

ATTACHMENT 4

2021 Addendum to the Clearwater
Specific Plan EIR

OCTOBER 2021



Sierra Nevada Resort Amendment

ADDENDUM TO THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

SUBMITTED BY
MICHAEL BAKER INTERNATIONAL

Michael Baker
INTERNATIONAL

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**ADDENDUM TO THE CLEARWATER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT**

Sierra Nevada Resort Amendment

October 2021



Lead Agency:

Town of Mammoth Lakes

437 Old Mammoth Road, Suite 230

Mammoth Lakes, California 93546

**Contact: Mr. Chandler Van Schaack, AICP
Senior Planner**

Phone: (760) 965-3637

Email: cvanchaack@townofmammothlakes.ca.gov

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A – VMT Assessment

1.0 INTRODUCTION

The proposed project is located within an area covered by *The Clearwater Specific Plan* (Specific Plan). The Specific Plan was adopted by the Town of Mammoth Lakes (Town) on January 21, 2009, for the development of a new, pedestrian oriented, mixed-use, resort destination development (herein referenced as the “Specific Plan Development Scenario”) located in the North Old Mammoth Road District of the Town. The Town, as the Lead Agency under the California Environmental Quality Act (CEQA), determined that an Environmental Impact Report (EIR) was required for the Specific Plan prior to adoption.

Following approval of the Specific Plan and Specific Plan EIR, a Conditional Use Permit (CUP) was approved by the Town for the project site on March 10, 2010 (2009 Old Mammoth Place CUP). As part of this process, the Town’s Community and Economic Development Department prepared a CEQA Conformance Analysis to confirm if the proposed CUP was consistent with what was analyzed as part of the Specific Plan Final EIR. The 2009 Old Mammoth Place CUP included Use Permit Application (UPA) 09-003 and Vesting Tentative Tract Map (VTTM) 09-003.

In 2016, the Applicant requested approval of modifications to the 2009 Old Mammoth Place CUP (the 2016 Old Mammoth Place CUP Amendment). At that time, a CEQA addendum to the Clearwater Specific Plan (2016 Addendum) was prepared to confirm if the proposed modifications were consistent with what was analyzed as part of the Specific Plan Final EIR. The Old Mammoth Place CUP Addendum was approved in 2016.

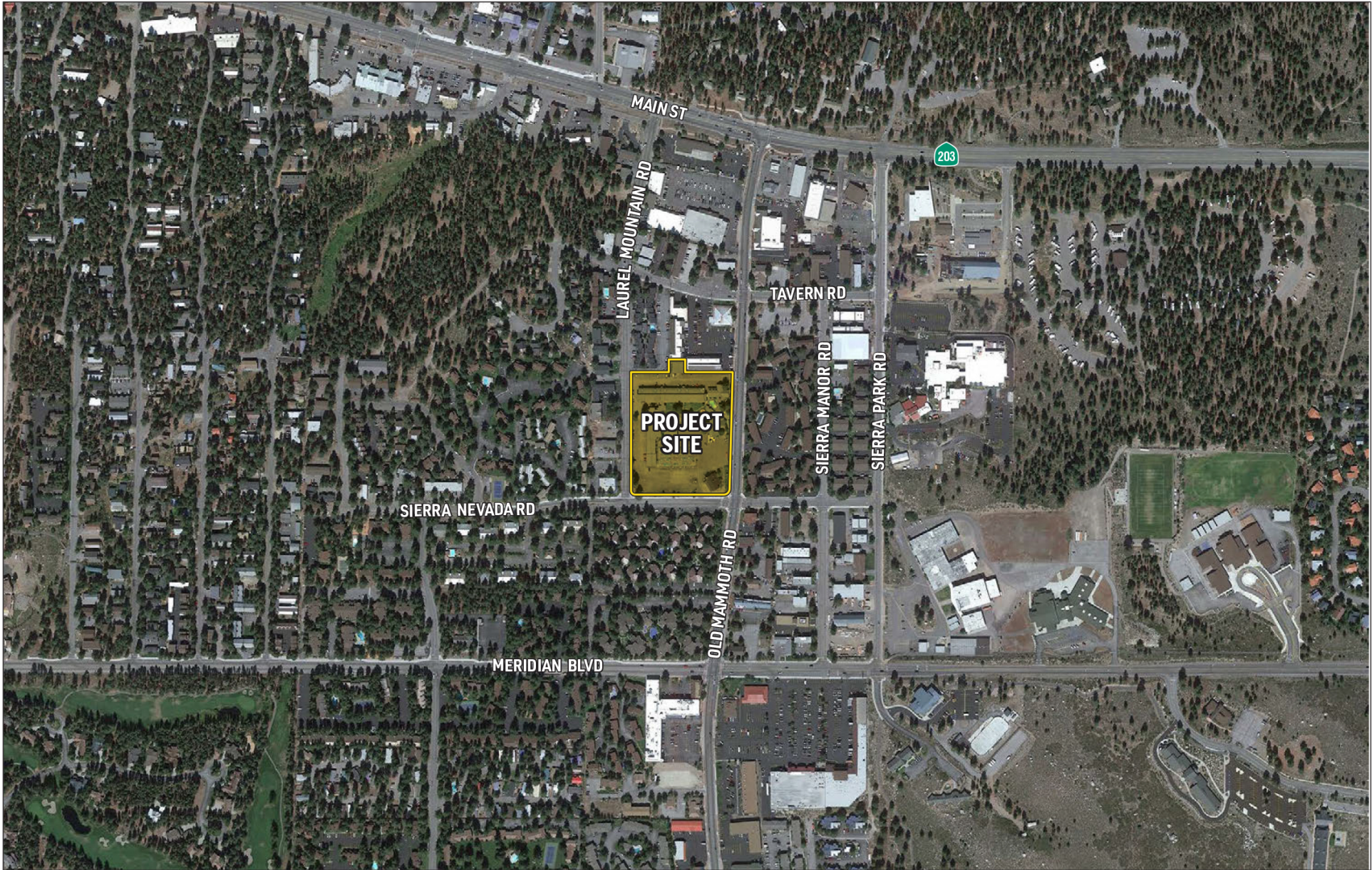
Since that time, development of the project site, as anticipated in the Specific Plan and the 2016 Old Mammoth Place CUP Amendment, has not occurred. At this time, the Applicant is requesting appropriate entitlements to allow for an interim development (“Amended Phase One”) to be constructed at the project site, while preserving the existing Specific Plan allowances for the potential future development per the approved 2016 Old Mammoth Place CUP Amendment. These changes for implementation of an Amended Phase One (referenced as the proposed Sierra Nevada Resort Amendment, or project) are the subject of this 2021 Addendum to The Clearwater Specific Plan EIR.

1.1 PROJECT LOCATION AND EXISTING CONDITIONS

The Town of Mammoth Lakes is located in the eastern portion of the Sierra Nevada Range, within southwestern Mono County, California; refer to Exhibit 1-1, Regional Vicinity. Regional access to the town is provided via U.S. Highway 395, which is approximately three miles east. Mammoth Lakes is served primarily by State Route 203, which acts as a connector to U.S. 395.

The approximate 6.1-acre site is located to the west of Old Mammoth Road and is surrounded on the remaining three sides by Sierra Nevada Road to the south, Laurel Mountain Road to the west, and the Mammoth Mall and Krystal Villa East condominiums to the north; refer to Exhibit 1-2, Site Vicinity. The Specific Plan area consists of three parcels (Accessor Parcel Numbers [APN] 35-230-05, 35-230-06, and 35-230-07).

The site is currently developed with commercial uses, which include the Sierra Nevada Resort and Spa and Frosty’s Miniature Golf (both located at 202 Old Mammoth Road), Rafters Restaurant and Lounge (164 Old Mammoth Road), and a second restaurant building occupied by Red Lantern downstairs and Jimmy’s Taverna upstairs (248 Old Mammoth Road).



Source: Google Earth Pro, September 2021

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Site Vicinity

Exhibit 1-2

The Sierra Nevada Resort and Spa is an L-shaped building situated at the north and west sides of the project site. Two detached buildings owned and used by the hotel are located north of Frosty's Miniature Golf, which occupies the center portion of the site. Rafters Restaurant and Lounge is located at the central east side of the site. The two-story wooden restaurant building occupied by Red Lantern (currently closed) and Jimmy's Taverna (currently operating) is located at the southeastern corner of the site. Existing vegetation includes approximately 33 trees and ornamental landscaping around the perimeters of the site and buildings. The remainder of the site consists of a surface parking lot serving the hotel and restaurants.

To the east of the project site, across Old Mammoth Road, is the Sierra Manor condominium project (zoning designation of Old Mammoth Road [OMR]). To the south, across Sierra Nevada Road, is the Sierra Park Villas condominiums (zoning designation of Residential Multi-Family [RMF-2]). Across Laurel Mountain Road to the west is the Laurel Mountain Professional Center, L'Abri residential condos, an unnamed apartment building, and the Sierra Park Apartments (zoning designation of OMR). To the north of the site, are the Krystal Villa East condominiums (zoning designation of OMR) and the Mammoth Mall (zoning designation of Downtown [D]), which houses business offices and retail establishments.

1.2 PREVIOUS ENVIRONMENTAL DOCUMENTS

Clearwater Specific Plan and EIR

The Clearwater Specific Plan was adopted by the Town on January 21, 2009, for the development of a new, pedestrian oriented, mixed-use resort destination development located in the North Old Mammoth Road District of the town. The Town, as the Lead Agency under the CEQA, determined that an EIR was required for the Specific Plan prior to adoption. The EIR was prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the Town. The purpose of the EIR was to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects of the Specific Plan.

The Draft Environmental Impact Report (Draft EIR) for the Specific Plan was distributed to responsible and trustee agencies, interested groups, and organizations. The Draft EIR (SCH# 2006062154) was made available for public review and comment for a period of 45 days. The public review period for the Draft EIR established by the CEQA Guidelines commenced on December 15, 2006 and ended January 29, 2007. A public scoping meeting for the Draft EIR was held on January 24, 2007, at the Town Council Chambers, in order to gather information on concerns and issues that the general public may have regarding the Specific Plan and Draft EIR.

The Draft EIR focused primarily on changes in the environment that would result from the Specific Plan. The Draft EIR identified potential impacts that would result from the construction and operation of the Specific Plan and provided measures to mitigate potential significant impacts. Those impacts that cannot be mitigated to less than significant levels were also identified.

After publication of the Draft EIR, the project Applicant submitted minor modifications to the project, which were reflected in the Final EIR for the Specific Plan (Specific Plan Final EIR). The project modifications proposed considered a 308-unit (480 room) condominium hotel with 18,000 square feet of retail and restaurant commercial uses and 11,900 square feet of recreation uses and ranged

in height from 35-65 feet. The condominium hotel also included 32 dwelling units for workforce housing and 8,000 square feet for conference space; refer to Exhibit 1-3, *Approved 2008 EIR CUP*.

Specific Plan Final EIR Section 2.0, *Revisions to Information Presented in the Draft EIR*, documented these project changes prior to certification of the Specific Plan Final EIR. Per this analysis, these revisions did not change the conclusions presented in the December 2006 Draft EIR. The revised Specific Plan Final EIR development scenario was determined to not create any new significant impacts or create the need for additional mitigation. On January 7, 2009, the Town Council adopted the *Final Clearwater Specific Plan* and certified the Specific Plan Final EIR.

2009 Old Mammoth Place CUP and CEQA Conformance Review

Following approval of the *Final Clearwater Specific Plan* and Specific Plan Final EIR, a CUP was approved by the Town on March 10, 2010 (2009 Old Mammoth Place CUP). The 2009 Old Mammoth Place CUP included a 332-unit (488 room) condominium hotel with 36,964 square feet of retail and restaurant commercial uses and 75,425 square feet of recreation uses. The condominium hotel also included 8 dwelling units for workforce housing and 9,582 square feet for conference space; refer to Exhibit 1-4, *Approved 2009 Old Mammoth Place CUP*, which illustrates the proposed development scenario under the 2009 Old Mammoth Place CUP. Prior to approval of the 2009 Old Mammoth Place CUP, the Town underwent a CEQA Conformance Review in February 2010, in order to verify if the proposed CUP was consistent with the analysis presented in the Specific Plan Final EIR, or if additional CEQA Clearance Documentation was necessary.

The 2009 Old Mammoth Place CUP proposed only minor differences compared to the project described in the Specific Plan Final EIR. Further, the proposed amendment to the Specific Plan included minor administrative changes to clarify definitions presented in the Specific Plan. As such, the CEQA Conformance Review determined that the 2009 Old Mammoth Place CUP would result in similar impacts to land use and relevant planning, aesthetics/light and glare, traffic and circulation, air quality, noise, utilities service systems, as well as long-term implications. Mitigation measures recommended within the CEQA Conformance Review are the same as those presented in the Final EIR. Based on the findings presented in the CEQA Conformance Review, it was concluded that the 2009 Old Mammoth Place CUP project would not result in substantial changes compared to the development scenario analyzed in the Specific Plan Final EIR.

2016 Old Mammoth Place CUP Amendment and Addendum to the Clearwater Specific Plan

In 2016, the Applicant requested approval of modifications to the approved CUP (2016 Old Mammoth Place CUP Amendment), which required discretionary action by the Town; Exhibit 1-5, *Approved 2016 Old Mammoth Place CUP Amendment*. Discretionary action included approval of a CEQA addendum to the Specific Plan Final EIR to confirm if the proposed modifications were consistent with what was analyzed as part of the EIR. Proposed changes included amendments to the Specific Plan to increase the allowed building heights and removal of on-site workforce housing. The 2016 Old Mammoth Place CUP Amendment and CEQA Addendum were approved in 2016.



Source: The Landau Partnership; June 20, 2008.

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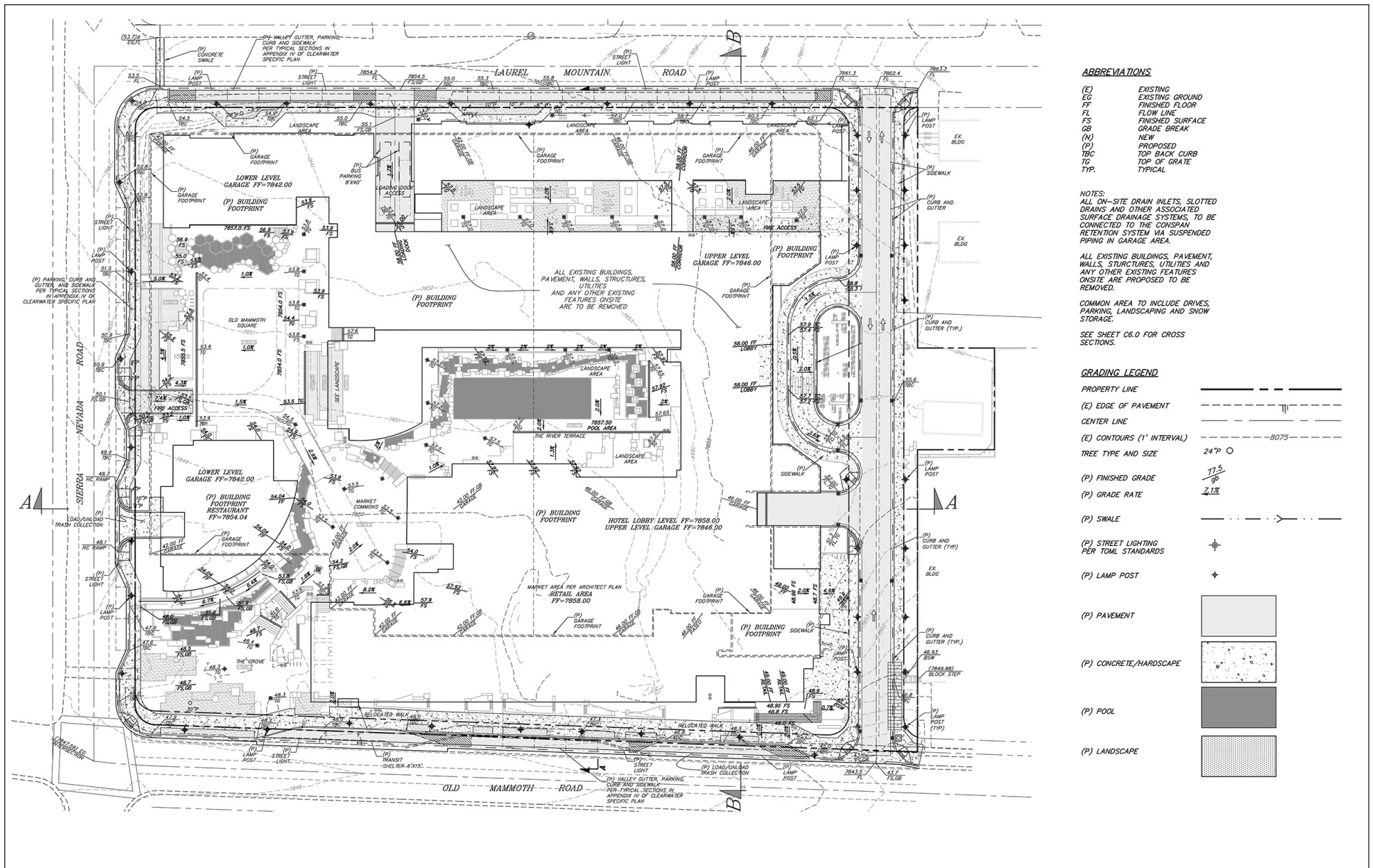


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Approved 2008 EIR CUP

Exhibit 1-3



Source: Triad/Holmes Associates, February 2, 2010.

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Approved 2016 Old Mammoth Place CUP Amendment

Exhibit 1-5

Sierra Nevada Resort Amendment and 2021 Addendum to the Clearwater Specific Plan

Since that time, development of the project site, as anticipated in the Specific Plan and the 2016 Old Mammoth Place CUP Amendment, has not occurred. At this time, the Applicant is requesting appropriate entitlements to allow for an interim development to be constructed at the project site, while preserving the existing Specific Plan allowances for the potential future development per the approved 2016 Old Mammoth Place CUP Amendment (the proposed Sierra Nevada Resort Amendment, or project). The Town has determined that an addendum to the Specific Plan Final EIR is required to allow for development of the Sierra Nevada Resort Amendment.

For the purpose of the analysis presented in this 2021 Addendum to the Clearwater Specific Plan, the proposed project modifications are compared to the 2016 Old Mammoth Place CUP Amendment development scenario.

2.0 DESCRIPTION OF PROJECT MODIFICATIONS

2.1 ADDENDUM'S PURPOSE AND NEED

When an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental environmental review documentation shall be required unless one or more of the following events occurs:

- 1) Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant

effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When none of the above events has occurred, yet minor technical changes or additions to the previously adopted EIR or negative declaration are necessary, an addendum may be prepared (State CEQA Guidelines Section 15164[b]).

As discussed below, none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of subsequent environmental review has occurred. This Addendum supports the conclusion that the proposed project modifications are minor technical changes that do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as discussed below, the proposed project modifications would not result in any new or substantially increased significant environmental impacts, new mitigation measures, or new alternatives that would substantially reduce significant impacts. As a result, an addendum is an appropriate CEQA document for analysis and consideration of the proposed project modifications.

Circulation of an addendum for public review is not necessary (State CEQA Guidelines Section 15164, subdivision (c)); however, the addendum must be considered in conjunction with the adopted Specific Plan Final EIR and 2016 Addendum by the decision-making body (State CEQA Guidelines Section 15164, subdivision (d)).

2.2 LOCATION OF PROJECT MODIFICATIONS

The proposed project modifications would apply to the same 6.1-acre project site identified and described in the Specific Plan Final EIR and 2016 Addendum. The project site is comprised of three parcels located at 164, 202, and 248 Old Mammoth Road, at the northwest corner of Old Mammoth Road and Sierra Nevada Road, in Mammoth Lakes, California.

2.3 COMPONENTS OF PROJECT MODIFICATIONS

The Applicant proposes to amend the Specific Plan in order to allow for the interim development (Amended Phase One) of 30 hotel cabins in the southern portion of the project site. Other improvements would include upgrades to the interior and exterior areas of the existing Sierra Nevada Resort and Spa and Rafters Restaurant and Lounge.

The new interim development scenario would include the following components:

- Demolition of the existing restaurant building at the southeast corner of the site and the construction of up to 30 new hotel lodging cabins, to be rented out by the existing hotel. The cabins would be “tiny home-style” cabins, up to 35 feet in height, situated in the central and southern portions of the project site. Specifically, single cabins would be up to 25 feet in height, and duplex, triplex, and four-plex cabins would be up to 35 feet in height.
- Interior and exterior hotel amenity improvements would be constructed. Interior improvements would be made to the existing on-site Sierra Nevada Resort and Spa and Rafters Restaurant and Lounge. Exterior improvements would include a public open space/event area at the southeast corner of the site, relocation of the existing pool to the central portion of the project site, upgrades to amenity areas (including expanded outdoor seating and lawn game areas). Outdoor amenities may include casual gathering spaces

with fixed and/or flexible seating, a terraced lawn, hammocks, firepits, gazebo, volleyball court, cornhole, bocce ball, private pool, and spa amenities, etc. Exterior improvements would also include the creation of a public food garden corridor (dining area) along Old Mammoth Road, which could accommodate one or more food trucks on-site.

- The proposed modifications would eliminate the southernmost driveway along Old Mammoth Road; and relocate the existing driveway along Sierra Nevada Road from its current location to the center of the site. Additionally, it is acknowledged that proposed sidewalk improvements along Laurel Mountain Road allowed per the existing Specific Plan would be required to be constructed as part of this Amended Phase One.

Proposed landscaping would include the preservation of existing trees wherever possible, as well as the planting of new canopy, evergreen, and flowering trees throughout the site. Understory planting would include a mix of native grasses, perennials, and shrubs that would complement the native ecology of the region.

- Create a new public park and, potentially, an events pavilion at the corner of Old Mammoth Road and Sierra Nevada Road to accommodate community festivals and events; and
- The project would also restripe the existing 225-space surface parking lot to accommodate 182 parking spaces total.
- Appropriate utility connections would be installed, connecting the new cabins to water, sewer, electrical, gas, and telecommunications.

It is acknowledged that this analysis assumes that the Amended Phase One development and associated utilities would be demolished prior to developing the full development scenario outlined as part of the 2016 Old Mammoth Place CUP Amendment.

3.0 ENVIRONMENTAL ASSESSMENT

As discussed in Section 1.2, *Previous Environmental Documents*, for the purposes of this analysis, the proposed project modifications are compared to the certified Final EIR development scenario and/or the certified 2016 Old Mammoth Place CUP Amendment development scenario. Potential environmental impacts resulting from the proposed project, as compared to the development scenario presented in the certified Final EIR and Addendum for the Specific Plan, are presented below for each environmental topic area considered in the certified Final EIR. Implementation of the proposed project would not require any new mitigation measures compared to those recommended in the Final EIR and/or Addendum. Mitigation measures recommended within this analysis are the same as those presented in the Final EIR and only include those applicable to the proposed project modifications.

3.1 LAND USE

The Final EIR determined that potential impacts to land use and relevant planning would be significant and unavoidable due to conflict with policies in the *1987 Town of Mammoth Lakes General Plan* related to the obstruction of existing views and exceedance of maximum site coverage. The 2016 Addendum concluded that the requested modifications to the project would not result in substantial changes compared to the development scenario analyzed in the Final EIR.

The project site is designated Clearwater Specific Plan (CSP) under the *Town of Mammoth Lakes General Plan* (General Plan) and zoned Clearwater Specific Plan under the Town's Zoning Map. The revised project proposes an interim development of 30 hotel cabins in the southern portion of the project site and several other site improvements and amenities (Amended Phase One). This analysis assumes that all development associated with Amended Phase One would be demolished prior to developing the full development scenario outlined in the 2016 Old Mammoth Place CUP Amendment. As such, the revised project would require a Specific Plan Amendment to allow the proposed Amended Phase One.

The proposed Specific Plan Amendment includes development standards specific to the Amended Phase One development scenario. As such, Amended Phase One would be required to comply with the proposed standards, including land use type (i.e., hotel cabins), building height, restaurant and event space square footage, minimum setbacks, minimum building separation distance, parking space requirements, minimum snow storage area, and minimum open space/landscaping. Although Amended Phase One would allow for an interim development not previously analyzed in the Final EIR or 2016 Addendum, the revised project would be consistent with the Town's vision and goals for the project site as detailed in the Specific Plan. Specifically, the Amended Phase One would contribute towards creating a pedestrian-oriented mixed-use corridor along Old Mammoth Road, providing a blend of hotel, restaurant/event space, and a venue for a variety of community activities and events (i.e., the proposed public park, food and beverage garden, and food truck venue). The 30 additional hotel cabins would provide places to stay for Town visitors and the site improvements and amenities would revitalize the site's existing character and enhance the Town's overall character as a destination resort community. The Specific Plan would also be amended in various sections to allow the Amended Phase One development scenario. Thus, upon adoption by the Town, the project would be consistent with the Specific Plan, as amended.

Overall, the revised project would not result in any additional land use impacts that were not previously considered and addressed in the Final EIR and 2016 Addendum.

Mitigation Program

No mitigation measures were found to be feasible in the Final EIR or 2016 Addendum for this topic area, and no new measures are feasible.

3.2 AESTHETICS/LIGHT AND GLARE

The certified Final EIR determined that despite the implementation of recommended mitigation measures, the previously analyzed project would result in significant and unavoidable construction impacts as the surrounding residential areas would be exposed to the visually related impacts of construction activities. Additionally, long-term visual/aesthetic impacts due to increased building heights, removed mature vegetation, increased hardscape features, and view obstruction would remain significant and unavoidable following implementation of recommended mitigation measures. Further, the 2016 Addendum concluded that the 2016 Old Mammoth Place CUP Amendment would be similar to those identified in the Final EIR. Similar to the Final EIR, shade/shadow impacts would remain significant and unavoidable. Construction of the project would involve demolition, site preparation, construction, and phasing similar to what was identified in the Final EIR. Thus, short-term construction impacts would not be increased, compared to that analyzed in the Final EIR. The Final EIR Mitigation Measures AES-1 through AES-15 would still be applicable to the 2016 Old Mammoth Place CUP Amendment.

Development of the Amended Phase One would include demolition of the existing restaurant located at the southeast corner of the site and the construction of 30 hotel cabins. The cabins would be “tiny home-style” cabins, up to 35 feet in height, situated in the central and southern portions of the project site. Specifically, single cabins would be up to 25 feet in height, and duplex, triplex, and four-plex cabins would be up to 35 feet in height. Interior and exterior improvements to hotel amenities are also proposed for the existing Sierra Nevada Resort and Spa and Rafter's Restaurant and Lounge. Additionally, construction of an outdoor food garden (dining area) along Old Mammoth Road is proposed, which could accommodate one or more food trucks on-site. The Amended Phase One would create a new public park and, potentially, an events pavilion at the corner of Old Mammoth Road and Sierra Nevada Road to accommodate community festivals and events as well.

The Amended Phase One would appear similar in character to the existing on-site hotel and surrounding community. Proposed cabins would range from 25 to 35 feet in height, similar to existing structures in the area. The 2016 CUP Amendment considered on-site building heights ranging from 35 to 65 feet in height. As such, the Amended Phase One development (up to 35 feet in height) would not result in increased resultant view blockage to the surrounding mountains and hillsides, compared to that analyzed in the certified Final EIR and 2016 Addendum. Resultant shadow patterns would be similar in character to the existing surrounding community. Construction of the project would involve demolition, site preparation, and construction similar to the extent of what was identified in the certified Final EIR and 2016 Addendum. The Amended Phase One development would also include interior and exterior lighting for security, parking, signage, landscaping, street lighting, and interior lighting of the proposed structures, although to a lesser extent than the full development considered as part of the Specific Plan. Implementation of the Final EIR certified Mitigation Measures AES-13 and AES-14 (as amended in the 2016 Addendum) would still be required in order to reduce light and glare impacts. As such, the intensity of operational lighting impacts would be reduced compared to that analyzed in the certified Final EIR and 2016 Addendum.

Overall, the proposed project would result in fewer aesthetic/light and glare impacts, compared to that considered in the certified Final EIR and 2016 Addendum. Notwithstanding, the Amended Phase One would still be required to comply with the certified Mitigation Measures AES-1 through AES-14. With implementation of certified mitigation, the Amended Phase One would not result in any new or potentially adverse aesthetics/light and glare impacts not previously considered and addressed.

Mitigation Program

The Final EIR Mitigation Program, as amended by the 2016 Addendum, includes measures to reduce significant and unavoidable impacts associated with the previously approved project to the extent feasible. The following measures from the certified Final EIR and 2016 Addendum would also be applicable to the proposed project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Applicable Mitigation Measures

- AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans. *Old Mammoth Place Addendum, 2016.*

- AES-2 A grading plan shall be submitted concurrently with the development plans and shall be approved through the design review process by the Planning & Economic Development Commission. All grading and earthwork activities must be conducted in accordance with an approved construction grading plan and grading permit issued by the Mammoth Lakes Public Works Department. All grading plans must meet Lahontan Regional Water Quality Control Board standards for interim and permanent erosion control measures. *Old Mammoth Place Addendum, 2016.*
- AES-3 The applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community & Economic Development Department prior to issuance of grading permit. The plan shall ensure that construction haul routes do not affect sensitive uses in the project vicinity.
- AES-4 All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the Community & Economic Development Department for review concurrent with grading permit application. *Old Mammoth Place Addendum, 2016.*
- AES-5 The overall color scheme shall be determined by the Town's Design Guidelines and Town of Mammoth Lakes Advisory Design Panel, subject to approval by the ~~Town of Mammoth Lakes Planning & Economic Development~~ Commission. The color of exterior materials, whether applied or innate, shall reflect the appearance of the natural surroundings and not seem synthetic or man-made. Accent colors shall integrate with the overall color scheme and form of the building. *Old Mammoth Place Addendum, 2016.*
- AES-6 All signs shall be in accordance with the general provisions, prohibitions, exemptions, and special purposes delineated in Chapter ~~17.40~~17.48 of the Town's Municipal Code, the Clearwater Specific Plan, and the Clearwater Landscape Design Guidelines as established and adopted hereafter by the ~~Town Planning & Economic Development~~ Commission. *Old Mammoth Place Addendum, 2016.*
- AES-7 Landscape design shall be consistent with ~~TOML~~ Municipal Code Chapter ~~17.20.040~~17.40, California Model Water Efficiency Landscape Ordinance (CA MWELQ), property development standards, and the Clearwater Specific Plan Landscape Design Guidelines. The landscape shall enhance the character of the on-site development and shall be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region. *Old Mammoth Place Addendum, 2016.*
- AES-8 Flat roofs shall be designed to carry snow accumulations of a minimum of 161 pounds per square feet, and have a minimum slope of 3/12 for adequate drainage. A roof pitch of less than 3/12 is subject to the approval of the Building Official. Roofs shall be designed to not shed ice and snow onto adjacent properties, walkways, plaza, driveways, and decks. *Old Mammoth Place Addendum, 2016 [modified for clarification].*
- AES-9 Roof appurtenances shall be integral parts of the architecture of the structure. Non-functional roof ornamentation shall be avoided. Mechanical, electrical and roof access equipment, vents, and antennas shall be integrated into the roof design to avoid visual

- impact on other properties. Skylights, solar collectors and clerestories shall be designed as masses at angles relating to the primary roof, and building architecture, not applied forms. Exposed chimney flues shall not be permitted. *Old Mammoth Place Addendum, 2016.*
- AES-10 All appurtenances (i.e., meters and electrical equipment, etc.) shall be integrated into the project design to avoid visual impact from pedestrians and other properties. These appurtenances shall be screened or placed in areas that are not highly visible, where possible. *Old Mammoth Place Addendum, 2016.*
- AES-11 Fencing and outdoor enclosures shall be compatible in material, color, and design to adjacent structures, and the neighborhood and regional character. Fences and enclosures shall be designed to withstand heavy snowfall conditions and snow removal operations. Fences, walls, and enclosures shall be no higher than necessary to perform the intended function. Landscape features, fences, and walls in dedicated snow slope areas shall be designed to accommodate snow storage and removal activities. *Old Mammoth Place Addendum, 2016.*
- AES-12 All outdoor furnishings shall complement adjacent building character and scale, and shall be appropriate to the project theme, allow for snow removal operations, and accessibility requirements. ~~The tree~~Tree grates shall be used in areas of high pedestrian activity and traffic. They shall be constructed of cast iron, metal, or concrete. *Old Mammoth Place Addendum, 2016.*
- AES-13 The applicant shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (~~Chapter Section 17.34.060~~Section 17.34.030, Exterior Lighting~~Outdoor Lighting Plans~~, of the Municipal Code) to the Community & Economic Development Director that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors. *Old Mammoth Place Addendum, 2016.*
- AES-14 Landscape lighting should be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Lighting fixture locations shall not interfere or impair snow storage or snow removal operations. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas. *Old Mammoth Place Addendum, 2016.*

3.3 TRAFFIC AND CIRCULATION

The certified Final EIR determined that after implementation of recommended mitigation measures, the previously analyzed project would result in less than significant impacts with the implementation of the recommended mitigation measures. Further, the 2016 Addendum found that the Old Mammoth Place CUP Amendment would not result in any new, different, or potentially adverse traffic and circulation impacts not previously considered and addressed.

The Amended Phase One would result in the construction of 30 new hotel cabins and the removal of one on-site restaurant building (Jimmy's Taverna and Red Lantern in the southeast corner). This change in land uses would result in a net decrease in daily trips (approximately 487 fewer daily trips) compared to existing condition. As such, the Amended Phase One would result in fewer traffic impacts, compared to that analyzed for full buildout of the Specific Plan; refer to Appendix A, VMT Assessment.

Transportation Policy Consistency Analysis

The certified Final EIR acknowledged that the Town intends to make improvements of its existing pedestrian facility systems by increasing the connectivity and safety of existing bikeway, trail, and sidewalk networks per the Sidewalk Master Plan. Additionally, the Town of Mammoth Lakes Trail System Master Plan (MLTSMP) provides non-motorized facilities as alternate forms of transportation, including pedestrians, bicyclist, and cross country skiers. The Amended Phase One would initiate construction of a pedestrian walkway along Laurel Mountain Road, which was considered as part of the full buildout of the Specific Plan, in order to increase the pedestrian connectivity to the project site and surrounding area. The new pedestrian walkway would result in a near-term improvement, which would align with Town's goals pursuant to the Sidewalk Master Plan and MLTSMP. As such, the addition of the new pedestrian walkway would not create any new impacts, not considered as part of the certified Final EIR, regarding pedestrian access.

Implementation of the proposed Amended Phase One would not result in any changes/modifications to the existing bicycle or transit system. Less than significant impacts would result in this regard.

Design Safety Hazard Analysis

The Amended Phase One would alter the existing project site access, compared to that considered in the certified Final EIR. Project modifications would eliminate one of the two existing vehicular access driveways along Old Mammoth Road (the southernmost driveway) and move the vehicular access driveway along Sierra Nevada Road (from its current easterly location) to the center of the site. This change in access driveways would not create a design hazard for vehicles or pedestrians and would alleviate ingress/egress to the reconfigured hotel facility. Less than significant impacts would result in this regard.

Vehicle Miles Traveled (VMT) Screening Analysis

The certified Final EIR established 106,600 VMT as the threshold for projects within the Town. The 2016 Addendum determined that long-term operational impacts regarding VMT would result in approximately 6,270 daily trips and would be consistent with anticipated growth in the area. As such, the previously analyzed project would not exceed the Town's VMT limits.

The certified Final EIR and 2016 Addendum did not specifically address VMT (pursuant to Senate Bill [SB] 743), as it was not required in the CEQA Guidelines at the time of certification. As such, a VMT Assessment for the Amended Phase One was prepared to analyze potentially significant transportation impacts based on VMT. The purpose of the VMT Assessment is to determine if the Amended Phase One meets the Town's recently adopted *SB743 Implementation Guidelines* (Implementation Guidelines) screening thresholds for land use projects.

The VMT Assessment (provided as [Appendix A, VMT Assessment](#)) found that the Amended Phase One would meet two of the Town's Screening Criteria for land use projects (Map-Based Screening and Redevelopment Projects). According to these Screening Criteria, the development projects would have less than significant VMT impacts if: 1) a project is located within an area of development allowed by the screening map and would result in an average VMT below the allowed county average maximum value; or 2) would reduce daily VMT compared to existing conditions.

The proposed Amended Phase One is anticipated to result in a net decrease of 8,979 vehicle miles travelled (VMT) per day, based on the project's total VMT of 2,797 and the existing restaurant's total VMT of 11,776 (proposed to be removed). The proposed Amended Phase One would also be located within an area of development allowed by the Town's screening map. As the project site is situated in an area of allowed development and would have net decrease in VMT (which would be below the allowed county average maximum value), the project meets the Town's Map-Based Screening criteria. Additionally, the proposed Amended Phase One would reduce daily VMT compared to existing conditions, meeting the Town's Redevelopment Projects criteria as well.

As such, the Amended Phase One would be exempt from further VMT assessment and would result in a less than significant impact with regard to VMT. The Amended Phase One would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Less than significant impacts would result in this regard.

Conclusion

The Amended Phase One would result in substantially less development intensity than that considered for full buildout of the Specific Plan. This interim development would result in fewer daily trips, compared to the existing condition and buildout of the Specific Plan. As such, the certified Mitigation Measures would not apply to the Amended Phase One and impacts pertaining to transportation would be less than significant. The Amended Phase One would not result in any new or potentially adverse traffic and circulation impacts not previously considered and addressed.

Mitigation Program

The Final EIR Mitigation Program, as amended by the 2016 Addendum, includes measures to avoid potential adverse impacts associated with the previously approved project to maintain less than significant levels. However, the certified Mitigation Measures would not apply to the Amended Phase One.

3.4 AIR QUALITY

Air Quality

The certified Final EIR determined upon implementation of recommended mitigation measures, development of the Specific Plan would not result in significant air quality impacts during project construction and operation in regard to project consistency with the *Town of Mammoth Lakes Air Quality Management Plan (AQMP)* or result in significant cumulative air quality impacts along with implementation of other development in the project area. Further, the 2016 Addendum concluded that the air quality impacts resulting from the 2016 Old Mammoth Place CUP Amendment would be similar to those identified for the Specific Plan in the certified Final EIR.

For the proposed Amended Phase One, long-term operational impacts would be consistent with the anticipated growth within the project area, given this use is consistent with the existing land use conditions. The Amended Phase One is anticipated to generate approximately 152 daily trips, which is substantially lower than the number of trips forecast for buildout of the Specific Plan. Further, the proposed Amended Phase One is anticipated to result in a net decrease of 8,979 VMT per day, based on the project's total VMT of 2,797 and the existing restaurant's total VMT of 11,776 (proposed to be removed). Consequently, operational air quality impacts related to

vehicle mileage would be substantially less than what was anticipated for buildout of the Specific Plan. In conclusion, the Amended Phase One would result in substantially fewer operational air quality emissions than those considered for full buildout of the Specific Plan.

During project construction, the Amended Phase One would involve demolition of an existing restaurant at the southeast corner of the site, site preparation, and construction of 30 new cabins. The Amended Phase One would involve operating the new lodging cabins, available for rental through the existing on-site hotel facility. It is acknowledged that both project construction and operation would be significantly smaller in magnitude than what was assumed for full buildout of the Specific Plan. As a result, temporary construction-related air quality impacts resulting from the Amended Phase One would be substantially lower than those identified in the certified Final EIR and 2016 Addendum. Further, the certified Mitigation Measures AQ-1 through AQ-5 would still apply to the Amended Phase One. With implementation of certified mitigation, the Amended Phase One would not result in any new or potentially adverse air quality impacts not previously considered and addressed.

Greenhouse Gas Emissions

The Final EIR for the Specific Plan was certified in 2009, and the 2016 Old Mammoth Place CUP Amendment and associated Addendum were approved in 2016. The 2016 Addendum was prepared to confirm if the proposed modifications were consistent with what was analyzed as part of the certified Final EIR. Section 3.4, *Air Quality*, of the 2016 Addendum concluded that the certified Final EIR already contained mitigation measures to address sources of greenhouse gas (GHG) emissions; certified Mitigation Measures AQ-1 through AQ-5. In addition, the 2016 Old Mammoth Place CUP Amendment was conditioned to achieve a Leadership in Energy and Environmental Design (LEED) Silver or equivalent certification as well as incorporate numerous water and energy efficiency programs during project construction and operation. As such, the 2016 Addendum concluded that GHG emissions resulting from the 2016 Old Mammoth Place CUP Amendment would be reduced with the mitigation measures from the certified Final EIR and the LEED Silver (or equivalent) certification requirements, and there is no evidence that further mitigation is necessary to further demonstrate compliance with the State mandated GHG reduction targets.

During project construction, the proposed Amended Phase One would involve demolition of an existing restaurant at the southeast corner of the site, site preparation, and construction of 30 new cabins. These new lodging cabins would be available for rental through the existing on-site hotel facility. It is acknowledged that both project construction and operation would be significantly smaller in magnitude than that considered for full buildout of the Specific Plan.

Based on the magnitude of the proposed Amended Phase One (as compared to full buildout of the Specific Plan) and implementation of the certified mitigation measures that address sources of GHG emissions, GHG emissions associated with development of the Amended Phase One would be minimized and no further mitigation would be necessary to further demonstrate compliance with State mandated GHG reduction targets. With implementation of certified mitigation, the Amended Phase One would not result in any new or potentially adverse GHG emissions impacts not previously considered and addressed.

Mitigation Program

The Final EIR Mitigation Monitoring and Reporting Program includes measures to reduce potential impacts associated with the previously approved project to less than significant levels.

Subsequently, the 2016 Addendum provided minor, editorial modifications to application measures for the 2016 Old Mammoth Place CUP Amendment. The following measures from the certified Final EIR and/or the 2016 Addendum would be applicable to the proposed Amended Phase One. Any modifications to the original measures are shown in strikethrough for deleted text and underlined for new, inserted text.

Applicable Mitigation Measures

AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with ~~GBUPACD~~ Great Basin Unified Air Pollution Control District (GBUAPCD) Rule 401, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the ~~GBUPACD~~ GBUAPCD Rules and Regulations. In addition, ~~GBUPACD~~ GBUAPCD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
- On-site vehicles' speed shall be limited to 15 miles per hour (mph);
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

Old Mammoth Place Addendum, 2016.

AQ-2 Under GBUAPCD Rule 200-A and 200B, the project applicant shall apply for a Permit to Construct prior to construction, which provides an orderly procedure for the review of new and modified sources of air pollution. *Old Mammoth Place Addendum, 2016.*

AQ-3 Under GBUAPCD Rule 216-A (New Source Review Requirement for Determining Impact on Air Quality Secondary Sources), the project applicant shall complete the necessary permitting approvals prior to commencement of construction activities. *Old Mammoth Place Addendum, 2016.*

- AQ-4 Prior to demolition activities, the applicant shall demonstrate to the GBUAPCD that the project is consistent with the Toxic Substance Control Act (TSCA), (15 U.S.C. Section 2601 et. seq.) Title 2 - Asbestos Hazard Emergency Response for handling asbestos. *Old Mammoth Place Addendum, 2016.*
- AQ-5 Prior to approval of building plans, the applicant shall provide confirmation, to the satisfaction of the ~~Town of Mammoth Lakes~~ Town's Community and Economic Development Department, that wood fired stoves or appliances would not be used on-site. *Old Mammoth Place Addendum, 2016.*

3.5 NOISE

The certified Final EIR determined that after implementation of recommended mitigation measures, development of the Specific Plan would result in significant and unavoidable construction noise and cumulative construction noise impacts. The certified Final EIR concluded that implementation of Mitigation Measures N-1 through N-3 would significantly reduce noise impacts during project construction and operation. Despite implementation of the abovementioned mitigation measures, construction-related noise impacts and cumulative construction noise impacts were determined to remain significant and unavoidable due to the proximity of sensitive receptors to the project site. As such, a Statement of Overriding Considerations was adopted by the Town Council when the Final EIR was certified. Subsequently, the 2016 Addendum was prepared to confirm if the proposed modifications of the 2016 Old Mammoth Place CUP Amendment were consistent with what was analyzed as part of the certified Final EIR. Section 3.5, *Noise*, of the 2016 Addendum acknowledged that despite implementation of the Mitigation Measures N-1 through N-3, construction-related noise impacts and cumulative construction noise impacts resulting from the 2016 Old Mammoth Place CUP Amendment were determined to remain significant and unavoidable due to the proximity of sensitive receptors to the project site. As such, the 2016 Addendum concluded that construction-related noise impacts and cumulative construction noise impacts from the 2016 Old Mammoth Place CUP Amendment would remain significant and unavoidable.

The Amended Phase One would involve demolition of an existing restaurant at the southeast corner of the site, site preparation, and construction of 30 new cabins. It is acknowledged that both project construction and operation would be significantly less in magnitude than full development of the Specific Plan. Similar to the Specific Plan and the 2016 Old Mammoth Place CUP Amendment (which proposed outdoor recreation uses at the pedestrian plaza/outdoor recreation areas), the proposed Amended Phase One would include outdoor recreational uses (although to a lesser extent), including activities at the proposed public open space/event area at the southeast corner of the site, relocated pool, outdoor food garden (dining area) along Old Mammoth Road, and other amenity areas (including expanded outdoor seating and lawn game areas). Outdoor activities potentially generating excessive noise (i.e., music and performances) would be subject to a Use Permit, which would regulate the hours of performances and amplification of equipment.

Implementation of the certified Mitigation Measures N-1 through N-3 would significantly reduce noise impacts during construction and operation of the Amended Phase One. With implementation of certified mitigation, the proposed Amended Phase One would not result in any new, different, or potentially adverse construction-related noise impacts and cumulative construction noise impacts not previously considered and addressed.

Mitigation Program

The Final EIR Mitigation Program, as amended by the 2016 Addendum, includes measures to reduce significant and unavoidable impacts associated with the previously approved project to the extent feasible. The following measures from the certified Final EIR and 2016 Addendum would also be applicable to the proposed project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Applicable Mitigation Measures

N-1 Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the ~~Town of Mammoth Lakes~~ Town's Community & Economic Development Department that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible; and
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Old Mammoth Place Addendum, 2016.

N-2 The proposed project shall be required to adhere to ~~Chapter 8.80.090~~ Section 8.16.090 (Prohibited Acts) of the *Municipal Code*, which prohibits loading activities between the hours of 10:00 p.m. and 7:00 a.m. *Old Mammoth Place Addendum, 2016.*

N-3 Mechanical equipment shall be placed as far as practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design. *Old Mammoth Place Addendum, 2016.*

3.6 UTILITIES AND SERVICE SYSTEMS

The certified Final EIR determined that development of the Specific Plan would create increased demand on utilities and service systems serving the project area; however, impacts would be less than significant. Further, the 2016 Addendum found that the Old Mammoth Place CUP Amendment would involve similar development and demand for public services and utilities to that identified in the certified Final EIR.

The proposed Amended Phase One would result in a substantially reduced development, compared to that considered for full development of the Specific Plan. The proposed project would construct 30 hotel cabins. Project modifications would increase demand for public services and utilities compared to existing conditions, but would be less than those considered for the previously analyzed project. The proposed Amended Phase One would increase utility demands as follows:

- Electrical amperage to the property would increase an additional 2055 amps per day.
- Propane delivery to the site would increase by 440 gallons per day.
- Water to the site would increase by 220 gallons per day
- Sewerage from the site would increase 320 gallons per day

The Amended Phase One proposes the installation of new on-site utility connections to serve the new cabins, including water, sewer, electrical, gas, and telecommunications. Electrical, gas (propane), water, and sewer utilities would all see an increase regarding on-site demand. Based on the certified Final EIR, there are no deficiencies in the water delivery system serving the project site. Additionally, the certified Final EIR concluded that there are sufficient existing facilities for water supply and wastewater treatment. Dry utilities would be available to serve the project site upon approval of all necessary permits from the Town and other agencies. As a result, the proposed Amended Phase One's demand for public services and utilities is anticipated to be substantially less than that identified in the certified Final EIR and 2016 Addendum. The proposed Amended Phase One would not result in any new, different or potentially adverse public services and utilities impacts not previously considered and addressed in the certified Final EIR and 2016 Addendum. Furthermore, the proposed project's utilities and service systems would only be temporary, as they would be demolished, and reconstructed appropriately to service construction of full buildout of the Specific Plan.

Mitigation Program

The Final EIR Mitigation Program, as amended by the 2016 Addendum, includes measures to reduce potential impacts associated with the previously approved project to less than significant levels. The following measures from the certified Final EIR and 2016 Addendum would also be applicable to the proposed project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Applicable Mitigation Measures

- USS-1 The Applicant shall provide lateral sewer lines to the ~~centerlines~~sewer main of the nearest adjacent roadways. The lateral sewer lines shall be constructed in accordance with Town and ~~MCWD~~Mammoth Community Water District (MCWD) standards and

specifications, to the satisfaction of the Town of Mammoth Lakes. *Old Mammoth Place Addendum, 2016 [modified for clarification]*.

3.7 ENERGY

The Final EIR for the Specific Plan was certified in 2009, and the 2016 Addendum for the 2016 Old Mammoth Place CUP Amendment was approved in 2016. Although not addressed in a standalone section in the EIR, energy considerations were analyzed in Section 6.1, *Irreversible Environmental Changes That Would Be Involved In The Proposed Action Should It Be Implemented*.

The implementation of project design features and mitigation measures related to energy efficiency have also typically been incorporated into a project's air quality and greenhouse gas analyses. As such, the certified Final EIR contained mitigation measures to address energy consumption, despite energy consumption reduction has not been specifically stated as reasoning for implementing these mitigation measures. These mitigation measures include mitigation of traffic and air quality impacts of the proposed development under the Specific Plan.

Both construction and operation of Amended Phase One would be substantially less in magnitude compared to full buildout of the Specific Plan. Based on the magnitude of the Amended Phase One and implementation of the certified mitigation measures that address energy consumption, the Amended Phase One would not result in any new or potentially adverse energy impacts not previously considered and addressed.

Mitigation Program

The Final EIR Mitigation Program, as amended by the 2016 Addendum, includes measures to reduce potential impacts associated with the previously approved project to less than significant levels. The following measures from the certified Final EIR and 2016 Addendum would also be applicable to the proposed project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

Applicable Mitigation Measures

Refer to Mitigation Measures AQ-1 through AQ-5 above.

3.8 WILDFIRE

The certified Final EIR determined that the Town and surrounding area have been rated as having a very high fire potential. Further, the certified Final EIR determined the previously analyzed project would be subject to review by the Mammoth Lakes Fire Protection District (MLFPD) to ensure fire regulations are met. MLFPD review would include ensuring adequate clearance of flammable vegetation around individual structures to prevent the spread of fire between wildlands and structures. As such, compliance with applicable provisions and fire codes pertaining to fire control would result in less than significant impacts.

According to the California Department of Forestry and Fire Protection *Mono County Fire Hazard Severity Zones in LRA Map*, the project site is not located within a State Responsibility Area (SRA)

nor is classified as a very high fire hazard severity zone.¹ However, it is acknowledged that the site is situated within a Low fire hazard severity zone. The proposed Amended Phase One would not result in an adverse effect which could impede emergency evacuation routes serving the Town. Further, project modifications would be subject to review by MLFPD to ensure the project complies with fire requirements and emergency vehicle access. The Amended Phase One would also be subject to payment fees that are currently imposed by the Town and used to fund the required fire suppression equipment. Wildfire impacts resulting from the Amended Phase One would be less than those identified in the certified Final EIR and 2016 Addendum. Compliance with fire requirements, emergency vehicle access, and payment of required fees would reduce potential impacts associated with the Amended Phase One to less than significant levels. As such, impacts regarding wildfire would be less than significant.

Mitigation Program

The certified Final EIR and 2016 Addendum determined that potential wildfire impacts associated with the previously approved project were less than significant. As such, no certified mitigation measures apply for wildfire impacts and impacts in this regard would be less than significant.

4.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the proposed addition of the Amended Phase One to the Specific Plan would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances (under which the project was being undertaken) since the certification of the Final EIR and the 2016 Addendum has occurred. There are no new measures required and no new alternatives available that would substantially reduce the environmental effects beyond those previously described in the certified Final EIR and the 2016 Addendum.

5.0 ADDENDUM PREPARATION SOURCES/REFERENCES

California Environmental Quality Act, 1970, as amended, Public Resources Code Sections 21000-21189.

California Department of Forestry and Fire Protection, *Mono County Fire Hazard Severity Zones in LRA Map*, https://osfm.fire.ca.gov/media/6724/fhszl06_1_map26.pdf, September 21, 2007, accessed on October 15, 2021.

Google Earth Maps, <http://maps.google.com>, accessed October 2021.

Michael Baker International, *Old Mammoth Place, Addendum to the Clearwater Specific Plan, Environmental Impact Report*, June 1, 2016.

RBF Consulting, *Final Clearwater Specific Plan Environmental Impact Report*, SCH No. 2006062154, adopted July 2008.

¹ California Department of Forestry and Fire Protection, *Mono County Fire Hazard Severity Zones in LRA Map*, https://osfm.fire.ca.gov/media/6724/fhszl06_1_map26.pdf, September 21, 2007, accessed on October 15, 2021.



RBF Consulting, *Old Mammoth Place, California Environmental Quality Act Conformance Review*, February 2010.

Town of Mammoth Lakes, *Town of Mammoth Lakes Municipal Code*.

Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan 2007*, dated May 2007.

Town of Mammoth Lakes, *General Plan Update Final Program Environmental Impact Report*, SCH No. 2003042155, dated May 2007.

Town of Mammoth Lakes, *The Clearwater Specific Plan*, revised April 21, 2010 (DZA 09-001 and DZA 10-002).



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APPENDIX A

VMT Assessment



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TECHNICAL MEMORANDUM

To: Amy Callanan, Town of Mammoth Lakes

From: Robert Davis, Michael Baker International
Dawn Wilson, Michael Baker International

CC: Kristen Bogue, Michael Baker International

Date: October 20, 2021

Subject: Sierra Nevada Resort Amendment VMT Assessment

Introduction

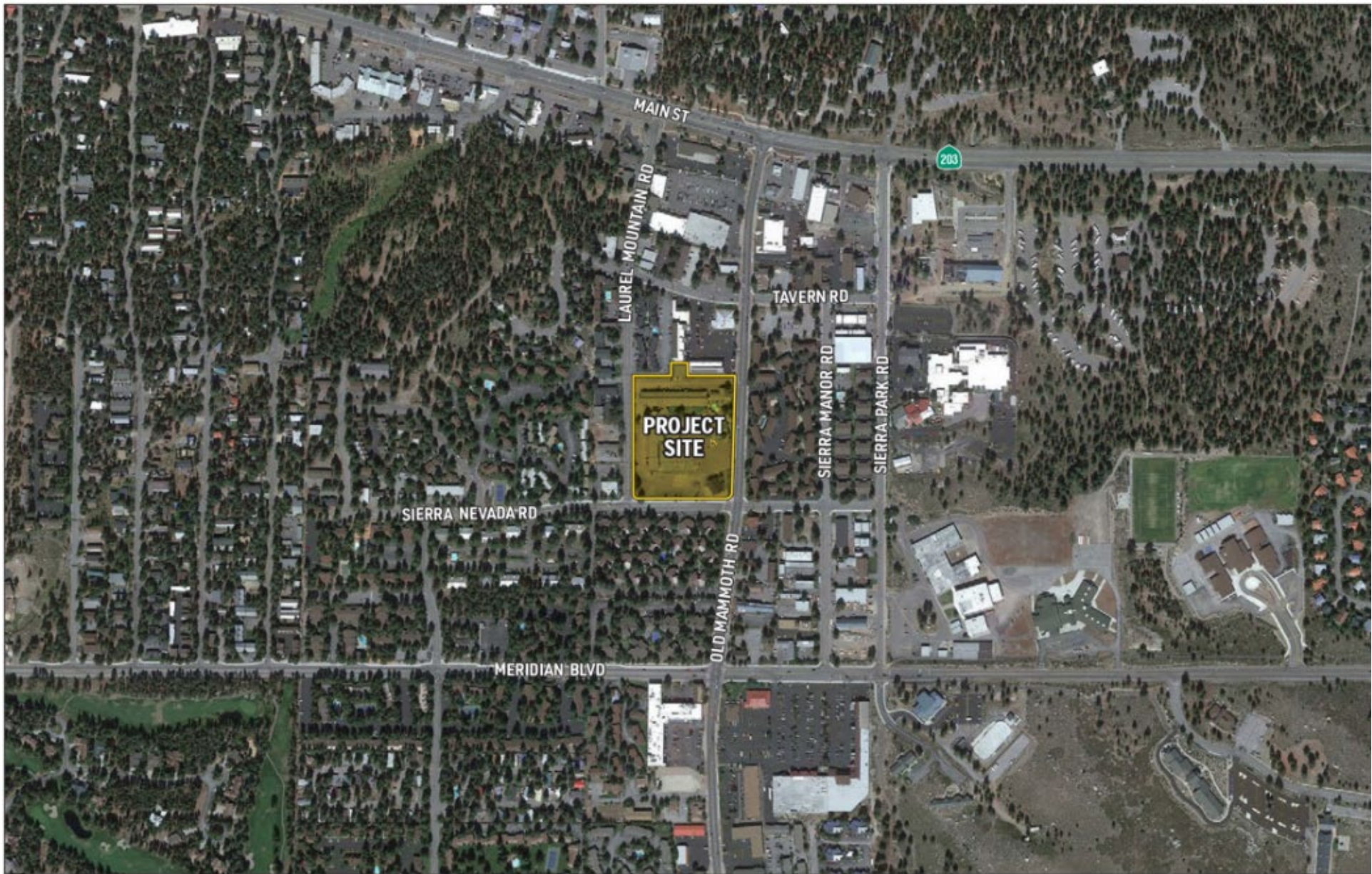
The purpose of this memorandum is to document the VMT assessment for the proposed Sierra Nevada Resort Amendment (Project) located in the Town of Mammoth Lakes, California. This memorandum has been prepared to support the Transportation component of the California Environmental Quality Act (CEQA) process. **Table 1** provides key project information. **Exhibit 1** shows the location of the project.

Table 1: Project Information

Item	Description
Project Title	Sierra Nevada Resort Amendment
Project Location	248 Old Mammoth Road - Situated on the northwest corner of the intersection of Old Mammoth Road and Sierra Nevada Road (Town of Mammoth Lakes, Mono County, CA)
Existing Use	Restaurant building occupied by Red Lantern downstairs and Jimmy's Taverna upstairs. Total existing restaurant floor area is approximately 5,700 square feet.
Proposed Use	30 Hotel Room Units (Cabins)
Area	6.1 acres

The existing restaurant building would be replaced by the proposed 30 hotel units.

Exhibit 1: Project Site Vicinity



Source: Google Earth Pro, September 2021

Analysis Guidelines

Per the direction of Town staff, the Town of Mammoth Lakes *SB743 Implementation Guidelines* November 24, 2020 was utilized as the primary resource in the development of this analysis. *Resolution 20-94* of the Town Council was adopted on December 2, 2020 and establishes the "Vehicle Miles Traveled Thresholds of Significance for Purposes of Analyzing Transportation Impacts under the California Environmental Quality Act."

Project Trip Generation Analysis

The number of Project site trips was estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (10th Edition). **Table 2** shows the ITE trip generation rates used for this analysis and **Table 3** shows the estimated trips generated by the Project and by the existing restaurant use that will be replaced (redeveloped) by the Project.

Table 2: Trip Generation Rates

Land Use	ITE Code	Daily Trip Rate	AM Peak Hour			PM Peak Hour		
			Rate	In	Out	Rate	In	Out
High-Turnover (Sit-Down) Restaurant	932	112.18 / KSF ⁽¹⁾	9.94	55%	45%	9.77	62%	38%
All Suites Hotel	311	4.46 / Room	0.34	53%	47%	0.36	48%	52%
<i>Notes:</i> 1) KSF = Thousand Square Feet								

Table 3: Estimated Project Trips and Existing Restaurant Trips

Land Use	ITE Code	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Trips	In	Out	Trips	In	Out
Existing: High-Turnover (Sit-Down) Restaurant	932	5.7	KSF ⁽¹⁾	639	57	31	26	56	35	21
Proposed: All Suites Hotel	311	30	Rooms	134	10	5	5	11	5	6
Net Difference (Proposed – Existing) ⁽²⁾				-505	-47	-26	-21	-45	-30	-15
<i>Notes:</i> 1) KSF = Thousand Square Feet 2) Values may vary slightly due to rounding.										

Screening Criteria

Land use projects that meet the screening thresholds identified in **Table 4** are assumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. **The project meets two of the Screening Criteria for land use projects which would allow a determination of a less than significant impact on VMT, thus a detailed project-specific VMT assessment is not required.** Criteria for both the Map-Based Screening and the Redevelopment Project categories are met by the proposed Project.

Table 4: Screening Criteria for Land Use Projects Presumed to Cause a Less Than Significant Impact

Project Type	Town Recommended Screening Criteria	Project Evaluation	Result
Small Projects	Project generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Town of Mammoth Lakes. <u>Unless:</u> It is inconsistent with the General Plan as determined by the Town of Mammoth Lakes.	Project is anticipated to generate approximately 134 daily trips, which exceeds the Small Project trip generation threshold.	Does Not Meet Criteria
Local Serving Retail	No single store on-site exceeds 50,000 square feet; <u>and</u> Project is local-serving as determined by the Town of Mammoth Lakes. <u>Unless:</u> The nature of the service is regionally focused as determined by the Town of Mammoth Lakes.	Not applicable since Project is not retail development.	Does Not Meet Criteria
Affordable Housing	A high percentage of affordable housing is provided as determined by the Town of Mammoth Lakes. <u>Unless:</u> The percentage of affordable housing is determined by the Town of Mammoth Lakes to not be high in relation to the residential element of a project.	Not applicable since Project does not contain affordable housing development.	Does Not Meet Criteria
Local Essential Service	Building is less than 50,000 square feet; and Land Use is: <ul style="list-style-type: none"> • Day care center; or • Public K-12 School; or • Police or Fire facility; or • Medical/Dental office building; or • Government offices (in-person services such as post office, library, and utilities) <u>Unless:</u> The nature of the service is regionally focused as determined by the Town of Mammoth Lakes.	Not applicable since Project is not retail or essential services development.	Does Not Meet Criteria
Map-Based Screening	Area of development is under threshold as shown on screening map as allowed by the Town of Mammoth Lakes. Note that screening maps for residential and employment based VMT projects are provided in Appendix B of the Town of Mammoth Lakes SB 743 Implementation Guidelines. <u>Unless:</u> The project represents significant growth as to substantially change regional travel patterns as determined by the Town of Mammoth Lakes.	Project is located Hex ID 588 and this zone is designated as "green" in the Appendix B Screening Maps and having a non-residential average VMT that is 15% or more below the Mono County Average.	Meets Criteria
Redevelopment Projects	Project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT <u>Unless:</u> The project replaces an existing VMT-generating land use and results in a net overall increase in VMT.	The existing restaurant use has a daily VMT of 11,776. The proposed hotel units would have a daily VMT of 2,466 which represents a net reduction in VMT.	Meets Criteria

Redevelopment Project VMT Assessment

The VMT Screening Tool results are shown in **Table 6** and screenshots of the screening tool results are attached to this memo. The Project is estimated to generate a daily total (Production-Attraction, PA) of 134 trips. The average trip length for the Project is 18.4 miles. The resulting Total VMT is 2,466 (134 trips x 18.4 miles per trip). A comparison of the average trip length for the Project (18.4 miles) to the Mono County average trip length (27.4) shows an average trip length that is 32.8% lower than the County's average trip length.

A comparison of the Project total VMT (2,466) to the existing restaurant use total VMT (11,776) shows that the Project is anticipated to result in a net decrease of 9,310 VMT per day. Therefore, **the project is determined to have less than significant impact.**

Table 5: VMT Summary

Category	Project Comparison		
	Mono County	Existing Restaurant	Project
Daily Trips	N.A.	640	134
Average Trip Length (miles)	27.4	18.4	18.4
Total VMT	N.A.	11,776	2,466

Mitigation Measures

Since the project is projected to result in a less than significant impact, mitigation measures are not required.

Conclusions

The Project VMT assessment for the Sierra Nevada Resort Amendment located in the Town of Mammoth Lakes shows that the Project meets two of the Town Screening Criteria and is therefore determined to have a less than significant impact. While a detailed VMT assessment is not required, an evaluation of the Project condition was conducted to demonstrate that redevelopment of the site results in a reduction in trips generated and a greater than 15% reduction in average trip length. As such, the Project results in a net reduction in VMT compared to the existing use. Based on this assessment, **the project is determined to have a less than significant impact and no mitigation is required.**

VTM Calculator Output

VTM CALCULATOR

Version 1.1 Build Date 11_05_20

PROJECT INFORMATION

Project Name	Sierra Nevada Resort Amendment
Address	248 Old Mammoth Road
HEX ID	588
Project Context/Setting	Suburban Center

LAND USE INFORMATION

VTM Land Use Type	Non_Residential
ITE Trip Gen Land Use	311 All Suites Hotel
Room(s)	30
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

☐ Affordable Housing
☐ Within a 1/2 mile of Major Transit Stop
☐ Local Retail (<50,000 Sq Ft)
☐ Less than 110 Trips per Day

VTM OUTPUT

PROJECT	
Avg. Trip Length	18.4
Daily Trips	134

Average (Avg. Trip Length)	27.4
Threshold (15% below Average)	23.3
Significant Impact?	No

Avg. Trip Length

Legend: Project (blue), Project with Mitigation (yellow), Threshold (black line)

PROJECT LOCATION

Map shows TAZ centroid location

SEARCH LOCATION RESET

VTM CALCULATOR

Version 1.1 Build Date 11_05_20

PROJECT INFORMATION

Project Name	Sierra Nevada Resort Amendment
Address	248 Old Mammoth Road
HEX ID	588
Project Context/Setting	Suburban Center

LAND USE INFORMATION

VTM Land Use Type	Non_Residential
ITE Trip Gen Land Use	932 High-Turnover (Sit-Down) Restaurant
1,000 Sq Ft	5.7
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

☐ Affordable Housing
☐ Within a 1/2 mile of Major Transit Stop
☐ Local Retail (<50,000 Sq Ft)
☐ Less than 110 Trips per Day

VTM OUTPUT

PROJECT	
Avg. Trip Length	18.4
Daily Trips	640

Average (Avg. Trip Length)	27.4
Threshold (15% below Average)	23.3
Significant Impact?	No

Avg. Trip Length

Legend: Project (blue), Project with Mitigation (yellow), Threshold (black line)

PROJECT LOCATION

Map shows TAZ centroid location

SEARCH LOCATION RESET