

APPENDIX A

NOTICE OF PREPARATION/NOTICE OF INTENT (NOP/NOI),
INITIAL STUDY, AND COMMENTS ON THE NOP/NOI



COMMUNITY DEVELOPMENT
P.O. Box 1609, Mammoth Lakes, CA 93546
(760) 934-8989 ext. 286, fax (760) 934-8608

**NOTICE OF INTENT /NOTICE OF PREPARATION
JOINT ENVIRONMENTAL ASSESSMENT/DRAFT ENVIRONMENTAL IMPACT REPORT
AND NOTICE OF PUBLIC SCOPING MEETING**

Date: January 6, 2006

To: Office of Planning and Research (State Clearinghouse) and Affected Resource Agencies

From: Town of Mammoth Lakes and U.S. Forest Service

PROJECT LOCATION: The Town of Mammoth Lakes is a destination resort community located in southwestern Mono County on the eastern side of the Sierra Nevada mountain range. The Town lies approximately three miles west of U.S. Highway 395, along State Route 203. The approximately 5.85-acre project site is located in the southwestern side of the developed part of Town, west of the intersection of Meridian Boulevard and Majestic Pines Road. A portion of the site, approximately 2.39 acres, is located within the Inyo National Forest. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area.

DESCRIPTION OF THE PROJECT: Mammoth Mountain Ski Area (MMSA) proposes to construct a permanent base lodge facility at 3256 Meridian Blvd (APN #'s 32-040-12 & 32-040-08) that would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

The project site is subject to the existing Juniper Ridge Master Plan "The Master Plan," the Mammoth Mountain Ski Area Master Development Plan "The MMSA Development Plan," and the Inyo National Forest Land and Resource Management Plan "The Inyo Forest Plan." The project would require amendments to both Plans in the areas of parking, height, density, setbacks, visual quality and land use. In addition, the project would require a General Plan amendment to rezone Lot 87 from Residential Single Family to Resort, with the majority of the lot being utilized for circulation and open space. Development of the project would be subject to further discretionary reviews that would include Use Permit, Tentative Map and Design Review Approvals. The project will be subject to environmental review and analysis under Forest Service Agency guidance and the National Environmental Policy Act. The project may require a non-significant amendment of the Inyo Forest Plan.

The more detailed project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

The Town of Mammoth Lakes has determined that an Environmental Impact Report will be required to analyze the environmental effects of the proposed lodge. Environmental factors that would be potentially affected by the project include Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hydrology/Water Quality, Land Use and Planning, Noise, Population and Housing, Transportation and Circulation, Utilities and Service Systems (Water, Wastewater, and Stormwater), and Mandatory Findings of Significance. The Initial Study is available for review on the Town's website (www.townofmammothlakes.org), at Town Offices (Suite R, 437 Old Mammoth Rd, Mammoth Lakes, CA), and at the Mono County Library (960 Forest Trail, Mammoth Lakes, CA).

The Forest Service has determined that an Environmental Assessment will be required to analyze the effects of the proposed lodge and ancillary facilities on National Forest System Lands. Environmental factors that would be potentially affected by the project include those described above.

FOR FURTHER INFORMATION CONTACT:

Sonja Porter, Senior Planner with the Town of Mammoth Lakes at (760) 934-8989 **OR**
Mike Schlafmann with the U.S. Forest Service at (760) 924-5503

HOW TO COMMENT ON THE NOTICE OF INTENT/NOTICE OF PREPARATION: Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Therefore, written comments must be submitted by **5:00 p.m. on February 10, 2006.**

Please send your comments to: Sonja Porter, Senior Planner, Town of Mammoth Lakes, P.O. Box 1609, Mammoth Lakes, CA 93566 or to Mike Schlafmann, U.S. Forest Service, Mammoth Ranger District Office, P.O. Box 148, Mammoth Lakes, CA 93546. Comments can also be submitted by FAX to the Town of Mammoth Lakes at (760) 934-8608 or the U.S. Forest Service at (760) 924-5537. In addition, comments can be submitted electronically to: sporter@ci.mammoth-lakes.ca.us. We will need the name of a contact person in your agency.

SCOPING MEETING: In addition, the Town of Mammoth Lakes and the U.S. Forest Service will hold a **Scoping Meeting** to receive comments on the possible environmental impacts of the proposed project so that those issues may be taken into consideration in the preparation of the joint Environmental Assessment/Draft EIR. The Scoping Meeting will be held on **Tuesday, January 31, 2006, at 6:00 P.M.** at Little Eagle Base Lodge, which is located at 3256 Meridian Boulevard, Mammoth Lakes. Participation at the public meeting is encouraged.

Project Title: Eagle Lodge Base Area Development
Project Applicant: Mammoth Mountain Ski Area

Date: January 6, 2006

Signature  _____

Title Senior Planner

Telephone (760) 934-8989 x286

**INITIAL STUDY
FOR
EAGLE LODGE BASE AREA DEVELOPMENT PROJECT**

**TOWN OF MAMMOTH LAKES COMMUNITY DEVELOPMENT
437 Old Mammoth Road, Suite R
Mammoth Lakes, CA 93546**

Prepared By:

**PCR SERVICES CORPORATION
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401**

January 2006

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ENVIRONMENTAL CHECKLIST FORM

1. Project Title Eagle Lodge Base Area Development

2. Lead agency name and address: Town of Mammoth Lakes Community Development
437 Old Mammoth Road
Mammoth Lakes, CA 93546

3. Contact person and phone number: Sonja Porter, Senior Planner
(760) 934-8989 x286

4. Project location: 3256 Meridian Boulevard (APN #'s 32-040-12 & 32-040-08,
Town of Mammoth Lakes, CA

5. Project sponsor's name and address: Mammoth Mountain Ski Area (MMSA)
P.O. Box 24, Mammoth Lakes, CA 93546

6. General Plan designation: Resort; Lot 87 is designated Low Density Residential

7. Zoning: The privately owned portion of the site, consisting of approximately 3.46 acres, is primarily zoned Resort (R). The remaining portion of the site, approximately 2.4 acres, is located within the Inyo National Forest and is managed by the USFS.

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Please see attached Project Description

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The Summit Condominiums are located to the south of the site across Meridian Boulevard. Southwest of the site is the Juniper Springs Lodge. To the west of the Juniper Springs Lodge is multi-family residential development. Immediately to the east of the site across Majestic Pines Road is the Mammoth Community Water District Ground Water Treatment Plant No. 2. The Mammoth Loop Trail is located to the north of the Treatment Plant and runs to the west ending at Majestic Pines Road directly across from the site. Mammoth Vista I single family subdivision is located to the north and Camp High Sierra is located to the northeast.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

U.S.D.A. Forest Service Inyo National Forest; Regional Water Quality Control Board – Lahontan Region; Great Basin United Air Pollution Control District; Mammoth Lakes Fire Protection District; Mammoth Community Water District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	January 10, 2006
Signature	Date
Sonja Porter, Senior Planner	Town of Mammoth Lakes
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<u>VII. HAZARDS AND HAZARDOUS MATERIALS –</u>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>VIII. HYDROLOGY AND WATER QUALITY –</u>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. NOISE – Would the project result in:

a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the Town for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>XVI. UTILITIES AND SERVICE SYSTEMS</u> – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<u>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</u>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ATTACHMENT A: PROJECT DESCRIPTION

INTRODUCTION

The Project Applicant, Mammoth Mountain Ski Area (MMSA), proposes to amend the Juniper Ridge Master Plan to accommodate the proposed Eagle Lodge Base Area Development (the project). The project site is comprised of approximately 5.85 acres and is located in the southwestern side of the developed part of the Town of Mammoth Lakes. A portion of the site, approximately 2.39 acres, is located within the Inyo National Forest. The project is a mixed-use development with a hotel condominium and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

The project site is subject to the existing Juniper Ridge Master Plan “The Master Plan”. The project would require amendments to the Master Plan in the areas of parking, height, density, setbacks, and land use. In addition, the project would require a General Plan amendment to rezone Lot 87 from Residential Single Family to Resort, with the majority of the lot being utilized for circulation and open space. Development of the project would be subject to further discretionary reviews that would include Use Permit, Tentative Map and Design Review Approvals. In addition, the project site is located in the Mammoth Mountain Ski Area Master Development Plan “The MMSA Development Plan,” and the Inyo National Forest Land and Resource Management Plan “The Inyo Forest Plan.”

PROJECT LOCATION AND SURROUNDING USES

The Town of Mammoth Lakes is a destination resort community located in southwestern Mono County on the eastern side of the Sierra Nevada mountain range. The Town lies approximately three miles west of U.S. Highway 395, along State Route 203 as shown on Figure 1 on page A-2. The project site is located in the southwestern side of the developed part of Town, west of the intersection of Meridian Boulevard and Majestic Pines Road. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area. The Eagle Base Area is one of four key access portals to the Mammoth Mountain ski area. The other key portals to the ski area are The Village, Canyon Lodge and Main Lodge, all of which are located within the Town of Mammoth Lakes Municipal Boundary.



LEGEND

 Project Site

PROJECT SITE

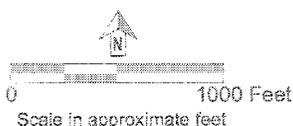


Figure 1
Regional and Project Vicinity Map

Source: PCR Services Corporation, 2005

The site is located at the base of the Eagle Express chairlift (chair 15), which is located on lands administered by the Inyo National Forest. Property to the north is developed with single family residences. The Summit Condominiums are located to the south of the site across Meridian Boulevard. Southwest of the site is the Juniper Springs Lodge. To the west of the Juniper Springs Lodge is multi-family residential development. Immediately to the east of the site across Majestic Pines Road is the Mammoth Community Water District Ground Water Treatment Plant No. 2. The Mammoth Loop Trail is located to the north of the Treatment Plant and runs to the west ending at Majestic Pines Road directly across from the site.

EXISTING SITE CONDITIONS

The site, which consists of private and public lands, is approximately 5.85 acres in size. As shown in Figure 2 on page A-4, the majority of the site, approximately 3.46 acres, is located on private property within the Town of Mammoth Lakes. The 3.46 acres is known as Lot 5 of the Juniper Ridge Subdivision (Area 4 of the Juniper Ridge Master Plan).¹ The 3.46 acres is within the Urban Growth Boundary (UGB) and is also within the Juniper Ridge Master Plan Area. The remainder of the project site encompasses approximately 2.39 acres of land that is located within Inyo National Forest land and is administered by the U.S.D.A. Forest Service. This portion of the project covers 3 parcels, Lot 7, Lot 6 and Lot 1 (Area 9, 8 and 3 of the Juniper Ridge Master Plan).

Existing uses on the site include a surface parking lot for skiers utilizing Eagle Express and the temporary Little Eagle Base Lodge. The surface parking lot, which is bounded by Meridian Boulevard and Majestic Pines Road, can accommodate approximately 225 vehicles, inclusive of day-skier and temporary/drop-off parking. Access to the surface parking lot is provided from Meridian Boulevard.

In the path between the parking lot to the temporary ski facilities is a statue of an eagle in flight. The temporary ski facilities consist of a temporary, white framed membrane structure with attached trailers which provide support services. Little Eagle and associated trailers provide approximately 12,000 square feet of interior space. In addition, an approximately 3,000 square foot exterior barbeque and dining deck are also located on the site. Existing services at Little Eagle include: ticketing; food and beverage service comprised of an 80 seat interior restaurant, an interior bar/coffee bar area plus the exterior barbeque and dining deck for service of up to 200 seats; limited retail and rental of approximately 600 square feet; public restrooms; and back-of-house administrative space. The existing lift facilities include a six seat (“six-pack”) detachable chairlift with a current maximum uphill capacity of 2,800 skiers per hour. In addition, a single “magic carpet” conveyor belt is used for very limited ski school operations. No formal ski

¹ The site also contains a portion of Lot 87. The acreage of Lot 87 that is part of the project site is 0.15 acres.

school facilities exist at Little Eagle. Currently, all guests seeking ski school services must travel to Canyon Lodge or Main Lodge to enroll.

The Mammoth Community Water District (MCWD) owns a well site parcel that is located adjacent to Meridian Boulevard within the southern portion of Lot 5. The parcel contains the vault housing MCWD Well 16.

DESCRIPTION OF THE PROPOSED PROJECT

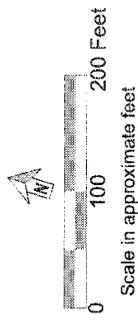
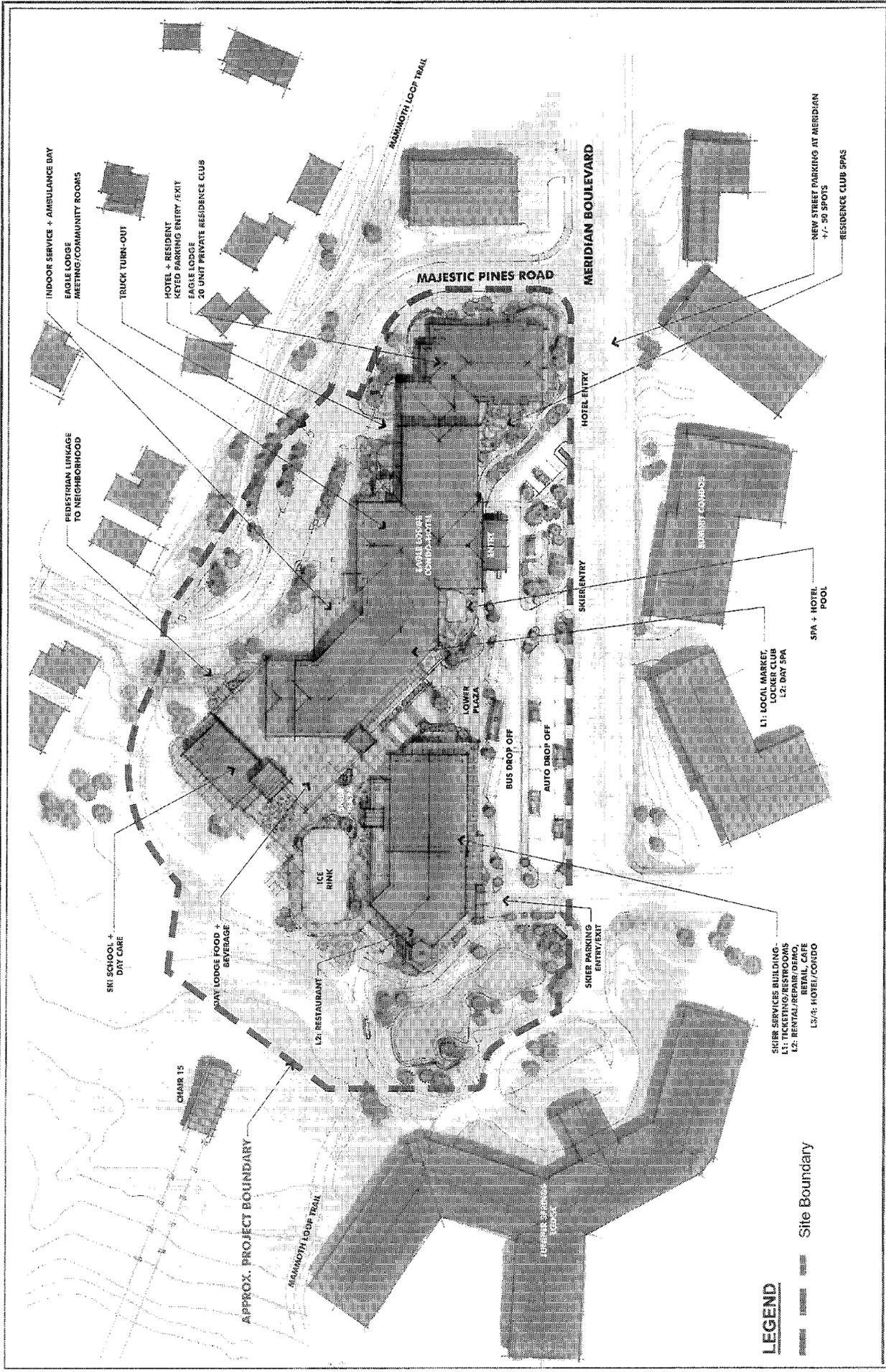
The proposed Eagle Lodge Base Area Development would develop permanent skier amenities. Figure 3 on page A-6 provides a conceptual site plan for the project. The project would include a mixed use of day skier commercial services, general commercial services and a mix of residential product type that will encourage high transient occupancy. Plaza areas and outdoor seating would connect the on-site facilities, which would be housed in two buildings. Amenities would include ticket sales, ski rental and repair, food services, lockers, retail, ski school, and day care.² The project is described in more detail below.

The lodge and associated commercial uses would be located within two buildings. The main building or lodge would front on Meridian Boulevard. The Skier Services Building would be located on the southwestern portion of the site while the Ski School/Day Care, contiguous with the day lodge cafeteria and hospitality lodging building would be located on the north side of the site stretching from the eastern boundary to the northwestern corner of the site adjacent to the slopes. The two buildings would be connected by outdoor plazas. An arrival or lower plaza would be created adjacent to the vehicular access to the south side of the site. The skier or upper plaza would connect the buildings and would surround the small open ice rink.

Although the majority of day lodge uses contemplated in the project are geared towards winter time use, the facilities would also lend themselves to summer uses such as a summertime outdoor performing arts venue, potential access to the summer mountain bike park, other outdoor activities such as a climbing rock or challenge ropes course, and assembly opportunities. While the peak use would be winter, the development would accommodate and provide for year-round use of the facility.

² *In addition, on-hill improvements are anticipated in the future and would include a new detachable four seat ("quad") beginner chair lift and beginner ski run as well as additional magic carpets located adjacent to the proposed new base lodge. These improvements would be located entirely on Inyo Forest Land and would require environmental review and approval through the U.S. Forest Service.*

Figure 3
Site Plan



Scale in approximate feet
Source: Gensler, 2005

LEGEND

Site Boundary



Commercial Uses

Table 1 on page A-8 shows the proposed uses as well as approximate square footage within the facility. As shown in Table 1, the ski-related commercial uses within the facility would occupy approximately 40,000 gross square feet. Ski-related commercial uses would include a rental/demo/repair shop, retail shop, ticketing, ski school, food and beverage services and back-of-house space for administration, ski patrol, employee break room, and maintenance.

The street level would include ski school drop off and access area. The Skier Services Building, which is the southwestern portion of the building, would contain the ticketing and ski rental/demo shop as well as a retail space. The first floor of the lodge would also include administrative offices, an employee break room, ski patrol office, building maintenance shop, mechanical rooms, and a loading dock with dry and refrigerated storage.

A Ski School/Day Care facility would be located in the northwestern portion of the site adjacent to the slopes. The ski school and day care would operate from this location. The Day Care center would be a supplementary operation of the Ski School, available to guests, and would only be available during the term of the annual ski season. Generally, the Day Care center would not be available to local residents of the community but rather to patrons of the ski area and the ski school in particular.

As shown in Table 1, the lodge would contain an approximately 12,000 square foot Locker Club. The Locker Club would be located on the street level of the lodge and would have approximately 300 members. Membership to the Locker Club would include understructure parking access, exclusive members only access to the Club facilities, oversized wood lockers, men's and women's restroom and shower facilities, a business center, concierge services including a continental breakfast bar, afternoon bar services, ski tuning and other valet services.

An approximately 4,000 square foot neighborhood convenience market that would provide general food and groceries would be located on the street level of the lodge. The intent of the market would be to provide goods for users of adjacent residential developments and guests of the lodge.

The second level, or ski plaza level of the lodge would include an 8,000 square foot Day Spa, which would provide traditional full service wet/dry spa services. The Day Spa would be open to guests and the public.

The ski-plaza level would include a full-service food court (cafeteria style) located in the northern portion of the lodge. The food court would provide indoor dining for up to 250 persons. The outdoor patio would provide an additional 250 seats scattered throughout the patio area. An

Table 1

Commercial Uses and Square Footage

Description	Approximate Square Feet
<i>Commercial Ski-Related Uses</i>	
Skier Food Service	9,500
Dining Area (250 seats)	
Servery	
Kitchen/storage/office	
Food Prep	
Bar & Coffee Bar	
Skier Commercial Services	9,200
Rental/Demo/Repair Shop/Basket Ck	
Retail Shop	
Ski School/Day Care	
Skier Staging Facilities	6,300
Ticketing/Lobby	
Public Restrooms	
Administrative Facilities	5,000
Administrative Offices	
Employee Break Room/Locker Room	
Ski Patrol	
Maintenance / Loading Dock	
Mechanical / Cell Site	
Net Day Lodge Program	30,000
Inefficiencies @ 25%	10,000
<i>Subtotal: Gross Day Lodge Square Footage</i>	<i>40,000</i>
<i>Additional Commercial Uses</i>	
Day Spa	8,000
Locker Club	12,000
Convenience Market	4,000
Restaurant (seating for up to 200 patrons)	4,000
Meeting/Conference Room	4,000
Net Commercial Program	32,000
Inefficiencies @ 20%	8,000
<i>Subtotal: Gross Commercial Square Footage</i>	<i>40,000</i>
Total Commercial Square Footage	80,000

Source: MMSA and PCR Services Corporation, 2006

indoor/outdoor bar would also be provided as part of the food court. An incidental counter café would be provided in the Skier Services Building adjacent to the lobby and an approximately 4,000 square foot sit-down restaurant space. The restaurant would be located adjacent to the ski slope and ice rink. The restaurant operation would accommodate approximately 120 people at a time with an additional 80 seats provided on an outdoor patio. With the indoor and outdoor dining, the restaurant could accommodate up to 200 persons at one time. It is anticipated this full-service restaurant would operate year-round.

The main building would contain an approximately 4,000 square foot meeting/conference facility that would be used to support the hospitality functions of the lodge. The meeting/conference facility would be available to the general public on an as-available commercial basis. During peak ski operations, the meeting/conference facilities would not be available to the public until the close of the chairlift operations and therefore, would not generate external traffic. The conference room could accommodate up to 200 people. In general, the meeting conference facilities would be operated so as to not conflict with peak parking demand during the ski season. It is anticipated the meeting/conference facilities would create incremental off ski season demand for lodging facilities thus promoting the year-round utilization of the lodge.

Residential Uses

The proposed Eagle Lodge Base Area Development would include hotel/condominium or hospitality operations that would provide housing for transient visitors. As shown in Table 2 on page A-10, the project would include 62 condo/hotel units and 21 fractional ownership condominiums. The 62 condo/hotel units would be wholly owned, individual units and would be located on the third through fifth level of the lodge. The 21 fractional ownership condominium units would be located in the eastern portion of the main building on the first through fourth levels. On-site lodging would accommodate up to 360 people. Related program elements of the hospitality component include a front desk operation, meeting/conference room facilities, as previously mentioned, and a club room. In addition, an outdoor pool and spa for the residences would be located at the ski plaza level on the southern side of the lodge. A hotel scenario is also being considered as mentioned in the footnote of Table 2.³

Lodging guests would enter a porte cochere covered driveway separate from day skier traffic where they could park temporarily to check-in at the front desk. Front desk operations would be linked to the skier day lodge facilities so that guests registering at the lodging, for example, would be able to purchase lift tickets and other skier services such as ski school.

Other

In addition to the skiing related services, the proposed base lodge would include a 50 foot by 100 foot outdoor ice skating rink which would be located on the skier plaza adjacent to the ski slope. A soft-membrane shade structure, supported on poles, would be located above the ice rink. Skate rentals would be available at the base lodge rental shop. The ice skating rink could be converted to seating and a stage for use during the non-winter months. The area would be

³ *The analysis provided in the environmental document considers the scenario that would result in the greatest level of impacts. The consequences of any combination inside the envelope of what is identified in the document would not be permitted if it were determined that impacts would be greater.*

Table 2

Residential/Hospitality Uses and Square Footage

Description	Number of Units	Square Feet per Unit	Total Square Feet
Condo Hotel (average unit)	62	925	57,365 sf
Private Residence Club (avg unit)	21	2,030	42,635 sf
Commercial Management Office	1	2,000	2,000 sf
PRC Club Room	1	1,120	1,120 sf
Back-of-House Service Areas	1	5,000	5,000 sf
Net Lodging Program			108,120 sf
Inefficiencies @ 20%			27,030 sf
Gross Lodging Program			135,150 sf

Note: Although the residential/hospitality lodging uses currently contemplate a mix of ownership type units, another scenario would be to substitute a pure hotel program within the proposed building envelope. The proposed building envelope could accommodate 213 hotel rooms. The overall intent of the hospitality mix is to encourage the highest level of transient occupancy possible given the constraints of current financial markets.

Source: MMSA, 2006

able to accommodate approximately 200 people. A portion of the shade structure may be removed for the use of the theatre area.

The project could include a climbing wall, which would be located between the trail and the ski plaza near the ice rink, for warm-weather use. The wall would be approximately 30 feet in height and would be seasonal and the structure would be removed during the winter months.

A snow management plan would be incorporated as part of the project. Snow storage would occur adjacent to the edge of the westernmost development on the site, along Majestic Pines adjacent to the vehicular access points, and just west of the site on the detention pond area.

MMSA is pursuing the opportunity to develop a geothermal production and injection well system that would meet all building heating needs as well as snow melting needs. The project site is located adjacent to the Juniper Springs Lodge, which was the site of a successful geothermal test well drilled in the early 1990s. MMSA applied to the California Energy Commission in August 2005 for a 50/50 grant to potentially implement a direct-use geothermal heating component of the project. However, given that MMSA is investigating the economic feasibility of developing this resource in conjunction with the overall development, the use of geothermal energy is uncertain. As such, this component of the project is considered as an optional element in the analysis contained in this document.

On-Site Circulation and Parking

Three primary public access points would be provided along Meridian Boulevard. The easternmost and center driveways would provide one-way westerly access along the arrival plaza, exiting at the westernmost driveway adjacent to the Juniper Springs Lodge. Lodging guests would enter a porte cochere covered driveway, which would be the easternmost driveway on Meridian Boulevard. Guests could park outside the lodge temporarily to check-in at the front desk. These guests would exit the site using the westernmost driveway, which would be a shared driveway with the day skier drop-off. The center driveway would provide site access for auto and transit drop-off. Vehicles would enter the center driveway and would drop day skiers off at the arrival plaza. The auto drop-off lane is designed to accommodate up to 16 vehicles at one time. In addition, a bus lane with pullout pockets for up to four buses at one time would be located adjacent to the arrival plaza. The cars and buses would exit the site using the westernmost driveway adjacent to the Juniper Springs Lodge. The westernmost driveway, which would be two-way, would also provide access to underground parking for day users of the facility.

Access from Majestic Pines Road would be limited to condo-hotel, private residence guests and residents as well as Locker Club members. A keyed access for these guests and residents would be located in the northeastern portion of the building. A loading dock would be located parallel to Majestic Pines Road in the north-central portion of the lodge. The loading dock would be fully enclosed. The project includes access improvements on Majestic Pines Road to provide a truck turn-out, which would allow trucks to back into the loading dock. The improvements would require land from Lot 87, which is located adjacent to Majestic Pines Road.

The project proposes a 246,250-square-foot subterranean parking garage with up to 544-spaces. The parking garage would include 2 full levels and one partial level or subterranean parking. The partial level of the parking structure located at the northwestern portion of the building would include an exclusive drop-off parking area that would provide direct access to the ski school facilities above.

The project proposes to extend the Mammoth Loop Trail through the site. The Trail would be constructed from Majestic Pines Road, across from where the Trail currently ends, along the northwest side of the lodge to the end of the site. In addition, the project would include a pedestrian link from the northern end of the lodge to the single family neighborhood to the north of the site. The trail would intersect with the Mammoth Loop Trail. Additional at grade pedestrian improvements would provide access along the southern and western boundaries of the project site to the adjacent multi-family residential developments.

Architecture

As discussed above, the facility would be constructed on multiple levels. Figure 4 and Figure 5 on pages A-13 and A-14 are renderings of the development from Meridian Boulevard and Majestic Pines Road, respectively. The structure would be articulated in order to break up the massing of the building. There would be an approximately 15 foot elevation difference between the upper skier plaza, lift loading elevation and that of the lower, east end of the site. The elevation difference between the arrival plaza and the skier plaza would provide further variation in the building massing. Story heights from the arrival plaza area would vary from three, four and five stories. However, from the skier plaza end of the development, some portions of the day lodge and commercial uses would be one story from grade.

The average building height above finished grade would be 46.5 feet for the Skier Services Building. The peak building height of this building would be approximately 64 feet. The primary structure, the lodge, would have an average building height of 54 feet. The peak building height of the lodge would be approximately 77 feet.

Building materials would include heavy timbers and natural stone. The buildings would have pitched composite shingle roofs. The plazas would be finished with interlocking pavers. Landscaping would be provided on the plazas. The eagle statue that is currently on the site would be relocated to the arrival plaza at the base of the stairs.

The proposed project would be developed in accordance with the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards. The goal is to achieve certification level or above. LEED aims to improve occupant well being, environmental performance and economic returns of buildings using established and innovative practices, standards and technology. Major areas of evaluation include the following: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources, Indoor Environmental Quality, Innovation & Design Process.

CONSTRUCTION

Construction of the project is expected to begin in Spring 2007 and would take approximately two years to complete. Construction would begin with the excavation of the parking garage moving from the western to the eastern portion of the site. A portion of the garage would be completed for the 2007/2008 ski season such that the usable portion of the parking garage would replace the approximately 225 surface parking spaces so as to result in no loss of parking during the interim ski season. Construction would continue through the winter months. The lodge would be completed by the 2008/2009 ski season. Final completion of the residential/hospitality portions of the project would occur in Spring 2009.

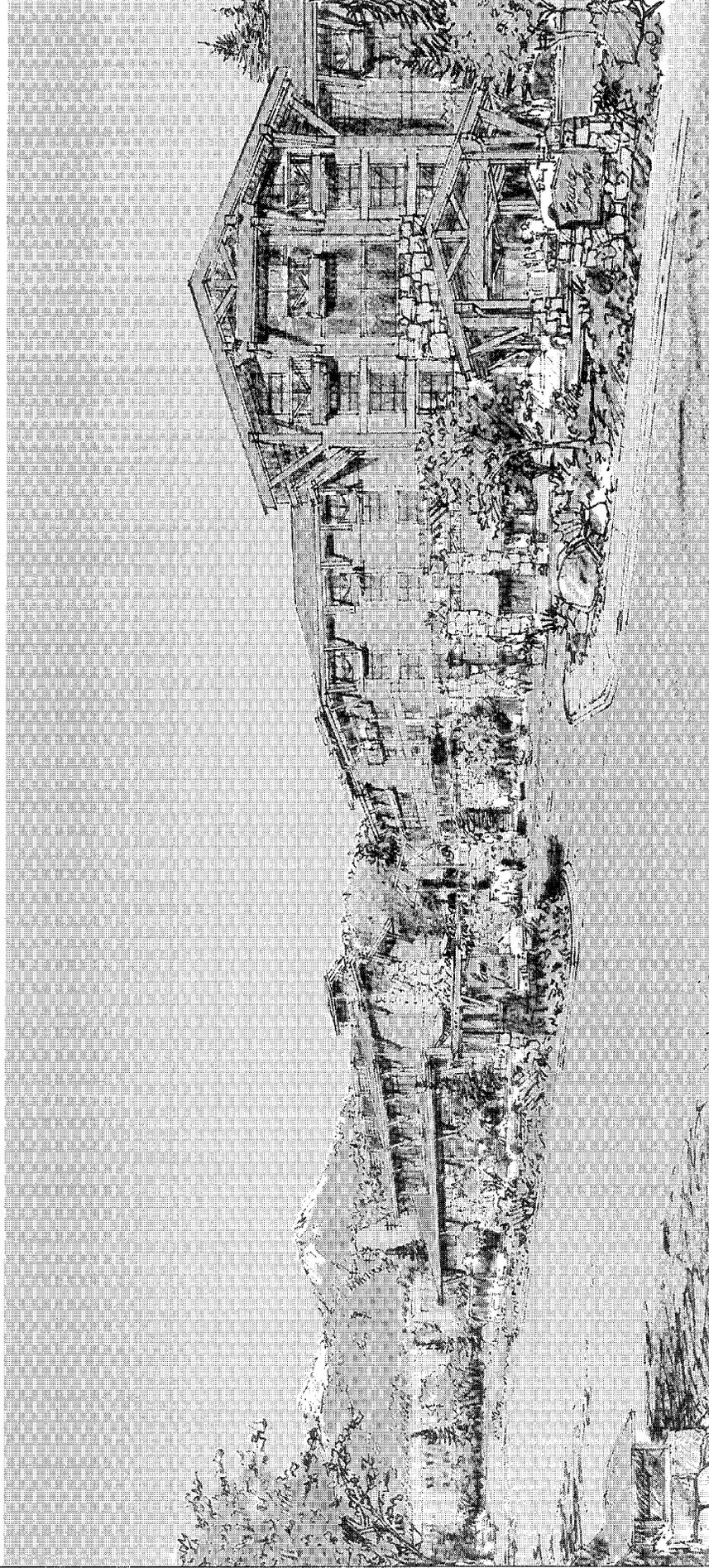


Figure 4
Rendering from Meridian Boulevard
(Front Entrance)

Source: Gensler, 2005

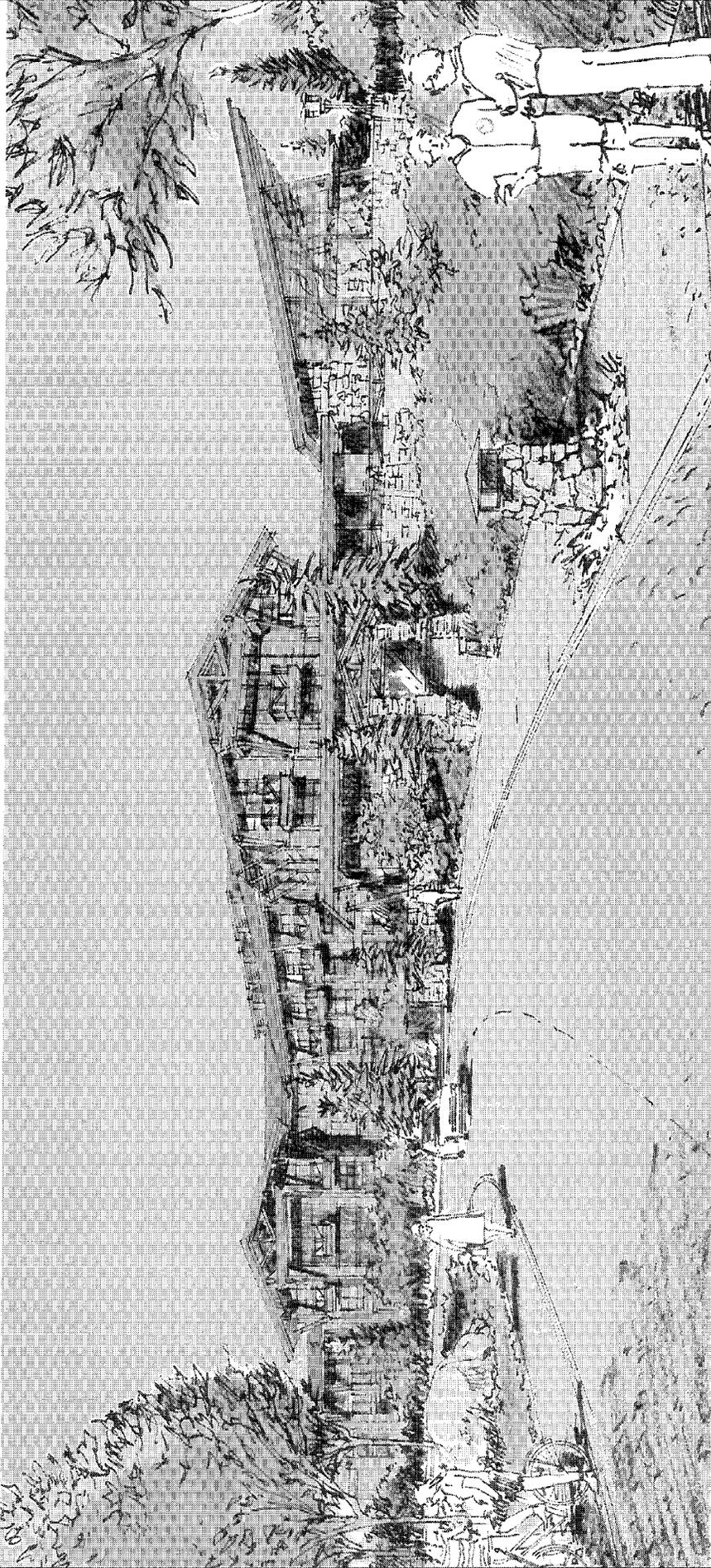


Figure 5
Rendering from Majestic Pines Road

Source: Gensler, 2005

NECESSARY APPROVALS

Approvals required for development of the Eagle Lodge facility would include, but not be limited to, the following from the Town of Mammoth Lakes:

- Certification of the EIR
- General Plan Amendment
 - Rezone Lot 87 from Residential Single Family to Resort
- Amendment to Juniper Ridge Master Plan
 - Land Use; the majority of the project lies on Juniper Ridge Area #4, which was designated for parking and 35,000 sq. ft of commercial within the adopted master plan. There was also an anticipated base lodge facility on USFS of approximately 80,000 sq. feet which has been incorporated into the project. The project would require amending the permitted uses of area #4 to allow for development of the mixed use base lodge facility.
 - Density; the Master Plan currently permits a total of 289 dwelling unit equivalents⁴. The project proposes an increase in density of 84 dwelling units for a total of 373 dwelling unit equivalents in a worst-case (213) hotel room development program. The proposed density is less than the maximum density permitted under existing zoning, but greater than the density being evaluated under the draft General Plan Update and EIR.
 - Height; Area #4 is current designated for a parking structure and commercial uses with a building height up to 35 feet tall for the parking structure and 45 feet as measured from street grade for commercial buildings. The project proposes an average building height above finished grade of 46.5 feet for the Skier Services Building. The peak building height of this building would be approximately 64 feet. The primary structure, the lodge, would have an average building height of 54 feet. The peak building height of the lodge would be approximately 77 feet.
 - Parking; the current Master Plan requires that all off street parking shall be provided for all uses in accordance with the requirements and design standards of Title 17. The project would require amendment to this language to allow for parking to be determined through a needs based analysis instead of an hours of use analysis. The study would be conducted by a Town selected consultant.

⁴ Studios, 1 bdrms and hotels rooms are equivalent to ½ du.

- Setbacks; the project crosses property lines and therefore, amendments to setback provisions of the currently adopted Juniper Ridge Master Plan will be required.
- Use Permit/Tentative Tract Map/Design Review Approvals⁵
- Grading and Building Permits

The Forest Service has determined that an Environmental Assessment will be required to analyze the effects of the proposed project on National Forest System Lands. Approvals required for development of the Eagle Lodge facility would include, but not be limited to, the following from the U.S.D.A. Forest Service:

- Decision Notice
- Finding of No Significant Impact
- Non-significant amendment of the Inyo Forest Plan
- Amendment of the MMSA Master Development Plan

⁵ *These applications have not been filed with the Town of Mammoth Lakes and may require additional environmental analysis.*

**ATTACHMENT B:
EXPLANATION OF CHECKLIST DETERMINATION**

I. AESTHETICS. *Would the project:*

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is a view of a visually interesting natural or man-made feature. The project site is located at the base of Mammoth Mountain, which is the dominant view in the area. Visually, the area has dramatic changes in topography and includes native trees and rock outcroppings. The views from the project site of the upper elevations of Mammoth Mountain include the ridgeline features associated with Lincoln Knob. The lower elevations transition into a sloping, forested area that eventually comprise the existing residential/resort community associated with the Eagle Lodge Base Area.

The project site is developed with a surface parking lot for people using the temporary Little Eagle Base Lodge. The undeveloped portions of the site have a grassy terrain, with small boulders and pine tree groupings. A small portion of the western part of the site, approximately 2.39 acres, is located within the Inyo National Forest. The adjacent property to the north is developed with single-family residences and condominiums are located to the south of the site, across Meridian Boulevard. To the west of the site is the Juniper Springs Lodge. Multi-family residential development is located further to the west. Residential development is also located east of the project site.

Construction would result in exposed graded surfaces, construction debris, and the presence of construction equipment that may impact the visual character of the site. Construction of the project would occur over approximately two years. As a result, related impacts are temporary as they would cease upon completion of such activities. Project operations would result in the location of permanent recreational amenities at the Eagle Lodge Base Area, including commercial services and transient residential development. Slope improvements would include a beginner ski run located adjacent to the new lodge. The proposed lodge could be up to 77 feet in height, which would exceed the allowable 35 foot building height limit in Area 4 for parking structures and the 45 foot building height limit measured from street grade for commercial uses in Area 4 in the Juniper Ridge Master Plan. Due to the intensity and height of the proposed development, the project has the potential to affect the scenic resources associated with Mammoth Mountain. There is a prominent view of Mammoth Mountain, Mammoth Crest and the shoulder of Sherwin Ridge from Meridian Boulevard east of the project

site. There is also a prominent view of the Sherwin Ridge/Mammoth Rock from Majestic Pines north of the project site. The proposed building will project substantially into both of those views. Further analysis of this issue is warranted and will be included in the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA).

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no local or state designated scenic highways in the immediate vicinity of the project site. The State Scenic Highway 395 provides access to the mountain community, which is located approximately 5 miles east of the project site. State Route 203, which is located approximately 1.2 miles northeast of the project site, is eligible for scenic highway designation but this designation has not been formally assigned. As Highway 395 provides access to the mountain community, vehicles for project construction and operation could utilize this roadway for access to the project site. Even so, vehicle activity would be conducted in a manner similar to current conditions and would not substantially damage scenic resources associated with Highway 395. The project would not damage scenic resources or other locally recognized desirable aesthetic natural feature within a designated scenic highway. No further analysis is warranted.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The visual setting of the project area is dominated by the alpine character associated with Mammoth Mountain and the associated resort facilities, with a mixed use of day commercial services and residential development. The project site contains the temporary lodge facility, consisting of a white pavilion-like tent structure with attached trailers, and the surface parking lot. The temporary lodge is approximately 12,000 square feet in size. The natural features include open space with pine trees, mixed with grassy meadow and rocky conditions. Project construction could result in a temporary impact to the visual character of the site. As previously discussed, construction impacts are short term as they would cease upon completion of such activities. The Eagle Lodge hotel/condominium and hospitality operations would occupy the majority of the central portion of the site. An outdoor ice rink would be located adjacent to the plaza area. Plaza areas and outdoor seating would connect the proposed facilities. The project would provide a 30 foot climbing wall, constructed seasonally for summer use.

The project would be subject to the Town of Mammoth Lakes (Town) design ordinance and guidelines, which regulate the aesthetic character of all development in the community other than single family residences (Municipal Code 17.32.120). The proposed lodge would be up to

77 feet in height, which exceeds the 35 foot building height limit in Area 4 for parking structures and the 45 foot building height limit measured from street grade for commercial uses in Area 4 in the Juniper Ridge Master Plan. Due to the intensity and height of the proposed development, the project has the potential to degrade the existing visual character or quality of the site and surrounding area. An analysis of these impacts will be conducted based on the Scenery Management System (SMS) and Scenic Integrity Objectives (SIOs) developed by the Forest Service. This information will be included in the Draft EIR/EA.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The existing sources of light and glare include windows and outdoor lighting associated with the temporary facility and vehicle headlights using the surface parking lot during evening hours. The surface parking lot, which can accommodate approximately 225 vehicles, does not have permanent lighting. For the project area, sources of light and glare include residential and condominium structures, which cast light and glare from windows and outdoor lighting, as well as automobiles traveling along the roadways. The Town Municipal Code Chapter 17.34 regulates outdoor lighting and prevents nuisances caused by unnecessary outdoor lighting, with the goal of protecting the ability to view the night sky. The proposed structure and vehicles associated with the project would create additional sources of light and glare. The project would result in an increase in the sources of light and glare both through the uses as well as the location of the building closer to the street and the adjacent residential uses. Therefore, light and glare will be further analyzed in the Draft EIR/EA.

The temporary facility is the only manmade source of shade or shadow on-site, and the structure is approximately one-story in height. The project would increase shade and shadow conditions as the project would include a new structure with a greater building height than the existing structure (approximately 77 feet) as well as the placement of the building closer to the street and the adjacent uses. Shade and shadow can have a positive cooling effect during summer months, but may result in the loss of natural light or warming effects during the winter, prolonging icy surface conditions. Therefore, shade/shadow analysis is warranted and will be provided in the Draft EIR/EA.

II. AGRICULTURAL RESOURCES. *Would the project:*

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown the maps prepared pursuant to the Farmland Mapping Monitoring Program of the California Resources Agency, to non-agricultural uses?**

No Impact. The majority of the site, approximately 3.46 acres, is located on private property. The remaining portion (approximately 2.39 acres) encompasses land within the Inyo National Forest, which is managed by the U.S. Forest Service (USFS). Existing land uses include a surface parking lot and the temporary Little Eagle Base Lodge. There are no agricultural uses or related operations within the site or surrounding area. Mono County has not been mapped as an area containing prime farmland, unique farmland, or farmland of statewide importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.¹ There is no history of agricultural use on the project site. Therefore, the project would not convert such uses to non-agricultural use and no further analysis is required.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The California Land Conservation Act (Williamson Act) was enacted as a means of preserving California's Prime agricultural lands from urbanization. As discussed in Response II.a above, there are no agricultural land uses on or in the vicinity of the project site. The privately owned portion of the site, consisting of approximately 3.46 acres, is zoned Resort (R). The remaining portion of the site, approximately 2.39 acres, is located within the Inyo National Forest and is managed by the USFS. The surrounding area is not zoned for agricultural use and no nearby lands are characterized for agricultural use under the Williamson Act. Therefore, the project would not conflict with existing zoning for agricultural uses or Williamson Act contracts and no further analysis is required.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

No Impact. As previously discussed, there are no agricultural uses or related operations on or near the project site. The proposed project would not involve the conversion of farmland

¹ California Department of Conservation. 2002. *Map of Important Farmland in California. FMMP Survey Cycle Year 2002 Data, Map Published August 2004. Website: http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2002_200.pdf. Accessed November 2, 1 2005.*

to other uses, either directly or indirectly. Project construction and operations would not convert farmland to non-agricultural use. As a result, no further analysis is necessary.

III. AIR QUALITY. *The significance criteria established by the Great Basin Unified Air Pollution Control District (GBUAPCD) may be relied upon to make the following determinations. Would the project result in:*

a) Conflict with or obstruct implementation of the applicable Air Quality Management Plan or Congestion Management Plan?

Potentially Significant Impact. The project site is located in Mono County, within a valley on the eastern slopes of the Sierra Nevada Mountain Range. The area is included in the Great Basin Valley Air Basin (Basin), which includes Mono, Inyo and Alpine Counties. The unique meteorological problems in California have resulted in the implementation of ambient standards by both the California Air Resources Board and the U.S. Environmental Protection Agency, referred to as the National and California Ambient Air Quality Standards. In general, the State standards are more stringent than the National standards. Ambient air quality standards have been promulgated for ozone (O₃), particulate matter less than 10 microns in diameter (PM₁₀) and less than 2.5 microns in diameter (PM_{2.5}), carbon monoxide (CO), nitrogen oxides (NO_x) and lead. The Great Basin Unified Air Pollution Control District (GBUAPCD) is responsible for enforcing applicable air quality regulations and ensuring the federal and state standards are met.

Each air basin is designated either as “attainment,” “nonattainment” or “unclassified”, depending on whether the basin meets an ambient air quality standard. Effective in 2005, the Mono County portion of the Basin has a nonattainment designation for the State O₃ 1-hour standard of 0.09 parts per million (ppm). The Basin is also nonattainment for the State PM₁₀ standard of 50 micrograms per cubic meter (µg/m³). In addition, the Mammoth Lakes area of the Basin is designated as nonattainment for the federal PM₁₀ standard of 150 µg/m³. The Mammoth Lakes area and Mono County are considered in attainment or are unclassified for all other federal and State standards.

The Air Quality Management Plan (AQMP) for the Town of Mammoth Lakes was adopted by the Town Council and GBUAPCD Board of Directors in 1990.² The AQMP is the primary document for the Town to satisfy the Clean Air Act requirements to develop a State

² *Great Basin Unified Air Pollution Control District and Town of Mammoth Lakes. Air Quality Management Plan for the Town of Mammoth Lakes. November 1990.*

Implementation Plan (SIP) to demonstrate how the Mammoth Lakes area will attain and maintain ambient air quality standards for PM₁₀. The AQMP includes analyses of PM₁₀ sources and summarizes the effectiveness of control measures to improve PM₁₀ levels. The AQMP concludes that the primary sources of PM₁₀ emissions for the area are wood smoke and road cinders. Control measures in the AQMP include vacuum street sweepers for cinders and road dust, reduction in vehicle traffic, wood stove replacement, opacity limits, fees, and penalties. The road dust reduction measure in the AQMP limits peak day traffic loads to 106,600 vehicle miles traveled. This reduction measure has been incorporated into the Mammoth Lakes Municipal Code Chapter 8.30, referred to as the Particulate Matter Ordinance. The Particulate Matter Ordinance largely implements the mitigation measures identified in the AQMP.

The GBUAPCD is responsible for establishing significance criteria for construction and operational activities within the Basin. The GBUAPCD has not established numerical thresholds for criteria pollutants to determine the significance of potential impacts associated with construction and operation of development projects. Instead, the GBUAPCD requires comprehensive mitigation measures to reduce potential impacts, such as the implementation of Rule 401 to control fugitive dust emissions. A portion of the site is located within the jurisdiction of the Inyo National Forest Service. As a result, the Forest Service Standards and Guidelines for air quality require coordination with the GBUAPCD when determining air quality impacts on forest service lands.

Project construction would begin in spring 2007 and would take approximately two years to complete, continuing through the winter months. Construction has the potential to create air quality impacts with the use of construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. Air toxic emissions from the combustion of diesel fuel could include small quantities of diesel particulate matter. In addition, fugitive dust emissions would result from demolition and construction activities. The potential use of geothermal power would require drilling of extraction wells, which could result in the discharge of hydrogen sulfide emissions.

Emissions from project operations would result primarily from mobile source emissions (e.g., new traffic trips). Other air pollutant emissions associated with proposed project operations could include those generated by the consumption of electricity and natural gas. In addition, the project could include the operation of wood burning stoves and fireplaces. Wood smoke contains particulates, as well as various organic and inorganic compounds. Also, the potential use of geothermal energy could result in hydrogen sulfide and carbon dioxide emissions. As the construction and operation of the project would generate air emissions that could impede implementation of the AQMP, an analysis of the project's consistency with the AQMP and applicable federal and state thresholds of significance will be provided in the Draft EIR/EA.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. As indicated above, the Mammoth Lakes area is designated as nonattainment for O₃ (State standard only) and PM₁₀ (State and federal standard). The O₃ nonattainment status is primarily resulting from pollution generated in the San Joaquin Valley, transported by air currents and winds over the Sierra Nevada's into the Mammoth Lakes area, and not a condition generated by Basin activities. This condition is so extreme that O₃ exceedances would likely occur without considering Basin emission precursor (NO_x and hydrocarbon) contributions. The particulate matter exceedances are primarily caused by road dust and soot from wood combustion. For project construction, air quality impacts would occur as a result of construction equipment emissions, worker trips, and fugitive dust. Operational impacts would occur from an increase in mobile source emissions (e.g. vehicle trips). Considering the nonattainment status, the standards for PM₁₀ and O₃ could continue to be exceeded with the implementation of the proposed project. As the project would result in increased air emissions associated with construction and operation, the project could contribute to an existing or projected air quality violation. This issue will be analyzed in the Draft EIR/EA.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As previously discussed, the project site is located in an area designated as nonattainment for O₃ and PM₁₀. The GBUAPCD does not have numerical thresholds for criteria pollutants to determine whether the project would result in a cumulatively considerable net increase of PM₁₀ or O₃ precursors. However, construction and operation of the project would result in an increase in air emissions, such as those associated with construction equipment and vehicle trips, as compared to existing conditions. As the project would result in an increase of emissions, project implementation could result in a cumulative increase of pollutants in the Basin. As a result, a cumulative analysis of air emissions will be analyzed in the Draft EIR/EA.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Certain segments of the population, such as children, the elderly, and those individuals with compromised respiratory systems, are more sensitive to the effects of air pollution than is the general population. Those sensitive populations that are in proximity to localized sources of fine particulates, toxics and CO are of concern and are termed sensitive receptors. Adjacent and nearby residential development could house sensitive

receptors. Therefore, project construction and operation could expose sensitive receptors, such as nearby residents, to emissions above current levels. Potential impacts will be analyzed further in the Draft EIR/EA.

e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. The existing on-site restaurant is a potential source of objectionable odors. Sources of odor in the area include smoke from burning wood debris and wood burning fireplaces. Project activities potentially resulting in odorous emissions would include construction equipment exhaust, restaurant activities, refuse from project construction/operation, and the potential use of geothermal energy. With regard to food service, the project would include a food court and a sit-down restaurant. Restaurant operations can result in odorous emissions from activities such as the cooking of meat and other food, as well as associated refuse. Odorous emissions can also result from the solid waste associated with transient residential use if decomposing materials are not properly managed or contained. The use of geothermal power can result in the release of hydrogen sulfide to the atmosphere, which smells like rotten eggs. As project activities could result in odorous emissions, the potential impacts of the project to create objectionable odors affecting a substantial number of people will be evaluated in the Draft EIR/EA.

IV. BIOLOGICAL RESOURCES. *Would the project:*

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The project is located at the base of Mammoth Mountain. Due to the high degree of variation in topography and geologic conditions, the region supports diverse biological communities. The biological communities primarily consist of species that have adapted to cold, snowy winters and arid summers. Mammals that occur in the area include deer, coyote, marmot, beaver, squirrel, chipmunk, mountain lion, marten, and black bear. More than 150 bird species have been identified in the region, including bald eagle, grey owl, red-tailed hawk, sage-grouse, various woodpeckers, chickadee, nuthatch, northern goshawk, and gray crowned rosy finch. The area also supports approximately 15 species of amphibians and reptiles, including the western toad, Pacific tree frog, sagebrush lizard, and western terrestrial garter snake. The most common plant community within the region is the Mixed Conifer Fir, and the Jeffery Pine species commonly occurs on gradual slopes and lower elevation

areas. The five major vegetation communities within the region are Mixed Conifer Fir, Upper Montane Mixed Shrub, Basin Sagebrush, Wet Meadow, and Alder Wouldow Riparian.

The proposed project would replace the existing surface parking lot and temporary lodge facility. Some of the proposed development would occur on currently vacant land. A literature review and preliminary site investigation indicates sensitive species could occur on-site. A portion of the site is located in the Inyo National Forest, and the Inyo beardtongue, which is on the CNPS Watch List, is a sensitive plant species that occurs in the Inyo National Forest. In addition, there is a potential for the western white-tailed jackrabbit to occur, which is considered a sensitive species by the California Department of Fish and Game. A biological field survey will be conducted to characterize the type and extent of biological communities present on the project site. The potential for the project to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species, will be evaluated in a Draft EIR/EA.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Impact. Riparian habitats occur in transitional zones between aquatic and terrestrial environments. There are natural drainage features on-site, as well as the manmade detention basins. A preliminary site investigation indicates the occurrence of riparian habitat on-site, associated with natural drainage areas, the manmade basin, and non-drainage areas as well. Project implementation could impact the sparse riparian habitat by removal of native vegetation in development areas as well as changes to the water table that could occur as a result of development. In addition, project implementation could result in impacts by increasing open space land usage and increased pollution of stormwater and runoff flows. Therefore, additional analysis of this issue will be included a Draft EIR/EA.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact. Section 404 defines wetlands as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. The aquatic features on-site include the manmade detention basin and natural

drainage areas. A preliminary site investigation indicates the presence of wetland habitat within the detention basin, and the potential for wetland habitat in a small wetland drainage area on-site. As a result, additional analysis with regard to federally protected wetlands as defined by Section 404 of the Clean Water Act is required and will be included in the Draft EIR/EA.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?**

Less Than Significant Impact. There are specific areas of the Mammoth Lakes region that are utilized by migratory species, such as the Round Valley Herd of mule deer, which is a common migratory species for the area. The route used by this herd is south of the Town of Mammoth Lakes, through the Mammoth Lakes Basin, and then crosses over Mammoth Pass into the Middle Fork of the San Joaquin River drainage. The likelihood of the herd migrating on the project site is minimized by surrounding development, resulting in anthropogenic deterrence. Other migratory species include raptors and songbirds, which could nest within the trees, shrubs, and ground cover on-site. Nesting activity typically occurs from mid-February to mid-August. Active nests are protected under Fish and Game Code Section 3503. Even though activities associated with project construction and operation could impact habitat migration areas, compliance with regulations established to protect such species would reduce any potential impacts to less than significant. The project would not interfere with the movement of any native resident or wildlife species. Therefore, no additional analysis is required.

- e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

Less Than Significant Impact. The Town of Mammoth Lakes currently has several policies and ordinances that apply to development, providing protection to natural resources. For example, Municipal Code Chapter 6.24 prohibits feeding of wildlife, Municipal Code Chapter 8.12 requires proper refuse disposal to eliminate the availability of refuse for wildlife, and Municipal Code 17.16.050 requires the preservation of trees and other vegetation. At the project site, small lodgepole pine, jeffrey pine, as well as small stands of quaking aspen, narrow-leaved willow, and arroyo willow occur within the site boundary. The Town of Mammoth Lakes may warrant replacement of these resources if impacted during construction or operation. Consistency with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance, would reduce such impacts to less than significant. The project would comply with applicable policies and ordinances, such as the local tree preservation policy. Compliance with such policies and ordinances would assure that impacts from project

implementation would be less than significant. Therefore, no additional analysis of this issue is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Implementation of the proposed project would not conflict with any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans. Conservation and recovery plans for areas which encompass or are in the vicinity of the project site include the following:

Owens Basin Wetland and Aquatic Species Recovery Plan, Inyo and Mono Counties, California, dated September, 1998, prepared by the U.S. Fish & Wildlife Service. This plan addresses the Owens pupfish, Owens tui chub, and Fish Slough milk-vetch. No conservation areas occur in the vicinity of the project site. The conservation areas for this plan include the Hot Creek Conservation Area, Little Hot Creek Conservation Area, Little Alkali Conservation Area, and Whitmore Conservation Area. These areas are located approximately 15 miles southeast of the site.

Mule Deer Herd Management Plans. A deer herd management plan was prepared by the California Department of Fish and Game for the Round Valley herd in the mid-1980s. As previously discussed, the project is not expected to impact mule deer migration as no known migration areas occur in the vicinity of the site.

Greater Sage-Grouse Conservation Plan for Nevada and Eastern California. The Greater Sage-Grouse Conservation Plan for Nevada and Eastern California first edition (Draft) was prepared June 30, 2004. An update to this document is expected to be completed at the end of 2006. The project would not interfere with the applicable conservation plan as the nearest Population Management Unit (PMU) is South Mono PMU, and the closest documented area is within the vicinity of the Mammoth Yosemite airport, approximately 8.7 miles east of the project.³

In summary, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No further analysis is required.

³ Casazza, M.L., Overton, C.T. and Torregrosa, A., USGS, *Ecology of Greater Sage-Grouse in the Bi-State Planning Area, Progress Report. March, 2005.*

V. **CULTURAL RESOURCES.** *Would the project:*

a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

No Impact. Section 15064.5(a)(3) of the CEQA Guidelines generally defines historical resources as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual or possessing high artistic values. The project would be located on an area developed by a parking lot and a temporary lodge facility. There are no historical resources pursuant to Section 15064.5(a)(3) on the project area. As a result, the project would not impact historic resources and no further analysis is warranted.

b) **Cause a substantial adverse change in significance of an archaeological resource pursuant to §15064.5?**

Potentially Significant Impact. A preliminary cultural resource records search revealed that there is one recorded cultural resource within the project area (CA-MNO-1529) and 29 cultural resource properties within a one mile radius of the project area. In 1981, William Taylor conducted an archaeological reconnaissance of the Camp High Sierra Land Exchange area, which involved the western half of the project area. During the reconnaissance, the prehistoric archaeological site CA-MNO-1529 was recorded, containing obsidian lithic scatter and several bedrock milling features.⁴ In 1982, University of California Davis (UC Davis) archaeological students conducted test excavations at CA-MNO-1529 as part of the UC Davis Field Class in Archaeology, but did not formally evaluate the site⁵. In 1997, a discussion of site CA-MNO-1529 was included in the U.S. Forest Service Environmental Assessment (EA) for the project area.⁶ The EA states that the current project area was completely surveyed in conjunction with the Camp High Sierra Land Exchange, and that all potentially significant cultural resources were mitigated. However, even though impacts to site CA-MNO-1529 have already been mitigated, the California State Historic Preservation Officer (SHPO) requires survey work within five years

⁴ *United States Department of Agriculture Forest Service, Inyo National Forest. 1997. Mammoth Mountain Ski Area Base VII Expansion Project Environmental Assessment.*

⁵ *Basgall, M.E. 1984. The Archaeology of MNO-1529: A Secondary Reduction Site in Mammoth Lakes, Mono County, California.*

⁶ *United States Department of Agriculture Forest Service, Inyo National Forest. 1997. Mammoth Mountain Ski Area Base VII Expansion Project Environmental Assessment.*

of proposed development. Therefore, an updated cultural resources report will be completed and analysis included in a Draft EIR/EA.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. There are no known paleontological resources on site and no unique geological features for the project area other than those resulting from the alpine setting. Preliminary results of a paleontological records search through the University of California Museum of Paleontology (Berkeley) indicated that there are no recorded fossil localities within the project area or within a one mile radius of the project area. The closest vertebrate fossil locality is located more than 30 miles north of the project area. Initial consultation of collection records and geologic maps indicate that the Mammoth Lake area has no history of fossil resources largely because the terrain is dominated by igneous and metamorphic rocks. As there is no record of paleontological resources in the area and no features indicative of paleontological resources, the proposed project would result in an impact to paleontological resources and no further analysis is required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. There are no areas known to contain human remains on the project site or in the immediate vicinity. A preliminary records search revealed that there are no recorded burials within the project area or within a one mile radius of the project area. If such resources were to be encountered during construction excavation and grading activities, all work shall cease in that area. Any discovery of human remains shall be treated in accordance with Section 5097.98 of the Public Resources Code (PRC) and Section 7050.5 of the Health and Safety Code. Compliance with regulatory requirements that assure resources, if discovered, are properly mitigated would decrease potential impacts to less than significant levels. The project would not disturb human remains and impacts would be less than significant. No further analysis is required.

VI. GEOLOGY AND SOILS. *Would the project:*

- a) **Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact. The project site is located within the Sierra Nevada province, a generally north to northwesterly trending, asymmetric, and tilted fault-block, bordered on the east by the Sierra Nevada frontal-fault system. The region is one of the most active seismic regions in the United States. Seismic activity in the vicinity of the project is a result of tectonic movement along the eastern front of the Sierra Nevada Mountain Range.

For the purposes of the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as faults that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).⁷ Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. The site is not located within any Earthquake Fault Zones or Alquist-Priolo Hazard Zones.⁸

Historically active faults located in the project area that have the greatest potential to create significant ground shaking include the Hartley Springs, Hilton Creek (1980 earthquake), Owens Valley (1972 earthquake) faults and the Chalfant Valley fracture (1986 earthquake). The nearest known active regional fault is the Hartley Springs fault. The closest projected trace for this fault zone is located approximately 0.2 mi (0.4 km) north/northwest of the site. This fault could produce a magnitude 6.6 (Mw) earthquake. The Hilton Creek fault, located approximately 6.8 mi (11.0 km) from the site, could produce a magnitude 6.7 (Mw) earthquake.

The project would locate a resort facility within an area known to contain potential seismic hazards. However, the project would comply with the California Department of Conservation, California Geologic Survey Special Publications 117, *Guidelines for Evaluating*

⁷ California Department of Conservation, California Geologic Survey. *Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.*

⁸ *Preliminary Geotechnical Investigation, Sierra Geotechnical Services, December 2005.*

and Mitigating Seismic Hazards in California (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. In addition, the project would comply with the seismic safety requirements in the Town of Mammoth Lakes Municipal Code, Chapter 15.04 (Building Regulations and Uniform Codes). The Code requires that all structures within the boundaries of the Town shall be designed to the requirements of Seismic Zone 4 as defined in the 2001 California Building Code. Adherence to applicable regulations would assure appropriate building design, and would reduce the potential impacts of locating people in buildings susceptible to impacts from seismic activity to a less than significant level. Therefore, further analysis of this issue is not warranted.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As indicated above, active faults exist within the vicinity of the project site. The project site is located within the Sierra Nevada province, a generally north to northwesterly trending, asymmetric, and tilted fault-block, bordered on the east by the Sierra Nevada frontal-fault system. The area is one of the most active seismic regions in the United States. As a result, the fault system could produce seismic ground shaking that may affect the project site. The project would comply with applicable requirements, such as the California Geologic Survey Special Publications 117 and the Town of Mammoth Lakes Municipal Building Code, which are discussed above. Compliance with these requirements would reduce potential impacts to the project due to seismic ground shaking to less than significant levels. Therefore, no further analysis of this issue is necessary.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils below a near-surface groundwater table are most susceptible to liquefaction. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soil to behave as a viscous liquid. This effect may be manifested at the ground surface by settlement and, possibly, sand boils where insufficient confining overburden is present over layers. In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally have to be granular, loose to medium-dense and saturated relatively near the ground surface, and must be subjected to ground shaking of a sufficient magnitude and duration. The potential for liquefaction to occur is considered very low, given the very dense nature of the soils that exist on the site.⁹ In addition, the project would comply with the State of California's minimum standards for structural design and construction provided in the California

⁹ *Preliminary Geotechnical Investigation, Sierra Geotechnical Services, December 2005.*

Building Code (CBC). Given that the potential for liquefaction is considered very low and the project would comply with applicable requirements, potential impacts with regard to seismic-related ground failure would be less than significant. Therefore, no further analysis of this issue is necessary.

iv) Landslides?

Less Than Significant Impact. Landslides are earthquake-induced ground failure that occur primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. Landslides are limited primarily to areas with a combination of poorly consolidated material and slopes that exceed 30 percent. While slopes with these gradients are found in portions of Mammoth Mountain, slopes that exceed 30 percent are not located on the project site. In addition, there is no evidence of past landslides based on historic aerials and review in the field.¹⁰ Therefore, no further analysis of this issue is necessary.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The highest erosion potential occurs in loose and/or shallow soils on steep slopes. Currently, the project site is generally level and developed with a surface parking lot and temporary lodge facility. The majority of undeveloped land on-site is covered with grassy vegetation, as well as evergreens, and lowlying trees and scrubs. Construction of the project would produce loose soils, which are subject to erosion as the surface area were to be disturbed or vegetation were to be removed. Municipal Code Section 12.08.076 requires that a grading permit be obtained for the project. In addition, construction activities are subject to requirements of the National Pollutant Discharge Elimination System (NPDES) Construction Permit. Compliance with the NPDES permit requires the implementation of Best Management Practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil. Project operations would result in new structures and an increase in impervious surface as compared to current conditions. Increased impervious conditions can increase stormwater runoff and increase erosion conditions. Even so, the project would comply with permitting requirements and regulations to minimize the loss of topsoil or erosion conditions. Compliance with required regulations would reduce potential impacts to a less than significant level. Therefore, no further analysis regarding soil erosion or the loss of topsoil is necessary.

¹⁰ Preliminary Geotechnical Investigation, Sierra Geotechnical Services, December 2005.

- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less Than Significant Impact. The preliminary geotechnical investigation included borings at the site. Based on the borings, three general soil types underlie the site, consisting of Undocumented Fill, Alluvium, and Glacial Deposits. The borings indicated that undocumented fill is located to an approximate maximum depth of 4-feet below existing grade. In general, the undocumented fill consisted of a brown to grayish-brown, moist, loose to medium dense, silty, fine to coarse-grained SAND (Unified Soil Classification Symbols: SP and SP-SM) with few cobble clasts and boulders, and minor amounts of trash and debris. This material was likely dumped and/or stockpiled during construction of the parking area. Due to the poor density as well as the presence of trash and debris this material is considered unsuitable for the support of new fill or structural loads. Below the fill are alluvial deposits to approximately 6-feet in depth. In general, the alluvium consisted of a dark gray to black, and light grayish-brown to medium brown, moist to wet, medium dense to dense, silty, fine to medium-grained SAND (SM, SP and SP-SM) with abundant cobble clasts and boulders to approximately 36-inches in diameter. Below the alluvial deposits are glacial deposits. In general, the glacial deposits consisted of a reddish-brown to grayish-brown, olive-brown to brown, and gray, moist to wet, medium dense to very dense, silty, very fine to coarse SAND (SM, SP, and SP-SM) with abundant cobble clasts and boulders. In addition, compliance with applicable building and safety requirements would assure that the project is not located on a geologic unit or soil that is unstable, or that could become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, no further analysis of this issue is necessary.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less Than Significant Impact. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. As indicated above, the project would not be developed on expansive soils that would create substantial risks to life or property. Therefore, no additional analysis of this issue is required.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The site is currently connected to the municipal sewer system. The proposed project would also be connected to the Town's infrastructure. In addition, the Basin Plan for the Lahontan Regional Water Quality Control Board (LRWQCB) prohibits individual

septic systems in the Mammoth Basin or within the entire drainage area of the Town. Since the Project would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur. Therefore, no further analysis is required.

VII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. The project would result in the development of a resort facility with residential and commercial uses. Construction of the project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Project operations would require the routine use of paints, cleaning solvents, pesticides, or other regulated chemicals during operation and maintenance. The quantity of such materials, if required, would not be to levels potentially resulting in a significant hazard to the public or the environment through the routine transport, use, or disposal. In addition, all potentially hazardous materials used during construction and operation would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with construction or operation would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, the project would not create a significant hazard to the public or the environment through the transport, use, or disposal of hazardous materials, and no additional analysis is necessary.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact. The existing temporary facility on the site would not contain hazardous materials that could be released during demolition. Project implementation would not result in land uses that emit or handle hazardous materials such as those related to industrial uses requiring large quantity chemical storage. The project would not create any significant hazard through the reasonable foreseeable release of hazardous materials. Numerous federal, state and local regulations oversee the management of hazardous materials to avoid the risk of the accidental release. However, the project does not require activities typical to those that may result in accidental releases of hazardous materials. Therefore, construction and operation of the project would not create a significant hazard to the public or the environment through upset and accident conditions involving the release of hazardous materials into the environment. No additional analysis is required.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. The project site is not located within one-quarter mile of an existing school. The closest school is Mammoth Elementary School, located on 2600 Meridian Boulevard, approximately 0.83 mile northeast of the project site. School expansions are proposed, but no new school locations are proposed at this time.¹¹ Therefore, the project would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. No further analysis is warranted.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?**

No Impact. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List, or Hazardous Waste and Substances Sites. The site is not included on the Cortese List and there are no known hazardous materials sites located on or adjacent to the subject property. In addition, proposed site activities would not generate significant amounts of hazardous waste or substances, resulting in a hazard to the public or the environment during future operations. Therefore, no additional analysis is required.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The Mammoth Yosemite Airport is located approximately 8.7 miles east of the project site. The project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the project would not result in associated safety hazards for people residing or working in the project area. No additional analysis is required.

¹¹ *Personal communication with Stan Halperin, Superintendent of Mammoth Unified School District, November 29, 2005.*

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the project site. As indicated above, the Mammoth Yosemite Airport is located approximately 8.7 miles from the site and the project area is not located in the Airport Land Use Plan. The proposed project would not result in airport-related safety hazards for the people residing or working in the area. Therefore, no further analysis is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. There are two emergency evacuation routes that serve the Town year-round. SR 203 and U.S. Highway 395 are the main routes for evacuation, and a secondary evacuation option is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer months, two additional routes are available including Sherwin Creek Road and the Sawmill cutoff, both of which are graded dirt roads.¹² The majority of construction activities for the project would be confined to the site. In addition, the construction or operation of the project would not require or result in any modifications to any roadways or other emergency routes that are considered a component of an adopted emergency response plan or emergency evacuation plan. Even though construction equipment and project related vehicles could use the roads area, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No further analysis of this issue is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. The Town and surrounding area have been rated as having a very high fire potential. Development in the area would increase the number and variety of potential ignition sources for wildland fires, including illegal or inappropriate burning, improper disposal of cigarettes, and other sources through an increase in population that would occur. The project would replace a temporary facility with a new structure. The project would be subject to review by the Mammoth Lakes Fire Protection District to ensure that fire regulations are met, such as ensuring adequate clearance of flammable vegetation around

¹² *Town of Mammoth Lakes, 2005. Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update.*

individual structures to prevent the spread of fire between wildlands and structures. Thus, compliance with applicable provisions and fire codes pertaining to control of fires would result in a less than significant impact. No further analysis is required.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

a) **Violate any water quality standards or waste discharge requirements?**

Potentially Significant Impact. The project site is located within the jurisdiction of the Lahontan Regional Water Quality Control Board (LRWQCB). During project construction runoff from disturbed areas may contain silt and debris, which could result in short-term increases in the existing sediment load in the storm drain system. The operation of the project would increase the intensity of development on the site, which would result in an increase in surface water runoff as compared to existing conditions. Similar to existing conditions, runoff from the project site would include typical urban pollutants, i.e., gas and oil from vehicles. Project hydrology plans will be required to adhere to new regulatory requirements pertaining to on-site retention of initial storm-flows. With adherence to applicable regulations, no significant impacts are expected. However, the Draft EIR/EA will include a discussion of regulatory stormwater quality requirements, including National Pollutant Discharge Elimination System (NPDES) Permit requirements), as well as features that will be incorporated into the project to meet those requirements.

b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?**

Potentially Significant Impact. The project is located in the western periphery of the Long Valley Groundwater Basin and groundwater generally flows west to east.¹³ The groundwater on the site ranges from approximately 4.5 to 21 feet below grade.¹⁴ Given that the subsurface investigation was performed in the months of October and November (after snowmelt runoff) groundwater levels and flow are not anticipated to abate. Given the depth of groundwater on the site and the proposed subterranean parking, dewatering of the site will be

¹³ LSA Associates, Inc. 1997. *Environmental Assessment for Mammoth Mountain Ski Area Base VII Expansion Project*. February 1997.

¹⁴ *Preliminary Geotechnical Investigation, Sierra Geotechnical Services, Inc., December 2005.*

necessary. In addition, the Mammoth Community Water District (MCWD) Well 16 is located on the southern portion of the project site, adjacent to Meridian Boulevard. This well provides potable water for the Mammoth Lakes Community.¹⁵ The project would result in the increase of impervious surfaces on the site, which could substantially reduce the recharge potential. Therefore, a discussion regarding groundwater issues will be included in the Draft EIR/EA.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Potentially Significant Impact. Surface water currently flows toward the existing parking lot and detention basins. There are no streams or rivers on or in the vicinity of the site. There are two existing manmade detention basins, located on U.S. Forest Service Lot 7. Project construction would alter the existing drainage pattern of the site. Erosion and runoff from construction of the project could result in a temporary impact the manmade basin. Upon completion of construction, the project would result in an increase in impervious area as compared to existing conditions. Development of the site would alter existing drainage patterns. Therefore, drainage will be analyzed in the Draft EIR/EA.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Potentially Significant Impact. As previously discussed, there are no streams or rivers on or in the vicinity of the site. However, the project would alter the existing drainage pattern of the site during construction and operation. Therefore, drainage will be analyzed in the Draft EIR/EA.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Potentially Significant Impact. As previously indicated, the project would alter the existing drainage pattern and could result in an increase in runoff from the site. An analysis of the amount of runoff that would occur with the project compared with existing conditions will be provided in the Draft EIR/EA. The Draft EIR/EA will identify the existing stormwater drains

¹⁵ *Personal communication, Gary Sisson, MCWD, November 28, 2005.*

that serve the site, the capacity of these lines, and the project's contribution to flows within these lines. As indicated above, a discussion regarding water quality will be included in the Draft EIR/EA.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. As previously discussed, the construction and operation of the project could degrade water quality. Construction runoff from disturbed areas could contain silt and debris. Runoff from development could also contain pollutants from motor vehicles, such as petroleum hydrocarbons, glycol, and dissolved heavy metals. An analysis regarding water quality will be included in the Draft EIR/EA.

g) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project site is not located in an area mapped as a 100-year flood corridor.¹⁶ Therefore, the proposed project would not place housing within a 100-year flood plain. No further analysis is warranted.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As stated above in Response VIII.g, the project site is not located within a FEMA designated 100-year flood plain. Therefore, the project would not place structures within a 100-year flood plain, nor would it impede or redirect flood flows. No further analysis of this issue is required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As stated above in Responses VIII.g and h, the project would not be located within a FEMA designated 100-year flood plain. There are no existing or future dams and levees located in close proximity to the project site. Therefore, the location of the project would not

¹⁶ *Town of Mammoth Lakes, 2005. Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update.*

expose people or structures to a significant risk of loss, injury or death involving flooding. No further analysis of this issue is required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is relatively distant from the ocean, not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche and is not positioned downslope from an area of potential mudflow. Therefore, no further analysis with regard to these issues is necessary.

IX. LAND USE AND PLANNING. *Would the project:*

a) Physically divide an established community?

Less Than Significant Impact. The majority of the site, approximately 3.46 acres, is located within the urban growth boundary (UGB) of the Town and is designated Resort in the Town's adopted General Plan. The site is zoned Resort. The remaining 2.39 acres of the site is administered by the U.S.D.A. Forest Service. Existing uses on the site include a surface parking lot and the temporary Little Eagle Base Lodge facility. The site would replace the existing temporary facility with a permanent facility. Existing land uses surrounding the site include residential and resort uses. More specifically, single-family homes are located to the north, the Juniper Springs Resort is located to the west, and multi-family residences are located to the south. The Mammoth Community Water District Ground Water Treatment Plant No. 2 is located to the east. The Mammoth Loop Trail is located to the north of the Treatment Plant and runs to the west ending at Majestic Pines Road directly across from the site. The project would not introduce buildings or infrastructure that would physically divide the existing residential and resort community. Therefore, no further analysis of this issue is necessary.

- b) Conflict with 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, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Potentially Significant Impact. As indicated above, the site is located within the Town's UGB, with a small portion located on U.S.D.A. Forest Service land. The Town portion of the site is designated Resort in the adopted General Plan and zoned Resort except for Lot 87, which is designated Low Density Residential (LDR) and zone Single Family Residential. The site is proposed to retain the Resort designation with the Town's 2005 General Plan Update. However, Lot 87 would require a General Plan amendment to rezone it from Residential Single Family to Resort. The Resort designation allows mixed visitor oriented uses, including visitor housing/lodging, tourist-oriented commercial and recreation uses. Commercial uses within the Resort designation are to be designed primarily to support residential occupancies within the same resort complex. The site is also located within the Juniper Ridge Master Plan Area. The project would require an amendment to the Juniper Ridge Master Plan with regard to intensity of development, land use, setbacks, parking, and building height.

The 2.39 acre portion of the site that is located on Forest Service land is located in the Mammoth Mountain Ski Area Master Development Plan "The MMSA Development Plan," and the Inyo National Forest Land and Resource Management Plan "The Inyo Forest Plan." Forest Plans link the requirements of laws, regulations, executive orders, policies, and the Forest Service National Strategic Plan to specific National Forests. Forest Plans describe desired resource conditions, management objectives, standards to be followed, suitable land use designations (similar to zoning), and monitoring strategies. In addition, Forest Plans provide a framework to guide site-specific project planning. The project would require non-significant amendment of the Inyo Forest Plan and an amendment of the MMSA Master Development Visual Plan.

Therefore, the Draft EIR/EA will provide a discussion of the project's consistency with applicable regional, state and local land use plans and policies, including the Town's proposed 2005 General Plan Update, if necessary. In addition, the project would result in permanent facilities that would provide for a greater intensity of use than currently exists. Given the proposed amendment to the Juniper Ridge Master Plan, the Inyo Forest Plan and the MMSA Master Development Visual Plan, the Draft EIR/EA will include an analysis of the compatibility of the proposed development and activities with the surrounding area.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. There are no habitat conservation plan(s) or natural community conservation plan(s) applicable to the project site or project area. As such, project implementation would not conflict with any habitat conservation plans. Therefore, no further analysis of this issue is necessary.

X. MINERAL RESOURCES. *Would the project:*

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Mineral resources in the Mammoth Lakes region include industrial minerals (clay, aggregate, cinders, etc.) and precious metals associated with volcanic rocks and hot spring and geothermal activity. The closest deposit of aggregate and a deposit of precious metals are located north of the Mammoth Yosemite Airport, approximately 8.7 miles from the site. A defined geothermal lease area encompasses a portion of the Town's northeastern area and extends to the north of the Town. There are no mining activities at the project site or in the project vicinity. In addition, the California Geological Survey (CGS) has not classified the site as being located in a principal mineral producing locality.¹⁷ As a result, the project would not result in the loss or availability of such resources considered to be of value to the region or the residents of the state. No additional analysis is warranted.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As previously stated, the project site is not located in an area known to contain significant mineral deposits, nor is it identified as an existing mineral resource extraction area for the State of California.¹⁸ As previously discussed, the CGS has not classified the site as being located in a principal mineral producing locality. As the project site is not a designated

¹⁷ *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral Producing Localities: Accessed November 16, 2005. <http://www.consrv.ca.gov/CGS/minerals/images/YellowMap.pdf>*

¹⁸ *Town of Mammoth Lakes, Department of Land Use and Planning, Mammoth Lakes General Plan Framework, Draft Environmental Impact Report, October 2005, Figure 4.4-1 and USFS Leases.*

mineral extraction site or a regionally or locally-important significant mineral resource area, no further analysis of this issue is necessary.

XI. NOISE. *Would the project result in:*

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. Existing noise sources in the project area include traffic from Meridian Boulevard, flyover aircraft from operations at the Mammoth Yosemite Airport, flyover helicopter operations at Mammoth Hospital, and intermittent noise associated with snow removal and snow grooming activities, snowmaking operations, and potential avalanche control operations. Other noise sources include the use of snowmobiles in the winter. There are existing sensitive receptors adjacent to the project site, including single family residences to the north, the Summit Condominiums to the south, the Juniper Springs Lodge to the west. Sources of noise associated with the proposed project include noise generated during construction activities and noise generated during operation of the project. Long-term operational noise could result from increased traffic volumes as well as potential on-site noise intensive activities (e.g., ski plaza outdoor area, outdoor ice rink, ticketing and ski rental area, skier pickup/dropoff area, and snow removal equipment). In addition, operational noise could occur during summertime outdoor events. Finally, operational noise could also result from mechanical equipment associated with restaurant activities and other building operations, such as the loading dock, which would be situated adjacent to the residential homes to the north of the site. Therefore, an analysis of the potential for these sources of noise to result in significant impacts associated with the exposure of persons to or generation of noise levels in excess of established standards will be included in the Draft EIR/EA.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. As indicated above in Response VI.c., the site is underlaid with glacial deposits below the undocumented fill and alluvium. In general, the glacial deposits consisted of a reddish-brown to grayish-brown, olive-brown to brown, and gray, moist to wet, medium dense to very dense, silty, very fine to coarse sand with abundant cobble clasts and boulders. Sections within this deposit were very well indurated/cemented and severely restricted in the drilling process. The material is considered marginally rippable to non-rippable using a Caterpillar D9 dozer. In general, excavations within 8-feet of the existing ground surface would be achievable using standard earthmoving equipment. However, some blasting may be

necessary in the well indurated/cemented zones based on localized conditions in the mass excavation area. Due to the proximity of sensitive receptors from such construction activities, an analysis of the potential impacts associated with groundborne vibration and groundborne noise will be included in the Draft EIR/EA. With regard to project operation, the project would not include the use of equipment that would expose persons to excessive groundborne vibration or noise levels. Therefore, no further analysis of operational groundborne vibration or groundborne noise is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The project would include mixed-use commercial, recreational, and residential development, resulting in an increase of existing intensity and activity levels. The implementation of the project could permanently increase ambient noise levels by adding traffic, on-site activities, such as the ski plaza outdoor area, outdoor ice rink, ticketing and ski rental area, skier pickup/dropoff area, and snow removal equipment, as well as summertime outdoor events. Long-term operational noise also could result from mechanical equipment associated with restaurant activities and other building operations. Therefore, this issue will be analyzed further in a Draft EIR/EA.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Construction related activities and equipment used during the project's construction phase could result in a temporary or periodic increase in ambient noise levels above existing levels. During the operational phase, stationary equipment could also result in temporary or periodic increase in ambient noise levels. Therefore, further analysis of the potential impacts associated with temporary or periodic increases in ambient noise levels will be evaluated in a Draft EIR/EA.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project is not located within an airport land use plan area or within two miles of a public airport or public-use airport. The Mammoth Yosemite Airport is located approximately located approximately 8.7 miles east from the project site. Areas exposed to aircraft noise of CNEL 65 and higher remain within the airfield boundary of the Airport on either

Airport property or vacant land controlled by the Airport through leases or use permits. Therefore, no further analysis of this issue is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project is not located in the vicinity of a private airstrip. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip, and no further analysis of this issue is necessary.

XII. POPULATION AND HOUSING. *Would the project:*

a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The project would result in an increase in local land development in the area. The proposed project would result in an increase in service-oriented employment opportunities and consequently an increase in the demand for housing. Therefore, an analysis of the projected increase in employment that will occur as a result of the project and the projected increase in the demand for housing will be included in the Draft EIR/EA.

b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with a surface parking lot and temporary lodge facilities. Development of the proposed project would not displace any existing residences. Therefore, no further analysis of this issue is required.

c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Impact. As discussed above in Response XII.b, the project site does not currently contain residential uses. Project implementation would not displace any residents, but rather would provide transient residential units. Therefore, no further analysis of the potential impacts on the displacement of substantial numbers of people would be required.

XIII. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

a) Fire Protection?

Less Than Significant Impact. The Mammoth Lakes Fire Protection District (MLFPD) provides fire protection and emergency response to the project site. The MLFPD service area includes approximately 3,000 acres of mountain resort area in and around the Town and over 2,500 acres within the Town. The MLFPD currently responds to calls for service from two fire stations. Fire Station No.1, the primary station, is located at 3150 Main Street and is in the process of being replaced with a larger, more updated facility. The new expanded facility is expected to be completed by the summer of 2006. Fire Station No.2 is located at 1574 Old Mammoth Road and contains housing facilities for full-time employees. The location of the project site is approximately 3.0 miles from both facilities.

Fire ratings range from one to ten, with one representing the best rating.¹⁹ The Town currently has a fire rating of three, as a result of the recent Insurance Service evaluation conducted within the Town. The project could result in an increase in the quantity of emergency calls received by the MLFPD due to the increase in activity and use in the area. The project would comply with the applicable provisions as set forth in the Town Municipal Code (MLMC). In addition, the Town currently collects between \$648.00 and \$1,349.00 per unit of new development and between \$1.79/sq. ft. and \$0.86/sq. ft. for non residential uses, which is used to fund the required fire suppression equipment. While the project could result in an increase in calls, the project would not result in development that is unique in the area. The project would be subject to review by the MLFPD to ensure that the project complies with fire requirements. Therefore, further analysis of potential impacts associated with fire protection is not required.

b) Police Protection?

Less Than Significant Impact. Police protection and law enforcement in the Town of Mammoth Lakes are provided by the Mammoth Lakes Police Department (MLPD), the Mono County Sheriff's Department (MCSD), and the California Highway Patrol (CHP). The MLPD provides all non-traffic related services for the project area. Criminal investigation calls, the primary job function of the MLPD, increase during the peak visitor months. MLPD is

¹⁹ Chief Harold Ritter, MLFPD, Personal Communication, November 5, 2004.

responsible for all traffic related offences within the Town except for along SR 203 where CHP also provides traffic related services. The MLPD staff is currently comprised of 20 sworn officers, two non-sworn investigators and one Animal Control officer, all of whom operate out of a leased facility on Old Mammoth Road. Typically, two to four sworn officers are on duty at any one time. Dispatches for both the MLPD and MCSO are routed by Mono County. The MLPD plans to construct an approximately 12,500 square foot public safety facility that would be designed with a jail, holding cells, and administrative offices on land that the MLPD owns within the Town. The facility would likely be complete in 2009.²⁰

The increase in visitors resulting from implementation of the project could result in a greater volume of emergency calls for police services and could potentially impact police protection and law enforcement services and facilities. The MLPD strives to provide a sworn-officer to resident ratio of 0.8 to 1,000 for permanent residents and fractional ownership units, 1.6 to 1,000 for seasonal residents, 0.4 to 1,000 for second home residents and visitors. As indicated in the Project Description, the project would either be a combination of hotel/fractional condominium units or a hotel. The two scenarios would result in a similar demand for police services, with the hotel scenario resulting in a slightly greater demand. The hotel scenario would provide 213 rooms and based on two visitors per room, the project would generate 426 visitors. Based on the MLPD ratio of 0.4 officers/1,000 visitors, the project would generate a demand for 0.17 officers. (The hotel/fractional condominium unit scenario would generate a demand of 0.1664 officers.²¹) However, the Town currently collects between \$473.00 and \$788.00 per residential unit and between \$0.78/sq. ft. and \$0.14/sq. ft. for non residential uses. The development impact fees would serve to mitigate potential impacts to police services. Therefore, no further analysis of potential impacts associated with police protection is required.

c) Schools?

Less Than Significant Impact. The Town is located within the jurisdiction of the Mammoth Unified School District (MUSD). The MUSD provides education to students in grades kindergarten (K) through grade 12 with facilities that include Mammoth High School, Mammoth Middle School, Mammoth Elementary School, Sierra High School, and the Mammoth Olympic Academy for Academic Excellence. The total current enrollment in MUSD schools is approximately 1,191 students in grades K through 12, slightly below the current estimated

²⁰ Chief Donnelly, Mammoth Lakes Police Department, Personal Communication, January 3, 2006.

²¹ The hotel/fractional condominium unit scenario would generate the following demand: 62 condo units with 4 persons/unit = 248 persons \times 0.4/1,000 ($248/1,000 \times 0.4$) = 0.0992 + 21 fractional units with 4 persons/unit = 84 persons \times 0.8/1,000 ($84/1,000 \times 0.8$) = 0.0672. The total demand under this scenario would be 0.1664 officers.

capacity of 1,290 students.²² The current capacity number is based on the highest number of students accommodated in a school year by the MUSD. In addition, MUSD is currently completing a land trade with the U.S. Forest Service for approximately 11 acres of land that could be used for expansion of an existing facility. The MUSD currently maintains an average pupil to teacher ratio throughout the District of 20 to one. The average per pupil spending throughout the District is approximately \$7,425 per student per year, including approximately \$1,400 per student in federal and state aid for categorical, special education, and support programs. Development of the project would result in an increase in employees, which would result in an indirect demand for additional housing. The additional housing could generate additional students within the MUSD service area.

However, Senate Bill 50 (SB 50), enacted in 1998, is a program for funding school facilities largely based on matching funds. SB 50 allows the MUSD to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The current fees as of 2005 collected by the Town on behalf of MUSD are \$2.24/sf for residential and \$0.34/sf for non-residential. The payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to levels that are less than significant (Government Code Section 65995). Therefore, no further analysis of potential impacts associated with schools is required.

d) Parks?

Less Than Significant Impact. The Mammoth Mountain Ski Area is one of the nation's leading ski resorts, with 1.25 million skier visits during the 2003 ski season.²³ The project would enhance the availability of recreational facilities in the Town through the provision of a permanent lodge that would replace the existing temporary facility. The project would not result in an increase in the capacity of the portal. The project would include on-site active and passive recreational opportunities, including a pool, spas, fitness centers, and landscaped open spaces. With regard to local parks, the Town provides public recreation facilities for use by the general public. The existing park areas, which are owned and operated by the Town, equal approximately 18 acres. In addition, there are 4 acres at Mammoth Creek Park and 12.5 acres at Shady Rest Park that are not owned but are operated by the Town under a Special Use Permit from the USFS. In addition, Whitmore Park, which is 18.66 acres, is operated jointly by the Town and Mono County on land leased from the Los Angeles Department of Water and Power. In total, there are over 53 acres of park and recreation land currently developed. The project would generate employees, which could increase the Town population. However, the existing

²² Patricia Henderson, MUSD, Personal Communication, November 10, 2005.

²³ Ibid.

park areas would not be significantly impacted from employee growth due to the recreational opportunities available in the area. Therefore, no further analysis is required.

e) Other public services?

Less Than Significant Impact. Other public services potentially impacted include public libraries, hospitals/healthcare, and public roadway maintenance. Additional discussions of roadway impacts are provided in Response XV, Transportation and Traffic. The Mammoth Lakes Branch Library, located at 960 Forest Trail next to the Mammoth Lakes Community Center, serves the Town and surrounding communities. The library is a branch of the Mono County Library and is operated in conjunction with the Mono County Office of Education under the direction of the Mono County Superintendent of Schools. The latest remodel occurred in 1996 and expanded the building to approximately 4,700 square feet. The current structure cannot be expanded further and there is no adjacent land for a new building. The library is currently at capacity with no shelf space for new materials.²⁴ A second library facility was opened in August 2004 in the Crowley Lakes community. Known as the Crowley Library at Hilton Creek, the library facility was not designed to expand or replace the Mammoth Lakes Branch Library and provides only limited service to Crowley Lakes residents. A parcel of land has been purchased to accommodate a new library. It is anticipated that construction of the new library could begin as early as spring of 2006. Development associated with the project would result in an increase in transient population and a potential increase in demand for library services due to an indirect demand for new housing. However, the Town currently collects between \$448.00 and \$2,593.00 per residential unit to mitigate potential impacts to libraries. Therefore, no further analysis of potential impacts associated with library capacity is required.

Roadway maintenance within the community is provided by the Town, and includes road repair, maintenance, and snow removal. Roadway maintenance and snow removal on private roads and private property is the responsibility of the land owners. The project would not result in an increase in the demand for roadway maintenance as the infrastructure is currently in place and use. Given that the project would not result in an increase in levels of roadway maintenance, no additional analysis is required.

²⁴ Diane Hurlburt, Mammoth Lakes Branch Library, Personal Communication, November 5, 2004.

XIV. RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less Than Significant Impact. As discussed above in section XIII.d. Parks, the project would enhance the availability of recreational facilities. The Town of Mammoth Lakes is an alpine resort community located on the eastern side of the Sierra Nevada Mountains and situated in a basin at the base of Mammoth Mountain. The Mammoth Mountain Ski Area is one of the nation's leading ski resorts, with 1.25 million skier visits during the 2003 ski season.²⁵ The proposed project would enhance the Town's current recreational capacity by replacing the existing temporary facility with a permanent facility and improving the available resort infrastructure and related amenities. The project is proposed to include on-site active and passive recreational opportunities, including a pool, spas, fitness centers, and landscaped open spaces. Even though the project would result in an indirect demand for housing due to an increase in employees, the project would not result in a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur. Therefore, no further evaluation is required.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less Than Significant Impact. As previously discussed, the project is proposed to include on-site active and passive recreational opportunities, including a ski resort, associated pool, day spa, fitness center, and landscaped open spaces. These amenities would be constructed as part of the project. In addition, as discussed in Response XIV.a, above, the project would enhance recreation facilities in the Mammoth Lakes area. Even though the project would increase the transient population for the area, the increase would not result in the need for the construction or expansion of existing recreational facilities. As such, no further analysis is required.

²⁵ *Ibid.*

XV. TRANSPORTATION AND CIRCULATION. *Would the project:*

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. The project would result in the replacement of the existing temporary facility with a permanent facility. Given the proposed mix of uses and the proposed increase in intensity of development at the site, the project could result in potentially significant impacts associated with a substantial increase in traffic or an exceedance of level of service standards. Therefore, a traffic study will be prepared. Project-generated traffic volumes will be based on the amount and type of land uses proposed by the project. Project-generated traffic will be compared to traffic generation associated with existing facility at the site. The analysis of traffic impacts will identify key intersections, quantify existing and future traffic conditions at those locations, identify impacts caused by the addition of project-generated traffic, and identify mitigation measures to reduce any potentially significant impacts generated by the project, as appropriate and where feasible. Consistent with traffic studies that have been prepared for the Town in the past, the traffic study will be primarily based upon typical winter Saturday p.m. peak-hour traffic volumes. However, as the project is intended to be a four-season resort, a qualitative analysis of summer traffic conditions will be provided.

- b) **Exceed, either individually or cumulatively, a level of service standard established by the Town for designated roads or highways?**

Potentially Significant Impact. As indicated above, the project would result in the replacement of the existing temporary facility with a permanent facility. Given the proposed mix of uses and the proposed increase in intensity of development at the site, the project could result in potentially significant impacts associated with a substantial increase in traffic or an exceedance of level of service standards. Therefore, project implementation could individually or cumulatively affect the LOS standard established by the Town for specific roads or highways. The traffic study will include a project and cumulative analysis, which will be included in the Draft EIR/EA.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. As discussed previously, the closest airport to the project site is the Mammoth Yosemite Airport, which is located approximately 8.7 miles southwest of the project site. The project site is not located within the Planning Boundary of the Mammoth Yosemite

Airport. The project does not propose any uses that would increase the frequency of air traffic or alter air traffic patterns. As such, safety risks associated with a change in air traffic patterns would not occur and no further analysis of this issue is necessary.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site. However, Majestic Pines Road has a sharp curve within close proximity to the site. Potential traffic hazards that could occur during project construction would be short-term in nature. While the project does not include the creation of any roadway design hazards, the project would result in vehicles, including delivery trucks, crossing Majestic Pines Road in proximity to the sharp curve. The proposed circulation could result in an increase in hazards in the project vicinity. Therefore, further analysis of this issue will be included in the Draft EIR/EA.

e) Result in inadequate emergency access?

Less than Significant Impact. Two year-round emergency evacuation routes serve the Town. State Road 203 and U.S. Highway 395 are the main routes for evacuation, and a secondary evacuation option is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer months, two additional routes are available including Sherwin Creek Road and the Sawmill cutoff, both of which are graded dirt roads.²⁶ The project would comply with applicable Town of Mammoth Lakes Fire Department codes for emergency vehicle access, resulting in adequate emergency access to the site. In addition, the project would not impede emergency access for adjacent or surrounding properties during construction or operation. As such, the project would result in a less than significant impact with respect to emergency access and no further analysis of this issue is necessary.

f) Result in inadequate parking capacity?

Potentially Significant Impact. The current surface parking lot provides approximately 225 parking spaces. The project proposes a 246,250-square-foot, with up to 544-spaces, 3-level, subterranean parking garage. Of the 544 underground spaces, approximately 318 would be for the commercial and day-skier parking component of the project. The remaining parking (226 spaces) would be provided for the on-site residential/hospitality uses. The Juniper Ridge Master

²⁶ *Communication with Bill Taylor, Town of Mammoth Lakes Community Development Department, February 2005.*

Plan requires that the project comply with Municipal Code parking requirements. Given that shared parking is anticipated due to the integration of uses, a parking analysis will be completed and will be included in the Draft EIR/EA.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. Currently, public transportation is provided to the site. The project would include a bus drop off area parallel to Meridian Boulevard. In terms of pedestrian circulation, the project would extend the Mammoth Loop Trail through the site. The Trail would be constructed from Majestic Pines Road, across from where the Trail currently ends, along the northwest side of the lodge to the end of the site. In addition, the project would include a pedestrian link from the northern end of the lodge to the single family neighborhood to the north of the site. The trail would intersect with the Mammoth Loop Trail. The project would support alternative transportation. However, the project would include a truck turn-out that could result in conflict between trucks and the recreation loop. Therefore, further analysis of consistency with adopted policies, plans, or programs supporting alternative transportation will be included in the Draft EIR/EA.

XVI. UTILITIES AND SERVICE SYSTEMS. *Would the project:*

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The Mammoth Community Water District (MCWD) owns, operates and maintains the wastewater collection and treatment systems for the Town, including pump stations and over 35 miles of sewer mains and interceptors.²⁷ The wastewater treatment facility for the Town provides advanced secondary treatment, which includes biological treatment, filtration, and disinfection through utilization of chlorine. The existing wastewater treatment facility is designed to provide treatment for peak daily flows of 3.0 million gallons per day (mgd) and the current average daily flow is 1.4 mgd with a peak daily flow of 2.4

²⁷ *Town of Mammoth Lakes, 2005. Draft Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update.*

mgd.²⁸ An expansion of the wastewater treatment plant is planned for completion early 2006, increasing the design capacity of the treatment facility to 4.9 mgd.²⁹

The project, which would replace the existing temporary facility with a permanent lodge, would result in an increase of wastewater generated at the site compared with existing conditions. The Draft EIR/EA will assess the proposed project's impacts with respect to wastewater treatment. The incremental quantity of wastewater generated by the proposed project will be estimated and compared with available treatment capacity. The ability of existing and proposed wastewater infrastructure to accommodate the project's incremental flow will also be assessed based on data provided by the wastewater treatment provider. The analysis will include a discussion of the wastewater infrastructure plan and improvements proposed as part of the project to adequately serve the wastewater needs of the project site.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The project would generate an increase in the demand for wastewater and water services. The project would result in an increase in the intensity of development on the site. With regard to wastewater, the incremental quantity of wastewater generated by the proposed project will be estimated and compared with available treatment capacity. The ability of existing and proposed wastewater infrastructure to accommodate the project's incremental flow will also be assessed based on data provided by the wastewater treatment provider. The analysis will include a discussion of the wastewater infrastructure plan and improvements proposed as part of the project to adequately serve the wastewater needs of the project site.

The analysis of potential impacts associated with water will quantitatively estimate the net increase in demand for water generated by the proposed uses. MCWD will be contacted to identify the adequacy of existing water supply and their ability to accommodate the demand for water generated by the project. A discussion of relevant state regulations regarding water supply will also be provided.

²⁸ *Ibid.*

²⁹ *Gary Sisson, MCWD, Personal Communication, January 5, 2006.*

- c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. The project would result in an increase in the amount of impervious surface on the site. Therefore, the project would result in an increase in the quantity of stormwater run off. The stormwater from project construction and operations either could drain to the existing detention basins on Lot 7, percolate into the soils, or be diverted to existing infrastructure. As such, potential impacts to the existing stormwater drainage system and related capacity requirements will be analyzed in the Draft EIR/EA.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Potentially Significant Impact. The Mammoth Community Water District (MCWD) is the water supplier (public water system) for the Town of Mammoth Lakes. The project would result in an increase in the level of development and intensity of uses at the site. Therefore, the project would generate an increase in the demand for water as compared with existing conditions. Further analysis with regard to water demand from the project will be included in the Draft EIR/EA.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Potentially Significant Impact. The project would generate an increase in the demand for wastewater services. The project would result in an increase in the intensity of development on the site. As indicated previously, an analysis regarding wastewater will be provided in the Draft EIR/EA. The incremental quantity of wastewater generated by the proposed project will be estimated and compared with available treatment capacity. The ability of existing and proposed wastewater infrastructure to accommodate the project's incremental flow will also be assessed based on data provided by the wastewater treatment provider. The analysis will include a discussion of the wastewater infrastructure plan and improvements proposed as part of the project to adequately serve the wastewater needs of the project site.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact. Solid waste disposal service for the Town of Mammoth Lakes is currently contracted to Mammoth Disposal Inc. Solid waste is disposed at the Benton

Crossing Landfill, which is located within Mono County. The landfill has a remaining capacity of 1.7 million cubic yards of compacted waste and is anticipated to have the capacity to accommodate the Town's waste generation and disposal needs for the next 20 years.³⁰ In addition, the Town has an option for five years at the Pumice Valley Landfill. With the existing capacity in the Benton Crossing Landfill as well as the option for disposal for five years at the Pumice Valley Landfill, there is adequate landfill capacity for the project population. While the project would generate an increase in the amount of solid waste disposed of at the landfill, the project would not result in the need to construct a new landfill or expand existing facilities to accommodate the project's solid waste disposal needs due to recycling efforts. An organized recycling program would be implemented throughout the proposed facility to include the collection and redemption of CRV plastic, glass and aluminum. Permanent recycling bays would be built into public food service areas for guest use, as well as public indoor and outdoor containers to be sited alongside trash containers, including portable containers for events. Back of house collection containers would also be sited in areas generating recyclables, including staff break rooms, offices and food service. Mixed paper and cardboard would also be collected where generated, including offices, food service and retail locations. All CRV materials, mixed paper and cardboard would be taken to Mammoth Disposal's recycling facility for regular redemption by staff or contracted recycling service provider. Maintenance areas would also have programs and containers for collecting and properly disposing of universal and hazardous wastes, such as used batteries, fluorescent lamps, motor fluids, unused cleaning and landscaping supplies, and painting materials. With the proposed recycling, the project would not generate an increase in the amount of solid waste disposed of at the landfill, such that the project would result in the need to construct a new landfill or expand existing facilities. Therefore, no additional analysis is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). In 1989, Assembly Bill 939 (AB 939), known as the Integrated Waste Management Act, was passed because of the increase in waste stream and the decrease in landfill capacity. AB 939 mandates a reduction of waste being disposed and establishes an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. The Town operates the waste collection and recycling program in accordance with AB 939, but the Town does not currently comply with AB 939 in terms of achieving a 50 percent diversion

³⁰ *Ibid.*

rate for solid waste. However, the project would comply with applicable federal, state, and local statutes and regulations regarding solid waste. In addition, recycling collection facilities for visitors would be included as part of the project. The amount of waste generated by the project would be reduced through the implementation of an organized recycling program targeting a variety of material types, which is discussed above. In addition, the recycling efforts would begin with construction debris, which would be separated by material type for recycling at Benton Crossing Landfill. All facilities would have public and back of house collection of plastic, glass, aluminum, mixed paper and cardboard. Universal and hazardous wastes generated by routine maintenance operations would also be collected for recycling as required by law. Lastly, all rooms would contain marketing messages asking guests to recycle in the provided containers and all staff would be educated on recycling operations. The project would comply with federal, state, and local regulations related to solid waste. Therefore, no additional analysis is required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the project has the potential to result in significant impacts with regard to aesthetics, air quality, biological and cultural resources, hydrology/water quality, land use, noise, population/housing, transportation/traffic, and utilities. As a portion of the project is located in the Inyo National Forest, managed by the US Forest Service, a joint EIR/EA will be prepared to analyze these potentially significant impacts.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the project are combined with the impacts of related projects in proximity to the project site resulting in impacts that are greater than the impacts of the project

alone. Located within the vicinity of the project site are other past, current and/or probable future projects, whose development, in conjunction with that of the proposed project, may contribute to potential significant cumulative impacts. In evaluating the potential for cumulative impacts, environmental issues can be grouped together, to a certain extent, based on the nature of the potential impacts as analyzed in this Initial Study. Some aspects of the proposed project have been identified as having the potential for significant environmental impacts and will be analyzed and documented in an EIR. Therefore, the potential for cumulative impacts related to aesthetics, air quality, biological resources, cultural resources, hydrology, land use and planning, noise, transportation and circulation, and utilities and service systems (water supply, wastewater, and stormwater), resulting from the project in conjunction with related projects cannot be fully determined in this Initial Study and must also be analyzed and documented in the EIR.

Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the project would have no contributory impact.

Cumulative development in the area could increase the potential for certain environmental impacts by potentially increasing the number of people exposed to such impacts. For example, cumulative development in the area would increase the overall potential for exposure to seismic hazards by potentially increasing the number of people exposed to seismic hazards. Even so, impacts associated with geologic and seismic issues are typically confined to a project site or a very localized area and do not affect off-site areas associated with the related projects or ambient growth. In addition, all projects are subject to established guidelines and regulations pertaining to seismic hazards. As such, compliance with applicable state and Town regulations would preclude significant cumulative impacts with regard to geology and soils.

Similarly, cumulative development could increase the overall potential for exposure to hazards and hazardous materials by changing site operations. However, projects are subject to established guidelines and regulations pertaining to hazards and hazardous materials. As such, compliance with applicable regulations would preclude significant cumulative impacts from hazards and hazardous materials. In summary, environmental issues meeting the criterion of less than significant and resulting in no cumulative contributory impact include agricultural resources, geology/soils, hazards and hazardous materials, mineral resources, public services and recreation.

Some aspects of the project have been identified as having the potential for significant environmental impacts and their associated potential cumulative impacts will be analyzed and documented in a draft EIR/EA. Therefore, the potential for cumulative impacts related to aesthetics, air quality, hydrology/water quality, land use, noise, population/housing, transportation/traffic, and public utilities resulting from the project in conjunction with related projects will be analyzed in the Draft EIR/EA.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the above discussion, construction and operation of the proposed project could potentially result in environmental impacts, which may cause adverse effects on human beings, either directly or indirectly. Further evaluation of potential impacts associated with environmental effects on human beings, including impacts related to aesthetics, air quality, biological and cultural resources, hydrology/water quality, land use, noise, population/housing, transportation and utilities/service systems, will be included in the Draft EIR/EA.



STATE OF CALIFORNIA
 Governor's Office of Planning and Research
 State Clearinghouse and Planning Unit

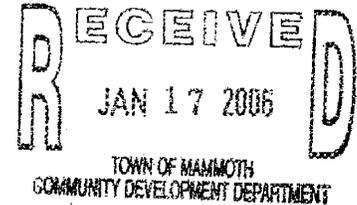


Arnold
 Schwarzenegger
 Governor

Sean Walsh
 Director

Notice of Preparation

January 11, 2006



To: Reviewing Agencies
 Re: Eagle Lodge Base Area Development Project
 SCH# 2006012041

Attached for your review and comment is the Notice of Preparation (NOP) for the Eagle Lodge Base Area Development Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Sonja Porter
City of Mammoth Lakes
P.O. Box 1609
437 Old Mammoth Road
Mammoth Lakes, CA 93546

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

J. Driemeyer
 Scott Morgan
 Project Analyst, State Clearinghouse

Attachments
 cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006012041
Project Title Eagle Lodge Base Area Development Project
Lead Agency Mammoth Lakes, City of

Type NOP Notice of Preparation
Description Mammoth Mountain Ski Area proposes to construct a permanent base lodge facility that would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club.

Lead Agency Contact

Name Sonja Porter
Agency City of Mammoth Lakes
Phone 760.934-8989 ext. 286 **Fax**
email
Address P.O. Box 1609
 437 Old Mammoth Road
City Mammoth Lakes **State** CA **Zip** 93546

Project Location

County Mono
City Mammoth Lakes
Region
Cross Streets Meridian Boulevard and Majestic Pines Road
Parcel No. 32-040-12, 32-040-08
Township **Range** **Section** **Base**

Proximity to:

Highways U.S. Hwy. 395, State Route 203
Airports
Railways
Waterways
Schools
Land Use GPD: Resort, Lot 87 is designated Low Density Residential; Z: Resort

Project Issues Aesthetic/Visual; Biological Resources; Archaeologic-Historic; Public Services; Noise; Water Quality; Air Quality; Landuse; Population/Housing Balance; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Native American Heritage Commission; Department of Health Services; Department of Fish and Game, Region 6 (Inyo & Mono Region); California Highway Patrol; Caltrans, District 9; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received 01/11/2006 **Start of Review** 01/11/2006 **End of Review** 02/09/2006

NOP Distribution List

County: Mono

SCH#

A V U V U V U I C U 4 4

<input type="checkbox"/> Resources Agency	<input type="checkbox"/> Fish & Game Region 3	<input type="checkbox"/> Public Utilities Commission	<input type="checkbox"/> Caltrans, District 8	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 4	<input type="checkbox"/> State Lands Commission	<input checked="" type="checkbox"/> Caltrans, District 9	<input type="checkbox"/> RWQCB 1
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> Fish & Game Region 5	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA)	<input type="checkbox"/> Caltrans, District 10	<input type="checkbox"/> Cathleen Hudson
<input type="checkbox"/> California Coastal Commission	<input type="checkbox"/> Fish & Game Region 6	<input type="checkbox"/> Cherry Jacques	<input type="checkbox"/> Tom Dumas	<input type="checkbox"/> North Coast Region (1)
<input type="checkbox"/> Elizabeth A. Fuchs	<input type="checkbox"/> Gabriela Gatchel	<input type="checkbox"/> Business, Trans. & Housing	<input type="checkbox"/> Mario Orso	<input type="checkbox"/> RWQCB 2
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics	<input type="checkbox"/> Bob Joseph	<input type="checkbox"/> Environmental Document Coordinator
<input checked="" type="checkbox"/> Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 VM	<input type="checkbox"/> Sandy Heanard	<input type="checkbox"/> Caltrans, District 12	<input type="checkbox"/> San Francisco Bay Region (2)
<input type="checkbox"/> Dept. of Conservation	<input type="checkbox"/> Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Planning	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 3
<input type="checkbox"/> Roseanne Taylor	<input type="checkbox"/> Program	<input type="checkbox"/> Terr Pencovic	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Central Coast Region (3)
<input type="checkbox"/> California Energy Commission	<input type="checkbox"/> Dept. of Fish & Game M	<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Airport Projects	<input type="checkbox"/> RWQCB 4
<input type="checkbox"/> Roger Johnson	<input type="checkbox"/> George Isaac	<input type="checkbox"/> John Olajnik	<input type="checkbox"/> Jim Lerner	<input type="checkbox"/> Jonathan Bishop
<input type="checkbox"/> Marine Region	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Office of Special Projects	<input type="checkbox"/> Kurt Kamperos	<input type="checkbox"/> Los Angeles Region (4)
<input type="checkbox"/> Dept. of Forestry & Fire Protection	<input type="checkbox"/> Food & Agriculture	<input type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Mike Tollstrup	<input type="checkbox"/> RWQCB 5S
<input type="checkbox"/> Allen Robertson	<input type="checkbox"/> Steve Shaffer	<input type="checkbox"/> Lisa Nichols	<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> Central Valley Region (5)
<input type="checkbox"/> Office of Historic Preservation	<input type="checkbox"/> Dept. of Food and Agriculture	<input type="checkbox"/> Housing Policy Division	<input type="checkbox"/> Sue O'Leary	<input type="checkbox"/> RWQCB 5F
<input type="checkbox"/> Wayne Donaldson	<input type="checkbox"/> Dept. of General Services	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> State Water Resources Control Board	<input type="checkbox"/> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Environmental Stewardship Section	<input type="checkbox"/> Robert Sleppy	<input type="checkbox"/> Caltrans, District 1	<input type="checkbox"/> Jim Hockenberry	<input type="checkbox"/> RWQCB 5R
<input type="checkbox"/> Reclamation Board	<input type="checkbox"/> Environmental Services Section	<input type="checkbox"/> Rex Jackman	<input type="checkbox"/> Division of Financial Assistance	<input type="checkbox"/> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> DeeDee Jones	<input type="checkbox"/> Dept. of Health Services	<input type="checkbox"/> Caltrans, District 2	<input type="checkbox"/> State Water Resources Control Board	<input type="checkbox"/> Lahontan Region (6)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm.	<input type="checkbox"/> Veronica Rameriz	<input type="checkbox"/> Marcelino Gonzalez	<input type="checkbox"/> Student Intern, 401 Water Quality Certification Unit	<input checked="" type="checkbox"/> RWQCB 6V
<input type="checkbox"/> Steve McAdam	<input type="checkbox"/> Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 3	<input type="checkbox"/> Division of Water Quality	<input type="checkbox"/> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Dept. of Water Resources Resources Agency	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Katherine Eastham	<input type="checkbox"/> State Water Resources Control Board	<input type="checkbox"/> RWQCB 7
<input type="checkbox"/> Nadell Gayou	<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> Caltrans, District 4	<input type="checkbox"/> Steven Herrera	<input type="checkbox"/> Colorado River Basin Region (7)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Debby Eddy	<input type="checkbox"/> Tim Sabie	<input type="checkbox"/> Division of Water Rights	<input type="checkbox"/> RWQCB 8
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Office of Emergency Services	<input type="checkbox"/> Caltrans, District 5	<input type="checkbox"/> Dept. of Toxic Substances Control	<input type="checkbox"/> Santa Ana Region (8)
<input type="checkbox"/> Scott Flint	<input type="checkbox"/> Dennis Castrillo	<input type="checkbox"/> David Murray	<input type="checkbox"/> CEQA Tracking Center	<input type="checkbox"/> RWQCB 9
<input type="checkbox"/> Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research	<input type="checkbox"/> Caltrans, District 6	<input type="checkbox"/> Department of Pesticide Regulation	<input type="checkbox"/> San Diego Region (9)
<input type="checkbox"/> Fish & Game Region 1	<input type="checkbox"/> State Clearinghouse	<input type="checkbox"/> Marc Birnbaum	<input type="checkbox"/> Other	
<input type="checkbox"/> Donald Koch	<input type="checkbox"/> Native American Heritage Comm.	<input type="checkbox"/> Caltrans, District 7		
<input type="checkbox"/> Fish & Game Region 2	<input checked="" type="checkbox"/> Debbie Treadway	<input type="checkbox"/> Cheryl J. Powell		
<input type="checkbox"/> Banky Curtis				

DEPARTMENT OF TRANSPORTATION

District 9
500 South Main Street
Bishop, California 93514
PHONE (760) 872-0785
FAX (760) 872-0754
TTY (760) 872-9043

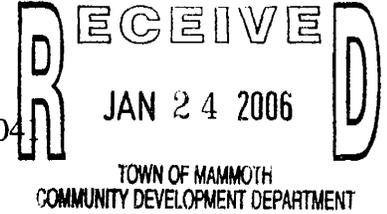


*Flex your power!
Be energy efficient!*

January 18, 2006

Ms. Sonja Porter
Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, California 93546

File: 09-MNO
NOI/NOP
SCH #: 200601204



Dear Ms. Porter:

Eagle Lodge Base Area Development Notice of Intent/Notice of Preparation for Joint Environmental Assessment/Draft Environmental Impact Report (January 2006)

Thank you for giving the California Department of Transportation (Caltrans) the opportunity to review and comment during the NOI/NOP phase for the Eagle Lodge Base Development Project adjacent to Meridian Boulevard in southwest Mammoth. We appreciate that both traffic and parking are slated for study. In the Traffic Study, please address/consider the following:

- The three probable State Route 203 access points need to be analyzed: Main Street/Lake Mary Road/Minaret Road, Old Mammoth Road/Main Street, and Meridian Boulevard/Main Street. If the use of any one is discovered to be an improvement in overall traffic flow, directional signage for the project could be implemented along with any other recommended mitigation.
- In general, collection of Traffic Impact Fees could be a method for the project to mitigate impacts to both the State and local transportation system.

If you have any questions, I may be contacted at (760) 872-0785. We value a cooperative working relationship in transportation and development matters with the Town of Mammoth Lakes.

Sincerely,

A handwritten signature in cursive script that reads "Gayle J. Rosander".

GAYLE J. ROSANDER
IGR/CEQA Coordinator

c State Clearinghouse
Terry Gess, Caltrans



California Regional Water Quality Control Board
Lahontan Region



Alan C. Lloyd Ph.D.
Agency Secretary

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • Fax (760) 241-7308
<http://www.waterboards.ca.gov/lahontan>

Arnold Schwarzenegger
Governor

File: Environmental Doc Review
Mono County

Sonja Porter
City of Mammoth Lakes
P.O. Box 1609
437 Old Mammoth Road
Mammoth Lakes, CA 93546

February 3, 2006

**COMMENTS ON NOTICE OF PREPARATION (NOP) FOR THE EAGLE LODGE BASE
AREA DEVELOPMENT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT
(EIR). SCH# 2006012041**

Please refer to the items checked for staff comments on the above-referenced project:

[X] Please specifically identify features for the post-construction period that will control stormwater on-site or prevent pollutants from non-point sources from entering and degrading surface or ground waters. The foremost method of reducing impacts to watersheds from urban development is "Low Impact Development" (LID), the goals of which are maintaining a landscape functionally equivalent to predevelopment hydrologic conditions and minimal generation of nonpoint source pollutants. LID results in less surface runoff and less pollution routed receiving waters. Principles of LID include:

- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge,
- Reducing the impervious cover created by development and the associated transportation network, and
- Managing runoff as close to the source as possible.

We understand that LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and could benefit energy conservation, air quality, open space, and habitat. Many planning tools exist to implement the above principles, and a number of recent reports and manuals provide specific guidance regarding LID. We request you require these principles to be incorporated into the proposed project design. We request natural drainage patterns be maintained to the extent feasible.

[] The proposal does not provide enough information to determine the type of wastewater disposal system that will be used (i.e. septic system, sewer, etc.).

California Environmental Protection Agency

- [] Discharge of any material other than domestic wastewater to an onsite septic tank wastewater disposal system is prohibited unless a Report of Waste Discharge is filed with the Regional Board.
- [] The proposed project deals with a non-sewage discharge to land and may need to be regulated by the Lahontan Regional Water Quality Control Board. Therefore, the County must require the proponents to contact the Regional Board for filing of a complete report of waste discharge.
- [] The proposed project appears to exceed the Regional Board's 500 gallon per acre per day limitation on the discharge to septic tank disposal systems. Please address how this requirement will be met in the document and proposed project design.
- [] The proposal does not provide enough information to determine if the Regional Board's 500 gallon per acre per day limitation of the discharge to septic tank disposal systems is exceeded. Please address in the document how this requirement will be met.
- [] The proposed project is located in an area where septic tank disposal systems are prohibited unless an exemption is requested and granted by the Regional Board. If the project proponent intends to request an exemption, the environmental document must contain the information necessary to make the findings for an exemption (Please review the exemption criteria contained in the Water Quality Control Plan for the Lahontan Region (Basin Plan) accessible on the Regional Board's homepage (www.swrcb.ca.gov/rwqcb6)).
- [X] The project will require development of a Stormwater Pollution Prevention Plan and a NPDES General Construction Stormwater Permit. This permit is accessible on the State Board's Homepage (www.swrcb.ca.gov). Best Management Practices must be used to mitigate project impacts. The environmental document must describe the mitigation measures or Best Management Practices.
- [] The project may require development of a Stormwater Pollution Prevention Plan and a NPDES General Industrial Stormwater Permit. This permit is accessible on the State Board's Homepage (www.swrcb.ca.gov). Best Management Practices must be used to mitigate project impacts. The environmental document must describe the mitigation measures or Best Management Practices.
- [] The project appears to propose a discharge of waste to surface water. Therefore an NPDES permit for the project may be necessary. Describe potential impacts to surface water quality and beneficial uses of water. Also describe measures to be taken to reduce pollutant loading to surface waters to meet numerical and narrative water quality objectives contained in the Water Quality Control Plan for the Lahontan Region (www.swrcb.ca.gov/rwqcb6).
- [X] The proposed project may result in discharges of waste that may need to be regulated by the Regional Board. Please review the general permits and the Water Quality Control Plan for



the Lahontan Region (Basin Plan) accessible on the Regional Board's homepage (www.swrcb.ca.gov/rwqcb6).
(provide more specific information here on the type of waste or form of regulation)

- Please require written confirmation from the project proponent that they obtain Regional Board concurrence before approving this project.
- The project may require a Federal Clean Water Act Section 401 Water Quality Certification from the Regional Board. Application forms can be found at our web site (www.swrcb.ca.gov/rwqcb6)
- Please include specific information on impacts to flood plains or wetlands (or in the Lake Tahoe Basin, Stream Environment Zones). The Environmental Document needs to quantify these impacts. Discuss purpose of project, need for stream channel or wetland disturbance, and alternatives (avoidance, minimize disturbances and mitigation). Mitigation must be identified in environmental document including timing of construction. Mitigation must replace functions and values of wetlands lost (at a minimum, 1.5 times the area disturbed should be restored)
- Regional Board staff has determined that this project will not have a significant effect on water quality as proposed.
- Regional Board staff will make additional comments after a more detailed review is complete.
- Project may result in spills that will adversely impact ground and surface waters. Include spill contingency measures in the environmental document.
- Other:
- We encourage the developer to implement "Low Impact Development" (LID) principles in the design of the project.
 - Please include detailed information on the dewatering of groundwater at the site, and the use or discharge of extracted water. If extracted water will be discharged to surface water or groundwater, the project should be evaluated for impacts to water quality at the discharge location.

Please note that obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required.

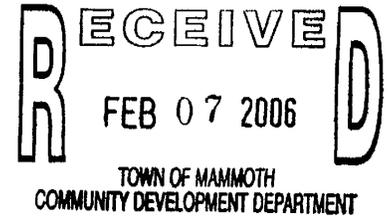
Thank you for your attention to these comments. If you have any questions, please contact Mary Dellavalle, Environmental Scientist, at (760) 241-3523.

Sincerely

Print Name Cindi Mitton
Title Senior Engineer
Phone No. (760) 241-7413
E-Mail cmitton@waterboards.ca.gov

\\Cactus\vol2\Shared\Units\Mojave\Mary\DRAFTS\Eagle Lodge Base Area Development Project.doc





**Mammoth Community Water District
P.O. Box 597, Mammoth Lakes, CA 93546
(760) 934-2596; fax (760) 934-4080**

February 3, 2006

Sonja Porter
Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Notice of Intent/Notice of Preparation of a Joint Environmental Assessment/Draft Environmental Impact Report for the Eagle Lodge Base Area Development Project

Dear Ms. Porter,

The District has reviewed the Initial Study for the Eagle Lodge Base Area Development Project. We appreciate the opportunity to comment on the scope of the Draft EA/EIR.

After reviewing the project description in the initial study, it appears that the project is proposing an increase of 84 dwelling units from the original Juniper Ridge Master Plan. In order to compare the changes from the original master plan, the District would like to request a description of the number and types of units (condominium, hotel, etc.) in the original master plan compared to the proposed amendments. The District would also like to confirm that the total square feet for commercial uses in the master plan are remaining consistent with the original master plan.

At the request of PCR Services Corp., who will be preparing the Draft EA/EIS, the District will be developing a water assessment for the project. This assessment will be completed before the end of February. Although there is generally enough information in the initial study to prepare a water assessment, this assessment, as well as wastewater flow analysis, would benefit from additional detail regarding proposed water-oriented facilities that may be contained in amenities such as the day spa, locker club, and on-site hotel laundry facilities. In

addition, a comparison of current facilities (commercial and restaurant square footage, laundry, restroom facilities, etc.) at the existing Little Eagle Lodge versus the proposed Eagle Lodge would be useful. Any level of detail available on types of commercial uses beyond that which is shown in Table 1 on page A-8 of the initial study would further the reliability of the District's water and wastewater needs analyses.

Projected wastewater flows from the project have not yet been estimated, but the District anticipates the need for improvements in the wastewater collection system due to increased wastewater flows resulting from this project. The main collection line at Old Mammoth Road and Meridian Boulevard is already at capacity and the additional wastewater flows that will result from the project will require a new main line to be constructed from the intersection of Old Mammoth Road down Meridian Boulevard to the wastewater treatment plant at the corner of Meridian Boulevard and SR 203.

District production well 16 is located within the entryway of the proposed project in an underground vault. The District has a 50x55 foot easement for the well 16 site that District personnel will be accessing on a monthly basis, at minimum, for regular water quality testing. In addition, the well pump and about 550 feet of discharge piping may need to be pulled from the vault periodically for pump maintenance and repairs. This will involve the utilization of a well drilling rig and storage of discharge piping in 21 foot sections, which may require a work area of at least 40 square feet. In addition, an 8-inch raw water line and a 12-inch distribution line are located underneath several of the proposed Eagle Lodge facilities and will need to be realigned.

The District encourages a thorough analysis of water quality in the Draft EA/EIR, but doubts that impacts to well 16 will occur. Since this well is constructed with an annular cement seal to 60 feet, the District does not anticipate impacts from shallow groundwater disturbance. However, if the project proposes an on-site geothermal heating well, the District's production well could be effected. A study would be necessary to evaluate for potential pressure changes from pumping in the deep geothermal zone that could draw water from the cold water aquifer.

The maximum proposed building height for associated with the proposed Eagle Lodge development is 77 feet. Water pressure necessary to supply such heights may require a booster pump. The District can assist in the analysis of water pressure needs for the proposed project.

Finally, the District would also like to encourage full compliance with best management practices to control runoff and erosion during construction of the project. Such practices are essential to ensuring high water quality in the Mammoth Basin watershed.

Thank you again for the opportunity to comment on this document. The District is willing to provide any information necessary to assist in the completion of a comprehensive Draft EA/EIR. Please feel free to contact the District if you have any questions.

Sincerely,

Gary Sisson 2/3/06

Gary Sisson, General Manager

Ericka Hegeman 2/3/2006

Ericka Hegeman, Environmental Specialist

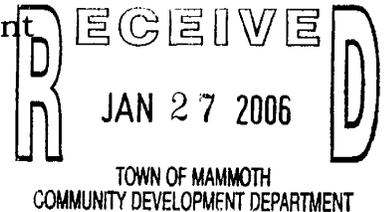


POLICE DEPARTMENT

568 Old Mammoth Road • P. O. Box 2799
Mammoth Lakes, California 93546
760-934-2011 • fax: 760-934-2490

January 24, 2006

Town of Mammoth Lakes Community Development Department
437 Old Mammoth Road, Suite R
P.O. Box 1609
Mammoth Lakes, CA 93546



To Whom It May Concern:

In reviewing the initial study prepared by PCR Services Corporation surrounding the proposed development of the Eagle Lodge Base Development Project dated January 2006, there are some concerns that should be addressed surrounding the project. These concerns regard overall police response to the project and the anticipated impact such a project will have on police service levels, for this project in particular, and the community as a whole.

With the opening of the Village, it has become clear that projects of this size have an impact on the police department and place demands on our operations. Not only do the commercial businesses, typically bars/restaurants, impact our officers, but facilities associated with Mammoth Mountain Ski Area also place a higher demand on our officers as they respond to calls for service.

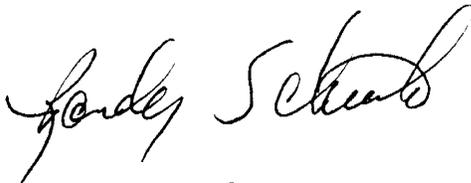
A primary concern from the Police Department perspective is officers responding the Eagle Lodge Base Facility for police related calls during the winter months. Currently, officers spend considerable time responding to the Mammoth Mountain Main Lodge to handle ticket fraud cite and release reports. Typically, officers respond three to four times a week, however can be requested to respond several times a day depending on the number of persons that are detained by MMSA security personnel for ticket fraud. Occasionally, we are requested to respond to the Main Lodge area for other investigations, however ticket fraud is our primary call for service. When officers respond to the Main Lodge it typically takes close to an hour by the time the officer receives the call, responds to the ski area, handles the call and is back in the center of town available for service. This response time can be dramatically increased during stormy conditions or during peak holidays. During this time the remainder of the town is usually staffed by one other patrol

officer who may be required to respond to emergency calls for service with no back-up immediately available.

While the Police Department also responds the Canyon Lodge for similar calls, the proximity to Town creates fewer concerns.

Therefore, the Police Department would like this development to include a storefront type office space for police personnel in this development plan. This would allow officers to respond to calls for service and have an office to process reports and effectively deal with the public and MMSA security personnel. With the proposed gondola development that will lead to Eagle Lodge Base Facility, security department detainees could be transported via the gondola to this facility for processing by the police department, thus leaving our patrol staff closer to the center of town for emergency calls for service. Additionally, guests could access the storefront space to file other criminal reports or to have police related concerns addressed. This space could be a shared space with MMSA security personnel, as necessary.

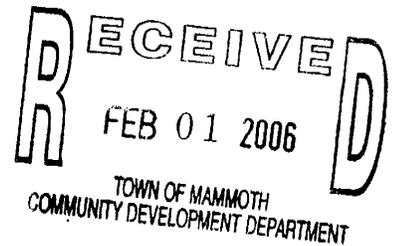
Finally, two 'police vehicles only' parking spaces should be designated adjacent to the lodge, for convenience and emergency access for MLPD officers.

A handwritten signature in black ink, appearing to read "Randy Schienle". The signature is written in a cursive, flowing style.

Randy Schienle
Police Lieutenant
(760) 934-2011 ext. 16

Gregory R. Applegate, MD

632 Hanley Ave
Los Angeles, Ca
90049
818-908-4937-direct
818-261-1569-cell
818-997-2895 -fax
gapplegate@insighthhealth.com
local address: 507 Monterey Pine Drive



January 26, 2006

Sonya Porter
Senior Planner

Town of Mammoth Lakes,
PO box 1609
Mammoth Lakes, California 935 4 6

Dear Ms. Porter

I am writing in response to your notice of intent/notice of preparation regarding the proposed Eagle Lodge Base Area Development. Almost two years ago, my wife and I purchased a single-family home at 507 Monterey Pine Drive. We love the family neighborhood atmosphere in the quiet, beautiful mountain setting. The clean-air and beautiful views of the mountains drew us to this neighborhood. We felt confident that these attributes would be preserved based on the town's height limitations, setbacks and density limitations. We are also in possession of an agreement made between Mammoth Mountain Ski Area and the homeowners on our street assigned and executed on November 15, 1994 by Rusty Gregory of Mammoth Mountain Ski Area, recorded with the Mono County recorder volume 0700 Page 401. This agreement sets a limit on the proposed parking structure "not to exceed eight feet above finished grade". The current proposed base lodge facility including hotel/lodging and retail space rises 75 feet above grade. This will completely eliminate our mountain view and our neighbors view. Instead of a pristine mountain range will see the back of a tall aesthetically unappealing looming structure. The quiet surroundings and air quality will be severely compromised. The added congestion and pollution will certainly spoil the quiet neighborhood. A turnout for eighteen wheel diesel delivery trucks is planned for the back of the building necessitating moving the town bike path closer to the homes on our street. The diesel fumes and noise generated in such close proximity to residential homes is unacceptable. We currently get a lot of trash blowing to into to our backyard from the current parking lot and small base lodge/igloo. Imagine the volume of trash and water runoff flowing into the wetlands adjacent to our home. The woodpeckers, coyotes and deer that frequent the Greenbelt will be adversely affected by this proposal.

In summary, we are vehemently opposed to the Eagle Lodge Base Area Development proposal. The proposed 75 foot structure is will aesthetically ruin the neighborhood. The additional traffic will further stretch the access and egress roads, putting additional traffic path through the Mammoth Vistas I neighborhood along

Kelly Road. The proposed diagonal parking will further narrow and limit access. The diesel eighteen-wheel delivery vehicles will negatively affect the air quality and add additional noise, and necessitate moving the bike path. Can the utilities and service systems handle the additional wastewater, storm water and snow storage? The **wetlands** adjacent to our home and behind the water district building may be compromised. The local wildlife will be displaced from the Greenbelt area. While we are unable to make the scoping meeting, I'd be happy to discuss our concerns further with members of the planning committee or Forest Service.

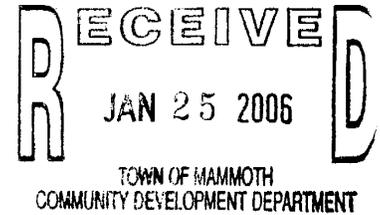
Respectfully Submitted,

Gregory R. Applegate MD

A handwritten signature in black ink, appearing to read "Gregory R. Applegate". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

Stephen C. Jones
Sharon August Jones
520 West Main Street
Tustin, CA 92780

January 23, 2006



Sonja Porter, Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93566

RE: Initial Study Eagle Lodge Base Area Development

Dear Ms. Porter:

It was disappointing to see the results of your January EIR Study. Here is my perspective on the plans for the Eagle Base area.

We are original owners of Juniper Springs Lodge. Development of a ski lodge at that site was promised when we purchased. It has not happened. I have followed the issues and understand the obstacles, but the bottom line is that the lodge has not happened. That is despite ticket sales at Eagle Lodge which are among the highest in the Mammoth Mountain Ski Area.

In the meantime, the City has approved countless other residences and developments. I think that despite the obstacles, the City and Forest Service has an obligation to finish this project.

I would suggest a moratorium on all development until the City finishes Eagle Lodge, the very first project area in the wave of development since Intrawest's arrival in Mammoth. It's only fair.

Yours truly,


Sharon August Jones

CC: Mike Schlafmann, U.S. Forest Service, Mammoth Ranger District Office



**Eagle Lodge Base Area Development Project
Environmental Impact Report – Scoping Meeting**
3256 Meridian Boulevard
January 31, 2006

Written Comment Form

The purpose of the public scoping meeting is to identify the range of actions, alternatives, and significant effects to be analyzed in the Draft EIR for the Eagle Lodge Base Area Development Project. The approximately 5.85-acre project site is located just west of the intersection of Meridian Boulevard and Majestic Pines Road. A portion of the site, approximately 2.39 acres, is located within the Inyo National Forest. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area. The project would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

Comments can be provided verbally at the scoping meeting or in written form. In addition, written comments can be forwarded to the Town. Written comment must be received by February 10, 2006.

In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR/EA for the proposed project. Your comments will then be considered during preparation of the Draft EIR/EA.

*There is a great need for a lodge in this area.
I think you have addressed most of the needs of the local residents but must add space for several lockers into the finalized plan.
The 77' height of the building is a concern, however if built in a comfortable architecture with the area well become part of the vista and will be acceptable.*

Name: JOHN J KELLY
Address: 170 HOLIDAY VISTA DR.
PO BOX 100 PMB 393
MAMMOTH LAKES, CA 93546

Please leave this form in the box provided or deliver or mail it to the Town of Mammoth Lakes, Attn: Sonja Porter, P.O. Box 1609, Mammoth Lakes, CA 93566. This form can simply be folded and placed in a mailbox. Please remember to add postage.



**Eagle Lodge Base Area Development Project
Environmental Impact Report – Scoping Meeting**

3256 Meridian Boulevard

January 31, 2006

Written Comment Form

The purpose of the public scoping meeting is to identify the range of actions, alternatives, and significant effects to be analyzed in the Draft EIR for the Eagle Lodge Base Area Development Project. The approximately 5.85-acre project site is located just west of the intersection of Meridian Boulevard and Majestic Pines Road. A portion of the site, approximately 2.39 acres, is located within the Inyo National Forest. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area. The project would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

Comments can be provided verbally at the scoping meeting or in written form. In addition, written comments can be forwarded to the Town. Written comment must be received by February 10, 2006.

In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR/EA for the proposed project. Your comments will then be considered during preparation of the Draft EIR/EA.

See comments attached

Name:

Dennis and Dianna Lamb

Address:

*865 Majestic Pines Rd
Mammoth Lakes, Ca 93546*

Please leave this form in the box provided or deliver or mail it to the Town of Mammoth Lakes, Attn: Sonja Porter, P.O. Box 1609, Mammoth Lakes, CA 93566. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Eagle Lodge Base Area Development Project
Environmental Impact Report-Scoping Meeting
Written Comments prepared by:
Dennis W. and Deanna Lamb

On January 31st we attended the "Scoping Meeting" held at Little Eagle. We have been property owners at Aspen Creek Condos for ten years. We spend significant time both winter and summer in Mammoth Lakes and are very familiar with the location under discussion. We are very frequent skiers, bicyclists, and hikers. In addition to attending the meeting we have downloaded and reviewed the 52 page information package from the Mammoth Mountain web site. We also have examined in detail the handout titled "Initial Study for Eagle Lodge Base Area Development Project". My personal background includes professional expertise in the area of air and ground quality issues and project development and mitigation issues. We would like to provide the following comments:

- We enthusiastically support the Project as presented.
- We find that the Checklist and classification of environmental issues has been appropriately completed.
- Even though we have limited expertise in some areas and professional expertise in others it appears that every issue can be resolved in analysis or mitigation without any significant change in project scope.
- In our opinion many of the issues would be dramatically improved with the project including Issues I.(c), VIII.(c) and (d), and XV.(a)(d) and (f).
- Based on our personal experience our vehicle trips will be reduced year round with the potential provision for groceries, ski school, ice rink, restaurants, and renewed bicycle access to the mountain bike park.

Out of empathy for the visual impacts expressed by one of the homeowners to the North in attendance at the Scoping meeting, we examined the impact from his viewpoint. We were surprised to find that his location has no view. The home has no second story windows facing south and the first floor windows are blocked behind the berm (without snow) on the north side of the loop trail. We also examined the view from the east along Meridian and suggest that the project would be a big improvement over the existing view of Utility building, parking lot, and tent.

Thank you for the consideration of our comments.

Dennis and Deanna Lamb
865 Majestic Pines Rd #120
Mammoth Lakes, CA 93546

Sonja Porter

From: Bill Moody [batley@nethere.com]
Sent: Monday, January 23, 2006 7:14 AM
To: Sonja Porter
Subject: Eagle Lodge Base

I am very supportive of Eagle Lodge. It is long over due for this to be built. Bill Moody I own a condo at 104 Mammoth Greens and my mailing address is 418 La Crescentia Dr., San Diego, Ca. 92106

From: Watson, Noel [mailto:Noel.Watson@Jacobs.com]

Sent: Tuesday, January 31, 2006 5:30 PM

To: Sonja Porter

Subject: permanent base lodge facility at 3256 Meridian Blvd{AAAPN #'s32-040-12 & 32-040-08}

I am in receipt of your notice of intent. We live at 546 Monterey Pines, about 500 feet from the proposed facility. We are generally in support of a permanent facility at chair 15, but would offer the following comments.

1. The environmental impact report needs to look carefully at the traffic on Majestic pines road. There is a lot of foot traffic and an increase in traffic will probably get someone killed.
2. The report needs to look carefully at the parking situation.
3. Our biggest concern is the height of the facility. The 77 foot high facility will dwarf every other building and ruin the neighborhood. It will probably destroy local property values. We believe you need to stay with current building height limitations. Anything else will be disastrous. We would prefer no new building if it is 77 feet high.

Thanks for listening.

Noel Watson

e-mail Noel.watson@Jacobs.com



**Eagle Lodge Base Area Development Project
Environmental Impact Report – Scoping Meeting
3256 Meridian Boulevard
January 31, 2006**

Written Comment Form

The purpose of the public scoping meeting is to identify the range of actions, alternatives, and significant effects to be analyzed in the Draft EIR for the Eagle Lodge Base Area Development Project. The approximately 5.85-acre project site is located just west of the intersection of Meridian Boulevard and Majestic Pines Road. A portion of the site, approximately 2.39 acres, is located within the Inyo National Forest. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area. The project would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

Comments can be provided verbally at the scoping meeting or in written form. In addition, written comments can be forwarded to the Town. Written comment must be received by February 10, 2006.

In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR/EA for the proposed project. Your comments will then be considered during preparation of the Draft EIR/EA.

*Page B - 12(a)
how do you know there is
no impact? what showed up
before the construction of current
parking lot + Little Eagle?*

*This area has many archeological
resources and some could be under
the parking lot. Part (b) is well
written, but you cannot say
there will be no impact!!*

*It takes 7 W.O. tourists to be
a cemetery!*

Name: ~~John Peterson~~
Address: Dr. Nancy Peterson Walter
PO Box 2383
Mammoth Lakes, CA 93546

*Dr. Mark Basgall
is an excellent
archeologist!*

Please leave this form in the box provided or deliver or mail it to the Town of Mammoth Lakes, Attn: Sonja Porter, P.O. Box 1609, Mammoth Lakes, CA 93566. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Sonja Porter

From: Robert Woods [RWOODS@co.kern.ca.us]
Sent: Wednesday, February 01, 2006 9:57 AM
To: Sonja Porter
Subject: Little Eagle & Golf Course

Good morning,

I am sorry I was not able to attend the recent meeting, as I wish to share some thoughts with you. I have owned a unit at The Summit for quite some time (currently Pres., Summit Owners Assoc.) hence I am impacted by the current project(s).

First, I am delighted there will be no diagonal parking. As a County employee I have first-hand knowledge of the dangers presented, as well as an appreciation of the traffic and pedestrian conflict potentials along Meridian. I understand however there is a proposal to expand the Little Eagle base lodge by adding another 84 dwelling units. As the elimination of diagonal parking will decrease the available parking and, from a look at the plans, it appears the parking at the project was pretty tight even without more units, I think traffic nightmares are foreseeable, and need to be mitigated. The project simply needs to find a way to create more parking, not only for tenants but for day (and evening) guests who are likely to visit the new facilities, restaurants and so on.

I have also been told there is a proposal for a high rise project at the Sierra Star golf course, allegedly in the range of 200 feet tall. Most projects in Mammoth, historically, have been held below tree height and ridge lines, to preserve the natural beauty and appeal.

I am old enough to have seen other venues (especially Park City) in large measure destroyed by over-building, leading to visual obstruction of the scenery, appalling traffic and overcrowded recreational areas - Too many skiers, mountain bikes and even hikers. This is especially true in Park City (& Deer Valley etc) which is now reminiscent of driving into, and skiing close by the likes of Chicago.

Mammoth is one of the few big hills that still has an open feel, and reasonable levels of people on the hill and environs (winter or summer) to allow for a relaxing and conflict-free vacation experience. That is an aspect I feel will become more precious as other areas succumb to the monetary lure of over-development: This becomes from a business perspective (let alone an individual enjoyment perspective) a matter of weighing short-term gain against long-term value. I vote for the latter. We should not allow Mammoth to become "just another ski/mountain bike area."

--Bob Woods (Rwoods@co.kern.ca.us)



COMMUNITY DEVELOPMENT
P.O. Box 1609, Mammoth Lakes, CA 93546
(760) 934-8989 ext. 286, fax (760) 934-8608

REVISED NOTICE OF INTENT /NOTICE OF PREPARATION (NOI/NOP)
JOINT ENVIRONMENTAL ASSESSMENT/DRAFT ENVIRONMENTAL IMPACT REPORT

Date: March 2, 2006

To: Office of Planning and Research (State Clearinghouse) and Affected Resource Agencies

From: Town of Mammoth Lakes and U.S. Forest Service

The proposed project has been revised since the NOI/NOP dated January 6, 2006.

PROJECT LOCATION: The Town of Mammoth Lakes is a destination resort community located in southwestern Mono County on the eastern side of the Sierra Nevada mountain range. The Town lies approximately three miles west of U.S. Highway 395, along State Route 203. The approximately 5.85-acre project site is located in the southwestern side of the developed part of Town, west of the intersection of Meridian Boulevard and Majestic Pines Road. A portion of the site, approximately 2.39 acres, is located within the Inyo National Forest. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area.

DESCRIPTION OF THE PROJECT: Mammoth Mountain Ski Area (MMSA) proposes to construct a permanent base lodge facility at 3256 Meridian Blvd (APN #'s 32-040-12 & 32-040-08) that would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

The project site is subject to the existing Juniper Ridge Master Plan "The Master Plan," the Mammoth Mountain Ski Area Master Development Plan "The MMSA Development Plan," and the Inyo National Forest Land and Resource Management Plan "The Inyo Forest Plan." The project would require amendments to both Plans in the areas of parking, height, density, setbacks, visual quality and land use. In addition, the project would require a General Plan amendment to rezone Lot 87 from Residential Single Family to Resort, with the majority of the lot being utilized for circulation and open space. Development of the project would be subject to further discretionary reviews that would include Use Permit, Tentative Map and Design Review Approvals. The project will be subject to environmental review and analysis under Forest Service Agency guidance and the National Environmental Policy Act. The project may require a non-significant amendment of the Inyo Forest Plan.

The revisions to the site plan are with regard to the orientation of the facility and the placement of uses on the site. The main entrance to the facility would be from Majestic Pines Road rather than Meridian Boulevard. The revisions do not alter the site boundary, the size of the structures or the uses within the facility.

The location and revised site plan are attached. A copy of the Initial Study (is is not) attached. The Town of Mammoth Lakes has determined that an Environmental Impact Report will be required to analyze the environmental effects of the proposed lodge. Environmental factors that would be potentially affected by the project include Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hydrology/Water Quality, Land Use and Planning, Noise, Population and Housing, Transportation and Circulation, Utilities and Service Systems (Water, Wastewater, and Stormwater), and Mandatory Findings of Significance. The Initial Study that was previously prepared for the project has not been revised as the revision would not result in a change in the scope of the environmental document. The previously prepared Initial Study and the revised site plan are available for review on the Town's website (www.townofmammothlakes.org), at Town Offices (Suite R, 437 Old Mammoth Rd, Mammoth Lakes, CA), and at the Mono County Library (960 Forest Trail, Mammoth Lakes, CA).

The Forest Service has determined that an Environmental Assessment will be required to analyze the effects of the proposed lodge and ancillary facilities on National Forest System Lands. Environmental factors that would be potentially affected by the project include those described above.

FOR FURTHER INFORMATION CONTACT:

Sonja Porter, Senior Planner with the Town of Mammoth Lakes at (760) 934-8989 **OR**
Mike Schlafmann with the U.S. Forest Service at (760) 924-5503

HOW TO COMMENT ON THE NOTICE OF INTENT/NOTICE OF PREPARATION: Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Therefore, written comments must be submitted **by 5:00 p.m. on Monday, April 3, 2006.**

Please send your comments to: Sonja Porter, Senior Planner, Town of Mammoth Lakes, P.O. Box 1609, Mammoth Lakes, CA 93566 or to Mike Schlafmann, U.S. Forest Service, Mammoth Ranger District Office, P.O. Box 148, Mammoth Lakes, CA 93546. Comments can also be submitted by FAX to the Town of Mammoth Lakes at (760) 934-8608 or the U.S. Forest Service at (760) 924-5537. In addition, comments can be submitted electronically to: sporter@ci.mammoth-lakes.ca.us. We will need the name of a contact person in your agency.

Project Title: Eagle Lodge Base Area Development
Project Applicant: Mammoth Mountain Ski Area

Date: March 2, 2006

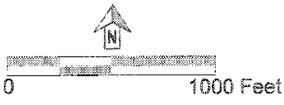
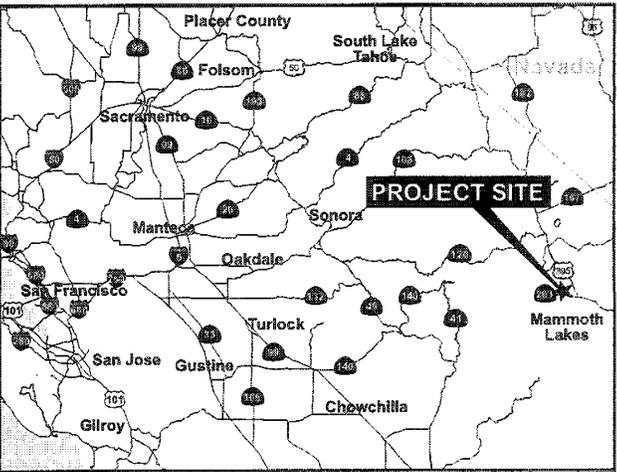
Signature _____

Title Senior Planner

Telephone (760) 934-8989 x286

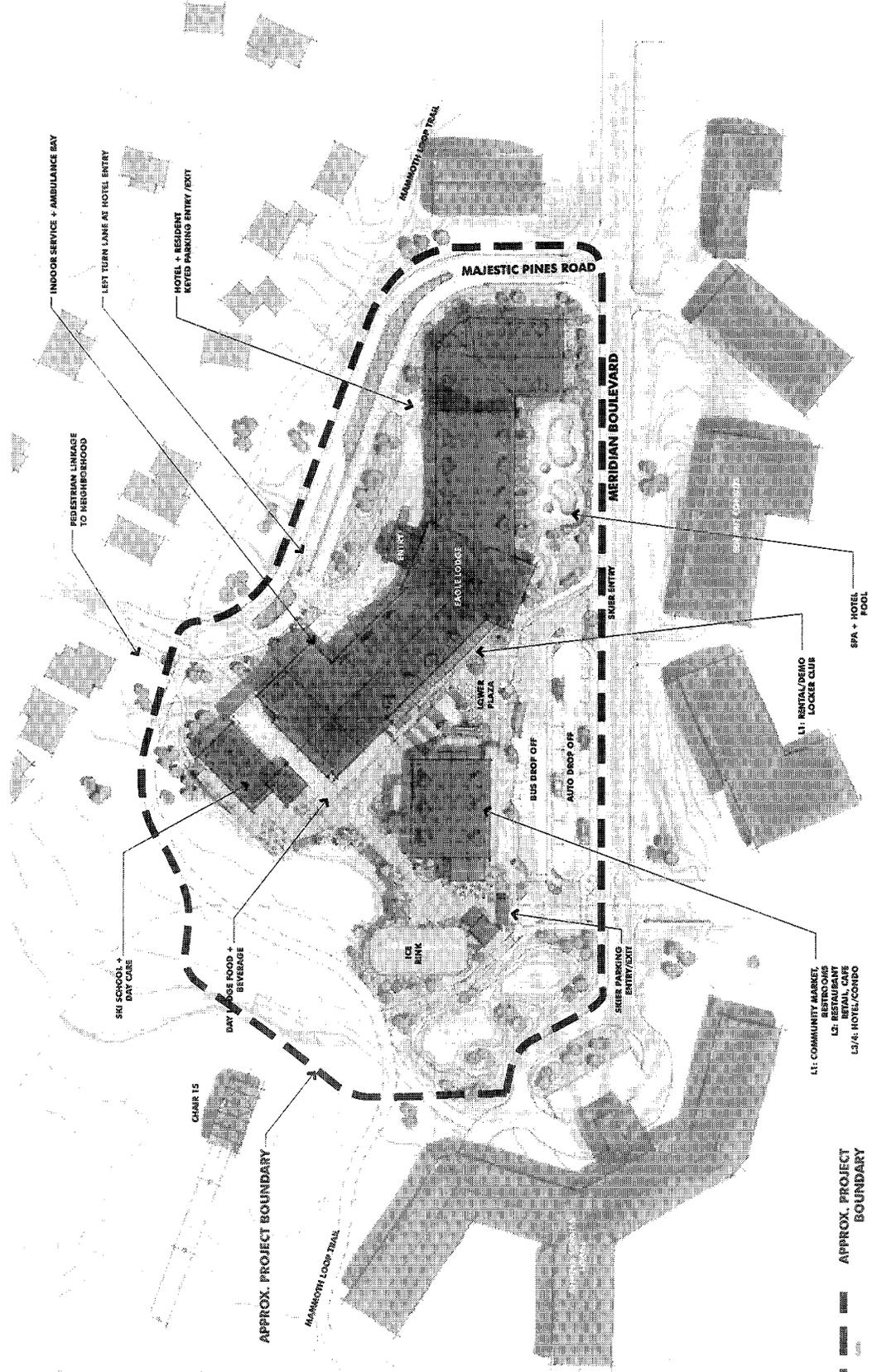
LEGEND

 Project Site



Regional and Project Vicinity Map

Source: PCR Services Corporation, 2005



INDOOR SERVICE + AMBULANCE BAY

LEFT TURN LANE AT HOTEL ENTRY

HOTEL + RESIDENT KEYCARD PARKING ENTRY/EXIT

FEDERIAN LINKAGE TO NEIGHBORHOOD

MAMMOTTI LOOP TRAIL

MAJESTIC PINES ROAD

MERIDIAN BOULEVARD

ENTRY

EAGLE LODGE

SKIER ENTRY

SPA + HOTEL POOL

L1: RENTAL/DEMO LOCKER CLUB

LOWER PLAZA

BUS DROP OFF

AUTO DROP OFF

SKI SCHOOL + DAY CARE

DAY LOUNGE FOOD + BEVERAGE

SKI LIFT

APPROX. PROJECT BOUNDARY

MAMMOTTI LOOP TRAIL

SKI BUNK

SKIER PARKING ENTRY/EXIT

L1: COMMUNITY MARKET
L2: RESTAURANT
L3: RESTAURANT
L3/4: HOTEL/CONDO

APPROX. PROJECT BOUNDARY



EAGLE LODGE BASE AREA

Mammoth Lakes, CA

Site Plan

February, 2006



Gensler

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 657-5390 - Fax



March 16, 2008

Ms. Sonja Porter
 City of Mammoth Lakes
 P.O. Box 1609
 Mammoth Lakes, Ca 93546

Re: Eagle Lodge Base Area Development Project

SCH# 2006012041

Dear Ms. Porter:

Thank you for the opportunity to comment on the above-referenced document. In order to adequately identify and mitigate project-related impacts on cultural resources in accordance with the CEQA Guidelines (15063 (d) (3), the Commission recommends that you provide evidence that all of the following actions be taken:

- Contact the appropriate California Historic Resources Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- Contact the Native American Heritage Commission (NAHC) for a Sacred Lands File search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information.
 - Please provide U.S.G.S. location information for the project site, including Quadrangle, Township, Section, and Range.
 - We recommend that you contact all tribes listed on the contact list to avoid the unanticipated discovery of sensitive Native American resources after the project has begun.
- If the Initial Study identifies the presence, or the likely presence, of Native American Human remains at a project site, Section 15064.5 (d) of the CEQA Guidelines requires the lead agency to work with the Native Americans identified by the Native American Heritage Commission. The Guidelines provide for the developer and appropriate Native Americans to develop a treatment agreement in advance of such discoveries in order to assure the appropriate and dignified treatment of Native American human remains.
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans. Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (e) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
- Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Carol Gaubatz
 Director



Mammoth Community Water District
P.O. Box 597
Mammoth Lakes, CA 93546
(760) 934-2596; fax (760) 934-2143

April 3, 2006

Sonja Porter
Senior Planner
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Revised Notice of Intent/Notice of Preparation of a Joint Environmental Assessment/Draft Environmental Impact Report for the Eagle Lodge Base Area Development Project

Dear Ms. Porter,

The District has reviewed the revised Notice of Intent/Notice of Preparation for the Eagle Lodge Base Area Development Project. We appreciate the opportunity to provide comments on the scope of the Draft EA/EIR.

The District supports the revised site plan which relocates the main lodge entrance away from the District's production well #16, located on Meridian Boulevard. This change will simplify access needs that the District may have in the future when performing maintenance and repairs to the well facility.

As a follow up from the District's previous letter on the project dated March 10, 2006, the District has collected sewer flow data from pipelines located downstream from the proposed project. Preliminary flow data collected in March 2006 showed that sewer collection pipelines in the vicinity of the project are at capacity. It is unclear at this point whether this preliminary data is the result of blockage in the collection system, infiltration, or simply the result of actual flows being much higher than the sewer flow model predicted. This data will need to be confirmed through more investigation to determine the cause. The District will stay in contact with the

Town, MMSA, and PCR regarding these investigations and results can be expected within a month.

Thank you again for the opportunity to comment on this document. The District appreciates the high level of communication that has been associated with this project. Please feel free to contact the District if you have any questions.

Sincerely,

Gary Sisson 4/3/06
Gary Sisson, General Manager

Ericka Hegeman 4/3/2006
Ericka Hegeman, Environmental Specialist

Gregory R. Applegate, MD

632 Harley Ave
Los Angeles, Ca
90049
818-908-4937-direct
818-261-1569-cell
818-997-2895-fax
gapplegate@insighthealth.com
local address: 507 Monterey Pine Drive

April 3, 2006

Sonya Porter
Senior Planner

Town of Mammoth Lakes,
PO box 1609
Mammoth Lakes, California 935 4 6

Dear Ms. Porter

I am writing in response to your notice of intent/notice of preparation regarding the proposed Eagle Lodge Base Area Development. Almost two years ago, my wife and I purchased a single-family home at 507 Monterey Pine Drive. We love the family neighborhood atmosphere in the quiet, beautiful mountain setting. The clean-air and beautiful views of the mountains drew us to this neighborhood. We felt confident that these attributes would be preserved based on the town's height limitations, setbacks and density limitations. We are also in possession of an agreement made between Mammoth Mountain Ski Area and the homeowners on our street assigned and executed on November 15, 1994 by Rusty Gregory of Mammoth Mountain Ski Area, recorded with the Mono County recorder volume 0700 Page 401. This agreement sets a limit on the proposed parking structure "not to exceed eight feet above finished grade". The current proposed base lodge facility including hotel/lodging and retail space rises 75 feet above grade. This will completely eliminate our mountain view and our neighbors view. Instead of a pristine mountain range will see the back of a tall aesthetically unappealing looming structure. The quiet surroundings and air quality will be severely compromised. The added congestion and pollution will certainly spoil the quiet neighborhood. A turnout for eighteen wheel diesel delivery trucks is planned for the back of the building necessitating moving the town bike path closer to the homes on our street. The diesel fumes and noise generated in such close proximity to residential homes is unacceptable. We currently get a lot of trash blowing into to our backyard from the current parking lot and small base lodge/igloo. Imagine the volume of trash and water runoff flowing into the wetlands adjacent to our home. The woodpeckers, coyotes and deer that frequent the Greenbelt will be adversely affected by this proposal.

In summary, we are vehemently opposed to the Eagle Lodge Base Area Development proposal. The proposed 75 foot structure is will aesthetically ruin the neighborhood. The additional traffic will further stretch the access and egress roads, putting additional traffic path through the Mammoth Vistas I neighborhood along

Kelly Road. The proposed diagonal parking will further narrow and limit access. The diesel eighteen-wheel delivery vehicles will negatively affect the air quality and add additional noise, and necessitate moving the bike path. Can the utilities and service systems handle the additional wastewater, storm water and snow storage? The **wetlands** adjacent to our home and behind the water district building may be compromised. The local wildlife will be displaced from the Greenbelt area. While we are unable to make the scoping meeting, I'd be happy to discuss our concerns further with members of the planning committee or Forest Service.

Respectfully Submitted,

Gregory R. Applegate MD