

Attachment D

**CEQA Guidelines Section 15183, Environmental Analysis for County
and Town Civic Plaza Community Facility, dated April 16, 2018**

**CEQA GUIDELINES §15183
ENVIRONMENTAL ANALYSIS
for
COUNTY AND TOWN CIVIC PLAZA
COMMUNITY FACILITY**



16 April 2018

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**MAMMOTH LAKES COUNTY AND TOWN
CIVIC PLAZA COMMUNITY FACILITY
CEQA §15183 ENVIRONMENTAL ANALYSIS**

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- A Full text of CEQA Guidelines §15183**
- B Preliminary Civic Plaza Design Concept Exhibits**
- C Town of Mammoth Lakes Travel Demand Model Update**

DRAFT INITIAL STUDY & CEQA §15183 REVIEW



COUNTY AND TOWN CIVIC PLAZA COMMUNITY FACILITY PROJECT

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I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires public agencies to consider and analyze the potential environmental effects of certain activities, and establishes a process for determining whether the activity is subject to CEQA requirements. Activities are subject to CEQA if they (a) involve the exercise of discretionary powers, (b) have potential to impact the environment, and (c) meet the definition of a 'project,'¹ and (d) are not categorically or statutorily exempt from CEQA.

CEQA Guidelines §15183 provides a specific CEQA review process for qualifying projects that are consistent with a community plan or zoning. Under these regulations (reflected in California Public Resources Code (PRC) §21083.3 and CEQA Guidelines §15183), projects that are consistent with the development density of existing zoning, community plan or general plan policies for which an EIR was certified shall be exempt from additional CEQA analysis except as may be necessary to determine whether there are project-specific significant effects that are peculiar to the project or site that would otherwise require additional CEQA review.

Final EIRs (FEIRs) have been certified by the Town of Mammoth Lakes for both the General Plan and the zoning code. The project reviewed herein is consistent with the uses and development densities shown in the adopted General Plan and zoning documents. This environmental review seeks to determine whether the project is fully exempt from CEQA or requires further environmental review, consistent with CEQA §15183 provisions. The full text of CEQA §15183 is provided in Appendix A.

The current environmental review builds on numerous prior environmental assessments that pertain to the Civic Plaza project. These include the 2007 Town of Mammoth Lakes General Plan Final EIR; the 2016 Town of Mammoth Lakes Land Use Element, Zoning Code Amendments² and Mobility Element Final EIR; the 2007 *Environmental Analysis for Community Facilities Land Acquisition*, which was prepared pursuant to CEQA Guidelines §15183; and many other relevant documents and CEQA assessments as identified in §VI, Reference Materials. The Civic Plaza project was made possible through a land exchange between the United States Forest Service and multiple public and private entities. As part of the exchange, Mammoth Hospital acquired a 12.5-acre parcel of which 11 acres were purchased for hospital and civic uses; the remaining 1.5 acres were used for construction of the Fire Station. From the outset, it was intended that a portion of this 12.5 acre land exchange would be used to establish a future "Civic Center" that would house a wide range of related uses including the County and Town offices (as

¹ Activities that are not defined as 'projects' include legislative proposals, as well as voter proposals, funding mechanisms, and administrative and organizational functions that will not directly or indirectly impact the environment (§15378).

² Note that the Mammoth Lakes Zoning Code Final EIR did not include the Civic Plaza site as an identified use, but did include information relevant to the analysis of Civic Plaza site impacts, as discussed in this Environmental Review.

now proposed), expansion of the Mammoth Lakes hospital, the California Superior Court building, and the Mammoth Lakes Police Station. Some of these facilities have been constructed and are now in operation including the court facilities, the Police Station, and parking areas for the adjacent hospital.

As a whole, the Civic Center project is a joint undertaking of the County and the Town, and this Initial Study evaluates the construction of facilities to serve both Mono County and the Town of Mammoth Lakes. However, the two agencies have differing schedules and priorities. Whereas the County has a desired move-in date of October 2019, the Town has not yet made a firm commitment to move its offices. The County and Town have entered into an agreement that creates flexibility in scheduling and funding of the shared civic center facility; the agreement includes a provision allowing County employees to work out of temporary office trailers that would be located on the Town's portion of the site during construction. For the above reasons, Mono County is the designated Lead Agency.

II. CIVIC PLAZA LOCATION

The project parcel is located on the southeast corner of the intersection of SR 203 and Sierra Park Road. The site is already occupied by the Administrative Office of the Court (AOC), a modern wedge-shaped structure that is readily visible from SR 203, and other civic uses. The Town and County offices would occupy a parcel located on the south end of the civic center site, along with the Town of Mammoth Lakes Police Station, the Church, and about half of a parking lot that is shared by the Superior Court and the Police Station (the parking lot is accessed from Thompsons Way). The parcel and Civic Center layout are shown in Exhibit 1.

III. PROJECT INFORMATION

In July of 2007, the Town and County collaborated on preparation of an Environmental Analysis for the *Mammoth Lakes Community Facilities Land Acquisition* (the 'McFlex Project'). The 2007 project involved acquisition of about 11 acres of land for future community facilities for the Town of Mammoth Lakes and Mono County. The Environmental Analysis noted that the Southern Mono Healthcare District was simultaneously seeking to acquire about 12.5 acres of public land through an exchange with U.S. Forest Service, and that a portion of that land would also be used for the Town and County community facilities project.

The 2007 McFlex Environmental Analysis noted that the "Civic Center" that would house a wide range of potential uses including the Mammoth Lakes Police Station, a civic plaza, expansion of the Mammoth Lakes hospital, County and Town offices, the California Superior Court building, and an estimated 600 parking spaces. Some of these facilities have since been constructed and are now in operation including the court facilities, the Police Station, and parking areas for the adjacent hospital. Town zoning shows the site as Public and Quasi-Public, a designation that allows public facilities and institutional uses including hospitals, parking lots and garages, and public buildings and uses.

The Environmental Analysis for the McFlex Project Environmental Analysis was prepared under CEQA §15183. The 2007 review found that *'the project is consistent with the zoning for the parcel. An EIR was certified by the Town of Mammoth Lakes in 1987 for the General Plan. When the implementing zoning was adopted in 1989 it utilized the 1987 General Plan EIR. The project meets the conditions set forth in Public Resources Code § 21083.3 and CEQA Guidelines § 15183. The proposed project is consistent with a community plan and zoning; the use of an environmental analysis in conformance with CEQA Guidelines § 15183 is appropriate.'*

The Civic Center project description (based largely on information in a Conceptual Design Study prepared for the County and the Town in May 2017 as part of the design-build qualifications package^{3,4}) includes a number of elements as outlined below:

- Design and construction of an approximately 33,100 sf wing of an envisioned 53,500 sf office facility in a Civic Center Complex. Facility improvements (including utilities, access, parking lot, and landscaping) would house numerous County Departments. The County is currently selecting a firm for the design/build process.
- County staff offices are anticipated to be provided on two floors. Under the current preliminary plan, first floor offices would house the environmental health department, economic development, community development, probation, the district attorney and public works as well as the Board meeting room and reception counter. Second floor offices would house the departments of public health, behavioral health and social services.

³ Mono County Dpt. of Public Works, Mammoth Lakes County Office Building, *Request for Design-Build Entity Qualifications*, September 2017

⁴ Note that further refinements are anticipated with regard to the design, layout and allocation of space within the community facility. However, the project design is expected to conform substantially with information in the May 2017 Concept Design Study.

EXHIBIT 1. Civic Center Site Plan

Conceptual Design Study / 13



Site Plan

HMC Architects

- If constructed, the second wing of the 53,500 sf facility is anticipated to accommodate 20,400 sf of offices for the Town of Mammoth Lakes. Under the preliminary plan, the first floor facilities of the Town would house engineering, public works, parks and recreation, community and economic development, and the revenue team. The second floor would be dedicated to human resources, accounting, administration, tourism, recreation, county counsel, Board offices, and administration. A shared central lobby would connect the two wings.
- The County's preferred move-in date is October 1, 2019. In the event the County move precedes the Town, only the County wing, and one-half of the shared lobby, will be constructed. As noted above in the Schedule, the County and Town have entered into an agreement for the shared facilities; the agreement includes a provision allowing County employees to work out of temporary office trailers on the Town's portion of the site during construction.

Completion of the new facilities will enable the County and the Town to consolidate staff and departments at a single location that is part of a larger Civic Center Plaza. The proposed uses are consistent with the adopted Town of Mammoth Lakes General Plan and zoning and supporting CEQA documents, and consistent with the longstanding plans of both agencies.

IV. AGENCY JURISDICTION & APPROVALS

Two agencies have jurisdiction over the planned Town and County civic center land uses. The agencies are identified below along with their jurisdictional roles:

Mono County: Mono County is Lead Agency for this CEQA §15183 review. Mono County is responsible for the disbursement of funds and the approval of all construction planning associated with the County's portion of the Civic Center facility, compliance with all applicable building standards and permit requirements, as well as negotiations with the Town of Mammoth Lakes pertaining to design elements and the equitable allocation of costs.

Town of Mammoth Lakes: The Town of Mammoth Lakes is a Responsible Agency for this CEQA §15183 review. The Town is responsible for the disbursement of funds and the approval of all construction planning associated with the Town's portion of the Civic Center facility, compliance with all applicable building standards and permit requirements, as well as negotiations with Mono County pertaining to design elements and the equitable allocation of costs.

V. PROJECT ELIGIBILITY AND COMPLIANCE WITH CEQA GUIDELINES §15183

A project that is consistent with an adopted Community Plan, General Plan or Zoning is exempt from CEQA if it meets a set of specified requirements. These requirements are set forth in CEQA Guidelines §15183, which is provided in its entirety in Appendix A. Briefly, the requirements for compliance with CEQA §15183 are that (a) a project must be consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified; (b) the analysis of project effects must be limited to impacts that are peculiar to the project or parcel, were not previously analyzed, are potentially significant, and/or would have effects substantially more severe than previously analyzed.

VI. REFERENCE MATERIALS

Provided below is a complete list of documents that pertain to the project or the project site. Most of the documents are available to the public online (website addresses are provided below), and all documents are available for public review at the Mono County and/or Town of Mammoth Lakes Community Development Departments.

- *Town of Mammoth Lakes General Plan EIR, 2007:* <http://www.ci.mammoth-lakes.ca.us/163/General-Plan-Environmental-Documents>. SCH #2003142155.
- *Town of Mammoth Lakes Final EIR, Land Use Element/Zoning Code Amendments and Mobility Element Update, 2016:* <https://www.ci.mammoth-lakes.ca.us/DocumentCenter/View/6338>. SCH #2015052072. Note that the Mammoth Lakes Zoning Code Final EIR did not include the Civic Plaza site as an identified use, but did include information relevant to the analysis of Civic Plaza site impacts, as discussed in this environmental review.
- *Mammoth Lakes Police Station Initial Study/Mitigated Negative Declaration, 2007:* analyzed development on the same parcel within a slightly smaller disturbance footprint: <https://www.ci.mammoth-lakes.ca.us/160/Mammoth-Lakes-Police-Station>. SCH #2007103122.
- *Addendum to the Mammoth Lakes 2007 Police Station IS/MND.* Note that this addendum analyzed development on the same parcel.

- Mammoth Lakes Police Department, *Preliminary Police Department Drainage Study* by Triad/Holmes, 2007: <https://www.ci.mammoth-lakes.ca.us/DocumentCenter/View/516>
- *Town of Mammoth Lakes Adopted Mobility Element*, December 2016: <https://www.ci.mammoth-lakes.ca.us/DocumentCenter/View/6510>
- *Environmental Analysis for Mammoth Lakes Community Facilities Land Acquisition* ("McFlex Acquisition" for initial acquisition of the Civic Plaza parcel), prepared for Mono County Community Development Dept., July 2007
- Administrative Office of the Courts, *New Mammoth Lakes Courthouse at State Route 203 (Main St.)/Sierra Park Rd. for Mono County: DRAFT IS and MND*, October 2007: <http://www.courts.ca.gov/documents/MammothLakesInitialStudyMND--SR203SierraParkDr--PUBLICDRAFT.pdf>
- *Mono County South County Facility - Civic Center Site Plans*, April 2017: https://monocounty.ca.gov/sites/default/files/fileattachments/county_administrative_officer/page/9207/mammoth_civic_center_final_04282017.pdf
- Mono County Dept. of Public Works, Mammoth Lakes County Office Building, *Request for Design-Build Entity Qualifications*, September 14, 2017: <http://bids.monocounty.ca.gov/rfp/mono-county-office-building-design-build-entity-rfq>.
- USFS, *Mammoth Base Land Exchange, Purpose and Need Statement and Proposed Action*, undated: https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd515831.pdf.

VII. ELIGIBILITY REQUIREMENTS FOR USE OF CEQA §15183

CEQA §15183(d) states that this CEQA section shall apply only to projects that meet certain specified conditions. The conditions are listed below along with a discussion of their applicability to the Civic Center Project. The full text of CEQA §15183 is provided in Attachment 1.

(1) The Project is consistent with all elements identified in CEQA §15183(d), as demonstrated in the discussion provided below for the community plan, the zoning, and the General Plan designations of the project site:

(A) A community plan adopted as part of a general plan: The Civic Center Project is located in an area identified in the Town of Mammoth Lakes General Plan as the 'Gateway Neighborhood District Plan' ('Gateway NDP') area. The Town has not yet prepared a detailed District Plan for this area, but the General Plan provides the following guidance for future detailed planning efforts: "*Located south of State Route 203, east of Old Mammoth Road, the Gateway District should be an attractive and iconic corridor in to and out of town, and should communicate Mammoth Lakes' character. It includes schools, hospital, industrial park, library, parks, trails, open space and the future Civic Center site. The District should provide a safe pedestrian environment, and emphasize linkages between all elements in the Gateway District and the community's residential neighborhoods. Significant public views should be preserved through high-level design standards.*"

The General Plan identifies eleven general characteristics for the Gateway NDP, listed below.⁵ The character of this planning area as the location of civic uses is a central theme, and consistent with the Civic Center project as well as the larger Civic Plaza.

- (1) Viewsheds to White Mountains, Sherwin Range, the Knolls and Mammoth Mountain are preserved
- (2) Campus setting, spacious and comfortable with gathering areas
- (3) Civic character and a town square
- (4) Civic, educational, recreational, public uses and athletic fields
- (5) Broad setbacks and open space between buildings
- (6) Pedestrian-friendly approach along Sierra Park Road and Meridian Boulevard
- (7) Pedestrian linkages among all uses
- (8) Access to surrounding forest lands
- (9) A sense of arrival to each component within the district
- (10) Circulation pattern to provide for short-term visits and drop-offs
- (11) Long-term parking underground
- (12) Industrial uses screened from public view
- (13) Shared use of facilities and parking
- (14) Transit with bus pullouts and shelters

⁵ <https://www.ci.mammoth-lakes.ca.us/DocumentCenter/View/228>

(B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development: The Town of Mammoth Lakes zoning designation for the project site is 'Public and Quasi Public' (P-QP), which is implemented by the General Plan Land Use Classification of 'Institutional Public (IP). This zone identifies areas that have been reserved and developed for public uses (other than street rights of way), to provide for educational and cultural activities and facilities, and to identify and preserve areas of historic and community significance. Government offices are a permitted use in the P-QP zone, subject to the minimum development standards listed below.⁶ As indicated, the Civic Center project and larger Civic Plaza are consistent with provisions of the P-QP zone, and the planned facility complies with the minimum development standards of this zone.

Site area:	20,000 square feet
Site width:	100 feet
Site depth:	100 feet
Front yard:	20 feet
Side yard:	20 feet
Rear yard:	20 feet
Screening/Landscaping:	As specified in Design Review.

(C) A general plan of a local agency: As noted above, the civic center project site is located in an area known as the Gateway District. The Town of Mammoth Lakes General Plan designates the project site as 'Specific Plan' and calls for preparation of a Master Plan or Specific Plan for the Gateway in order to identify and assess:

- Biological, scenic and aesthetic site resources
- Areas suitable for preservation and those suitable for development
- Locations and limitations for pedestrian and bicycle trails, staging areas, parking and vehicular access
- The range and siting of community-serving educational, cultural and recreational uses
- The extent of student housing and faculty housing
- Joint-use partnerships to implement community goals
- The extent of local housing opportunities, if any, and
- Multiple uses, such as civic, hospital, school, recreational vehicle, open space, and industrial.

The Gateway Specific Plan has not yet been developed. However, the Civic Center project is directly consistent with (and a major element of) the General Plan vision for the Gateway district. As described therein, the Civic Center should serve as *"... the symbolic center for the community. The Civic Center should ... be designed as a functioning public space to support special events ... have a cohesive design... architecture should recognize ... rugged mountain architecture... Buildings should be articulated...with design elements that create a sense of permanence and strength [with] a building base designed for pedestrians... Iconic features should be integrated into civic architecture and places."*

The General Plan identifies six general characteristics for the Civic Center, as listed below:

- (1) Attractive, welcoming and symbolic center for the community
- (2) Reinforce rugged, natural setting of the town
- (3) Conveniently accessible to the community and clients: Emergency access; Transit, vehicular, bike and pedestrian access; On-street and underground parking; and Customer service
- (4) Serves as important community activity center: Strategic parking resource linked to transit; Public event venue; and Economic development catalyst to Tavern Road and Sierra Park Road areas
- (5) Sierra Park Road design as a significant public street/ open space
- (6) Reinforce the importance of Legislative and judicial function of the people; Public safety and security; Civic events and functions; Daily use and enjoyment; and a place of employment.

(2) The Town of Mammoth Lakes has certified EIRs as lead agency for the Zoning Code Update of 2016 and for the General Plan update of 2007. Citations for these prior EIRs are provided below:

- Town of Mammoth Lakes, Final EIR, *Land Use Element Amendments, Zoning Code Amendments, and Mobility Element Update*, October 2016. SCH #2015052072

⁶ https://library.municode.com/ca/mammoth_lakes_/codes/code_of_ordinances?nodeId=TIT17ZO_ARTIIIZODIALLAUS

- Town of Mammoth Lakes, Final Program EIR, *Town of Mammoth Lakes 2005 General Plan Update*, May 2007. SCH #2003042155

VIII. ENVIRONMENTAL ANALYSIS

The following environmental analysis is based on Public Resources Code §21083.3 and CEQA Guidelines §15183. The environmental checklist and accompanying responses assess potential environmental effects to determine whether they meet the requirements for an exemption under CEQA §15183, or whether additional CEQA review is required. The checklist determination is based on five considerations as identified in CEQA §15183: (1) Are potential impacts peculiar to the project or to the project site?; (2) Were potential impacts analyzed in a previously certified EIR?; (3) if an impact is peculiar to the project and was not addressed in a prior EIR, are there uniformly applied development policies or standards that would mitigate the impact?; (4) are there potentially significant cumulative or offsite impacts that were not discussed in the prior EIR?; and (5) Is there substantial new information to show that a potential impact would be more significant than previously described? Project information is summarized below, followed by the checklist and a discussion of checklist responses.

1. *Project title:* County and Town Civic Plaza Community Facility Project
2. *Lead agency name and address:* Mono County Community Development Department,
437 Old Mammoth Road, Suite P (P.O. Box 347)
Mammoth Lakes, California 93546
3. *Contact person & phone number:* Wendy Sugimura, Interim Planning Director, 760.924.1814
4. *Project location:* The project parcel is located at the northeast corner of Tavern Road and Sierra Park Drive in the Town of Mammoth Lakes, California
6. *General plan designation:* SP (Specific Plan); IP (Institutional Public)
7. *Zoning:* Public and Quasi Public
8. *Prior Environmental Documents Analyzing the Infill Project Effects (with State Clearinghouse # if assigned):*
Please see §VI, Reference Documents.
9. *Location of Prior Environmental Documents Analyzing Project Effects:*
Seven of the 9 documents are available online (website addresses are provided); the remaining two documents are available at the Mono County and Town of Mammoth Lakes Community Development Depts.
10. *Description of the Project:* Please see §III, Project Information.
11. *Surrounding land uses and setting:* The project is part of a larger Civic Plaza that includes hospital facilities to the south (with plans for expansion), police facilities directly to the north, and a California Superior Court building just to the northwest of the Police Station.
12. *Other public agencies whose approval is required (e.g., permits, financing, participation agreement etc.):* Agencies with approval authority include Mono County, the Town of Mammoth Lakes, Mammoth Community Water District, and the Mammoth Lakes Fire Department.

ENVIRONMENTAL CHECKLIST FOR PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

ISSUES, ANALYSIS AND SUPPORTING INFORMATION SOURCES	Is the impact potentially peculiar to a project or parcel?	Was the impact addressed in a prior certified EIR?	If not peculiar/not addressed, are there uniformly applied policies or standards that would mitigate? Or no impact?	Are there potentially significant cumulative effects not discussed in the prior EIR?	Does new information show impacts more significant than previously described?
1. AESTHETICS -- Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES, ANALYSIS AND SUPPORTING INFORMATION SOURCES	Is the impact potentially peculiar to a project or parcel?	Was the impact addressed in a prior certified EIR?	If not peculiar/not addressed, are there uniformly applied policies or standards that would mitigate? Or no impact?	Are there potentially significant cumulative effects not discussed in the prior EIR?	Does new information show impacts more significant than previously described?
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY -- Would the project:					
a) Convert Prime or Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with zoning of forest land, timberland or timberland production area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in loss or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes that could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. AIR QUALITY -- Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate an air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES -- Would the project:					
a) Have a substantial adverse effect directly or through habitat changes on a candidate, sensitive, or special status species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on a riparian habitat or other sensitive natural community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of a native resident or migratory fish or wildlife species, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with local policies or ordinances protecting biological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with provisions of an adopted Habitat or Natural Community Conservation Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. CULTURAL RESOURCES -- Would the project:					

ISSUES, ANALYSIS AND SUPPORTING INFORMATION SOURCES	Is the impact potentially peculiar to a project or parcel?	Was the impact addressed in a prior certified EIR?	If not peculiar/not addressed, are there uniformly applied policies or standards that would mitigate? Or no impact?	Are there potentially significant cumulative effects not discussed in the prior EIR?	Does new information show impacts more significant than previously described?
a) Cause a substantial adverse change in the significance of a historical resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. GEOLOGY AND SOILS -- Would the project:					
a) Expose people or structures to potential substantial adverse effects involving:					
i) Rupture of a known earthquake fault?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure or liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on an unstable geologic unit or soil or have potential to cause landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of supporting septic tanks or alternative waste water disposal systems where sewers are not available?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. GREENHOUSE GAS EMISSIONS -- Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted to reduce greenhouse gases emissions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:					
a) Create a significant hazard through the transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard through reasonably foreseeable upset & accident conditions involving the release of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Cause hazardous emissions within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a listed hazardous materials site and create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES, ANALYSIS AND SUPPORTING INFORMATION SOURCES	Is the impact potentially peculiar to a project or parcel?	Was the impact addressed in a prior certified EIR?	If not peculiar/not addressed, are there uniformly applied policies or standards that would mitigate? Or no impact?	Are there potentially significant cumulative effects not discussed in the prior EIR?	Does new information show impacts more significant than previously described?
e) For sites in an airport land use plan or within two miles of a public or private airport, would the project pose a safety hazard to residents or workers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) If in the vicinity of a private airstrip, would the project pose a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of wild land fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. HYDROLOGY/WATER QUALITY - Would the project:					
a) Violate water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere with groundwater recharge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Alter existing drainage patterns in a manner that would result in substantial erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Alter existing drainage in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Contribute runoff that would exceed the capacity of stormwater drainage systems or pollute runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing in a 100-year flood hazard area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of flooding or failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. LAND USE AND PLANNING -- Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. MINERAL RESOURCES -- Would the project:					
a) Reduce availability of a valuable mineral resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Reduce the availability of a locally-important mineral resource recovery site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES, ANALYSIS AND SUPPORTING INFORMATION SOURCES	Is the impact potentially peculiar to a project or parcel?	Was the impact addressed in a prior certified EIR?	If not peculiar/not addressed, are there uniformly applied policies or standards that would mitigate? Or no impact?	Are there potentially significant cumulative effects not discussed in the prior EIR?	Does new information show impacts more significant than previously described?
12. NOISE -- Would the project:					
a) Expose people to or generate noise levels exceeding adopted standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose people to or generate excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase ambient noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantial temporary or periodic ambient noise level increases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) If in an airport land use plan or within 2 miles of an airport, would the project expose residents or workers to excessive noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project near a private airstrip, expose residents or workers to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. POPULATION AND HOUSING -- Would the project:					
a) Induce substantial population growth?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of housing units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. PUBLIC SERVICES -- Would the project cause impacts associated with the provision of new or modified governmental facilities needed to maintain acceptable service levels for:					
a) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. RECREATION -- Would the project:					
a) Increase the use of existing parks or recreational facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include or require construction or expansion of recreational facilities that could adversely impact the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. TRANSPORTATION/TRAFFIC -- Would the project:					
a) Conflict with a plan to measure circulation performance, or cause a substantial increase in traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed a level of service standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Change air traffic patterns?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Increase hazards due to a design feature or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES, ANALYSIS AND SUPPORTING INFORMATION SOURCES	Is the impact potentially peculiar to a project or parcel?	Was the impact addressed in a prior certified EIR?	If not peculiar/not addressed, are there uniformly applied policies or standards that would mitigate? Or no impact?	Are there potentially significant cumulative effects not discussed in the prior EIR?	Does new information show impacts more significant than previously described?
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies or plans supporting alternative transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. UTILITIES/SERVICE SYSTEMS -- Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require new or expanded water or wastewater facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require new or expanded stormwater drainage facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies to serve the project from existing entitlements and resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have sufficient wastewater treatment capacity to serve the project in addition to existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or range of a rare or endangered plant or animal or eliminate important examples of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial direct or indirect adverse effects on human beings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX. DISCUSSION OF RESPONSES TO CHECKLIST ITEMS

1. AESTHETICS.

Analyzed in Prior Certified Final EIRs. The project site is located in the Town of Mammoth Lakes on property that adjoins varied public and commercial uses, roads and SR 203 (the main highway connecting Mammoth Lakes to US 395). State Route 203 is shown on Caltrans' Scenic Highway Mapping site as eligible for listing as a State Scenic Highway, but is not yet so designated.⁷

⁷Caltrans, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

The Mammoth Lakes General Plan identifies major view corridors and vistas throughout the town boundaries. The major vista for the project area is identified as views of the Sherwin Range, to the south. The site itself is not part of a General Plan-designated scenic vista or viewshed, and site development would neither block a scenic view nor damage scenic resources.

The site is designated in the Mammoth General Plan as part of the 'Gateway District' for which the following general characteristics have been identified: *"the Gateway District should be an attractive and iconic corridor into and out of town, and should communicate Mammoth Lakes' character. It includes schools, hospital, industrial park, library, parks, trails, open space and the future Civic Center site. The District should provide a safe pedestrian environment, and emphasize linkages between all elements in the Gateway District and the community's residential neighborhoods. Significant public views should be preserved through high-level design standards. General characteristics:*

1. *Viewsheds to White Mountains, Sherwin Range, the Knolls and Mammoth Mountain are preserved*
2. *Campus setting, spacious and comfortable with gathering areas*
3. *Civic character and a town square*
4. *Civic, educational, recreational, public uses and athletic fields*
5. *Broad setbacks and open space between buildings*
6. *Pedestrian-friendly approach along Sierra Park Road and Meridian Boulevard*
7. *Pedestrian linkages among all uses*
8. *Access to surrounding forest lands*
9. *A sense of arrival to each component within the district*
10. *Circulation pattern to provide for short-term visits and drop-offs*
11. *Long-term parking underground*
12. *Industrial uses screened from public view*
13. *Shared use of facilities and parking*
14. *Transit with bus pullouts and shelters*

The General Plan EIR notes the Gateway district as an important corridor for scenic enhancement, and refers to a number of General Plan implementation measures as important mitigating elements for scenic impacts:

1. *Retention of large specimen trees, and use of native species in landscaping*
2. *Protection of native trees*
3. *Clustering of buildings to preserve trees and open space*
4. *Preparation of a tree survey and replacement plan for discretionary approvals*
5. *Building siting and design elements that complement existing development and are subordinate to scenic views*
6. *Use of site planning standards that reflect the Town's Design Guidelines*
7. *In turn, the Town Design standards emphasize the following as central community values:*
8. *Mammoth's unique eclectic character*
9. *Identifiable neighborhoods*
10. *Maintenance of important views and vistas*
11. *The natural beauty of Mammoth*
12. *Healthy forest*
13. *Understandable, convenient & complete pedestrian, bike and transit connections*
14. *Building scale and proportions appropriate to a pedestrian environment*
15. *Use of natural, regional materials in the built environment*
16. *Encourage integrated systems design*
17. *Environmentally sensitive design*

The planned Civic Center architecture, landscaping and layout were developed jointly by the Town and the County with a specific intent to reflect approved design character. Most significantly, the Town Square design is intended to function as an extended plaza, connected to the larger community through a series of sidewalks, the multi-use trail and an existing transit route that ties the project site to community areas throughout the Town of Mammoth Lakes. Additionally, the County has volunteered to participate in the Town's design review process to ensure a thorough conformance review. Exhibits are provided in Attachment 2 that depict current design concepts for the site (note that these preliminary plans may be revised in the design-build process).

Formerly open views of the site from SR 203 have been eliminated by construction of the Superior Court building and police station, both of which are part (along with the Town and County Civic Center) of the larger Civic Plaza. Primary views onto the project site are from the adjacent streets, particularly Tavern Road and Sierra Park Drive. However, these views too have been modified due to construction of the police station and Mammoth Hospital (originally constructed in the early 1980s, with a 38,000 sf expansion in 2007). The project site is located at the outside edge of the public viewshed identified in the General Plan.

Determination-Aesthetics

1. The aesthetic impacts of the Civic Center development were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no aesthetic impacts that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to visual resources.
3. There is no new substantial information indicating that the aesthetic impacts of the project will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site aesthetic project impacts that were not addressed in the prior EIRs.

2. AGRICULTURE AND FORESTRY.

Analyzed in Prior Certified Final EIR. The General Plan and Zoning Code Final EIRs concluded that there was no potential to cause significant environmental effects on agricultural and forest resources. This conclusion recognized that there are no prime or unique farmlands, agricultural operations, zoned agricultural lands, or Williamson Act contract lands within the Town's urban growth boundary, or within the municipal boundary, or within the surrounding Forest Service lands that would be impacted by project elements. There is no potential that zoning code implementation, including the Civic Center, would contribute to the conversion of farmland to non-agricultural uses or otherwise impact agricultural resources.

With respect to forestry resources, the Zoning Code FEIR noted that some improvements (not including the Civic Center) would encroach onto Forest Service lands and potentially impact forest uses, but concluded that these potential impacts would be addressed in accompanying environmental and administrative reviews for those separate projects. Development would also have potential to result in the removal of trees, but this impact was considered to be less than significant due to implementation and mitigation measures provided in the FEIR.

Determination-Agriculture and Forestry

1. The potential impacts of the Civic Center development on agriculture and forestry were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no agricultural or forestry effects that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way cause new impacts pertaining to agricultural or forestry resources.
3. There is no new substantial information concerning potential project impacts to agriculture or forestry resources.
4. There are no cumulative or off-site agricultural or forestry project impacts.

3. AIR QUALITY.

Analyzed in Prior Certified Final EIRs. The Town of Mammoth Lakes is no longer a designated nonattainment area for particulate matter (PM₁₀) or for ozone; the delisting for PM₁₀ occurred in 2015,⁸ and the Town has been delisted for ozone since the 2007 Town General Plan EIR was prepared.⁹

The 2007 Town of Mammoth Lakes General Plan evaluated population in terms of People at One Time (PAOT, the number of residents and visitors in town on a peak winter Saturday), and concluded that PAOT would grow from 34,265 in 2007 to 52,000 in the build-out year of 2025. The 2007 General Plan EIR concluded that PM₁₀ emissions would continue to exceed state standards and the impacts of General Plan implementation on PM₁₀ emissions (including exposure of sensitive receptors to elevated particulate levels), would be significant and unavoidable; Mammoth Hospital is approximately 200 feet from the project site at the closest point. The buildout number was used for calculating residential wood combustion and vehicle miles travelled estimates.

To address particulate emissions, the Great Basin Unified Air Pollution Control District (GBUAPCD) in 2006 implemented new regulations (Rules 401 and 431) to require best available control technologies (BACT) for particulate reduction. The PM₁₀ exceedance was almost entirely the result of emissions from cinders used for traction in winter snow conditions, and from wood-burning stoves and fireplaces. Motor vehicle exhaust, tire wear and industrial sources contribute only 1.4% of the area wide

⁸ USEPA: <https://www3.epa.gov/region9/air/actions/pdf/ca/calwide/epa-r09-oar-2015-0279-mammoth-lakes-pm10-rrmp-final-rule-factsheet-2015-09-18.pdf>.

⁹ Caltrans' 2017 Federal Nonattainment Areas Table: <http://www.dot.ca.gov/env/air/nonattainment-areas-table.html>.

inventory.¹⁰ In 2013, the Town adopted Ordinance 13-09, Particular Matter Regulations. The Ordinance includes standards for regulation of solid fuel burning appliances, limits on the number of appliances, requires replacement of noncertified appliances on sale of property, opacity limits, prohibited fuels, mandatory curtailment authority, pollution reduction education, road dust reduction measures, fees and penalties.¹¹ The following year (in May of 2014), the Town updated Particulates Regulations under Municipal Code Chapter 8.30.

Based on these analyses and enforcement measures, the Town and GBUAPCD in 2013 submitted a formal request that the California Air Resources Board recommend to the U.S. Environmental Protection Agency (USEPA) that Mammoth be redesignated from nonattainment for PM₁₀ to attainment. The request noted that there had been no exceedances of the Federal PM₁₀ standard and forecast that there would be no more than 1 exceedance per year over the 20-year planning horizon. The request was accepted.

The project is not expected to be a long-term source of objectionable odors, and there will be no wood-burning appliances in the facility. It is anticipated that the consolidation of government offices in a single location will reduce overall vehicle miles travelled for government business. Civic Center construction activities will, however, result in a minor temporary increase in localized particulate levels and some odors. Following construction, traffic to and from the site, as well as cinders used during winter months, will contribute to PM₁₀ emissions. These impacts, including the exposure of sensitive receptors, were identified in the General Plan EIR (as discussed above) and there is no substantial new information to indicate that impacts would be more severe than discussed in that prior EIR.

Determination-Air Quality

1. The air quality impacts of the Civic Center development were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no air quality impacts that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to air quality in the project area.
3. There is no new substantial information indicating that the air quality impacts of the project will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site air quality project impacts that were not addressed in the prior EIRs.

4. BIOLOGICAL RESOURCES.

Analyzed in Prior Certified Final EIRs. The Mammoth Lakes General Plan EIR included the Civic Center project in its assessment of long term development impacts on environmental resources. The EIR concluded that plan implementation may have significant and unavoidable adverse impacts on special status species located outside of the urban boundary, but would not have significant unavoidable adverse impacts on wetlands or riparian areas, on adopted habitat conservation planning, on local biological protection policies or ordinances, or on resident or migratory fish or wildlife species within the planning area (no wetland, riparian, or special status species or habitats have been identified on the project site). Based on findings of the prior EIRs, the Civic Center project will have no significant adverse effects on biological resources.

Determination-Biological Resources

1. The impacts of Civic Center development on biological resources were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no impacts on biological resources that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to biological resources in the project area.
3. There is no new substantial information indicating that biological impacts of the project will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site biological resource project impacts that were not addressed in the prior EIR.

¹⁰ GBUAPCD: [http://www.gbuapcd.org/boardmeetings/2014/20140303/MammothSIP/4c%20Mammoth%20AQMP%20Encl%201-4%20\(bound%20separately\).pdf](http://www.gbuapcd.org/boardmeetings/2014/20140303/MammothSIP/4c%20Mammoth%20AQMP%20Encl%201-4%20(bound%20separately).pdf)

¹¹ Town of Mammoth Lakes: <https://www.ci.mammoth-lakes.ca.us/DocumentCenter/View/4189>

5. CULTURAL RESOURCES.

Analyzed in Prior Certified Final EIRs. The 2007 Mammoth Lakes General Plan EIR evaluated potential impacts of plan implementation on cultural resources. The analysis indicated that four historic sites are within the Town's planning area, but outside of the Town's Urban Growth Boundary. The FEIR concluded that impacts would be less than significant due to implementation measures and mitigation measures provided in the EIR. The identified measures included surveys on sites with a potential for cultural resources.

A survey of the Civic Center site was conducted by the US Forest Service for a 2006 Environmental Assessment.¹² The EA reviewed a land exchange that facilitated the overall Civic Plaza/Community Facilities project and other goals. The EA evaluated the potential presence of cultural resources and concluded that there are no cultural or heritage resources on the site.

Determination-Cultural Resources

1. The impacts of the Civic Center development on cultural resources were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no impacts on cultural resources that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to cultural resources in the project area.
3. There is no new substantial information indicating that cultural resource impacts of the project will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site cultural resource project impacts that were not addressed in the prior EIRs.

6. GEOLOGY AND SOILS

Analyzed in Prior Certified Final EIRs. The 2007 Mammoth Lakes General Plan EIR evaluated potential impacts associated with geologic and soil conditions in the project area and project region. The analyses notes that Mammoth Lakes is in a region formed by millions of years of earthquake and volcanic activity, including one of the largest volcanic eruptions (about 760,000 years ago) that resulted in the Long Valley Caldera. The US Geological Survey has been monitoring volcanic hazards in this area since 1982 with the goal of providing reliable early warning information.

The project site and surrounding region are part of a very active seismic and volcanic system. The FEIR noted that earthquake swarms, surface rupturing, uplift, and deformation of the caldera have heightened concerns, and point to future seismic activity as suggested by crustal faulting (particularly in the area of Mono Lake and Long Valley), the frequency of earthquakes and earthquake swarms along the Sierra Front fault, and the movement of magma beneath the caldera. The FEIR noted potential hazards including surface rupture, ground shaking, landslides, liquefaction, and seiche inundation. None of these hazards was considered to be a high risk within the Town boundaries. Results of a Phase I Environmental Site Assessment prepared for the Courthouse project found that the site has Quaternary felsic volcanic rocks and Martis sandy loam soil, with a depth to water table of more than six feet. The site itself is relatively flat (as are surrounding parcels), and not located in a potential liquefaction zone or on an unstable geologic unit. The risks of landslide, lateral spreading, subsidence, liquefaction, soil collapse and expansive soils are considered low. Site development will include a geotechnical report with recommendations specific to the project site, and construction will be monitored by the Town or by the County to ensure conformance with specific recommended geotechnical procedures.

Determination-Geology and Soils

1. The impacts of the Civic Center development on soils and geology were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no impacts on geologic or soil resources that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to, or resulting from, soils and geology in the project area.
3. There is no new substantial information indicating that soil and geologic impacts of the project will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site soil and geologic project impacts that were not addressed in the prior EIRs.

¹² USDA Forest Service. 2006. Environmental Assessment, Mammoth Community Facilities Land Exchange.

Analyzed in Prior Certified Final EIR. Greenhouse gas emissions were not a required element of CEQA until 2008, and they were not considered in the 2007 General Plan FEIR. However, the 2015 FEIR for the Town's Zoning Code/Mobility Element Update did consider the impacts of Greenhouse Gas emissions that may result from zoning code implementation.

The 'greenhouse effect' results when heat is retained in the lowest region of the atmosphere (the 'troposphere'). The heat retention occurs when the earth absorbs short-wave radiation from the sun, and then emits a portion of that energy in the form of long-wave radiation that is in turn absorbed and reflected back to earth by greenhouse gases in the upper atmosphere. The most abundant greenhouse gases are water vapor and carbon dioxide, but many other less abundant gases have a greater ability to absorb and re-radiate the long-wave radiation. A Global Warming Potential (GWP) has been established to rate GHGs in terms of their ability to absorb and reradiate long-wave radiation.

GHGs normally associated with development projects include water vapor (for which there is no GWP), as well as Carbon Dioxide, Methane, Nitrous Oxide, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride. Many other compounds can also contribute to greenhouse effect and are gradually being phased out.

Significance thresholds for greenhouse gases are set by lead agencies. Neither the Town nor the GBUAPCD has set specific thresholds for Greenhouse Gases. In light of the absence of significance thresholds, the Zoning Code FEIR did not include a determination of the significance of project impacts on GHG emissions. However, the FEIR did note that the project complies with all feasible and applicable measures to bring California into compliance with the state emission reduction targets. The cited measures include the Pavley standards (to reduce auto emissions of GHG), diesel anti-idling provisions, hydrofluorocarbon emission reduction measures, heavy-duty vehicle emission reductions, compliance with the California 50% recycling goal, water use and building and appliance energy efficiency measures, transportation energy efficiency measures, smart land use and intelligent transportation systems, and green building initiatives.

The Town has an adopted policy (R.11.A Policy: Support the objectives of the U.S. Mayors Climate Protection Agreement, Assembly Bill 32, and California Executive Order S-03-05 and implement actions to reduce Mammoth Lakes' carbon footprint) that is intended to support GHG reduction. The R.11.A policy is supported by a range of goals, policies, and actions aimed at promoting compact development, transit-oriented development, alternative transportation options, and reduced solid waste and energy consumption and the generation of solid waste, all of which support the goals of California's Global Warming Solutions Act of 2006. The Town was recently awarded a planning grant for a proposed Climate Adaptation and Resiliency Strategies and General Plan Update.¹³ Project partners will include local stakeholders, Caltrans, and a Climate Change Action Team made up of local agencies and stakeholders. A vulnerability assessment will be prepared and adaptation strategies will be developed and incorporated into the forthcoming General Plan update.

Mono County adopted a Resource Efficiency Plan (REP) as part of the 2015 County General Plan update.¹⁴ The Plan notes that GHG-reduction measures adopted by California have already reduced vehicle emissions and energy efficiency at the local level, particularly as a result of the Pavley vehicle standards and the Renewables Portfolio Standard (RPS), as well as Title 24 Energy Efficiency Standards. Considering the 2020 countywide emissions forecast, the Resource Efficiency Plan forecasts that all of the state reductions combined will reduce 2020 emissions in Mono County by 9,480 MTCO₂e, and the adopted REP goals, policies, and roughly 130 feasible actions (primarily directed at enhanced energy efficiency in existing buildings) are expected to further reduce emissions by 2020. In whole, the County's REP policies are expected to reduce GHG emissions by 17,600 MTCO₂ eq/yr.

Determination-Greenhouse Gas Emissions

1. Impacts of the Civic Center project on greenhouse gas emissions were considered in the prior EIR prepared by the Town of Mammoth Lakes for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no impacts on greenhouse gas emissions that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts associated with greenhouse gas emissions in the project area.
3. There is no new substantial information indicating that greenhouse gas emissions will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site greenhouse gas emissions project impacts that were not addressed in the prior EIRs.

¹³Caltrans: <http://www.dot.ca.gov/paffairs/pr/2017/prs/17pr127.html>.

¹⁴ Mono County Resource Efficiency Plan, August 2014. Prepared by Pacific Municipal Consultants.

8. HAZARDS AND HAZARDOUS MATERIALS

Analyzed in Prior Certified Final EIRs. The Town of Mammoth Lakes General Plan Final EIR identifies a number of potential hazards that may be associated with plan implementation, including the routine use and transport of hazardous materials and potential for uncontrolled release of hazardous substances (including within proximity to schools and an airport), potential for interference with emergency evacuation or response activities, and exposure to wildland fire hazards or other natural hazards. The FEIR noted that none of the allowed General Plan uses would be substantively different than the existing uses, and concluded that all impacts could be reduced to less than significant levels except for the exposure to wildland fires. Wildland fire risks would continue to be significant even with implementation of recommended mitigation measures; among the mitigations provided in the FEIR were:

- Requiring all new construction to comply with minimum wildland fire safety standards including emergency access, signing and building numbering, private water supply reserves for fire use, and vegetation modification;
- Regular Fire District inspections; and
- Adequate structural fire protection.

CalFire designates Mammoth Lakes as a local responsibility area, indicating that fire control will be the responsibility of the Mammoth Lakes Fire Protection District. These measures will be implemented as part of the Civic Center project, reducing risk to the extent feasible.

Mono County has developed an *Emergency Response Operation Plan* to respond to all manner of emergency situations. Plan implementation is coordinated through multiple agencies including Mono County Sheriff's Office, Mono County Paramedic Fire/Rescue, Mono County Sheriff's Search and Rescue, the Town of Mammoth Lakes Police Department, Mammoth Lakes Fire Protection District, Antelope Valley Fire Protection District, Bridgeport Fire Protection District, Chalfant Valley Fire Department, June Lake Fire Protection District, Lee Vining Fire Protection District, Long Valley Fire Protection District, Mono City Fire Protection District, Paradise Fire Protection District, Wheeler Crest Fire Protection District, and White Mountain Fire Protection District are the primary emergency service responders within Mono County. Additional responders to assist in emergency response include Mono County Public Works Department, Town of Mammoth Public Works, and numerous utility companies, special districts and volunteers.

The project site is located within the Town boundaries and surrounded by existing developments that include other Civic Plaza uses as well as Mammoth Hospital, Mammoth Community Church, the courthouse building and Fire Department among others. The project will comply with all applicable regulations and policies to minimize the risks of hazards, and the consolidation of Town and County offices may serve to facilitate future implementation of Emergency Operations.

Determination-Hazards and Hazardous Materials

1. The impacts of the Civic Center development on hazards and hazardous materials were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no impacts pertaining to hazards that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to, or resulting from, hazards and hazardous materials in the project area.
3. There is no new substantial information indicating that project-related hazard impacts will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site hazards or hazard-related project impacts that were not addressed in the prior EIRs.

9. HYDROLOGY AND WATER QUALITY

Analyzed in Prior Certified Final EIRs. The Town of Mammoth Lakes General Plan FEIR identifies a number of impacts on hydrology and water quality that may result from plan implementation. These include the potential for violation of water quality standards, increased surface flows and erosion from the alteration of drainage patterns and flow volumes, increased risk of surface water and groundwater pollution, degraded water quality, increased flooding and risk of exposure to 100-year flood flows, changes in flood flow patterns and hazards, the need for new or expanded water treatment facilities, and risk of exposure to seiche; the project area is not at risk of tsunami. None of the identified impacts was found to be significant and unavoidable; all impacts were determined to be less than significant with application of the identified General Plan implementation measures. Implementation measures include use of best management practices (BMPs), regular updates to development standards and regulations, hazard warning systems, regular storm drain master plan updates, and other measures.

Information in the FEIR indicates that the project site is not located within a floodplain, and there are no surface waters on or adjacent to the project site. Water supplies will be provided by Mammoth Community Water District, and no groundwater will be pumped for onsite uses. Site construction may impact runoff volumes and contribute to erosion, sedimentation and water pollution, and site development would increase the impervious surface area and the potential for long-term alteration of onsite drainage patterns, increasing runoff, and pollution. As noted above, the project would utilize BMPs during construction to minimize runoff and sedimentation, as well as site design to ensure adequate drainage management to prevent impacts associated with the increased impervious surface area.

The Town of Mammoth Lakes has an existing storm drainage system, and a Storm Drainage Master Plan that was most recently updated in 2005, including recommendations for pipe enlargements and construction of a detention basin to temporarily detain storm flows and thereby reduce peak flow volumes. The updated Storm Drainage Master Plan was considered in the General Plan FEIR analyses.

Determination-Hydrology and Water Quality

1. The impacts of Civic Center development on hydrology and water quality were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update Final EIR and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. There are no impacts pertaining to hydrology or water quality that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to, or resulting from, hydrology and water quality in the project area.
3. There is no new substantial information indicating that project-related hydrology and water quality impacts will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site hydrologic or water quality project impacts that were not addressed in the prior EIRs.

10. LAND USE AND PLANNING

Analyzed in Prior Certified Final EIR. The Town of Mammoth Lakes General Plan designates the project site as Specific Plan (SP), with a zoning code designation of Public-Quasi Public (P-QP). The P-QP zone is normally implemented by the General Plan Land Use Classification of 'Institutional Public (IP);' however, the site Specific Plan designation is based on an existing 'Gateway Specific Plan' that predates the 1987 General Plan. The existing Gateway Specific Plan includes an ecumenical center on the project site (i.e., the Community Church, which has long occupied a portion of what is now the Civic Plaza), with office and common area buildings, church facilities, condominium units and parking.

In 1989, the Town adopted zoning districts and standards to implement the 1987 General Plan, following Town incorporation in 1984. As noted in the 2007 Environmental Analysis for the Community Facilities Land Acquisition project, Town staff has indicated that the P-QP zoning is considered to indicate the long-term community plans for the project site. Since the implementing zoning was adopted, all development applications (including the courthouse, the police station, the hospital and other uses) have been evaluated in terms of the zoning designation and not the specific plan. The Civic Center project is consistent with the zoning, as well as the Town's long-term development goals for this site. There are no active plans, however, to relocate the existing community church.

The Civic Center will be compatible with surrounding land uses in the larger Civic Plaza. Many of these facilities have been constructed and are now in operation including the court facilities, the Police Station, and parking areas for the adjacent publicly-owned hospital. Other surrounding uses include the Church (located on the Civic Center site), Sierra Park RV Park (located east of the project site), the USFS and Town Visitor Centers (located across SR 203 to the north), and a variety of commercial uses that are located across Sierra Park Road to the west.

The Civic Center will not divide the community of Mammoth Lakes. It will be designed as a central community element that emphasizes the linkage between land uses in the Gateway District and the larger community, and there are no known land use plans, policies or regulations that conflict with the Civic Center plan. As indicated previously, the Town of Mammoth Lakes does not have any adopted habitat conservation or natural community conservation plans.

Determination-Land Use and Planning

1. The impacts of Civic Center development on land use and planning were considered and analyzed in the prior EIRs prepared by the Town of Mammoth Lakes for the 2007 General Plan Update and for the 2016 Zoning Code Update and subsequent implementing zoning actions.
2. Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in subsequent implementing zoning actions.
3. There are no impacts pertaining to land use and planning that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to, or resulting from, land use and planning in the project area.

4. There is no new substantial information indicating that project-related land use and planning impacts will be more severe than described in the prior EIRs.
5. There are no cumulative or off-site land use or planning impacts that were not addressed in the prior EIRs.

11. MINERAL RESOURCES

Analyzed in Prior Certified Final EIRs. The 2007 General Plan FEIR identifies a number of mineral resources in the region, including industrial minerals (clay, aggregate and cinders) and precious metals associated with volcanic rocks and geothermal resources. Several of these resources are found within the urban planning boundary, including precious metals (found south of Little Antelope Valley), precious and base metals (found in the Old Mammoth area), aggregate (found near the Mammoth-Yosemite Airport), geothermal resources (present throughout the northeast portion of the planning area), and clay (found north of Little Antelope Valley). There are no cinder resources in the planning area, and the Town imports cinders from Mono Lake.

The 2017 Zoning Code FEIR states that (a) the Zoning Code update does not incorporate heavy industrial uses that would increase demand for or availability of minerals, (b) does not propose mineral development activities, and (c) none of the potential uses or structures would occur in areas with mineral resources. The construction of new roadway segments would not impede access or the potential for direct use or future exploration of mineral resources in the region. Therefore, impacts of the proposed Land Use Element/Zoning Code Amendments and Mobility Element Update with respect to the loss of availability of mineral resource would be less than significant.

Determination-Mineral Resources

1. The impacts of Civic Center development on mineral resources were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no impacts pertaining to mineral resources that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to mineral resources in the project area.
3. There is no new substantial information indicating that project-related impacts on mineral resources will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site mineral resource impacts that were not addressed in the prior EIRs.

12. NOISE

Analyzed in Prior Certified Final EIRs. The 2007 General Plan FEIR discusses the impacts of plan development on area noise levels. Key conclusions are that the plan would not generate or expose people to noise levels in excess of adopted standards, or generate significant groundborne vibration or noise, or cause significant impacts associated with temporary or periodic increases in ambient noise levels, or expose people working or living near the airport to significant airport noise. The EIR did find that increased traffic associated with General Plan implementation would result in significant and unavoidable increases in incremental noise levels. No significant and unavoidable adverse impacts were identified in the 2017 Zoning Code EIR.

Determination-Noise

1. The impacts of Civic Center development on noise were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no impacts pertaining to noise that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to noise in the project area.
3. There is no new substantial information indicating that project-related impacts on noise will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site noise impacts that were not addressed in the prior EIRs.

13. POPULATION AND HOUSING

Analyzed in Prior Certified Final EIRs. The Zoning Code Update Final EIR states that the 2010 resident population in Mammoth Lakes was 8,234, about 58% of the Mono County population (14,202) as a whole. To account for large fluctuations in visitor and seasonal populations, the Town has long used 'People At One Time (PAOT)' to estimate total

Town population at a given time, including visitor, seasonal and permanent town residents. The 2015 buildout PAOT estimate was 34,381 people, based on the Town Buildout Projections in the 2007 General Plan Update.

Almost 60% of the Town's population is between the ages of 20 and 54, with 11.5% of residents between the ages of 25-29. The 2010 Census reported a total of 9,626 housing units in the Town, an increase of 1666 units (about 21% more than reported in 2000). Vacancy rates (about 66.5% in Mammoth Lakes, v. 8.1% in California as a whole) are high due to seasonal visitor fluctuations and second homeownership. Owners resided in 46.5% of the occupied units, and renters in the remaining 53.5%. Of the 3,229 occupied units, owner-occupied units included 1,502 units or 46.5 percent of the total with the remaining 1,727 units (53.5 percent) renter-occupied.

The County's civilian labor force in 2015 was estimated at 7,560 people, with an unemployment rate of 6.9% (520 people). The Town labor force represented 4,740 of the total labor force (63%), with an unemployment rate of 6.1%; a majority of employment opportunities are tourist-related. Per capita income as of 2014 was \$27,170, with a median family income of \$68,750 and a mean family income of \$79,946.

The General Plan EIR noted that plan implementation would add 20 acres of industrial land at buildout (relative to the prior General Plan), and increase the amount of commercial/office space by 85,000 sf. Both the Zoning Code FEIR and the General Plan FEIR concluded that plan implementation would not cause significant population growth, or displace substantial numbers of people or homes or jobs.

Determination-Population and Housing

1. The impacts of Civic Center development on population and housing were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no impacts pertaining to population and housing that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to population and housing in the project area.
3. There is no new substantial information indicating that project-related impacts on population and housing will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site population and housing impacts that were not addressed in the prior EIRs.

14. PUBLIC SERVICES

Less than Significant Impacts, and Analyzed in Prior FEIRs. Both the General Plan FEIR and the Zoning Code Update FEIR noted that plan implementation will place additional service demands on the fire department, the police department, the school district, the library, road maintenance and snow removal, hospital and health services and a variety of related public services.¹⁵ Many of these services are provided by agencies with autonomous authority over which the town has limited control. However, all impacts were considered to be less than significant to the extent that such impacts are within the Town's purview.

Determination-Public Services

1. The impacts of Civic Center development on public services were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no impacts pertaining to public services that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to public services in the project area.
3. There is no new substantial information indicating that project-related impacts on public services will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site public service impacts that were not addressed in the prior EIRs.

15. RECREATION

¹⁵ Note that the Zoning Code FEIR (but not the General Plan FEIR) included 'recreation' in its analysis of public services. This environmental review considers both the General Plan FEIR and the Zoning FEIR analysis of 'recreation' in the following section (Section XV, Recreation).

Analyzed in Prior Certified Final EIRs. The 2017 Zoning Code FEIR notes that Mammoth Lakes has an adopted standard of 5 acres of local parks per 1,000 residents, which would mandate approximately 8.5 acres of parkland. The Town currently provides 3.12 acres of developed local parkland (plus 5.13 acres of undeveloped parkland) per 1,000 residents. For regional parks, the Town standard is 1.46 acres of developed parkland (and 3.96 acres of undeveloped parkland) per 1,000 residents; the Zoning Code FEIR notes that recent improvements to Whitmore Park have increased regional parkland availability by 2 acres. At the same time, the FEIR recognizes that the Town is still below its service goal of 5 acres per 1000 residents, and that added demands will exacerbate the shortfall of parks and recreational acreage and facilities. For this reason, the Zoning Code FEIR concluded that the direct and cumulative impacts to parks and recreation facilities would be significant and unavoidable.

The 2007 General Plan EIR found that the level of service demand for park and recreational acreage and services (i.e., 5 acres per 1000 residents) would be met with plan implementation, anticipating 81.22 acres of parkland at buildout compared with a service requirement for 75 acres. However, the General Plan FEIR also concluded that the environmental impacts would be potentially significant and unavoidable in terms of impacts on existing recreational facilities, and in terms of providing future facilities for which the costs and locations are as yet unknown.

The 2007 *Community Facilities Land Acquisition* EA states that a paved 12'-wide bike and hiking trail is located on the northern side of the Civic Plaza property (north of the courthouse). That trail is part of the 7.3-mile 'Town Loop' trail system,¹⁶ a main hub of the overall trail system that circumscribes much of the town and is protected by a right-of-way deed for continued use in future years.

Determination-Recreation

1. The impacts of Civic Center development on recreational services were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no impacts pertaining to recreation that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to recreational services in the project area.
3. There is no new substantial information indicating that project-related impacts on recreation will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site recreation impacts that were not addressed in the prior EIRs.

16. TRANSPORTATION AND TRAFFIC

Less than Significant Impacts. The General Plan Final EIR and the Zoning Code Update Final EIR both identified the future Town and County Civic Center as an approved future element of the overall Civic Plaza project. However, due to uncertainty regarding time frames for a future move, the traffic model prepared for the General Plan and zoning assessments (including the Mobility Element studies) utilized the present Town and County locations to assess traffic impacts. For this reason, an updated assessment of the Town of Mammoth Lakes travel demand model was prepared for the current §15183 environmental review (see Attachment C). Results of the travel demand model update indicate that the Phase I project (County uses only) would generate approximately 450 additional daily one-way vehicle trips at the site access points over the course of a winter weekday, and approximately 12 additional daily one-way trips and 2 PM peak-hour trips on a winter Saturday. Full build-out (Town and County) would generate approximately 746 additional daily one-way vehicle trips at the site access points on a winter weekday and about 21 daily one-way trips on a winter Saturday.

All study intersections would operate at an acceptable Level of Service (LOS) under all existing year scenarios, with or without the project. Under future cumulative conditions with project buildout, all but two study intersections are expected to operate at an acceptable LOS under all study scenarios. The two exceptions include (1) Old Mammoth Rd/Sierra Nevada Rd: The eastbound approach would exceed the LOS threshold during the future cumulative winter Saturday PM peak hour, with or without the proposed project. Provision of an eastbound right-turn lane on Sierra Nevada Rd would improve the LOS to an acceptable level. This improvement is included in the Mobility Element; (2) Sierra Park Rd/Meridian Blvd: The eastbound approach would exceed the LOS threshold during winter weekday peak periods. This condition occurs under future cumulative weekday conditions, with or without the proposed project. No LOS concerns are identified during busy winter Saturday PM peak periods (the Town's standard analysis period for traffic studies). If LOS improvements are deemed to be necessary,

¹⁶Mammoth Lakes Trail System: <https://www.mammothtrails.org/>.

provision of a traffic signal would result in an acceptable LOS. A traffic signal at this intersection is included in the Mobility Element. All study roadway segments operate well within capacity under all study scenarios.

The project is not expected to cause a significant impact with regards to intersection traffic queuing, and the intersection peak-hour traffic volumes do not meet the warrant criteria for new or expanded turn lanes under any study scenario. Phase 1 is estimated to generate an increase of approximately 593 VMT within the Town over the course of a winter weekday, and 16 VMT on a Saturday. Full project buildout (Town and County) would generate a total of approximately 968 weekday VMT and 27 Saturday VMT. The Town's VMT threshold is based on a busy winter Saturday. In comparison with the Town's threshold (which is based on a busy winter Saturday), the project would generate a minimal increase in VMT. The Town has not set a VMT threshold for weekday conditions. Should Thompsons Way become a through public road in the future, the perpendicular parking proposed along Thompsons Way may need to be modified to parallel or angled parking. The project would have no impact on air traffic patterns, and would not increase hazards due to design or incompatible uses or result in inadequate emergency access. The project would not conflict with adopted alternative transportation policies or plans.

Determination-Traffic

1. The impacts of Civic Center development on traffic and circulation were analyzed in a Town of Mammoth Lakes Travel Demand Model Update prepared for this §15183 environmental review (see Appendix C).
2. There are no impacts pertaining to traffic and circulation that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to traffic and circulation in the project area.
3. There is no new substantial information indicating that the project will have significant adverse impacts on traffic and circulation, given the implementation of previously-approved traffic system improvements.
4. The traffic impact analysis determined that there are no significant cumulative or off-site traffic impacts.

17. UTILITIES AND SERVICE SYSTEMS

Analyzed in Prior Certified Final EIRs. The 2017 Zoning Code FEIR concluded that plan implementation would have less than significant direct and cumulative impacts on water service facilities and supplies and entitlements, wastewater flows and conveyance and treatment facilities, drainage facilities, and solid waste facilities and regulations, provided the Town implements the recommended actions and mitigation measures.

The 2007 General Plan FEIR also concluded that plan implementation would have less than significant direct and cumulative impacts on water service facilities and supplies and entitlements, wastewater flows and conveyance and treatment facilities, drainage capacities and facilities, and solid waste facilities and regulations, provided the Town implements the recommended actions and mitigation measures. The General Plan EIR analysis of utilities and service systems also considered impacts of plan implementation on geothermal, communication and energy resources, and concluded that there would be no significant and unavoidable adverse impacts with implementation of proposed policies and recommended mitigation measures.

Determination-Utilities and Service Systems

1. The impacts of Civic Center development on utilities and service systems were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no impacts pertaining to utilities and service systems that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified impacts to utilities and service systems in the project area.
3. There is no new substantial information indicating that project-related impacts on utilities and service systems will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site utility and service system impacts that were not addressed in the prior EIRs.

18. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or range of a rare or endangered plant or animal or eliminate important examples of California history or prehistory?

Analyzed in Prior Certified Final EIRs. The General Plan FEIR identifies a number of significant and unavoidable impacts associated with Plan implementation. These include impacts to the Town's visual character and quality, light and glare pollution,

noncompliance with PM₁₀ and ozone attainment standards [note that the Town has since been found in attainment of ozone standards], impacts to special status plant and animal species outside of the urban boundary and most of the municipal boundary, wildland fire hazards, ambient noise levels, library and hospital services (primarily due to the lack of Town control over potential mitigations and mitigating policies), the maintenance of existing recreational facilities and provision of future park facilities.

Significant and unavoidable impacts identified in the Zoning Code Update FEIR include construction and operation emissions, compliance with air quality standards for PM₁₀ and ozone (see note above), the maintenance of existing recreational facilities and provision of future park facilities, and traffic impacts along Main Street (if Caltrans will not approve new signal warrants).

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Analyzed in Prior Certified Final EIRs. Cumulatively significant impacts identified in the Zoning Code Update FEIR include nonattainment of state air quality standards for PM₁₀ and ozone (see note above), the maintenance of existing recreational facilities and provision of future park facilities, and traffic impacts along Main Street (if Caltrans will not approve new signal warrants). Cumulatively significant impacts identified in the General Plan EIR include nonattainment of state air quality standards for PM₁₀ and ozone (see note), special status species including the mule deer and the sage grouse, wildland fire hazards, and cumulatively significant noise level increases along US 395 from project related traffic.

c) Does the project have environmental effects that will cause substantial direct or indirect adverse effects on human beings?

Analyzed in Prior Certified Final EIRs. As outlined above, implementation of the General Plan and Zoning Code will have a number of substantial direct and indirect adverse effects on humans including aesthetic and visual resources, light and glare pollution, noncompliance with some air quality standards, impacts to some special status species, wildland fire hazards, increase noise levels, potential reduction in some public services, deterioration of recreational facilities, and traffic.

Determination-Mandatory Findings of Significance

1. The impacts of Civic Center development on mandatory significance findings were considered and analyzed in the Town of Mammoth Lakes 2007 General Plan Update Final EIR, and in the Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Final EIR and associated implementing zoning actions.
2. There are no mandatory significance findings that are peculiar to the proposed project or to the project area, nor is there anything unusual about the proposed project or the project area that would in any way change or affect the severity of previously identified significance findings for the project area and region.
3. There is no new substantial information indicating that project-related impacts on significance findings will be more severe than described in the prior EIRs.
4. There are no cumulative or off-site significance findings that were not addressed in the prior EIRs.

X. LEAD AGENCY DETERMINATION

LEAD AGENCY DETERMINATION. On the basis of this initial evaluation:	
<input checked="" type="checkbox"/>	I find that the proposed infill project WOULD NOT have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code §21094.5, CEQA does not apply to such effects. A Notice of Determination (§15094) will be filed.
<input type="checkbox"/>	I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR or that are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects WOULD NOT be significant, and a Negative Declaration, or if the project is a transit priority project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.
<input type="checkbox"/>	I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION, or if the project is a transit priority project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.
<input type="checkbox"/>	I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that these effects WOULD be significant, and an infill ENVIRONMENTAL IMPACT REPORT is required to analyze those effects that are subject to CEQA.

<hr/> <div>LEAD AGENCY SIGNATURE</div>	<hr/> <div>DATE</div>
--	-----------------------

XI. REPORT PREPARERS AND CONTRIBUTORS

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**MAMMOTH LAKES COUNTY AND TOWN
CIVIC PLAZA COMMUNITY FACILITY
CEQA §15183 ENVIRONMENTAL ANALYSIS**

APPENDIX A

**FULL TEXT OF CEQA § 15183
PROJECTS CONSISTENT WITH A COMMUNITY PLAN,
GENERAL PLAN, OR ZONING**

CEQA GUIDELINES FOR PROJECTS CONSISTENT WITH A COMMUNITY PLAN, GENERAL PLAN, OR ZONING.

15183. PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located,
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(d) This section shall apply only to projects which meet the following conditions:

(1) The project is consistent with:

- (A) A community plan adopted as part of a general plan,
- (B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or
- (C) A general plan of a local agency, and

(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

(e) This section shall limit the analysis of only those significant environmental effects for which:

(1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the EIR on the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and

(2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire city or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

- (1) Parking ordinances,
- (2) Public access requirements,
- (3) Grading ordinances.
- (4) Hillside development ordinances.
- (5) Flood plain ordinances.
- (6) Habitat protection or conservation ordinances.
- (7) View protection ordinances.
- (8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.

(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.

(1) "Community plan" is defined as a part of the general plan of a city or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in § 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

(2) For purposes of this section, "consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

**MAMMOTH LAKES COUNTY AND TOWN
CIVIC PLAZA COMMUNITY FACILITY
CEQA §15183 ENVIRONMENTAL ANALYSIS**

APPENDIX B

**PRELIMINARY CIVIC PLAZA
DESIGN CONCEPT EXHIBITS¹⁷**

¹⁷ Note that these concepts are subject to modification during the forthcoming design-build process.

May 10, 2017

ATTACHMENT A



Public Entry

New Civic Center
Mono County & Town of Mammoth Lakes



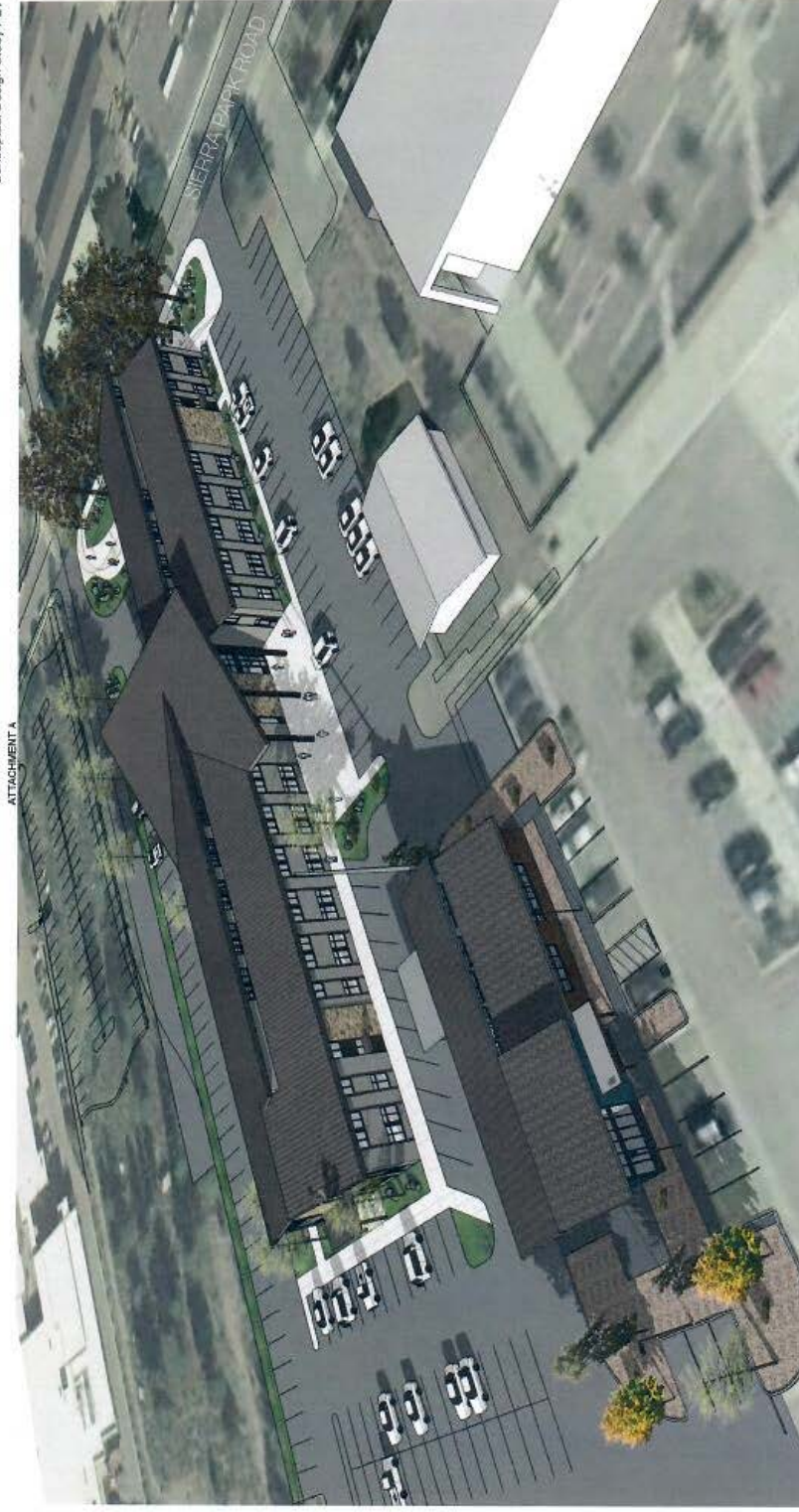
Site Aerial - Public Entry (South)

New Civic Center
Mono County & Town of Mammoth Lakes



Street View - Main Street & Thompson Way

HMC Architects



Site Aerial - Private Entry (North)

HMC Architects

**MAMMOTH LAKES COUNTY AND TOWN
CIVIC PLAZA COMMUNITY FACILITY
CEQA §15183 ENVIRONMENTAL ANALYSIS**

APPENDIX C

**TOWN OF MAMMOTH LAKES TRAVEL
DEMAND MODEL UPDATE**

MAMMOTH CIVIC PLAZA

**TOWN OF MAMMOTH LAKES TRAVEL
DEMAND MODEL UPDATE**



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April 9, 2018

LSC # 187100

This engineering report documents the findings and conclusions of a Travel Demand Model Update for the proposed Civic Plaza Project in Mammoth Lakes, California. The Project includes relocation of the existing Mono County offices into a new building (33,100 square feet) and in a separate phase, relocation of the Town of Mammoth Lakes offices into an adjoining building (20,400 square feet). The proposed site plan is contained in Appendix A. Access to the Civic Plaza would be provided via two new driveways along Sierra Park Road, as well as via Thompson Way. This study examines the transportation conditions for each phase of the project.

SCOPE OF STUDY

This transportation engineering study analyzes traffic data, intersection and roadway capacity and Level of Service, and transportation analysis of the proposed project in accordance with the requirements of Mono County, the Town of Mammoth Lakes and Caltrans standards. Based upon input provided by Mono County and Town of Mammoth Lakes staff, the following intersections were identified for analysis:

1. Old Mammoth Road/Main Street (State Route 203)
2. Old Mammoth Road/Tavern Road
3. Old Mammoth Road/Sierra Nevada Road
4. Old Mammoth Road/Meridian Boulevard
5. Sierra Park Road/Main Street (State Route 203)
6. Sierra Park Road/Site Access (Proposed Intersection)
7. Sierra Park Road/Tavern Road/Site Access
8. Sierra Park Road/Sierra Nevada Road
9. Sierra Park Road/Meridian Boulevard
10. Thompson Way/Main Street (State Route 203)

In addition, the following considerations are evaluated:

- Identification of intersection traffic queuing concerns
- Roadway capacity for roadways in the in the area of the project
- The need for new turn lanes, signals, roundabouts, or other capacity-enhancing measures at the study intersections
- Vehicle Miles Traveled (VMT) within the Town on a winter Saturday
- Construction traffic (qualitative analysis)

The following traffic analysis periods are included:

- Winter Saturday PM peak hour
- Weekday AM peak hour (along Sierra Park Road only)
- Weekday School-PM peak hour (along Sierra Park Road only)

This analysis considers the following scenarios:

1. Existing Traffic Conditions and Existing Roadway Network
2. Existing Traffic Conditions with the construction of Phase 1 (incorporating the Mono County offices)
3. Existing Traffic Conditions with full project buildout (incorporating the Mono County offices and the Town of Mammoth Lakes offices)
4. Future Cumulative with Project Buildout (incorporating full project buildout of the Mono County offices and the Town of Mammoth Lakes offices)

The results of this study are used to determine whether uniformly applied development policies or standards have been previously adopted by the city or county for the traffic conditions analyzed.

This section documents the existing setting and transportation conditions in the Town, providing a foundation for comparison to future conditions. The study area and the intersections evaluated are shown in Figure 1.

EXISTING SETTING

Existing Roadway Network

The major access into the Town is via State Route 203, which intersects US Highway 395 just east of the Town limits. SR 203 (also named Main Street) is a four-lane minor arterial road from US 395 through the majority of the developed portion of the Town. SR 203 narrows to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area (MMSA), and terminates at the Mono-Madera County Line. Portions of SR 203 are augmented by frontage roads. The Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access from the Town to US 395 to the north. The Town's roadway network is shown in Figure 1.

The following roadway classifications are used in the Town:

Arterials - Major streets, which are two to four lanes, augmented with turning lanes and controlled intersections, carrying high volumes of traffic to and from local and collector streets. Arterial roadways in the study area include the following:

- Main Street (SR 203)
- Meridian Boulevard
- Old Mammoth Road

Collectors – Two-lane streets for traffic moving between arterial and local streets augmented at intersections, which provide access for major land use areas. Collector streets in the study area include the following:

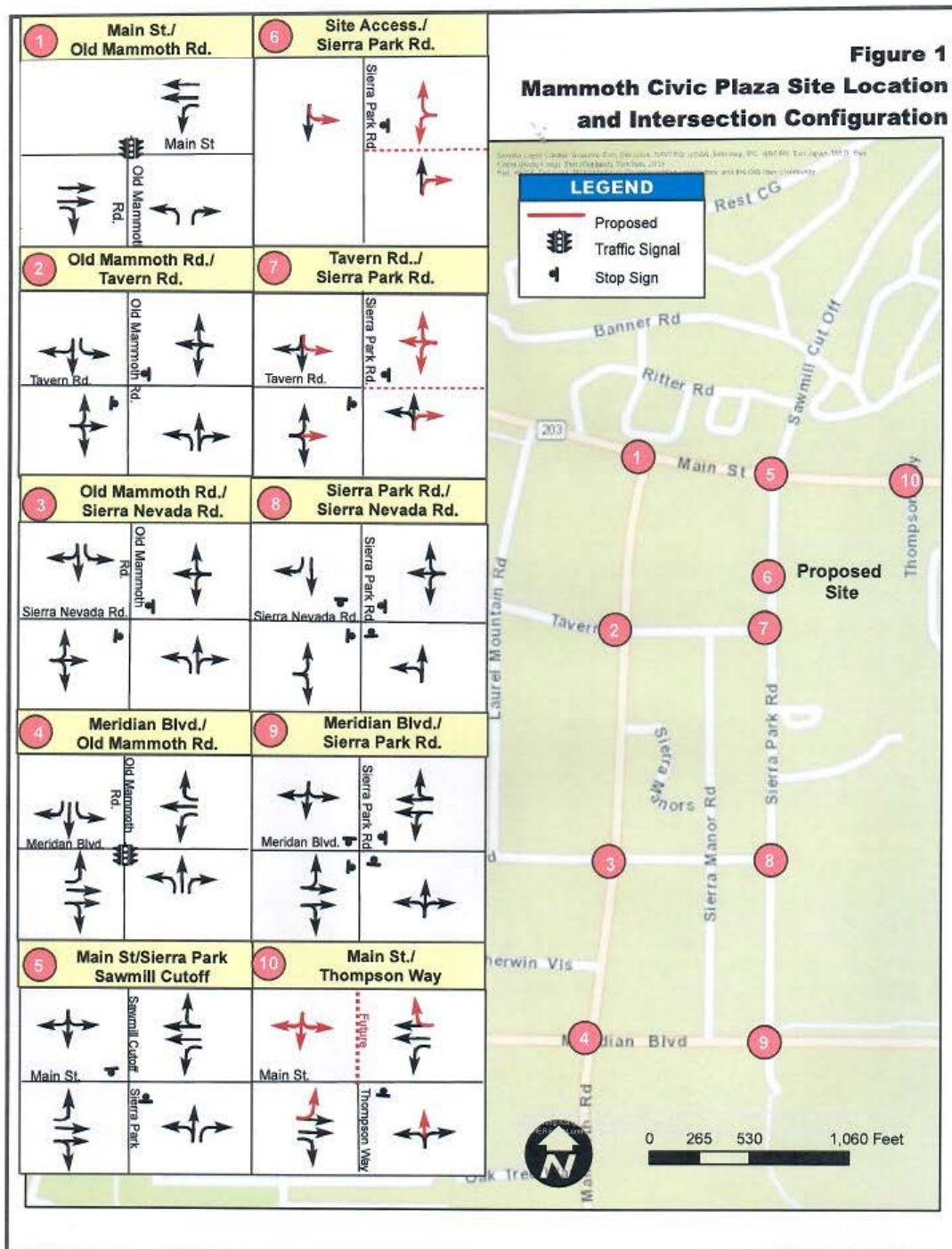
- Sierra Park Road
- Tavern Road

Local Streets - Public and private two-lane streets that provide direct access to residential properties, and provide access from residential areas to collector or arterial streets.

Rural Roads - Roads that provide access to remote, scenic, or recreational areas, and to very low-density residential areas.

At present, all of the roadways in the study area provide one through lane in each direction, with the exception of the following roadways, which provide two through lanes in each direction:

Figure 1



- Main Street
- The following portions of Meridian Boulevard:
 - Westbound traffic from Sierra Park Road to Old Mammoth Road
 - Eastbound traffic from west of Old Mammoth Road to Sierra Park Road

Traffic signals are currently provided at the following study intersections:

- Main Street (SR203)/Old Mammoth Road
- Meridian Boulevard/Old Mammoth Road

The intersections of Meridian Boulevard/Sierra Park Road and Sierra Park Road/Sierra Nevada Road are all-way (4-way) stop-controlled intersections. Other unsignalized intersections in the study area are controlled by stop signs on the minor street approaches. The lane configuration and control of the study intersections are depicted in Figure 1.

Existing Traffic Volumes

The traffic volumes throughout the Town of Mammoth Lakes vary greatly by time of day, day of week and, more importantly, by season. While daily traffic volumes in Mammoth Lakes are sometimes the highest in the summer months, the highest peak-hour volumes are typically experienced on winter Saturdays, during the afternoon hours when skiers “download” from the Mammoth Mountain Ski Area. Particularly in areas with these high variations in traffic levels, it is important to decide what hourly traffic volumes should be used as the basis of design. To avoid the development of facilities that are only needed a relatively few days per year, the traffic engineering profession has adopted a standard procedure of basing roadway design on volumes slightly below the absolute peak volumes. For this reason the Town of Mammoth Lakes, for example, has focused its design policies on a typical winter Saturday PM peak hour, rather than the highest winter peak hour.

A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials, 2001) indicates “*the design hourly volume for rural highways should generally be the 30th highest volume of the future year chosen for design.*” (Page 61) It is true that during winter peak periods, traffic volumes occasionally exceed the resulting intersection and roadway capacity. However, to avoid the development of facilities that are only needed during peak periods on a relatively few days per year, the typical winter Saturday peak hour is analyzed, which is consistent with standard engineering design practice.

Additionally, the traffic volumes in the study area are largely impacted by the neighboring schools. The schools, located south of the project site on Sierra Park Road and Meridian Boulevard, experience peak traffic in the morning hours and early afternoon when school starts and ends, respectively. For this reason, the traffic analysis periods in this study include the winter Saturday PM peak hour at all locations, as well as the weekday AM peak hour and the school-PM peak hour conditions at the intersections and roadway segments along Sierra Park Road.

Existing Winter Saturday Traffic Volumes

Traffic counts were conducted across a two-hour window between 3:30 PM and 5:30 PM on Saturday February 24th, 2018 at the intersections listed below:

- Old Mammoth Road/Main Street
- Old Mammoth Road/Tavern Road
- Old Mammoth Road/Sierra Nevada Road
- Old Mammoth Road/Meridian Boulevard
- Sierra Park Road/Main Street
- Sierra Park Road/Tavern Road
- Sierra Park Road/Sierra Nevada Road
- Sierra Park Road/Meridian Boulevard
- Thompson Way/Main Street

The survey period compiled data in 15-minute intervals. From the two hours of data, the busiest hour of the survey period was selected to determine baseline existing traffic conditions for the winter Saturday PM peak-hour volumes.

Caltrans operates two count stations on Main Street, one between Thompson Way and Meridian Boulevard, and one west of Old Mammoth Road. Based on a review of the Saturday traffic counts at the count stations over the past four winter seasons, it was determined that the intersection count data needed to be increased by approximately 8 percent to more accurately reflect typical busy winter Saturday conditions. Applying this factor to the intersection counts yields the existing Saturday PM peak-hour volumes shown in Figure 2.

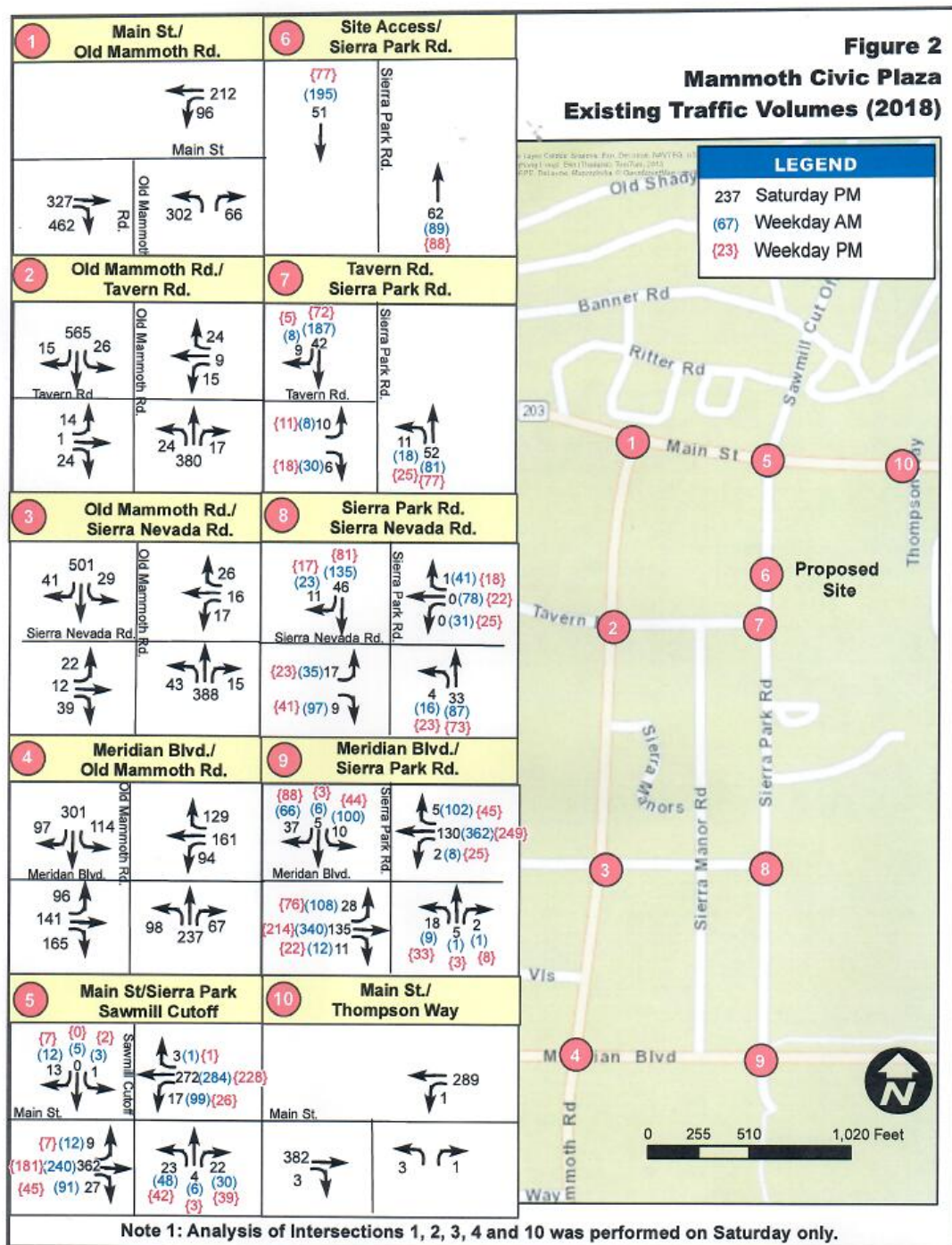
Existing Weekday Traffic Volumes

Traffic counts were conducted across two-hour windows between 7:00 AM and 9:00 AM, and between 1:30 PM and 3:30 PM on Thursday February 22nd, 2018 at the intersections listed below:

- Sierra Park Road and Main Street
- Sierra Park Road and Tavern Road
- Sierra Park Road and Sierra Nevada Road
- Sierra Park Road and Meridian Boulevard

Based on a review of the weekday traffic counts at the Caltrans count stations on Main Street over the past four winter seasons, it was determined that the AM peak-hour count data needed to be increased by approximately 15 percent to more accurately reflect typical busy weekday conditions. No adjustment was necessary for the weekday PM counts. The resulting existing weekday peak-hour volumes are shown in Figure 2.

Figure 2



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Trip Generation, Distribution and Assignment

Trip Generation

“Trip generation analysis” is the process by which transportation analysts identify the number of vehicle-trips that a specific proposed land use plan would add to local roadways. First, the trip generation of the Phase 1 is estimated. Next, the Town offices trip generation is estimated. Finally, the County Phase 1 and the Town’s trip generation are summed to determine the full buildout of the project.

Daily and peak-hour trip generation of the proposed project site is analyzed. The Institute of Transportation Engineers’ (ITE) *Trip Generation* manual contains trip generation rates for Government Office Buildings; however, County staff provided detailed data of their existing site in Mammoth Lakes. In order to provide an accurate estimation of the trip generation, a “person-trip analysis” is used to estimate the trip generation of the proposed County offices, based on the number of employees, county fleet vehicles, visitors, and service vehicles. No credit is taken for the traffic generated at the existing County offices located south of Meridian Boulevard, as the existing office space is assumed to be occupied by another use after the County moves out.

The trip generation was developed for Phase 1 (Mono County offices only) based on the following assumptions:

- Employee shift data and the *Mono County Resource Efficiency Plan* data was used to generate employee volumes. It was assumed that 50 percent of employees make a mid-day (mid-shift) off-site round trip for lunch, errands, etc. Also, employees are assumed to enter the site in the hour before their shift starts.
- There are currently 80 County employees and it is estimated 95 employees will work at the new site. Therefore, the shift data was increased by approximately 18 percent.
- Visitors and meeting attendees were estimated based on information provided by Mono County staff.
- Some trips to/from the County offices would be made via non-auto modes, especially considering that sidewalks are provided along Sierra Park Road, and bus stops are provided near the site. The following mode split assumptions as applied, based on the Town of Mammoth Lakes Travel Demand Model:
 - Walk, Bike or Transit Trips = 15%
 - Automobile Trips = 85%
- The average vehicle occupancy is estimated at 1.1 persons per vehicle for employee trips to/from work and 1.4 persons per vehicle for visitor trips. This is based on the Town of Mammoth Lakes Travel Model Report (LSC, 2011) vehicle occupancy estimates for project-related trip types.

As shown in Table 1, it was determined that the weekday AM peak hour would occur when staff is arriving for the shift starting at 7:00 AM, with a total of 43 new vehicle trips (43 entering and 0 exiting) generated at the site access points. The weekday PM peak hour would occur at 5:00 PM, with a total of 55 trips (0 entering and 55 exiting). Although the PM traffic analysis is based on the PM peak hour of school-related traffic, which occurs earlier in the afternoon, the PM peak hour of project-generated traffic (55 trips) is overlapped with the school PM period traffic, in order to remain conservative in the analysis. The Saturday

trip generation is very low based on the relatively low number of employees expected to work at the County on the weekends. In total, there are expected to be 12 Saturday one-way trips, with 2 occurring in the PM peak hour.

Trip generation for the full buildout of the project would include Phase 1 of the project plus the Town of Mammoth Lakes new offices. Based on interviews with Town staff, it was estimated that a maximum of 40 employees would work at the new building. The trip generation of the Town offices was estimated based on standard ITE trip generation rates for the “Government Office Building” land use type. In accordance with the “Guidelines for Selecting the Average Rate vs. Fitted Curve Equation” (ITE Trip Generation Handbook, 3rd Edition, 2017, the fitted curve equation is applied in this analysis. A 15 percent non-automobile reduction was applied to the Town offices, same as the County offices. After applying this reduction, a total of approximately 296 one-way trips are expected to occur on a weekday, with 47 (26 entering and 21 exiting) in the AM peak hour and 31 (13 entering and 18 exiting) in the PM peak hour, as shown in Table 2. ITE trip generation rates do not include Saturdays for the Government Office Building land use, therefore a reduction was applied to the weekday rate in order to estimate Saturday trips. Based on the County offices trip generation, the Saturday trip generation was only 3 percent of the weekday trip generation. Applying this assumption to the Town trip generation yields 9 Saturday trips with 1 outbound trip in the PM peak hour.

Trip Distribution and Assignment

The distribution of traffic arriving and departing the project site is estimated based on existing traffic patterns, the location of the site relative to residential and commercial uses in the region, and regional access patterns. Separate trip distribution patterns are developed for Mono County employees, Town of Mammoth Lakes employees, and site visitors. About 35 to 45 percent of all trips to/from the Civic Plaza site have origin and destinations located on Main street east of Sierra Park, as studies performed by Mono County have shown that a large percentage of the county employees and contractors reside outside of the Town limits. Table 3 summarizes the trip origin/destination locations and the percentage of trips made to and from each location.

The site-generated trips for Phase 1 are assigned through the study intersections by applying the trip distribution pattern to the trip generation. For purposes of this analysis, the police station parking lot is assumed to be gated. That is, there would be no public through connection between the proposed northern parking lot on Sierra Park Road and the eastern parking lot/Thompson Way (there would be a connection between Tavern Road and Thompson Way through the parking lot, however). Next, the expected shift in existing traffic to the new connections to Sierra Park Road is added to the project-generated trips to yield the ‘project net contribution’ to the study intersection

TABLE 1: Hourly Vehicle Trip Generation for Mono County Offices (Phase 1)

Hour Starting	County Employees		County Fleet Vehicles		Visitors		Service Vehicles		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Midweek											
6:00 AM	30	0	0	0	0	0	0	0	30	0	30
7:00 AM	43	0	0	0	0	0	0	0	43	0	43
8:00 AM	1	0	0	6	21	0	0	0	22	6	28
9:00 AM	0	0	0	6	9	9	1	1	10	16	26
10:00 AM	0	5	0	6	10	9	0	0	10	20	30
11:00 AM	0	8	0	6	10	10	0	0	10	24	34
12:00 PM	8	29	0	0	0	10	0	0	8	39	47
1:00 PM	29	0	6	0	10	0	0	0	45	0	45
2:00 PM	0	0	6	0	10	10	0	0	16	10	26
3:00 PM	0	0	6	0	9	10	1	1	16	11	27
4:00 PM	0	0	6	0	9	9	0	0	15	9	24
5:00 PM	0	34	0	0	0	21	0	0	0	55	55
6:00 PM	0	18	0	0	0	0	0	0	0	18	18
7:00 PM	0	15	0	0	0	0	0	0	0	15	15
8:00 PM	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	2	0	0	0	0	0	0	0	2	2
Total	111	111	24	24	88	88	2	2	225	225	450
Saturday											
6:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	0	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0	1	0	1
10:00 AM	0	0	0	0	0	1	0	0	0	1	1
11:00 AM	0	0	0	0	0	0	1	1	1	1	2
12:00 PM	0	2	0	0	0	0	0	0	0	2	2
1:00 PM	2	0	0	0	0	0	0	0	2	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	1	1	1	1	6	6	12

Peak Hour is Shaded

Source: LSC Transportation Consultants, Inc.

TABLE 2: Mammoth Civic Plaza - Town Offices Trip Generation Analysis

ITE Code	ITE Land Use	Quantity	Variable	Time Period	Trip Generation Rates ¹	Percent Reduction for Non-Auto Trips	One-Way Vehicle Trips at Site Driveways					
							Daily	AM Peak Hour		PM Peak Hour		Total
								In	Out	In	Out	
731	Government Office Building	40	Employee	Weekday	Used Equation not Average Rates	15%	296	26	21	13	18	31

Note 1: Trip generation rates are based on the ITE Trip Generation Manual, 10th Edition (ITE, 2017).
Source: LSC Transportation Consultants, Inc.

TABLE 3: Trip Distribution			
Origin/Destination	Trip Distribution		
	Mono County Employees	Town Employees	Visitors
Main Street East of Sierra Park	45%	40%	36%
Main Street West of Sierra Park	20%	20%	20%
Tavern Road	2%	5%	7%
Sierra Nevada Road	3%	5%	7%
Meridian Blvd West of Old Mammoth	20%	22%	23%
Meridian Blvd East of Sierra Park	10%	6%	2%
Sierra Park Road near High School	0%	2%	5%
Source: LSC Transportation Consultants, Inc.			

volumes, which is shown in Figure 3. Adding these volumes to the ‘no project’ volumes yields the ‘existing with Phase 1’ volumes, which are shown in Figure 4.

The site-generated trips for the Town offices are assigned through the study intersections by applying the trip distribution pattern. Adding these volumes to the Phase 1 ‘project net contribution’ volumes yields the Full Project Buildout ‘project generated’ volumes, as shown in Figure 5. These project-generated volumes for the full project are then added to the ‘existing no project’ volumes to yield the ‘existing with full project buildout’ volumes illustrated in Figure 6.

Figure 3

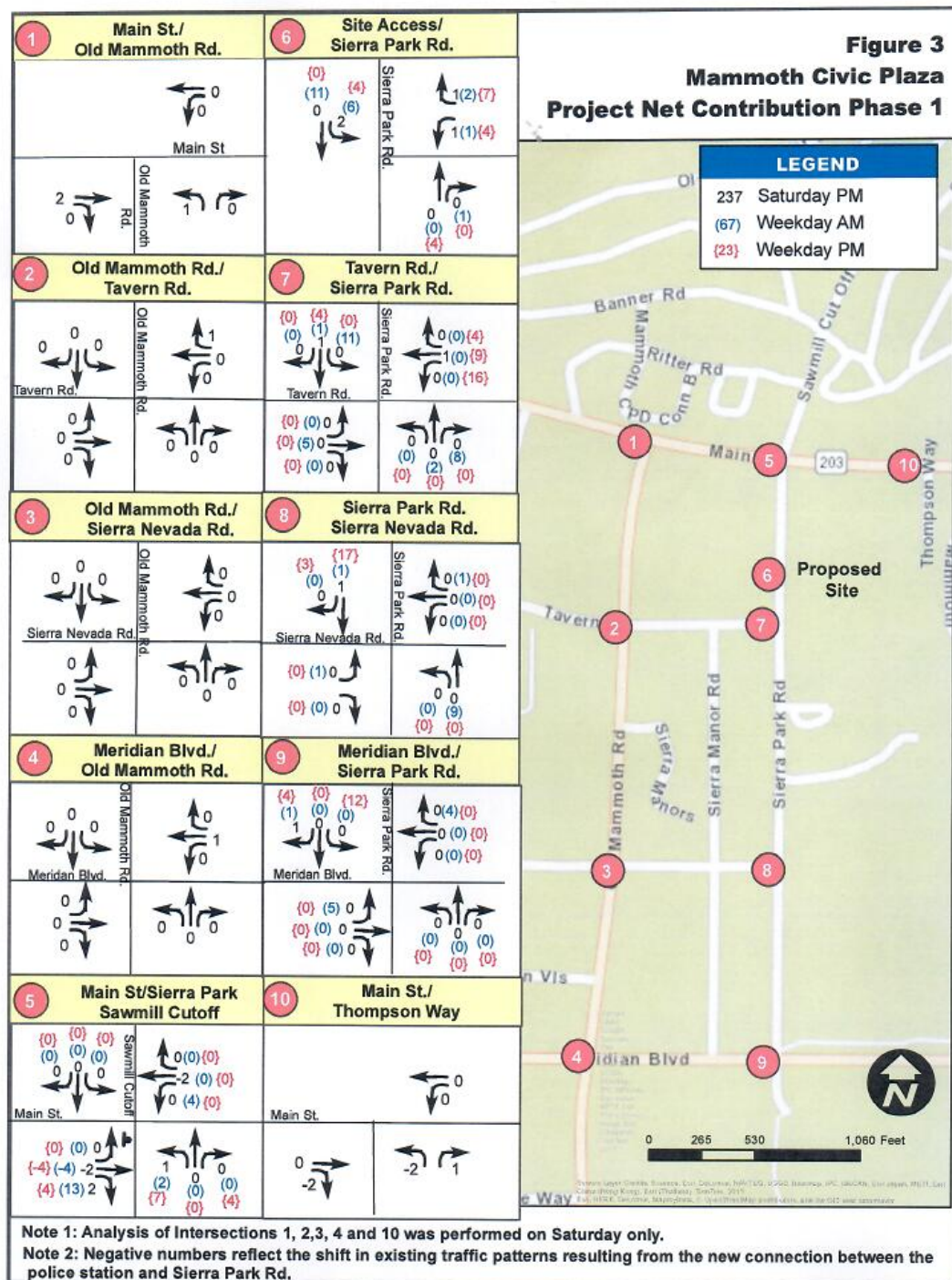


Figure 4

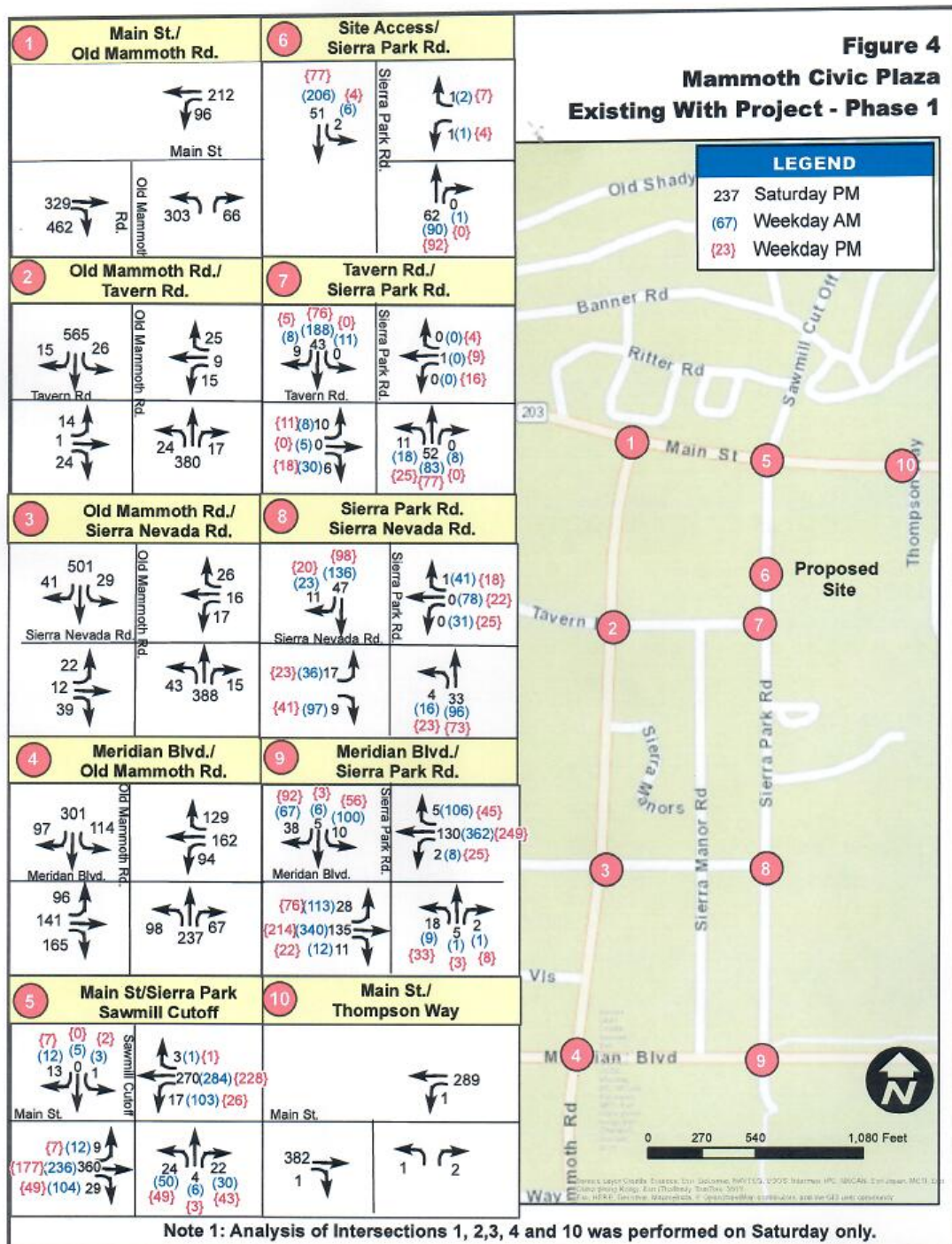
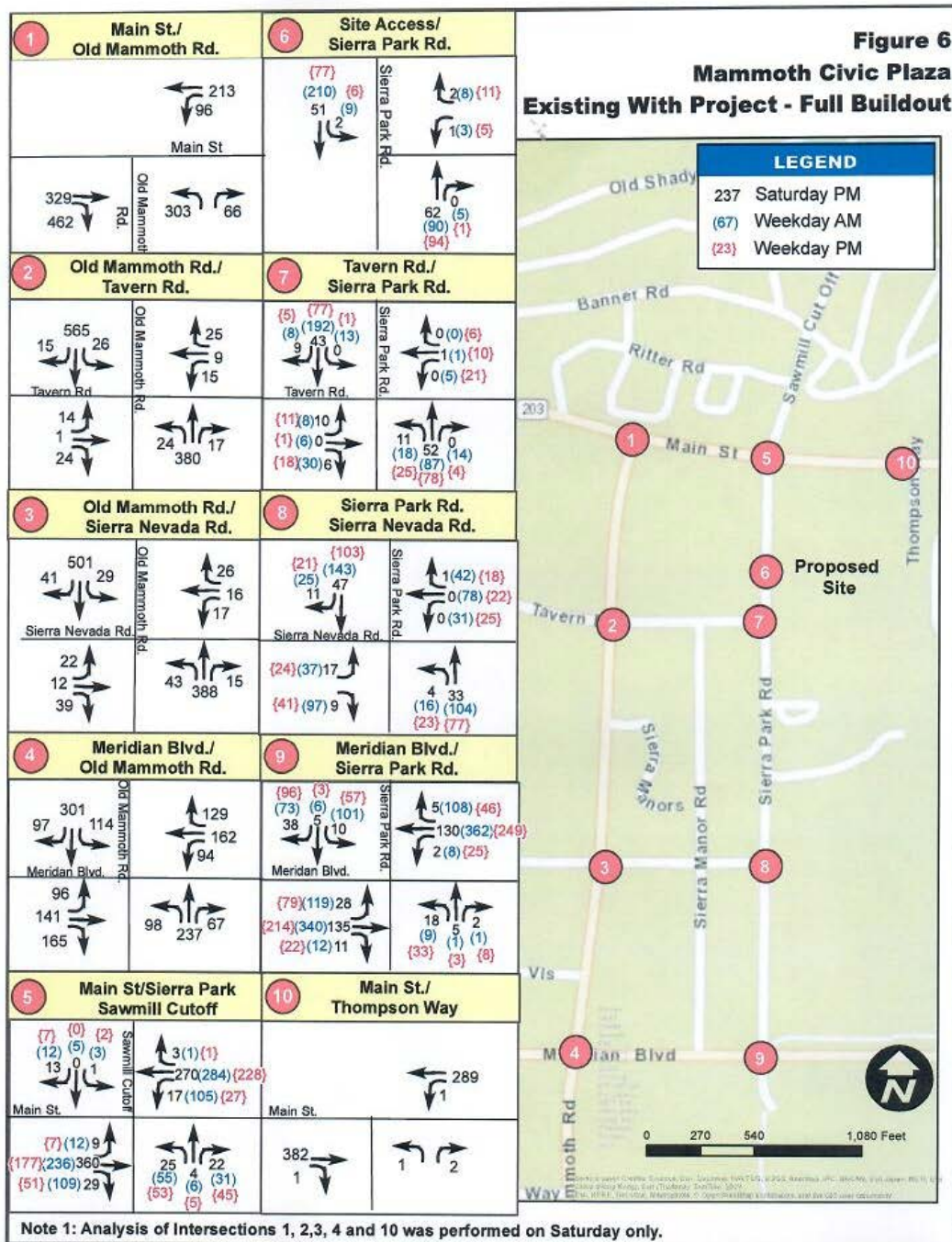




Figure 6



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Section 4

Future Cumulative Conditions

The potential transportation conditions at full project build out (County and Town Uses) under future cumulative year conditions are evaluated. The first step in evaluating future cumulative traffic conditions is to estimate the background traffic volumes without the project. It is first necessary to estimate future cumulative traffic volumes assuming no development within the Civic Plaza site. Next, the traffic net contribution of the full buildout of the project is added to the future traffic volumes without the project to estimate the future Cumulative traffic volumes with the project.” The future cumulative traffic volumes estimated in this chapter will be used to calculate future cumulative intersection and roadway LOS with the project in the following chapter of this report.

Methodology

The future cumulative setting associated with the traffic analysis is based on the Town of Mammoth Lakes Travel Demand Model, which uses the TransCAD 5.0 software application to provide forecasts of traffic conditions throughout the Town. The TransCAD program is widely used throughout the country to prepare city-wide and regional traffic forecasts. It is a “gravity model”, in that it forecasts traffic between various areas of Mammoth Lakes in a fashion similar to Sir Isaac Newton’s formula for the gravitational force between planets. Just like gravitational force is directly proportionate to the mass of two planets and inversely proportionate to the distance between the two planets, the TransCAD model forecasts the number of trips based directly on the land use quantities in each area and inversely on the travel time/distance between areas. In addition, the TransCAD model uses a “logit model” function to allocate individual passenger-trips between the transit and auto modes, based upon the relative ease of travel between specific origins and destinations by each mode. The model then iteratively balances trip productions and attractions and assigns vehicle trips to individual roadway and turning movements to result in a balanced forecast of all vehicle-trips (and transit passenger-trips) throughout the Mammoth Lakes roadway network.¹⁸

The TransCAD model reflects full buildout of the Town’s General Plan as defined in the Mobility Element EIR process. The resulting preferred scenario was ‘Scenario 6: Future with New Floor Area Ratio and New Mobility Element Roadways and Transit Service’. The General Plan Mobility Element includes potential roadway extensions within the immediate vicinity of the Civic Plaza site, as follows:

- Extend Thompson Way between Main Street and Sierra Nevada Road
- Extend Tavern Road to new Thompson Way
- Extend Sierra Nevada Road to provide access to school area

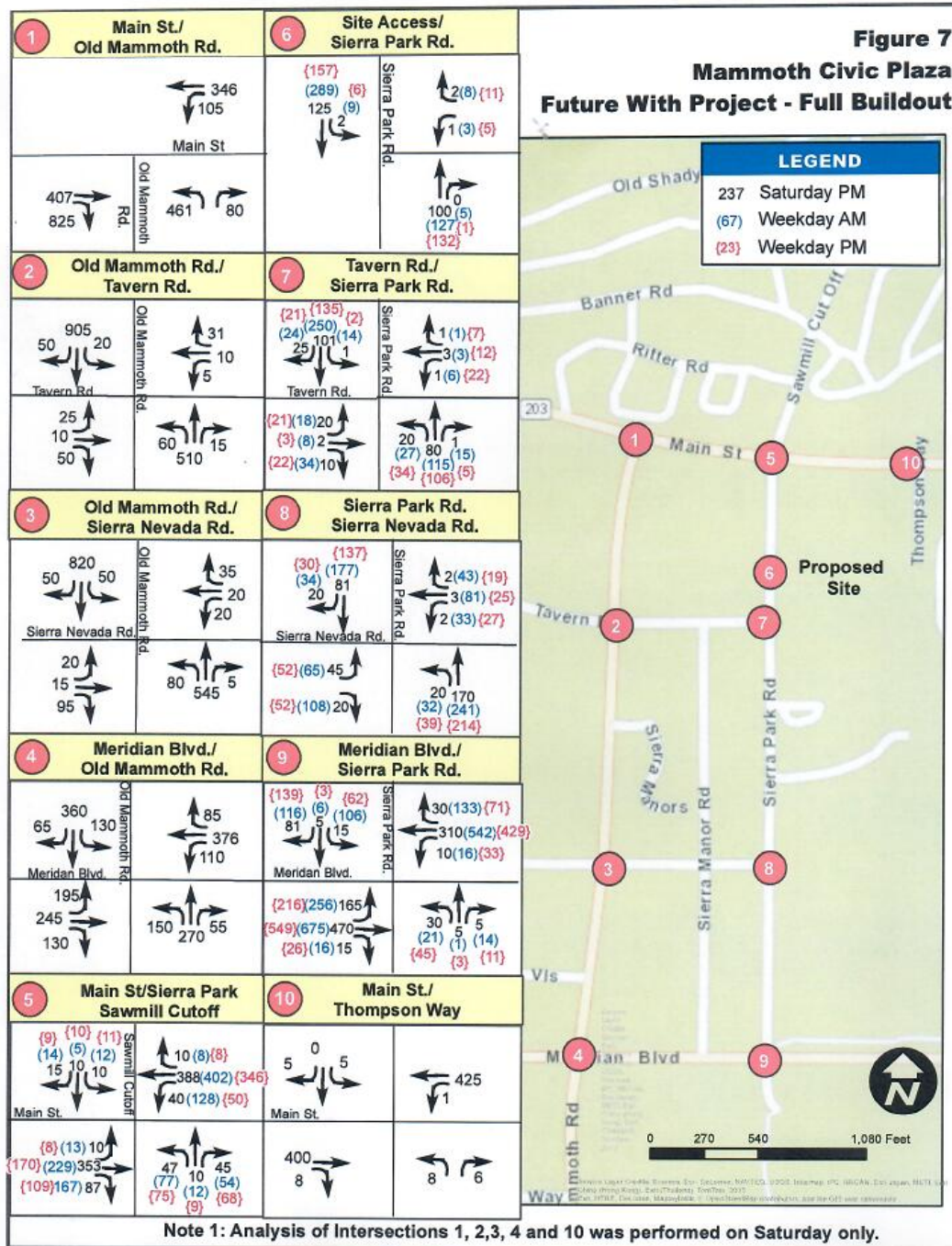
These new street connections could potentially provide access to the Civic Plaza, the hospital, and the schools.

Future Cumulative Traffic Volumes

¹⁸ Extensive background information regarding the model can be found in the *Town of Mammoth Lakes Travel Model* document, prepared by LSC in February 2011.

The future Saturday peak-hour traffic volumes without the Civic Plaza Project are provided in the Mobility Element EIR, except for the intersections of Sierra Park Road/Tavern Road and Sierra Park Road/Sierra Nevada Road. Traffic volumes through these intersections are estimated based on neighboring intersections and model volumes. As the TransCAD model only represents a winter Saturday, future weekday volumes were developed as a part of this study. Specifically, the growth on Saturday between existing and future no project volumes was added to both the AM and PM existing weekday volumes to estimate future weekday conditions. Adding the ‘project net contribution’ traffic volumes to the ‘future no project’ volumes yields the ‘future with project full buildout’ peak-hour volumes illustrated in Figure 7.

Figure 7



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Section 5

Level of Service Analysis

The concept of Level of Service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A Level of Service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of roadway facility. They are given letter designations, from A to F, with Level of Service A representing the best operating conditions and Level of Service F the worst. Detailed LOS descriptions are provided in Appendix B.

Level of Service (LOS) and traffic queuing conditions are evaluated at the study intersections, as well as roadway capacity in the study area. First, the applicable intersection LOS standards are described. Next, the LOS methodology is discussed, and the LOS analysis is summarized for each study scenario. The intersection queuing analysis is summarized. Finally, roadway capacity is evaluated for all study scenarios.

LEVEL OF SERVICE STANDARDS

The *Town of Mammoth Lakes General Plan Transportation Element*, adopted in 2001, currently contains the following Policy:

Policy 1.7: Establish and maintain a Level of Service D or better on a typical winter Saturday peak hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.

Therefore, the following LOS thresholds were applied in the General Plan traffic analysis:

- **For Signalized Intersections:** Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, mitigation is required. It is assumed that this same threshold applies to roundabouts.
- **For Unsignalized Intersections:** In order to avoid the identification of a LOS failure for intersections that result in only a few vehicles experiencing a delay greater than 50 seconds (such as at a driveway serving a few homes that accesses onto a busy street), a LOS deficiency is *not* identified for all intersections with approach LOS E or F. Instead, a LOS deficiency is assumed to occur at an unsignalized intersection only if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle hours for a single lane approach and five vehicle hours for a multi-lane approach. In other words, a deficiency is found to occur if the average number of vehicles queued over the peak-hour exceeds four at a single-lane approach, or exceeds five at a multi-lane approach. Traffic operations at the study intersections were assessed in terms of Level of Service (LOS) and delay.

The same thresholds are applied in this analysis.

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Intersection LOS was evaluated using Synchro software (Version 10, Trafficware) based on the *6th Edition Highway Capacity Manual* methodologies at all study intersections. For signalized intersections, LOS is primarily measured in terms of average delay per vehicle entering the intersection. LOS at unsignalized intersections is quantified in terms of delay per vehicle for each movement. The unsignalized intersection LOS is based upon the theory of gap acceptance for side-street stop sign-controlled approaches, while signalized intersection LOS is based upon the assessment of volume-to-capacity ratios and control delay.

LEVEL OF SERVICE ANALYSIS

Intersection LOS was evaluated at all study intersections under each scenario, and the results are summarized in Table 4. Appendix C presents the actual output from each of the LOS calculations for the study intersections.

Existing Conditions

Study intersections were evaluated to determine existing operational conditions during the typical winter Saturday PM peak hour, weekday AM peak hour and weekday school PM peak hour. As shown in the middle columns of the table, all intersections currently operate at LOS C or better. As such, the LOS at all the study intersections is within the Town's Level of Service standards.

Existing Conditions with Phase 1 (Mono County offices only)

The study intersections were evaluated to determine operational conditions with the addition of Phase 1 of the project, the Mono County offices. As Table 4 indicates, the Phase 1 contribution to average driver delays would be negligible, and intersection LOS standards are not exceeded at any of the study intersections and under any of the analysis periods.

Existing Condition with Full Project (Mono County and Town of Mammoth Lakes offices)

The study intersections were evaluated to determine operational conditions with the addition of the full project buildout, including the Mono County offices and the Town of Mammoth Lakes offices. As the table indicates, the change in driver delays would be negligible, and intersection LOS standards are not exceeded at any of the study intersections and under any of the analysis periods.

TABLE 4: Intersection Level of Service Summary

Scenario	Intersection	Control	Existing No Project		Existing + Phase 1		Existing + Project		Future + Project Buildout		
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Approach Delay (veh-sec)
Saturday - PM											
Old Mammoth Road	Main Street	Signal	B	18.4	B	18.5	B	18.5	C	21.4	--
Old Mammoth Road	Tavern Road	TWSC	C	20.3	C	20.2	C	20.2	F	87.5	2.1
Old Mammoth Road	Sierra Nevada Road	TWSC	C	23.7	C	23.7	C	23.7	F	164.4	4.5
Old Mammoth Road	Meridian Blvd	Signal	C	28.2	C	27.9	C	27.9	D	36.8	--
Sierra Park Road	Main Street	TWSC	B	13.7	B	13.7	B	13.7	C	16.0	--
Sierra Park Road	Site Access - North	TWSC	-	-	A	9.0	A	8.9	A	9.1	--
Sierra Park Road	Tavern Road	TWSC	A	9.1	A	9.8	A	9.8	B	10.2	--
Sierra Park Road	Sierra Nevada Road	AWSC	A	7.6	A	7.7	A	7.7	A	8.7	--
Sierra Park Road	Meridian Blvd	AWSC	A	8.6	A	8.6	A	8.6	C	18.8	--
Main Street	Thompson Way	TWSC	B	11.4	B	10.4	B	10.4	B	12.7	--
Weekday - AM											
Sierra Park Road	Main Street	TWSC	C	16.3	C	16.6	C	17.0	C	24.0	--
Sierra Park Road	Site Access - North	TWSC	-	-	A	9.3	A	9.3	A	9.6	--
Sierra Park Road	Tavern Road	TWSC	A	9.9	B	10.3	B	12.1	B	13.4	--
Sierra Park Road	Sierra Nevada Road	AWSC	B	10.6	B	10.7	B	11.0	B	14.2	--
Sierra Park Road	Meridian Blvd	AWSC	C	21.1	C	21.8	C	23.0	F	207.3	43.9
Weekday - School PM											
Sierra Park Road	Main Street	TWSC	B	12.1	B	12.1	B	12.2	C	15.0	--
Sierra Park Road	Site Access - North	TWSC	-	-	A	9.1	A	9.1	A	9.5	--
Sierra Park Road	Tavern Road	TWSC	A	9.3	B	10.3	B	10.4	B	11.6	--
Sierra Park Road	Sierra Nevada Road	AWSC	A	8.4	A	8.5	A	8.6	B	11.1	--
Sierra Park Road	Meridian Blvd	AWSC	B	11.1	B	11.3	B	11.5	F	98.5	17.9
Mitigated Saturday PM											
Old Mammoth Road	Sierra Nevada Road	TWSC. Add EBRT Lane.							F	164.4	3.6
Weekday - AM											
Sierra Park Road	Meridian Blvd	Signalize							B	13.6	--
Weekday - PM											
Sierra Park Road	Meridian Blvd	Signalize							A	8.3	--

Note 1: TWSC= Two-Way Stop-Controlled, AWSC=All-Way Stop-Controlled

Note 2: Reported delay is worst movement for TWSC and AWSC intersections, or total intersection delay for signalized intersections.

Note 3: Bold font indicates the LOS threshold is exceeded

Source: LSC Transportation Consultants, Inc.

Future Buildout Condition with Full Project (Mono County and Town of Mammoth Lakes offices)

As indicated in the far right columns of Table 4, although average driver delays are expected to generally increase in the future, all but the following two intersections are expected to operate at an acceptable LOS under future cumulative conditions with full buildout of the project:

- Old Mammoth Road/Sierra Nevada Road (exceeds standard during Saturday PM)
- Sierra Park Road/Meridian Boulevard (exceeds standard during weekday peak hours only)

The eastbound approach on the Old Mammoth Road/Sierra Nevada Road intersection is expected to operate at LOS F during the Saturday PM peak hour, with a calculated approach delay of approximately 4.5 vehicle-hours. As this is a single-lane approach, the threshold of 4.0 vehicle-hours would be exceeded. This exceedance would occur under future cumulative conditions, regardless of whether the Civic Plaza Project is implemented. Potential LOS improvements are discussed in Section 6.

The eastbound shared left/through lane at the Sierra Park Road/Meridian Boulevard intersection is expected to operate at LOS F during the weekday AM and school PM peak hours, with a calculated approach delay of approximately 43.9 vehicle-hours during the AM and 17.9 vehicle-hours during the school PM peak hour. As the eastbound approach has two lanes, the threshold of 5.0 vehicle-hours would be well exceeded. This condition would occur under future cumulative conditions, with or without the Project. Note that an acceptable LOS C would be provided on winter Saturdays.

Although the eastbound approach on the Old Mammoth Road/Tavern Road intersection is expected to operate at LOS F during the Saturday PM peak hour, the calculated approach delay is only 2.1 vehicle-hours. As this is within the 4 vehicle-hour threshold, this intersection is considered to operate at an acceptable LOS.

INTERSECTION TRAFFIC QUEUEING

The 95th-percentile traffic queue lengths were reviewed at the study intersections, in order to identify locations where the queues could potentially interfere with operations at adjacent driveways or intersections. No queuing issues are identified under the existing or future cumulative scenarios, except at one location that warrants a detailed review: the northbound approach on the Old Mammoth Road/Main Street intersection. The 95th-percentile traffic queue forming in the northbound left-turn lane on Old Mammoth Road is calculated to block both Shell station driveways (on the east side of Old Mammoth Road) during the winter Saturday PM peak period, with or without the proposed project.

To explain the 95th-percentile queue, this is the queue length that has only a 5-percent chance of being exceeded during the peak hour. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience. Driver experiences would be better characterized by the mean queue length. The existing mean queue length on the northbound left-turn movement is calculated to be about 150 feet, which can be accommodated within the existing lane storage area. Implementation of full buildout of the Civic Plaza Project under existing year conditions would not affect this queue length.

Under future cumulative conditions with full buildout of the Civic Plaza Project, the 95th-percentile queue length in the northbound left-turn lane is calculated to be about 335 feet, which extends not only past the two Shell station driveways but also past the first Rite Aid driveway on the west side of Old Mammoth Road. The mean queue length on this movement is calculated to be about 225 feet, which extends just past

the Shell station driveways. This condition would occur regardless of whether the Civic Plaza Project is implemented. Although the traffic queue could potentially block left turns in and out of the Shell driveways, in reality, drivers along Old Mammoth Road have been observed to often “wave in” other drivers wishing to turn left to/from the Shell driveways. Furthermore, drivers accessing the Shell station and adjacent commercial uses have the option of using the driveway on Main Street if there is traffic congestion adjacent to the driveways on Old Mammoth Road. Based on this analysis, improvements at this location are not expected to be necessary. No other traffic queuing concerns are identified under future cumulative year conditions with the project.

ROADWAY CAPACITY

First, the methodology for estimating roadway capacity is described. Next, the roadway capacity analysis for all study scenarios is presented.

Roadway Capacity Methodology

The capacity of the roadways within Mammoth Lakes was estimated as a part of the Mobility Element EIR, as follows:

1. A base saturation flow rate of 1,600 vehicles per hour per direction was assumed. This figure is slightly lower than is typically observed in urban areas, representing the reduction in effective capacity that results from both visitor drivers that are unfamiliar with the area, and winter driving conditions. It is consistent with observed capacity in the Tahoe Region, which is similarly affected by visitor drivers.
2. According to Chapter 10 (Urban Street Concepts) of the *Highway Capacity Manual*, the default directional lane split for roadways with two lanes per direction is 52.5 percent in one lane and 47.5 percent in the other. Therefore, as no recent count data is available to determine the actual lane split, for roadways with two lanes in each direction, these assumptions were applied.
3. Reductions to roadway capacity were made, as required on individual segments, to account for the presence of pedestrian crossings, on-street parking maneuvers, vehicles searching for parking spaces, and conflicting driveway turning movements.
4. The resulting roadway capacities for the study roadway segments are shown in Table 5. Please note that the roadway capacities applied in this study are for planning purposes only and are only based upon estimated effects of pedestrians, parking maneuvers, and driveway turning-movement conflicts.

It should also be noted that, consistent with standard analysis procedures elsewhere, Level of Service and capacity are not adjusted to account for snow conditions. The occurrence of stormy/snowy weather conditions and snow on the roadways occurs over a relatively small proportion of the winter and vehicle traffic generally decreases significantly in inclement weather conditions. Furthermore, it would be speculative to try to determine how storm conditions affect roadway capacity, as conditions are unique to each storm, as is driver behavior. This approach is consistent with other traffic analyses that LSC has prepared in similar areas with high annual snowfall, such as the Lake Tahoe region; Park City, Utah; and Aspen, Colorado.

Roadway Capacity Analysis

The roadway capacity analysis for each scenario is presented in Table 5. As shown, all roadway segments currently operate well within the estimated capacity. All segments are expected to continue to operate well below capacity with implementation of the Civic Plaza Project. Therefore, no roadway capacity concerns are identified.

TABLE 5: Mammoth Civic Plaza - Roadway Capacity

Street Name		between		and		Direction	Capacity (vehicles per hour)	Existing No Project		Existing + Phase 1		Existing + Full Buildout		Future + Full Buildout	
								Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C
Saturday Peak Hour															
Main Street	West of Old Mammoth	Sierra Park	Eastbound	2,600	789	0.30	789	0.30	789	0.30	789	0.30	1,230	0.47	
			Westbound	2,600	514	0.20	515	0.20	516	0.20	807	0.31			
			Old Mammoth	Eastbound	2,600	398	0.15	398	0.15	398	0.15	485	0.19		
				Westbound	2,600	308	0.12	308	0.12	309	0.12	451	0.17		
			Sierra Park	Eastbound	2,600	385	0.15	383	0.15	383	0.15	408	0.16		
				Westbound	2,600	292	0.11	290	0.11	290	0.11	438	0.17		
Meridian Blvd	East of Thompson	Thompson	Eastbound	2,600	290	0.11	290	0.11	290	0.11	425	0.16			
			Westbound	2,600	383	0.15	384	0.15	384	0.15	411	0.16			
			West of Old Mammoth	Eastbound	2,600	402	0.15	402	0.15	402	0.15	570	0.22		
				Westbound	1,600	356	0.22	357	0.22	357	0.22	591	0.37		
			Old Mammoth	Eastbound	2,600	322	0.12	322	0.12	322	0.12	650	0.25		
				Westbound	2,600	384	0.15	385	0.15	385	0.15	571	0.22		
Tavern Road	East of Sierra Park	Sierra Park	Westbound	1,600	137	0.09	137	0.09	137	0.09	350	0.22			
			Eastbound	1,600	147	0.09	147	0.09	147	0.09	490	0.31			
			Sierra Park	Westbound	1,300	48	0.04	49	0.04	49	0.04	48	0.04		
				Eastbound	1,300	44	0.03	44	0.03	44	0.03	45	0.03		
			Old Mammoth Road	Tavern	Southbound	1,600	606	0.38	606	0.38	606	0.38	975	0.61	
					Northbound	1,600	418	0.26	419	0.26	419	0.26	566	0.35	
Sierra Nevada	Southbound	1,600			604	0.38	604	0.38	604	0.38	960	0.60			
	Northbound	1,600			436	0.27	436	0.27	436	0.27	600	0.38			
Sierra Park Road	Meridian	Meridian	Southbound	1,600	557	0.35	557	0.35	557	0.35	935	0.58			
			Northbound	1,600	462	0.29	462	0.29	462	0.29	630	0.39			
			South of Meridian	Southbound	1,600	560	0.35	560	0.35	560	0.35	600	0.38		
				Northbound	1,600	402	0.25	402	0.25	402	0.25	475	0.30		
			Sierra Park Road	Site Access	Tavern	Southbound	1,300	51	0.04	53	0.04	53	0.04	137	0.11
						Northbound	1,300	49	0.04	63	0.05	64	0.05	102	0.08
Site Access	Southbound	1,300				51	0.04	52	0.04	52	0.04	127	0.10		
	Northbound	1,300				62	0.05	62	0.05	62	0.05	101	0.08		
Tavern	Southbound	1,300				57	0.04	58	0.04	58	0.04	112	0.09		
	Northbound	1,300				63	0.05	63	0.05	63	0.05	217	0.17		
Weekday - AM	Sierra Park Road	Meridian	Southbound	1,300	55	0.04	56	0.04	56	0.04	103	0.08			
			Northbound	1,300	38	0.03	38	0.03	38	0.03	200	0.15			
			South of	Southbound	1,300	18	0.01	18	0.01	18	0.01	30	0.02		
				Northbound	1,300	25	0.02	25	0.02	25	0.02	40	0.03		
			Sierra Park Road	Site Access	Tavern	Southbound	1,300	195	0.15	212	0.16	219	0.17	310	0.24
						Northbound	1,300	89	0.07	92	0.07	98	0.08	143	0.11
Site Access	Southbound	1,300				195	0.15	207	0.16	213	0.16	292	0.22		
	Northbound	1,300				89	0.07	91	0.07	95	0.07	134	0.10		
Tavern	Southbound	1,300				217	0.17	218	0.17	227	0.17	290	0.22		
	Northbound	1,300				163	0.13	173	0.13	183	0.14	349	0.27		
Weekday - PM	Sierra Park Road	Meridian	Southbound	1,300	263	0.20	264	0.20	271	0.21	318	0.24			
			Northbound	1,300	211	0.16	220	0.17	228	0.18	390	0.30			
			South of Meridian	Southbound	1,300	26	0.02	26	0.02	26	0.02	38	0.03		
				Northbound	1,300	11	0.01	11	0.01	11	0.01	26	0.02		
			Sierra Park Road	Site Access	Tavern	Southbound	1,300	77	0.06	75	0.06	83	0.06	169	0.13
						Northbound	1,300	88	0.07	95	0.07	101	0.08	152	0.12
Site Access	Southbound	1,300				77	0.06	81	0.06	83	0.06	169	0.13		
	Northbound	1,300				88	0.07	96	0.07	119	0.09	285	0.22		
Tavern	Southbound	1,300				98	0.08	118	0.09	124	0.10	179	0.14		
	Northbound	1,300				114	0.09	114	0.09	119	0.09	285	0.22		
Sierra Nevada	Meridian	Meridian	Southbound	1,300	147	0.11	164	0.13	169	0.13	216	0.17			
			Northbound	1,300	124	0.10	124	0.10	128	0.10	290	0.22			
			South of	Southbound	1,300	50	0.04	50	0.04	50	0.04	62	0.05		
				Northbound	1,300	44	0.03	44	0.03	44	0.03	59	0.05		

Note: V/C = volume -to- capacity ratio.

Source: LSC Transportation Consultants, Inc.

MammothCivicPlaza.xlsx

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Section 6

Transportation Assessment

The following transportation conditions are considered in this section:

- Intersection Level of Service
- Intersection Traffic Queuing
- Roadway Capacity
- Analysis of the Need for New Turn Lanes
- Vehicle Miles Traveled
- Construction Traffic

INTERSECTION LEVEL OF SERVICE

All study intersections currently operate at an acceptable LOS under all existing year scenarios, with or without the Civic Plaza Project. Under future cumulative conditions with full buildout of the project, all but the following two intersections are expected to operate at an acceptable LOS:

- Old Mammoth Road/Sierra Nevada Road (exceeds standard during Saturday PM)
- Sierra Park Road/Meridian Boulevard (exceeds standard during weekday peak hours only)

The standards would be exceeded at these two intersections under future cumulative conditions, regardless of whether the Civic Plaza Project is implemented. Potential LOS improvements are analyzed.

Old Mammoth Road / Sierra Nevada Road

As indicated in the lower portion of Table 4, provision of an eastbound right-turn lane on the Sierra Nevada Road approach would improve the LOS to an acceptable level under future cumulative conditions with the Civic Plaza Project. This improvement is included in the General Plan Mobility Element.

Meridian Blvd / Sierra Park Blvd.

Signalization of the Sierra Park Road/Meridian Boulevard intersection would improve the LOS to an acceptable level under future cumulative weekday conditions with the Civic Plaza Project. A signal would also provide enhanced pedestrian crossing conditions. The Mobility Element includes a new traffic signal at this intersection. Note that an acceptable LOS would be provided during the future cumulative winter Saturday PM peak hour (the Town's standard analysis period) without a signal.

INTERSECTION TRAFFIC QUEUEING

No adverse intersection queuing is identified under existing year scenarios, with or without the project. Under future cumulative conditions, there is a potential queuing concern at one location (the northbound Old Mammoth Road approach to Main Street); however, the queuing condition would occur regardless of whether the Civic Plaza Project is implemented, and improvements to address the issue are not expected to be warranted.

ROADWAY CAPACITY

All roadways in the study area have reserve capacity under all scenarios. Therefore, no improvements are necessary from a roadway capacity standpoint.

ANALYSIS OF THE NEED FOR NEW TURN LANES

New turn lanes may be warranted to enhance safety by separating vehicles turning into the site from those passing by the site. Using the National Cooperative Highway Research Program (NCHRP) 457 Guidelines, turn lanes into and out of the site at Thompson Way, Tavern Road, and the new proposed site access were evaluated. Based on the proposed volumes with the project, no new turn lanes are warranted under any scenarios.

VEHICLE MILES TRAVELED

The Vehicle Miles Traveled (VMT) in conjunction with the project is assessed by multiplying the average trip length for each origin/destination zone by the number of project-generated trips. As shown in Table 6, Phase 1 is estimated to generate an increase of approximately 593 VMT within the Town over the course of a winter weekday, and 16 VMT on a Saturday. Full buildout of the project would generate a total of approximately 977 weekday VMT and 28 Saturday VMT (including both the County and Town uses) as shown in Table 7. The Town's VMT threshold based on the 2011 TransCAD model is 179,708 total VMT over the course of a busy winter Saturday. In comparison with the Town's threshold, the project would generate a minimal increase in VMT on a Saturday.

CONSTRUCTION TRAFFIC

Construction of the Phase 1 County office building would result in temporary construction traffic to/from the site. Substantial truck hauling trips are not anticipated, assuming the proposed structure would not have subterranean levels. During construction of the County's wing, the County offices may operate in temporary office trailers on another part of the site. Given that all study intersections would operate at LOS C or better under existing year conditions with the proposed County offices, the addition of construction-related traffic volumes is not expected to result in an exceedance of the LOS threshold or intersection traffic queuing concerns. Furthermore, the study roadways have sufficient reserve capacity to accommodate the construction traffic, and no driver sight distance deficiencies are identified. Consequently, the construction traffic associated with Phase 1 is expected to be less than significant.

TABLE 6: Mammoth Civic Plaza Vehicle Miles Traveled (VMT) - Phase 1

Origin/Destination	Average Distance (miles)	Percent of Trips to/from Area		Project Phase 1			
				Weekday VMT		Saturday VMT	
		Employees	Visitors	Employees	Visitors	Employees	Visitors
Main Street East of Sierra Park	1.5	45%	36%	182	97	5	2
Main Street West of Sierra Park	1.7	20%	20%	92	61	3	1
Tavern Road	0.2	2%	7%	1	3	0	0
Sierra Nevada Road	0.3	3%	7%	2	4	0	0
Meridian Blvd West of Old Mammoth	1.1	20%	23%	59	46	2	1
Meridian Blvd East of Sierra Park	1.4	10%	2%	38	5	1	0
Sierra Park Road near High School	0.3	0%	5%	0	3	0	0
Project Net Impact		100%	100%	375	218	11	5
				593		16	

Source: LSC Transportation Consultants, Inc.

TABLE 7: Mammoth Civic Plaza Vehicle Miles Traveled (VMT) - Full Project

Origin/Destination	Average Distance (miles)	Percent of Town Trips to Area	Weekday VMT	Saturday VMT
Main Street East of Sierra Park	1.5	40%	178	5
Main Street West of Sierra Park	1.7	20%	101	3
Tavern Road	0.2	5%	3	0
Sierra Nevada Road	0.3	5%	4	0
Meridian Blvd West of Old Mammoth	1.1	22%	72	2
Meridian Blvd East of Sierra Park	1.4	6%	25	1
Sierra Park Road near High School	0.3	2%	2	0
Town Office's Impact		100%	384	12
County Office's Impact (Phase 1)			593	16
Full Project Impact			977	28

Source: LSC Transportation Consultants, Inc.

PERPENDICULAR PARKING ON THOMPSON WAY

The General Plan Mobility Element includes potential extensions of Thompson Way, Tavern Road, and Sierra Nevada Road. These new street connections could potentially provide access to the Civic Plaza, the hospital, and the schools. The Civic Plaza site plan shows perpendicular parking spaces along the potential future north-south extension of Thompson Way. If this road is extended south in the future to form a through public roadway, drivers would be required to back out into the through travel lanes. The likelihood and timing of the potential street connections to the hospital and schools is unknown. However, should Thompson Way become a through public road in the future, the perpendicular parking may need to be modified to parallel or angled parking.