
4.7 LAND USE AND PLANNING

This section provides a description of the existing land uses within the Planning Area. The section also discusses the existing General Plan and how it relates to the Updated Plan. A more detailed comparison of the adopted General Plan and the proposed General Plan Update is discussed as part of the No Project Alternative, which is contained in Chapter 7 of this EIR.

4.7.1 EXISTING CONDITIONS

4.7.1.1 Existing Land Use

The Planning Area, as defined in this EIR includes the entirety of land within the Town's Municipal Boundary and includes portions of land within unincorporated Mono County, certain lands owned by the City of Los Angeles, and other public and private entities. See Figure 3-2 on page 3-3. The Planning Area includes areas where existing or proposed facilities have direct relationship to the current town boundaries and services. It encompasses land in the unincorporated portions of Mono County for which the Town provides municipal services and extends from the Whitmore Recreation area on the east to the Mammoth Scenic Loop on the north. The Planning Area incorporates the Mammoth Yosemite Airport (which has been annexed into the town boundaries and which currently serves general aviation activity primarily in the Eastern Sierra Nevada); the Whitmore Park facilities southeast of the airport, which the town operates and maintains; Smokey Bear Flat east of United States (U.S.) Highway 395, which offers active recreational opportunities for town residents and visitors; the Mammoth Scenic Loop Road, which the Town maintains; and the Deadman Creek – San Joaquin Area north of the town, which has potential for non-motorized recreational development. The Planning Area also includes Inyo National Forest lands located within Madera County. The only vehicular access to the land within Madera County is through the town, which provides public safety and building inspection services.

The Town boundaries (Municipal Boundary) includes approximately 24.4 square miles of land. The Municipal Boundary includes two separate and distinct areas of land: (i) the portion of the Town that includes the majority of the developed community; and (ii) an entirely separate “island” area (not physically connected with the rest of the Town) that surrounds the Mammoth Yosemite Airport (Airport) and which is located north of Highway 395 and approximately 10 miles east of the portion of the Town described in (i) above.

Of the total 24.4 square miles within the Municipal Boundary, approximately 4.6 square miles, or approximately 2,500 acres, lies within the UGB. The urbanized portion of the Town as well as the entirety of the Town “island” surrounding the Airport lie within the UGB. Within the UGB, approximately 3.5 square miles of land has been developed, leaving only 1.1 square miles of vacant developable land out of the total 4.6 square miles within the UGB.

The land outside the UGB but inside the Municipal Boundary consists largely of public lands administered by the Inyo National Forest. Non-federal lands outside the UGB include approximately 80 acres of patented mining claims on top of the Sherwin ridge, the Valentine Camp of the University of California, and the City of Los Angeles’ Camp High Sierra.

The land outside the UGB and outside the Municipal Boundary consists of primarily public and national monument lands administered by the USDA Forest Service, Inyo National Forest and the U.S. Department of the Interior (Bureau of Land Management and National Park Service). These lands are primarily utilized for grazing, agriculture, recreation, and limited geothermal development. The San Joaquin Ridge is located to the northwest of the Town and Sherwin Ridge of the Sierra Nevada Bowl is located to the south; both are on lands administered by the USFS and are located within the Planning Area. These two areas are primarily used for outdoor recreation. National Park System lands (Devil’s Postpile National Monument) are located to the west of the Town and are mainly utilized for passive and active outdoor recreation. The John Muir and Ansel Adams Wilderness areas are also located near the Town adjacent to the Planning Area to the south and west respectively. Other significant areas within the Planning Area include Lake Mary/Twin Lakes Basin, Red’s Meadow, Mammoth Mountain Ski Area, Casa Diablo Hot Springs, and Convict Lake. There is a limited amount of non-federal land outside the Municipal Boundary and within the Planning Area. This includes lands owned by the City of Los Angeles and a few small private holdings. These lands are under the land use jurisdiction of Mono County.

The land use designations that apply to the urbanized portions of the Town are described in the following sections. Figure 2.1.1 shows the current land use designations for the Town. Table 4.7-1 on page 4-178 provides a comparison of the existing and proposed land use designations as well as the existing zoning.

Residential Uses - Existing

Residential areas in the Town include single-family and multi-family residences including condominiums, including mobile home parks, rural housing and affordable housing. Existing residential uses are shown in Table 4.7-2 on page 4-179. The specific residential land use designations and their definitions are as follows:

Table 4.7-1

Comparison of Existing and Proposed Land Use Designations

Existing General Plan Land Use Designations	Updated General Plan Land Use Designations	Existing Zoning	Changes
LDR Low-Density Residential	LDR-1 Low-Density Residential	RR Rural Residential	CONSISTENT
	LDR-2 Low-Density Residential	RSF Residential Single-Family	CONSISTENT
HDR High-Density Residential	HDR-1 High-Density Residential	RMF-1 Residential Multi-family	Small portion of the RMF-2 zone in Old Mammoth is now designated HDR-1. Based on use permit history, properties were not being developed for transient use. All properties currently utilized for transient use will be grandfathered. Densities may be transferred from the HDR-2 designation to specific areas within the R and NVSP designations.
	HDR-2 High-Density Residential	RMF-2 Residential Multi-family	
R Resort	R Resort	R Resort	Densities may be increased within 500 yards of a ski lift terminus through transfers from the HDR-2 or other Resort Properties. This increase is based upon pedestrian access to the ski lifts.
C Commercial	C-1 Commercial	CL Commercial Lodging	The western boundary of the C-2 designation was expanded to Mono Street based on the nature of existing development and topography. The block from Manzanita Street to Mono Street is a logical extension of the C-2 uses on the south side of Main Street.
	C-2 Commercial	CG Commercial General	
SP, IP Specific Plan Institutional Public	OS, IP, NF, NVSP, I, LDR-2, A Open Space; Institutional Public; National Forest; North Village Specific Plan; Industrial/Low-Density Residential Airport	SP, PS, M, RSF Specific Plan Public and Quasi-Public Industrial/Residential Single Family	The original Specific Plan and Institutional Public designations encompassed a large amount of land with multiple uses. These designations were split to more accurately identify the desired uses. The most substantial changes to the underlying properties are the proposed development of housing on a portion of the IP designation and designation of land outside the Town's Urban Growth Boundary (UGB), managed by the Inyo National Forest as (NF). In addition, densities may be increased within the NVSP designation within 500 yards of a gondola terminal through transfers from the HDR-2 or other Resort Properties.
OS, OSSC Open Space Open Space/Stream Corridor	OS Open Space	OS, RR/OSSC Open Space, Rural Residential/OSSC	All lands within the UGB that were designated OSSC are combined under the OS designation. Previously, the OSSC was used as an overlay designation on certain RR lands. Lands outside the UGB are designated NF to reflect National Forest administration.

Source: Updated Plan, 2005

Table 4.7-2

**Incremental Development for Buildout of the Proposed 2024 General Plan
for the Town Of Mammoth Lakes**

<u>Land Use</u>	<u>Existing Units (2004)</u>	<u>Increase in Units</u>	<u>Potential New Units under Updated Plan (2024)</u>
Single Family Non-transient	2,087	293	2,380
Single Family Transient	0	97	97
Mobile Home	136	8	144
Multi-Unit Non-Transient	827	1,264	2,091
Multi-Unit Transient	6,821	5,177	11,998
Total Units	9,871	6,839	16,710
Population (persons)	34,265	26,463	<u>60,700</u>

Notes:

Population assumptions Seasonal, visitor, lodging & second home = 4 people per dwelling. Permanent resident = 2.4 per dwelling

38.5% of residential units are permanent, 7% are seasonal, 24% are second home, 29.5% are visitor. Does not equal 100% due to vacancy

Based population calculated utilizing the same assumptions as, except 4 people per unit is assumed for student housing and % of workforce housing.

Includes bonus units for all development projects that provide AH, state mandated density bonus units, doubling of density provision in existing code and student housing.

Source: Town of Mammoth Lakes, 2005

Low Density Residential (LDR). This category applies to single-family residential development of three to five dwelling units per gross acre. This density range is typical of residential subdivisions in Mammoth Slopes and Mammoth Knolls. Development standards including setbacks, height, and lot coverage are intended to provide for building separation, useable yards, snow storage, retention of native trees and other vegetation, and limited structure shading of adjoining parcels.

Special Conservation Planning (SCP), Open Space Stream Corridor (OSSC) or Rural Residential (RR). This designation is an overlay on portions of the LDR designation within the Old Mammoth area near Mammoth Creek and the Bluffs, due to sensitive environmental features including streams, riparian vegetation, and visual sensitivity. Lot coverage within this overlay zone is not to exceed 30 percent with a maximum density of two dwelling units per acre.

High Density Residential (HDR). This designation is intended for multi-family development at a maximum density of six to 12 dwelling units per acre. These densities would accommodate attached homes, two- to four-plexes, and condominium and apartment buildings. There are two districts within the HDR designation: one allows for visitor accommodations and the other prohibits transient (nightly visitor) rentals. Under this designation, the Shady Rest Tract is specifically designated for affordable/workforce housing. The HDR designation is

limited to a maximum of 60 percent lot coverage including buildings and all impervious surfaces. Specific housing issues such as availability and affordability are discussed in Section 4.9 (Population, Housing and Employment).

Residential Uses – Updated Plan

The Updated Plan retains the same residential designations as the current General Plan but provides two LDR and two HDR designations rather than one. The Low Density Residential 1 (LDR-1) allows single-family detached residential development at a maximum of two units per gross acre. The Low Density Residential 2 (LDR-2) allows single-family detached residential development of up to four units per gross acre. The High-Density Residential 1 (HDR-1) allows development of resident-oriented multi-unit housing at a density of 10 units per acre. The High-Density Residential 2 (HDR-2) allows visitor-oriented multi-unit development at 10 units per acre. The provision of more categories for residential uses enables the Town to provide greater specificity and to more accurately identify the desired uses. Table 4.7-2 provides a comparison of existing units with the potential buildout of the Updated Plan, including the increment of housing above the existing housing that could be developed based on the Updated Plan.

Commercial, Industrial, and Resort Uses – Existing

Commercial uses are located along Main Street (SR 203), Minaret Road in the North Village Specific Plan area, and Old Mammoth Road. Commercial uses consist of 28 acres of lodging facilities, 68 acres of general commercial uses (primarily restaurants and shopping center developments), and 16 acres of office uses. Table 4.7-3 on page 4-181 shows the developed, undeveloped, and total square feet of commercial, resort and industrial space under the existing General Plan. The majority of the commercial land uses are devoted to providing services to tourists. The Old Mammoth Road Commercial District contains primarily service and resident oriented uses. This District is characterized by multi-tenant shopping centers, each having surface parking.

The Main Street Commercial District is the oldest business district in the community and is characterized by random strip commercial development. Parking, snow storage, pedestrian access, auto access and circulation problems arise in the area each year during the winter months. The Main Street Commercial District area lacks a cohesive architectural theme, which further contributes to an impression of fragmentation.

Commercial (C) and Industrial (I). This designation allows for retail, lodging, and general commercial activities including offices. It includes two types of commercial areas: resident oriented retail/service commercial areas and specialized visitor oriented commercial areas. Base density for lodging is 40 guest rooms per acre; density can be increased to a maximum of 80 guest rooms per acre with 100 percent understructure parking. Commercial uses

Table 4.7-3**Existing and Potential Commercial/Industrial Floor Area Under Updated Plan**

Development	Existing (2004) Floor Area (sq. ft.)	Potential New Floor Area (sq. ft.)	Total Floor Area (sq. ft.) Under Updated Plan
Resort Commercial	115,000	290,000	405,000
General Commercial	749,000	200,000	949,000
Industrial/Warehousing ^a	319,000	105,000	424,000
TOTALS	1,183,000	595,000	1,778,000

Sq. ft. = square feet

^a *Includes contractor's building supplies, industrial and manufacturing uses, and warehousing and storage facilities.*

Source: Town of Mammoth Lakes, 2005

are limited to a maximum of 70 percent lot coverage, including parking. Residential housing is permitted in the Commercial designation at a maximum density of 12 dwelling units per acre.

The industrial sector consists mostly of construction and automobile related businesses and is included under the commercial land use. The existing industrial developments include a wood lot, the town yard, contractor and construction companies/yards, a glass company, storage facilities, and automobile repair and service operations and related businesses.

Resort (R). This designation includes mixed visitor oriented uses including lodging, visitor oriented commercial, and recreation uses. Maximum housing densities are eight units per acre. Maximum density for hotels and motels is eight units per acre. Development standards are similar to those for equivalent uses in other designations. Lot coverage is limited to 50 percent of the overall project area.

Commercial, Industrial, and Resort Uses – Updated Plan

The Updated Plan retains the same commercial and resort designations but provides two Commercial (C) designations rather than one. This enables the Town to provide greater specificity and to more accurately identify the desired uses in commercial areas. Commercial 1 (C-1) allows for small-scale commercial services for residents and visitors as well as visitor lodging. The designation would be located along Main Street between North Village and Mono Street. The C-1 is intended to create a transition between the intensive retail commercial at the eastern end of Main Street and the resort commercial of North Village. Density for visitor lodging would be a maximum of 20-units per acre. A studio or one bedroom unit is considered to be ½ unit for density calculations and density may be increased up to double for provision of community benefits pursuant to the Density Transfer Policy. The Commercial 2 (C-2) would allow areas for commercial services and sales of goods. The C-2 is intended to promote pedestrian uses, reduce vehicular conflicts, and improve the visual appearance of street

frontages. Multi-unit housing is encouraged as an accessory use. Density for the C-2 designation is the same as for the C-1. The Industrial (I) designation would accommodate industrial uses needed to support a resort community. Uses allowed by right would be those conducted entirely within and enclosed structure and may include light manufacturing, storage and maintenance uses. Other permitted uses may include heavy equipment storage and maintenance, batch plants, automobile repair and service, and similar uses.

4.7.1.2 Open Space, Institutional/Public Facilities, and Specific Plan Area - Existing

Open Space (OS). This designation is applied to lands that have significant recreational or environmental values. The OS designation permits development of facilities that support the environmental and recreational objectives of the community. This zone may include environmentally sensitive areas such as wetlands, floodplains, and streams and may include public recreation facilities such as parks, athletic fields, ski areas, golf courses, and community gathering spaces.

Institutional/Public (IP). This designation allows for public facilities and institutional uses. This designation is applied to lands that are anticipated to be used for schools, hospitals, governmental offices and facilities, museums, and related uses. The IP designation also includes the Airport and aviation and visitor accommodation facilities at the Airport.

Specific Plan (SP). This designation is applied to two districts within the town. The Gateway District designates sites for schools, industrial uses, 100 single-family lots, a hospital, and related uses. The North Village Specific Plan provides for a mix of visitor-oriented commercial and visitor lodging uses. Density in the North Village Specific Plan is calculated in terms of “rooms”. Commercial development is converted from the residential density at a rate of 450 square feet per room. The maximum density under the North Village Specific Plan is 3,020 rooms and 135,000 square feet of commercial. Density is not uniform but allocated by districts as specified in the North Village Specific Plan.

Open Space, and Institutional/Public Facilities, and Specific Plan Area – Updated Plan

The existing SP and IP designations encompass a large amount of land with multiple uses. ~~The updated plan also proposes a new industrial park adjacent to Mammoth Community Water District. The uses at the future industrial site would be similar to existing uses.~~ The Updated Plan provides new designations in order to more accurately identify the desired uses.

Airport (A). This is a new designation in the updated general plan and is applied to the Mammoth Yosemite Airport. Facilities and services associated with aviation, including hangars, fueling and fixed-base operator services, are permitted. Supporting uses including automobile

rental, transient lodging, retail uses, and a recreational vehicle park may be permitted. The Airport zone is designated for 250 visitor lodging units and approximately 50,000 square feet of commercial development.

4.7.1.3 Developable Land

Approximately 3.5 square miles of the available land within the Municipal Boundary has been developed, leaving only 1.1 square miles of vacant developable land. The vacant parcels tend to be scattered throughout the community, making it very difficult to assemble large tracts of land. The Town adopted a General Plan Amendment by resolution that created an Urban Growth Boundary that further constrains where development can occur. The vacant parcels include Town-owned property, National Forest land, land owned by the Mammoth Unified School District (MUSD) and privately-owned parcels. The various parcels/areas are described below.

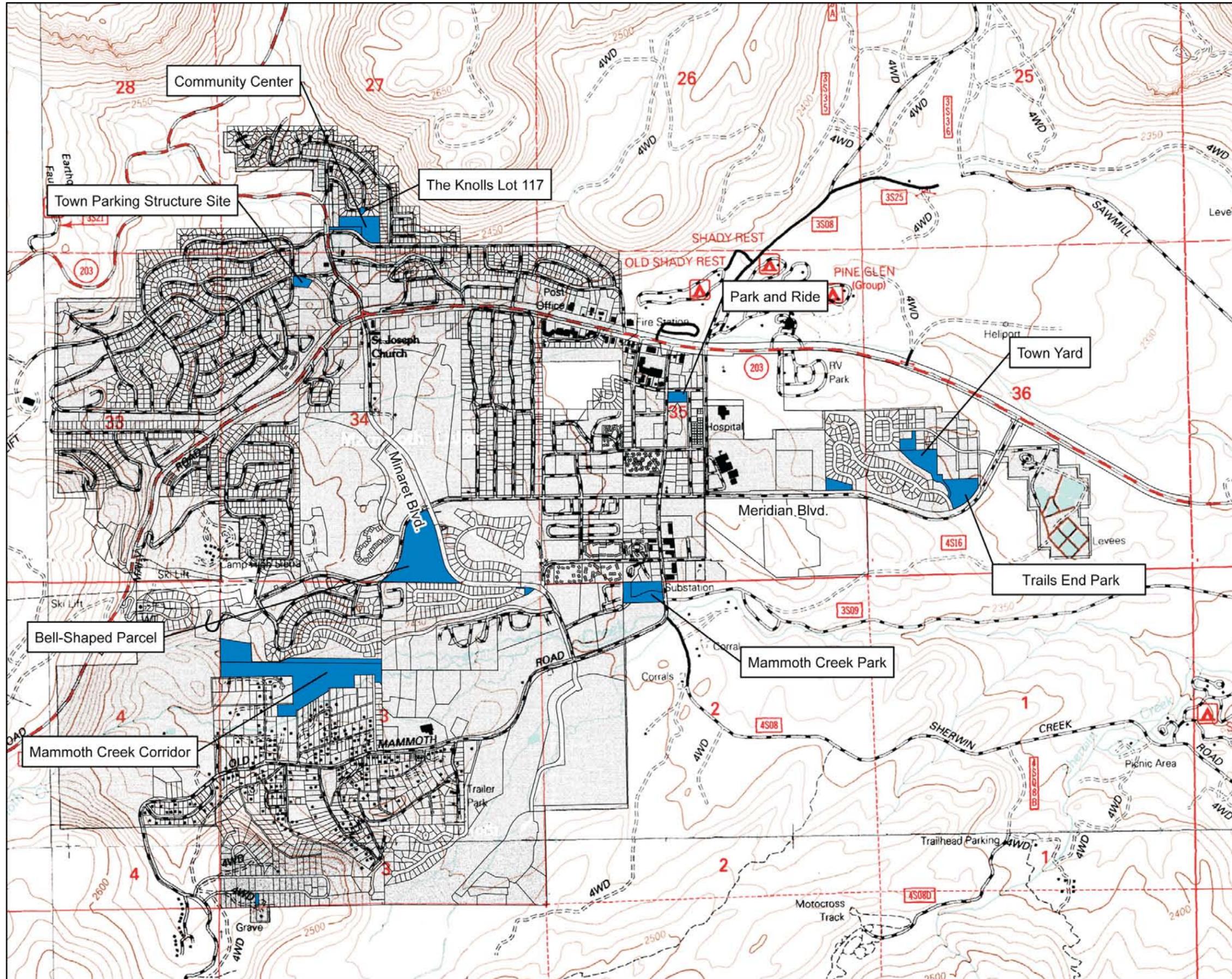
Town Owned Parcels

The Town-owned parcels are shown on Figure 4.7-1 on page 4-184. The Bell-shaped parcel is approximately 16.7 acres located at the southwest corner of the intersection of Minaret Road and Meridian Boulevard. It is approximately at the geographic center of the Town, about 0.5 mile west of the downtown core. It is bordered on the northwest by the Sierra Star (Intrawest) golf course and on the south by a residential subdivision. Several stands of mature trees surround a broad, open meadow with a wetland drainage meandering through the northern portion of the parcel. A second wetland area has been identified in the southern portion of the parcel. The Bell-shaped parcel is currently undeveloped and is designated Resort.

The existing Community Center (meeting room) and Mono County Library are located on an approximately five-acre tract of land located in the northern quadrant of the town, near the intersection of Minaret Road and Forest Trail. Also on the property are a small park and six tennis courts. This parcel is located at the northern edge of the planned Intrawest Village at Mammoth Lakes Development.

Within the Mammoth Industrial Park, the Town owns approximately six acres of land near the existing waste transfer station. These parcels are the location of the Town Maintenance Yard, which is currently used for Town maintenance use but some expansion is possible.

The Trails Recreation Site is adjacent to and south of the Mammoth Industrial Park. It is at the corner of Meridian Boulevard and Wagon Wheel Road and was conveyed to the Town for open space and recreation purpose. A skate park has been developed on a portion of this property.

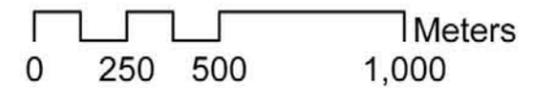


Town of Mammoth Lakes

Explanation

Town Owned Parcels

Note: Please note that parcels not labeled are: utility easements, sedimentation basins, or similar infrastructure sites



Base Maps: Old Mammoth,
Mammoth Mountain, Crystal
Crao & Bloody Mountain
Source: Town of Mammoth Lakes

Figure 4.7-1 Town Owned Parcels

Additional Town-owned parcels include the Mammoth Creek Corridor, one lot in The Knolls, two lots in the Sierra Valley Sites, the Park and Ride Lot, Mammoth Creek Park, the Meridian Court Affordable Housing site, and the Old Mammoth Affordable Housing site.

National Forest Land

The majority of the land within the municipal boundaries of the Town is public land administered by the Inyo National Forest (Inyo N.F.). Most of this land is administered for recreational use. National Forest management direction is identified in the Land and Resource Management Plan for the Inyo National Forest.

The Inyo N.F. has identified sites within Mammoth Lakes that are considered to be logical candidates for land exchanges. These are parcels of federal land within the Town that could be developed to meet community needs and would not compromise National Forest management direction if placed into non-federal ownership. A number of those sites are small tracts that would clean up small rights-of-way encroachments (Main Street Frontage, Forest Trail). The National Forest parcels that are important for public community facilities include the Visitor's Center, the Community Church, and the MCWD (East Gateway) parcel.

Inyo N.F. land on the north side of Hwy 203 at the entry to the town contains the existing Inyo N.F. Visitor Center and recently expanded parking lot. The Inyo N.F. and Town are currently expanding the visitor center and offices.

One land exchange is currently being evaluated. This exchange is with the Southern Mono Health Care District for approximately 10 acres of land on the southeast corner of State Route 203 and Sierra Park Road (Sandy Hogan, USFS, Personal Communication, November 5, 2004). This parcel is currently occupied by the Community Church and would be used for the following: an expansion for the existing hospital; construction of a new public safety facility; and Town, State of California, and Mono County administrative facilities. Land exchanges with Snow Creek Investment, LLC and the Mammoth Unified School District were completed in 2005.

South of Meridian Boulevard, between the MCWD property (wastewater treatment plant) and the Community College, are 66 acres of National Forest Land referred to as the East Gateway Site. This area is within the UGB and consists of slightly rolling terrain, with clusters of trees and open ground. The MCWD has expressed an interest in the eastern one-third (approximately 22 acres) of this ground to create a business/industrial park that would meet additional community needs. The Mammoth Lakes Foundation has expressed an interest in the western portion (approximately 15 acres) on behalf of the Community College. These proposed uses are addressed in this EIR.

Several parcels have been discussed as potentially available for exchanges with permittees (Mill City Recreation Tract, Mammoth Mountain Main Lodge Base Area, etc.). None of these exchanges have been initiated and, because they are still speculative, have not been evaluated in this EIR.

The project includes a new designation (NF), which would be applied to lands administered by the Inyo National Forest that are outside the adopted UGB. This designation would better reflect the federal ownership and management of these lands.

The Forest Service holds a number of grazing leases for cattle and sheep operations throughout much of the public land in the Planning Area. All of the leasehold operations are located outside of the UGB, and most of these leases are located outside of the Municipal Boundary. However, some of the staging and holding areas are located inside the Municipal Boundary. The USFS indicates that there have been some land use conflicts (stemming primarily from recreational uses) with respect to leasehold activities in the vicinity of the Visitor Center/Shady Rest Park, and in the vicinity of the Sherwin Gravel Pit (Sawinsky 2005). The conflict is between recreational users of the area and is a forest service user conflict issue. As a result, the leaseholders have been unable to make full use of the lands in their permit boundaries.

Shady Rest Affordable Housing

Not to be confused with Shady Rest Park, the 24.4-acre Shady Rest Affordable Housing Site is located west of the Old Mammoth Commercial Area, on the south side of Main Street, separated from Main Street by a narrow band of commercial and apartment uses. An application is now pending to use the site for affordable housing and the Town has recently reaffirmed the intent to utilize this parcel for affordable housing consistent with the outcome of a Town-wide referendum. The Updated Plan would designate this land as HDR-1 with no transient use permitted. Additional language in the RMF-1 zoning designation would restrict development to workforce housing and accessory uses. The property is considered suitable for affordable housing because of its proximity to adjoining residential uses, compatibility with public uses of the property (particularly as a walking path), and the abundance of very tall conifers on the site that are expected to be incorporated into design standards for the housing development.

Mammoth Unified School District and the Mono County Office of Education

South of Meridian Road, west of the Community College, is approximately 18 acres of land owned by the Mammoth Unified School District (MUSD) and the Mono County Office of Education (MCOE). The land is rolling, with massive rock outcrops and several stands of mature evergreen trees. A portion of this property has been developed for Sierra High School, the Mono County alternative education school, the MUSD and MCOE offices. Another portion of the property is planned for development of a new community library. The balance of the

property could be put to other public or institutional uses if acquired from, or developed in conjunction with, the MUSD and MCOE.

Vacant Old Mammoth Commercial Parcels

Throughout the Old Mammoth Commercial Area there are a number of vacant or underutilized sites. Many of these sites are small and would best lend themselves to one or two smaller facilities. The Town envisions development of these parcels with mixed use infill development. Lot consolidation or redevelopment of existing developed properties is likely as Mammoth matures.

Shopping Center Infill

There are several strip shopping centers with buildings set back from the street with large parking lots adjacent to the street. These parking lots are underutilized during much of the year, but fully used on peak weekend and holiday periods. Infill development along the street frontages of the downtown might be an opportunity to provide additional building sites, as well as to establish a more traditional “main street” character to the core shopping experience. The Minaret Mall, where the Town offices are currently located is one such opportunity. The General Plan Update anticipates additional commercial development on the vacant sites and intensification of existing uses on developed commercial sites.

4.7.2 REGULATORY FRAMEWORK

State law places a General Plan atop the hierarchy of land use planning regulations. Local ordinances and other plans, such as Specific Plans, therefore, must not conflict with the General Plan. Other relevant planning policy documents (i.e., Air Quality Management Plan, Town Storm Drainage Master Plan, etc.) associated with other environmental issue areas are described throughout Chapter 4 of this Revised Draft PEIR.

4.7.2.1 Town Municipal Code

The General Plan is primarily implemented by the Municipal Code, which regulates development type and intensity. Development regulations include building heights, setbacks, lot coverage, parking, landscaping, etc. Zoning classifications for the town are required to be consistent with the land use designations and land use map in the proposed updated Plan. Amendments to the Municipal Code as well as zoning of properties in the UGB would be required in order to comply with the Updated Plan.

4.7.2.2 Specific Plans and Master Plans

Specific and Master Plans are detailed plans for the development of particular areas. Falling under the broader umbrella of the General Plan, Specific and Master Plans are intended to provide more finite specification of the types of uses to be permitted, development standards (density, setbacks, heights, landscape, architecture, etc), and circulation and infrastructure improvements. Specific and Master Plans are often used to ensure that multiple property owners and developers adhere to a single common development plan, as well as to provide flexibility in development standards beyond those contained in the Zoning Ordinance.

The Town uses Specific and Master Plans as a tool to achieve coordinated development of individual parcels within a broader context. Currently adopted Specific and Master Plans include the following: the North Village Specific Plan, the Lodestar (Sierra Star) at Mammoth Master Plan, the Juniper Ridge Master Plan, and the Snowcreek Master Plan. These plans would remain a part of the Updated Plan, as they have been incorporated into the Updated Plan. The following is a summary of the mix of uses that has been approved for each area and the amount of development that has taken place within each area.

North Village Specific Plan: The North Village Specific Plan area consists of 41 separate parcels and encompasses an area of approximately 64 acres near the intersection of Minaret Road and Main Street. The Specific Plan was approved by the Town in December 2000. Since that time, the first phase of “The Village at Mammoth” has been constructed on the west side of Minaret Road. The first phase of construction included the Lincoln House and White Mountain Lodge containing approximately 57,000 square feet of commercial area and 166,000 square feet of residential use. At the Village Plaza, a Skier’s Services building and the Gondola building, totaling approximately 20,000 square feet, have also been constructed. The Gondola Building connects the Village to the Mammoth Mountain Ski Area via Canyon Lodge. The Grand Sierra Lodge, containing approximately 93,000 square feet of commercial and residential area, is nearing completion of its construction. Additionally, the “80/50” development of 74,696 square feet of enclosed floor area for a 23-Unit Fractional Share Residence Club with 3,355 square feet of retail area has been approved on a 1.09-acre property located to the south of the Village Plaza. At its buildout, the current North Village Specific Plan could yield 3,320 total residential “rooms” and 135,000 square feet of retail/commercial space.

Lodestar (Sierra Star) at Mammoth Master Plan: The Lodestar at Mammoth Master Plan area consists of approximately 222-acres and was approved by the Town in May of 1991. A 120-acre 18-hole golf course (Sierra Star Golf Course) has been built on the property and several residential project areas adjacent to the golf have been constructed or approved for construction. At the southeast corner of Meridian and Minaret, a 54-lot single-family residential subdivision (“Sierra Star”) has been created. Approximately, 35 lots within this subdivision have been developed. At the northwest intersection of Sierra Star Parkway and Meridian, the 32-Unit

Townhome development, “The Timbers,” has been constructed. Also, along Sierra Star Parkway, the 58-Unit “Solstice” Condominium project on 20.91-acres has been approved for development. Along Lodestar Drive, the 46-Unit “Mammoth Green” Condominiums have been constructed on 5.44-acres and the 24-Unit “Crooked Pines” Condominium project on 1.99-acres is under construction. Eleven single-family residential lots on 29 acres abutting the east side of Lodestar Drive have also been approved. Near the southeast corner of the Lodestar at Mammoth Master Plan area, the “Tallus” project has been approved for 19 Single Unit Residences and a Clubhouse on 7.5-acres. At buildout, the Lodestar at Mammoth Master Plan area could accommodate 1251 units including 751 residential and 500 hotel units and 80,000 square feet of commercial/retail space.

Juniper Ridge Master Plan: The Juniper Ridge Master Plan area is primarily built out and consists of an approximately ~~12.545 acres-acre site~~ located on the south side of Lake Mary Road where the 40-lot “Juniper Ridge” single-family subdivision is located. The Master Plan area also includes the Juniper Springs Lodge resort condominiums with 174 units and the “Sunstone” and “Eagle Run” Condominiums with approximately 120 residential condominium units, as well as the proposed Eagle Lodge development.

Snowcreek Master Plan: The Snowcreek Master Plan consists of approximately 345-acres of land. This master plan is for an integrated resort tied to a village at the base of the Sherwin ridge. The site is improved with a 9-hole golf course (Snow Creek Golf Course), a mix of residential condominiums and single family homes, and the Snowcreek athletic club. A second nine holes of golf is planned for land to the southeast of the existing Master Plan area. A substantial area of riparian and wetland habitat along Mammoth Creek has been protected from development. The property straddles Old Mammoth Road from near Minaret Road to past Ski Trail. Approximately 1,000 of the approximately 2,300 residential units allowed for the area have been constructed.

4.7.2.3 Airport Land Use Plan

In order to provide guidance for the growth of the airport area, the County of Mono and federal agencies, together with the Mono County Airport Land Use Commission, prepared and adopted the 1986 Mammoth/June Lake Airport Land Use Plan. The airport has since been renamed the Mammoth Yosemite Airport and the land area on which the airport is located and immediately surrounding area has been annexed into the Town and is included within the Municipal Boundary and the UGB as a separate “island” surrounded by unincorporated County territory.

The Mammoth/June Lake Airport Land Use Plan (ALUP) establishes a comprehensive land use plan that defines the type and pattern of future development in the 28 square mile area surrounding the existing Airport. The ALUP creates an Airport Development District within

which future airport development may occur. Surrounding land uses are planned with respect to airport compatibility, National Forest policies, and other factors. The plan also served as the basis for amending the Mono County General Plan and the Mammoth-Mono Unit Plan of the USFS (now the Land and Resource Management Plan). The ALUP primarily provides a framework for the orderly growth and development of the airport over the next 20 years. A Final EIR and Environmental Assessment (EA) was certified for the Land Use Plan in October 1986, by the Mono County Airport Land Use Commission. This Final EIR and EA analyzed potential impacts associated with major development/expansion of the Airport terminal area, including a new passenger terminal, hotel and extensive infrastructure improvements. The Airport was incorporated into the Town jurisdictional boundaries in April 1995 (per Local Agency Formation Commission Resolution 95-04) and the Town is the local agency with primary jurisdiction over land use planning policies for the airport.

The Airport is within the UGB and the land use designations contained in the Land Use Chapter of the Updated Plan as well as other Plan policies and implementation measures are consistent with the adopted Airport Land Use Plan and with amendments to it.

4.7.2.4 Inyo National Forest Plan

Each National Forest is governed by a Land and Resources Management Plan (Forest Plan). Forest Plans tie the requirements of laws, regulations, Executive Orders, policies, and the Forest Service National Strategic Plan to specific National Forests. Forest Plans outline the desired resource conditions, the objectives for management, standards to be followed, designation of suitable land uses (similar to zoning), and a monitoring strategy. Forest Plans provide a framework to guide site-specific project planning.

The majority of the land within the Planning Area is National Forest land administered by the Inyo National Forest; therefore, consistency between the Sierra Nevada Forest Plan Amendment (USDA-2004 ~~2004~~ 2004 Record of Decision), which updates the Inyo National Forest Plan, and the project is desirable for both the Town and the USFS. To that end, the Town provides opportunities for USFS input on the project and other Town planning and maintains a consistent level of involvement.

4.7.2.5 Mono County Plan

The Mono County General Plan guides land use decision-making in unincorporated sections of Mono County. Therefore, large areas of land within the Planning Area are governed by this document. Mono County has designated the unincorporated lands adjacent to the Town of Mammoth Lakes as RM/INF, Resource Management/Inyo National Forest. The Town has applied a similar designation NF, National Forest, to those lands within the Town boundary that

about the unincorporated land. These designations both recognize the Inyo National Forest as the principal regulatory agency governing land use decisions in these areas. As a result, the Town and County designations match and are consistent.

4.7.3 THRESHOLDS OF SIGNIFICANCE

Based primarily on Appendix G in the CEQA Guidelines, the project would be considered to have a significant impact on land use and planning if the Updated Plan would:

Physically divide an established community, create incompatibility with adjacent uses, or adversely affect the community character of an established community;

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

4.7.4 IMPACTS AND MITIGATION

Issue 4.7-1: Would the project physically divide an established community or adversely affect the community character of an established community?

The project would result in additional development of the remaining undeveloped land or redevelopment of existing developed lands. Development would occur in accordance with the land use designations and intensities of development allowed in the proposed Updated Plan. The Updated Plan would alter the existing land use and intensities within the Municipal Boundary. The project would result in some alterations of the development characteristics of the Town within the UGB when compared to existing conditions and would allow development of vacant parcels including lands that may potentially be exchanged with the USFS. Infrastructure improvements would be necessary to support the increased development and population.

The project is a comprehensive update of the Town's General Plan. The Updated Plan provides additional categories of land uses. For example, the High Density Residential and Low Density Residential designations have been divided into High Density Residential 1 and 2 and Low Density Residential 1 and 2 provide additional categories and a greater level of detail in the land use designations. The same concept is proposed for the Commercial designation, where a Commercial 1 and 2 are now proposed. The overall land use pattern proposed in the Updated

Plan is similar to the land use pattern that exists on the ground and is similar to the land use pattern in the existing General Plan.

The intensification of development adjacent to existing land uses may create incompatibilities with regard to events and activities, noise and lighting levels, circulation patterns, parking availability and traffic volumes, and infrastructure needs. Such incompatibilities would most likely occur where residential neighborhoods adjoin resort nodes, including lands around North Village, Snow Creek and Juniper Ridge. The development of new commercial and entertainment centers is also likely to increase pedestrian traffic into and around major development nodes, most of which do not currently offer safe walkways. However, opportunities exist in such areas for new pedestrian networks, additional parking areas, bike paths, and transit stops that would reestablish more convenient access from residential neighborhoods to commercial, employment, and community centers as well as the resort restaurants and shops. Such connections would substantially offset potential incompatibilities by improving mobility and access, and serving as buffers and transitions between adjacent land uses.

Policies and Implementation Measures in the Updated Plan

The Plan Update proposes the adoption of numerous polices and implementation measures to reduce potential impacts associated with land use. These policies and measures are as follows:

- II.1.B.b.1 Require that new development areas and associated community-wide facilities (open space resources, parks libraries, etc.) be linked and oriented to existing developed areas of the community through road networks, public transit systems, open space systems, bicycle, and pedestrian systems.
- I.3.A.1.a The Town will work with the Inyo National Forest, BLM, LADWP, Mono County, and other regional land management agencies to ensure that surrounding public lands are protected while remaining readily accessible to residents and visitors on a year-round basis, and where feasible trails shall be connected to the larger regional network.
- I.3.A.1.b All new development along adjacent to National Forest Lands shall be required to provide pedestrian access routes.
- I.7.B.a.4 Higher density residential and mixed-use development shall be encouraged adjacent to commercial centers, mountain portals, and transit corridors to reduce vehicle trips.

- II.1.B.a: Town regulations provide opportunities for neighborhood commercial zoning as an overlay in residential zones. The overlay is not intended as an extension of general commercial development, and uses are to be restricted to those that provide commercial services to the immediate neighborhood. This overlay may be applied only to lots on arterial or collector streets and will be limited to a maximum of one or two sites per neighborhood, depending upon walking distance.
- II.1.D.a.6 The Town shall provide sites for public safety facilities at locations that facilitate prompt response times.
- III.1.B.b.1 The Town shall promote, through development standards, mixed housing and commercial developments in commercial designations.
- IV.1.F.c.3 Ensure, through conditions of development approval, that transportation, pedestrian, and visual connections between primary commercial nodes and the rest of the community are improved.
- V.1.A.b.1 When existing developed properties on lands administered by the United States Forest Service (USFS) within the Town of Mammoth Lakes are exchanged into private ownership, those properties shall be considered as non-contiguous development sites deemed to be included within the adopted Urban Growth Boundary.
- V.1.A.b.2 In addition to the automatic inclusion of federal exchange lands into the Urban Growth Boundary, the Town may consider adjustments to the UGB where those adjustments that do not increase the acres of developable land of the Town of Mammoth Lakes are contiguous to the UGB and are otherwise in the public interest.
- VI.1.D.a.1 The Town, through development approvals and other Town programs shall support the development of land use patterns and mixed use developments that integrate residential and non-residential land uses, such that residents and visitors may easily walk or bike to shopping, services, and employment and leisure activities.
- VI.1.D.a.2 Require that new developments are linked to communitywide facilities (open space resources, parks, libraries, etc.) through road networks, public transit systems, open space systems, bicycle, and pedestrian routes.
- VI.3.B.a.2 The Town shall provide mixed-use pedestrian scale zoning and development standards for the Old Mammoth Commercial Corridor. Encourage government,

arts, entertainment, recreation, business facilities, and residential uses to be mixed in multi-story buildings with sidewalk orientation and off-site parking to facilitate the development of a major social and economic activity in the community.

- VII.1.A.a.6 The Town, through the development approval process, shall require developers to finance and install pedestrian walkways, and multi-use trails in new development, consistent with adopted plans and policies, or as appropriate and necessary to address circulation needs.
- VII.1.A.a.7 Pedestrian overpasses are encouraged and incentivized.
- VII.1.A.a.8 An interconnected pedestrian network shall link Meridian Boulevard, Main Street, Minaret Road, and Old Mammoth Road as per the Sidewalk Master Plan.
- VII.1.C.a.2 The Town shall develop a Town-wide sidewalk, trail, and maintenance program to ensure that pedestrians and bicyclists have the ability to travel throughout the community on a year round basis.

No policy or proposal in the plan divides the community or any neighborhood within the community. For example, no roadway, other public project, or proposed land use designation is being proposed as part of this project to divide an existing residential or commercial neighborhood. Further, the policies and implementation measures in the Updated Plan serve to create a community that is integrated and cohesive. The policies and implementation measures also serve to create a community that is interconnected and that provides for alternative modes of transportation. With the proposed land use plan and these policies and implementation measures, no established area within the community would not be physically divided and the character of an established community would not be adversely affected. The distribution of land uses in the proposed general plan reinforces the current pattern of community development and maintains the separation between incompatible land uses. For example, incompatible uses are not planned around school sites and residential zones. Further, policies in the plan and current regulations serve to protect existing and future land uses from other incompatible uses and impacts, including, but not limited to, traffic and other existing standards through development standards and discretionary reviews that ensure neighborhood compatibility.

Mitigation Measures

No significant impacts would result with regard to physically dividing an established community or land use incompatibilities from the adoption of the Updated Plan. Therefore, no mitigation measures are necessary.

Level of Significance After Mitigation

This impact regarding the physical division of a community or land use incompatibilities is less than significant.

Issue 4.7-2: Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project would provide for the development of the 1.1 square miles of undeveloped land as well as the redevelopment of existing developed lands. Full buildout of the Updated Plan would alter the existing land use density and intensities within the Municipal Boundary. The project would alter the development characteristics of the Planning Area when compared to existing conditions and would allow development of vacant parcels including lands that may potentially be exchanged from USFS ownership. Increased development would cause indirect impacts to public services and utilities such as water, wastewater, drainage, and roadways. The corresponding increases in demand and capacity may also result in long-term land use impacts such as increased traffic and noise, and impacts to air quality. Infrastructure improvements would be necessary to support the increased development and population.

The project anticipates an increase in the amount of residential development in the UGB. Approximately 1,294 acres would be designated residential (Figure 2.1.3). The existing General Plan allows for approximately 1,274 acres of residential land uses (HDR, LDR, and RR) within the Planning Area (Figure 2.1.2). Therefore, the Updated Plan would result in an increase of approximately 20 acres of residential land over existing conditions. The Updated Plan would allow for a total of 16,710 residential units. Compared with the existing 9,871 units, the project would result in an increase of 6,839 residential units. The existing General Plan allows for 17,396 residential units. The Updated Plan would therefore, result in a reduction of 686 residential units compared with buildout under the existing General Plan. The decrease in residential units in the Updated Plan is primarily a result of decreases in densities under the HDR-2 designation and multi-unit transient units.

As shown in Table 4.7-4 on page 4-196 the Updated Plan would allow for an increase of 298,990 square feet of non-residential floor area (102,384 square feet of commercial/office space and 196,606 square feet of industrial space) above the existing level of non-residential development. In comparison with existing development, the Updated Plan would allow for an increase of 6,839 non-transient and transient residential units.

To the extent that existing zoning districts do not accommodate the proposed land uses or intensities, the Town would be required to revise the Zoning Code and applicable Plan

Table 4.7-4**Incremental Development for Buildout of the Proposed 2024 General Plan for the Town of Mammoth Lakes**

Land Use	Existing Units/Acre	Potential New Units	Potential New Units
Single Family Non-transient	2087 units / 409 acres	293 units / 167 acres	2380 units / 576 acres
Single Family Transient	0	97 units/ 24 acres	97 units / 24 acres
Mobile Home	136 units / 15 acres	8 units / 1 acre	144 units / 16 acres
Multi-Unit Non-Transient	827 units / 60 acres	1264 units / 59 acres	2091 units / 119 acres
Multi-Unit Transient	6821 units / 402 acres	5,177 units / 157 acres	11998 units / 559 acres
Industrial	296,941 sq. ft. / 36 acres	196,606 sq. ft. / 28 acres	493,547 sq. ft. / 64 acres
Commercial/Office Uses	1,262,618 sq. ft. / 58 acres	102,384 sq. ft. / 26.5 acres	1,365,002sq. ft. / 84.5 acres
Total Units	9,871	6,839	16,710
Population (persons)	34,265	26,463	<u>60,700</u>

Notes:

Population assumptions Seasonal, visitor, lodging & second home = 4 people per dwelling. Permanent resident = 2.4 per dwelling

38.5% of residential units are permanent, 7% are seasonal, 24% are second home, 29.5% are visitor. Does not equal 100% due to vacancy

Based population calculated utilizing the same assumptions as, except 4 people per unit is assumed for student housing and % of workforce housing.

Includes bonus units for all development projects that provide AH, state mandated density bonus units, doubling of density provision in existing code and student housing.

Source: Town of Mammoth Lakes, 2005

documents to ensure consistency between the Town's General Plan, Specific and Master Plans and the Municipal Code. Other ordinances and guidelines used by the Town may also require revision to conform to the goals and policies.

The project has the potential to conflict with USFS practices governing grazing allotments and activities within the Municipal Boundary. As noted in the baseline analysis, there are two active leases that have been curtailed as a result of conflicts between the leasehold activities and recreational uses on public lands in the area of Shady Rest Park. The conflicts have intensified as resident and visitor populations have increased, and USFS foresees the potential for additional incompatibility as the number of visitors and range of recreation facilities expand in future years. However, the allotments are non-exclusive. In other words, and as is consistent with the policies in the Inyo National Forest Land and Resource Management Plan, Management Area #9 Direction is not allotments for grazing. Rather, management area direction places an emphasis on specific: cultural resources, ski facility development, fish resources, geology research, land exchanges, visual resources, wildlife resources, water resources and also encourages recreational use of the Inyo National Forest lands. Therefore, the projected increase in population that would result from the Updated Plan would not conflict with the USFS Plan.

In a response to the original Notice of Preparation, the USFS made several additional recommendations concerning the use of public lands, including a suggestion that the Town

identify any sites considered appropriate for land exchange and also that the Town provide informal “zoning” designations for Forest Service lands located inside of the Town boundaries. As stated in Section 3.7.I, the project includes a new designation (NF), which would be applied to lands administered by the Inyo National Forest that are outside the adopted UGB. This designation would assure consistency with the Town’s building codes and other specific Town regulations.

Lands identified by the Town as having potential for exchange are those National Forest Lands that are within the existing UGB. Lands outside the UGB, but under Special Use Permit from the Inyo National Forest can be exchanged without violating the UGB; however, any such exchange would require a General Plan amendment to establish the appropriate Town land use designation.

Policy LU.1 provides for density transfers between properties in the Resort, Specific Plan, and HDR 2 designations. The policy includes a list of findings that would be applicable in order for a density transfer to be approved by Council such as: the transfer cannot increase the overall Town population, the transfer must result in a Town-wide decrease in vehicle miles traveled, the receiving property must be developed in a way that is consistent with Town policies and regulations, and the transfer will not result in new significant environmental effects or a significant increase in the severity of previously identified significant effects. While this increase in intensity of development could increase impacts locally the circumstances and locations under which such density transfers may occur are unknown and it is speculative to analyze potential impacts at this time. If and when an application is submitted for a density transfer, environmental review would be necessary.

~~While this increase in intensity of development could increase impacts locally the circumstances and locations under which such density transfers may occur are unknown and it is speculative to analyze potential impacts at this time. If and when an application is submitted for a density transfer, environmental review would be necessary.~~

As described above, the project is consistent with the plans and policies outlined in the Mono County General Plan for those lands adjacent to the Mammoth Lakes Municipal Boundary. The issues, opportunities and constraints identified in the Mono County General Plan have been identified in this EIR and are carried forward into the analysis.

Mitigation Measures

The project would not conflict with applicable land use plans, policies, or regulations and therefore, no mitigation measures are necessary.

Level of Significance After Mitigation

This impact would be less than significant.