected from the vicinity of the find. The Town shall immediately notify a qualified paleontologist of the find. The paleontologist shall coordinate with the Town as to the immediate treatment of the find until a proper site visit and evaluation is made by the paleontologist. Treatment may include the implementation of salvage excavations or preservation in place. <u>If preservation in place is not feasible, the paleontologist shall implement a paleontological salvage program to remove the resources from the project site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the University of California Museum of Paleontology or the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.</u> The paleontologist shall prepare a final report on the find that shall include appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the Town and an appropriate paleontological institution, and shall accompany any curated fossils. The paleontologist shall also determine the need for paleontological monitoring for any ground-disturbing activities in the area of the find thereafter. If paleontological resources are encountered on federal lands, ground-disturbing activities shall cease in the immediate vicinity of the find and the Inyo National Forest shall be contacted immediately. In such cases, the Inyo National Forest shall provide direction as to the appropriate evaluation, treatment, and curation of the find.</p>	
<p><b>Impact Statement CUL-4:</b> Project-related demolition, construction, maintenance, and improvement activities would have the potential to cause a potentially significant impact to human remains. Compliance with TSM 4.D-7 and applicable</p>	<p>No Mitigation Measures are necessary.</p>	<p>Less Than Significant</p>

Table ES-1 (Continued)

## Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>policies in the General Plan would reduce impacts to human remains resources to a less than significant level.</p> <p><b>4.6 Greenhouse Gases</b></p> <p><b>Impact Statement GHG-1:</b> Emissions of GHGs associated with implementation of the Land Use Element/Zoning Code Amendments, Mobility Element Update, or the combined Land Use Element/Zoning Code Amendments and Mobility Element Update would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts would be less than significant.</p> <p><b>Impact Statement GHG-2:</b> Implementation of the Land Use Element/Zoning Code Amendments, Mobility Element Update, or the combined Land Use Element/Zoning Code Amendments and Mobility Element Update would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts would be less than significant.</p> <p><b>4.7 Land Use and Planning</b></p> <p><b>Impact Statement LU-1:</b> The Land Use Element/Zoning Code Amendments and Mobility Element Update would not conflict with the objectives of the State of California General Plan Guidelines and the Neighborhood and District Character, Land Use, and Mobility Elements of the adopted Mammoth Lakes 2007 General Plan to vitalize the Town's commercial area with active street fronts and to reduce automobile dependency. Because the Project would not conflict with adopted and accepted plans and policies, impacts with respect to land use would be less than significant.</p>	<p>No mitigation measures are necessary.</p> <p>No mitigation measures are necessary.</p> <p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p> <p>Less Than Significant</p>

Table ES-1 (Continued)

## Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement LU-2:</b> The Project would not conflict with the purposes of the Town's Open Space/Stream Corridor Protection Overlay Zone or with the Inyo National Forest Land Resources and Management Plan. Therefore, impacts related to consistency with the Town's conservation-related regulation and Inyo National Forest Land Resources and Management Plan would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>4.9 Noise</b></p> <p><b>Impact Statement NOISE 1:</b> Construction activities associated with implementation of the Land Use Element/Zoning Code Amendments and/or Mobility Element Update would comply with the daytime hours specified in the Town's Noise Ordinance. However, construction noise levels could temporarily exceed the noise limits in the Town's Noise Ordinance resulting in potentially significant short-term impacts to sensitive receptors. With incorporation of previously adopted mitigation measures and MM AES-1, temporary noise impacts to sensitive receptors would be reduced to less than significant.</p>	<p><b>MM AES-1:</b> Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Director in accordance with the Municipal Code requirements.</p>	Less Than Significant
<p><b>Impact Statement NOISE-2:</b> Implementation of the Land Use Element/Zoning Code Amendments and/or Mobility Element Update improvements would not create a substantial permanent increase in traffic noise levels or stationary source noise levels at off-site noise-sensitive uses in excess of the applicable thresholds. Therefore, impacts would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement NOISE- 3:</b> Implementation of the Land Use Element/Zoning Code Amendments and/or Mobility Element Update improvements could temporarily exceed the noise limits in the Town's Noise Ordinance resulting in potentially significant short-term impacts to sensitive</p>	See MM AES-1 above	Less Than Significant

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>receptors. With incorporation of previously adopted mitigation measures and MM AES-1, temporary noise impacts to sensitive receptors would be reduced to less than significant.</p> <p><b>Impact Statement NOISE-4:</b> Construction activities associated with implementation of the Land Use Element/Zoning Code Amendments and/or Mobility Element Update projects would result in sporadic, temporary vibration effects within and adjacent to the construction areas, which would exceed established thresholds applicable to the nearest off-site sensitive receptors. Thus, construction vibration impacts would be significant and mitigation is required. With implementation of mitigation measure NOISE-2, construction vibration impacts would be reduced to less than significant. Operation activities associated with implementation of the Land Use Element/Zoning Code Amendments and/or Mobility Element Update would not generate excessive vibration levels to nearby sensitive off-site receptors. Thus, long-term vibration impacts would be less than significant.</p>	<p><b>MM NOISE-1:</b> Heavy construction equipment such as large dozers shall not operate within 43 feet from sensitive receptor locations. If heavy construction equipment would be required for construction, alternative methods shall be used such as small dozers.</p>	<p>Less Than Significant</p>
<p><b>4.9 Population and Housing</b></p> <p><b>Impact Statement PH-1:</b> The Land Use Element/Zoning Code Amendments would allow an increase in population density in the commercial districts compared with current regulations. The commercial districts are envisioned as mixed-use areas and the increase in density would support the clustering of uses in the downtown area. The potential increase in population would be approximately 3.8 percent greater than the Town buildout population anticipated in the 2007 General Plan and the increase in capacity would be evaluated pursuant to PIEC and CEQA review. As reflected in other sections of the Draft EIR, the 3.8 percent potential</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>population increase associated with the Land Use Element/Zoning Code Amendments, with the exception of Air Quality, Parks and Recreation, and Transportation, would not cause an exceedance of capacity for providing infrastructure and services.</p> <p><b>Impact Statement PH-2:</b> The Land Use Element/Zoning Code Amendments would not cause the displacement of population or housing. The amendments would accommodate additional housing opportunities in support of the Housing Element, and would not alter or interfere with implementation of the Town’s affordable housing provisions. Impacts would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>4.10 Public Services</b></p> <p><b>Impact Statement FIRE-1-A:</b> Implementation of the Land Use Element/Zoning Code Amendments would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency services. Therefore, the Land Use Element/Zoning Code Amendments would result in a less than significant impact with regard to fire protection and emergency services.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement FIRE-1-B:</b> Implementation of the Mobility Element Update would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the impact to fire services would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant



Table ES-1 (Continued)

## Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement POL-1-A:</b> Implementation of the Land Use Element/Zoning Code Amendments would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the Project would result in a less than significant impact with regard to law enforcement.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement POL-1B:</b> Implementation of the Mobility Element Update would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the Mobility Element Update would result in a less than significant impact with regard to law enforcement.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement SCH-1</b> The Land Use Element/Zoning Code Amendments would generate a need for new student space at the elementary, middle and high schools. However, any future development associated with the Land Use Element/Zoning Code Amendments would pay the required development fees as mechanisms for providing new school facilities and mitigating school impacts. Therefore, Impacts would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement PRK-1:</b> The Land Use Element/Zoning Code Amendments could result in an increase in the population in the commercially designated areas which could potentially increase the demand for existing neighborhood/regional parks and other recreational facilities. The potential increase in population could also require the expansion of new recreational facilities. This</p>	No mitigation measures are necessary.	Significant and Unavoidable

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>impact would be significant and unavoidable.</p> <p><b>Impact Statement LIB-1:</b> The Project would increase the residential population in the downtown area which could potentially increase the demand for library services. As there is sufficient capacity to accommodate the increase in demand within the existing library, the impact would be less than significant.</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

<b>4.11 Transportation and Traffic</b>	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p><b>Impact Statement TRAF-1:</b> All roadways in the study area have reserve capacity to accommodate the Project’s existing and future buildout scenarios. However, the Project would result in significant impacts on level of service at various intersections. Implementation of GPMM 4.3-10, as well as Mobility Element Update improvements that provide for certain signalized intersections, and recommended new mitigation measures would reduce impacts to less than significant levels. However, signal warrant studies and Caltrans approval would be required for new signals on Main Street. If signal warrants are not approved by Caltrans, impacts at Main Street intersections occurring under future scenarios would be significant and unavoidable.</p>	<p>See Table 4.11-6, <i>Summary of New Mitigation Measures</i>, which identifies the MMs relevant to the scenarios evaluated in the Traffic Study</p> <p><b>MM TRAF-1: Main Street/Mountain Boulevard.</b> A traffic signal shall be installed to achieve LOS D or better. Further analysis of a potential new signal, such as signal warrant analysis per the California Manual on Uniform Traffic Control Devices (CA MUTCD), is expected to be provided as a part of project-specific analysis (not needed for LOS mitigation).</p> <p><b>MM TRAF-2: Main Street/Mountain Boulevard.</b> A southbound right-turn lane on Mountain Boulevard shall be provided to achieve LOS D or better.</p> <p><b>MM TRAF-3: Old Mammoth Road/Minaret Road/Fairway Drive.</b> Improvements, such as the installation of a roundabout, restriping, or widening of the roadway, shall be implemented to ensure that the intersection operates at LOS D or better.</p> <p><b>MM TRAF-4: Main Street/Post Office:</b> A traffic signal shall be installed at the Main Street/Post Office intersection to achieve LOS D or better. Further analysis of potential new signals, such as signal warrant analysis per the CA MUTCD, is expected to be provided as part of project-specific analyses (not needed for LOS mitigation).</p> <p><b>MM TRAF-5: Main Street/Center Street:</b> A northbound right-turn on Center Street shall be provided to achieve LOS D or better. Further analysis of a potential new signal, such as signal warrant analysis per the CA MUTCD, is expected to be provided as a part of project-specific analyses (not needed for LOS mitigation).</p> <p><b>MM TRAF-6: Old Mammoth Road/ Tavern Road:</b> An eastbound right-turn lane shall be provided on Tavern Road to Old Mammoth Road to achieve LOS D or better.</p>	<p>Significant and Unavoidable</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement TRAF-2:</b> The Mobility Element Update incorporates policies and specific features that are intended to reduce roadway hazard resulting from a design feature or incompatible use. In addition, increases in density under the Land Use Element/Zoning Code Amendments would increase traffic volumes that would increase sensitivity to poor roadway design and increase vehicle/pedestrian conflicts. Implementation of the Mobility Element Update would address hazards associated with roadway design, snow removal, and other potentially conditions. As such, the impact of the Project related to road hazards would be less than significant.</p>	<p><b>MM TRAF- 7: Main Street/Forest Trail:</b> Southbound left-turn movements from Forest Trail onto Main Street shall be prohibited to achieve LOS D or better.</p> <p><b>MM TRAF 8: Main Street/Laurel Mountain Road:</b> A northbound right-turn lane shall be provided on Laurel Mountain Road to Main Street to achieve LOS D or better.</p> <p><b>MM TRAF-9: Old Mammoth Road/Sierra Nevada Road:</b> Eastbound and westbound right-turn lanes shall be provided at the Sierra Nevada Road approaches to achieve LOS D or better.</p> <p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>
<p><b>Impact Statement TRAF-3:</b> Existing General Plan and proposed Mobility Element Update Policies and Actions encourage coordination with Mammoth Lakes Fire Protection District and Police Department to maintain emergency access for development, including roads and utility lines. Site plans would be reviewed by the Fire Protection District for adequate emergency access. Implementation of roadway extensions and improved connectivity under the Mobility Element Update would not cause additional impediment and would, potentially, facilitate emergency access during</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p>operation. Therefore, impacts with respect to emergency access would be less than significant.</p> <p><b>Impact Statement TRAF-4:</b> The Mobility Plan Update and Land Use Element/Zoning Code Amendments would support and implement policies of adopted plans and programs related to public transit, bicycle and pedestrian facilities. Because existing policies and plans would be supported, the Project would not conflict with adopted plans and policies. Therefore, impacts with respect to such plans and policies would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>4.12 Utilities and Service Systems</b></p> <p><b>Impact Statement WATER-1:</b> With the incorporation of General Plan mitigation measures and policies, in concert with development fees, plan check of service line upgrades, and construction of any new or upgraded facilities in compliance with the Water Code, it is anticipated that the construction of site-specific water main and ancillary facilities under the FAR increase would not result in significant environmental impacts. Impacts with respect to construction of treatment and conveyance infrastructure would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement WATER-2:</b> The proposed Land Use Element/Zoning Code Amendments relative to FAR would result in an incrementally higher growth projection than under the 2010 UWMP. However, the implementation of GPMM 4.11-1, General Plan Policy R.4.A, and the PIEC would not allow new development in excess of available supplies. Because available supplies would not be exceeded, and expanded entitlements would not be required, impacts with respect to water supply would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant

Table ES-1 (Continued)

## Summary of Project Impacts and Mitigation Measures

	Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact Statement WW-1:</b> The proposed Land Use Element/Zoning Code Amendments would generate a measurable increase in wastewater flows that could potentially constrain existing sewer line capacity. With the implementation of Mitigation Measure WW-1 and the provisions of the MCWD's Sanitary Sewer Code, under which MCWD would not issue a sewer connection permit if conveyance systems do not have adequate capacity, impacts to sewer lines would be less than significant.</p>	No mitigation measures are necessary.	Less Than Significant
<p><b>Impact Statement WW-2:</b> The wastewater treatment facility would have adequate capacity to treat the projected incremental growth of 2,809 people by resulting from the Land Use Element/Zoning Code Amendments. Because population growth would not exceed the scheduled capacity of the treatment facility, impacts related to wastewater treatment would be less than significant.</p>	<p><b>MM WW-1:</b> During the review of an application by the MCWD for a wastewater permit, if deficiencies in local sewer lines resulting from the application would cause the denial of the sewer permit, the applicant shall install improvements that would comply with Division VII of the Sewer Code (as reviewed by the MCWD). Where general deficiencies are identified, the Sanitary Sewer Code already provides for the collection of fees for sewer main lines, new laterals and other infrastructure.</p>	Less Than Significant
<p><b>Impact Statement STRM-1</b> With the enforcement or incorporation of existing Municipal Code requirements, General Plan policies, and adopted mitigation measures, surface runoff from potential new development and implementation of the Mobility Element Update would not substantially reduce the capacities of the Town's existing storm drain system. Therefore, impacts with respect to drainage would be less than significant.</p>	<p><b>MM STRM-1:</b> Potential peak surface runoff shall be determined for all private projects. Suitable infiltration or other containment systems, such as dry wells, galleries, or basins, shall be designed to reduce net runoff increase to existing conditions. All infiltration devices shall be consistent with the Town Standards and shall be reviewed and approved by the Department of Public Works. The property owner shall perform inspection twice a year (Spring and Fall) and after major storm events and shall provide any needed maintenance or cleanout.</p>	Less Than Significant

**Table ES-1 (Continued)**

**Summary of Project Impacts and Mitigation Measures**

	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p><b>Impact Statement SW-1</b> The Land Use Element/Zoning Code Amendments would result in an increase in population and thus, an increase in solid waste disposal. While the Benton Crossing Landfill is scheduled for closure, the Town is committed to increasing waste diversion and the County anticipates that long haul or the use of a transfer station would occur in the future. Therefore, the Land Use Element/Zoning Code Amendments would result in a less than significant impact with regard to solid waste.</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>
<p><b>Impact Statement SW-2</b> The Town will continue to comply with applicable State, and local regulatory requirements, which would further State laws and policies regarding diversion of landfill materials and efficient use of County landfill facilities. Therefore, the Project would not conflict with applicable statutes and regulations related to solid waste and impacts would be less than significant.</p>	<p>No mitigation measures are necessary.</p>	<p>Less Than Significant</p>

Code requirements of a build-to line, would occur under the No Project Alternative. In addition, under the No Project Alternative Policy L.1.A of the General Plan, which states: “Limit total peak population of permanent and seasonal residents and visitors to 52,000 people” would remain in effect to describe population intensity throughout the Town. With the maximum density limitations in place, a transfer of development rights ordinance may be desired by the Town. As such, no revisions would be made to the General Plan Land Use Element regarding transfer of development rights (TDR). In addition, under the No Project Alternative, the Mobility Element Update would not be adopted and implemented. Thus, the Town would not have a cohesive program of transportation system improvements and recommendations that would assist decision-makers, the public, Town staff, and developers in planning projects in a manner that would ultimately lead to a complete and integrated multi-modal system for the community. The reconfiguration of Main Street, which is the culmination of planning efforts in the Town, would not occur. Finally, without Mobility Element Update, the No Project Alternative would not be consistent with the California Complete Streets Act (AB 1358).

The Reduced Intensity Alternative (Alternative 2) would result in a reduction of potential development within the C-1 and C-2 designated areas. Under Alternative 2, Reduced Intensity Alternative, the Land Use Element/Zoning Code Amendments would result in a maximum 1.5 FAR in the commercially designated districts and the Mobility Element Update would be implemented. The Reduced Intensity Alternative would result in incrementally less development than would occur under the Project and would result in a reduction of approximately 114 residential units, up to between 213 to 254 fewer rooms, and about 25,187 square feet less of commercial (retail, service and office) floor area than under the Project. Under this Alternative, the Mobility Element Update would remain as proposed in the Project, including the reconfiguration of Main Street.

The Mobility Update without the Main Street Reconfiguration Alternative (Alternative 3) would include the Land Use Element/Zoning Code Amendments in particular the removal of the unit and room cap and provision for a 2.0 FAR, as well as the components of the Mobility Element Update, with the exception of the Main Street Plan. Under Alternative 3 approximately 2.6 acres of land created by the vacation of the frontage road would not be available for future development. Without the street vacation, Alternative 3 would result in a reduction of potential future development of 23 residential units, 40 lodging units, and 28,957 square feet of commercial floor area within the vacated area compared with estimated potential development under the Project. However, some portions of the Main Street Plan would be implemented, but it would be limited to certain improvements, such as parallel parking, detached bicycle lanes, landscaped median, turning lanes, and sidewalks adjacent to building fronts. However, under Alternative 3 the vacation of the frontage road would not occur.

## **Environmentally Superior Alternative**

A complete comparative summary of the environmental impacts anticipated under each alternative with the environmental impacts associated with the Project is provided in Table 5-11, *Comparison of Impacts Associated with the Alternatives and Impacts of the Project*, in Chapter 5, *Alternatives*, in this EIR, while a summary of the ability of each alternative to meet the project objectives is provided in Table 5-12, *Comparison of Alternatives - Ability to Meet Project Objectives*.

Section 15126.6(e)(2) of the *CEQA Guidelines* indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The *CEQA*



*Guidelines* also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. With respect to identifying an environmentally superior alternative among those analyzed in this EIR, the range of feasible alternatives to be considered includes the: Alternative 1 - No Project Alternative; Alternative 2 - Reduced Intensity Alternative; and Alternative 3 - Mobility Element Update Without the Main Street Reconfiguration.

As indicated in Chapter 5, the No Project Alternative is considered the overall environmentally superior Alternative as it would incrementally reduce the Project's significant and unavoidable air quality and parks and recreation impacts. However, although some adverse impacts would be avoided under the No Project Alternative, several primary beneficial aspects of the Project with respect to the objectives of the General Plan would not be achieved. The Reduced Intensity Alternative would partially meet the objectives of the Project and also incrementally reduce the Project's less than significant impacts related to air quality, noise, public services and utilities. The Reduced Intensity Alternative would also incrementally reduce the Project's significant and unavoidable impact related to air quality and parks and recreational facilities. However, it would not reduce these impacts to less than significant levels. Although it would not implement the objectives of the General Plan to the same extent as the Project, because it involves less development than Alternative 3, it would be the environmentally superior to Alternative 3. Therefore, in accordance with the State *CEQA Guidelines* requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that the Reduced Intensity Alternative would be the environmentally superior alternative.

While the Reduced Intensity Alternative is identified as the Environmentally Superior Alternative in this EIR, this does not mean it is selected as the Project by the Town. The Town will consider the analysis included within this EIR along with public input throughout the environmental review process in their decision-making process to approve the Project.