Planning and Economic Development Commission Agenda

Wednesday, September 8, 2021, 2:00 p.m.
437 Old Mammoth Road, Suite Z, Mammoth Lakes

Members of the Planning and Economic Development Commission

Chair Michael Vanderhurst, Vice Chair Jen Burrows, Commissioner Paul Chang, Commissioner Jessica Kennedy, Commissioner Greg Eckert

NOTE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town Clerk at (760) 965-3602. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 13.102-35.104 ADA Title II)
NOTE: Materials related to an item on this agenda submitted after distribution of the agenda packet are available for public inspection in the Town Offices located at 437 Old Mammoth Road, Suite 230 during normal business hours. Such documents are also available on the Town of Mammoth Lakes website at www.townofmammothlakes.ca.gov subject to staff's ability to post the documents before the meeting.
NOTE: All comments will be limited to a speaking time of five minutes.

NOTE: This meeting will be conducted pursuant to the provisions of the Governor's Executive Order which suspends certain requirements of the Ralph M. Brown Act. It is strongly encouraged that you watch the Planning and Economic Development Commission meetings on the Town of Mammoth Lakes' website at www.townofmammothlakes.ca.gov or on the local government cable channel 18. Public comments can be submitted to the Town Clerk at clerk@townofmammothlakes.ca.gov before and during the meeting.

ZOOM INFORMATION

Join from a PC, Mac, iPad, iPhone, or Android device:
Please click this URL to join. https://monocounty.zoom.us/s/94467884456
Or join by phone:
Dial (for higher quality, dial a number based on your current location):
US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592
*Callers - To Raise your hand press *9, To Unmute/Mute press *6*
Webinar ID: 944 6788 4456
International numbers available: https://monocounty.zoom.us/u/aeHBYOcpOu

Public comments can also be given through Zoom by logging in or dialing in and raising your hand.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. PUBLIC COMMENTS

   The Public Comment portion of the agenda provides the public with an opportunity to address the Planning and Economic Development Commission on matters not otherwise listed on the agenda. Under California law the Planning and Economic Development Commission is prohibited from generally discussing or taking action on items not included in the agenda; however, the Commission may briefly respond to comments or questions from members of the public. Therefore, the Commission will listen to all public comment, but will not generally discuss the matter or take action on it. Requests for service from the Town may also be made at the Town offices during regular business hours. Members of the public desiring to speak on a matter appearing on the agenda should ask the Chair for the opportunity to be heard when the item comes up for Commission consideration.

4. PRESENTATION
   - 4.1. Update on Digital 395 and Broadband Access
   - 4.2. Presentation on Town Code Compliance Efforts
   - 4.3. Presentation on Capital Improvement Plan (CIP) Projects.
5. PUBLIC HEARINGS

   Public Hearing Procedure: The Chair will open the public hearing and then: Statement and presentation by staff. Statement and presentation by property owner or appellant. Questions from the Planning and Economic Development Commission. Call for testimony from those persons wishing to speak. Rebuttal to previous testimony by property owner or appellant. Close the public hearing, terminating public testimony. The Commission will deliberate the matter and arrive at a decision.

   - 5.1. Public hearing and consideration of a Tentative Tract Map (TTM), Use Permit (UPA), Design Review (DR), and Adjustment (ADJ), for the Obsidian II Subdivision, a proposed four-unit multi-family residential development located at the north end of Obsidian Place. The project is reviewed under Application nos. TTM 21-002, UPA 21-003, DR 21-002, and ADJ 21-002. An Addendum to the 2004 Tallus Mitigated Negative Declaration has been prepared pursuant to CEQA Guidelines §15164.
6. BUSINESS MATTERS
   - 6.1. Consider Alternative Date for October 2021 PEDC Meeting
7. CONSENT AGENDA
   - 7.1. Approve the minutes of the regular meeting of August 11, 2021.

8. COMMISSIONER REPORTS

Informational reports from Commissioner representatives on committees, commissions, and organizations; general reports on Commission activities. Opportunity to add urgency items pursuant to Government Code Section 54954.2(b)2, if necessary; and to remove items from consent for separate discussion.

Design Committee - Paul Chang and Jennifer Burrows

Mobility Committee - Michael Vanderhurst and Jessica Kennedy

9. DIRECTORS REPORT

The Director's Report portion of the agenda provides the Director with an opportunity to address the Planning and Economic Development Commission on Community and Economic Development work items.

10. ADJOURNMENT

The Planning and Economic Development Commission will adjourn to a regular meeting to be held on October 13, 2021.

Mammoth Lakes Town Council
Agenda Action Sheet

Title: Update on Digital 395 and Broadband Access

Council Meeting Date: 9/8/2021

Prepared by: Nate Greenberg, Information Technology Director

Recommended Motion: Receive presentation on Digital 395 and broadband access

Summary: *Nate Greenberg will provide an update on Digital 395 and broadband access*

DIGITAL 395

A TRANSFORMATIVE OPEN ACCESS FIBER NETWORK
in California's Eastern Sierra

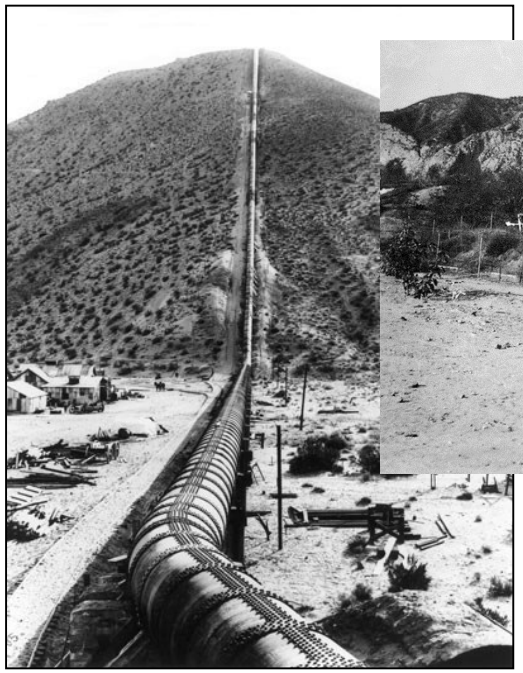
WHAT IS DIGITAL 395?

Digital 395 is a 625 mile long Middle Mile open access fiber network

- Project had two obligations:
  - Install a Fiber Optic backbone between Barstow, CA & Carson City, NV
  - Provide last-mile broadband to ±250 anchor institutions
- Project was funded with state and federal dollars, benefitting two Nevada and three California counties
  - ± $90m Broadband Technology Opportunity Program (ARRA)
  - ± $30m California Advanced Services Fund
- Managed by California Broadband Cooperative
  - 501(c)12 Cooperative with Gov, Ed, Medical, & ISP Members
  - 11 member Board of Directors with reps from each Member classification
- Online in December 2013 delivering Petabytes of bandwidth & unlimited potential

TRANSFORMATIVE INFRASTRUCTURE IN A REMOTE LANDSCAPE

Los Angeles Aqueduct : 1908 - 1913





1930s US 395



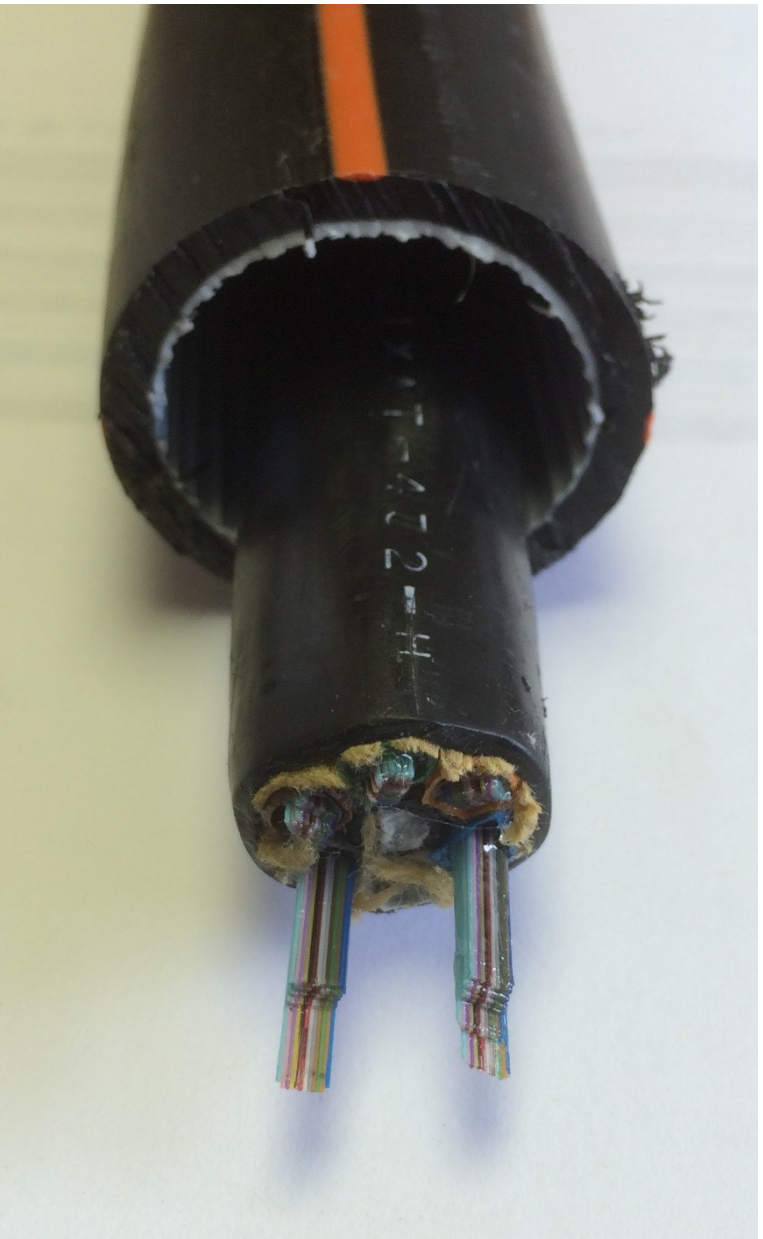
DIGITAL 395 **2013 -**







TECHNICAL INFRASTRUCTURE



- Public Safety grade network
  - 98% underground
  - Utilized by federal, state, and local entities throughout region
- Three 1¼” conduits
  - One occupied
  - Two empty for future growth
- 432 strands of fiber in backbone
  - Local distribution breakout for anchors and ISPs
  - Full route redundancy
- Variety of product offerings
  - Lit & dark fiber services
  - Co-Location opportunities
- One of the most sophisticated networks in the US

REGIONAL IMPACT: PUBLIC SAFETY & COMMUNICATIONS

- Round Fire – 2015
  - Brush fire runs 10 miles in a matter of hours
  - 2 communities / 280+ homes evacuated
  - 7,000+ acres burned / 36 homes lost



- 9,000’ of Verizon fiber optic destroyed
  - 911 fails and is re-routed
  - Landline, cellular, outages for 60+ hours

- Digital 395 Positive Impacts
  - Network remained fully operational throughout entire event
  - Public safety and government entity communications remain operational
  - Verizon leverages Digital 395 after 50 hours to bring their network back online

REGIONAL IMPACT: GOVERNMENT, EDUCATION, & MEDICAL

- Local Government Benefits
  - Provides Wide Area Network for approx. 100 remote sites
  - 75% cost savings and 500x speed increase over previous network/internet solution

- Education Benefits
  - All schools & libraries in region have Gigabit access - supporting student 1:1 technology programs
  - 50% cost savings and 500x speed increase over previous internet solution
  - Transformative infrastructure allows for distance and hybrid learning

- Medical Benefits
  - Hospitals within region have Gigabit connectivity supporting telehealth and health care robotics

REGIONAL IMPACTS: RESIDENTIAL

- Proliferation of Gigabit networks to residential
  - 93% of Mono County households have access to Gigabit speeds at costs below the national average
  - Supports distance learning, access to telehealth, and remote work opportunities
  - Some very small (300 person) communities have Gigabit access
- Tribal communities have access to high-speed broadband
  - Five separate tribal entities exist throughout region leveraging Digital 395 for residential and economic benefits
- Continued commitment to reach 98% of households with Gigabit service
  - Multi-pronged strategy aimed at leveraging emerging dollars to provide inclusive access

REGIONAL IMPACT: BUSINESS & ECONOMIC DEVELOPMENT

- Increased competitiveness of our region & communities
  - Capacity to deliver urban broadband experience in rural communities
  - Proximity to LA & Reno provides opportunities for business development

- Supports tourism-based economy
  - We are the recreation hub of the region/state
  - Meet the expectation of visitors – visit and remain connected
  - Supports local capacity needs during major tourist spikes

- Potential for a diverse economic base
  - Creates opportunity to diversify from tourism-focused industry
  - Attraction of tech and other business types



THE VALUE OF OPEN-ACCESS MIDDLE-MILE

- **Incumbents usually retain sole rights to middle-mile**
  - This restricts access to competitive providers and allows for ‘rate fixing’
  - No requirement for access to be sold to other providers
  - Rates are not consistent/no competition
  - Issues with redundancy, capacity, and extent of coverage

- **Incumbents typically won’t build high-capacity networks in rural areas**
  - While they may ‘serve’ HHS in rural, service is typically slow and using legacy technology
  - Motivation to upgrade isn’t present, yet ILECs often ‘block’ grant apps of competitors
  - Low speed thresholds (even 25/3) encourage the above behaviour

- **Open-access middle-mile allows new providers and competition**
  - D395 supports 14 different providers in the Eastern Sierra competing with Frontier
  - As a result of this, 92% of households in Mono County have access to Gigabit

CBC IMPACT: END-USER SPEEDS

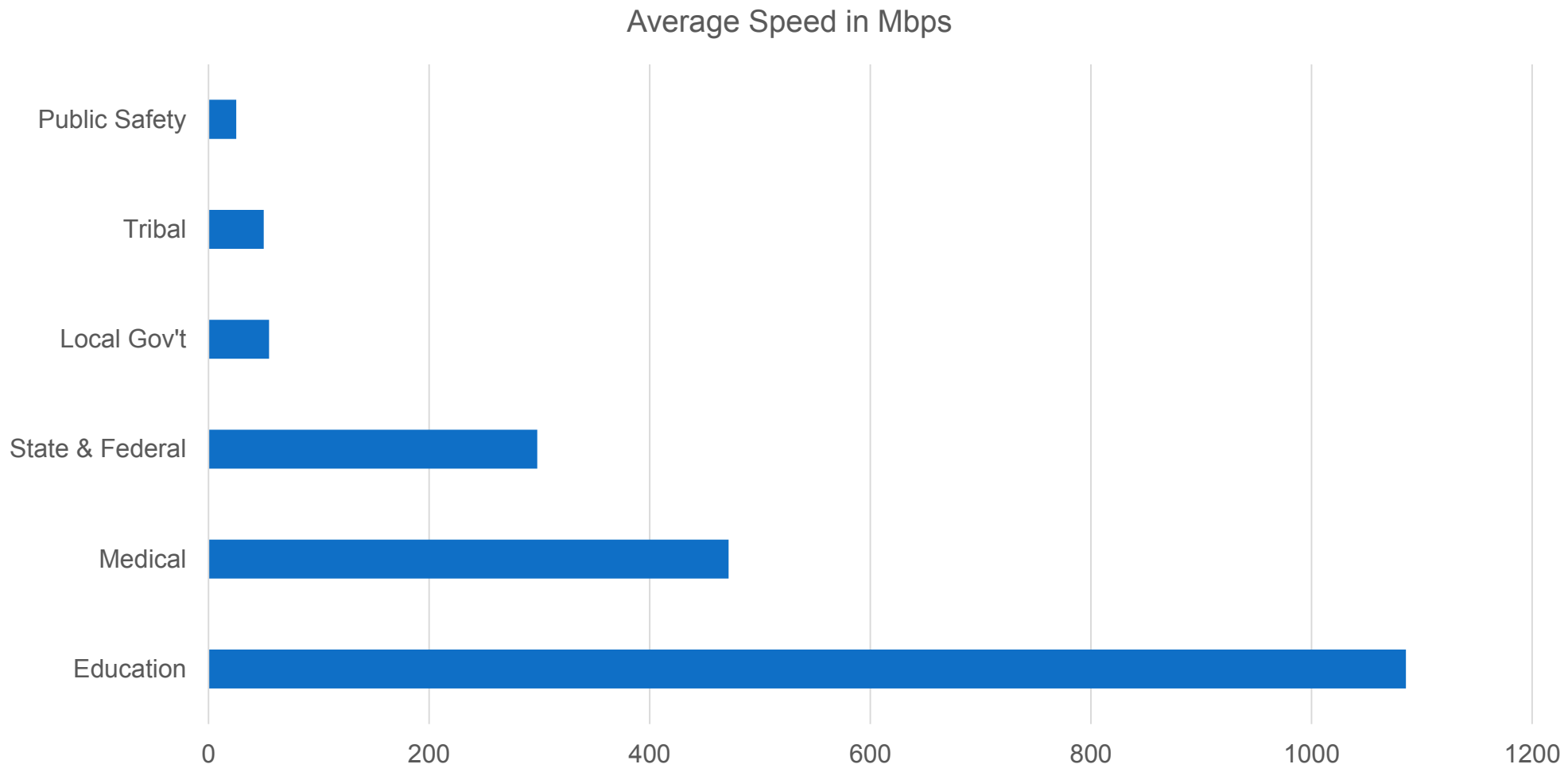
Bandwidth Speeds Available to Region's Business & Commercial Customers

(Via Last Mile Retail Providers)

				Fastest Adv. Last Mile Broadband Speeds (in Mb)			Price Per Megabit		
				2013	2015	2018*	2013	2015	2018
TOTAL HOUSEHOLDS	**35,688**			**1.84**	**348.98**	**617.37**	**26.25**	**1.74**	**1.24**
HH Unserved	<1Mb			2888	565	388			
HH Underserved	1Mb-6Mb			32800	1762	1188			
Served	7Mb - 25Mb			0	2472	1460			
Served	26Mb-100Mb			0	12379	1114			
Served	101Mb-500Mb			0	7864	11265			
Served	501Mb+			0	10646	20273			
TOTAL				35688	35688	35688			
% Unserved	<1Mb			8.1%	1.6%	1.1%			
% Underserved	1Mb-6Mb			91.9%	4.9%	3.3%			
% Served	7Mb - 25Mb			0.0%	6.9%	4.1%			
% Served	26Mb-100Mb			0.0%	34.7%	3.1%			
% Served	101Mb-500Mb			0.0%	22.0%	31.6%			
% Served	501Mb+			0.0%	29.8%	56.8%			
TOTAL				100.0%	100.0%	100.0%			
TOTAL				100%	100%	100%			

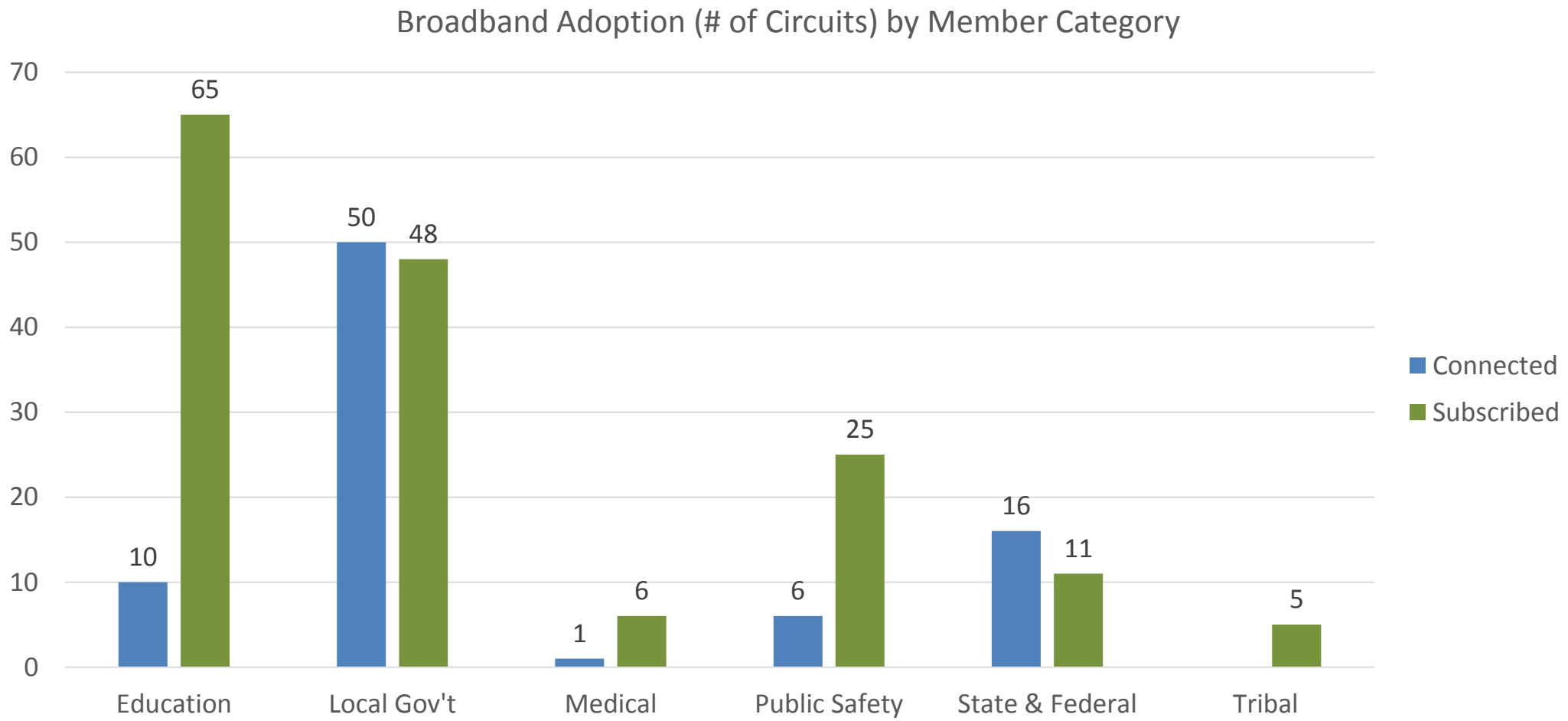
CONFIDENTIAL: For Discussion Purposes Only

ADOPTION: SPEED BY CUSTOMER TYPE



CONFIDENTIAL: For Discussion Purposes Only

ADOPTION: MEMBER SUBSCRIPTIONS



CONFIDENTIAL: For Discussion Purposes Only

CURRENT CO-OP MEMBERSHIP

Membership Class	2014	2015	2016	2017	2018	2019	2020
Counties	3	3	3	3	3	3	3
Service Providers	9	15	16	14	14	13	14
G.E.M.	26	38	43	45	46	45	44
Praxis	1	1	1	1	1	1	1
TOTAL	**39**	**57**	**63**	**63**	**64**	**62**	**62**

CONFIDENTIAL: For Discussion Purposes Only

COUNTY COMMITMENT TO BROADBAND

- Long-term commitment to broadband
  - 2009 staff allocation to Digital 39
  - Broadband Consortium
  - Provider partnerships & support
- 2019-2024 County Strategic
  - 3B: Diversified Economic Base
- 2019-2021 IT Strategic Plan
  - 98% of Mono County households have to Gigabit internet by end of 2021



ADDITIONAL RESOURCES

- California Broadband Cooperative
- Digital 395
- Connected Eastern Sierra

Mammoth Lakes Planning & Economic Development Commission
Agenda Action Sheet

Title: Presentation on Town Code Compliance Efforts

Commission Meeting Date: 9/8/2021

Prepared by: Sandra Moberly, Community and Economic Development Director

Recommended Motion: Receive presentation on Town code compliance efforts.

Summary: *Code compliance officers Jena Carter and Rick Bellis will provide an update on the Town's code compliance work efforts.*

CODE COMPLIANCE

BUILDING, ZONING, HEALTH/SAFETY AND PUBLIC WORKS

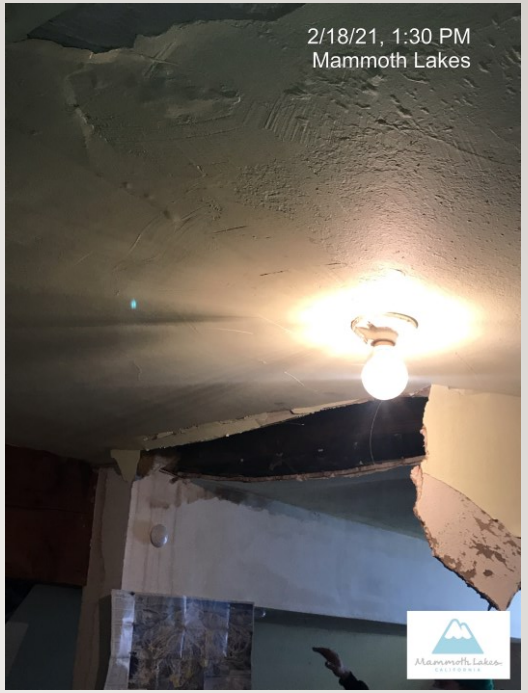
WITH JENA CARTER

BUILDING

(23 cases = 25%)

- Unpermitted construction
- Construction beyond the scope of a permit
- Unsafe or Dangerous buildings (snow/fire damage)
- Substandard dwellings
- Abandoned buildings











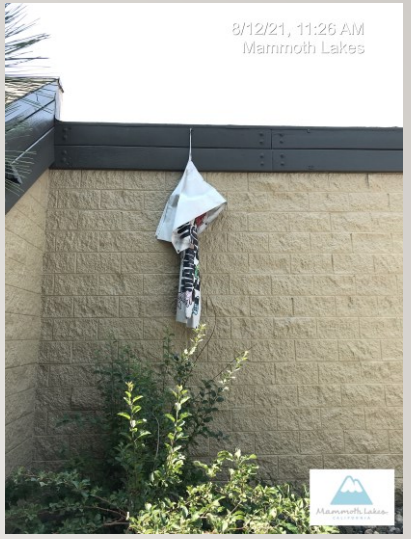
ZONING

(44 cases = 48%)

- Dead hazard trees
- Outdoor sales & use permits
- Setbacks and encroachments
- Dwelling/camping in RV units
- Recreational Vehicle storage
- Unpermitted parking lots
- Lighting ordinance violations
- Signs (unpermitted signs or prohibited signs)





















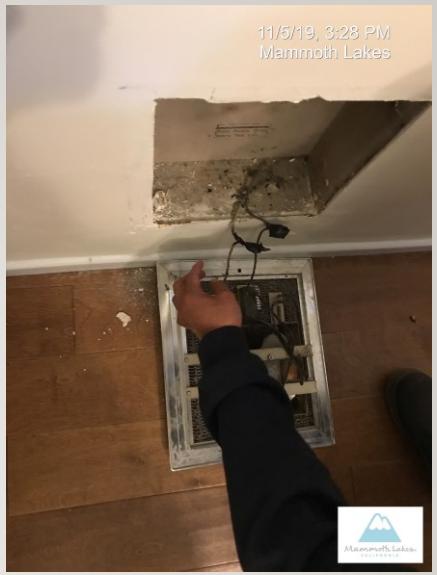
HEALTH & SAFETY

(12 cases = 13%)

- Garbage spills
- Grease spills or unlatched grease bins
- Illegal dumping
- Noise violations
- Waste on premises
- Substandard conditions
- Unsafe or Dangerous structures



















PUBLIC WORKS

(12 cases = 13%)

- Dumpsters in Right-of-Way
- Unpermitted signs on Right-of-Way
- Street Sign maintenance
- Construction dust
- Storm water contamination
- Unpermitted encroachments















CONTACT

JENA CARTER: (760) 965-3636

JCARTER@TOWNOFMAMMOTHLAKES.CA.GOV

CODECOMPLIANCE@TOWNOFMAMMOTHLAKES.CA.GOV

Code Compliance Officer

Update

Quality of Life Calls



Wildlife Calls

- 37 Bear Calls in August
- Two Deer Killed by Mountain Lion
- One Coyote Call
- Suspected Bat Bite
- Jaguar?



Wildlife Calls



Domestic Animals

- 7 Animal Bites in June & July
  - 1 Cat bite
  - 6 Dog bites
    - At Home
    - Out of Towners at Thai'd Up
    - Jumped Out of Car
    - Ran Through Screen
    - Dragged Walker Across Trail
    - Opened Storm Door
    - Off leash at McLeod



Domestic Animals

- Three Quarantine Letters Issued
  - Two Local Dogs
  - One on behalf of Santa Cruz County





- Met with camp hosts in early June
  - Presented info on behalf of TOML, USFS, CDFW
- Change work hours to deal with fire & camping issues

Mammoth Lakes CALIFORNIA



CAMPING IN BEAR COUNTRY



Bears are attracted to anything smelly or edible.

- Keep your camp clean.
- Keep anything with an odor (including food, toiletries, &trash) in the bear locker provided at your campsite.
- Lock car door and roll up windows.

If you encounter a bear

- Give the bear plenty of room to pass by (or leave)
- Do not run. Bears can reach speeds of up to 35 miles per hour.
- Stand and face the animal and look large.
- Pick up small children so that they don't panic.
- Keep your dogs leashed.

LOCAL LAW -- 6.24.010 – No person shall feed or in any manner provide food for one or more non-domesticated mammalian predators or rodents, including but not limited to bears, mountain lions, coyotes, raccoons, mice or squirrels.

STATE LAW CCR Title 14

§ 251.1. No person shall harass, herd or drive any game or nongame bird or mammal or furbearing mammal. Harass is defined as an intentional act which disrupts an animal's normal behavior patterns, which includes, but is not limited to, breeding, feeding, or sheltering.

§ 251.3. No person shall knowingly feed big game mammals (bear, deer).

FEDERAL LAW -- § 261.58 When provided by an order, the following are prohibited: (cc) Possessing or storing any food or refuse, as specified in the order.

Forest Service Patrols

- Concentrate on Lakes Basin for:
  - Parking
  - Fires
  - Illegal Camping
- Night Patrols Planned with USFS



Roadkill Program



Other Activities

- Town Cleanup
- Health Fair with CHP
  - 10 Car Seats Given Out and Installed
  - 4 Inspected



Mammoth Lakes CALIFORNIA

Questions?

Agenda Action Sheet

Title: Presentation on Capital Improvement Plan (CIP) Projects.

Council Meeting Date: 9/8/2021

Prepared by: Haislip Hayes, PE Public Works Director

Recommended Motion: Receive a presentation on CIP projects.

Summary: *See Attached Staff Report.*

AGENDA TITLE: Presentation of Capital Improvement Plan (CIP) Projects

REQUESTING DEPARTMENT:
Public Works
Haislip Hayes, PE, Public Works Director

OBJECTIVE:
1. Receive a presentation on CIP projects

SUMMARY:
The 5-Year CIP is the Town of Mammoth Lakes plan for short and mid-range capital facilities and infrastructure implementation. The plan is well coordinated with the ongoing maintenance of facilities and infrastructure as well as the development of new infrastructure. The CIP provides a linkage between the Town General Plan, Strategic Priorities, the budget and various master planning documents, and provides a means for planning, scheduling and implementing capital projects over the next five years. The 5-year Capital Improvement Plan attempts to program the highest priority Capital Projects and Maintenance and Rehabilitation Projects for the next five-year period. Projects included in the Five-Year CIP are generally non-recurring projects that generally cost $25,000 or more and have a long service life. CIP expenditures are considered beyond the scope of normal annual operating or maintenance expenditures and work programs.

I. INTRODUCTION AND BACKGROUND

On June 2, 2021, Staff presented a revised 5-year Capital Improvement Plan (CIP). At this meeting Staff requested that the Town Council discuss and comment on projects, process, and the structure of the document. Additionally, the council was invited to provide consensus on projects that may realistically be added to the plan. After a Staff presentation and discussion by Town Council there was consensus to advance the draft document and associated projects. Government Code Section 65401 requires the Town's planning agency to review and report on proposed CIP projects for conformity with the General Plan. The Planning and Economic Development Commission (PEDC) is the Town's designated planning agency. On July 14, 2021, Staff presented the draft CIP along with a matrix demonstrating each projects conformance with the General Plan. The Planning & Economic Development Commission adopted a resolution confirming that the 5-year is consistent with the General Plan. On September 1, 2021, the Town Council will be asked to approve the CIP presented today. Staff will report on the outcome of this meeting as part of the presentation to the PEDC.

II. ANALYSIS OF KEY ISSUES

Project Outlook

The FY21-22 CIP Project outlook represents 23 projects in development, planning, or in construction. A brief description of the projects is included in the **Final CIP 22_23**. The budget breakdown including funding sources for all FY21-22 projects is included in **Table 1**. Of the nearly $39M expected to be expended on public facilities in FY21-22 only 30% or $8.6M will come directly from the General Fund.

Since the June introduction of the CIP the amount of General Fund contribution has increased and there was a need to update some projects. Two projects have been added under affordable housing. The 60 Joaquin & 268 Sierra Manor housing projects have been discussed and advanced. Just recently the Town Council appropriated General Fund support to the dog park and Town Hall improvements. Staff combined outer years into one project for Road Rehabilitation, SB1, and Parks Maintenance and Improvements. This consolidation reduced clutter in the plan. Staff also combined the CRC building with the CRC mobility hub for the same reason. The Town received bids for 2021 Streets and MUP project. The bids were lower than expected so the budget was reduced. The Road Rehabilitation funds that were intended for the project and are no longer needed were moved to 2022 for a future project. Two separate sidewalk projects were removed from the plan as these projects were listed as part pf the complete projects under the Mobility Element and not pedestrian improvements as previously reported. Pedestrian improvements will be evaluated as part of the Mobility Master Plan and the priorities identified will be reflected in a future CIP. Finally, the Woodmen improvements have been deprogrammed pending a future Council discussion on Old Mammoth Road transit service. The following pie chart (**Chart 1**) depicts the breakdown of the FY21-22 funding sources.

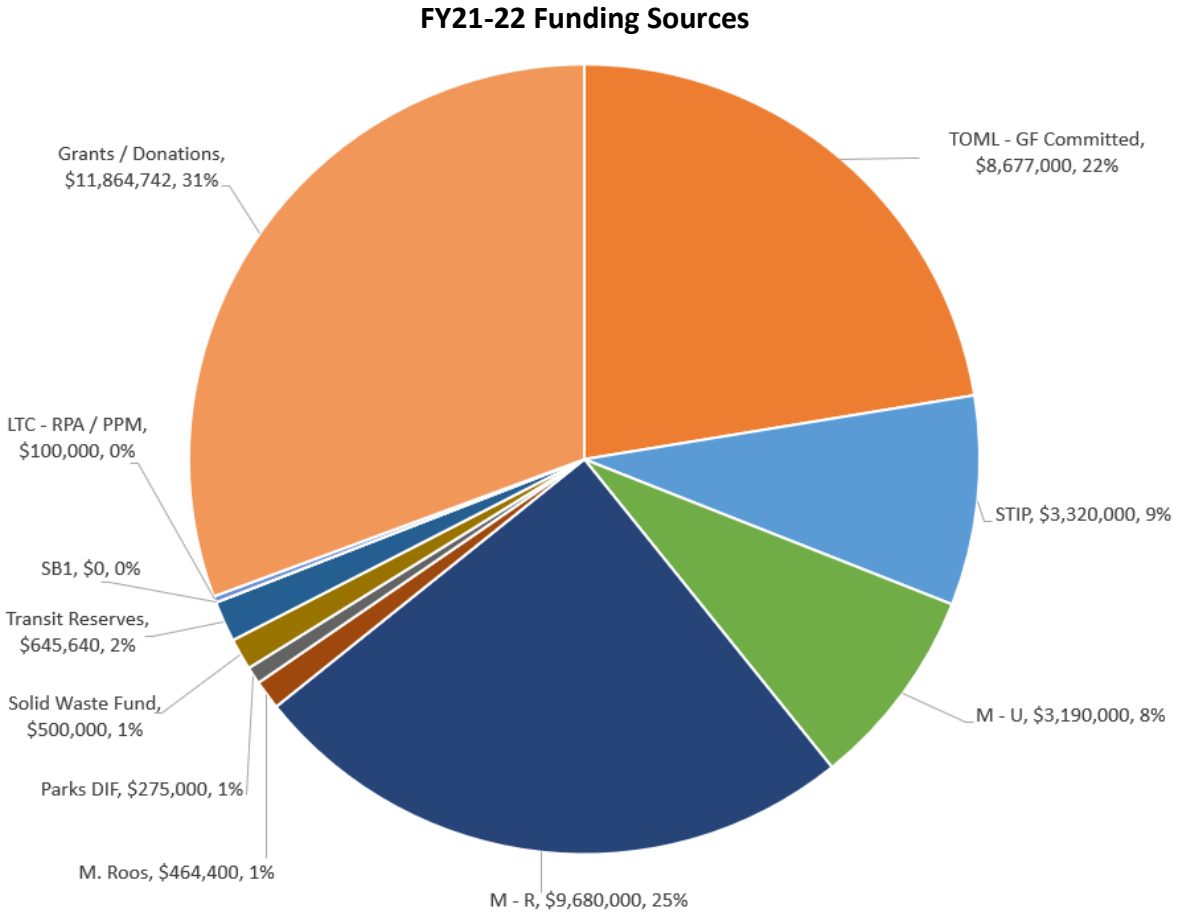


CHART 1

The FY21-22 program is well established and much of the work has already commenced. At this time all of the proposed FY21-22 projects are funded. Some of this work began in the FY20-21 fiscal year and will extend into FY21-22. The 5-year CIP has not been considered with any level of detail for the past several years, with annual projects discussed as part of the operating budget. Staff felt it would be easiest to consider projects initiated during the 2020 calendar year as part of the FY21-22 program. This would allow some projects initiated in late spring 2021, to be considered by Council as part of the overall work program, for example the CRC and Transit Shelter Replacement projects.

Not all of the projects represent traditional CIP work. The allocation of funding for creative housing solutions is not tied to a specific project but is listed based on Council priorities. Similarly, there are also place holders for SB1, Road Rehabilitation work, and Parks Improvements and Maintenance. Through existing processes discrete projects will be developed using these funds, at which time the specific project will be reflected in the CIP as its own element. These projects will come to Town Council for approval. As noted above, some of the projects represent planning work that needs to be completed to better define other project(s), such as the Mobility Master Plan. Actual use of future funds will be based on selected projects informed by the planning effort.

Looking at the opportunities in the FY22-23 program it is clear that there are several gaps not only in funding but in project scope. Looking even further the subsequent three years hold even more

uncertainty. This uncertainty provides opportunity for the Council to determine what projects will be advanced and funded. Staff intends to bring the CIP back to Council as noted above. Specific projects that may be incorporated into the CIP will be brought forward as opportunities arise. This provides the Council an opportunity to fully fund or reserve funding for projects in the following or future years. Intentionally, this is being coordinated at a time of year when historically the Town has a better idea of what potential financial resources may be available. It also provides an opportunity to adjust the work program before it is complete. The proposed FY22-23 program is included as **Table 2**.

The current FY22-23 work program will undoubtedly change over the next year as opportunities present themselves along with funding resources. As it stands today the program includes about $16M in public improvements. The majority of this funding is related to parcel infrastructure funded by the Infill Infrastructure Grant (IIG). Over $2.2 million of identified projects are unfunded for FY22-23. The Fuel Island for instance needs to be replaced and relocated and has very little funding appropriated to it at this point. Electrification of the Town's fleet should be a consideration in this conversation and will inevitably impact scope and budget. This example is used to draw attention to the dynamic and evolving capital needs of the Town. The shortfall in funding is shown as a General Fund, uncommitted amount. **Chart 2** shows the current funding sources for FY22-23.

FY22-23 Funding Sources

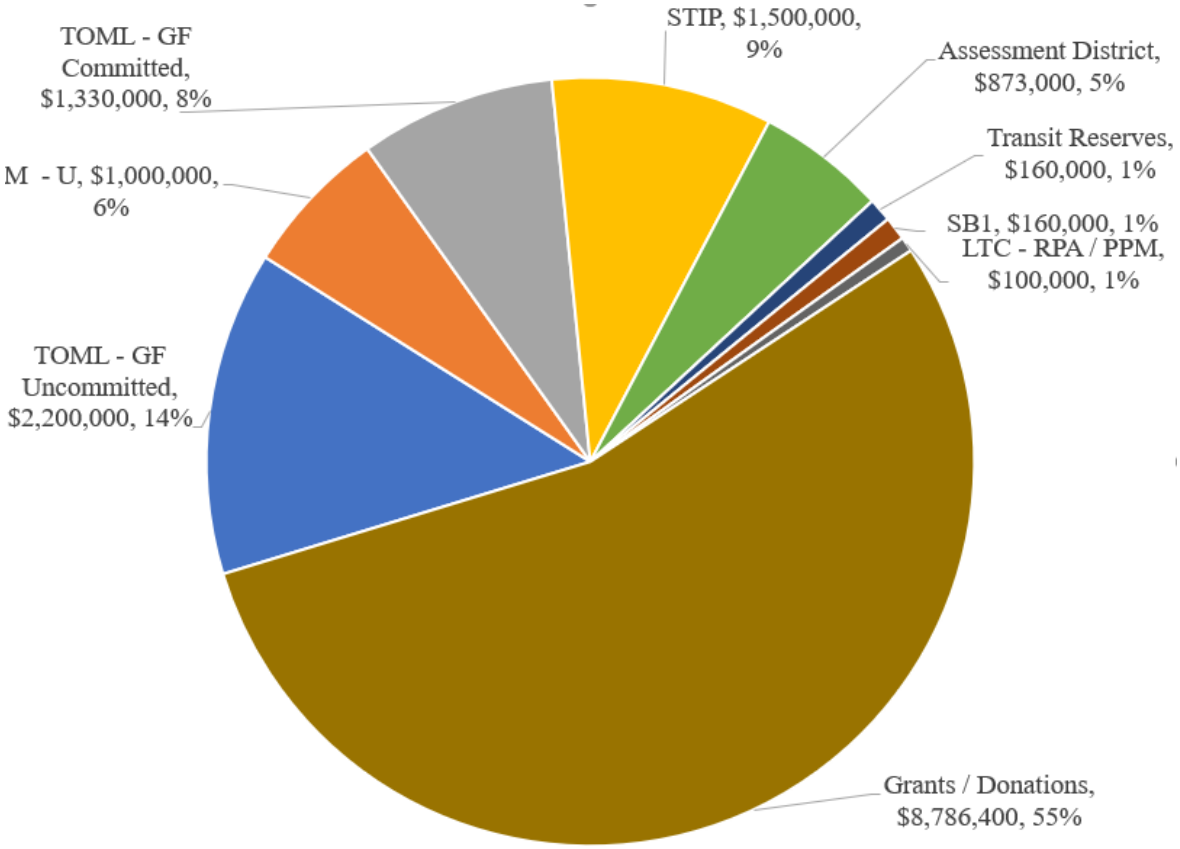


Chart 2

Table 3 represents the complete 5-year CIP. Many of the projects in outlying years are there as place holders waiting for funding to be allocated. These projects have been discussed by Council and/or are identified in existing Town documents. This Table represent the totality of the 5-year program and offers the most opportunity for Council participation. Staff will be looking for consensus on projects the Council desires to advance and those they wish not to pursue. This is inclusive of projects on or off the current list. As part of the presentation staff will walk through these tables and associated charts and provide opportunity for Council to respond to the proposed opportunities and provide direction. The results of this conversation will be included in the final draft at which time CIP final project sheets, tables, and charts will be completed and incorporated into the final document.

Project Analysis

Several factors are considered in preparing a Capital Improvement Program. The primary one for the Town is the availability and restriction of funding. Most of our projects are funded with restricted revenues such as grants, state or federal funds or Town funds such as Measure R and U, gas tax or assessment districts. This often results in what may be a lower priority project being funded over a high priority one. CIP projects are also reviewed to address the following needs:

- To address legal requirements such as ADA, safety requirements, or hazardous conditions.
- To extend the useful life and reduce maintenance costs of existing capital investments such as roads, MUP's, sidewalks, storm drains, curbs & gutters, and airport improvements.
- To address deferred maintenance in parks, the Airport, and other Town facilities.
- To support and enhance mandated and core services such as solid waste, emergency services, communications, drainage, pedestrian improvements, transit improvements, traffic signals and signage.
- To expand and improve community services and amenities such as the CRC, MACC, trails, and parks.
- To meet identified community needs and Council strategic priorities such as affordable housing, parking, and mobility needs.

Attachments

Attachment 1: Final CIP 22_23

Attachment 2: Table 1 (21/22 CIP Projects and Funding Sources)

Attachment 3: Table 2 (22/23 CIP Projects and Funding Sources)

Attachment 4: Table 3 (5-Year CIP Projects and Budgets)



2021/22 Town of Mammoth Lakes Capital Improvement Plan

2021/22 Town of Mammoth Lakes
Capital Improvement Plan

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*Cover Photo by Joel Rathje

1. Introduction

The 5-year Capital Improvement Plan (CIP) for the Town of Mammoth Lakes is the community's plan for short and mid-range development, maintenance, improvement and acquisition of infrastructure assets to benefit the Towns residents, businesses, property owners and visitors. The CIP provides a linkage between the Town's General Plan, various master planning documents and the annual budget to more effectively plan, prioritize, schedule and implement capital and projects over the next 5-year period (through FY 2025/26).

The Capital Improvement Plan is vital to our Town. It is a plan for physical improvements to public facilities and infrastructure, throughout the Town of Mammoth Lakes. The underlying motive behind these programs is to improve safety, mobility, and lifestyles of residents and visitors. Such projects will have a positive effect on the local economy and include short-range and long-range capital acquisition and development plans and projects. Projects included in the CIP are major non-recurring projects, have a long service life, and will be underway (or are planned, but are unfunded) during the 5-year cycle beginning with fiscal year (FY) 2021/22 and ending FY 2025/26. CIP expenditures are considered beyond the scope of normal annual operating or maintenance expenses.

This revised CIP is proposed to be reviewed biannually and revised based on current circumstances and opportunities in consideration of historic requirements and expenditures for capital projects. While the 5-Year Plan does not appropriate funds, it serves as a planning and budget tool to identify needed capital projects, estimate capital requirements, and coordinate financing and timing. It identifies projects for annual funding, focuses resources in program areas, and supports planning recommendations. It also identifies project impacts on future operating budgets, including additional staffing, maintenance, and other recurring operational expenditures that require ongoing funding and must be considered in the planning and approval of projects.

The plan is dynamic in nature and changes year to year as priorities, needs and funding change. The CIP is a guide for the consideration, selection and development of; roads, sewers, water systems, bike lanes, sidewalks, MUP's, parking, parks, airports, offices and other types of facilities necessary to provide communities with services. The projects include significant maintenance and replacement of existing infrastructure and facilities and construction of new facilities and infrastructure.

Ultimately, the CIP is focused on achieving the following goals:

- Develop a consistent biannual process to coordinate the planning and development of infrastructure and facilities.
- Enhance coordination and communication among Town departments and other entities involved in the development of capital projects.
- Increase the alignment between infrastructure and facilities projects and adopted land use plans and policies.
- Provide an opportunity for the Town Council to align the CIP with Strategic Priorities
- Increase opportunities to identify and align funding sources necessary for the development of improvements.
- Increase awareness of planned capital projects to the public and community partners.

2. Project Categories

The CIP and associated documents have been divided into the following categories to help organize and prioritize projects.

Affordable Housing (AF). Includes capital projects that advance the Town's housing goals. Includes development of the Parcel and other Town owned land and units.

Airport (AP). The Town of Mammoth Lakes owns and operates "The Mammoth-Yosemite Airport" (MMH). The facility is located within the Town limits 6 miles south of the Town on 395. The facility includes hangars, a commercial terminal building, runway and apron, and support vehicles and equipment.

General Facilities (GF). The category includes Town owned structures and equipment. This includes the municipal corporation yard on commerce drive. The corporate garage maintains Town vehicles as well as vehicles and equipment for ESTA, MLPD, MLFPD, MCOE, & MUSD. Structures specific to Transit are categorized as TT.

Police Department (PD). The Town of Mammoth Lakes owns the MLPD Police Station. Regular maintenance and improvements are the responsibility of the Town of Mammoth Lakes. The maintenance of the MLPD fleet is managed under general facilities.

Parks and Recreation (PR). Projects within this category are related to the numerous park facilities owned and managed by the Town. This category has been subdivided by park facility.

Storm Drain Projects (SD). This category includes all drainage related facilities within the Town, including storm drains, culverts, inlets, and basins.

Streetscape and Signage (SS). Includes street side landscaping, furniture, banners and decorations, and wayfinding signage.

Streets (ST). This category includes capital improvements within the 118 miles of public right-of-way in the Town. The improvements may include reconstruction of roadways, new traffic signals or streetlights, and new curb and gutter.

Sidewalks (SW). This section contains all of the Town sidewalks.

Trails (TR). The Town is responsible for a large network of multi-use paths and trails. This system is managed within this category.

Transit and Mobility (TT). Includes bus shelters, signs, and structures used to maintain and store transit vehicles.

3. Development of the Capital Improvement Plan

The CIP process will be regularly refined to ensure realistic project planning that support the priorities of the Town. Consistent with prior years, projects were reviewed as the previous cycle ended. The Public Works Department worked with Town Departments to develop a list of new and current projects, obtain estimates, and determine potential impacts to the operating budget for the next five years. The list of projects is based on approved planning documents such as the Storm Drain Master Plan, Sidewalk Master Plan and Master Facilities Plan and direction form Town Council and input from Staff. The procedures for developing the 5-year CIP aim to enhance the Towns forecasting, project evaluation and community engagement processes by creating a resource "toolbox" to be used throughout the decision-making process. It is not intended to limit the Towns ability to adjust its programs, services and planned projects as unexpected needs, funding opportunities, or impacts arise. Upon approval of the CIP by Town Council the document should be aligned with the budget including the third quarter adjustment as CIP priorities should be reflected in budget decisions.

General CIP Acceptance Process

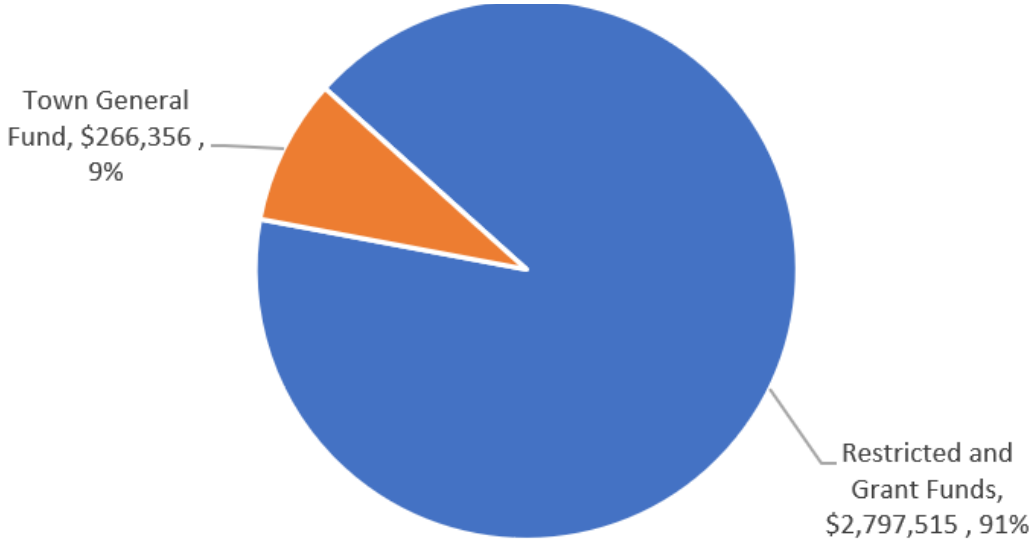
- New project identification / Update current/future CIP project details.
- Draft CIP – Align recommendations with strategic planning, Town needs, and available resources.
- Review projects with Council, solicit input and make edits.
- Town Council accepts CIP, Staff makes budget adjustments as directed.
- Review CIP at 3rd Quarter budget (or more often if needed) meeting and allocate funds to project for the following year, adjust project scopes and budgets as required.

4. 2020 Project Highlights

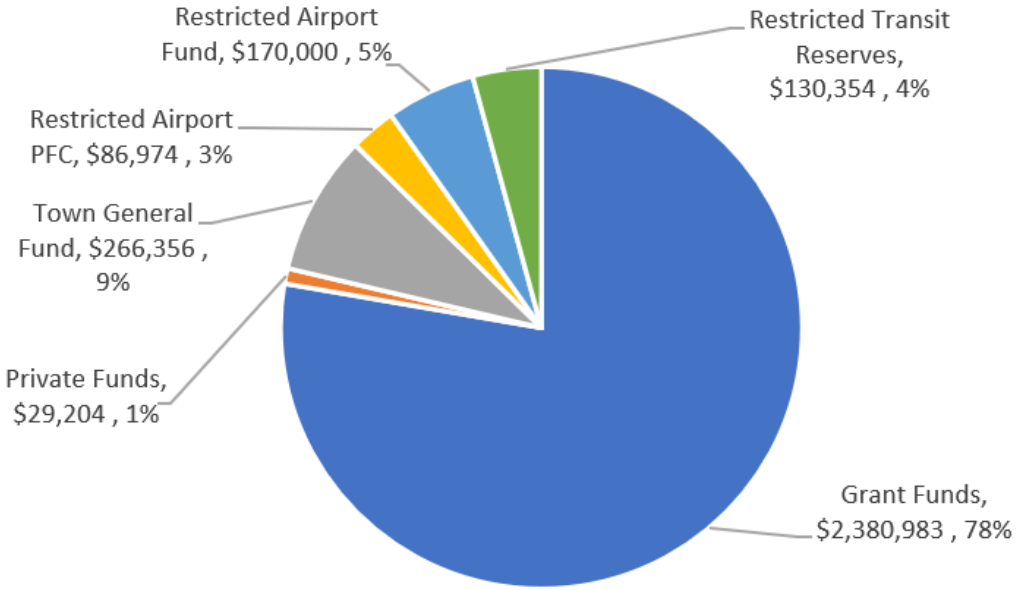
2020 was a difficult year. COVID-19 constraints and associated budget uncertainty forced the Town to put a number of projects on hold. However, even with this adversity the Town was able to complete a number of projects. The following projects were generally completed during the 2019-20 fiscal year. Some are still in development at the time of writing but are expected to be completed within the fiscal year or close to it. These projects advanced a number of goals including expanding mobility opportunities and improving public safety. The total cost of all of these projects was just over 3.0M. The Town leveraged multiple funding sources to complete these projects including grants, general fund and restricted funds. Of the total of general fund contribution was just over $253,000.

20/21 Project Funding Summary							
20/21 - Project	Grant Funds	Private Funds	Town General Fund	Restricted Airport PFC	Restricted Airport Fund	Restricted Transit Reserves	Totals
Lake Mary Road Sidewalk Construction	$142,050	$29,204					$171,254
Forest Trail Sidewalk Rehabilitation Construction	$187,638						$187,638
MMH Reconstruct Town Hangar Taxi lane	$497,575						$497,575
MMH Taxiway Slurry Seal and Airfield Guidance Sign Relocation	$494,494						$494,494
MMH Environmental Assessment	$635,708			$65,492	$170,000		$871,200
Town Generator Project (All sites)	$215,000		$247,000				$462,000
Parks Electrical			$19,356				$19,356
Transit Building Heating Project						$61,916	$61,916
Transit Building Roof Project						$68,438	$68,438
MMH Airport Layout Plan	$208,518			$21,482			$230,000
Totals	$2,380,983	$29,204	$253,356	$86,974	$170,000	$130,354	$3,063,871

2020/21 General fund vs. Restricted and Grant Funds



2020/21 Funding sources



Lake Mary Road Sidewalk Construction

Over the years, the Town has worked to close gaps in the trail system, sidewalks, and MUP's. This project closed a gap along Lake Mary Road between two sidewalks located on Canyon Boulevard and Minaret Road. This project included the removal of existing concrete curb and driveways and planter areas, and construction of new sidewalk, curb and gutter, a storm drain inlet, and light poles along the north side of Lake Mary Road from Canyon Boulevard to Minaret Road. The adjacent property owner, iStar Inc. and their tenant Mammoth Brewing Company were making improvements on their property and so the Town coordinated with them to complete the projects simultaneously. iStar Inc. contributed funding to complete the design work with the consultants and covered the cost of construction of their driveways and the Town provided funding for the remainder of the construction within the Town right-of-way and easement areas. The project was awarded at the April 15, 2020 Town Council meeting. Town funding for the project came from State SB1 funds ($47,166), Regional Surface Transportation Program Funds (RSTP) ($94,884); and private funds ($29,204).



LAKE MARY PROJECT BEFORE



LAKE MARY PROJECT AFTER

Forest Trail Sidewalk Rehabilitation Construction

The North Village Benefit Assessment District 2002-2 was formed in 2002 to fund improvements such as snow management, sidewalk sweeping, landscaping, streetlights, banners, and curb, gutter, and sidewalk repairs within the district boundary. This project was fully within the district boundary and was fully funded by the assessment district.

This project included demolition and reconstruction of existing concrete sidewalk, asphalt sidewalk, driveway approaches, curb and gutter, and storm drain system along the south side of Forest Trail between Hillside Drive and Forest Trail. The concrete work was completed because the existing concrete had reached the end of its life and was deteriorating. The project was awarded to Walker Industries Inc. at the June 3, 2020 Town Council meeting. Funding for the project came from the North Village Benefit Assessment District budget and final construction costs were $187,638.



FOREST TRAIL PROJECT BEFORE



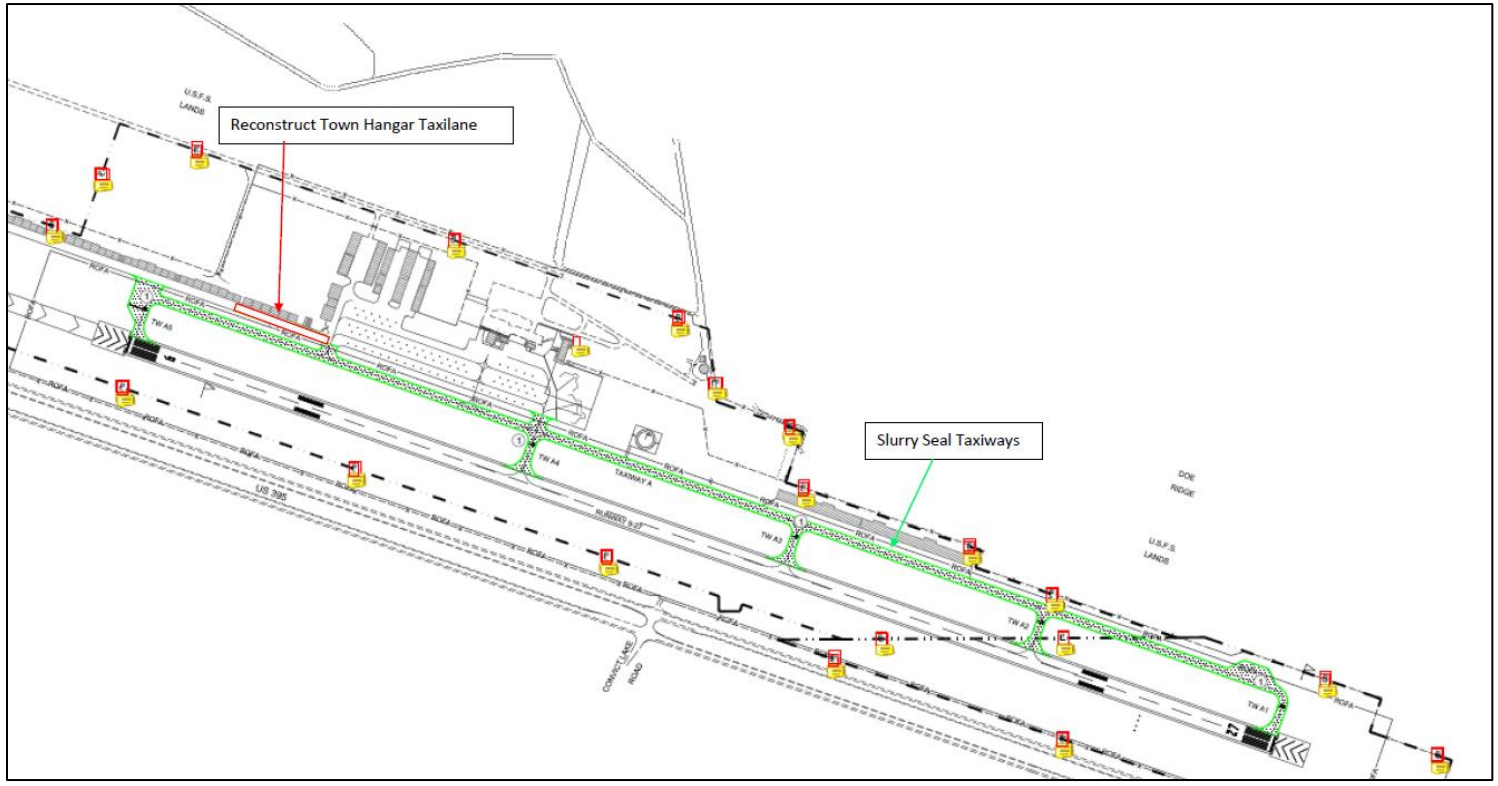
FOREST TRAIL PROJECT AFTER

Transit Roof Project

This Roofing Project included cleaning, replacement, rehabilitation, and reinforcement of existing roof components, patching of roof panels where equipment was removed, installation of snow restraints where required, roof panel base and topcoat protection and seam protection. The work will carry a 12-year restoration warranty. The Contractor coordinated their work with the heating project.

MMH Reconstruct Town Hangar Taxilane & MMH Taxiway Slurry Seal and Airfield Guidance Sign Relocation

Both of these projects were included in the same Federal Aviation Administration (FAA) Grant Agreement, AIP 3-06-0146-041-2020, but were bid as two separate projects. Both projects were covered 100% by FAA Airport Improvement Program (AIP) funding. The FAA did not require local matches for 2020 projects.



MMH RECONSTRUCT TOWN HANGAR TAXILANE PROJECT LOCATION

The Reconstruct Taxilane project consisted of full-depth reconstruction of the taxilane pavement adjacent to the Town Hangar with an area of approximately 40-feet wide by 550-feet long and paint markings. The project was awarded to Spiess Construction Co., Inc. at the June 3, 2020 Town Council meeting. The construction contract amount is $497,575.

The Taxiway Slurry Seal project consisted of the slurry seal of the pavements along Taxiway A and cross taxiways, paint markings, and the relocation of airfield guidance signs. The project was awarded to Intermountain Slurry Seal, Inc. at the June 3, 2020 Town Council meeting. The construction contract amount is $494,494.



MMH Reconstruct Town Hangar Taxilane After Paving



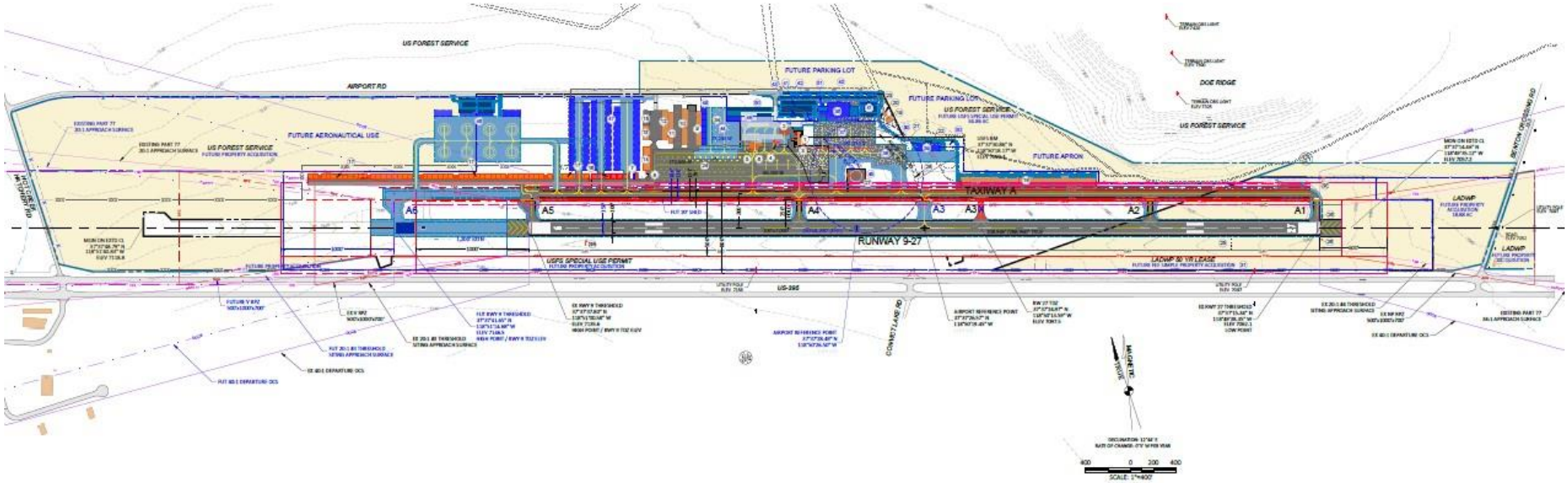
MMH Reconstruct Town Hangar Taxilane During Construction

MMH Environmental Assessment

The project consists of doing National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) for the Proposed Passenger Terminal and Aircraft Parking Apron and an Eight Bay Maintenance Facility at Mammoth Yosemite Airport. The project was contracted to Wallace Environmental Consulting, Inc. on June 2, 2019. The NEPA portion of the project is funded by the Federal Aviation Administration (FAA) Airport Improvement Program (AIP 3-06-0146-037-2017) in the amount of $635,708 and by a local match of $65,492 paid for by Passenger Facility Charges. The CEQA portion of the project is funded by airport reserves in the amount of $170,000. The Town has been working with the consultants on the project throughout 2020 and it will be completed in 2021.

MMH Airport Layout Plan

The project includes an Airport Layout Plan update including updating ALP drawings and narratives at the Mammoth Yosemite Airport. The project was contracted to Reinard W. Brandley, Consulting Airport Engineer, on April 22, 2019. The project is funded by the Federal Aviation Administration (FAA) Airport Improvement Program (AIP 3-06-0146-040-2019) in the amount of $208,518 and by a local match of $21,482 which is planned to be paid for by Passenger Facility Charges. The Town has been working with the consultants and FAA on the project throughout 2020 and will complete it in early 2021.



DRAFT AIRPORT LAYOUT PLAN

Town Generator Project

In response to the high number of Power Safety Power Shutoff (PSPS) events that impacted the Town of Mammoth Lakes, a declaration of emergency was adopted by the Town Council on March 4th. In response to the declaration, a contract was executed with Cashman Equipment and Eldridge Electric and Son, Inc to install or upgrade generators at five Town owned sites. These locations included the Town Administrative Offices, Community Center, Transit Building, Airport Administrative Building, Police Station, and Airport Terminal. Three generators were purchased through Cashman Equipment of Reno Nevada. Two generators that the Town already owned were also used. The newly installed generators significantly mitigate the Town's exposure to PSPS events. The Town was awarded a grant from CalOES that covered $215,000 of the cost to provide the generators. The remaining $247,000 was covered by General Fund



AIRPORT GENERATOR #1



AIRPORT GENERATOR #2

Transit Heating Project

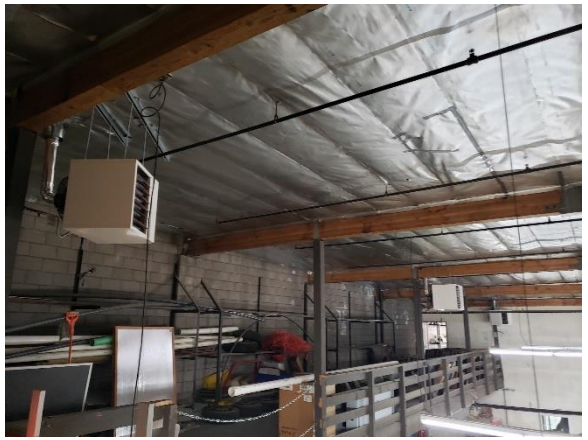
The Town of Mammoth Lakes Transit Facility is located at 210 Commerce Drive. The Heating Project included the supply and installation of (3) new forced air heating units and (1) boiler, and associated electrical, water and LPG connections and venting, and removal of obsolete heaters and ductwork. The Contractor was directed to coordinate their work with the upcoming roof repair. The final cost of the project was $61,916 and was funded with Transit Reserves.



NEW BOILER SYSTEM



NEW OVERHEAD HEATER



NEW OVERHEAD HEATER

Parks Differed Maintenance Work

Public Works Engineering and Parks and Recreation teamed up to complete a long list of differed maintenance projects. Two projects were priorities for last summer, repairing electrical systems at Shady Rest and Mammoth Creek Park and making repairs to the Whitmore Pool. Staff started work on the pool believing that the decking and coping would need to be removed in order to address issues believed to be in the systems underneath them. An acoustical analysis of the pool better identified the issues resulting in repairs that were nominal in comparison to what was expected. With the pool sorted for the short-term Staff decided to reallocate these funds to other priorities in the differed maintenance list. However, due to COVID and the associated restrictions staff did not further pursue these opportunities. The Parks Electrical Project was completed with details below.

Parks Electrical Projects

In the Fall of 2019, Parks Manager Warren Boling brought the attention of the Public Works staff to issues regarding the electrical infrastructure in Mammoth Creek Park and Shady Rest Park. There were concerns regarding the immediate safety at Mammoth Creek Park. Outdated and makeshift infrastructure at the park were candidates for immediate replacement. This included electrical panels mounted to makeshift wood frames, a tree, and electrical wire hung through tree branches. The work replaced these structures with more permanent electrical panels and move this wire underground. It was recommended that while work was being done on immediate needs, small upgrades should be made including additional outlets. At Shady Rest Park, this will include an additional outlet at the pavilion and a new set of outlets on the exterior of the bathroom building to better facilitate events.



MAMMOTH CREEK PARK BEFORE



MAMMOTH CREEK PARK BEFORE



MAMMOTH CREEK PARK AFTER

5. 2021 Project Summary

The current CIP identifies a number of projects to be constructed during the fiscal year of 2021. Because of COVID a number of projects were put on hold in order to better manage budget uncertainty. Staff anticipates completing these projects in the spring or early summer if the economic climate allows, these projects have been included in FY 21/22. The proposed FY 21/22 CIP intends to coordinate physical improvements with financial planning, allowing maximum benefits from available funding sources. The plan relies on funding from various sources, largely general and grant funds, with uses that are usually restricted for specific purposes.

Community Recreation Center (CRC) & Parking Lot (Mobility Hub)
Located at Mammoth Creek Park the proposed Community Recreation Center or CRC will be a fabric tensile structure enclosing an Olympic size ice rink that will operate from November to April, and in the summer, durable sport tiles are envisioned to cover the rink area creating a 20,000 sq. foot Mammoth RecZone. Combined with community driven and professionally branded programming, the year-round community recreation center will be the recreation destination that the entire community and our many visitors to Mammoth Lakes will enjoy. The project will include an expanded parking area with 118 spaces. Mobility elements such as a transit pull-out and shelter, clean air and electric vehicle parking, and bike parking will be included in the new lot. On February 17, 2021 the Town Council awarded the construction contract to Hamel Contractors Inc. At the same meeting the Council authorized staff to purchase the Sprung Structure, Chiller, and other appearances. Finally budget adjustments were authorized to complete the associated parking lot and mobility elements.



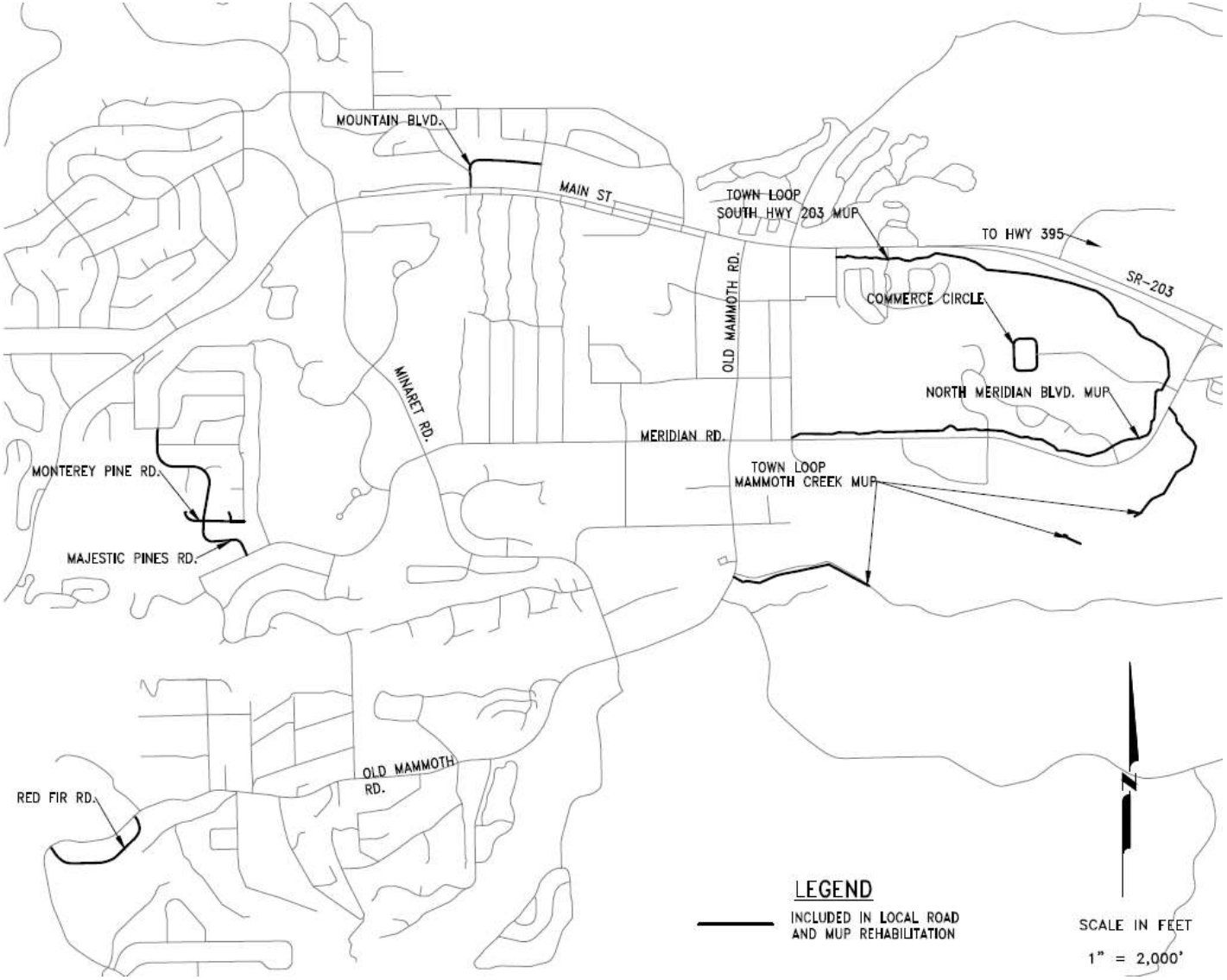
Community Recreation Center Project Costs		
Element	**Amount**	**Percentage**
Construction Contract	**$8,884,008**	**59.90%**
Construction Management, Material Testing, Architectural services	**$150,000**	**1.01%**
TOML Purchases (including)	**$3,124,032**	**21.06%**
Sprung Structure ($2,765,000)		
Dasherboards ($162,000)		
Chiller ($181,032)		
Scoreboard ($16,000)		
Previous Admin., Engineering & Design, Permits	**$1,873,000**	**12.63%**
Minor Mobility Hub	**$800,000**	**5.39%**
Total	**$14,831,040**	**100%**

Community Recreation Center Funding Sources		
Source	**Amount**	**Percentage**
General Fund	**$1,040,000**	**7.01%**
Measure R Reserves	**$4,130,000**	**27.85%**
Measure U Reserves	**$1,590,000**	**10.72%**
Measure R Bonds	**$5,500,000**	**37.08%**
Raise the Roof (Scoreboard)	**$16,000**	**0.11%**
Parks DIF	**$275,000**	**1.85%**
Fractional Mello Roos	**$464,400**	**3.13%**
Measure U MACC Reserves	**$1,500,000**	**10.11%**
Transit Reserves	**$315,640**	**2.13%**
Total	**$14,831,040**	**100%**

2021 Street and MUP Rehabilitation Project

The 2021 Street and MUP Rehabilitation Project Includes rehabilitation of the numerous roads and MUP's. The locations were determined using data collected and entered into the Town's Street Saver Database. This software evaluates the Towns Pavement Condition Index for each and identifies the best treatment options to improve the overall condition index for the Town. These outputs are evaluated and confirmed with field visits from the Street Maintenance Department. Staff is working with utility companies to provide an opportunity to make repairs/upgrades while the road is open. The following road segments are scheduled to receive treatments this summer (21/22).

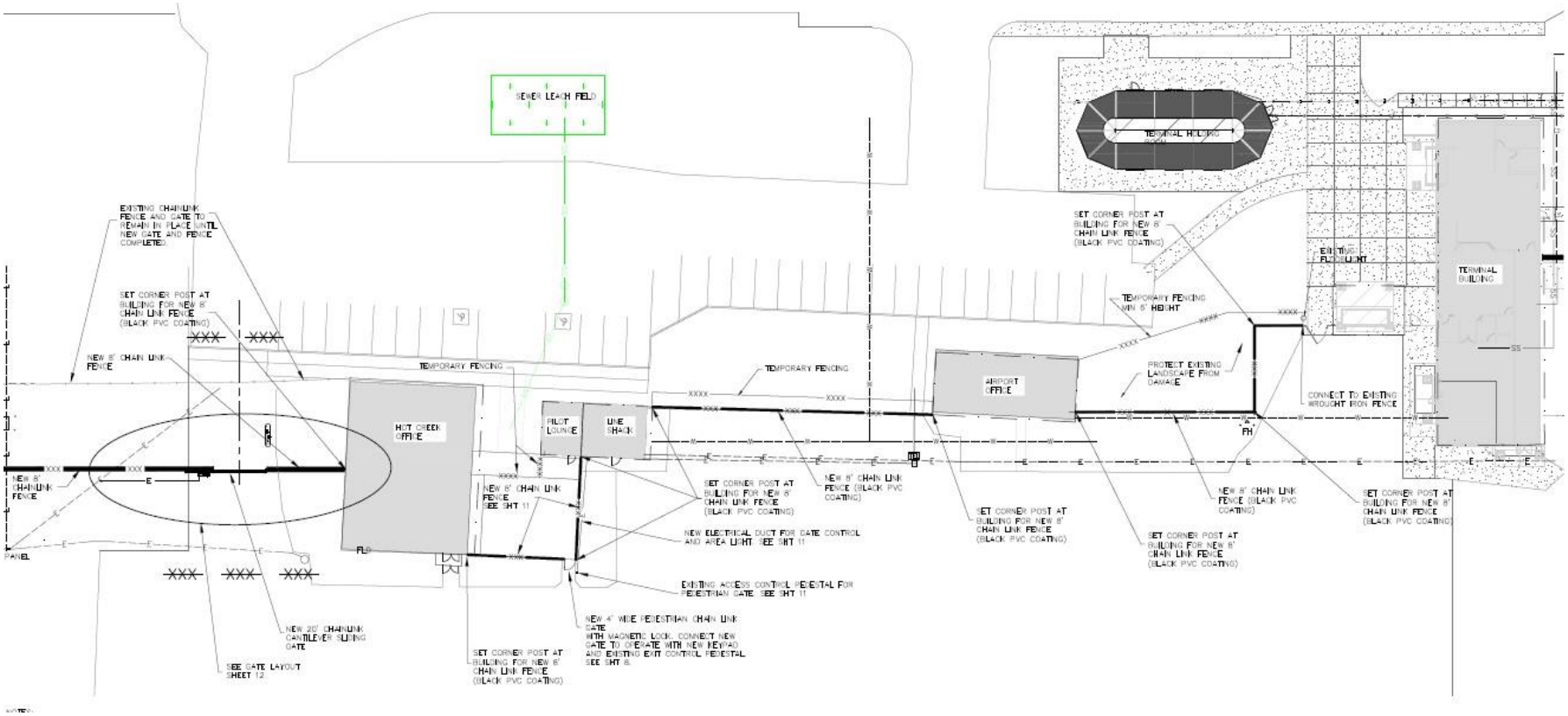
Road / MUP	Segment	Treatment
Mountain Blvd	Sierra to Main Street	Pulverize 10" AC pavement/native w/ cement powder and recompact, HMA 3.5"
Commerce Circle	Complete Loop	Cold plane 2.5"-3.5" and recompact base, HMA 5.5"
Majestic Pines Rd	Meridian Blvd to Kelly Rd	Pulverize 10" AC pavement/native w/ cement powder and recompact, HMA 3.5"
Monterey Pines Rd	Southerly E-W section	Cold plane 3.5" AC Pavement, crack seal & crack membrane. HMA 3.5"
Red Fir Rd	Entire Length	Cold plane 3.5" AC Pavement, crack seal & crack membrane. HMA 3.5"
North Meridian Blvd. MUP	As shown on map	Complete Reconstruction
Town Loop MUP Segments	As shown on map	Complete Reconstruction



2021 STREET AND MUPS REHABILITATION PROJECT LOCATION MAP

Security Gates and Terminal Area Fencing

The project generally consists of the furnishing and installation of a new 8-foot chain link fence with two 20-foot wide single cantilever gates with operators and controls and two pedestrian gates, and a security camera system at the Mammoth Yosemite Airport. This project will be fully funded by the Airport Improvement Program of the Federal Aviation Administration (F.A.A.).



SECURITY GATES AND TERMINAL AREA FENCING PROJECT LOCATION

Reconstruct GA Apron

The project consists of the reconstruction of the East General Aviation Apron (172,000 sq. ft.) west of the terminal apron, including grading, drainage, paving, marking, and tie downs. The project may include as an Additive Alternate reconstruct East General Aviation Apron (39,000 sq. ft.) south of the terminal apron, including grading, drainage, paving, and marking. This project will be fully funded by the Airport Improvement Program of the Federal Aviation Administration (F.A.A.). The Town has received $3,396,398 in funding cover the construction contract, administration, construction management, design and engineering work. The alternate work shown below (green) will be awarded and completed at the same time as the base bid (red).



RECONSTRUCT GA APRON

203 Transit Shelter Updates

Project will replace two existing transit shelters that were originally constructed by CalTrans. The new shelters will be consistent with TOML Standards, ADA and match newly constructed infrastructure. The existing shelters are in a poor state and are past their useful life. The new shelters will be consistent with the new shelters recently installed with the Main Street Sidewalk Projects. Both shelters are located on the north side of SR203. One is located to the west of the post office driveway the other just east of the Fire Station near the intersection of Forest Trail.



EXISTING TRANSIT SHELTER - 203 @ POST OFFICE



EXISTING TRANSIT SHELTER - 203 @ FIRE STATION

Communication System

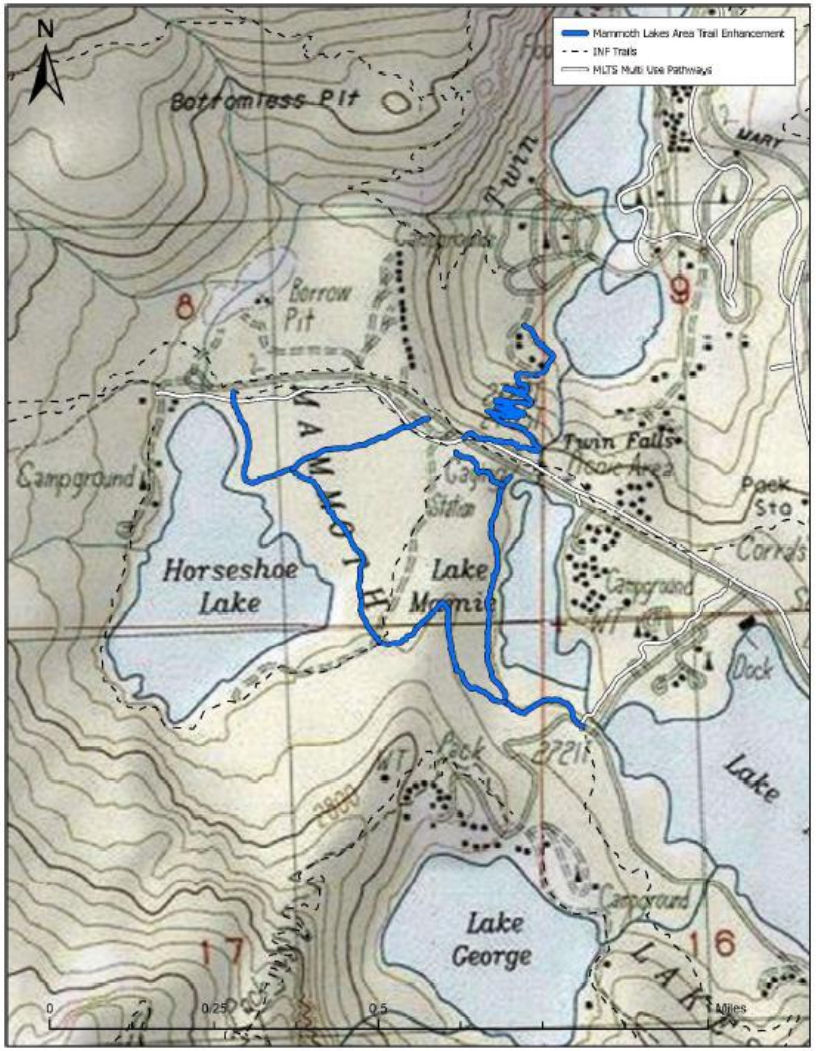
The Town of Mammoth Lakes and its partners are in the process of evaluating and planning for the replacement/upgrade of the regions communication system. At this time, it is probable that the region will use the CRIS State System however, other options have not been entirely eliminated. The Town needs to be prepared to contribute its fair share of $1.3M to the construction of the $6M system. The project is expected to break ground in late 21/22 and will continue through 22/23. Town has allocated a total of $750,000 to the project. The last contribution of $250,000 was made in the 3rd quarter of 20/21 this allocation is reflected in 2021/22. This leaves a budget deficit of $550,000 which has been programmed to funded in 2022/23. The final cost of the system is not yet complete, and this estimate may change. Additional funding may need to be allocated in 2023/24 in order to fund and contribute the Towns share of this project.

Sign Updates

The Town has allocated an annual budget of $25,000 for the maintenance and update of its wayfinding program. For 21/22 it will be important to update the Municipal Wayfinding Signs to reflect the relocation of the CRC to Mammoth Creek Park. Updates will be coordinated with the trails signage as well as other signs within this system will needing updates. There is a separate budget allocation for this effort.

Lakes Basin Connector Trails

Town of Mammoth Lakes proposes to construct approximately 2.5 miles of multi-use, nonmotorized U.S. Forest Service system trail(s) to provide additional recreation opportunities and connect users to popular destination features and facilities in the Lakes Basin cirque. These soft surface trails will help to mitigate existing improvised use trails. The new trails will be supported by appropriate signage and wayfinding. The project is funded by a $50,000 allocation from the Trails Program Fund Balance.



LOCATION OF LAKES BASIN CONNECTOR TRAILS

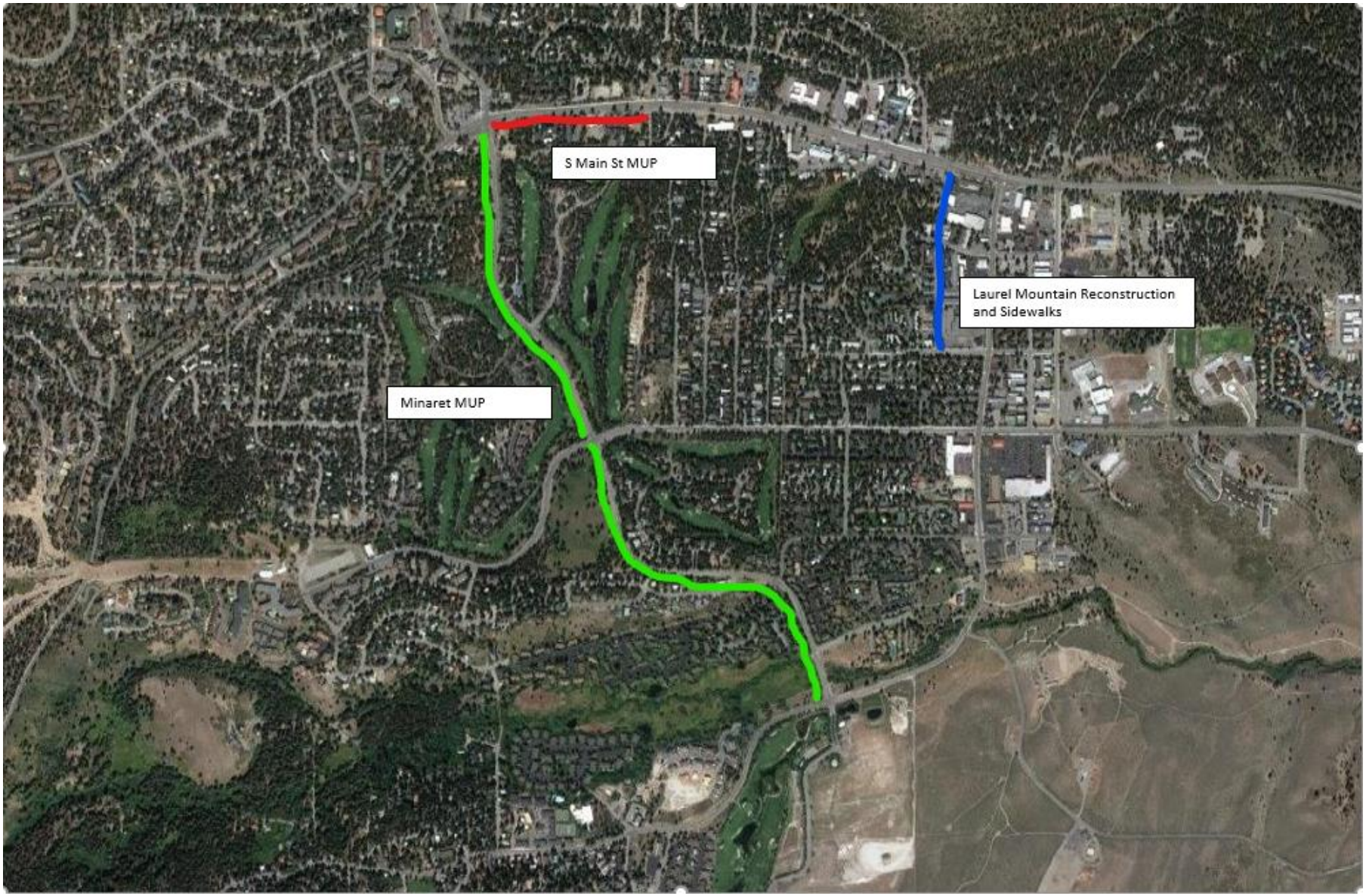
Design (PS&E) Projects

The Town is working to develop three shovel ready projects. The funding for these efforts was programmed into the State Transportation Improvement Program. The work will include project design including plans, specifications, and engineering (PS&E). These projects will kick off in 2021/22 and put the Town in a position to receive grant, or other construction funding if the opportunity arises.

- **Laurel Mountain Road Rehabilitation and Sidewalks**
  Project is located on Laurel Mountain Rd in the Town of Mammoth Lakes. The project limits are Main Street (SR203) and Sierra Nevada Road. Improvements include sidewalk on the east side of the road, streetlights, curb and gutter, bike lanes, storm drain and pavement reconstruction. This project will serve the new parcel development and the existing residents. The project will be designed to work with and compliment the new development at the parcel, recently constructed Main Street sidewalks, the new transit shelter across from Laurel Mountain on Main Street, and the Highway Safety Improvement Program (HSIP) crosswalk upgrades.

- **Main Street Multi-Use Path**
  The Main Street MUP will close a gap between the Lakes Basin Path and the Town Loop MUP located at Callahan Way. The project is located on the south side of SR203 within the Caltrans ROW. The project includes 1700LF of separated ADA compliant asphalt multi-use path, drainage improvements, slope protection, transit improvements, lighting, signage and wayfinding, and other supportive infrastructure. The project provides better connectivity, continuity, and mobility for non-motorized users. The project provides a significantly safer option than the existing conditions. The project will include design of trail wayfinding signage that will extend into the existing Main Street sidewalk project as recommended by the Trails Manager.

- **Minaret Road Multi-Use Path**
  The proposed Minaret Road multi-use path (MUP) will be located on the west side on Minaret Road from Lake Mary Road to Old Mammoth Road. The proposed 7200 LF of path will connect the Old Mammoth MUP to the Lakes Basin Trail MUP and other existing and future pedestrian and bicycle facilities. The Minaret Road MUP Project (project) will construct a separated Class I MUP that is physically separated from the roadway and provides for additional non-motorized modes of travel. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.



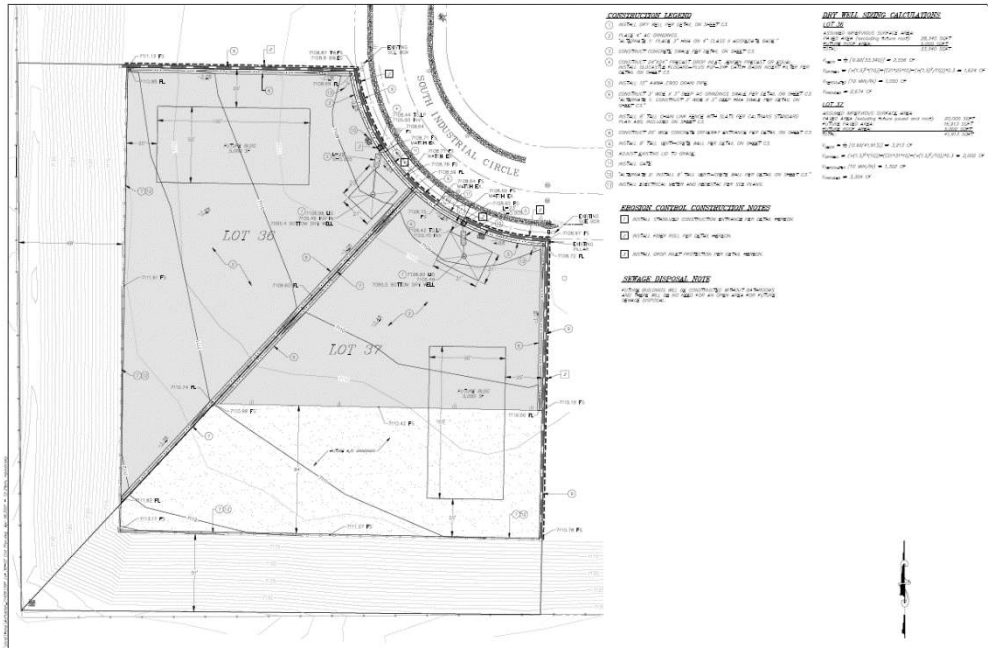
LOCATION OF PROPOSED DESIGN PROJECTS

Sierra Business Park Storage Lots

The Town of Mammoth Lakes ones 2 parcels (Lots 36&37) in the Sierra Business Park located along HWY 395 across from the airport. These parcels are zoned for industrial uses and are intended to be used in the near term for storage only. In order to be used the lots need to be developed in accordance with Mono County and the Sierra Business Park HOA standards. This includes standardized concrete walls and gates, chain link fences, paving and storm water infrastructure. More complex uses of the site may require additional utility work to support electrical, water, and sewer. The Town will permit Mammoth Disposal to use a portion of the lot for long/short term storage of recycling bins and dumpster. The remainder of the lot will be used to store inert materials and equipment currently stored at Whitmore Park and the Town Corporate Yard.



Aerial View of the Towns Parcels



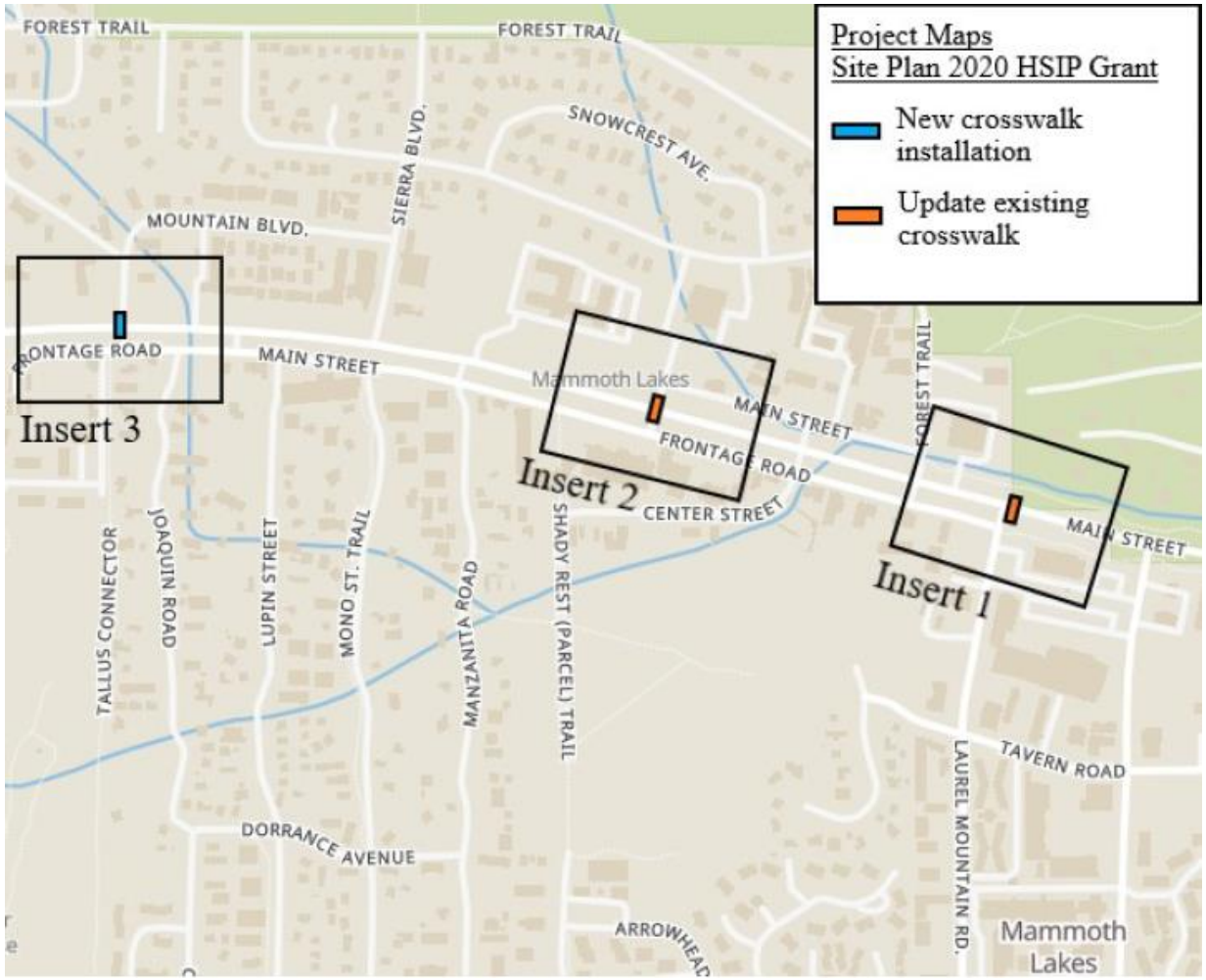
PROPOSED CONSTRUCTION PLANS FOR THE TOWNS PARCELS

The Parcel Infrastructure and Phase 1

The Town of Mammoth Lakes has entered into a partnership with the Pacific Companies for the development of affordable housing the first phase of the parcel. TOML and Pacific also are co-recipients of an IIG grant that will provide critical infrastructure to support the project. This includes roads, sidewalks, MUPs, storm drains, utilities, connectivity to existing infrastructure, signage and other municipal improvements. This work will begin in 21/22 and continue over many phases of the project.

203 Crosswalk Upgrades / HSIP

The Town of Mammoth Lakes submitted and was awarded a $191,400 Highway Safety Improvement Grant (HSIP) to upgrade crosswalks along SR203. The grant provides funding to upgrade two pedestrian activated crosswalk beacons (Laurel Mountain and Post Office) with RRFD signalization. A third new RRFD beacon will be installed at Mountain Blvd. The project is located within the Town of Mammoth Lakes along Main Street (SR203). Design work will begin in 21/22 with construction scheduled for 22/23. This work will be coordinated with other design and construction efforts in the area.



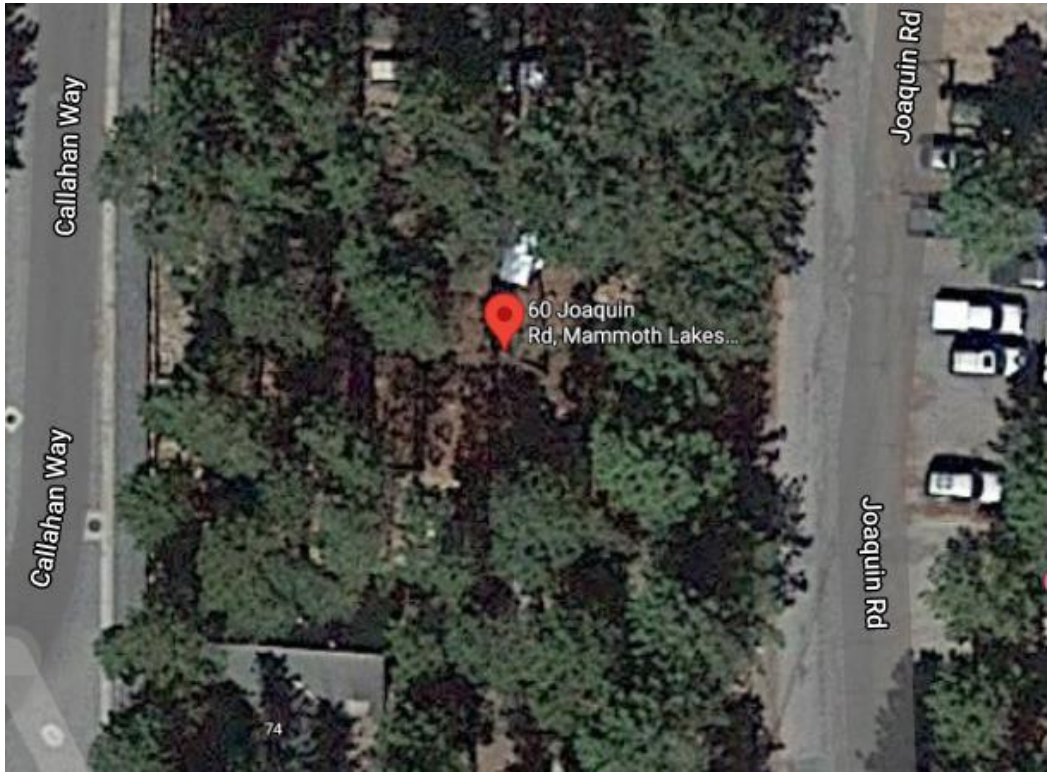
LOCATIONS OF X-WALK IMPROVEMENTS ON 203

Affordable Housing Project

The Town of Mammoth Lakes and its partners are evaluating local and regional opportunities to provide affordable housing outside of the Parcel project. In order to address the needs of the community the Town will need to invest in opportunities creative solutions to meet the community need for a variety of workforce housing. This CIP item is to provide a place holder for future projects that meet the Towns Strategic Priority of providing affordable housing. This could include purchasing existing units in Town or in the region, conversion of existing structures, supplementing new development, and other programs. The Town has set aside $1.5M for 2021/22 with a minimum goal of $5.5M over the 5-year period.

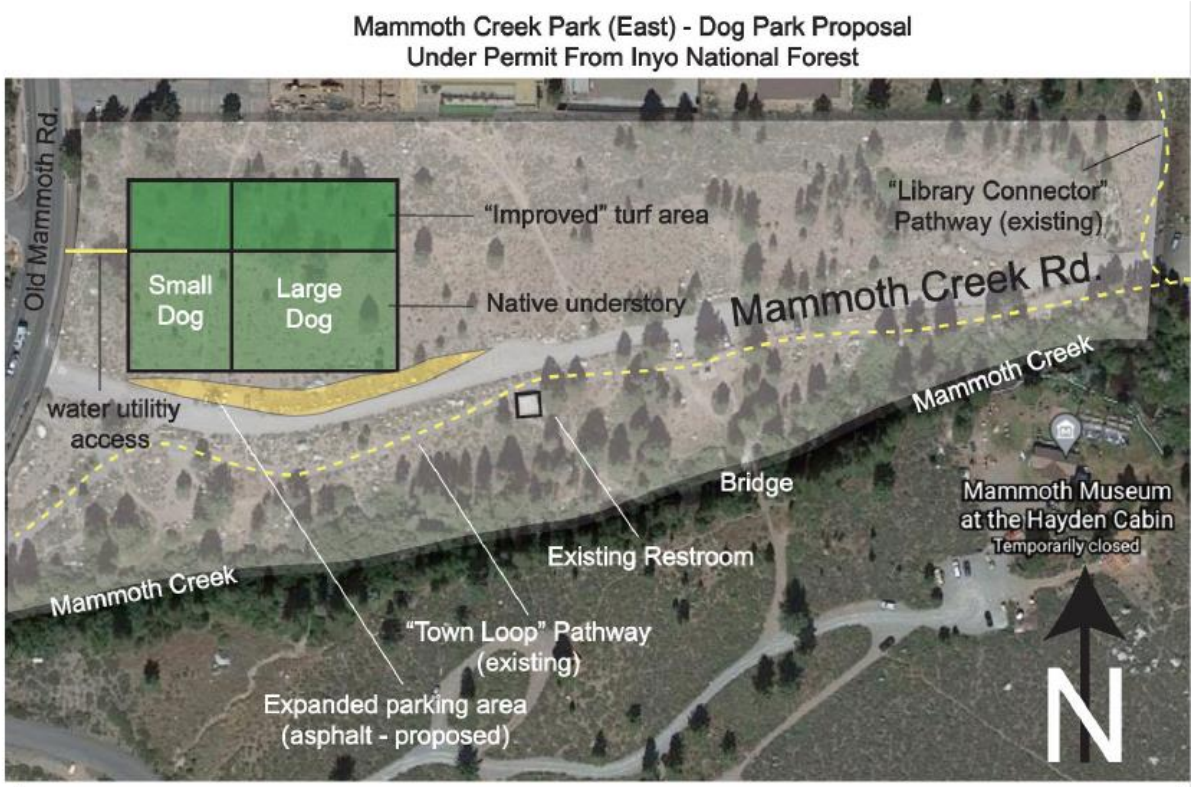
60 Joaquin Affordable Housing Project

The Town of Mammoth Lakes acquired the vacant parcel for the purposes of affordable housing. Staff has a preliminary goal to place six units on the site and meet parking and snow storage requirements. A design build process is envisioned to accelerate the construction of the project. An RFP for a developer is anticipated early fall 2021 at an estimated cost of $3.2M.



Dog Park

The first-ever community dog park for Mammoth Lakes is proposed to be located at Mammoth Creek Park East (under permit with the Inyo National Forest). The Town is planning to install and operate a free, pet-friendly dog park that encourages community inclusion, fosters connections, and improves public safety while promoting proper dog ownership, etiquette, pet wellness and an enhanced quality of life for pets and people. The facility would incorporate 5-6 foot perimeter fencing, enhanced parking along Mammoth Creek Road including paving of the existing Mammoth Creek Park Road to provide year-round access to the dog park; benches, dog waste stations, trash receptacles, high-low water fountain to accommodate both dogs and their owners, ADA access, and signage. Bathrooms are available nearby.



Approximate size 1 acre. Includes 5-6 ft. perimeter fencing, expanded parking along Mammoth Creek Rd., irrigated turf and native understory, benches, dog waste stations, water fountain, ADA access, and reulatory/etiquette signage. Accessibility to existing amenities - under permit from Inyo National Forest

Town Hall Maintenance and improvements

The Town has occupied its current lease space for over 30 years. The Town leases its administrative office space and the Council Chambers in Suite Z. These spaces are in need of significant improvements ranging from flooring, paint and drywall patching, ADA improvements, technology and other minor improvements. With the development of new Town Hall indefinitely on hold improvements need to be made to provide a suitable work environment and place for Council, Commissions, non-profits and other organizations to meet with the community. Administrative meeting spaces are in state of poor repair and do not represent the Town well when meeting with the community, developers, and other organizations.

Mammoth Arts and Cultural Center (MACC)

The Mammoth Lakes Foundation has been working diligently for a few years to design and develop a performing arts center. Significant progress has been made and designs are being reworked to provide a facility that meets the communities needs and fits within the budget. The projects propose to provide theater space and seating to support film, lectures, musical performances, live theater production, and other community activities. The Town has been asked to participate financially in the design, construction, and long-term management aspects of the project. Staff is recommending allocations from Measure U to support the Foundation in the development of this project.



Shady Rest / Inyo Craters OHV Planning

In an effort to engage with OHV users and opportunities in the Shady Rest Inyo Craters sub-region, TOML applied for and was awarded a three-year planning grant from the California State Parks Off-Highway Motor Vehicle Division Grant Program in 2020. The TOML, in partnership with Inyo National Forest – Mammoth Ranger District and Mono County, is using the California OHV planning grant funds for on-the-ground planning and environmental review (NEPA/CEQA) in order to optimize existing OHV trail facilities that serve a wide spectrum of user groups and to consider enhanced opportunities for trails and sustainable recreation in the Shady Rest Inyo Craters sub-region.

6. 5 Year CIP

CIP Outlook
The CIP outlook is intended to be a planning tool to assist in budget projections and decisions and to aid in the allocation of resources needed to meet the Towns strategic goals. Assessment of the CIP Outlook allows the Town to annually monitor and evaluate funding availability while taking into account new needs that are of priority. The CIP outlook provides the Town Council, key stakeholders, and the public with information prior to the budget meetings to facilitate an informed discussion during the development of the FY CIP Budget. One of the goals of the CIP outlook is to take a closer look at the funding gaps and identify any opportunities to appropriate discretionary funds. The budget outlook takes a closer look at the funding sources of each project, identifying the known source of funding for each project along with any deficiencies. This will be valuable when evaluating any budget surplus identified during the third quarter budget adjustment and appropriating funds to projects for development during the next summer or Fiscal Year.

SEE TABLE 1 & 2

Five-year CIP Summary
The following table is a comprehensive overview of all projects included in the Towns 5-year plan. Projects are organized in their respective categories and the funding has been summed and is intended to represent the initiation of the work within the FY. Occasionally the budget will be broken down further to be constant with grant phasing. In these cases, the project detail sheets will reflect these circumstances. While project budgets will more often than not cross fiscal years these budgets will be carried internally, and the project scope carried until work is complete. For budgeting purposes it's not necessary to review these figures unless something in the project has or needs to be changed. The CIP summary attempts to present a comprehensive inventory of Towns 5-year project and funding needs, some capital assets and funding sources are either not included or are partially projected in the table and project detail sheets. This is because some projects are in the preliminary stages of development and the true costs and schedules have yet to be established.

SEE TABLE 3

7. Project Narratives

The 2020-21 CIP includes many new projects. These new projects were added to the CIP for a variety of reasons. Capital project priorities are generated from a number of sources including the general public, elected officials, and boards and commissions. Often times funding opportunities arise where no project has been previously identified and a project is advanced from the public facilities plan or other plan to take advantage of the opportunity. In this respect it is often difficult to construct projects in the order they are initially prioritized. Capital projects are reviewed to address the following needs:

- To address legal requirements such as ADA, safety requirements, or hazardous conditions.
- To extend the useful life and reduce maintenance costs of existing capital investments such as roads, MUP's, sidewalks, storm drains, curbs & gutters, and airport improvements.
- To address differed maintenance in parks, the airport, and other town facilities
- To support and enhance mandated and core services such as solid waste, emergency services, communications, drainage, pedestrian improvements, transit improvements, traffic signals and signage.
- To expand and improve community services and amenities such as the CRC, MACC, trails, and parks.
- To meet identified community needs and council strategic priorities such as affordable housing, parking and mobility needs.

Project Narratives

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AF1 Affordable Housing Project



Project Description:
The Town is setting aside funds for undefined housing projects. The Town has prioritized funding for housing projects. The Town will use these funds to capitalize on opportunities and advance existing projects.

Schedule:
To be determined and a function of opportunities.

Project Funding:
Funding for FY21-22 to partner with private sector developer(s) for a minimum of six units of moderate-income housing units. Future funding is not designated and may be used for various affordable housing initiatives.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$1,500,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$5,900,000

AF2 MLH 238 Sierra Manor Road



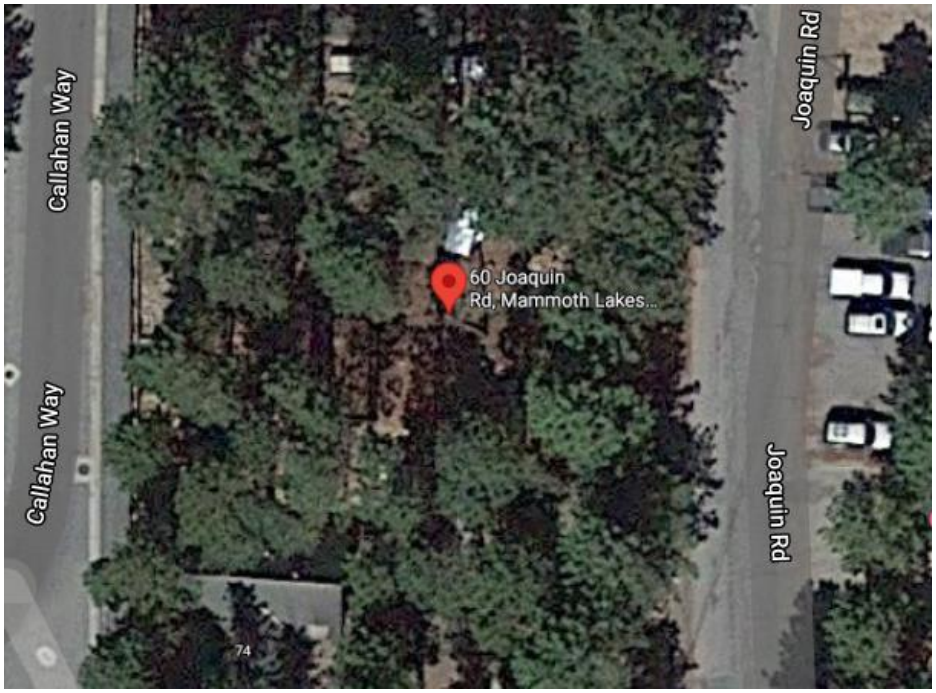
Project Description:
A Mammoth Lakes Housing (MLH) project located at 238 Sierra Manor Road aims to convert the existing commercial space into eleven apartments. MLH purchased the property in 2017 and has been working to secure funding to complete the conversion since purchase. The conversion will include new interior walls, plumbing, electrical, mechanical (including a new fire suppression system), an on-site laundry room, and exterior tenant community area.

Schedule:
MLH is working to deliver this project as quickly as possible with a possible 2021/22 groundbreaking.

Project Funding:
The Town of Mammoth Lakes has dedicated 1.5M towards this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$1,500,000	$0	$0	$0	$0	$0

AF3 60 Joaquin Affordable Housing Project



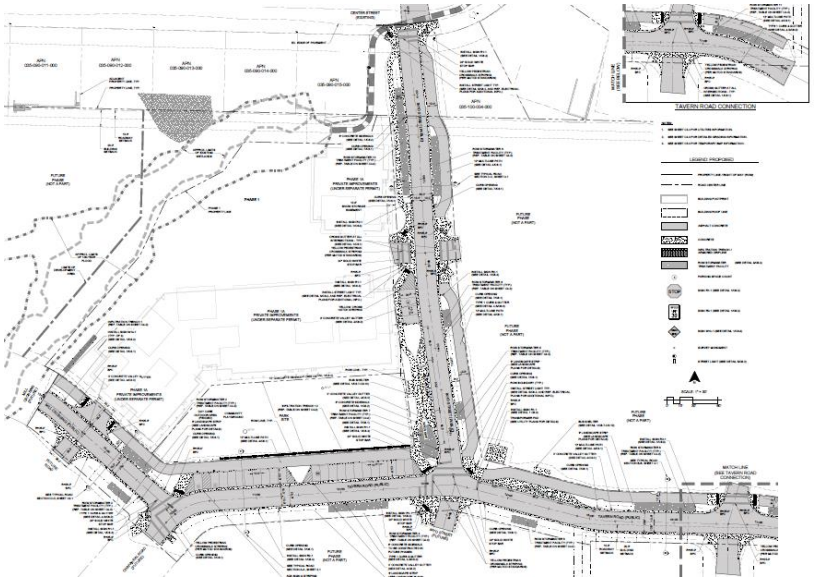
Project Description:
The Town of Mammoth Lakes acquired the vacant parcel for the purposes of affordable housing. Staff has a preliminary goal to place six units on the site and meet parking and snow storage requirements. A design build process is envisioned to accelerate the construction of the project. An RFP for a developer is anticipated early fall 2021.

Schedule:
The project is ongoing with a goal of a 2022 groundbreaking.

Project Funding:
The project will be funded with TOML funds set aside specifically for housing.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$3,200,000	$0	$0	$0	$0	$0

AF4 IIG Parcel Infrastructure (TOML Owned Infrastructure)



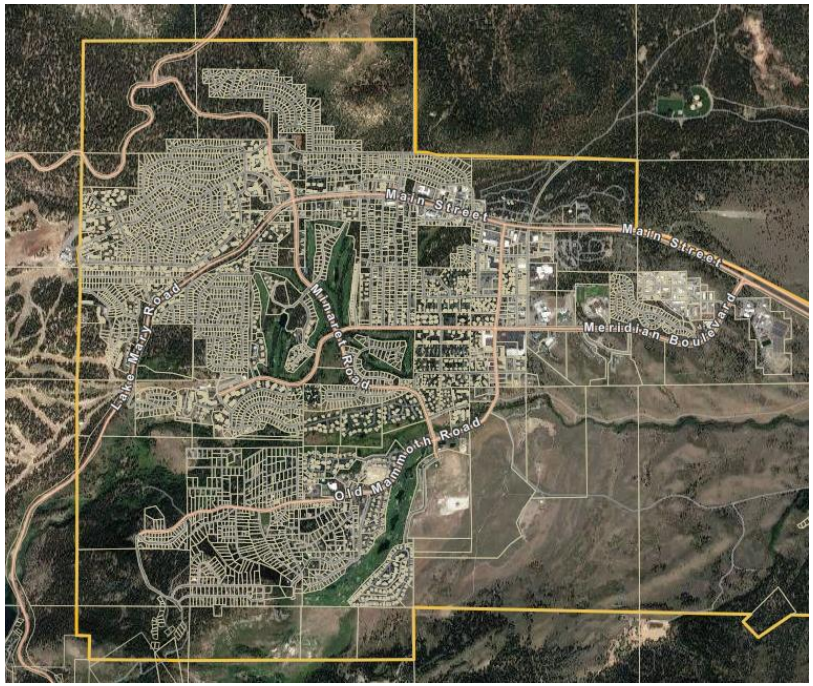
Project Description:
The Parcel affordable housing project will require significant infrastructure to support the units being constructed. Infrastructure will include new streets, sidewalks, MUP's, storm drains, Utilities including fiber connections, transit stops and shelters. The fundamental work will support current and future phases of "The Parcel".

Schedule:
The Town and Pacific Companies intend to begin construction on the project in Fall of 2021. Infrastructure work will continue throughout future phases of the project.

Project Funding:
The project is currently funded by an Infill Infrastructure Grant. The Town and the Pacific Companies were awarded $20,601,216 during the fiscal year 19/20 grant cycle. This funding will be used to support the first phase infrastructure and parking podium.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$7,500,000	$3,500,000	$3,000,000	$3,000,000	$3,000,000	$20,000,000

AF5 Affordable Housing Site Development



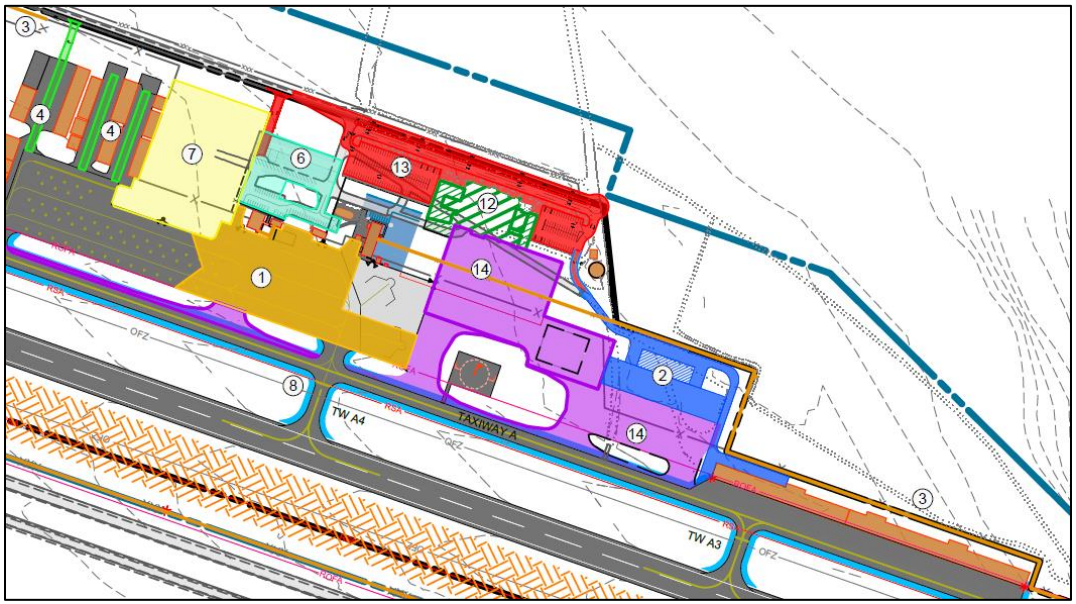
Project Description:
This planning project aims to identify opportunity sites within the Town for development as affordable housing. The Town and its partners own numerous sites throughout town. The element would provide the funding to develop masterplans, tentative maps, and evaluate funding for construction.

Schedule:
The Town has not included this element into a work program.

Project Funding:
No funding has been set aside for this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

AP1 Reconstruct East General Aviation Apron



1 2021 RECONSTRUCT EAST GENERAL AVIATION APRON

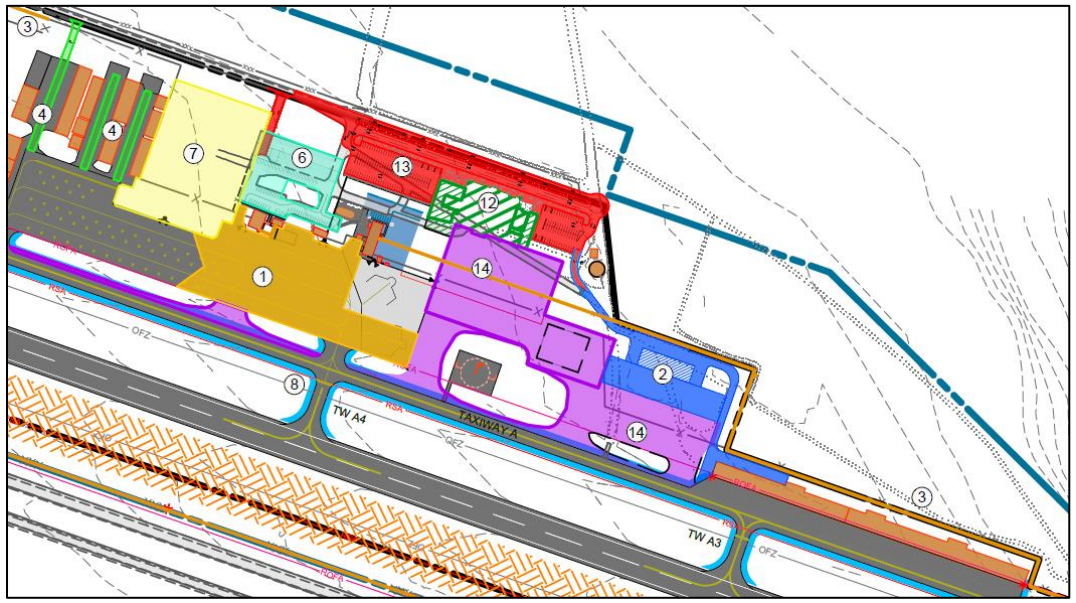
Project Description:
The Town is working with a contractor to construct the project. The project includes pulverizing asphalt and repaving of approximately 210,100 square feet of the east apron located south of the terminal building, town offices, and Fixed Based Operator building. The project also includes new tie down anchors, airfield markings, and storm drain improvements.

Schedule:
Construction began July 12, 2021 and will be completed by the end of September 2021.

Project Funding:
The project is being completely funded by available Airport Improvement Program (AIP) funds and does not require any additional funds.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$3,396,399	$0	$0	$0	$0	$3,396,399

AP2 8-Bay ARFF/Snow Removal Maintenance Facility, Utilities, Access Road, & Apron



② 2022 8 BAY ARFF/SNOW REMOVAL MAINT. FACILITY, ACCESS ROADS, UTILITIES, AND APRON

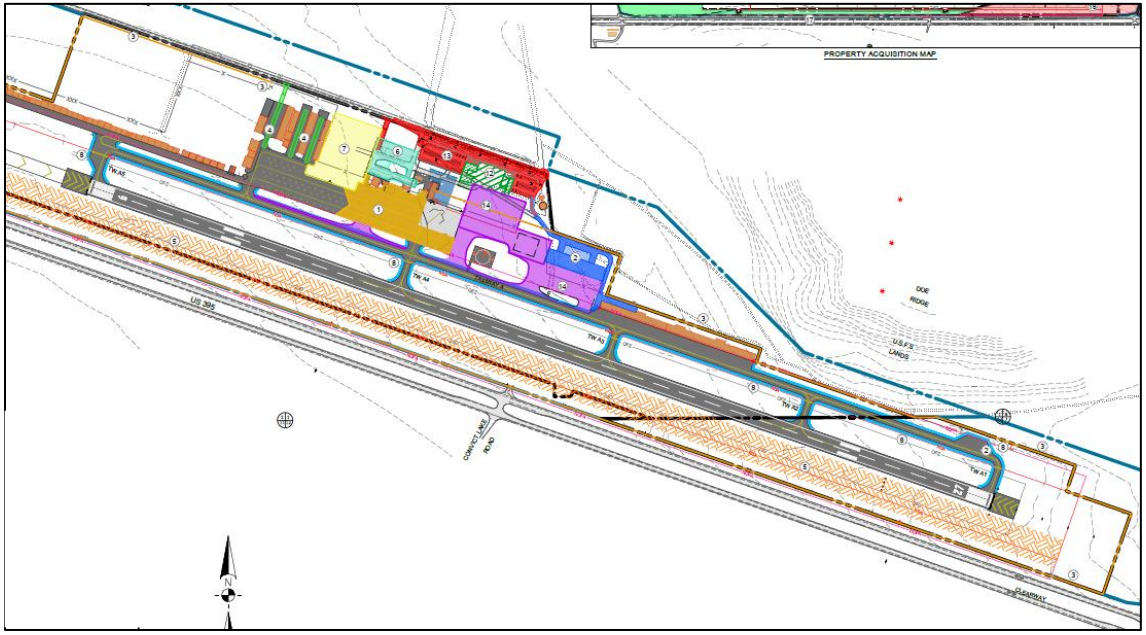
Project Description:
The Town is working with the Federal Aviation Administration (FAA) to get funding and implement this project. The project includes an eight-bay maintenance building to store up to two Aircraft Rescue and Fire Fighting (ARFF) vehicles, snow removal equipment, and other airport related maintenance equipment. The project also includes approximately 17,000 square feet of access road and 33,000 square feet of apron.

Schedule:
Consistent with the current Airport Capital Improvement Program approved by the FAA, the project is scheduled for 2022/23.

Project Funding:
The Town is working with FAA to get discretionary funds. Airport Improvement Program (AIP) funds may also need to be used.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$5,125,000	$0	$0	$0	$5,125,000

AP3 Wildlife Security Fence



3 — 2023 — WILDLIFE SECURITY FENCE

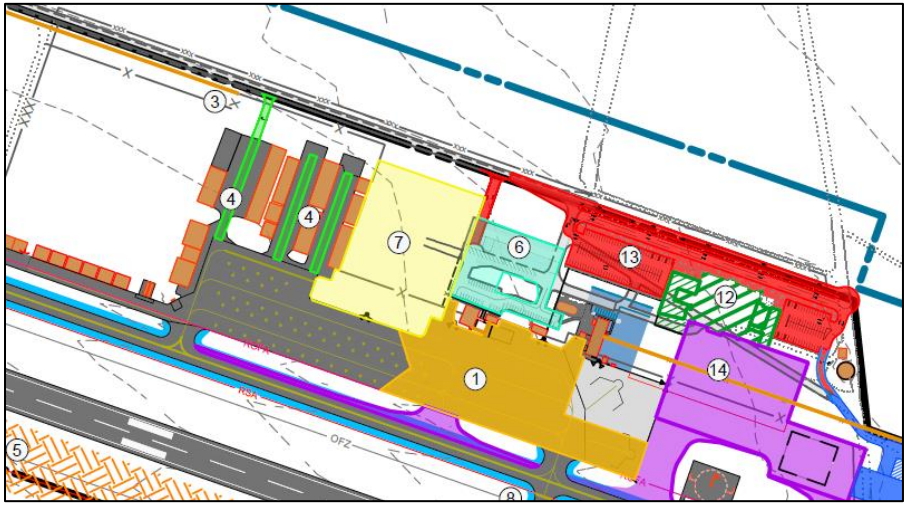
Project Description:
The project includes removal of the existing barbed wire fence along the east, west, south, and portions of the north side of the airport and installation of new 8-foot-tall chain link fence. The project will also include some 12-foot-wide swinging gates for airport personnel operations and maintenance access. This project is required to prevent animal and human incursions.

Schedule:
Consistent with the current Airport Capital Improvement Program (ACIP) approved by the FAA, the project is scheduled for 2023/24.

Project Funding:
The Town will work with the FAA to utilize Airport Improvement Program (AIP) funds and request discretionary funds if necessary.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$2,142,000	$0	$0	$2,142,000

AP4 Rehabilitate Tee-Hangar Taxilanes



④ 2024 REHABILITATE TEE HANGAR TAXILANES

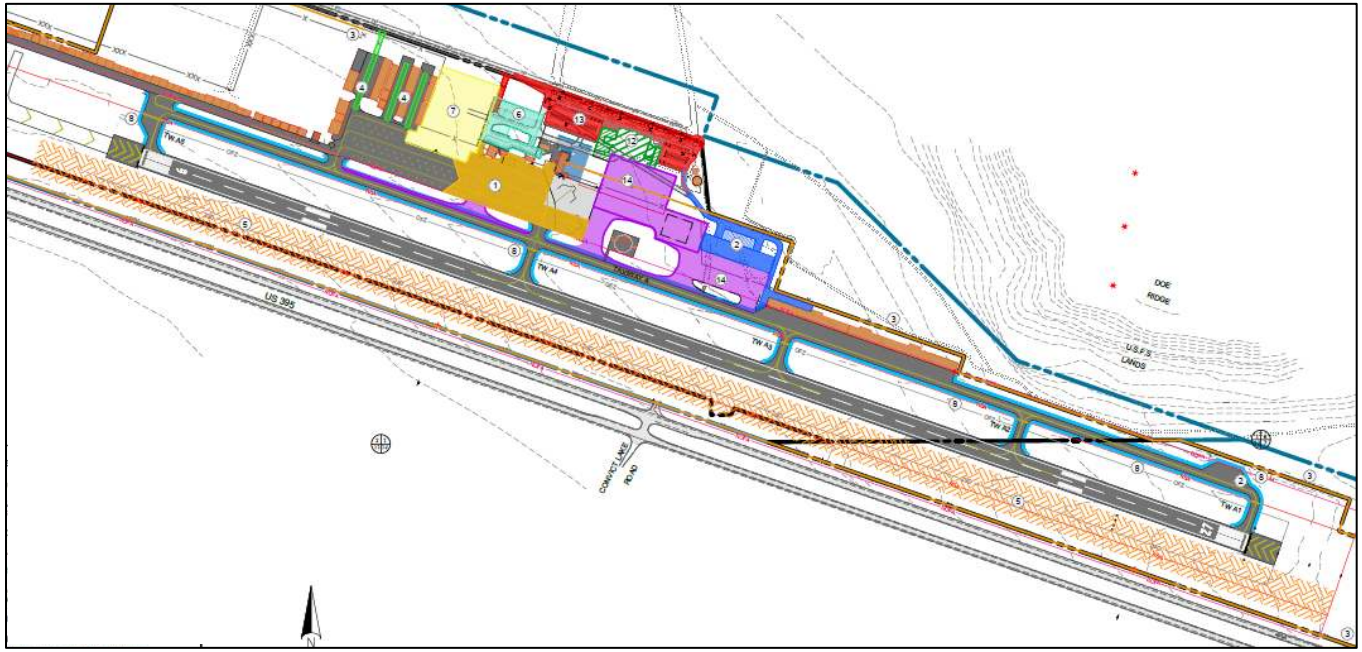
Project Description:
The project includes rehabilitation of approximately 1,280 linear feet of 25-foot-wide tee hangar taxilane asphalt. Per the 2014 Pavement Maintenance/Management Plan, the pavement had significant deterioration due to weathering and thermal stresses of the surface only. However, with the maintenance occurring at a later date, the recommended scope will likely be that the full 3" of existing asphalt will be removed, base will be recompacted, and then it will be repaved.

Schedule:
Consistent with the current Airport Capital Improvement Program (ACIP) approved by the FAA, the project is scheduled for 2024/25.

Project Funding:
The Town will work with the FAA to utilize Airport Improvement Program (AIP) funds and request discretionary funds if necessary. Only the center 25 feet of the taxilanes are eligible for federal funding.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$918,750	$0	$918,750

AP5 Runway RSA and OFA Grading



⑤ 2025 RUNWAY RSA AND OFA GRADING

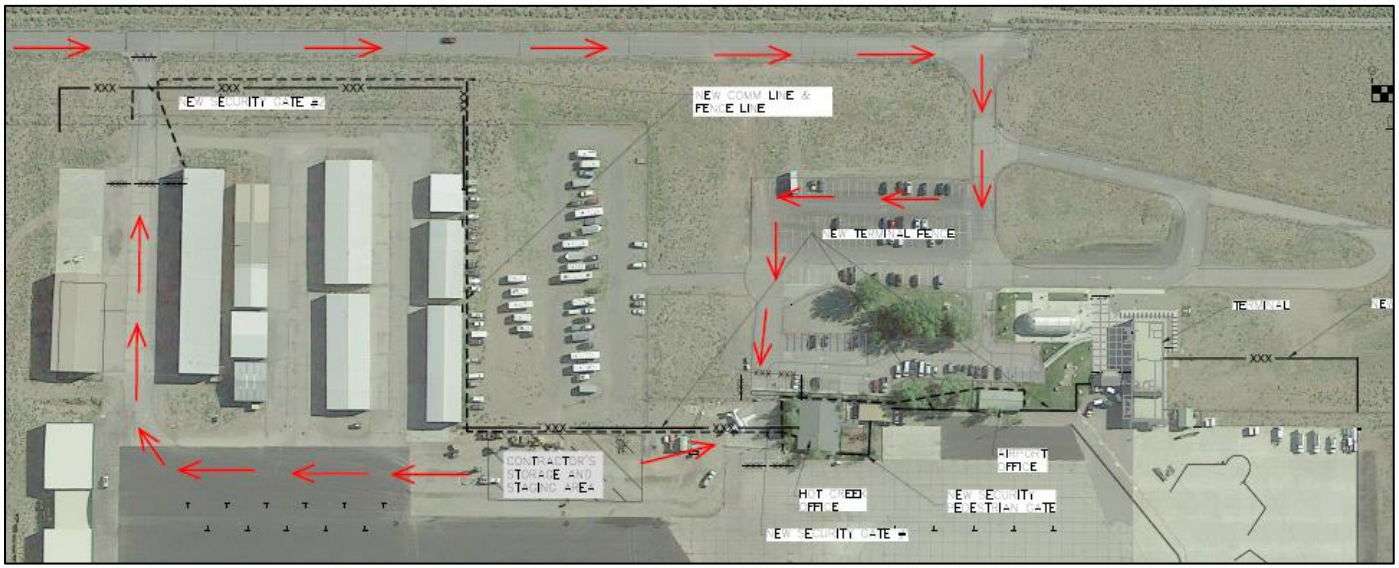
Project Description:
The project includes grading soil along the Runway safety Area (RSA) and Object Free Area (OFA). The grading was completed for a B-III aircraft, but the airport recently changed to a C-II airport. Therefore, the RSA and OFA areas need to be regraded to meet new requirements.

Schedule:
Consistent with the current Airport Capital Improvement Program approved by the FAA, the project is scheduled for 2025/26.

Project Funding:
The Town will work with the FAA to utilize Airport Improvement Program (AIP) funds and request discretionary funds if necessary.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$3,500,000	$3,500,000

AP6 Security Gates and Terminal Area Fencing



Project Description:
The Town is working with a contractor to construct the project. The project includes the installation of two new 20-foot side single sliding cantilever gates, a pedestrian gate near the fixed based operator (FBO) building, security system with cameras, and 1,730 linear feet of 8-foot-high chain link fence in the terminal area along the north side of the property.

Schedule:
Construction began August 16, 2021 and will be completed by the end of October 2021.

Project Funding:
The project is being completely funded by available Airport Improvement Program (AIP) funds and does not require any additional funds.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$722,343	$0	$0	$0	$0	$722,343

GF1 Town Hall Maintenance Improvements



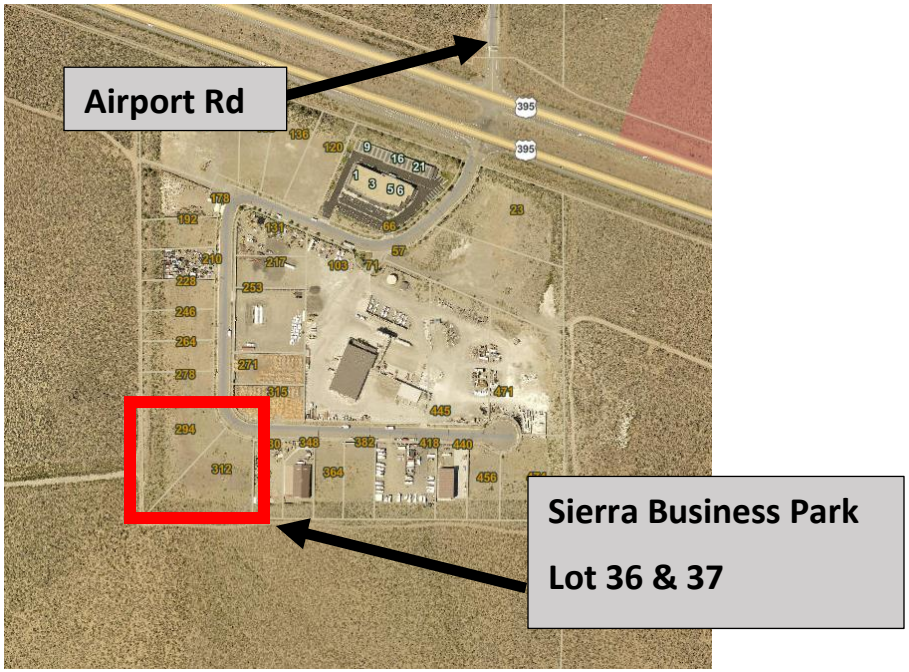
Project Description:
The Town of Mammoth Lakes has leased Suite Z and the Town offices for nearly 30 years. Many areas in this facility are starting to show their age. The funding committed to this project will be used to replace carpet, paint walls, repair fixtures, and provide ADA improvements.

Schedule:
Work is programmed for winter 2021/22.

Project Funding:
This project will be financed from a transfer from the General Fund which was approved by the Town Council 8/18/21.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$175,000	$0	$0	$0	$0	$175,000

GF2 Sierra Business Park Storage Lots / Storage Building



Project Description:
The Sierra Business Park project, which includes clearing and grubbing, installation of a concrete wall and chain link fencing, asphalt grindings pavement, drainage facilities, and basic electrical service. The project will provide storage for the Town Fleet, Road and Parks Departments and Town partners such as Mammoth Disposal.

Schedule:
The project was awarded to Spiess Construction on May 19, 2020. The contract award is $388,112.50. Staff anticipates purchasing prefabricated storage buildings. Work is scheduled to be completed fall of 2021.

Project Funding:
This project is funded the general fund and Solid Waste Fund.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$600,000	$0	$0	$0	$0	$600,000

GF3 ADA Specific Improvements



Project Description:
The Town has set aside funding to repair and update identified ADA deficiencies in Town infrastructure. The Town has a database of known issues and a program for reporting new concerns. The database was created after a comprehensive evaluation of all Town facilities including but not limited to recreation sites, sidewalks, MUP, parks, signals, and buildings. Funding for this element will be used to develop an annual repair program and fund the work.

2021/22 Work elements:

Remove Overhead Obstruction on Sidewalks / MUP's
Adjust heights waste bag dispensers on the MUP system
Make ADA improvements to Town Hall

Schedule:
The Town of Mammoth Lakes maintains an ADA data base. Staff will work to remove the most egregious barriers and leverage opportunities with these funds. A new work program will be developed on an annual basis.

Project Funding:
ADA improvements will be funded with a contribution from the General Fund.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$25,000	$25,000	$25,000	$25,000	$25,000	$25,000

GF4 Snow Pit Land Acquisition



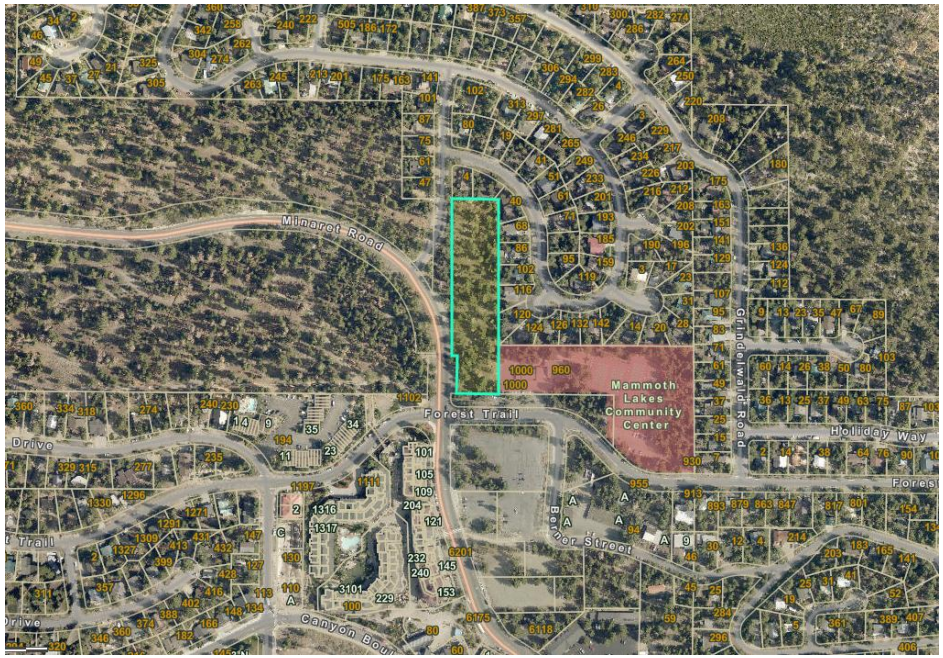
Project Description:
The Town has worked with the Forest Service over past years to provide a snow pit for the public to be able to dump snow when trucking is necessary. The snow pit is located just north of State Route 203, between Meridian Boulevard and the Welcome Center. In 2018 the USFS required the Town to change its operations plan which significantly increased the operations costs to the public. Since this decision was imposed Staff has taken a much deeper look at the acquisition of the parcel for snow storage purposes. Acquisition of USFS land has limited opportunities and all of which will require purchasing the land.

Schedule:
This element is ongoing and dependent upon USFS participation.

Project Funding:
No funding has been allocated to this element.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

GF5 USFS Small Parcel Land Acquisition



Project Description:
The Town of Mammoth Lakes is completely surrounded by Federal Land. Within Town there exists smaller non-contiguous parcels that may have value to the Town. These parcels may be pursued using acquisition opportunities outlined in the Federal Register. These opportunities would require the Town to pay for the land. Parcels of interest include the parcel adjacent to the Community Center, the parcel south of Mammoth Creek Park, Mammoth Creek Park East and other small parcels.

Schedule:
This element is ongoing and dependent upon USFS participation.

Project Funding:
No funding has been allocated to this element.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

GF6 Fuel Island Replacement



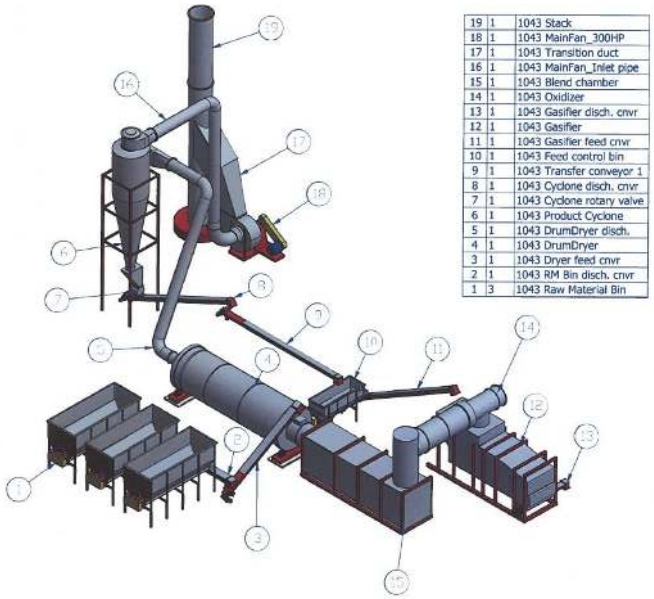
Project Description:
Project will replace aging fuel holding and dispensing system. The current system has reached the end of its useful life and requires constant repairs. While the current tanks do not leak fuel, they are prone to water infiltration which reduces fuel quality and causes corrosion. The new fuel island would include two new above ground tanks and a new fuel dispensing system.

Schedule:
Design is underway and will continue through spring of 2022. While currently unfunded this project needs to be constructed in the summer of 2022 in order to address existing deficiencies.

Project Funding:
Funding sources have not been identified.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$600,000	$0	$0	$0	$0

GF7 Biomass Facility



Project Description:
The Town of Mammoth Lakes is leading the discussion on the development of a Biomass Facility. Siting options are under review with a potential to use the Pumice Valley landfill. The project proposes to convert feedstocks such as manures, food waste, slash, and other bio solids into a commercially viable product. The project serves to reduce the amount of material sent to the landfill and increase the Town's diversion rates.

Schedule:
The development of the project is ongoing, and no specific schedule has been determined, the closure of the Benton Crossing Landfill may influence the timing.

Project Funding:
A USFS Wood Innovations grant funded the project initiation and pre-development. No construction funds have been allocated.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

GF8 Communications System



Project Description:
The Town of Mammoth Lakes is working with its regional partners to upgrade the 30-year-old communications system. Mono County has hired consultants to evaluate and recommend the most viable alternative. The Town is setting aside funding to support the implementation of the preferred alternative.

Schedule:
The project is in progress. A final implementation date has not been established.

Project Funding:
The Town has set aside $1M to support the regional efforts to improve communication systems.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$1,000,000	$300,000	$0	$0	$0	$0

GF9 Mammoth Art and Cultural Center (MACC)



Project Description:
The Town of Mammoth Lakes and the Mammoth Lakes Foundation are exploring a partnership to deliver and operate the MACC. As currently envisioned the new theater would include up to 250 to 300 seats and incorporate spaces in the existing Edison Theater.

Schedule:
The project is currently in the pre-design phase. The development team is targeting 2023 for ground-breaking.

Project Funding:
The Town of Mammoth has committed to funding the project through various sources. This includes $70,000 for design and 2.5M for construction.

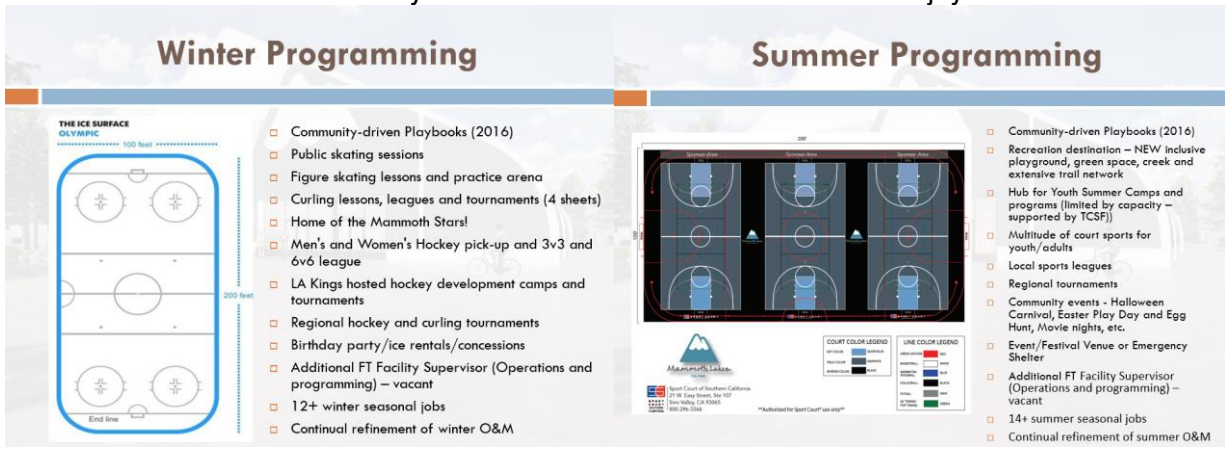
5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$100,000	$1,000,000	$1,500,000	$0	$0	$0

PR1 Community Recreation Center and Mobility Hub



Project Description:

The proposed Community Recreation Center or 'CRC' will be a Sprung structure (140' wide, 285' long, 56' high) enclosing an Olympic size ice rink that will operate in the winter months, and in the summer, proposed durable sport tiles are envisioned to cover the rink area creating a 20,000 sq. foot Mammoth RecZone. Combined with community driven and professionally branded programming, the year-round community recreation center will be the recreation destination that the entire community and visitors to Mammoth Lakes will enjoy.



Schedule:
The Town Council awarded the contract to Hamel Construction on February 17, 2021. A notice to proceed with construction was issued on April 5, 2021. The contract provides 365 calendar days to complete the scope of work outlined in the plans. This does not include contract time provided for change orders or winter suspension. At this time the project is scheduled to be delivered in summer 2022.

Project Funding:

Community Recreation Center Project Costs – As presented at the time of award 2/17/21		
Element	**Amount**	**Percentage**
Construction Contract	**$8,884,008**	**59.90%**
Construction Management, Material Testing, Architectural services	**$150,000**	**1.01%**
TOML Purchases (including)	**$3,124,032**	**21.06%**
Sprung Structure ($2,765,000)		
Dasherboards ($162,000)		
Chiller ($181,032)		
Scoreboard ($16,000)		
Previous Admin., Engineering & Design, Permits	**$1,873,000**	**12.63%**
Minor Mobility Hub	**$800,000**	**5.39%**
	$14,831,040	**100%**

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$14,831,040	$0	$0	$0	$0	$14,831,040

PR3 Parks Maintenance and Improvements



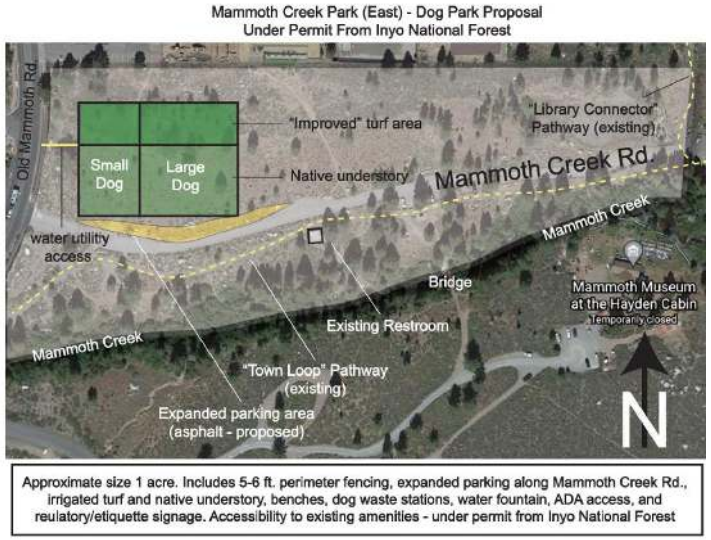
Project Description:
For the last four years the Town Council has set aside funding on an annual basis to address deferred maintenance of the Town's parks and facilities. Each year the Parks and Recreation Department works with the Recreation Commission to identify and prioritize items to enhance recreation infrastructure utilizing established criteria. This includes repairs or replacements needed immediately to bring the pools, parks, fields and facilities to a sound, safe, and fully habitable condition or non-working systems or components that have far exceeded their expected useful life and require replacement or upgrade. These projects are evaluated by Public Works and advanced to construction using the appropriate contracting methodology. Projects that have been funded by this effort include: improvements to the Shady rest snack shack, Community Center interior and exterior improvements, Mammoth Creek Park electrical improvements, community center tennis courts and Whitmore Pool mechanical room and heater replacement.

Schedule:
The schedule various year to year however in general projects scopes are finalized in the late winter or spring and projects are constructed in the summer.

Project Funding:
Maintenance and improvements proposed are funded by the General Fund. The Council may choose to change the allocation from year to year.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$300,000	$200,000	$150,000	$150,000	$800,000

PR7 Dog Park



Project Description:
The first-ever community dog park for Mammoth Lakes is proposed to be located at Mammoth Creek Park East (under permit with the Inyo National Forest). The Town is planning to install and operate a free, pet-friendly dog park that encourages community inclusion, fosters connections, and improves public safety while promoting proper dog ownership, etiquette, pet wellness and an enhanced quality of life for pets and people. The facility would incorporate 5-6 foot perimeter fencing, enhanced parking along Mammoth Creek Road including paving of the existing Mammoth Creek Park Road to provide year-round access to the dog park; benches, dog waste stations, trash receptacles, high-low water fountain to accommodate both dogs and their owners, ADA access, and signage. Bathrooms are available nearby.

Schedule:
The Town is working with its partners to secure permission to use the preferred site and design the facilities.

Project Funding:
This project is funded by an allocation from the General Fund approved by Town Council in August of 2021.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$100,000	$0	$0	$0	$100,000

PR8 Whitmore Park Improvements



Project Description:
The long-term goal of the Town is to enhance and expand the Whitmore Recreation Area for existing uses and create new recreational opportunities that support both economic and health-related goals for residential recreation and attracting out-of-town visitors. This goal is congruent with the stated Town of Mammoth Lakes Parks and Recreation Master Plan. Planning documents envision an indoor 'recreation center' with restrooms/locker rooms and space for activities and workouts. This amenity will be supported by a multi-use trail, concession space, outdoor fitness equipment, signage, and improvements to the parking lot.

Schedule:
The project is contingent on receiving grant funds. The design and deliver schedule will be based on timing of these funds.

Project Funding:
A funding source has not yet been determined

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$100,000	$0	$0	$3,000,000	$0

PR9 Pump Track



Project Description:
Pump tracks are non-racing tracks designed and built on small areas. Increasingly popular in recent years, pump tracks are ideal for beginners or for those looking to improve their biking skills. They are typically shorter and narrower than standard courses with a circuit of rollers, berms and jumps that usually loops back on itself so that riders can keep on going. The Town has not identified a location for this project but envisions it to supplement an existing facility.

Schedule:
The project is contingent on receiving grant funds. The design and deliver schedule will be based on timing of these funds.

Project Funding:
Funding has not been secured for this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$100,000	$0	$0	$3,000,000	$0

SD1 Storm Drain Construction Plans (John Muir and Davison)



Project Description:
This preconstruction planning work is proposed to complete environmental work and plans, specifications, and estimates for the top five priorities listed in the Town of Mammoth Lakes Stormwater Master Plan. The project includes planning for Upper John Muir Slope Protection, Upper John Muir Storm Drain, Lower John Muir Slope Protection, Lower John Muir Storm Drain, and Davison Road Storm Drain. The project area currently has excessive erosion on over-steepened cut-slopes resulting in property loss, safety concerns, high maintenance costs, sediment deposition, and increase in potential flooding in downstream facilities.

Schedule:
No schedule has been set.

Project Funding:
In February 2021 Staff submitted a CDFW grant application to complete this work. The grant was not successful.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

SS1 Old Mammoth Road Beautification





Project Description:
The Town worked with a landscape architect and engineering consultant to develop a landscaping plan to revive the landscaping and streetscape along both sides of Old Mammoth Road between Main Street and Mammoth Creek Road. The scope includes installation of a new smart-technology drip irrigation system, new pavers to reduce overall planter areas, planter boxes which can be removed in the winter, and additional vegetation planted at grade at intersection corners.

Schedule:
Construction is proposed for summer of 2022; however, funding and bids have not yet been secured.

Project Funding:
A portion of the funds were collected and reserved over the last few years through the Old Mammoth Road Benefit Assessment District 2002-01. No additional funding has been set aside for this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$833,000	$0	$0	$0	$833,000

SS2 Main Street Landscaping



Project Description:
The Town worked with a landscape architect and engineering consultant to develop a landscaping plan to revive the landscaping and streetscape along both sides of Main Street between Mountain Boulevard and the driveway entrance to the Shell Station. The scope includes installation of a new drip irrigation system using existing conduit that was installed during the sidewalk projects and existing controllers and materials where applicable. The scope also includes installation of seed mix, trees, bushes, flowers, mulch, boulders, and cobble.

Schedule:
Construction is proposed for summer of 2022; however, funding and bids have not yet been secured.

Project Funding:
No funding has been set aside for this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$200,000	$45,000	$45,000	$45,000	$335,000

SS3 Trail and Municipal Signage Updates





Project Description:
The Town Maintains a system of Municipal and Trails wayfinding signs. This element is to provide the funding to maintain and update the signs. The Town expects that repairs will be needed over time and that as new projects and trails are created changes to maps will be required.

Schedule:
Work is intended to occur on an annual basis.

Project Funding:
The Town has set aside an annual appropriation from the General Fund for sign maintenance.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$25,000	$25,000	$25,000	$25,000	$25,000	$125,000

SS4 Winter Animation and Decorations



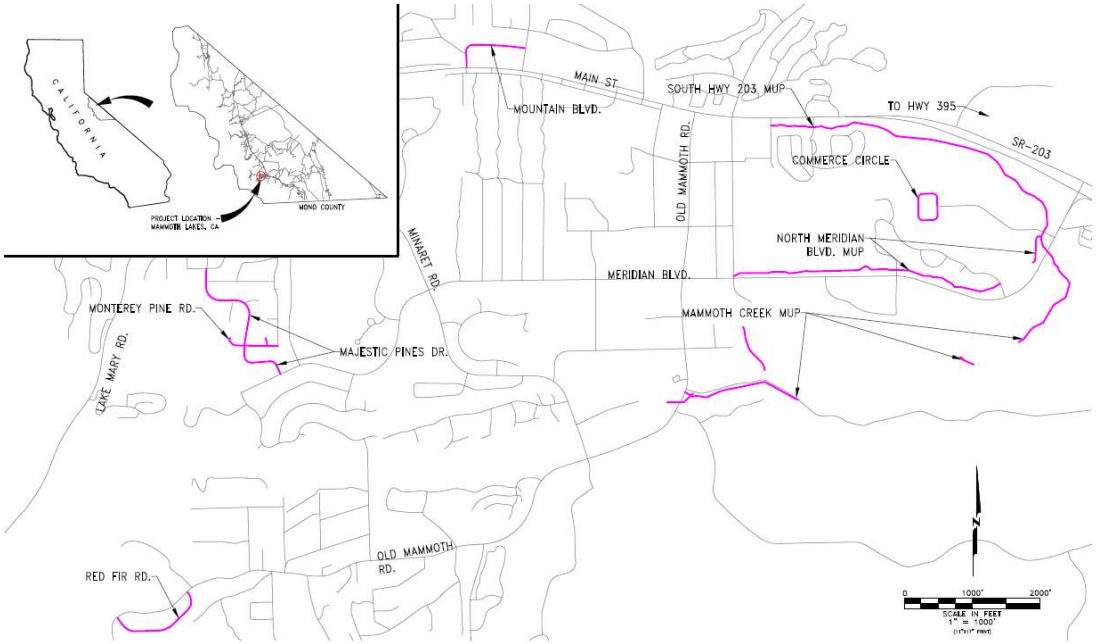
Project Description:
In 2019, the Town worked with a holiday decoration company to produce and install a sample of 3-foot and 5-foot snowflakes along Old Mammoth Road and Main Street. This served as a test to ensure that the snowflakes would withstand the harsh weather and fulfill the Town's vision. The test was successful, and therefore expansion of this program is proposed. The scope includes installation/removal of snowflakes by a contactor each year and the purchase of additional 5-foot snowflakes in fiscal year 2022/23.

Schedule:
The existing snowflakes will be installed again for winter of 2021/22 and expansion of the program is intended for 2022/23; however additional funding has not yet been set aside.

Project Funding:
No funding has been set aside for the expansion of this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$12,000	$80,000	$35,000	$35,000	$35,000	$197,000

ST1 2021 Streets and MUP Rehabilitation Project



Project Description:
The work includes, but is not limited to, removal of concrete gutter and existing pavement via grinding or cold planing, pulverization with cement binder, re-compaction of base course, crack sealing, installation of geosynthetic fabric crack treatment, placement of new hot mix asphalt, striping, installation of detectable warning pavers, and associated traffic control and erosion control.

Schedule:
The contract was awarded on 7/17/21. Work is scheduled to begin after Labor Day and should be completed this year if weather cooperates and materials are available.

Project Funding:
The project is fully funded by the State Transportation Improvement Program (STIP)

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$2,700,000	$0	$0	$0	$0	$0

ST2 Streets and MUP Rehabilitation Projects



Project Description:
The Town of Mammoth Lakes currently allocates $580,000 a year to the upkeep of Town roads. The Public Works Department Maintains a database of road and MUP conditions. The Streetsaver software provides the analysis tools to determine which streets and treatments should be completed as a function of pavement condition index (PCI) or available budget. PCI ratings are updated in Streetsaver regularly, and scenarios are reviewed by Staff before proposing a project. The overall PCI rating for the Town streets is 74 which is considered satisfactory.

Schedule:
Street maintenance occurs every year and includes crack sealing, pothole repair, shoulder backing, and other treatments. Major rehabilitation and reconstruction project will occur as budget provides.

Project Funding:
The project is generally funded by a allocation from the General Fund however, this is often supplemented by grant funds.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$500,000	$500,000	$500,000	$500,000	$2,000,000

ST6 Annual SB1 Projects



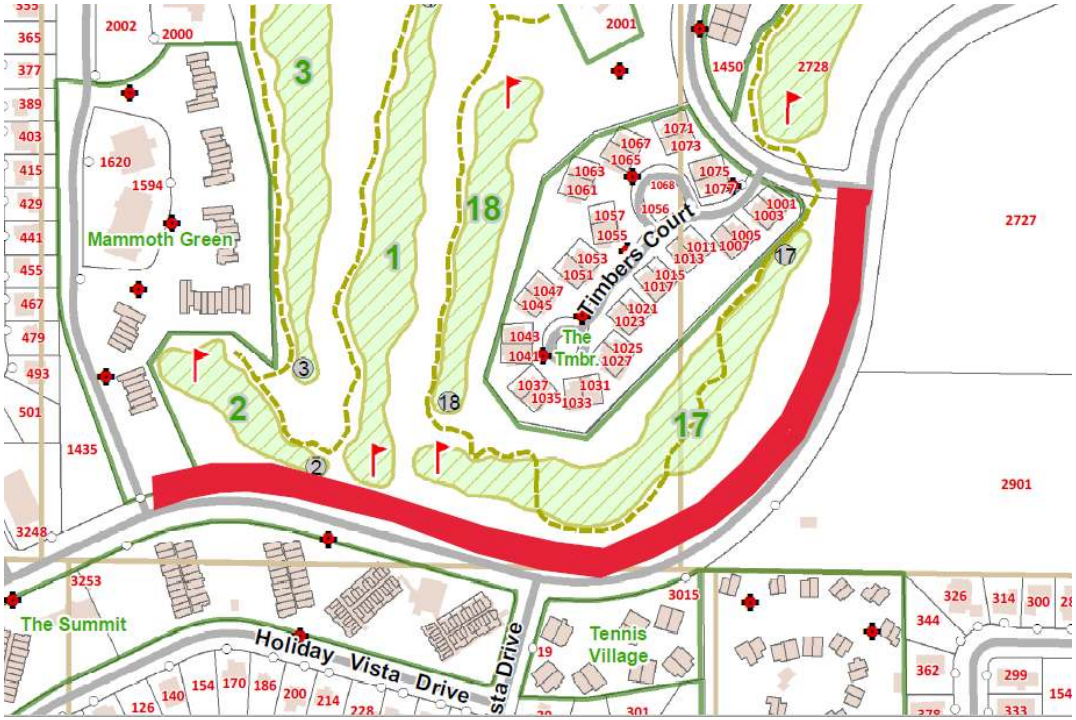
Project Description:
The Town of Mammoth Lakes receives by formula an allocation of SB1 funds. These State funds are to be used to improve and repair the Town's transportation system. Each year the Town council adopts by resolution a list of eligible projects to use these funds on. The Town has completed curb and gutter repair on Meridian Blvd and funded portions of the new sidewalks on Lake Mary. The Town receives monthly and can save or advance the funds as needed to complete projects. For this reason, the Town may elect not to build a project to either save more funds or to pay itself back for larger projects.

Schedule:
The program is reviewed annually, projects are advanced annually or every other year depending on the funding needed.

Project Funding:
Projects in this element are funded by State funds through SB1.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$160,000	$160,000	$160,000	$,000

ST10 SB1 Project (Meridian Curb and Gutter Replacement)



Project Description:
This project includes the replacement of nearly 1900 linear feet of curb and gutter between Lodestar Drive and Sierra Star Parkway. The existing curb and gutter has deteriorated and needs replacing. The new gutter will be patched into the existing roadway with new asphalt as needed. This infrastructure will provide an improved bike lane and functioning storm water conveyance system.

Schedule:
This project is proposed for Spring of 2022.

Project Funding:
This project is funded by State funds through SB1.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$284,400	$160,000	$0	$0	$0	$444,400

ST11 Bluffs Assessment District Maintenance Project – Slurry Seal



Project Description:
This project includes slurry seal of the roads in the Bluffs Benefit Assessment District 93-4, including Le Verne Street, Fir Street, and Pine Street.

Schedule:
This project is proposed for Summer of 2022.

Project Funding:
This project is funded by the Bluffs Benefit Assessment District 93-4 fund.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$40,000	$0	$0	$0	$40,000

ST12 Bluffs Assessment District Maintenance Project – Fog Seal



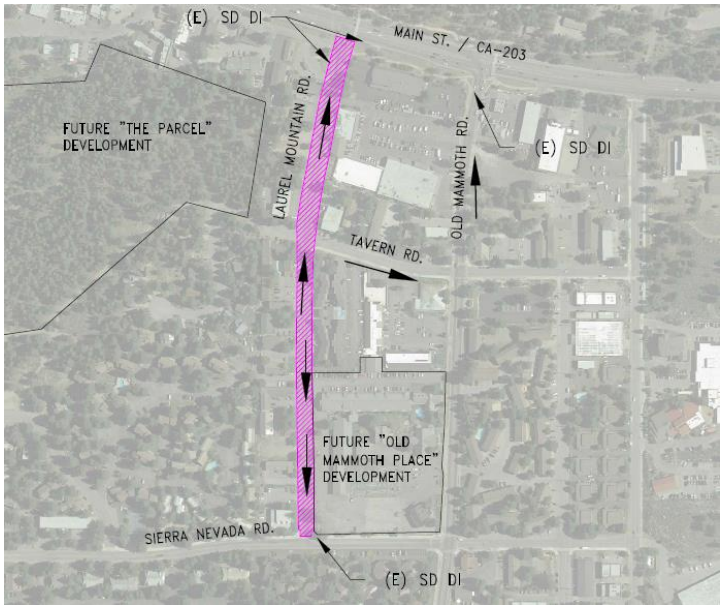
Project Description:
This project includes fog seal of the roads in the Bluffs Benefit Assessment District 93-4, including Le Verne Street, Fir Street, and Pine Street.

Schedule:
This project is proposed for Summer of 2025.

Project Funding:
This project is not currently funded. Reserves will be collected to fund the project through the Bluffs Benefit Assessment District 93-4.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$10,000	$10,000

SW1 Laurel Mountain Sidewalks (Storm Drain, Street lights)



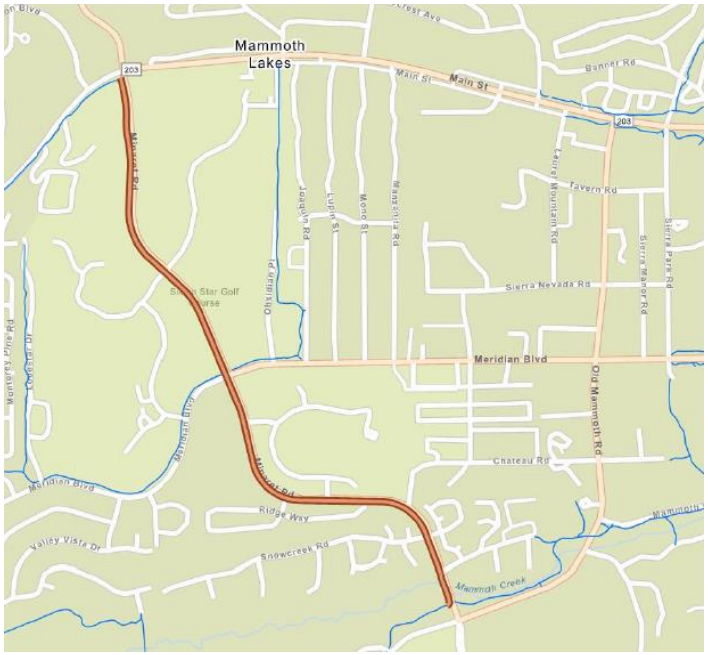
Project Description:
The reconstruction of Laurel Mountain Blvd includes adding new sidewalk on the east side, bike lanes, drainage improvements and new asphalt. The project will be designed to complement The Parcel project and recent safe routes to school projects on Tavern Rd and Sierra Park Rd.

Schedule:
The Town as requested funds to complete the design over the winter of 2021 and anticipated construction beginning in late summer 2022. Staff anticipates construction occurring in phases. Phase 1 will be Tavern Rd to 203. Phase 2 will be from Sierra Nevada to Tavern Rd. Only phase 1 is scheduled to be constructed. Phase 2 should occur as part of the “Sierra Nevada Lodge” project.

Project Funding:
$805k of the project is funded by State Transportation Improvement Program funds. The remainder will be funded by Infill Infrastructure Grant and Road Rehabilitation funds.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$120,000	$1,500,000	$0	$0	$0	$1,620,000

TR1 Minaret MUP



Project Description:
The proposed Minaret Road multi-use path (MUP) will be located on the west side on Minaret Road from Lake Mary Road to Old Mammoth Road. The proposed 7200 LF of path will connect the Old Mammoth MUP to the Lakes Basin Trail MUP and other existing and future pedestrian and bicycle facilities. The Minaret Road MUP Project (project) will construct a separated Class I MUP that is physically separated from the roadway and provides for additional non-motorized modes of travel. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.

Schedule:
Project design is programmed for the winter of 2021. There is no schedule for construction.

Project Funding:
The design work is fully funded with State Transportation Improvement Program funds. There are no funds allocated for construction.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$250,000	$0	$3,500,000	$0	$0	$3,750,000

TR2 Main Street South Side MUP



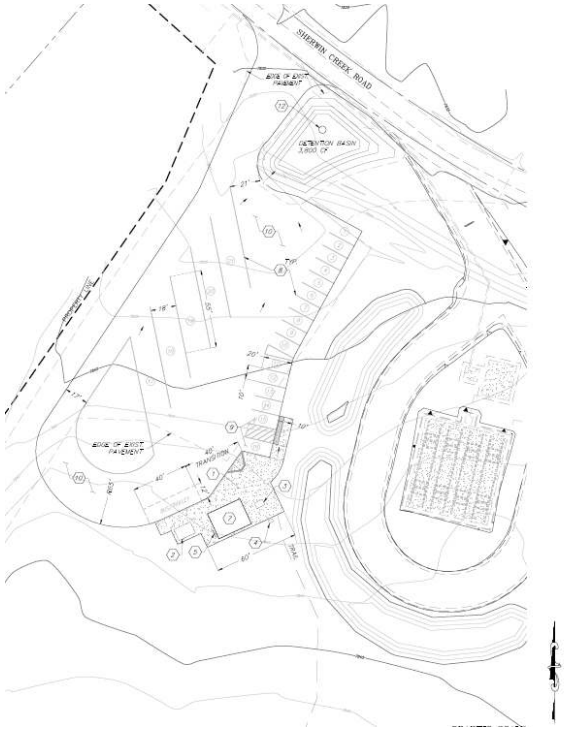
Project Description:
The Main Street MUP will close a gap between the Lakes Basin Path and the Town Loop MUP located at Callahan Way. The project is located on the south side of SR203 within the Caltrans ROW. The project includes 1700LF of separated ADA compliant asphalt multi-use path, drainage improvements, slope protection, transit improvements, lighting, signage and wayfinding, and other supportive infrastructure.

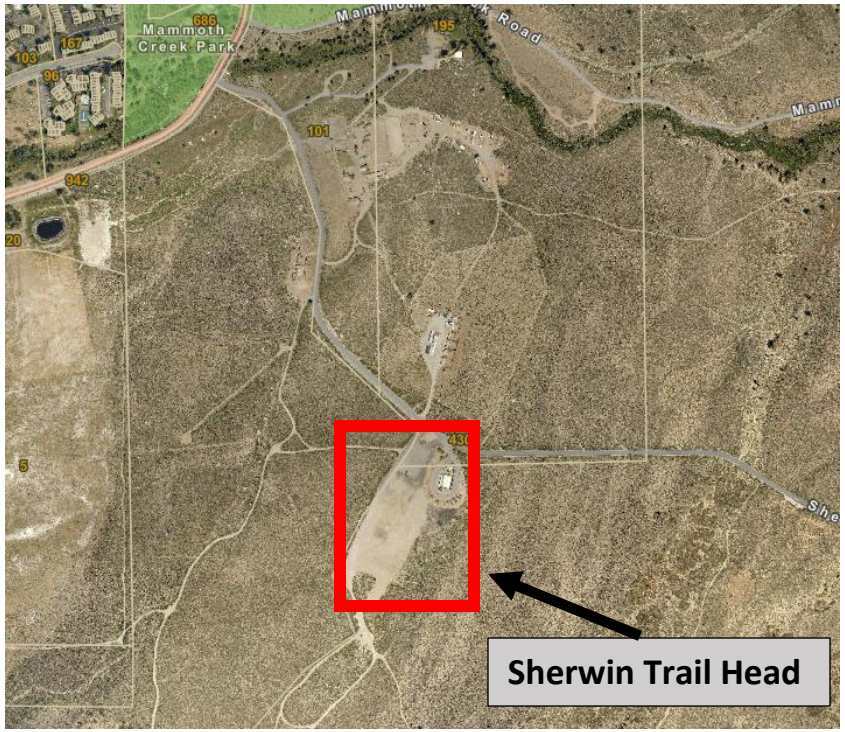
Schedule:
Project design is programmed for the winter of 2021. There is no schedule for construction.

Project Funding:
The design work is fully funded with State Transportation Improvement Program funds. There are no funds allocated for construction.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$250,000	$0	$3,000,000	$0	$0	$3,250,000

TR3 Sherwin Trail Head





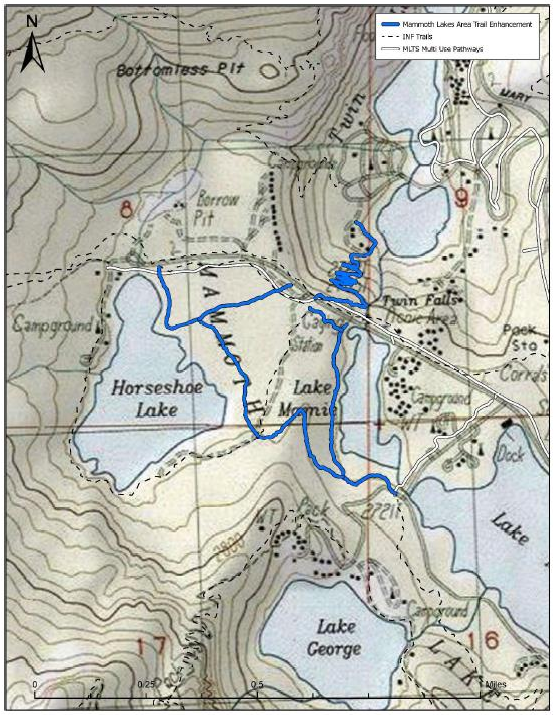
Project Description:
The Sherwin Trail Head is a popular destination for a variety of recreational opportunities in both winter and summer. The site lacks basic amenities. This project would provide restrooms, improved parking, signage and wayfinding.

Schedule:
Preliminary design work has been completed. There is no schedule for construction however, staff is actively seeking funds to construct.

Project Funding:
This project is currently unfunded.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$250,000	$0	$0	$250,000

TR4 Lakes Basin Connector Trails



Project Description:
Town of Mammoth Lakes proposes to construct approximately 2.5 miles of multi-use, nonmotorized U.S. Forest Service system trail(s) to provide additional recreation opportunities and connect users to popular destination features and facilities in the Lakes Basin cirque. These soft surface trails will help to mitigate existing improvised use trails. The new trails will be supported by appropriate signage and wayfinding.

Schedule:
As of 2021 the project is under construction.

Project Funding:
The project is funded by an allocation from the Trails Program Fund Balance.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$50,000	$0	$0	$0	$0	$50,000

TR5 Sherwin Area Trails



Project Description:
Implementation of system trail projects includes: 1. 7 Miles of new multi-use, non-motorized soft surface trail construction 18 in. tread. 2. 1 Mile of new multi-use, non-motorized permeable surface trail construction 60 in. tread. 3. 11 Miles of reconstructed user created multi-use, non-motorized soft surface trail construction 18 in. tread. 4. 11 Miles of decommission of user created trails. 5. Prescribed/approved regulatory and wayfinding signage providing information such as locations of system trails, allowable uses, and trail etiquette.
https://www.mltpa.org/projects/implementation/environmental-review-projects

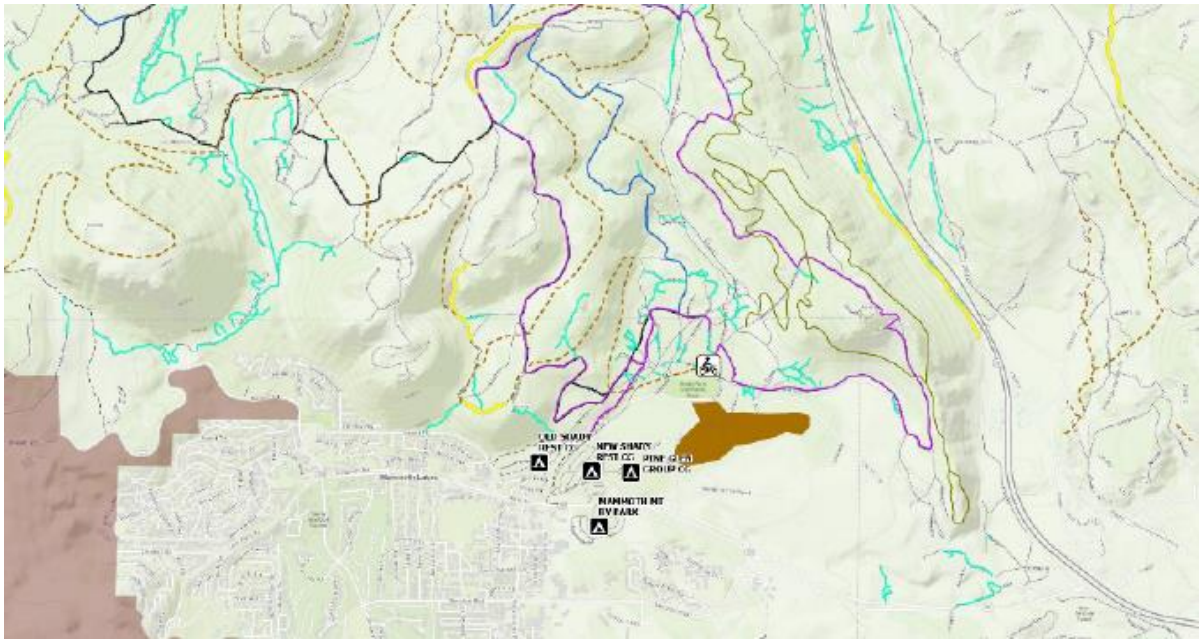
Schedule:
Design and development of these trails is ongoing under existing work programs.

Project Funding:
At is anticipated that construction would be funded by an allocation from the Trails Program Fund Balance.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

TR6 Shady Rest / Inyo Craters OHV Planning





Project Description:
In an effort to engage with OHV users and opportunities in the Shady Rest Inyo Craters sub-region, TOML applied for and was awarded a three-year planning grant from the California State Parks Off-Highway Motor Vehicle Division Grant Program in 2020. The TOML, in partnership with Inyo National Forest – Mammoth Ranger District and Mono County, is using the California OHV planning grant funds for on-the-ground planning and environmental review (NEPA/CEQA) in order to optimize existing OHV trail facilities that serve a wide spectrum of user groups and to consider enhanced opportunities for trails and sustainable recreation in the Shady Rest Inyo Craters sub-region. **https://mammothlakesrecreation.org/sric/**

Schedule:
This three-year effort started in 2020 and is ongoing.

Project Funding:
The project is funded by a planning grant from the California State Parks Off-Highway Motor Vehicle Division Grant Program.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$200,000	$0	$0	$0	$0	$200,000

TT1 SR203 Transit Shelter Replacements (Post Office and Fire Station)



EXISTING TRANSIT SHELTER - 203 @ POST OFFICE



EXISTING TRANSIT SHELTER - 203 @ FIRE STATION

Project Description:
Project will replace two existing transit shelters that were originally constructed by CalTrans. The new shelters will be consistent with TOML Standards, ADA and match newly constructed infrastructure. The existing shelters are in a poor state and are past their useful life. The new shelters will be consistent with the new shelters recently installed with the Main Street Sidewalk Projects. Both shelters are located on the north side of SR203. One is located to the west of the post office driveway the other just east of the Fire Station near the intersection of Forest Trail.

Schedule:
The project is under construction and scheduled to be completed Fall of 2021.

Project Funding:
The project is fully funded with an allocation from the transit reserve fund.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$330,000	$0	$0	$0	$0	$330,000

TT2 Woodman Bus Turn-around



Project Description:
The Town of Mammoth Lakes is evaluating options to maintain transit to the Old Mammoth Neighborhood. A proposal has been put forth to utilize the corner lot at the intersection of Woodmen and Old Mammoth Road as a turn-around. The Town has an easement to use this lot for this purpose. The turnaround has been designed to accommodate all vehicles in the Town and ESTA fleet. Possible amenities include a bus shelter, drop off zone parking, trash and recycling enclosures, and bike rack. No decision has been on the final design of the project.
https://engage.townofmammothlakes.ca.gov/woodmen-st-old-mammoth-rd-bus-turnaround

Schedule:
The project is currently on hold pending a decision on transit service by the Town Council.

Project Funding:
No funds are currently allocated to the project however, there are multiple existing sources of funds for this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

TT4 Old Mammoth Road Transit Shelter (Replacement)



Project Description:
The only remaining “non-town standard” bus shelter is located on Old Mammoth Road near Carl’s Jr. The Town proposes to replace this old shelter with new Town Standard design that is consistent with all other bus shelters in Town. The Town is working on an alternative location that alleviate the conflicts with the right-turn lane and drive-thru parking.

Schedule:
The Town is currently working with the property owner on and easement and an alternative location. This work will continue through winter 2021 with construction anticipated in 2022.

Project Funding:
The project is proposed to be funded with an allocation from the transit reserve fund.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$160,000	$0	$0	$0	$160,000

TT5 Intelligent Transit System Improvements – Real Time Transit Information



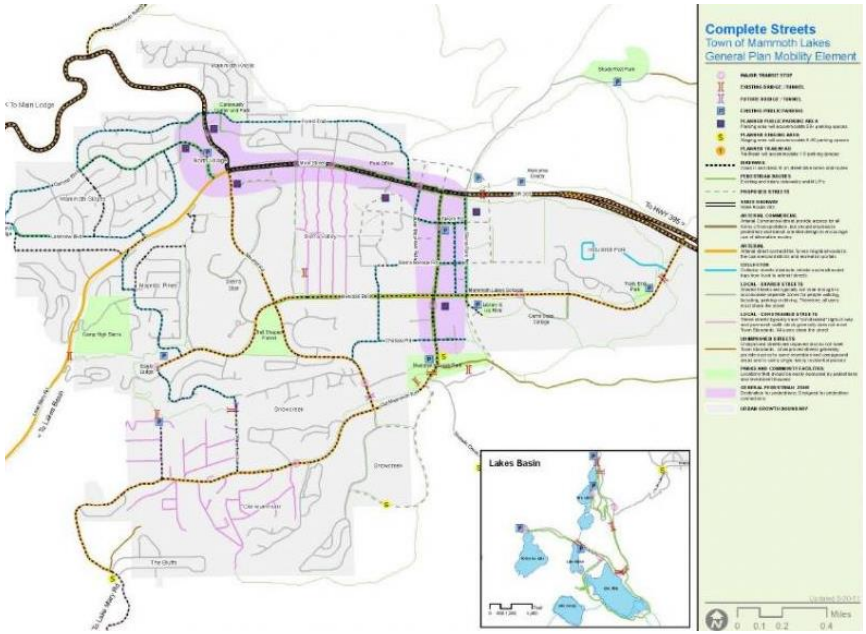
Project Description:
Staff believes the greatest hurdle to encouraging transit use is providing real time transit information. This element envisions having an app with high-quality real-time information on transit. This would include the location of the bus by GPS, along with dynamic arrival and departure times. This concept plan also includes placing screens in Town bus shelters with the same real time information along with routes and maps. There may also be an opportunity to sell ad space, promote special events, and provide important community messaging. This opportunity could help fund the ongoing maintenance of the system.

Schedule:
This concept is being evaluated by a number of ongoing planning efforts including the Mobility Hub Plan and Mobility Master Plan.

Project Funding:
No funding has been allocated to this project.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

TT6 Mobility Master Plan



Project Description:
The primary goal is to consolidate existing mobility plans into a single, updated document that incorporates the Mobility Hub Study findings and implementation recommendations. The Town has engaged a consultant to complete this effort. A completed Mobility Master Plan would provide a comprehensive list of Town wide infrastructure projects and strategic programs to enhance the transportation network. The Town will be able to rank the individual mobility-related projects and programs for implementation using community-set goals and criteria. This would help to prioritize and identify potential funding/financing options for implementation.

Schedule:
This project has been programmed into the 2021/22 Local Transportation Commission overall work program.

Project Funding:
The project is funded by Regional Planning Assistance (RPA) and Program Planning and Monitoring (PPM) funds allocated by the Local Transportation Commission.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$100,000	$100,000	$0	$0	$0	$200,000

TT7 Village Parking and Pedestrian Improvements



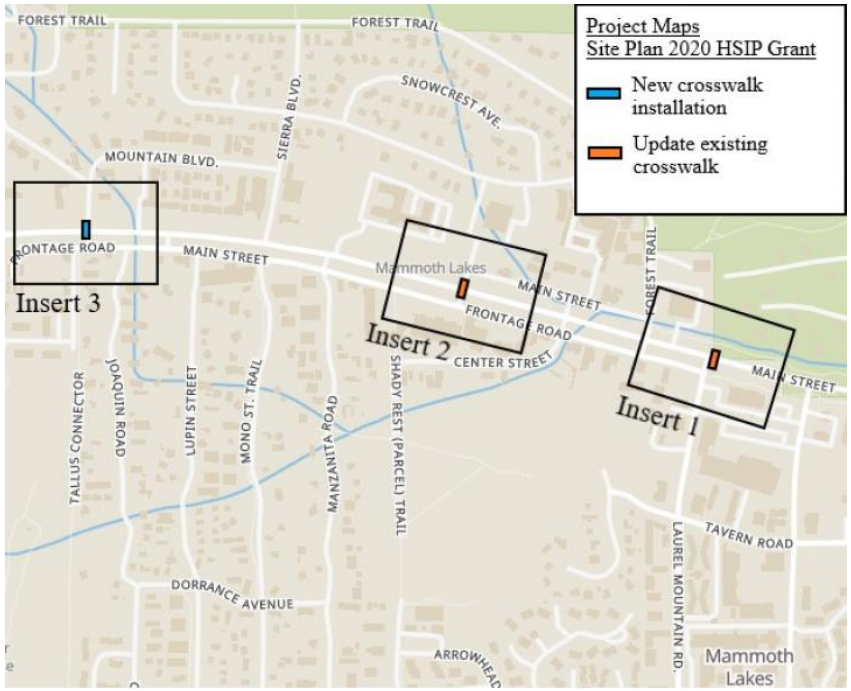
Project Description:
The Village area continue to present parking and pedestrian challenges. This element is intended to continue to explore opportunities to expand parking and multi-modal connectivity. No specific projects have been identified.

Schedule:
No schedule has been set.

Project Funding:
No funding has been identified.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$0	$0	$0	$0	$0	$0

TT8 SR203 (Main Street) Pedestrian Beacons (HSIP Grant)



Project Description:
The Town of Mammoth Lakes submitted and was awarded a $191,400 Highway Safety Improvement Grant (HSIP) to upgrade crosswalks along SR203. The grant provides funding to upgrade two pedestrian activated crosswalk beacons (Laurel Mountain and Post Office) with RRFD signalization. A third new RRFD beacon will be installed at Mountain Blvd. The project is located within the Town of Mammoth Lakes along Main Street (SR203). This work will be coordinated with other design and construction efforts in the area.

Schedule:
Design work will begin in 21/22 with construction scheduled for 22/23.

Project Funding:
The project is fully funded by a Highway Safety Improvement Program (HSIP) grant.

5-Year CIP					
21/22	22/23	23/24	24/25	25/26	Total
$30,000	$161,400	$0	$0	$0	$191,400

TABLE 1 - CIP Budget Outlook for 21/22														
Project #	21/22 - Project	Phase	TOML - GF Uncommitted	TOML - GF Committed	STIP	M - U	M - R	M. Roos	Parks DIF	Solid Waste Fund	Transit Reserves	SB1	LTC - RPA / PPM	Grants / Donations	Totals
AF1	Affordable Housing Project	TBD		$1,500,000											$1,500,000
AF2	MLH 238 Sierra Manor Road	CON		$1,500,000											$1,500,000
AF3	AF3 60 Joaquin Affordable Housing Project	CON		$3,200,000											$3,200,000
AF4	IIG Parcel Infrastructure (Town Infrastructure)	CON												$7,500,000	$7,500,000
AP1	Reconstruct East General Aviation Apron	CON												$3,396,399	$3,396,399
AP6	Secuity Gates and Terminal Area Fencing	CON												$722,343	$722,343
GF1	Town Hall Maintenance and Improvements	CON		$175,000											$175,000
GF2	Sierra Business Park Storage Lots	CON		$100,000						$500,000					$600,000
GF3	ADA Specific Improvements	CON		$25,000											$25,000
GF8	Communications System	CON		$1,000,000											$1,000,000
GF9	MACC	PS&E				$100,000									$100,000
PR1	Community Recreation Center & Mob Hub	CON		$1,040,000		$3,090,000	$9,630,000	$464,400	$275,000		$315,640			$16,000	$14,831,040
PR7	Dog Park	CON		$100,000											$100,000
SS3	Trail and Municipal Signage Updates	CON		$25,000											$25,000
SS4	Winter Animation and Decorations	CON		$12,000											$12,000
ST1	2021 Streets and MUP Rehabilitation Project	CON			$2,700,000										$2,700,000
SW1	Laurel Mountain Sidewalks (Storm Drain, Streetlights)	PS&E			$120,000										$120,000
TR1	Minaret MUP	PS&E			$250,000										$250,000
TR2	Main Street South Side MUP Gap Closure (Town Loop)	PS&E			$250,000										$250,000
TR4	Lakes Basin Connector Trails	CON					$50,000								$50,000
TR6	Shady Rest / Inyo Craters OHV Planning	Planning												$200,000	$200,000
TT1	SR 203 Transit Shelter Replacements (PO and Fire Station)	CON									$330,000				$330,000
TT6	Mobility Master Plan (LTC)	Planning											$100,000		$100,000
TT8	SR203 (Main Street) Pedestrian Beacons (HSIP Grant)	PS&E												$30,000	$30,000
	Totals		$0	$8,677,000	$3,320,000	$3,190,000	$9,680,000	$464,400	$275,000	$500,000	$645,640	$0	$100,000	$11,864,742	$38,716,782

TABLE 2 - CIP Budget Outlook for 22/23												
Project #	22/23 - Project	Phase	TOML - GF Uncommitted	TOML - GF Committed	M - U	STIP	Assessment District	Transit Reserves	SB1	LTC - RPA / PPM	Grants / Donations	Totals
AF1	Affordable Housing Project	TBD	$1,100,000									$1,100,000
AF4	IIG Infrastructure	CON									$3,500,000	$3,500,000
AP2	8 bay ARFF/Snow Removal Maint Facility, Utilities, Access Road, & Apron	CON									$5,125,000	$5,125,000
GF3	ADA Specific Improvements	CON		$25,000								$25,000
GF6	Fuel Island Replacement	CON	$600,000									$600,000
GF8	Communications System	CON	$300,000									$300,000
GF9	MACC	CON			$1,000,000							$1,000,000
PR3	Parks Maintenance & Improvements	CON		$300,000								$300,000
SS1	Old Mammoth Road Beautification	CON					$833,000					$833,000
SS2	Main Street Landscaping	CON	$200,000									$200,000
SS3	Trail and Municipal Signage Updates	CON		$25,000								$25,000
SS4	Winter Animation and Decorations	CON		$80,000								$80,000
ST2	Streets and MUP Rehabilitation Projects	CON		$900,000								$900,000
ST10	2021 SB1 Project (Meridian Curb and Gutter Replacement P3)	CON							$160,000			$160,000
ST11	Bluffs Assessment District Maintenance Project - Slurry Seal	CON					$40,000					$40,000
SW1	Laurel Mountain Sidewalks (Storm Drain, Streetlights)	Planning				$1,500,000						$1,500,000
TT4	Old Mammoth Road Transit Shelter (Replacement of CJ/Vons)	CON						$160,000				$160,000
TT6	Mobility Master Plan (LTC)	CON								$100,000		$100,000
TT8	SR203 (Main Street) Pedestrian Beacons (HSIP Grant)	CON									$161,400	$161,400
	Totals		$2,200,000	$1,330,000	$1,000,000	$1,500,000	$873,000	$160,000	$160,000	$100,000	$8,786,400	$16,109,400

TABLE 3 - 5 year CIP								
Page	Project #	Description	21/22	22/23	23/24	24/25	25/26	Total
Affordable Housing								
	AF1	Affordable Housing Project	$1,500,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$5,900,000
	AF2	MLH 238 Sierra Manor Road	$1,500,000					
	AF3	AF3 60 Joaquin Affordable Housing Project	$3,200,000					
	AF4	IIG Parcel Infrastructure (Town Infrastructure)	$7,500,000	$3,500,000	$3,000,000	$3,000,000	$3,000,000	$20,000,000
	AF5	Affordable Housing Site Development (Bell Shape / MLF / USFS / Other)						$0
Airport								
	AP1	Reconstruct East General Aviation Apron	$3,396,399					$3,396,399
	AP2	8 bay ARFF/Snow Removal Maint Facility, Utilities, Access Road, & Apron		$5,125,000				$5,125,000
	AP3	Wildlife Security Fence			$2,142,000			$2,142,000
	AP4	Rehabilitate Tee-Hangar Taxilanes				$918,750		$918,750
	AP5	Runway RSA and OFA Grading					$3,500,000	$3,500,000
	AP6	Secuity Gates and Terminal Area Fencing	$722,343					$722,343
General Facilities								
	GF1	Town Hall Maintenance and Improvements	$175,000					$175,000
	GF2	Sierra Business Park Storage Lots / Storage Building	$600,000					$600,000
	GF3	ADA Specific Improvements	$25,000	$25,000	$25,000	$25,000	$25,000	$125,000
	GF4	Snow Pit Land Acquisition						$0
	GF5	USFS Small Parcel Land Acquisition (MCP-East, CC, Forest Trail)						$0
	GF6	Fuel Island Replacement		$600,000				$600,000
	GF7	Biomass Facility						$0
	GF8	Communications System	$1,000,000	$300,000				$1,300,000
	GF9	MACC	$70,000	$1,000,000	$1,500,000			$2,570,000
Police Department								
	PD1							$0
Parks and Recreation								
	PR1	Community Recreation Center & Mob Hub	$14,831,040					$14,831,040
	PR3	Parks Maintenance & Improvements		$300,000	$200,000	$150,000	$150,000	$800,000
	PR7	Dog Park	$100,000					$100,000
	PR8	Whitmore Park Improvements (Restrooms, Locker Rooms, Playground, etc.)					$3,000,000	$3,000,000
	PR9	Pump Track						$0
Storm Drain								
	SD1	Storm Drain Construction Plans (John Muir and Davison)						$0
Streetscape and Signage								
	SS1	Old Mammoth Road Beautification		$833,000				$833,000
	SS2	Main Street Landscaping		$200,000	$45,000	$45,000	$45,000	$335,000
	SS3	Trail and Municipal Signage Updates	$25,000	$25,000	$25,000	$25,000	$25,000	$125,000
	SS4	Winter Animation and Decorations (Purchase Additional Décor and Install/Remove Annually)	$12,000	$80,000	$35,000	$35,000	$35,000	$197,000
Streets								
	ST1	2021 Streets and MUP Rehabilitation Project	$2,700,000					$2,700,000
	ST2	Streets and MUP Rehabilitation Projects		$900,000	$500,000	$500,000	$500,000	$2,400,000
	ST6	SB1 Projects			$160,000	$160,000	$160,000	$480,000
	ST10	2021 SB1 Project (Meridian Curb and Gutter Replacement P3)	$284,400	$160,000				$444,400
	ST11	Bluffs Assessment District Maintenance Project - Slurry Seal		$40,000				$40,000
	ST12	Bluffs Assessment District Maintenance Project - Fog Seal					$10,000	$10,000
Sidewalks								
	SW1	Laurel Mountain Sidewalks (Storm Drain, Streetlights)	$120,000	$1,500,000				$1,620,000
Trails								
	TR1	Minaret MUP	$250,000		$3,500,000			$3,750,000
	TR2	Main Street South Side MUP Gap Closure (Town Loop)	$250,000		$3,000,000			$3,250,000
	TR3	Sherwin Trail Head			$250,000			$250,000
	TR4	Lakes Basin Connector Trails	$50,000					$50,000
	TR5	Sherwin Area Trails						$0
	TR6	Shady Rest / Inyo Craters OHV Planning	$200,000					$200,000
Transit and Mobility								
	TT1	SR 203 Transit Shelter Replacements (PO and Fire Station)	$330,000					$330,000
	TT4	Old Mammoth Road Transit Shelter (Replacement of CJ/Vons)		$160,000				$160,000
	TT5	Intelligent Transit System Improvements - Real Time Transit Information						$0
	TT6	Mobility Master Plan (LTC)	$100,000	$100,000				$200,000
	TT7	Village Parking and Pedestrian Improvements						$0
	TT8	SR203 (Main Street) Pedestrian Beacons (HSIP Grant)	$30,000	$161,400				$191,400
		TOTALS	$38,971,182	$16,109,400	$15,482,000	$5,958,750	$11,550,000	$83,371,332

Master Facilities Planning (MFP)								
	MFP1	Town Hall and Administrative Offices / Maintenance					$16,000,000	$16,000,000
	MFP2	Corporate Yard Storage Building					$4,000,000	$4,000,000
	MFP3	Outdoor Events Venue						$0
	MFP4	Davison / John Muir Strom Drain Phase 1						$0
	MFP5	Parking and Mobility HUB						$0
	MFP6							$0
		MFP TOTALS	$0	$0	$0	$0	$20,000,000	$20,000,000

TABLE 1 - CIP Budget Outlook for 21/22														
Project #	21/22 - Project	Phase	TOML - GF Uncommitted	TOML - GF Committed	STIP	M - U	M - R	M. Roos	Parks DIF	Solid Waste Fund	Transit Reserves	SB1	LTC - RPA / PPM	Grants / Donations	Totals
AF1	Affordable Housing Project	TBD		$1,500,000											$1,500,000
AF2	MLH 238 Sierra Manor Road	CON		$1,500,000											$1,500,000
AF3	AF3 60 Joaquin Affordable Housing Project	CON		$3,200,000											$3,200,000
AF4	IIG Parcel Infrastructure (Town Infrastructure)	CON												$7,500,000	$7,500,000
AP1	Reconstruct East General Aviation Apron	CON												$3,396,399	$3,396,399
AP6	Secuity Gates and Terminal Area Fencing	CON												$722,343	$722,343
GF1	Town Hall Maintenance and Improvements	CON		$175,000											$175,000
GF2	Sierra Business Park Storage Lots	CON		$100,000						$500,000					$600,000
GF3	ADA Specific Improvements	CON		$25,000											$25,000
GF8	Communications System	CON		$1,000,000											$1,000,000
GF9	MACC	PS&E				$100,000									$100,000
PR1	Community Recreation Center & Mob Hub	CON		$1,040,000		$3,090,000	$9,630,000	$464,400	$275,000		$315,640			$16,000	$14,831,040
PR7	Dog Park	CON		$100,000											$100,000
SS3	Trail and Municipal Signage Updates	CON		$25,000											$25,000
SS4	Winter Animation and Decorations	CON		$12,000											$12,000
ST1	2021 Streets and MUP Rehabilitation Project	CON			$2,700,000										$2,700,000
SW1	Laurel Mountain Sidewalks (Storm Drain, Streetlights)	PS&E			$120,000										$120,000
TR1	Minaret MUP	PS&E			$250,000										$250,000
TR2	Main Street South Side MUP Gap Closure (Town Loop)	PS&E			$250,000										$250,000
TR4	Lakes Basin Connector Trails	CON					$50,000								$50,000
TR6	Shady Rest / Inyo Craters OHV Planning	Planning												$200,000	$200,000
TT1	SR 203 Transit Shelter Replacements (PO and Fire Station)	CON									$330,000				$330,000
TT6	Mobility Master Plan (LTC)	Planning											$100,000		$100,000
TT8	SR203 (Main Street) Pedestrian Beacons (HSIP Grant)	PS&E												$30,000	$30,000
	Totals		$0	$8,677,000	$3,320,000	$3,190,000	$9,680,000	$464,400	$275,000	$500,000	$645,640	$0	$100,000	$11,864,742	$38,716,782

TABLE 2 - CIP Budget Outlook for 22/23												
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AF4	IIG Infrastructure	CON									$3,500,000	$3,500,000
AP2	8 bay ARFF/Snow Removal Maint Facility, Utilities, Access Road, & Apron	CON									$5,125,000	$5,125,000
GF3	ADA Specific Improvements	CON		$25,000								$25,000
GF6	Fuel Island Replacement	CON	$600,000									$600,000
GF8	Communications System	CON	$300,000									$300,000
GF9	MACC	CON			$1,000,000							$1,000,000
PR3	Parks Maintenance & Improvements	CON		$300,000								$300,000
SS1	Old Mammoth Road Beautification	CON					$833,000					$833,000
SS2	Main Street Landscaping	CON	$200,000									$200,000
SS3	Trail and Municipal Signage Updates	CON		$25,000								$25,000
SS4	Winter Animation and Decorations	CON		$80,000								$80,000
ST2	Streets and MUP Rehabilitation Projects	CON		$900,000								$900,000
ST10	2021 SB1 Project (Meridian Curb and Gutter Replacement P3)	CON							$160,000			$160,000
ST11	Bluffs Assessment District Maintenance Project - Slurry Seal	CON					$40,000					$40,000
SW1	Laurel Mountain Sidewalks (Storm Drain, Streetlights)	Planning				$1,500,000						$1,500,000
TT4	Old Mammoth Road Transit Shelter (Replacement of CJ/Vons)	CON						$160,000				$160,000
TT6	Mobility Master Plan (LTC)	CON								$100,000		$100,000
TT8	SR203 (Main Street) Pedestrian Beacons (HSIP Grant)	CON									$161,400	$161,400
	Totals		$2,200,000	$1,330,000	$1,000,000	$1,500,000	$873,000	$160,000	$160,000	$100,000	$8,786,400	$16,109,400

TABLE 3 - 5 year CIP								
Page	Project #	Description	21/22	22/23	23/24	24/25	25/26	Total
Affordable Housing								
	AF1	Affordable Housing Project	$1,500,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$5,900,000
	AF2	MLH 238 Sierra Manor Road	$1,500,000					
	AF3	AF3 60 Joaquin Affordable Housing Project	$3,200,000					
	AF4	IIG Parcel Infrastructure (Town Infrastructure)	$7,500,000	$3,500,000	$3,000,000	$3,000,000	$3,000,000	$20,000,000
	AF5	Affordable Housing Site Development (Bell Shape / MLF / USFS / Other)						$0
Airport								
	AP1	Reconstruct East General Aviation Apron	$3,396,399					$3,396,399
	AP2	8 bay ARFF/Snow Removal Maint Facility, Utilities, Access Road, & Apron		$5,125,000				$5,125,000
	AP3	Wildlife Security Fence			$2,142,000			$2,142,000
	AP4	Rehabilitate Tee-Hangar Taxilanes				$918,750		$918,750
	AP5	Runway RSA and OFA Grading					$3,500,000	$3,500,000
	AP6	Secuity Gates and Terminal Area Fencing	$722,343					$722,343
General Facilities								
	GF1	Town Hall Maintenance and Improvements	$175,000					$175,000
	GF2	Sierra Business Park Storage Lots / Storage Building	$600,000					$600,000
	GF3	ADA Specific Improvements	$25,000	$25,000	$25,000	$25,000	$25,000	$125,000
	GF4	Snow Pit Land Acquisition						$0
	GF5	USFS Small Parcel Land Acquisition (MCP-East, CC, Forest Trail)						$0
	GF6	Fuel Island Replacement		$600,000				$600,000
	GF7	Biomass Facility						$0
	GF8	Communications System	$1,000,000	$300,000				$1,300,000
	GF9	MACC	$70,000	$1,000,000	$1,500,000			$2,570,000
Police Department								
	PD1							$0
Parks and Recreation								
	PR1	Community Recreation Center & Mob Hub	$14,831,040					$14,831,040
	PR3	Parks Maintenance & Improvements		$300,000	$200,000	$150,000	$150,000	$800,000
	PR7	Dog Park	$100,000					$100,000
	PR8	Whitmore Park Improvements (Restrooms, Locker Rooms, Playground, etc.)					$3,000,000	$3,000,000
	PR9	Pump Track						$0
Storm Drain								
	SD1	Storm Drain Construction Plans (John Muir and Davison)						$0
Streetscape and Signage								
	SS1	Old Mammoth Road Beautification		$833,000				$833,000
	SS2	Main Street Landscaping		$200,000	$45,000	$45,000	$45,000	$335,000
	SS3	Trail and Municipal Signage Updates	$25,000	$25,000	$25,000	$25,000	$25,000	$125,000
	SS4	Winter Animation and Decorations (Purchase Additional Décor and Install/Remove Annually)	$12,000	$80,000	$35,000	$35,000	$35,000	$197,000
Streets								
	ST1	2021 Streets and MUP Rehabilitation Project	$2,700,000					$2,700,000
	ST2	Streets and MUP Rehabilitation Projects		$900,000	$500,000	$500,000	$500,000	$2,400,000
	ST6	SB1 Projects			$160,000	$160,000	$160,000	$480,000
	ST10	2021 SB1 Project (Meridian Curb and Gutter Replacement P3)	$284,400	$160,000				$444,400
	ST11	Bluffs Assessment District Maintenance Project - Slurry Seal		$40,000				$40,000
	ST12	Bluffs Assessment District Maintenance Project - Fog Seal					$10,000	$10,000
Sidewalks								
	SW1	Laurel Mountain Sidewalks (Storm Drain, Streetlights)	$120,000	$1,500,000				$1,620,000
Trails								
	TR1	Minaret MUP	$250,000		$3,500,000			$3,750,000
	TR2	Main Street South Side MUP Gap Closure (Town Loop)	$250,000		$3,000,000			$3,250,000
	TR3	Sherwin Trail Head			$250,000			$250,000
	TR4	Lakes Basin Connector Trails	$50,000					$50,000
	TR5	Sherwin Area Trails						$0
	TR6	Shady Rest / Inyo Craters OHV Planning	$200,000					$200,000
Transit and Mobility								
	TT1	SR 203 Transit Shelter Replacements (PO and Fire Station)	$330,000					$330,000
	TT4	Old Mammoth Road Transit Shelter (Replacement of CJ/Vons)		$160,000				$160,000
	TT5	Intelligent Transit System Improvements - Real Time Transit Information						$0
	TT6	Mobility Master Plan (LTC)	$100,000	$100,000				$200,000
	TT7	Village Parking and Pedestrian Improvements						$0
	TT8	SR203 (Main Street) Pedestrian Beacons (HSIP Grant)	$30,000	$161,400				$191,400
		TOTALS	$38,971,182	$16,109,400	$15,482,000	$5,958,750	$11,550,000	$83,371,332

Master Facilities Planning (MFP)								
	MFP1	Town Hall and Administrative Offices / Maintenance					$16,000,000	$16,000,000
	MFP2	Corporate Yard Storage Building					$4,000,000	$4,000,000
	MFP3	Outdoor Events Venue						$0
	MFP4	Davison / John Muir Strom Drain Phase 1						$0
	MFP5	Parking and Mobility HUB						$0
	MFP6							$0
		MFP TOTALS	$0	$0	$0	$0	$20,000,000	$20,000,000

Mammoth Lakes Planning and Economic Development Commission
Agenda Action Sheet

Title: Public hearing and consideration of a Tentative Tract Map (TTM), Use Permit (UPA), Design Review (DR), and Adjustment (ADJ), for the Obsidian II Subdivision, a proposed four-unit multi-family residential development located at the north end of Obsidian Pl

PEDC Meeting Date: 9/8/2021

Prepared by: Kim Cooke, Associate Planner

Recommended Motion: Adopt the Planning and Economic Development Commission Resolution, making the required CEQA, State Subdivision Map Act findings, Municipal Code findings, and approving Tentative Tract Map #21-002, Use Permit #UPA 21-003, Design Review #DR 21-002 and Adjustment #ADJ 21-002 with conditions as recommended by staff or with modifications.

Summary: The Obsidian II Subdivision is a multi-family planned unit development (PUD) consisting of four lots/units within two duplex structures. The property is located within the Lodestar at Mammoth Master Plan and is a 0.435-acre remainder parcel of the Obsidian Subdivision (Tract Map 15-002). The proposed Tentative Tract Map subdivides the parcel into four lots and eliminates the southerly property line to incorporate the remainder parcel with the "Villas at Obsidian" development. A 2.8% building height increase (36 feet instead of 35 feet) is requested in order to construct the same duplex building design approved for "The Villas at Obsidian" project. A Use Permit is also requested to permit transient rental uses within the Lodestar Master Plan Development Area 2.

Town of Mammoth Lakes

Planning & Economic Development Commission Staff Report

Meeting Date: September 8, 2021

AGENDA TITLE: Public hearing and consideration of a Tentative Tract Map (TTM), Use Permit (UPA), Design Review (DR), and Adjustment (ADJ), for the Obsidian II Subdivision, a proposed four-unit multi-family residential development located at the north end of Obsidian Place. The project is reviewed under Application nos. TTM 21-002, UPA 21-003, DR 21-002, and ADJ 21-002. An Addendum to the 2004 Tallus Mitigated Negative Declaration has been prepared pursuant to CEQA Guidelines §15164 (*Addendum to an EIR or Negative Declaration*).

Applicant/ Property Owner: Mark Rafeh for Mammoth Springs Resorts, LLC

REQUESTING DEPARTMENT:
Community & Economic Development
Sandra Moberly, Director
Kimberly Cooke, Associate Planner

OBJECTIVE:

1. Hear Staff and Applicant presentations
2. Hold Public Hearing
3. Planning & Economic Development Commission (PEDC) discussion
4. PEDC action to either:
    a. Adopt the attached Planning and Economic Development Commission Resolution (the Resolution), making the required CEQA, State Subdivision Map Act, and Municipal Code findings, and approving Tentative Tract Map #21-002, Use Permit #21-003, Design Review #DR 21-002 and Adjustment #ADJ 21-002 with conditions as recommended by staff;
    b. Adopt the Resolution with modifications; or
    c. Deny the Resolution

SUMMARY:

Proposal: The Obsidian II Subdivision is a multi-family planned unit development (PUD) consisting of four lots/units within two duplex structures. The property is located within the Lodestar at Mammoth Master Plan area and is a 0.435-acre remainder parcel of the Obsidian Subdivision (Tract Map 15-002). The proposed Tentative Tract Map subdivides the parcel into four lots and eliminates the southerly property line to incorporate the remainder parcel with the "Villas at Obsidian" development. A 2.8% building height increase (36 feet instead of 35 feet) is

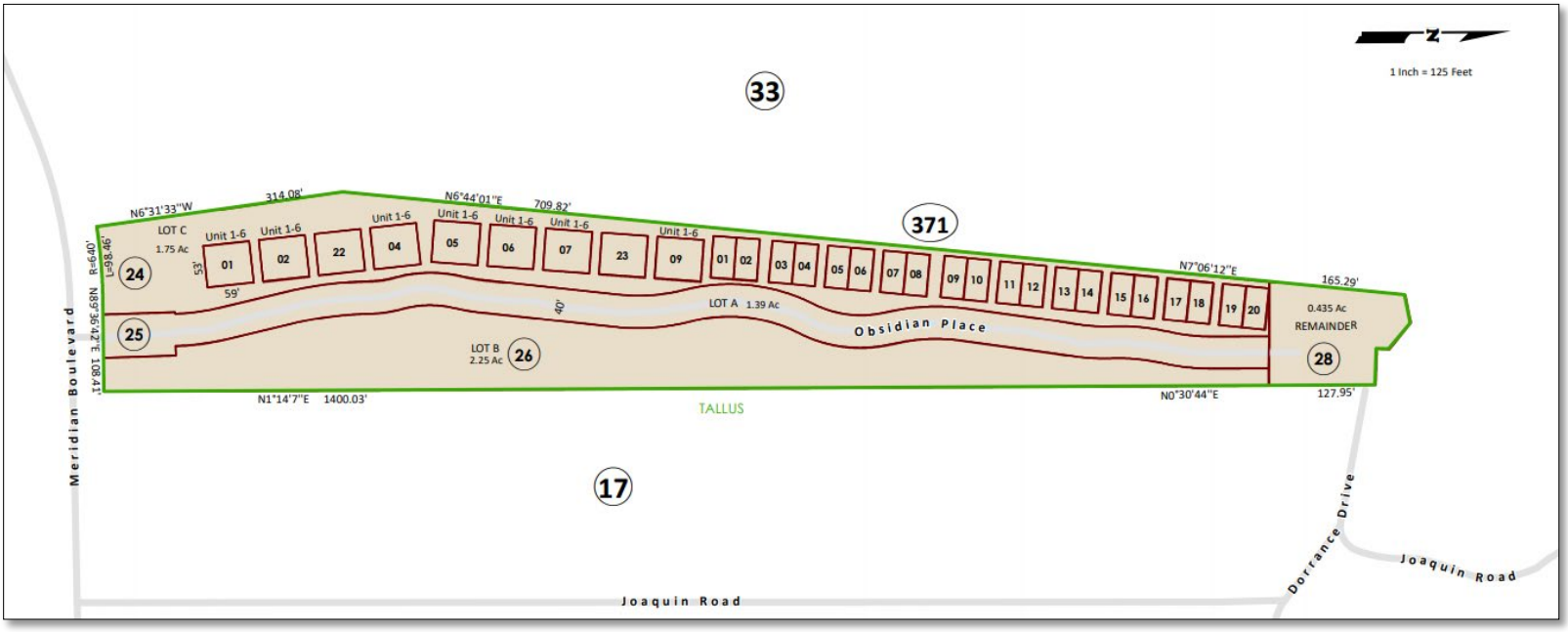
requested in order to construct the same duplex building design approved for "The Villas at Obsidian" project. A Use Permit is also requested to permit transient rental uses within the Lodestar Master Plan area.

Project Name:	Obsidian II Subdivision
Location:	Vacant Land (unassigned address) APN: 033-370-028-000
Size of Property:	0.435 acres (18,948 sq. ft.)
Zoning:	Resort (R) / Lodestar at Mammoth Master Plan Development Area 2
General Plan:	Resort (R)
Environmental Review:	Addendum to the 2004 Tallus Mitigated Negative Declaration prepared pursuant to CEQA Guidelines Section 15164.

KEY ISSUES:

1. Does the proposed project meet the Use Permit criteria and required findings to permit transient occupancies within Development Area 2 of the Lodestar at Mammoth Master Plan pursuant to (MC) Chapter 17.68?
2. Does the proposed project meet the Design Review criteria and required findings pursuant to Municipal Code (MC) Chapter 17.88?
3. Can the findings be made for approval of an Adjustment to building height pursuant to Municipal Code (MC) Chapter 17.64?
4. Is the proposed project consistent with the State Subdivision Map Act?
5. Is the proposed project consistent with the California Environmental Quality Act (CEQA)?

Figure 1: Assessor Parcel Map - Designated Remainder Parcel



I. INTRODUCTION AND BACKGROUND

In 2004, the original Tallus Subdivision was approved via PC Resolution No. 2004-30, which included Tentative Tract Map No. 36-216, Use Permit (UPA 2004-09), District Zoning Amendment (DZA 2004-01), and adoption of a Mitigated Negative Declaration (MND) (SCH# 2004042055). Approval was granted to subdivide a 4.30-acre portion of a 7.5-acre project site for a Planned Unit Development[1] (PUD) consisting of 19 single unit residential structures held within a private residence club (fractional share) form of ownership. The approved project also included construction of a 5,810 square foot clubhouse and a manager's housing unit, creation a 3.08-acre enhanced wetlands and open space area to be dedicated within a perpetual conservation easement, and an affordable housing site of 5,000 square feet on the adjacent RMF-2 zoned property fronting on Joaquin Road. Re-location of an existing public recreational trail alignment was approved as well as an amendment to the Lodestar Master Plan to reduce the requirement for 25-foot separation between structures to 20-Feet.

The original PC Resolution No. 2004-30 was amended and restated for reasons described in the March 9, 2005, Planning Commission Staff Report, which explained that the applicant's attorney advised them that references and conditions incorporated in Resolution No. PC 2004-30 requiring the wetlands enhancement area to be dedicated as a perpetual open space easement would devalue the land from the perspective of an appraiser for construction financing purposes, and would jeopardize tax benefits the applicant would receive once the land is voluntarily deeded to the North American Land Trust. As such, Planning Commission Resolution No. 2005-13 was adopted to restate the project approval and revise the preamble of the Resolution, to delete the requirement for the open space area to be dedicated as a perpetual conservation easement.

Phase 1 of the Tallus project included nine fractional homes, the clubhouse, and completion of wetland mitigation requirements to the satisfaction of the Army Corps of Engineers, Department of Fish and Wildlife, and the Lahontan Regional Water Quality Control Board. Phase 1 of the project was completed in 2016. Phase 2 of the project consisted of the remaining 10 fractional ownership single-family residential lots/homes.

In 2013, TTM 13-003 and UPA 13-006 were approved via Resolution No. PEDC 2014-01, for the conversion of lots 3, 4, 6, 7, 8, and 9 from fractional ownership to whole ownership, and creation of a remainder parcel for the un-built Tallus Phase 2 area (lots 10-19). The TTM was not finaled, and therefore the change from fractional ownership to whole ownership and the creation of the remainder lot was not finalized.

In 2016, The Planning and Economic Development Commission (PEDC) approved the Tallus Amendment project via PEDC Resolution No. 2016-05. This approval changed the name of the Tallus subdivision to "Obsidian" and included a new Tentative Tract Map No. 15-002, Use Permit No. 15-002, and Design Review No. 15-002, to subdivide the remaining ten lots (Tallus Phase 2) into twenty whole ownership lots within ten duplex structures. The new Tract Map also created a 0.87-acre remainder parcel on the northern end of the project site.

In 2019, Adjustment application 18-007 was approved via Community and Economic Development Director's Determination (CEDDD) No. 19-002. The Adjustment allowed a one-foot increase to the maximum permitted structure height for the duplex building design for Phase 2 (Lots 10-29) of the Obsidian Planned Unit Development. This project is currently under construction and is called "The Villas at Obsidian."

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[1] A Planned Unit Development is a category of common-interest development regulated under the Davis-Stirling Common Interest Development Act (California Civil Code §4000 Common Interest Developments). PUD ownership includes an individual interest in a parcel of land, usually a subdivision lot, and the structural improvements situated on the lot, as well as appurtenant rights to the use and enjoyment of common areas.

The 0.87-acre Obsidian remainder parcel was encumbered with an easement to construct and maintain a parking lot and emergency access road for the parcel to the north, addressed 100 Callahan Way. The owners of Obsidian and 100 Callahan Way subsequently abandoned the parking lot easement and recorded a lot line adjustment (LLA 19-002), which resulted in half of the 0.87-acre remainder parcel being merged with 100 Callahan way. The remaining 0.435-acre remainder parcel was retained by the owners of Obsidian.

The current project proposal is the Obsidian II Subdivision, which is an extension of the "Villas at Obsidian" project. Two additional duplex structures with a total of four whole ownership townhome units are proposed for incorporation into the larger Obsidian subdivision property through the Tentative Tract Map process.

As described in this staff report, staff finds that the project is consistent with the Town's General Plan, Municipal Code, Lodestar at Mammoth Master Plan, Design Guidelines, and the State Subdivision Map Act. An Addendum to the 2004 Tallus Mitigated Negative Declaration (MND) was prepared to analyze the proposed project based on the current conditions and previously prepared technical studies. The Addendum concludes that no new significant impacts or substantial increase in the severity of previously identified significant impacts would occur as a result of this project.

Based on the analysis, including the CEQA MND Addendum, staff has determined that the required findings to support the requested approvals can be made, and recommends approval of the Tentative Tract Map, Use Permit, Design Review, and Adjustment with the conditions of approval noted in the attached Resolution (Attachment 1)

Project Proposal:

The Obsidian II Subdivision is a multi-family planned unit development (PUD) consisting of four lots/units within two duplex structures. The property is a 0.435-acre remainder parcel of the Obsidian Subdivision (Tract Map 15-002) and the proposed Tentative Tract Map subdivides the parcel and eliminates the southerly property line to incorporate the project with the "Villas at Obsidian" development. Incorporating the project with "The Villas at Obsidian" will result in a shared HOA which ensures consistent shared maintenance of common areas and facilities. The townhome units will be sold as whole ownership units as opposed to fractional ownership units.

Obsidian is a gated community, and an emergency access gate was previously approved to be located at the north end of Obsidian Place on the shared property line with the remainder parcel. With the incorporation of the proposed project into "The Villas at Obsidian" development the proposed electric emergency access gate would be relocated to the intersection of Dorrance Drive and Obsidian Place on the Obsidian property. The proposed gate will provide emergency access only and will not be used for regular site access by Obsidian property owners. MLFPD has reviewed the proposed emergency access gate located at the Dorrance Drive connection and does not have any issues with the proposal, subject to the conditions of approval #39, 110, 111, and 112 in the attached Resolution.

The two duplex structures are arranged along the west side of the property consistent with the "Villas at Obsidian" layout. Each unit features 3 bedrooms, 3.5 bathrooms, and a 2-car garage, with approximately 2,741 square feet of living space. The design of the project is identical to "The Villas at Obsidian" building design with the exception of a modified wing wall on the front façade of the northernmost duplex building (lots 3 and 4). The stone wing walls for this building will not feature the battered/receding sloped stone siding featured on the other buildings because the north/east corner of the building cannot encroach into an existing 20' foot wide sewer easement located on the north side of the property. The stone features on the front façade of this building will wrap around the edge of the wall with a sloped design but the stone siding on the front of the building will be a straight vertical design feature (See figure 4).

A 2.8% building height increase (36 feet instead of 35 feet) is requested in order to construct the same duplex building design approved for “The Villas at Obsidian” project and a Use Permit is requested to permit transient rental use of the two duplex structures.

The figures below are the proposed building elevations for Lots 1 and 2 shown in **Figures 2 and 3**. The modified wing wall design for lots 3 and 4 is illustrated in **Figure 4**. The project plans including site plan, building floor plans and elevations are included as **Attachment B**.

Figures 2 and 3: Primary Building Elevation for Lots 1 and 2

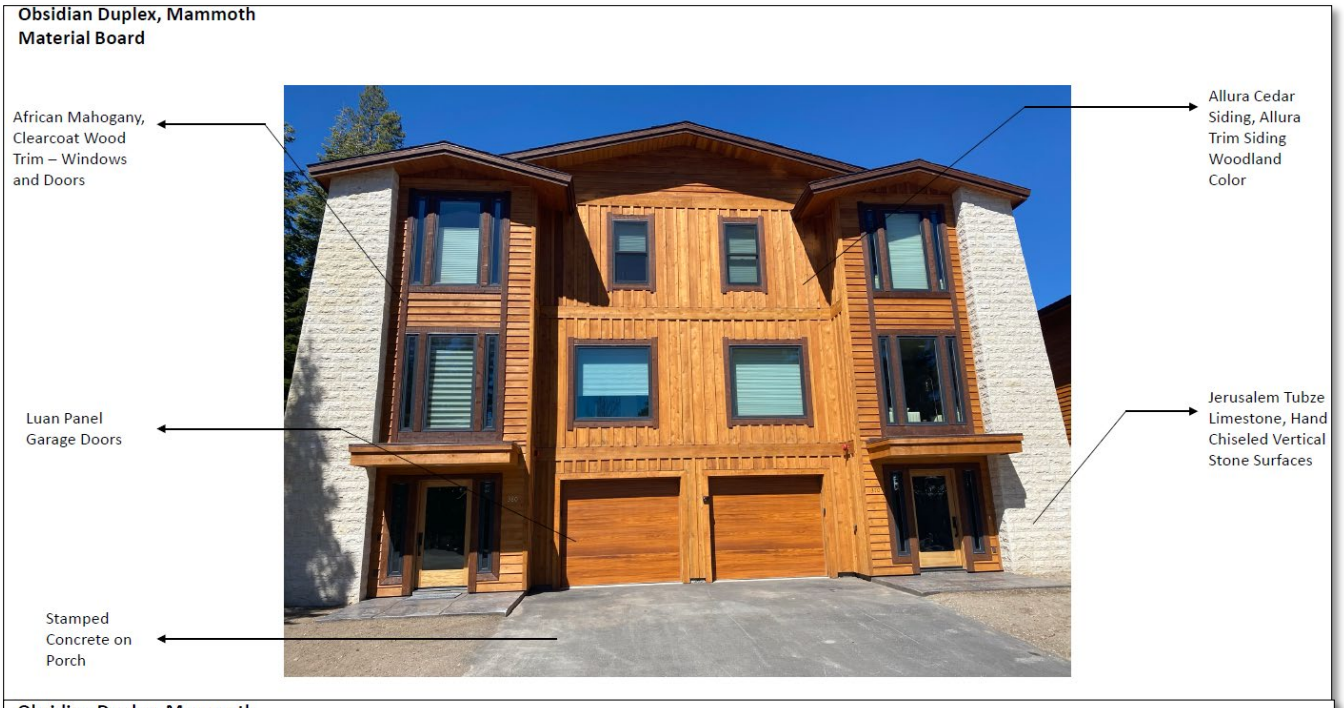
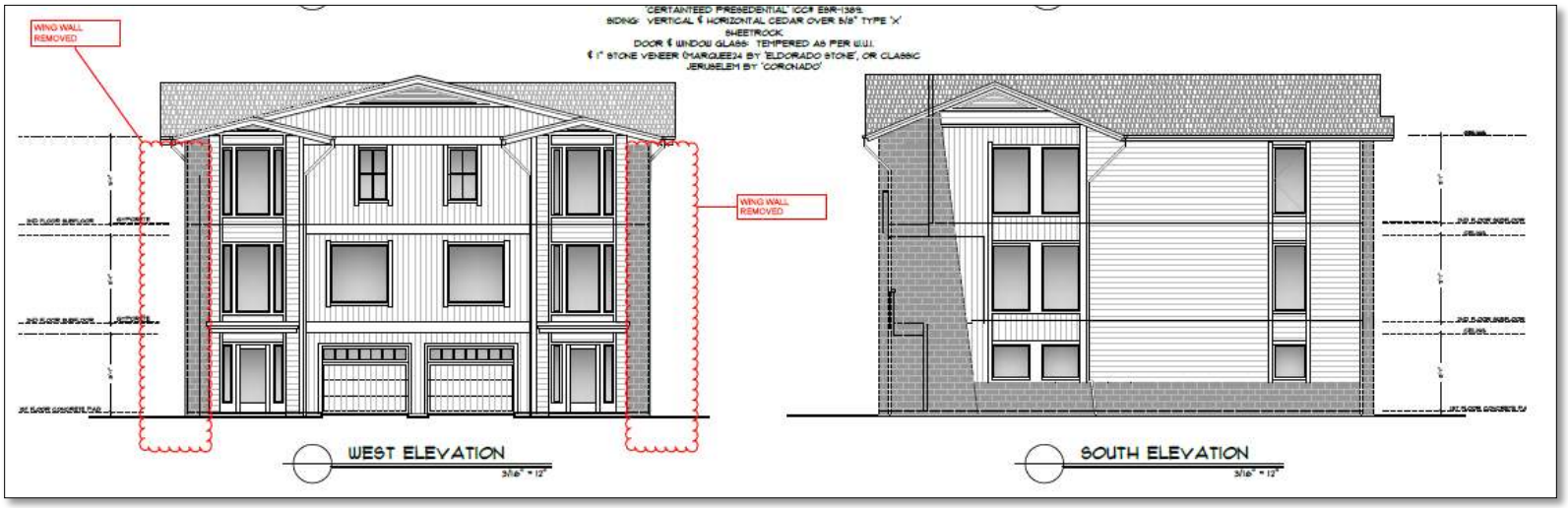




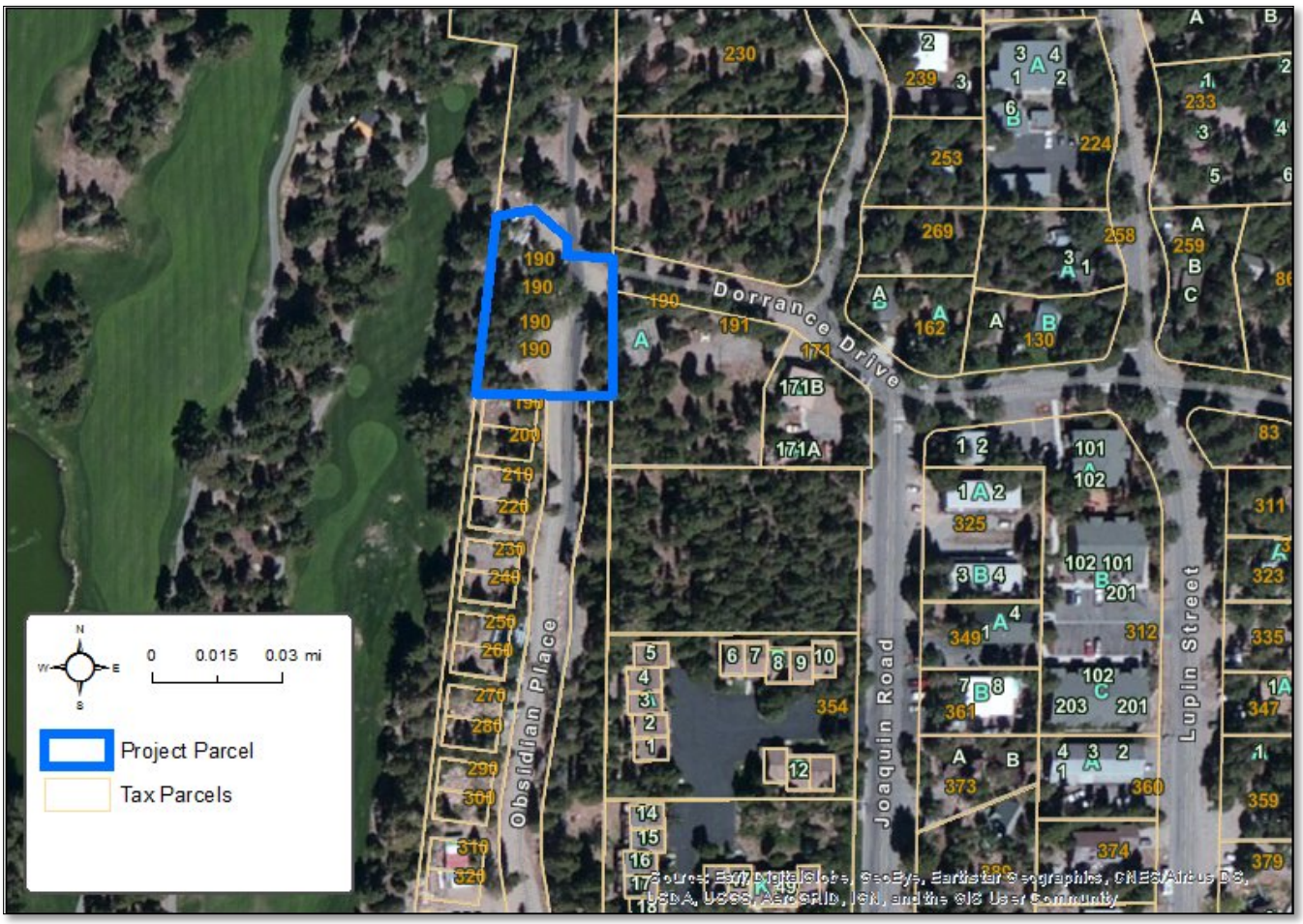
Figure 4: Primary Building Elevation for Lots 3 and 4



Existing Site and Surrounding Land Uses

The project site is located in Development Area 2 of the Lodestar at Mammoth Master Plan (LMP) area at the north end of Obsidian Place. Figure 5 shows the project site and surrounding area.

Figure 5: Project Site Location Map



The property is undeveloped except for the Town multi-use path and the Obsidian Place roadway connection to Dorrance Drive. The site features numerous native pine trees located throughout the site with surrounding uses including a 4.05-acre vacant parcel to the north, the Obsidian development to the south, a .54-acre Single-family residential property to the east, the intersection with Dorrance Drive is located on the east side of the property, and golf course property borders the west property line. **Table 1** further describes the surrounding land uses and zoning.

Table 1: Surrounding Land Uses and Zoning.

Location	Zoning*	Land Use	Special Considerations
North	R	Vacant Parcel	4.05-acre vacant parcel located within Development Area 2 of the Lodestar Master Plan Area
South	R	Multi-family: 20-units within 10 duplex buildings (The Villas at Obsidian)	The proposed project would be incorporated into the "Villas at Obsidian" development
East	RMF-1	Single-family residence; Intersection with Dorrance Drive	The proposed project density is equivalent to 9 dwelling units per acre. Allowable density in the RMF-1 zone is 12 dwelling units per acre
West	R	Golf Course	None

*RMF-1 = Residential Multi Family 1; R = Resort

Site Zoning

The project site is zoned Resort (R), and is intended to "*provide for the classification and development of parcels of land as coordinated, comprehensive projects so as to take advantage of the superior environment which can result from large scale community planning*. (MC Chapter 17.32.110)."

The proposed project is classified as a Multi-Family residential use, which is designated as a permitted use by the Lodestar at Mammoth Master Plan (LMP). The proposed project complies with the development standards applicable to Area 2 of the LMP, which are described in greater detail in the Analysis of Key Issues.

General Plan

The General Plan land use designation for the site is Resort (R) which "*allows commercial mixed uses including visitor lodging amenities and services, and workforce housing. Resort developments include recreation, meeting spaces, and commercial services that support the resort atmosphere… This designation is generally applied to large parcels capable of providing a complete resort experience as found in the master plan areas of Sierra Star, Snowcreek, and Juniper Ridge."* (General Plan, Pg. L-5).

The project site is also identified by the General Plan as being within the "Sierra Star District," which is described as a resort area that contains an 18-hole golf course and a residential component. The General Plan states that Sierra Star should diversify its year-round recreational opportunities for the town's residents and visitors and allow joint use amongst public and private entities. It is also suggested that a variety of resort accommodations of differing intensities should be provided as well as a transit hub and parking facilities.

II. ANALYSIS OF KEY ISSUES

KEY ISSUE #1: Does the proposed project meet the Use Permit criteria and required Findings pursuant to Municipal Code (MC) Chapter 17.68, to allow transient occupancies within Development Area 2 of the Lodestar at Mammoth Master Plan?

A Use Permit is required for this project because the Lodestar at Mammoth Master Plan (Section B.7) requires Transient Occupancies within Development Area 2 to obtain Use Permit approval. The project site has not previously been issued a Use Permit for transient uses and will be incorporated into "The Villas at Obsidian" project, which was granted Use Permit approval for transient uses. Staff was able to make affirmative findings for the Use Permit in the project Resolution, included as **Attachment A**.

KEY ISSUE #2: Does the proposed project meet the Design Review criteria pursuant to Municipal Code (MC) Section 17.88.050 and the Required Findings set forth in MC Section 17.88.060?

Design Review is required for all uses or structures proposed within the Lodestar Master Plan area (LMP) with the exception of single-family detached residences pursuant to Section 7.a of the LMP. The purpose of Design Review is to implement the General Plan policies related to community design and character, to promote excellence in site planning and design to complement the natural environment and enhance the image of the town as a mountain resort community, and to ensure that the architectural design of structures and their materials and colors are appropriate to the function of the project and visually harmonious with surrounding development.

Staff finds that the proposed site layout and building design has met the overall intent of the Design Review criteria including the Adjustment request applicable to the maximum building height standard. Below is staff's analysis of project's consistency with the Design Review criteria:

Design Review Criteria:

To obtain design review approval, projects must satisfy the following criteria to the extent they apply:

A. The site design and building design elements including the architectural style, size, design quality, use of building materials, and similar elements, combine together in an attractive and visually cohesive manner that is compatible with and complements the desired architectural and/or aesthetic character of the area and a mountain resort community, encourages increased pedestrian activity, and promotes compatibility among neighboring land uses.

The proposed buildings and site improvements combine together in an attractive and visually cohesive manner because the proposed project is a continuation of "The Villas at Obsidian" project design and features identical architecture, building materials and colors. The proposed tentative tract map eliminates the southerly property line and merges the parcel with the "Villas at Obsidian" subdivision. Therefore, the project layout and design is appropriate because it is intended to blend with the architecture and site circulation of the existing "Villas at Obsidian" subdivision. Additionally, the proposed density of the project is lower than the permitted density in the adjacent RMF-1 zoning district which is compatible with the character of the surrounding neighborhood.

B. The design of streetscapes, including street trees, lighting, and pedestrian furniture, is consistent with the character of commercial districts and nearby residential neighborhoods.

The design of the Obsidian development streetscape is consistent with the character of the Resort Zoning District in that the location of structures along the west side of the property provides the greatest separation from adjacent residential uses on the east side of the property and the meandering internal roadway is appropriate to the resort/residential use of the site. The internal street network and relocation of the Town's multi-use path was completed as part of the subdivision approval requirements for TTM 15-002. The current application proposes new access driveways for the proposed duplex structures and relocates a previously approved emergency access gate to the intersection of Obsidian Place and Dorrance Drive. Relocation of the emergency access gate will maintain the gated access to the Obsidian development and prevent the Dorrance Drive roadway connection from being used as a primary access point for the project.

C. Parking areas are located, designed and developed to foster and implement the planned mobility system for the area; buffer surrounding land uses; minimize visibility; prevent conflicts between vehicles and pedestrians and cyclists; minimize stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.

Parking areas are located, designed and developed to foster and implement the planned mobility system for the area; buffer surrounding land uses; minimize visibility; prevent conflicts between vehicles and pedestrians and cyclists; minimize stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development because each unit features an enclosed 2-car garage (tandem configuration) and the driveways are of sufficient depth to accommodating one guest parking space per unit; additional guest parking spaces are provided adjacent to the clubhouse building.

Additionally, the previously developed phases of Obsidian provided funding to construct a transit shelter per the Town's specifications adjacent to the project site on Meridian Boulevard and ADA compliant pathways are provided throughout the site.

D. Down-directed and shielded lighting and lighting fixtures are designed to complement buildings, be of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, minimize light pollution and trespass, and avoid creating glare.

While the current plan set does not provide detailed lighting specifications, Condition of Approval #18 included in the attached Resolution requires all exterior lighting to comply with Chapter 17.36.030 of the Town of Mammoth Lakes Municipal Code, to be verified prior to issuance of a certificate of occupancy. All lighting for the project will therefore be consistent with existing Municipal Code lighting requirements.

E. Landscaping is designed to conserve water resources, promotes a natural aesthetic, and be compatible with and enhance the architectural character and features of the buildings on site, and help relate the building to the surrounding landscape.

The preliminary landscape plan for the project preserves nine native pine trees that are concentrated around the proposed duplex buildings. Several Western Water Birch trees are proposed along the west side of the units to increase privacy and the plan notes that all other ornamental shrubs and grasses planted around the front of the units were selected based on their low water use, low fire hazard and deer resistance. Overall, the proposed landscaping promotes a natural aesthetic by utilizing species that are appropriate to the Mammoth Lakes region.

Development Standards:

In addition to the above criteria, the Municipal Code requires that a Design Review Application demonstrate consistency with the applicable standards and requirements of the Municipal Code, the General Plan and any applicable master plan, The Town of Mammoth Lakes Design Guidelines, and any other requirements associated with previous or existing planning or zoning approvals for the site. The applicable General Plan and Lodestar at Mammoth Master Plan development standards are outlined in the following Table 2.

Table 2: Zoning Consistency.

General Information			
General Plan: Resort (R)	Specific Plan: N/A		
Zoning: Resort (R)	Overlay Zone/District/Master Plan: Lodestar MP		
Existing Land Use: Vacant; 0.435-acre Obsidian Remainder Parcel	Permits Required: TTM, UPA, DR, ADJ		
Development Standards			
Standard	**Required/Allowed**	**Proposed/Provided**	**Complies?**
Total Obsidian Density	67	35[2]	Yes
Current available density	4[3]	4	Yes
Setbacks	Continuation of the setbacks approved for lot(s) 10-29 (Villas at Obsidian) are being proposed for this subdivision.[4]		
Building Separation	20 feet	20 feet	Yes
Lot Coverage	60%	51%	Yes
Building Height	35 feet	36 feet	Yes[5]

[2] This density includes the proposed project (4 units), Obsidian phase 1 (9 SFRs), Obsidian phase 2 (20 duplex units), one 3-bedroom clubhouse unit, and one manager's unit (Gatehouse).

[3] The property owner recorded and "Assignment Agreement" with the owners of 100 Callahan Way to transfer 32 units of unused density to 100 Callahan Way, leaving a total of 4 units of available density for the Obsidian subdivision.

[4] Lot(s) 10-29 were approved with 10-foot setbacks from the western property line (golf course) as this property line is considered a side lot line for the Obsidian Planned Unit Development.

[5] With approval of the requested Adjustment the project will comply with applicable standards for building height.

Snow Storage	75% = 3,669 sq.ft.	3,709 sq.ft.	Yes
Parking Spaces	2 per unit	2 per unit[6]	Yes
Guest Parking	2	4	Yes

Other Applicable Municipal Code Standards and Requirements:

Solid Waste

The Lodestar at Mammoth Master Plan requires the project developer to provide enclosed trash facilities as well as a recycling collection station or contract with a solid waste disposal company which will offer a convenient system of recycling stations for project residents and guests. The LMP also requires each residence to be provided a divided cabinet suitable for aluminum cans, glass bottles, and plastic bottles. Condition of Approval #34 is included to require the divided cabinet for recyclable materials and the proposed project will utilize the existing Obsidian trash enclosure for trash. With adherence to the conditions of approval the project will satisfy the development standards for solid waste.

General Plan Consistency:

As stated in MC Section 17.04.040.B, the "*Zoning Code is the primary tool used by the Town of Mammoth Lakes to carry out the goals, objectives, and policies of the Mammoth Lakes General Plan. The Mammoth Lakes Town Council intends that this Zoning Code be consistent with the Mammoth Lakes General Plan, and that any land use, or development approved in compliance with this Zoning Code will also be consistent with the Mammoth Lakes General Plan.*"

The site is subject to the Development Agreement between the Town of Mammoth Lakes and Intrawest Affiliates executed February 15, 2002. Therefore, it is vested under the 1987 General Plan and the 1992 Vision Statement. The project is consistent with the 1987 General Plan and the proposed Tentative Tract Map conforms to the LMP. The project is also consistent with the 2007 General Plan, although this is not required because of the Intrawest Development Agreement. The project is consistent with the General Plan and Vision Statement as described in Tables 3 and 4.

Specific General Plan Vision Statements with which the proposed project is consistent are described in **Table 3**:

Table 3: General Plan Vision Statement Conformance

General Plan Vision Statement	Explanation of Project Conformance
"Being a premier, year-round resort community based on diverse outdoor recreation, multi-	The Lodestar at Mammoth Master Plan provides an 18-hole golf course which attracts visitors to the area. The tentative map would allow for the continuation of the Master Plan vision, including a hotel and resort hub. The four additional units to be incorporated into "The Villas at Obsidian"

[6] The Town's parking requirements apply to uses developed under the Lodestar Master Plan and requires 50% of the required parking to be enclosed. A 3-bedroom multi-family unit requires 2 parking spaces. Each unit has two enclosed tandem parking spaces and one guest parking space in the driveway.

day events, and an ambiance that attracts visitors"	project which provides a transient rental product that can accommodate families and visitors that wish to stay by the golf course.

The project is consistent with the following General Plan goals, policies, and actions as described in **Table 4**:

Table 4: General Plan Conformance with Goals, Policies, and Actions

Goal, Policy, or Action	Explanation of Project Conformance with Goal, Policy, or Action
GP Policy C.2.L: Create visually interesting and aesthetically pleasing built environment by requiring all development to incorporate the highest quality of architecture and thoughtful site design and planning.	The project incorporates design features and architectural detail that provides a high-quality product and a cohesive appearance throughout the Obsidian development.
GP Policy C.2.V: Building height, massing and scale shall complement neighboring land uses and preserve views to the surrounding mountains.	Building height and massing matches "The Villas at Obsidian" building design. The site is relatively level and a dense tree canopy exists on the golf course property to the west, the proposed structures are below the tree line and do not limit views of the surrounding mountains. Additionally, the proposed lot coverage is below the maximum allowable lot coverage of 60%, thereby preserving a greater amount of open space.
GP Policy C.2.T: Use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting.	The project incorporates high quality natural building materials which provides an earthy connection that is compatible with the local character and mountain setting.
GP Policy L.5.B: Locate visitor lodging in appropriate areas.	"The Villas at Obsidian" subdivision is permitted to be used as visitor lodging (i.e., transient rentals), with the exception of the gatehouse. The proposed project would be incorporated into The "Villas at Obsidian" development, so allowing the four proposed units to be used as transient rental uses would be consistent with the Obsidian project as a whole and with the Resort zoning designation.
GP Policy L.5.C: Ensure there are an adequate number of units available for nightly rental.	The Use Permit application for this project requests approval for the proposed units to be used as visitor lodging (i.e., transient rentals). The location and resort orientation of the project is an appropriate location and environment for transient rental uses.

Consistency with Town of Mammoth Lakes Design Guidelines

Pursuant to Section 17.88.030 of the Municipal Code, Design Guidelines adopted by the Town Council provide recommendations to be used in the design review process. They are intended to promote high-quality and thoughtful site and building design; visually interesting, appropriate, well-crafted and maintained buildings and landscaping; the use of durable high-quality, and natural materials that reflect Mammoth Lakes' character and mountain setting; and attention to the design and execution of building details and amenities in both public and private projects. The Design Review process is intended to implement the recommendations of the Town Design Guidelines, and the design review criteria are intended to encompass the primary design objectives included therein. In this case, staff finds that the Design Review criteria analysis above sufficiently addresses the Town Design Guidelines that are applicable to this project.

KEY ISSUE #3: Can the findings be made for approval of an Adjustment pursuant to MC Section 17.76.040?

Adjustments are intended to allow minor exceptions to certain development standards of the Zoning Code when such requests constitute a reasonable use of property but are not permissible under strict application of the Zoning Code. The following represents staff's analysis of the required findings pursuant to MC §17.76.040:

Height Adjustment Findings:

Increased safety of occupants or the public would result.

The Adjustment application requests an increase of one foot to the maximum building height (36 feet instead of 35 feet) for the proposed duplex buildings in order to utilize the same duplex building design approved for "The Villas at Obsidian." This request is an allowed Adjustment pursuant to Municipal Code §17.76.020 since the increase is less than 10%. The request is the minimum deviation from the Code necessary to achieve a minimum 3:12 pitch on the roof.

The Adjustment will result in the increased safety of the occupants because it will allow for a safer building design by allowing for a minimum of a 3:12 pitch on the roof to avoid substantial snow loading on the roof. Additionally, the increase in height will alleviate the need for cricket design features on the roof, which would potentially cause ice damming above the building entrances, thereby putting the occupants in danger of falling ice.

The maximum one-foot increase in height is necessary because the approved duplex building design has a more continuous roof slope than the single-family residence building designs in Phase 1 due to the size of the building footprint, a minimum 3:12 roof pitch was not feasible with the three-story building configuration and a maximum 35-foot height limit. The one-foot height increase will allow for a design that substantially matches the appearance of the other structures within the subdivision since the other structures have a minimum 3:12 roof pitch.

KEY ISSUE #4: Is the proposed project consistent State Subdivision Map Act?

Pursuant to the State Subdivision Map Act, the project requires approval of a Tentative Tract Map since the project is a common interest development and units can be individually owned and sold. Prior to issuance of a certificate of occupancy for any of the units, a final map, CC&Rs, and a PUD plan will require approval by staff and must be recorded on the property Title. Staff has reviewed the tentative map and finds that it is in conformance with the Town's Subdivision Ordinance and the State Subdivision Map Act. Tentative Tract Map 21-002 is included as **Attachment B**.

KEY ISSUE #5: Is the proposed project consistent with the California Environmental Quality Act (CEQA)?

Staff determined that an addendum to the 2004 Tallus MND is appropriate because the addendum demonstrates that the environmental analysis and impacts identified in the Tallus MND are applicable to the project and remain substantively unchanged by the proposed Tentative Tract Map, Use Permit, Design Review and Adjustment applications. The Addendum supports the finding that the proposed project does not result in any new environmental effects and does not exceed the level of impacts identified in the MND. The CEQA Addendum is included as **Attachment C**.

Agency/Public Comments

Staff routed the application to the following local agencies for review: Mammoth Lakes Fire Protection District (MLFPD), the Mammoth Community Water District (MCWD) and the Mono County IT Addressing. Comments received from MCWD and the Mammoth Lakes Fire Protection District have been incorporated into the conditions of approval in the attached resolution (**Attachment A**).

In addition, notice of the public hearing including a project description was mailed to 72 property owners within 300 feet of the subject property and a Public Notice was published in The Sheet on August 28th and September 4th. No public comments were received at the time this staff report was published.

III. STAFF FINDINGS AND RECOMMENDATION

Staff finds that the proposed project meets the applicable requirements and recommends that the Planning and Economic Development Commission adopt the attached Planning and Economic Development Commission Resolution, making the required CEQA, State Subdivision Map Act findings, Municipal Code findings, and approving Tentative Tract Map #21-002, Use Permit Application #UPA 21-003, Design Review Application #DR 21-002 and Adjustment Application #ADJ 21-002 with conditions as recommended by staff or with modifications.

Attachments

Attachment A: Planning and Economic Development Commission Resolution

Attachment B: Project Plans

Attachment C: Addendum to the 2004 Tallus MND

Recording Requested by and)
When Recorded Mail To:)
)
Town of Mammoth Lakes)
Community & Economic Development Department)
P.O. Box 1609)
Mammoth Lakes, CA 93546) _____

Recordation fee exempt per Government Code §27383
Space Above for Recorder's Use

RESOLUTION NO. PEDC 2021-08

A RESOLUTION OF THE MAMMOTH LAKES PLANNING AND ECONOMIC DEVELOPMENT COMMISSION ADOPTING AN ADDENDUM TO THE TALLUS MITIGATED NEGATIVE DECLARATION AND APPROVING TENTATIVE TRACT MAP 21-002, USE PERMIT 21-003, DESIGN REVIEW 21-002, AND ADJUSTMENT 21-002 TO ALLOW THE OBSIDIAN II SUBDIVISION ON THE VACANT OBSIDIAN REMAINDER PARCEL LOCATED AT THE NORTH END OF OBSIDIAN PLACE (APN: 033-370-028-000)

WHEREAS, a request for consideration of a Tentative Tract Map, Use Permit, Design Review, and Adjustment were filed by Mark Rafeh on behalf of the property owner, Mammoth Springs Resorts, LLC, to allow a multi-family residential planned unit development consisting of four lots (Obsidian II Subdivision), in accordance with the Lodestar at Mammoth Master Plan and Chapters 17.68 (Use Permits), 17.76 (Adjustments), and 17.88 (Design Review) of the Town of Mammoth Lakes Municipal Code, for property located within Development Area 2 of the Lodestar at Mammoth Master Plan; and

WHEREAS, the Planning and Economic Development Commission conducted a noticed public hearing on the application request on September 8, 2021, at which time all those desiring to be heard were heard; and

WHEREAS, the Planning and Economic Development Commission considered, without limitation:

1. The staff report to the Planning and Economic Development Commission with exhibits;
2. The General Plan, State Subdivision Map Act, Lodestar at Mammoth Master Plan, Municipal Code, Design Review Guidelines, and associated Land Use Maps;
3. Oral evidence submitted at the hearing;
4. Written evidence submitted at the hearing; and
5. Project plans consisting of:
    a. Tentative Tract Map 21-002 Sheets TTM 1 – TTM 4, dated May 4, 2021;

b. Project Plan Sheets A.2, A.3, and A.4 dated March 12, 2019, and Duplex 12 updated plan sheets 1-2 dated received by the Town of Mammoth Lakes August 25, 2021;

c. Color and Materials (labeled building elevations) dated received by the Town of Mammoth Lakes June 7, 2021.

d. Preliminary Landscape Plan, dated June 27, 2021;

e. Emergency Access Gate Specifications, dated August 2, 2021; and

NOW THEREFORE, THE PLANNING AND ECONOMIC DEVELOPMENT COMMISSION OF THE TOWN OF MAMMOTH LAKES DOES RESOLVE, DETERMINE, FIND AND ORDER AS FOLLOWS:

SECTION 1. FINDINGS.

I. **CEQA.**

PUBLIC RESOURCES CODE SECTION 21166;
CEQA GUIDELINES SECTION 15164

a. The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

The Planning and Economic Development Commission considered the Addendum to the 2004 Tallus Mitigated Negative Declaration (MND) (SCH No. 2004042055) together with the MND, any comments received, including the Mitigation Monitoring and Reporting Program, pursuant to the CEQA Guidelines, and finds that on the basis of the whole record, there is no substantial evidence that the proposed tentative tract map and use permit will result in any new or increased significant effects on the environment.

b. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

The Planning and Economic Development Commission finds that the Addendum to the 2004 Tallus MND has been completed in compliance with CEQA and reflects the lead agency's independent judgment and analysis.

c. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

An addendum is adequate because the Addendum demonstrates that the environmental analysis and impacts identified in the Tallus MND remain substantively unchanged by the project, and supports the finding that the proposed modifications to the project do not trigger the need for preparation of a subsequent Negative Declaration under the criteria listed in CEQA Guidelines Sections 15162.

d. The decision-making body shall consider the addendum with the final EIR or adopted Negative Declaration prior to making a decision on the project.

The custodian and location of the documents and other material which constitute the record of proceedings upon which this decision is based is the Town Clerk at the Town

of Mammoth Lakes Offices, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, California 93546.

e. The A brief explanation of the decision not to prepare a subsequent EIR pursuant to the Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The Planning and Economic Development Commission finds that there are no new or different mitigation measures or alternatives that would substantially reduce one or more significant impacts identified in the 2004 Tallus MND that are not adopted. The proposed modifications do not identify or require adoption of any further mitigation measures or alternatives beyond those provided in the 2004 Tallus MND.

f. A program for reporting on or monitoring the required mitigation measures has been adopted and is included as an attachment to the Addendum to the 2004 Tallus MND.

g. All mitigation measures shall be conditions of Project approval.

II. MUNICIPAL CODE FINDINGS.

A. FINDINGS FOR USE PERMIT (Municipal Code Section 17.68.050)

1. The proposed use is consistent with all applicable sections of the General Plan and Title 17 and is consistent with the Lodestar at Mammoth Master Plan;

The proposed transient occupancy use is consistent with the 2007 General Plan Resort (R) land use designation for the site because transient occupancy uses are permitted within Development Area 2 of the Lodestar Master Plan with approval of a Use Permit. Transient occupancy uses are consistent with General Plan Policy L.5.B, which directs staff to ensure visitor lodging is located in appropriate areas and General Plan Policy L.5.C which states the Town should ensure there are an adequate number of units available for nightly rental.

The proposed project is in a location that is appropriate for nightly rental use because it is a resort-oriented development that features a clubhouse and other on-site amenities that are not available in traditional multi-family developments. The project borders an 18-hole golf course which is a recreational attraction for visitors and the proposed subdivision will be incorporated into the "Villas at Obsidian" development which is currently permitted for transient occupancy use.

2. The proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health and safety nor materially injurious to properties or improvements in the vicinity; and

The proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health and safety nor materially injurious to properties or improvements in the vicinity because transient use of townhome units is consistent with permitted uses in the Resort (R) zoning district and the Resort (R) land use designation. Additionally, the project will be incorporated into the existing "Villas at Obsidian" development through the tentative tract map process, and transient occupancy uses are currently permitted within that subdivision.

3. The Commission shall make such other findings as deemed necessary to support approval or denial of the proposed use.

The surrounding neighborhood consists of several multi-family condominium developments located in the RMF-2 zoning district, which permits transient rental uses of condominium units. The proposed project is a smaller scale project by comparison and provides resort-oriented amenities such as the clubhouse building, which makes the project an appropriate location for transient rental uses. Additionally, each unit features two enclosed parking spaces and one exterior guest parking space within the driveway area, which satisfies the required amount of parking and ensures that the property will accommodate visitor parking demand on-site.

B. FINDINGS FOR DESIGN REVIEW PERMIT (Municipal Code Section 17.88.060)

1. **The project is consistent with the applicable standards and requirements of the Municipal Code.**

   The project is consistent with the applicable standards and requirements of the Mammoth Lakes Zoning Code because the project is located within the Resort (R) Zoning District and is included within the Lodestar at Mammoth Master Plan (LMP), which allows multi-family residential uses including planned unit developments. The project complies with the development standards applicable to Development Area 2 or the LMP including standards for density, lot coverage, setbacks, building height (with approval of Adjustment 21-002), parking, snow storage and solid waste collection.

2. **The project is consistent with the General Plan and any applicable specific plan or master plan.**

   The proposed project is consistent with the 2007 General Plan land use designation for the site, which is designated Resort (R) because the proposed four-unit multi-family residential planned development is consistent with the allowable land uses within the Lodestar at Mammoth Master Plan and the proposed residential density is below the maximum density permitted for Development Area 2 of the LMP.

   The project is consistent with General Plan goals, policies, and actions, including, but not limited to, C.2.L, C.2.T, C.2.V, L.5.B, and L.5.F. The proposed project is also consistent with the previously approved Obsidian Subdivisions and provides a cohesive design and layout for incorporation with the "Villas at Obsidian" development.

3. **The project is consistent with the Town of Mammoth Lakes Design Guidelines.**

   The proposed project is consistent with the Town of Mammoth Lakes Design Guidelines because the site layout and design retain native pine trees to the extent possible; the overall Obsidian site coverage will be 51% with the proposed project incorporated, which is below the 60% maximum permitted site coverage for Development Area 2. The project layout preserves a large amount of open space throughout the project site and the proposed landscape plan for the project provides a variety of plants appropriate to Mammoth Lakes, which were selected for their low fire hazard, low water use, and deer resistance.

   The proposed building design features façade variation and visual interest with a distinct building base provided for the structures. The proposed colors and materials are appropriate in the context of the surrounding neighborhood and consist of varying wood tones and earth tones, which provide appropriate contrast between trim, fascia, stonework and the primary siding materials while maintaining a neutral color palate to blend with the natural environment and match the existing structures within the Obsidian subdivision.

4. **The project is consistent with the following additional Design Criteria (Zoning Code §17.88.050):**

   a. **The site design and building design elements including the architectural style, size, design quality, use of building materials, and similar elements, combine together in an attractive and visually cohesive manner that is compatible with and complements the desired architectural and/or aesthetic character of the area and a mountain resort community, encourages increased pedestrian activity, and promotes compatibility among neighboring land uses.**

   The proposed buildings and site improvements combine together in an attractive and visually cohesive manner because the proposed project is a continuation of "The Villas at Obsidian" project design and features identical architecture, building materials and colors. The proposed tentative tract map eliminates the southerly property line and merges the parcel with the "Villas at Obsidian" subdivision. Therefore, the project layout and design is appropriate because it is intended to blend with the architecture and site circulation of the existing "Villas at Obsidian" subdivision. Additionally, the proposed density of the project is lower than the permitted density in the adjacent RMF-1 zoning district which is compatible with the character of the surrounding neighborhood.

   b. The design of streetscapes of streetscapes, including street trees, lighting, and pedestrian furniture, is consistent with the character of commercial districts and nearby residential neighborhoods

   The design of the Obsidian development streetscape is consistent with the character of the Resort Zoning District in that the location of structures along the west side of the property provides the greatest separation from adjacent residential uses on the east side of the property and the meandering internal roadway is appropriate to the resort/residential use of the site. The internal street network and relocation of the Town's multi-use path was completed as part of the subdivision approval requirements for TTM 15-002. The current application proposes new access driveways for the proposed duplex structures and relocates a previously approved emergency access gate to the intersection of Obsidian Place and Dorrance Drive. Relocation of the emergency access gate will maintain the gated access to the Obsidian development and prevent the Dorrance Drive roadway connection from being used as a primary access point for the project.

   c. Parking areas are located, designed and developed to foster and implement the planned mobility system for the area; buffer surrounding land uses; minimize visibility; prevent conflicts between vehicles and pedestrians and cyclists; minimize stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.

   The Parking areas are located, designed and developed to foster and implement the planned mobility system for the area; buffer surrounding land uses; minimize visibility; prevent conflicts between vehicles and pedestrians and cyclists; minimize stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development because each unit features an enclosed 2-car garage (tandem configuration) and the driveways are of sufficient depth to accommodating one guest parking space per unit; additional guest parking spaces are provided adjacent to the clubhouse building.

   Additionally, the previously developed phases of Obsidian provided funding to construct a transit shelter per the Town's specifications adjacent to the project site

on Meridian Boulevard and ADA compliant pathways are provided throughout the site.

d. Down-directed and shielded lighting and lighting fixtures are designed to complement buildings, be of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, minimize light pollution and trespass, and avoid creating glare.

While the current plan set does not provide detailed lighting specifications, Condition of Approval #18 included in the attached Resolution requires all exterior lighting to comply with Chapter 17.36.030 of the Town of Mammoth Lakes Municipal Code, to be verified prior to issuance of a certificate of occupancy. All lighting for the project will therefore be consistent with existing Municipal Code lighting requirements.

e. Landscaping is designed to conserve water resources, promotes a natural aesthetic, and be compatible with and enhance the architectural character and features of the buildings on site, and help relate the building to the surrounding landscape.

The preliminary landscape plan for the project preserves nine native pine trees that are concentrated around the proposed duplex buildings. Several Western Water Birch trees are proposed along the west side of the units to increase privacy and the plan notes that all other ornamental shrubs and grasses planted around the front of the units were selected based on their low water use, low fire hazard and deer resistance. Overall, the proposed landscaping promotes a natural aesthetic by utilizing species that are appropriate to the Mammoth Lakes region.

5. **The project is consistent with any approved tentative map, use permit, variance, or other planning or zoning approval that the project required.**

The proposed project is consistent with the associated tentative tract map, use permit and adjustment, as described in this Resolution and the associated staff report.

C. FINDINGS FOR ADJUSTMENT (Municipal Code Section 17.76.040)

Building Height Adjustment:

1. Increased safety of occupants or the public would result;

The Adjustment application requests an increase of one-foot to the maximum building height for the duplex buildings located on lots 1-4 of the Obsidian II Subdivision (TTM 21-002). This request is an allowed Adjustment pursuant to Municipal Code §17.76.020 since the increase is less than 10%.

The Adjustment request is the minimum departure from the Lodestar Master Plan to achieve a minimum 3:12 roof pitch because the proposed structures conform to all other applicable development standards, including, but not limited to, density, lot coverage, setbacks, and parking requirements for the Resort zoning district and the LMP.

The Adjustment will result in the increased safety of the occupants because a 3:12 roof pitch provides a safer building design in that the increased roof pitch reduces potential snow loading on the roof. Additionally, the increase in height will alleviate the need for cricket design features on the roof, which can cause ice damming above the building entrances, thereby putting the occupants in danger of falling ice.

The maximum one-foot increase in height is necessary because the approved duplex building design has a more continuous roof slope than the single-family residence building designs in the Obsidian subdivision, and due to the size of the building footprint, a minimum 3:12 roof pitch was not feasible with the three-story building configuration and a maximum 35-foot height limit. The one-foot height increase will allow for a design that substantially matches the appearance of the other structures within the subdivision since the other structures have a minimum 3:12 roof pitch.

III. **SUBDIVISION MAP ACT FINDINGS.** (State Map Act §66474)

a. The proposed map is consistent with applicable general and specific plans.

The proposed map is consistent with the 2007 General Plan and the Lodestar at Mammoth Master Plans as specified in Section 65451 of the Subdivision Map Act because the project is consistent with the Resort (R) land use designation since the project is an expansion of an existing multi-unit townhouse development with a total density of 35 units, which is below the maximum allowable density of 67 units originally allocated to the Tallus Subdivision.

The project complies with the General Plan Vision, Goals, and Policies, including that the project provides a high quality townhome product available for nightly rental in an appropriate location, the design respects the natural environment by maintaining as many native trees and natural features as possible and by maintaining a large amount of open space (total site coverage is 51%), the architecture and building exteriors are appropriate to the region and match the existing structures in the "Villas at Obsidian" development, and pedestrian connectivity is provided through the site.

b. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

The design and improvements of the subdivision are consistent with applicable general and specific plans because the residential subdivision complies with the Lodestar at Mammoth Master Plan and Municipal Code development standards which implement the goals and policies of the General Plan. Additionally, the project is conditioned to comply with all Public Works standards for all improvements on the site. The property is not located within a Specific Plan area.

c. The site is physically suitable for the type of development.

The site is physically suitable for this type of development because all utilities and required easements are currently in place or can be extended to the property. The project complies with the applicable development standards of the Lodestar at Mammoth Master Plan and the Municipal Code.

d. The site is physically suitable for the proposed density of development.

The site is located within the Resort (R) Zoning District and the Lodestar at Mammoth Master Plan area, both of which allow multi-family planned unit developments as a permitted use. The original Tallus Subdivision was allocated a total of 67 units of density. The project was built at a little over half the allowed density with a total of 35 dwelling units upon completion. The surrounding land uses consist of vacant land, golf course, single-family residential uses, and multi-family residential condominium developments. The project site and the Obsidian subdivision feature a residential density equivalent to 9 dwelling units per acre. Adjacent residential zoning districts to the east include RMF-1 and RMF-2 zones, which allow a density of up to 12 dwelling

units per acre. Therefore, the project site is suitable for the proposed density of development.

e. The design of the subdivision or the proposed improvements are not likely to cause substantial environment damage or substantially and avoidably injure fish or wildlife or their habitat.

The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially injure fish or wildlife or their habitat because the mitigation measures included with the Addendum to the Tallus Mitigated Negative Declaration apply to this project. The Mitigation Monitoring and Reporting Program (MMRP) includes mitigation measures for biotic resources, vegetation removal, and hydrology and water quality. The mitigation measures are included as conditions of approval for the project.

f. The design of the subdivision and types of improvements is not likely to cause serious health problems.

The design of the residential subdivision and type of improvements proposed are not likely to cause serious public health problems because no evidence has been submitted during the planning review process to indicate that the development would cause any serious public health problems. All necessary public services are currently provided or can be extended to the site to assure health and safety for those individuals occupying and using the site facilities. Grading and building permits will be obtained to ensure all applicable health and safety requirements are adhered to for the duration of the project construction.

g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision since all existing easements are shown on the tentative tract map and the property has access to a public street with approved street alignments and widths. A multi-use trail easement exists on the property and the proposed subdivision improvements do not conflict with the path and do not obstruct public access to the multi-use path. All utilities, and their easements, are currently in place on, or can be extended to, the property and the proposed subdivision will not impact adjacent property easements and/or shared common areas with the Obsidian subdivision.

SECTION 2. PLANNING AND ECONOMIC DEVELOPMENT COMMISSION ACTIONS.

The Planning and Economic Development Commission hereby takes the following actions:

1. Adopts the Addendum to the 2004 Tallus Mitigated Negative Declaration (State Clearinghouse #2004042055) pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164;
2. Approves Tentative Tract Map 21-002, Use Permit 21-003, Design Review 21-002, and Adjustment 21-002 subject to the following conditions:

(SEE EXHIBIT "A"); and

3. Directs staff to file a Notice of Determination.

PASSED AND ADOPTED this 8th day of September 2021, by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

RECUSED:

ATTEST:

_____	_____
Sandra Moberly, Community and Economic Development Director	Michael Vanderhurst Chair of the Mammoth Lakes Planning and Economic Development Commission

NOTE: This action is subject to Chapter 17.104 of the Municipal Code, which specifies time limits for legal challenges.

OWNER/APPLICANT:

I, Mark Rafeh, am an authorized Representative for Mammoth Springs Resorts, LLC, the property owner, and I do hereby attest that I have read, and agree to, the conditions of approval stipulated within this Resolution.

_____ Date: _____

Mark Rafeh, Authorized Signatory
Mammoth Springs Resorts, LLC
(Notary Required)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Mono

On _____before me, _____
personally appeared _____
who proved to me on the basis of satisfactory evidence to be the persons whose name(s) is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity (ies), and that by his signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary

EXHIBIT "A"
Resolution No. PEDC 2021-08
Case No. TTM 21-002, UPA 21-003, DR 21-002, ADJ 21-002
CONDITIONS OF APPROVAL

STANDARD PLANNING CONDITIONS

1. This approval authorizes the following: Subdivision of the 0.435-acre remainder parcel of the Obsidian subdivision with Assessor Parcel No. 033-370-028-000, for a four-lot multi-family planned unit development (PUD). Construction of a total of four residential townhome units within two duplex buildings as shown on sheets 1-4 of TTM 21-002, dated May 4, 2021, and Project Plan Sheets A.2, A.3, and A.4 dated March 12, 2019, and Duplex 12 updated plan sheets 1-2 dated received by the Town of Mammoth Lakes August 25, 2021, for property located within Development Area 2 of the Lodestar Master Plan within the Obsidian subdivision. This approval shall not supersede the previous approvals applicable to the Obsidian subdivision.
2. The approved site and building plans including : Tentative Tract Map 21-001 Sheets 1 – 4, dated May 4, 2021; Project Plan Sheets A.2 – A.4 dated March 12, 2019 and Duplex 12 updated plan sheets 1-2 dated received by the Town of Mammoth Lakes August 25, 2021; Color and Materials (labeled building elevations) dated received by the Town of Mammoth Lakes June 7, 2021; Preliminary Landscape Plan, dated June 27, 2021; and Emergency Access Gate Specifications, dated August 2, 2021; shall be adhered to and maintained for the duration of the permit.
3. This permit and all rights hereunder shall automatically terminate unless the site preparation or construction has been commenced within two years after the issuance of this permit and such work is diligently carried on until completion, or an extension of time has been granted in accordance with Municipal Code §17.60.060.B.
4. All new improvements constructed on the site shall be in compliance with all Town of Mammoth Lakes, County of Mono, Mammoth Community Water District, the Mammoth Lakes Fire Protection District, the CRWQCB Lahontan District, Great Basin Air Pollution Control District, OSHA, State of California and United States of America laws, statutes, ordinances, regulations, directives, orders, and the like applicable thereto and in force at the time thereof. Any violation of the above may constitute grounds for revocation under Chapter 17.128 of the Mammoth Lakes Municipal Code.
5. This resolution of approval, as conditioned herein, shall be recorded for the subject property by the Mono County Recorder's Office to commence the approved use on the property or the issuance of any building permits for new or remodeled structures.
6. The site shall be maintained in a neat, clean and orderly manner. All improvements shall be maintained in a condition of good repair and appearance. Outdoor storage of equipment and other materials, except for firewood, is prohibited. Non-operating vehicles, equipment and materials inappropriate to the site and its use shall not be stored within outdoor areas on the site.
7. Storage of construction materials and equipment off-site shall not be permitted

without a permit issued by the Community and Economic Development Department of the Town. Any public or private property altered, damaged or destroyed by site preparation, grading, construction or use shall be restored to its pre-existing condition by the permittee.

8. All conditions of this permit shall be met or secured prior to final occupancy approval of any new structures.

9. All uses are subject to review by the Building Official of the Town of Mammoth Lakes and must conform to occupancy ratings of the structures to obtain occupancy.

10. Town staff shall have the right to enter the subject property to verify compliance with these conditions. The holder of any permit associated with this project shall make the premises available to Town staff during regular business hours and shall, upon request make records and documents available to Town staff as necessary to evidence compliance with the terms and conditions of the permit.

11. Prior to the issuance of a building permit, the applicant shall pay all applicable fees as prescribed by ordinance and/or resolution and pay any fees due on the project processing account.

12. Where compliance with the conditions of approval or applicant initiated changes to the plans require additional staff review, that review time shall be billed at the Town's established billing rates. Prior to the issuance of a building or grading permit, the applicant shall pay all outstanding costs for the processing of this application.

13. This action may be appealed to the Town Council within fifteen (15) calendar days from the date of Planning and Economic Development Commission approval in accordance with Municipal Code Chapter 17.104.

14. Prior to issuance of a grading or building permit, the applicant shall obtain a secondary source permit or letter of exemption from the Great Basin Unified Air Pollution Control District. For multi-phase projects, a separate permit and fee is required for each phase of the development.

15. The applicant shall defend, indemnify, and hold harmless the Town and its agents, officers, and employees from any claim, action, or proceeding against the Town and its agents, officers, or employees to attack, set aside, void, or annul, an approval of the Town, advisory agency, appeal board, or legislative body concerning this approval. The Town shall promptly notify the applicant of any claim, action, or proceeding and shall cooperate fully in the defense.

16. Pursuant to Government Code Section 66474.9 the subdivider shall defend, indemnify, and hold harmless the Town and its agents, officers, and employees from any claim, action, or proceeding against the Town and its agents, officers, or employees to attack, set aside, void, or annul, an approval of the Town, advisory agency, appeal board, or legislative body concerning this approval, which action is brought within the time period provided for in Government Code Section 66499.37. The Town shall promptly notify the subdivider of any claim, action, or proceeding and shall cooperate fully in the defense.

17. In consideration of the Town's Vision Statement requiring a de-emphasis of the use of the automobile, occupancy and mode of travel expectations and to mitigate the impacts of the project on air quality as required by CEQA, the applicant and the owners' association shall submit a petition to be annexed into the Transit and Transportation Fee Community Facility District (CFD 2013-03) and pay all fees

associated with the annexation process prior to final map approval by staff. CFD 2013-03 shall be referenced in the project CC&Rs, as well as in any disclosure documents required by the California Department of Real Estate for the project.

18. All exterior lighting shall comply with Chapter 17.36.030 of the Town of Mammoth Lakes Municipal Code, Exterior Lighting. Exterior light fixtures having a total of over 400 lumens of output shall be equipped with shields that extend below the horizontal plane of the light source to direct the light downward onto the structure or surrounding grounds. Accent lighting is permitted as described in Municipal Code Section 17.36.030.F.6. This shall be verified prior to issuance of a certificate of occupancy.

19. A final landscape plan shall be submitted to the Planning Division for approval prior to issuance of a Building Permit and shall substantially conform to the preliminary landscape plan dated June 27, 2021, approved by the Planning and Economic Development Commission. The final landscape plan shall meet the requirements of Municipal Code Chapter 17.40 (Water Efficient Landscape Regulations) including the Landscape Documentation Package. A final landscape and irrigation plan shall be submitted to, and approved by, the Community and Economic Development Department for inclusion in the project grading permit. Where no grading permit is required, the final landscape plan must be submitted to and approved by the Town prior to issuance of a building permit. Completion of all landscape improvements and revegetation of disturbed areas shall occur prior to issuance of the first Certificate of Occupancy.

20. The Final Landscape Plan shall comply with California Public Resources Code 4291 and local defensible space clearance codes. Plants, flowers, shrubs should be a min. of 5 feet from the structure.

21. Prior to the removal of any trees, a final analysis of the value of the trees removed shall be prepared by a licensed forester or arborist. The applicant shall install tree landscaping based upon the value-for-value determination by the forester/arborist. Said tree replacement shall be within the project area or off-site, as may be approved by the Community and Economic Development Director.

22. The project shall comply with the Guidelines for Erosion Control in the Mammoth area. This shall include submittal of a Report of Waste Discharge, if applicable.

23. A valid building permit and a permit from the Mammoth Lakes Fire Protection District are required before any building can begin on-site.

24. Proposed water and sewer connections require a Connection Permit from Mammoth Community Water District. Prior to the Town authorizing any construction, the applicant shall obtain water and sewer permits from Mammoth Community Water district and pay applicable fees to the District.

25. New or changed improvements, exterior illumination, elevations, designs, materials, or colors shall conform to the adopted Design Guidelines of the Town of Mammoth Lakes and will require review and approval from the Town of Mammoth Lakes Community and Economic Development Department or Planning and Economic Development Commission pursuant to Municipal Code Chapter 17.88.

26. A certificate of occupancy is required for all future tenant improvements within the subject structures. Tenant improvements shall identify occupancy separation requirements, disabled access requirements and compliance with all applicable

building, electrical, plumbing, and fire code requirements.

27. All conditions of approval shall be printed verbatim on all of the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical, and plumbing) and shall be referenced in the index.

28. Developers of residential properties shall include a disclosure statement indicating that Mammoth Lakes is an area of habitat for Mountain Lions, which indicates potential risk, particularly to small children and pets. (General Plan Mitigation Measure 4.3-1)

SPECIAL PLANNING CONDITIONS

29. The Mitigation Monitoring and Reporting Program (MMRP) established by the 2004 Tallus Mitigated Negative Declaration (SCH# 2004042055) shall be adhered to in the implementation of the proposed development and is incorporated herein by reference.

30. The Housing Mitigation requirements for this project shall be met through payment of the current applicable housing fee for residential uses in effect at the time of building permit submittal, unless an Alternate Housing Mitigation Plan (AHMP) in accordance with Municipal Code Chapter 17.136 is approved prior to building permit submittal. If an AHMP is proposed, it shall be reviewed by the Community and Economic Development Department prior to consideration of the AHMP by the Planning and Economic Development Commission. If the applicant requests that the AHMP be considered separately from the approval for the associated project, the applicant shall be responsible for payment of staff time at the Town's established billing rates for the review and processing of the AHMP.

31. The applicant shall submit Homeowner's Association CC&Rs for the maintenance and control of common area for review and approval by the Community and Economic Development Director prior to issuance of the first Certificate of Occupancy. The project shall be incorporated into the Obsidian Subdivision HOA.

32. The shared Homeowners Association shall maintain an on-site shuttle service for all owners to provide transportation to shopping, restaurants, the ski area, and the airport to the satisfaction of the Community and Economic Development Director.

33. The public multi-use path shall be accessible and maintained in a safe and usable condition during construction activities at the project site.

34. Each residence shall be provided a divided cabinet suitable for aluminum cans, glass bottles, and plastic bottles. This shall be verified prior to the issuance of a Certificate of Occupancy for each unit.

35. Solid fencing that could be a barrier to wildlife movement is prohibited along property frontages onto common area and the golf course. Windfalls and other coarse woody debris removed from building sites shall be redistributed throughout undeveloped portions of the project areas to create structural diversity and promote continued wildlife use of forested habitats. Stumps from tree cutting shall be boraxed or appropriately treated within four hours of cutting to prevent root fungus from entering the root systems of retained trees.

36. Roof vents, exhaust, pipes, and flues shall be combined and/or collected together on slopes of roof out of public view to the greatest extent possible.

37. All tree removal activities shall adhere to the Federal Migratory Bird Treaty Act and California Fish and Wildlife Code Sections 3503 and 3503.5, it is unlawful

to take, possess, or needlessly destroy the nest or eggs of any bird or bird-of-prey, except as otherwise provided by FGC or any regulation made pursuant thereto. Completion of a nesting bird survey by a biologist with relevant qualifications within three days of initiation of site disturbance is recommended for projects that have the potential to disturb suitable nesting habitat, which may include riparian vegetation, mature trees, snags, and structures.

38. No snow shall shed or be deposited onto adjacent properties or Town right-of-way. This shall include snow that is removed from any portion of the property, including, but not limited to, the structure, driveway, and/or common areas. All interim snow storage areas shall be on the subject property. The property owner shall be subject to fines pursuant to Municipal Code §12.16.030 (*Snow Removal – Violation/Penalty*) if found to be in violation of this condition.

39. All gates/ barricades shall be functional in all weather conditions, including heavy snow. For electric operating gates, a radio-controlled opening device shall be the primary means of operation with an approved key operated switch or touchpad keyboard used as a backup system. In the event of power failure, all remote-controlled gates shall automatically open and stay open until power is restored. The Fire Chief shall approve the placement of an electric operating gate. For non -powered gates, a key box approved by the fire code official shall be provided in an approved location. All barricades/bollards shall be removable or allow for passage of fire vehicles if the fire department has a need to pass through the barricaded area. Only approved traffic bollards shall be used within the district.

40. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

41. Fire Sprinkler systems shall be installed in accordance with NFPA 13D and the MLFPD Local Ordinance. A deferred submittal for sprinkler plans and calculations will NOT be acceptable and shall be submitted with construction plans.

42. All exterior wood products shall comply with the Wildland Urban Interface (WUI) construction materials requirements certified by the State Fire Marshal's Office and be in compliance with Chapter 7A of the 2016 California Building Code. Plywood or OSB sheeting shall be a minimum of one-half inch thickness with approved siding material placed over top.

43. All eave and crawl space ventilation shall resist the intrusion of flame and burning embers and comply with Chapter 7A of the California Building Code and local modifications.

44. The structure shall comply with NFPA 13R automatic fire sprinkler requirements as required by Section 903.2.8 and 903.3 of the California Fire Code. A deferred submittal for sprinkler plans and calculations will be acceptable.

ENGINEERING DIVISION CONDITIONS

STANDARD CONDITIONS / GENERAL REQUIREMENTS:

45. A final map, consistent with the tentative map and the conditions herein, shall be recorded with the County Recorder of Mono County prior to the expiration of the approved tentative map. The final map shall conform to the Subdivision Map Act and the Subdivision Ordinance for the Town of Mammoth Lakes. The tentative map shall expire 24 months after the approval date. Failure to record the final map prior

to the expiration will nullify all approvals, except as such time limitation may be extended by law or by the Planning and Economic Development Commission in accordance with the Subdivision Map Act.

46. Copies of all exceptions, easements, restrictions and encumbrances listed in the preliminary title report together with a copy of the current grant deed and a current title report, a copy of each record map for the subject property shown within the tentative map boundary, and a copy of each and every adjacent map, deed or other document as necessary that establish, or were used for the survey of, and for the retracement of the subdivision boundary shall be submitted with the initial submittal of the final map. A subdivision guarantee shall be issued and dated within 30 days prior to final map approval by the Planning and Economic Development Commission.

47. The maintenance of graded slopes and landscaped areas shall be the responsibility of the developer until the transfer to individual ownership or until the maintenance is officially assumed by an appropriate district or property owners' association.

48. Slope rights adjacent to public rights of way shall be dedicated on the final map where necessary.

49. All new utility lines within, adjacent to, or serving the site shall be placed underground.

50. The site grading design and all building construction shall conform to State and federal disabled access regulations.

51. Paved access is required to a maintained street. Street and traffic signs shall meet the California Manual of Uniform Traffic Control Devices (MUTCD).

52. Landscaping and irrigation systems within the public right of way, adjacent to the project area and within the project shall be maintained by property owner, with the exception of benefit assessment district areas.

53. The applicant shall obtain an easement or letter of permission to grade all areas requiring off-site grading prior to issuance of a grading permit or a building permit. These areas shall be contour graded.

54. The applicant shall submit to the Town an electronic file of the final map in AutoCAD, or other format as may be approved by the Public Works Director, within 30 days of approval of the final map.

55. All easements and dedications shall be in a form and content acceptable to the Public Works Director.

56. Nothing in the approval of this tentative tract map shall be construed to allow for the deviation, adjustment, variance or non-conformance of any Municipal Code or ordinance, or of any local, State or federal standard, policy, regulation or law, unless specifically provided for herein.

57. All grading and public improvements shall be consistent with the Town of Mammoth Lakes Standard Plans for Public Works.

58. Any off-site improvements required, such as installation of roads, sewers, water lines, or drainage improvements, which are of benefit to land other than the land located within the subdivision, shall be subject to an approved agreement between the Town and the subdivider to reimburse him in whole or in part for the use of the improvement by lands other than those developed by the subdivider, pursuant to Section 17.16.190 of the subdivision ordinance.

THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO APPROVAL BY STAFF OF THE FINAL MAP:

59. The final map shall conform to the requirements of Town of Mammoth Lakes Ordinance 84-10 and all amendments thereto.

60. A preliminary soils report shall be filed with and reviewed by the Public Works Director. The report shall address and make recommendations as to the compacted and un-compacted fills on-site. A note shall be placed on the final map indicating which lots require grading remediation. An "as-graded" soils report shall be provided to the Town upon completion of the grading.

61. A form of security listed in Government Code Section 66499(a) and acceptable to the Town shall be posted to secure completion of all required grading, street and drainage improvements in accordance with the Municipal Code and the applicant shall enter into a subdivision improvement agreement for all required public improvements in accordance with the Subdivision Map Act. The agreement shall include provisions for the posting of warranty sureties for the accepted public improvements two weeks prior to Planning and Economic Development Commission approval of the final map. Construction cost estimates for all required sureties shall be prepared and signed by a registered civil engineer. The estimates shall be at prevailing wages and shall include 20% for construction contingencies and 20% for administrative costs. All sureties shall be posted prior to the issuance of a grading permit and prior to approval by staff of the final map.

62. A form of security listed in Government Code Section 66499(a) shall be posted with the Town in a form acceptable to the Town Surveyor for any deferred final monumentation for the final map. The estimated amount of the surety shall be prepared by the licensed land surveyor preparing the final map and shall be approved by the Town Surveyor.

63. Rights of way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing shall be required as necessary.

64. All easements as shown on the tentative map shall be granted on the final map or recorded by separate document prior to or concurrent with recordation of the final map in a form and in content acceptable to the Town. Easements to be recorded by separate document shall be submitted to the Town for review and approval. The fully executed documents shall be submitted to the Public Works Director prior to approval of the final map. Easements shown on the tentative map to be granted or dedicated shall indicate the beneficiary of the easement(s).

65. Easements shown on the tentative map to the benefit of an agency other than the Town or to other parties shall be shown on the final map as "Easements Reserved". The owners statement on the parcel map shall reserve said easements unto themselves, their heirs and assigns.

66. All documents that are required to record prior to or concurrent with the recordation of the final map shall be reviewed and approved by the Town and shall be fully executed, notarized and ready for recordation prior to approval of the final map by town staff. The originals of the executed documents shall be delivered to the Public Works Director together with the final map prior to approval of the final map.

67. Monumentation of the subdivision shall be installed in accordance with the Subdivision Ordinance of the Town, Ordinance 84-10.

68. A snow removal/storage plan shall be submitted by the applicant and approved by the Community and Economic Development Department. This plan and provisions for maintenance of private driveways and drainage facilities shall be included in the CC&Rs prior to final map approval by Town staff.

69. The CC&Rs shall contain provisions granting rights of access and parking, as necessary, to the owners, tenants, and their guests, of the PUD units. This project shall be annexed into the Obsidian HOA.

70. Existing CC&Rs, if any, encumbering the property shall be amended as necessary for the proposed development of this project.

71. The applicant shall submit a request for unit, building and street addressing to the Town. Approval of the addressing shall be completed prior to approval of the final map by staff.

72. For planned development projects the following statement shall appear on the signature sheet of the final map: "THIS SUBDIVISION IS A PLANNED DEVELOPMENT AS DEFINED IN SECTION 6562 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA, CONTAINING A MAXIMUM OF 18 ROOMS WITHIN SIX (6) RESIDENTIAL UNITS AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT."

73. Prior to approval of the final map by staff, the applicant shall provide evidence to the Town that the property taxes have been pre-paid to Mono County Tax Collector or their payment has been secured by the filing of a surety bond or other cash-equivalent security acceptable to the County.

74. As required by the Town's Subdivision Ordinance Section 17.08.035 and Council Resolution 14-28, the applicant shall pay a fee for each unit, parcel or lot, including lettered lots and parcels and common area lots or parcels, created to the Community and Economic Development Department for long range planning reimbursement prior to approval by staff of the final map.

75. If the subdivider elects to file multiple final maps, then prior to submittal of the first final map for the project, the applicant shall submit a development schedule of phasing and improvements for review and approval by the engineering and planning divisions of the town. The Town may impose additional conditions relative to phasing and the filing of multiple maps in accordance with Section 66456.1 of the Subdivision Map Act. Phasing may only be permitted if discontinuous right-of-ways and substandard lots are not created by the phasing.

THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO ISSUANCE OF AN ENCROACHMENT, GRADING, OR IMPROVEMENT PERMIT:

76. Construction of water and sewer improvements shall require water and sewer permits from the Mammoth Community Water District. Grading plans shall be submitted to the Town for review and approval and a grading permit in accordance with the municipal code shall be obtained from the Town and all mitigating measures and best management practices to prevent erosion and to protect existing trees shall be constructed prior to work commencing for any and all water and sewer improvements.

77. An application for a grading permit shall be submitted to the Engineering Services Division of the Public Works Department in accordance with Chapter 12.08 of the

Municipal Code. No change to the existing conditions of the site, including site grading, drainage interruption, land clearing, etc. shall be commenced until grading and drainage plans have been approved by the Public Works Director.

78. An encroachment permit or a letter of exemption shall be obtained from the Engineering Services Division of the Town prior to construction within the public right of way in accordance Chapter 12.04 of the Municipal Code.

79. No work within Town right of way shall be commenced until a traffic control plan has been approved by the engineering services division of the Town.

80. Street and public improvement plans for streets, sidewalks, drainage, and other public/private infrastructure shall be prepared by a registered civil engineer and submitted to the Town for review and approval. Existing topography and proposed grading with sufficient contours intervals (not to exceed two feet) shall be prepared by a registered civil engineer or a licensed land surveyor.

81. Street profile grades shall not be less than 0.5% unless the engineer of work at the time of submittal of the improvement plans provides justification to the satisfaction of the Public Works Director confirming the adequacy of the grade and provided that drainage can be adequately maintained.

82. Final grading and improvement plans and profiles shall indicate the location of any existing utility facility that would affect construction. All existing utilities shall be shown on the improvement plans and relocated as necessary without cost to the Town. Existing overhead utilities requiring relocation shall be converted to underground.

83. Prior to approval of the improvement plans, the applicant shall contract with a soils testing engineer. Any proposed grading within the street right-of-way shall be done under the direction of the soils testing engineer. Compaction tests of embankment construction, trench backfill, and all sub-grades shall be performed at no cost to the Town. Prior to placement of any base materials, and/or paving, a written report shall be submitted by the soils testing engineer to the Public Works Director for review and approval.

84. A geotechnical report is required that confirms that the proposed infiltrator locations will not be subject to groundwater entering the drywell or cause leaching through an adjacent slope face. A sediment and oil water separator shall be installed in conjunction with the infiltrator, substantially in conformance with water quality Phase 2 requirements.

85. Slope stability tests are required for all cuts greater than 2:1 or fills greater than 3:1 (H:V).

86. A thorough evaluation of the structural street section, to include parkway improvements, from a qualified civil and/or geotechnical engineer, shall be submitted to the engineering services division.

87. All driveways shall be constructed in accordance with the driveway standards of the Town.

88. In addition to the drainage, traffic related, or other requirements stated herein, other "on-site" or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to the Public Works Director.

89. Drainage across the property shall be maintained. The design of the grading and drainage facilities shall not create concentrated discharges to adjacent properties and/or public rights of way in excess of historical flows. A registered civil engineer shall investigate existing facilities and design adequate drainage facilities to intercept and conduct the drainage flows around or through the site in a manner that will not adversely affect adjacent or downstream properties. The Engineer shall verify that downstream facilities, and drainage channels accepting site flows are not adversely affected by an increase in runoff from this development. If the project does create concentrated or sheet flows off-site that are greater than historical, the applicant shall demonstrate that the downstream facilities can accommodate the increased flows; otherwise, the applicant shall provide on-site detention for excess flows.

90. A final hydrology and hydraulics study is required and shall be submitted with the grading and improvement plans for the project. The study shall be prepared in accordance with the grading chapter of the municipal code and the adopted Storm Drain Master Plan of the Town and shall be prepared by a registered civil engineer. The study shall include runoff from the entire site and shall also include runoff that enters the property from all upstream sources, and shall include all storm drains, drywells, infiltrators and surface flows. The study shall indicate the method of conveying surface and underground runoff and shall address drainage conveyances downstream to the extent they exit to an existing facility or natural drainage course. All existing drainage facilities on-site and tributary to the site shall be identified and shown on the grading plans. The hydraulic calculations shall include all pipe flows, velocities and head loss calculations sufficient to show the adequacy of all conveyance systems. Q100 and V100 and the hydraulic grade line for all public storm drains and all facilities with an equivalent diameter of 18 inches or greater shall be shown on the approved grading and improvement plans. The drainage study for the project and the final design of the storm drain system shall be approved prior to approval by staff of the grading and improvement plans and the final map. Infiltrators and storm water pollution prevention facilities are to be designed to accept the “first flush” levels of runoff. The capacity of these facilities shall not be assumed to reduce storm water flows of other drainage facilities that may be required for the project.

91. Temporary and permanent erosion control plans shall be included with the grading, improvement, and building plans. Continuous water spraying or other approved methods shall be used during grading operations to control fugitive dust. Drop inlet filters and other temporary Best Management Practices shall be employed to filter nuisance water from storm drain inlets affected by construction, on-site and off-site. Groundwater pollution from urban run-off water generated by the project shall be mitigated using best management practices (BMPs), per the requirements of the California Regional Water Quality Control Board, Lahontan District, and as indicated in the "New Development and Redevelopment Guidelines". The applicant shall apply for and obtain all required permits, written clearances or exemptions from the Lahontan District prior to any grading. All BMPs shall be shown on the erosion control plans. If the Town inspector determines that the BMPs in place are not adequate, then additional BMPs shall be installed at the discretion of the Town inspector or a revised erosion control plan shall be prepared for approval by the engineering services division. Gravel bags shall be used in lieu of sand bags. All

permanent erosion control measures shall be irrigated for at least one season. Permanent BMPs shall include sediment traps upstream of infiltrators and oil water separators for parking areas consistent with the General Plan.

92. A Construction Staging and Management Plan shall be submitted to and approved by the Public Works Director prior to grading or building permit issuance. Said plan shall include provisions related to the parking of construction worker vehicles, construction equipment, construction materials, and specific limitations restricting access into non-developed portions of the site and the storage of materials within these areas. The staging plan and the final access roadway improvements shall all be approved by the Mammoth Lakes Fire Protection District prior to grading permit issuance. An approved copy of the plan shall be maintained on-site at all times and available to all contractors, subcontractors, their employees and the Town. The staging plan shall address hours of work, and special approval for work outside hours allowed. The plan shall also contain provisions for interrupting utility services to neighboring properties and sufficient noticing to affected residents and property owners.

93. On the cover sheet of the grading plans and in a very conspicuous location place the following note: "The conditions of approval for the approved tentative tract map, TTM 21-002, UPA 21-003, DR 21-002, and ADJ 21-002, contained in the resolution recorded at the County Recorder's Office of Mono County as Document No. 2021xxxxx, shall be made a part of these plans and the grading permit and all conditions and requirements therein shall be adhered to by the contractor, his sub-contractors and any person performing any work on the project." This note shall also be included within the construction staging and management plan.

94. Prior to combustible materials being placed on-site, an all-weather access road shall be constructed serving all exterior portions of the structure to the satisfaction of MLFPD.

95. Existing Town streets that require construction or reconstruction, shall remain open for traffic at all times, with adequate detours and traffic control, during actual construction. A form of security listed in Government Code Section 66499(a) and acceptable to the Town shall be posted to cover the cost of grading and paving prior to approval by staff of the map.

96. The grading plan and building permit plans shall indicate all snow storage areas and drainage facilities.

97. All easements shall be shown on the grading and building permit plans.

98. All export shall be taken to, and all import shall be taken from a permitted site, which shall be identified at grading permit issuance. The applicant shall prepare a haul route, subject to the approval of the Public Works Director prior to the import or export of material for the site.

99. A tree removal plan shall be approved prior to any land disturbance and the issuance of a grading or building permit. A pre-construction meeting shall be held on-site prior to any land disturbance to inspect clearing limit fencing. The applicant shall obtain the necessary Timber Harvest Permit prior to any tree removal.

100. The grading plan shall include tree protection measures to address how construction can occur without disturbing the drip-line of retained trees. The drip-line areas shall be "fenced" off with barriers to prevent disturbance during site grading. Additionally, finish grading shall not disturb existing understory

vegetation or retained trees. Grading operations shall not commence until all erosion control measures and tree protection measures are in place as shown on the approved plans, and as required by the Town.

THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO ISSUANCE OF BUILDING PERMITS:

101. Recordation of the final map. The applicant shall provide evidence to the Town that the map has recorded prior to issuance of the first building permit for the project. Evidence shall consist of the recording information of the final map.

PRIOR TO ISSUANCE OF A TEMPORARY, CONDITIONAL, OR FINAL CERTIFICATE OCCUPANCY, THE FOLLOWING CONDITIONS SHALL BE COMPLETED:

102. All required landscaping and irrigation improvements shall be constructed prior to issuance of a temporary, conditional or final certificate of occupancy for the project. A form of security listed in Government Code Section 66499(a) and acceptable to the Town shall be posted with the Town to the satisfaction of the Community and Economic Development Department for any required landscaping and irrigation improvements to be deferred and a schedule shall be submitted to the town for the construction of the deferred improvements. Deferral of the construction of any landscaping and irrigation improvements shall be at the sole discretion of the director of the Community and Economic Development Department.

103. Address numbers shall be placed on all new and existing structures in such a manner as to be plainly visible and legible from the access roadway or street, consistent with Municipal Code Chapter 16.32.

104. The final Planned Development (PUD) plans for the project shall be submitted to the Town for review for conformance with the approved development plan, tentative map, and CC&Rs. The PUD plans shall conform to the conditions of approval with respect to ownership of required appurtenant use areas. Issuance of a certificate of occupancy and recordation of the PUD plans shall not occur prior to Town approval of the PUD plans. The PUD plans shall be recorded prior to issuance of a temporary, conditional, or final certificate of occupancy for the project.

105. Construction of private streets and private facilities and related drainage improvements shall be inspected and certified by the Public Works Director and/or designee.

106. All required grading, public and private street and drainage improvements shall be completed, all "punchlist" items completed to the satisfaction of the Public Works Director, the as-built plans submitted, reviewed and approved and the required warranty security posted prior the issuance of a certificate of occupancy for the project.

107. Projects subject to a building permit shall have all required on and off-site improvements completed and approved prior to final inspection of any buildings or structures. The installation of any on or off-site improvements shall be sufficiently completed so as to assure protection from storm or drainage run off, a safe and drivable access for fire and safety, and the ordinary and intended use of buildings or structures. The Building Official, with the concurrence of the Public Works Director, may approve any plan or approve a change to an approved plan, which complies with the intent of this policy.

108. All deferred survey monumentation shall be completed, or surety posted, prior to the issuance of a temporary, conditional or final certificate of occupancy for the project.

SPECIAL ENGINEERING CONDITIONS

109. All subdivision improvements shall be completed prior to issuance of the 4th Certificate of Occupancy for the Obsidian II Subdivision.

110. The emergency access connection on Dorrance Drive shall comply with the Town standards and the Mammoth Lakes Fire Protection District road width requirements.

111. Warning signage shall be placed on both ends of the emergency access connection to Dorrance drive. Signs shall in accordance with the MUTCD and appropriately inform the public of the end of the road, and that no public access exists. The Town Engineer shall approve all proposed signage.

112. The emergency access connection to Dorrance Drive shall be appropriately secured, preventing public vehicular access at the connection to Dorrance Drive. The security method shall be approved by the Town Engineer and MLFPD.

Mitigation Measures: Tallus Mitigated Negative Declaration (MND) Mitigation Monitoring and Reporting Program:

113. **Aesthetics**: Mitigation measures established by the final Lodestar at Mammoth EIR require the retention of the forested areas to the maximum extent feasible, contour grading to blend manufactured slopes into the natural terrain to the extent that surface slope requirements can be maintained, the avoidance of any significant visual resource, and the landscaping of manufactured slopes with native and zone tolerant plant material. The mitigation measures established by the Forest Condition Survey (David Early, RPF: March 2004) shall be implemented during the construction of the project improvements. The report states that only 2.6 acres of the 10.8-acre site will be impacted by development. This will leave 75% of the property undeveloped tree cover. Removed trees to accommodate the development shall be replaced on a value-for-value basis. To the maximum extent possible, native trees shall be concentrated around all structures, streets, and parking areas on the project site. Grading plans shall be reviewed by the Town to assure the retention of adjacent forested areas to the maximum extent feasible, that contour grading is applied to blend manufactured slopes into the natural terrain to the extent that surface slope requirements can be maintained, to assure the avoidance of any significant visual resources such as rock outcroppings and, to the extent feasible, preserving scenic corridors through the site, and the landscaping of manufactured slopes with native and zone tolerant plant material. Mitigation measures include: (1) Grading shall be minimized to the extent feasible to accommodate the proposed project. Cut slopes and fill slopes shall be contoured to help blend with the adjacent natural terrain; (2) All graded areas shall be immediately re-vegetated to blend with existing native landscape. Native plant materials shall be utilized throughout the project; (3) Removal of existing trees shall be avoided where possible. Excessive covering of retained tree roots with fill material shall be avoided; (4) Retaining walls shall be faced with rock material or constructed of other decorative material to the satisfaction of the Community and Economic Development Director; (5) The Landscape Plan shall be implemented with the project construction; (6) All exterior lighting will conform to the Town of Mammoth Lakes requirements for shielding,

glare reduction, down-direction, and lumen level output as required by the Town's adopted Lighting Ordinance. The specific fixtures selected will be reviewed through the Town's Design Review and discretionary approval process; and (7) As many trees as possible shall be retained on-site and within the Open Space and Wetlands Conservation Area. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to aesthetic quality to a level below significance.

114. **Air Quality**: Increased particulate matter (PM10) from wood burning appliances and fugitive dust generated from grading and construction activities is considered significant. The project must conform to the requirements of the Air Quality Management Plan and the Particulate Emissions Regulations of the Town Municipal Code. All residential units shall be limited to one EPA Phase II certified woodburning appliance, one EPA Phase II certified pellet stove, and any number of gas or electric heating appliances. Construction-related air quality impacts related to attainment of California and Federal PM10 Standards could be impacted by emissions from heavy-duty grading, earthmoving, and loading equipment. Airborne dust impacts due to site grading can also impact the attainment of the PM10 Standards. Therefore, all construction contracts shall require watering to minimize airborne dust and construction equipment emissions during grading and construction to the satisfaction of the Town Engineer. In addition, air quality impacts are mitigated by requiring the payment of $121 per unit per year to the Town Transit Program to reduce vehicular use and the payment of a "fair share" contribution of a street sweeper ($70.26 per unit) to address road dust impacts. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to air quality to a level below significance

115. **Biological Resources**: Siltation or other pollution into adjacent drainage channels during construction can impact aquatic organisms and stream bank vegetation downstream of the project site. Limitation on the grading of the site to dry spring and summer months, siltation fencing and other Best Management Practices to control erosion during site grading, and the installation of permanent storm water collection and retention facilities will reduce adverse siltation and erosion impacts to a level below significance. Retention basins are required to control runoff from home sites, roadways and the golf course facilities to control downstream impacts of fertilizers and other pollutants. In order to limit the impacts to biological resources, several measures are to be incorporated into this project. As part of the grading permit application and inspection process, the Town will ensure the following: (1) The establishment of limits of site disturbance and planned site access routes; (2) tree protection; (3) erosion and sediment control measures; and (4) restrictions on the movement of heavy equipment. These protective measures will be clearly marked on site plans for the contractor and developer and will be assured during site construction by the Town's Building and Engineering inspection staff. A Biological Analysis for the Tallus Project was prepared by Resource Concepts, Inc. (January 2004). The report conducted a database search for occurrences of rare, threatened, endangered, and sensitive animals and plants for the project site and surrounding area. The report concludes that the project has no potential for adverse effects on any of the animal or plant species and/or

communities identified in the data base search. To the maximum extent possible, the project shall preserve existing native vegetation. All landscaping shall utilize native plants species indigenous to the Mammoth Lakes region and all disturbed areas adjacent to development sites shall be re-vegetated with these native plant species. Proper disposal methods for all coniferous slash shall be used to prevent the spread of bark beetles. A tree removal and replacement plan, consistent with the Town's tree retention policy, shall be submitted to, and approved by, the Town prior to Grading Permit issuance. A Timber Harvest Permit, or an exemption therefrom, shall be obtained from the California Department of Forestry prior to the issuance of a Grading Permit. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to biological resources to a level below significance.

116. Cultural Resources: Cultural resources within the project area could be affected directly by construction activities and indirectly by the increased numbers and presence of humans in the area. As discussed in the Lodestar at Mammoth EIR, six sites were identified as having the potential to meet the CEQA criteria for significance based on their potential archaeological value. These sites are identified in the EIR as Lodestar Sites #1 through #6. An Archaeological Survey for the Lodestar property was conducted by Jeffery F. Burton of Trans-Sierran Archaeological Research (February 1990). Six sites were identified as having the potential to meet the CEQA criteria for significance based on their potential archaeological value. These sites are identified in the Survey as Lodestar Sites #1 through #6. These site locations are not within the project boundaries. However, two mitigation measures are included for this project in the event that cultural resources are discovered during grading and construction; specifically: (1) A qualified archaeologist shall be present during initial site clearing and grading to identify and monitor the removal of any potential cultural deposits and a mitigation plan shall be developed and completed prior to further construction or earth disturbance, and (2) The Professional Guide for the Preservation of Native American Remains and Associated Grave Gods shall be utilized to protect Native American burial sites should they be discovered. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to cultural resources to a level below significance.

117. Geology and Soils: The property is not located within an Earthquake Hazard Zone as identified on the official maps prepared by the State Geologist. The Town has adopted an emergency response plan to respond to any potential seismic or volcanic hazard. The site has no unique geologic or physical features. A Preliminary Geotechnical Investigation has been conducted for the project site by Sierra Geotechnical Services, Inc. (February 5, 2004). The report concludes that construction of the proposed is feasible from a geotechnical standpoint provided that the recommendations for earthwork and grading are incorporated into the project's design and construction. The site has no unique geologic or physical features. Mitigation can be accomplished by safe building design engineered by a California Registered Structural Engineer, using the ground motion parameters that have been calculated for this particular site. The recommendations within the Geotechnical and Soils Investigation Report shall be incorporated into the site work

prior to Grading or Building Permit issuance. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts related to geology and soils to a level below significance.

118. Hydrology and Water Quality: Development of the site will result in a modification of the existing drainage paths and a higher surface runoff than currently leaves the project site. Siltation or other pollution into adjacent drainage channels during construction can impact aquatic organisms and water quality downstream of the project site. Limitation on the grading of the site to dry spring and summer months, siltation fencing and other Best Management Practices to control erosion and siltation during grading, and the construction of permanent storm control facilities and desiltation basins will reduce erosion, siltation, urban pollutant run-off, and other water quality impacts. In order to limit the impacts to water quality resources, several "Best Management Practices" measures are to be incorporated into this project. As part of the grading permit application and inspection process, the Town will ensure the following: (1) The establishment of limits of site disturbance and the installation of rip-rap at planned site access routes to paved roadways; (2) tree protection; (3) erosion, urban pollutant, and sediment control measures including sediment traps, and the installation of fiber rolls and erosion control blankets and/or geotextiles along the project's perimeter and at drop in-lets and along drainage channels; and (4) restrictions on the movement of heavy equipment. These protective measures will be clearly marked on site plans for the contractor and developer and will be assured during site construction by the Town's Building and Engineering inspection staff. Adherence to the requirements of a project specific hydrology analysis will reduce water quality impacts to a level below significance. The Town or the Lahontan Regional Water Quality Control Board (RWQCB) shall review and approve a Storm Water Pollution Prevention Plan (SWPPP) that shall be adhered to during construction activities. A National Pollutant Discharge Elimination System (NPDES) Permit shall be obtained from the Lahontan RWQCB since the project area exceeds one acre in size. Said plan shall incorporate Best Management Practices (BMPs) such as siltation fencing and surface runoff controls as discussed above. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts related to hydrology and water quality to a level below significance.

119. Noise: Construction related noise levels would increase ambient noise levels in areas surrounding the project site. Noise levels exceeding 60 dB currently exist at street intersections within the vicinity of the project and the construction of the Lodestar Master Plan will increase traffic levels. Construction hours are limited to between 7am and 8pm Mondays through Saturdays. Construction from 9am to 5pm on Sundays and Town-recognized holidays may be allowed when previously approved by the Town Manager or designee. The project site is located adjacent to an existing residential development that could be adversely impacted by project-generated noise during construction or noise from project-generated traffic. The construction area shall be separated from the adjacent residential area by the erection of "soundboard" fencing to buffer the construction area noise. Any portion of the interior roadway paving that is closer than 50 feet from any residentially zoned property not within the Master Plan Area shall be buffered by a three-foot

high cut slope and/or by the construction of a six-foot high contiguous fence between the roadway and the residential area. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse noise impacts to a level below significance.

120. Public Services: Impacts to public services will result from the build-out of the Lodestar Master Plan area. Town services, school, police and fire services will be impacted by the proposed project and by the eventual build-out of the Master Plan area. On-site snow storage areas shall equal at least 75 percent of the impervious surfaces used for access and unenclosed parking. The project proponents shall pay school impact fees prior to the issuance of Building Permits for the proposed residential structures. All other Development Impact Fees (DIFs) shall be paid in accordance with the adopted ordinances of the Town. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to public services to a level below significance.

121. Transportation / Traffic Impacts: Traffic volumes at some intersections indicate that signalization will be required to maintain acceptable Levels of Service as determined by the Town Engineer at the build-out of the Lodestar Master Plan. The subject project will generate approximately 190 Average Daily Trips which will not adversely impact traffic volumes and Levels of Service at adjacent intersections and along nearby road segments. A Traffic Analysis for the Revised Loadstar Master Plan Circulation System was prepared by Les Card of LSA Associates, Inc. (March 31, 2004). The report concludes that revisions to the Lodestar circulation plan, making the local road discontinuous between Meridian and Minaret, coupled with the application of current Town policies regarding traffic analysis methodology and level of service criteria, will not cause any significant impact to adjacent circulation system and that the existing adopted mitigation measures for the Lodestar Master Plan are adequate. Construction of the private access roadway (Obsidian Place) to the subdivision will be adequate to accommodate project-generated traffic. Transportation impacts are mitigated by requiring annexation into the Transit and Transportation Fee Community Facility District (CFD 2013-03) to reduce vehicular use. This mitigation measure shall be assured by the Community and Economic Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse transportation and traffic impacts to a level below significance.

122. Utilities and Service Systems: An increase in the amount of impervious surface and storm water runoff will result from the construction of the project and build-out of the Lodestar Master Plan area. Drainage collectors, the utilization of Best Management Practices for erosion control, and the construction of retention and filtration (desiltation basins) facilities shall be constructed and maintained to prevent the transport of silt and urban pollutant with the runoff from a 20-year storm event. The project is not anticipated to produce solid wastes in any amounts that cannot be disposed of by current disposal methods. The extension of utilities to serve the proposed Single Unit Residential Structures and the Clubhouse/Manager's Unit shall be constructed as required by the service provider. No additional mitigation is required. These mitigation measures shall be assured by the Community and Economic Development Director and Town Engineer prior to

Grading or Building Permit issuance to reduce adverse utility and service system impacts to a level below significance.

OBSIDIAN II SUBDIVISION

TENTATIVE TRACT MAP 21-002

A PLANNED UNIT DEVELOPMENT IN THE TOWN OF MAMMOTH LAKES, MONO COUNTY, CALIFORNIA BEING A RESUBDIVISION OF TRACT NO. 15-002 AS RECORDED IN BOOK 11, PAGE 14 OF TRACT MAPS IN THE OFFICE OF THE COUNTY RECORDER, TOGETHER WITH LOT LINE ADJUSTMENT PARCEL NO. 2 OF LOT LINE ADJUSTMENT NO. 19-002 AS RECORDED IN DOCUMENT NO. 2019004858 IN THE OFFICE OF THE COUNTY RECORDER OF MONO COUNTY, CALIFORNIA

EASEMENT NOTES

(12) EASEMENT TO CONSTRUCT, MAINTAIN, AND REPLACE A SANITARY SEWER SYSTEM, CONSISTING OF SEWER PIPE, MANHOLES AND OTHER NECESSARY FIXTURES AND APPURTENANCES PER BOOK 280, PAGE 409 O.R.

(13) A GOLF IMPROVEMENTS EASEMENT AGREEMENT PER BOOK 874, PAGE 329 O.R.

(16) EASEMENT AGREEMENT (FAIRWAY 10 PARKING LOT AND ROADWAY) PER INST. NO. 2003006849 O.R. TO BE QUITCLAIMED

(19) 20' WIDE SEWER EASEMENT PER INST. NO. 2005002429 O.R.

(22) SCE EASEMENT OVER ALL PRIVATE STREETS, HIGHWAYS, AND PUBLIC PLACES, AND THE COMMON AREAS PER INST. NO. 2006001206

(31) CENTERLINE OF 15' WIDE EASEMENT TO MCWD FOR SEWER PURPOSES PER INST. NO. 2016000635 O.R.

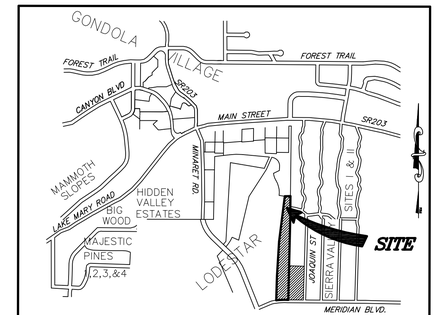
(32) CENTERLINE OF 15' WIDE EASEMENT TO MCWD FOR WATER PURPOSES PER INST. NO. 2016000636 O.R.

(38) 12' WIDE RECREATIONAL TRAIL EASEMENT TO THE TOWN OF MAMMOTH LAKES PER INSTRUMENT NO.2019002752 O.R.,

(39) FIRE ACCESS ROAD AND UTILITY EASEMENT TO THE TOWN OF MAMMOTH LAKES PER INST. NO.2019002753 O.R.,

(37) 10' WIDE STORM DRAIN EASEMENT TO THE TOWN OF MAMMOTH LAKES PER INST. NO. 2019002751 O.R.,

(17) PORTION OF LOT A OF TRACT NO. 36-216, PER MB 10/86 TO BE QUITCLAIMED

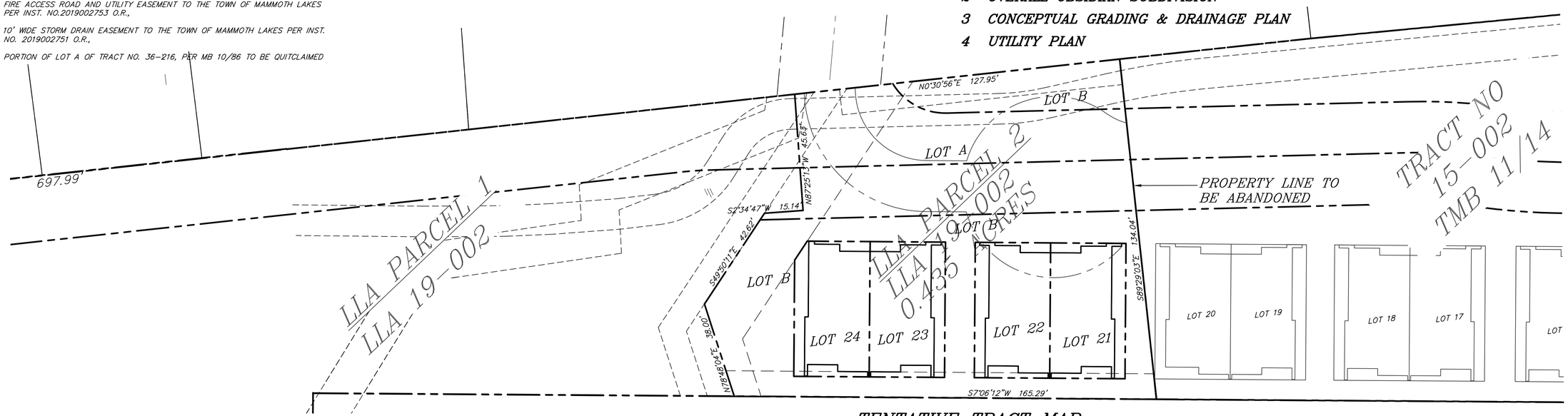


VICINITY MAP

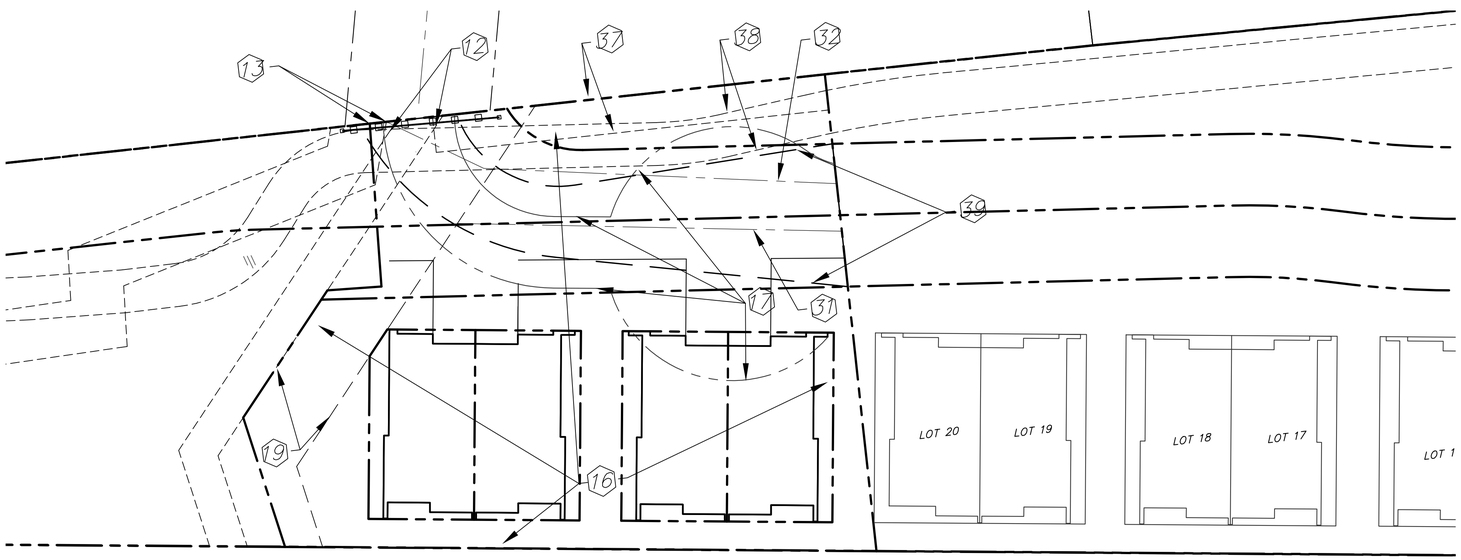
NTS

SHEET INDEX:

1 TENTATIVE TRACT MAP
2 OVERALL OBSIDIAN SUBDIVISION
3 CONCEPTUAL GRADING & DRAINAGE PLAN
4 UTILITY PLAN



TENTATIVE TRACT MAP

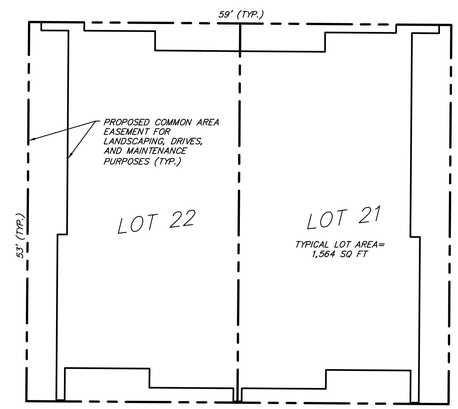


EASEMENT MAP

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



SCALE: 1" = 10'

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OBSIDIAN II SUBDIVISION

TENTATIVE TRACT MAP 21-002

TENTATIVE TRACT MAP

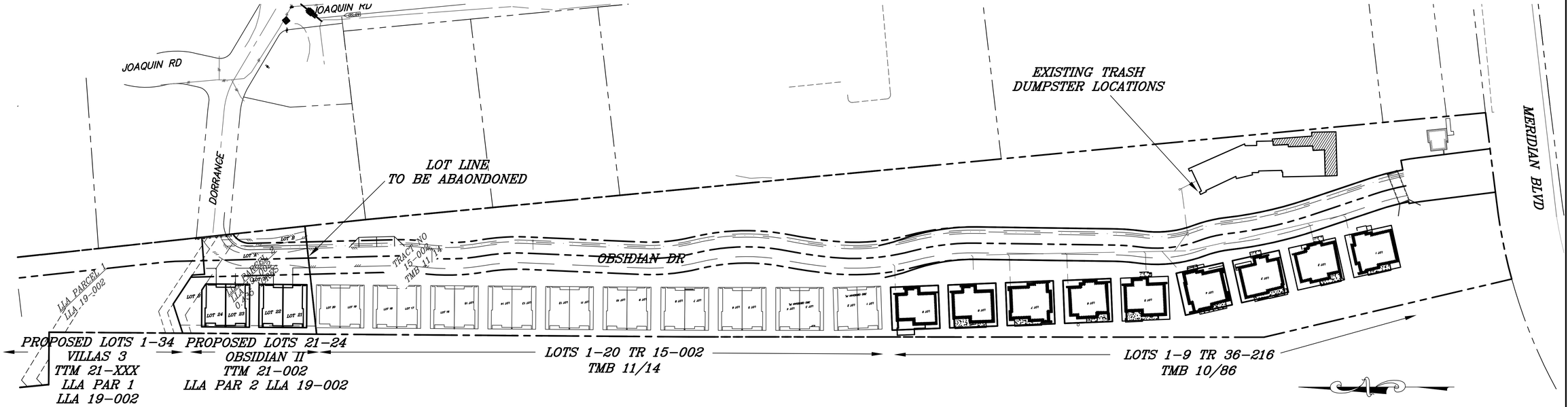
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SCALE	AS SHOWN
DRAWN	GP
JOB NO	240.9
DWG	TTM1
SHEET	1 OF 4

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OBSIDIAN II SUBDIVISION

TENTATIVE TRACT MAP 21-002

A PLANNED UNIT DEVELOPMENT IN THE
TOWN OF MAMMOTH LAKES, MONO COUNTY, CALIFORNIA
BEING A RESUBDIVISION OF TRACT NO. 15-002
AS RECORDED IN BOOK 11, PAGE 14 OF TRACT MAPS
IN THE OFFICE OF THE COUNTY RECORDER,
TOGETHER WITH LOT LINE ADJUSTMENT PARCEL NO. 2 OF
LOT LINE ADJUSTMENT NO. 19-002 AS RECORDED IN
DOCUMENT NO. 2019004858 IN THE OFFICE OF THE COUNTY RECORDER OF
MONO COUNTY, CALIFORNIA



GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

DESIGN NOTES

ASSESSOR'S PARCEL NO.:	033-370-028
EXISTING DRAINAGE:	EXISTING 42" STORM DRAIN RUNS ALONG EAST PROPERTY AND OFFSITE ALONG DORRANCE DR.
WATER SUPPLY:	MAMMOTH COMMUNITY WATER DISTRICT
SEWAGE DISPOSAL:	MAMMOTH COMMUNITY WATER DISTRICT
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
TELEPHONE:	VERIZON
GAS:	TO BE DETERMINED
FIRE PROTECTION:	MAMMOTH LAKES FIRE PROTECTION DISTRICT
SOLID WASTE:	MAMMOTH DISPOSAL
EROSION CONTROL:	PER SWPPP

BOUNDARY

BEARINGS AND DISTANCES SHOWN HEREON ARE PER OBSIDIAN FINAL TRACT MAP NO. 15-002, TRACT MAP BOOK 11 PAGE 14.

UTILITY EASEMENTS

UTILITY EASEMENTS TO BE PROVIDED AS NECESSARY AND PER REQUIREMENTS OF INDIVIDUAL UTILITY COMPANIES, EITHER A DEFINED STRIP, OR NON-EXCLUSIVE GRANT OF "LOT A," OR BLANKET TYPE.

OWNER/SUBDIVIDER

MAMMOTH SPRINGS RESORTS LLC
C/O MARK RAFEH
1242 CADIZ DRIVE
SIMI VALLEY, CA. 93065
805-298-3270
EMAIL: mark@promarkinvestments.com

PREPARED BY

TRIAD/HOLMES ASSOCIATES
P.O. BOX 1570
MAMMOTH LAKES, CA 93546

LOT AREAS

EXISTING LOT AREAS:

OBSIDIAN SUBDIVISION	6.76± AC 294,384 SF
LLA PAR 2	0.44± AC 18,803 SF
TOTAL	7.20± AC 313,187 SF

PROPOSED LOT AREAS:

LOT 21-24	0.14 ACRES± (1,564 S.F. EACH (P.U.D. LOTS) = 6,256 S.F.)
LOT A	0.13 ACRES± (COMMON AREA)
LOT B	0.17 ACRES± (COMMON AREA)

SITE COVERAGE

EXISTING COVERAGE:

LOTS 1-9, TR 36-216 (TMB 10/86)	23,780 SF
LOTS 1-20, TR 15-002 (TMB 11/14)	25,161 SF
CLUBHOUSE	7,520 SF
SALES OFFICE	1,150 SF
MAINT BLDG	1,568 SF
PAVEMENT/BIKEPATH	90,320 SF
SUB-TOTAL (EXISTING)	149,499 SF

PROPOSED COVERAGE TENT TR 21-002

LOTS 21-24	4,684 SF
PAVEMENT/BIKEPATH	5,993 SF
SUB-TOTAL (PROPOSED):	10,677 SF
TOTAL SITE COVERAGE:	149,499 SF
	+ 10,677 SF
	160,176 SF

TOTAL SITE COVERAGE: 160,176 / 313,187 = 51% (60% ALLOWED)

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OBSIDIAN II SUBDIVISION
TENTATIVE TRACT MAP 21-002
OBSIDIAN SUBDIVISION SITE CONTEXT

DATE 05/04/2021
SCALE AS SHOWN
DRAWN GP
JOB NO. 240.9
DWG TTM2
SHEET 2 OF 4

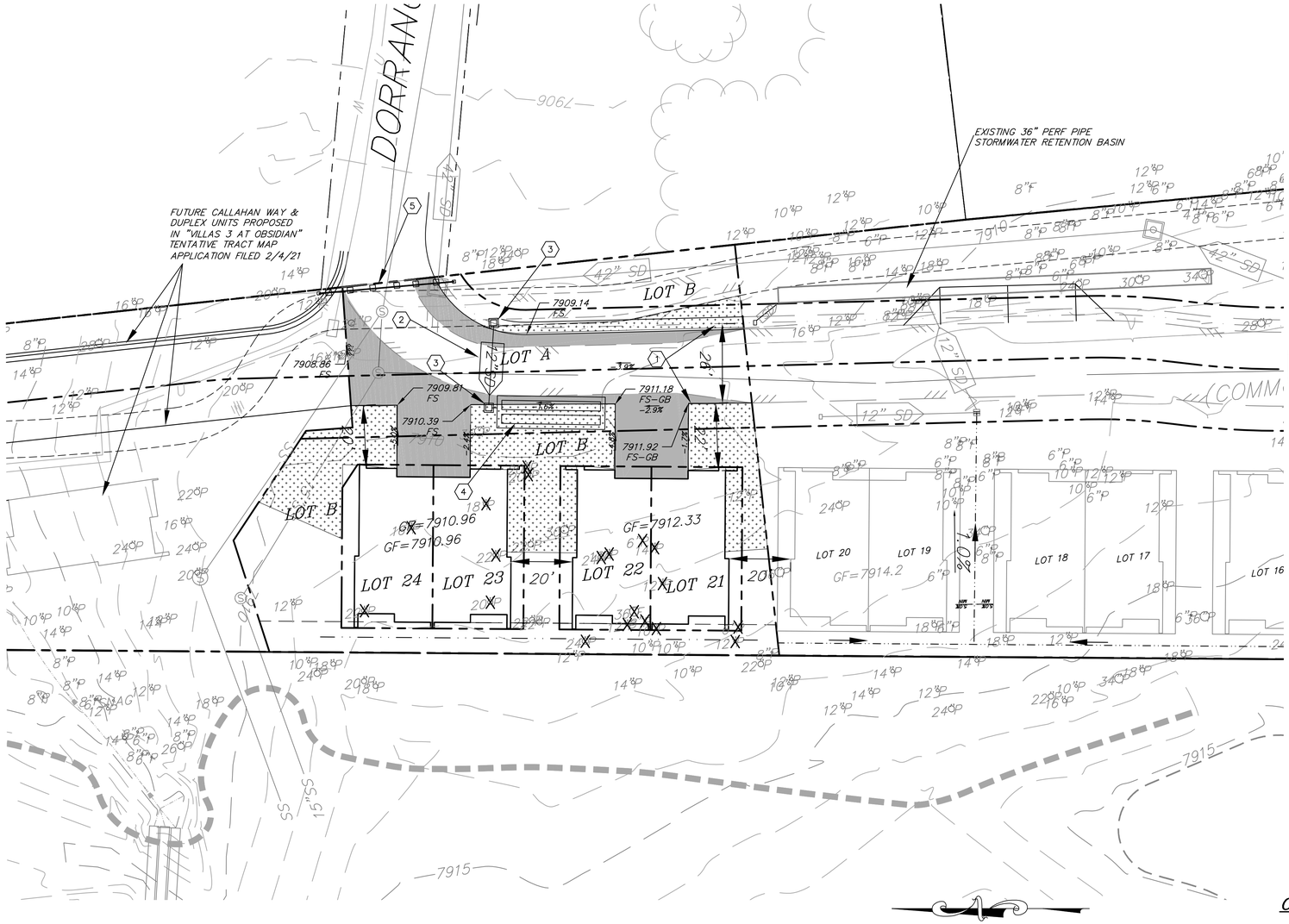
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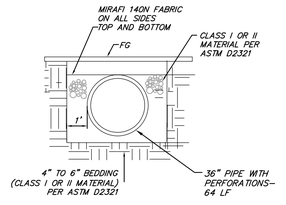
TENTATIVE TRACT MAP 21-002

A PLANNED UNIT DEVELOPMENT IN THE
TOWN OF MAMMOTH LAKES, MONO COUNTY, CALIFORNIA
BEING A RESUBDIVISION OF TRACT NO. 15-002
AS RECORDED IN BOOK 11, PAGE 14 OF TRACT MAPS
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TOGETHER WITH LOT LINE ADJUSTMENT PARCEL NO. 2 OF
LOT LINE ADJUSTMENT NO. 19-002 AS RECORDED IN
DOCUMENT NO. 2019004858 IN THE OFFICE OF THE COUNTY RECORDER OF
MONO COUNTY, CALIFORNIA



LEGEND

- EXISTING FIRE HYDRANT
- EXISTING SEWER MANHOLE
- 8"SS — EXISTING SEWER MAIN & DIRECTION OF FLOW
- 8"W — EXISTING WATER LINE
- U — EXISTING JOINT UTILITY TRENCH (ELEC,GAS,TV,TELE,4" WATER)
- 24F — EXISTING TREE DIAMETER/TYPE TO BE REMOVED
- EXISTING EDGE OF PAVEMENT
- SD — EXISTING STORMDRAIN & DIRECTION OF FLOW
- 12"SD — PROPOSED STORMDRAIN & DIRECTION OF FLOW
- PROPOSED AC PAVEMENT
- PROPOSED SNOW STORAGE AREA
  PAVEMENT=4,893 SF
  4,893 x 75% = 3,669 REQ'D
  PROPOSED SNOW STORAGE AREA=3,709 SF



4 STORMWATER RETENTION BASIN

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

CONSTRUCTION LEGEND

1. CONSTRUCT 24' WIDE PAVED ROAD w/3" HMA ON 4" CLASS II AGGREGATE BASE COMPACTED TO 95% OF THE MATERIALS MAXIMUM DRY DENSITY
2. INSTALL 12" HDPE TYPE S STORM DRAIN LINE
3. INSTALL 24"X24" DI
4. CONSTRUCT STORMWATER RETENTION BASIN w/64 LF OF 36" PERF CPP
5. APPROXIMATE LOCATION EMERGENCY ACCESS GATE

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OBSIDIAN II SUBDIVISION
TENTATIVE TRACT MAP 21-002
CONCEPTUAL GRADING/DRAINAGE PLAN

DATE 05/04/2021
SCALE AS SHOWN
DRAWN GP
JOB NO. 240.9
DWG TTM3
SHEET 3 OF 4

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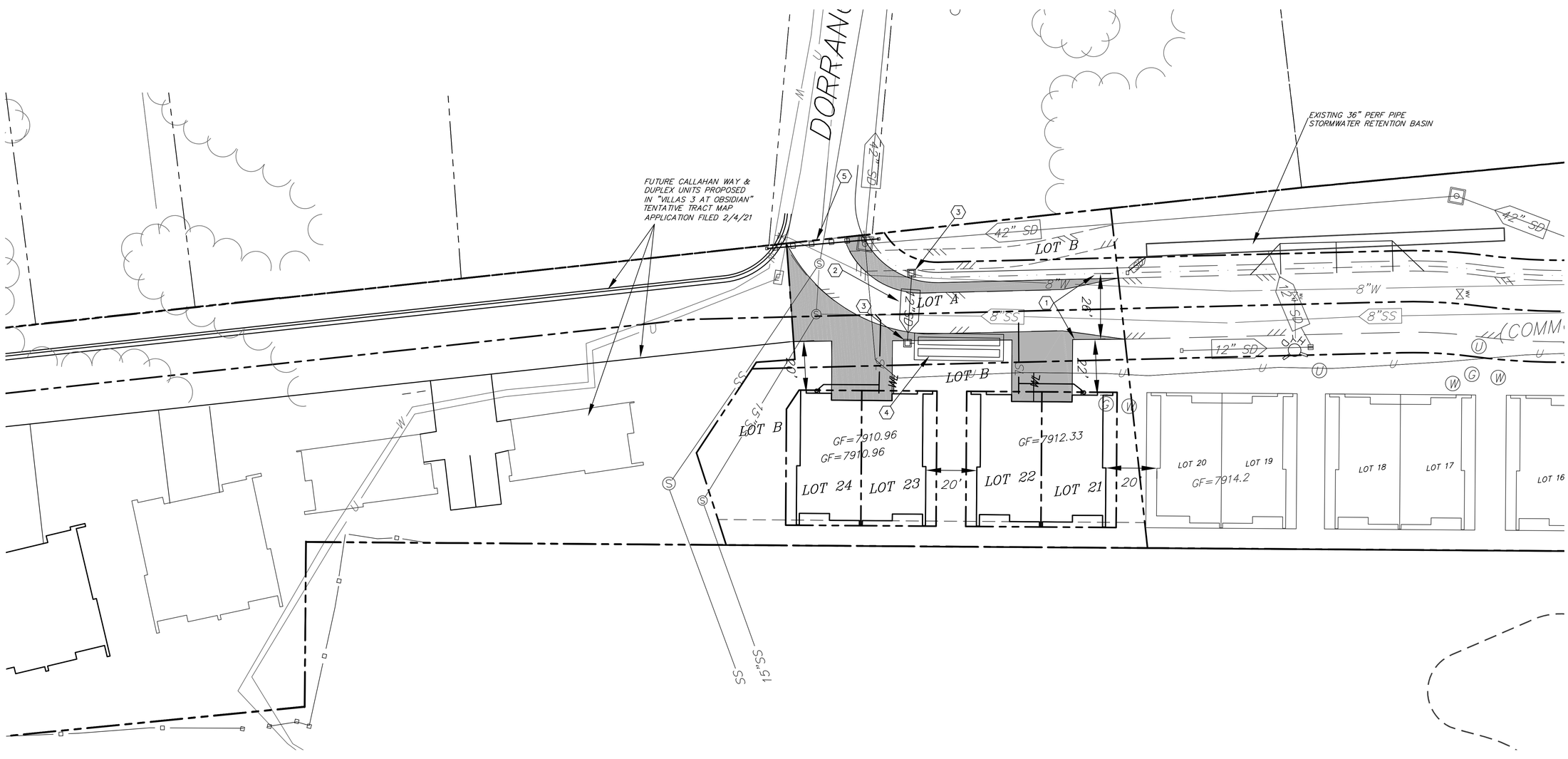
OBSIDIAN II SUBDIVISION

TENTATIVE TRACT MAP 21-002

A PLANNED UNIT DEVELOPMENT IN THE TOWN OF MAMMOTH LAKES, MONO COUNTY, CALIFORNIA BEING A RESUBDIVISION OF TRACT NO. 15-002 AS RECORDED IN BOOK 11, PAGE 14 OF TRACT MAPS IN THE OFFICE OF THE COUNTY RECORDER, TOGETHER WITH LOT LINE ADJUSTMENT PARCEL NO. 2 OF LOT LINE ADJUSTMENT NO. 19-002 AS RECORDED IN DOCUMENT NO. 2019004858 IN THE OFFICE OF THE COUNTY RECORDER OF MONO COUNTY, CALIFORNIA

LEGEND

- EXISTING FIRE HYDRANT
- EXISTING SEWER MANHOLE
- 8"SS — EXISTING SEWER MAIN & DIRECTION OF FLOW
- 8"W — EXISTING WATER LINE
- U — EXISTING JOINT UTILITY TRENCH (ELEC,GAS,TV,TELE,4" WATER)
- EXISTING EDGE OF PAVEMENT
- EXISTING UTIL STUB- G-GAS W-WATER U-DRY UTIL
- SD — EXISTING STORMDRAIN & DIRECTION OF FLOW
- 12"SD — PROPOSED STORMDRAIN & DIRECTION OF FLOW
- PROPOSED AC PAVEMENT
- WL — PROPOSED WATER LATERAL
- SL — PROPOSED SEWER LATERAL



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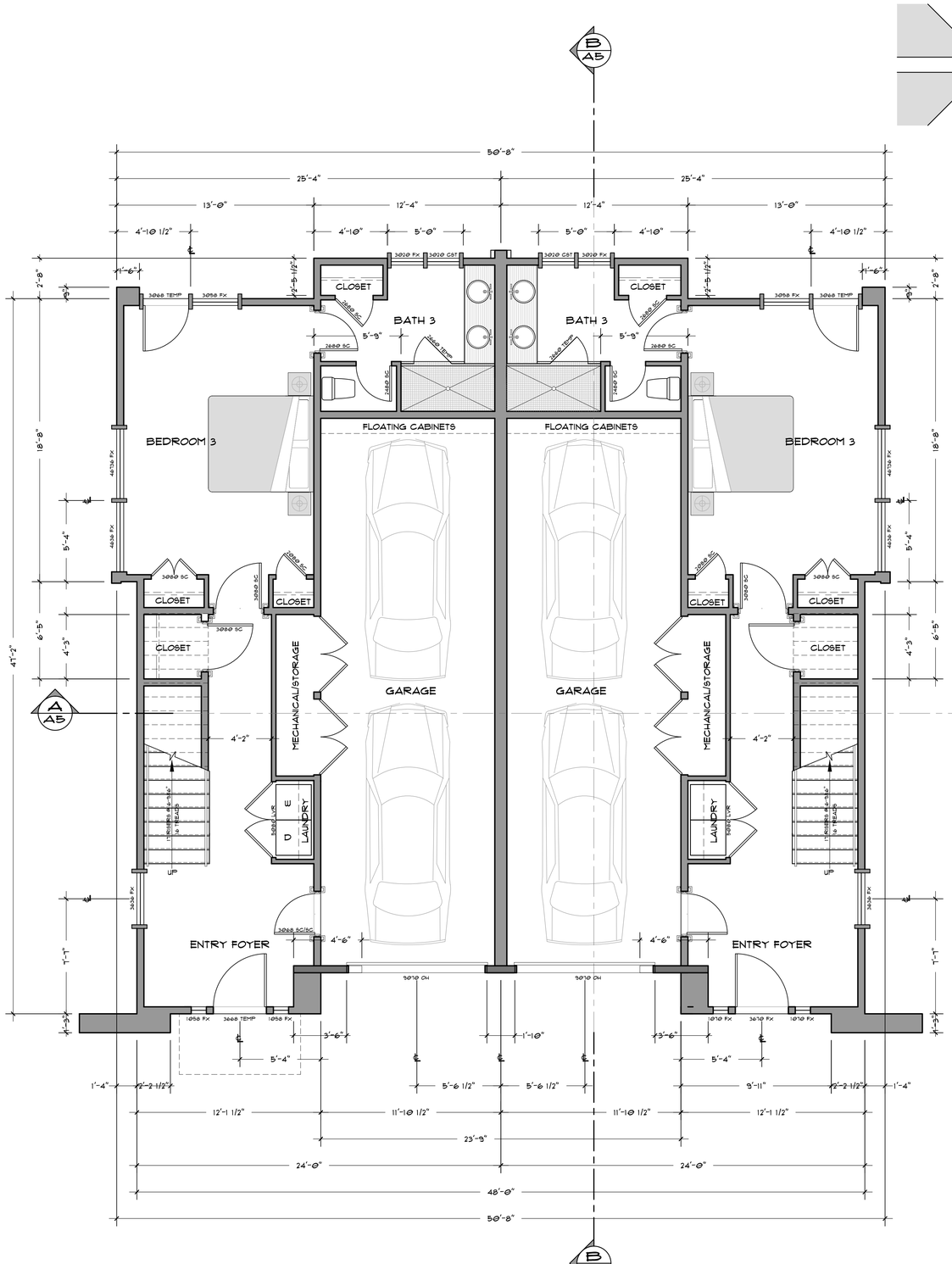
OBSIDIAN II SUBDIVISION

TENTATIVE TRACT MAP 21-002

CONCEPTUAL UTILITY PLAN

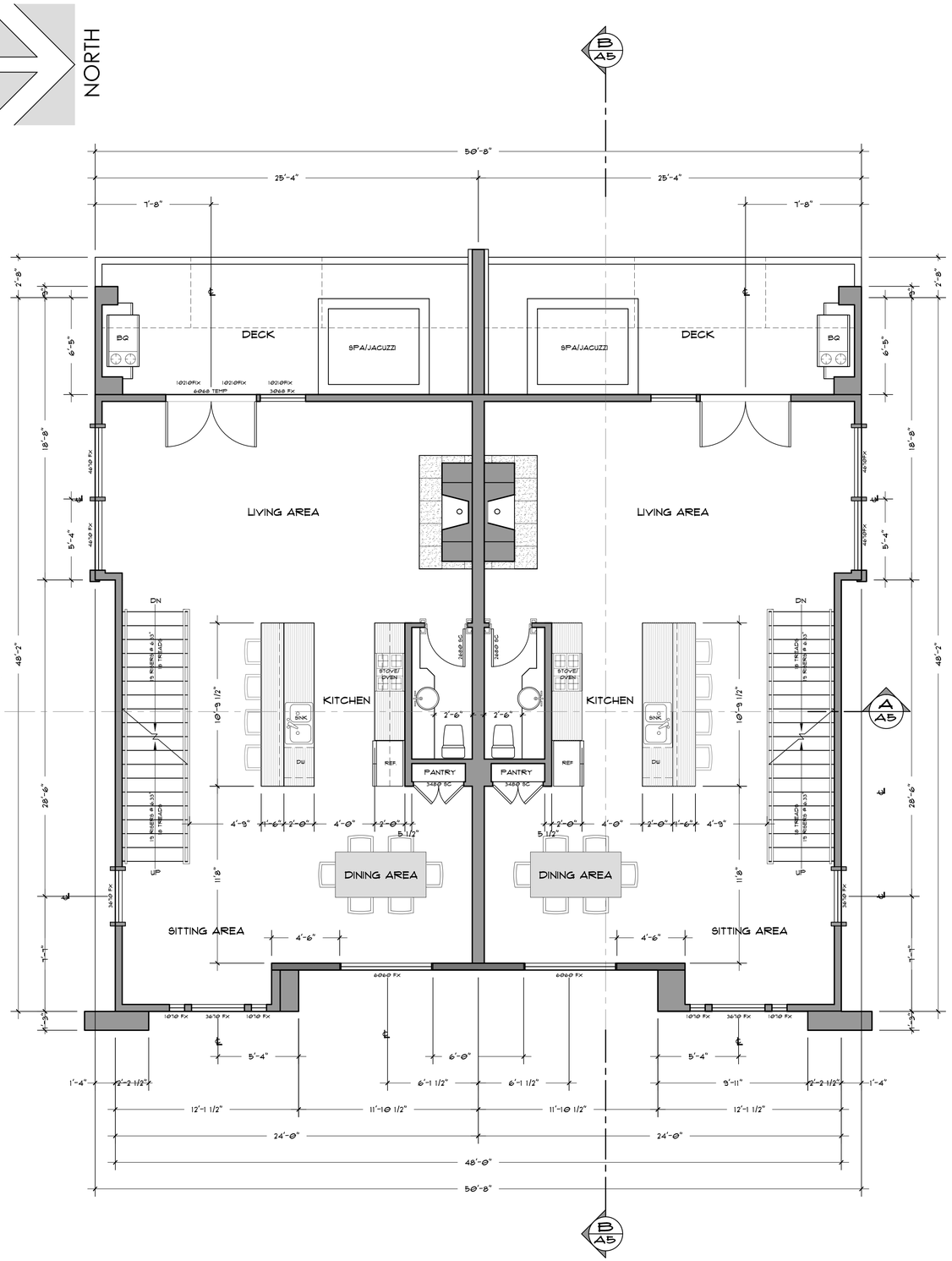
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SHEET	4 OF 4

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FIRST FLOOR PLAN

1/4" = 12"



SECOND FLOOR PLAN

1/4" = 12"

james ross godbe design

p.o. box 1551 bishop, ca. 93515
760 872 9753
james@godbedesign.com

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OBSIDIAN DUPLEX

MERIDIAN ROAD
MAMMOTH LAKES, CA

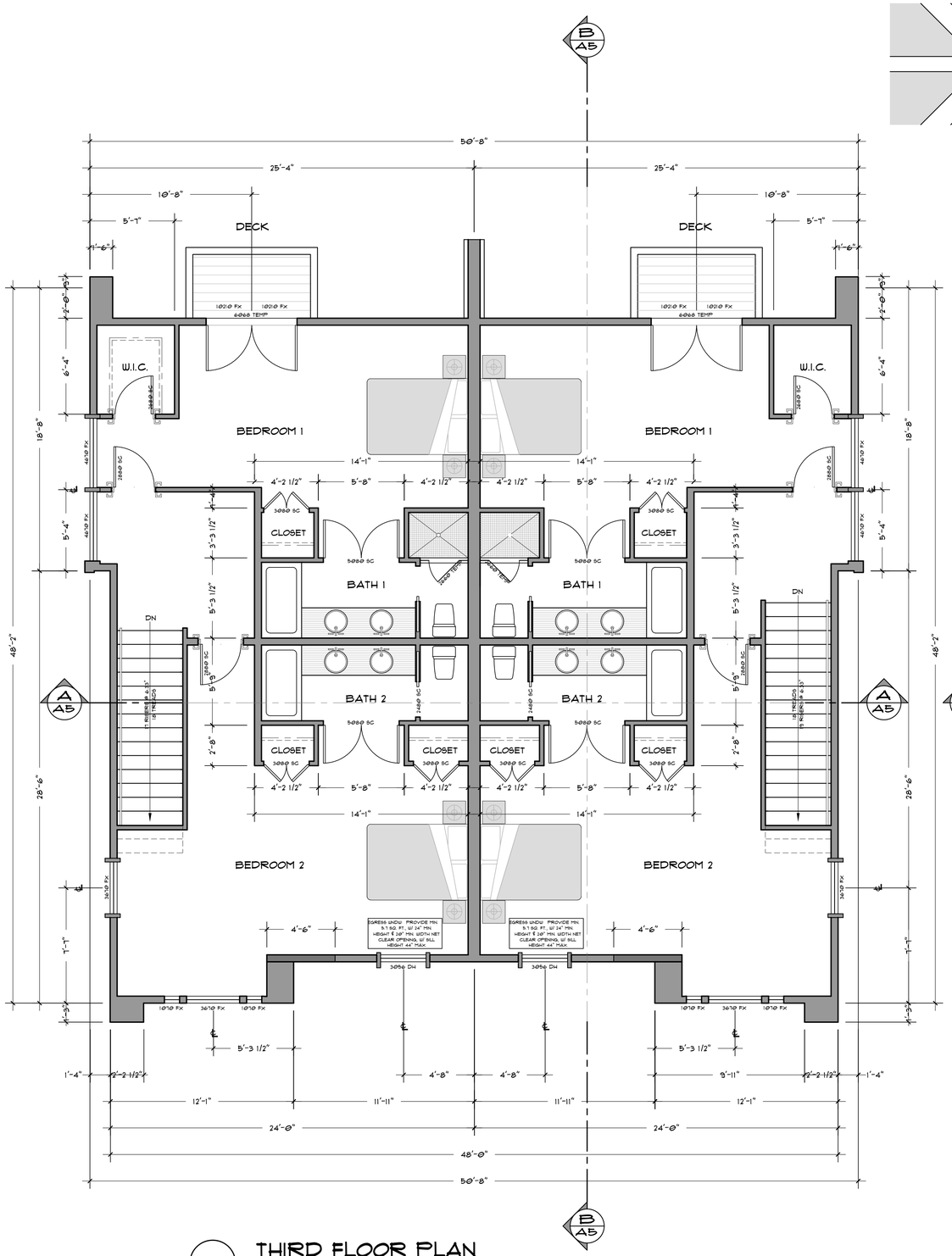
FIRST & SECOND FLOOR PLANS

REVISIONS:

	DATE	DESCRIPTION

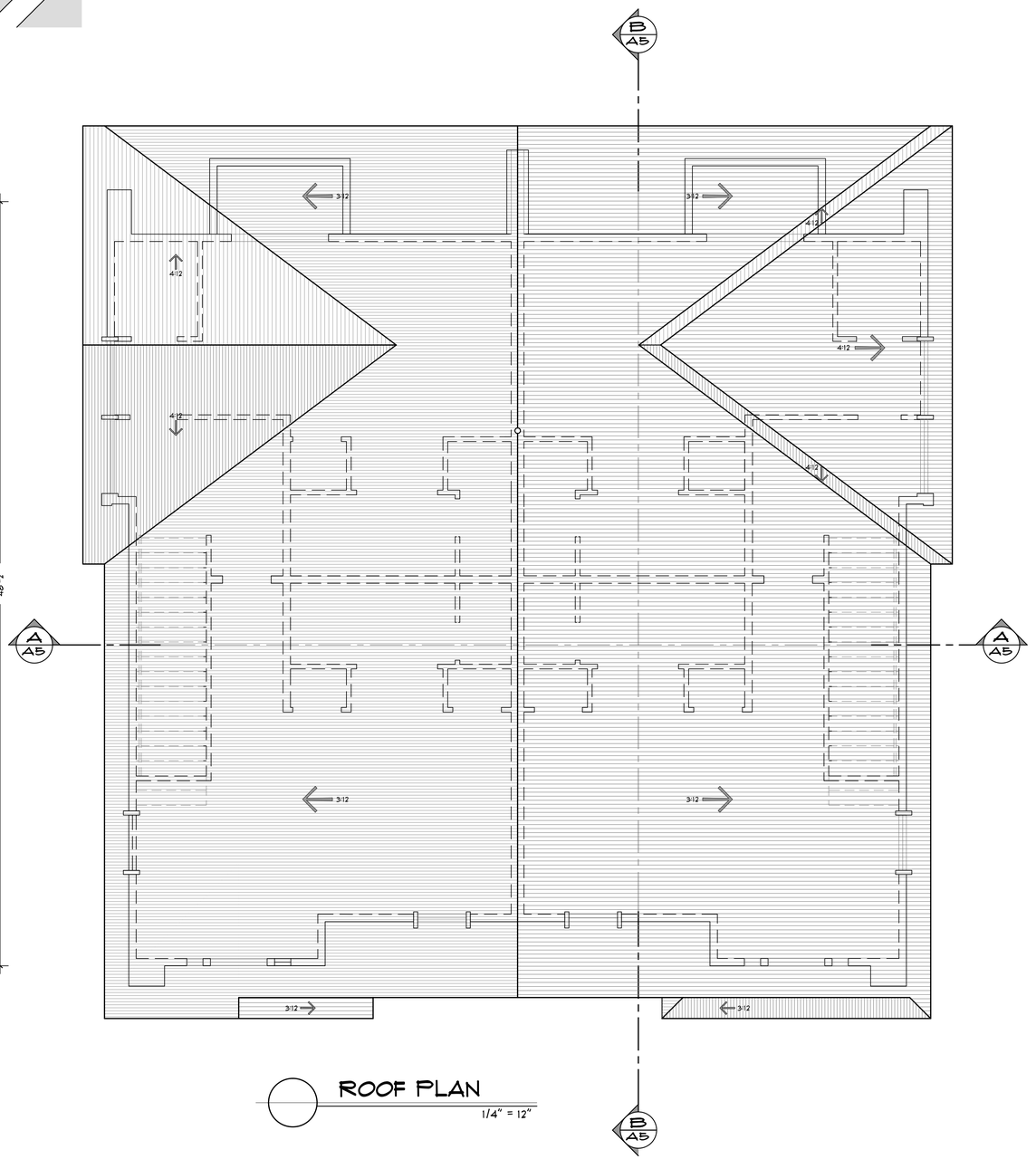
DATE:
MARCH 12, 2019

SHEET:
A2



THIRD FLOOR PLAN

1/4" = 12"



ROOF PLAN

1/4" = 12"

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p.o. box 1551 bishop, ca. 93515
760 872 9753
james@godbedesign.com

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MERIDIAN ROAD
MAMMOTH LAKES, CA

THIRD FLOOR PLAN & ROOF PLAN

REVISIONS:

	DATE	DESCRIPTION

DATE:
MARCH 12, 2019

SHEET:
A3



NORTH ELEVATION

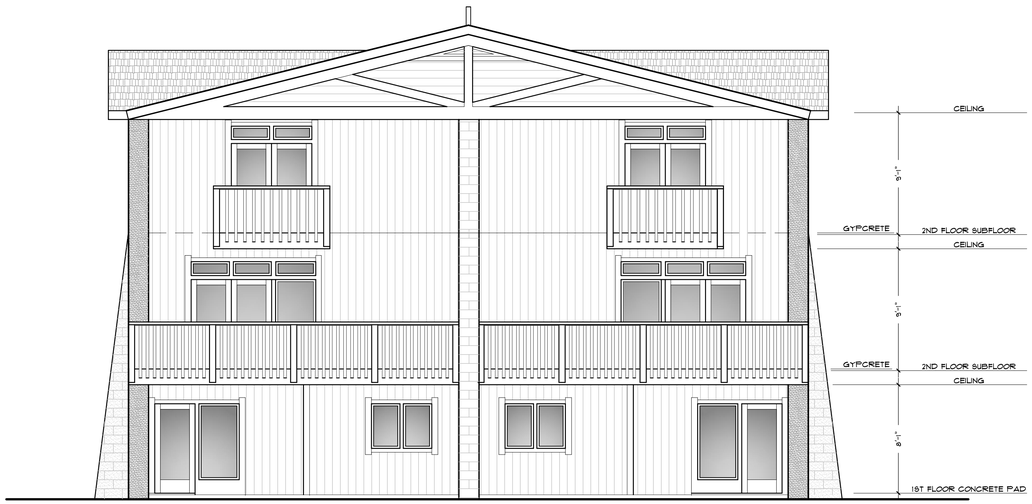
3/16" = 12"



EAST ELEVATION

3/16" = 12"

ROOFING: CLASS 'A' ASPHALT SHINGLES
SIDING: VERTICAL & HORIZONTAL CEDAR & STONE VENEER



WEST ELEVATION

3/16" = 12"



SOUTH ELEVATION

3/16" = 12"

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p.o. box 1551 bishop, ca. 93515
760 872 9753
james@godbedesign.com

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OBSIDIAN DUPLEX

MERIDIAN ROAD
MAMMOTH LAKES, CA

ELEVATIONS

REVISIONS:

	DATE	DESCRIPTION

DATE:
MARCH 12, 2013

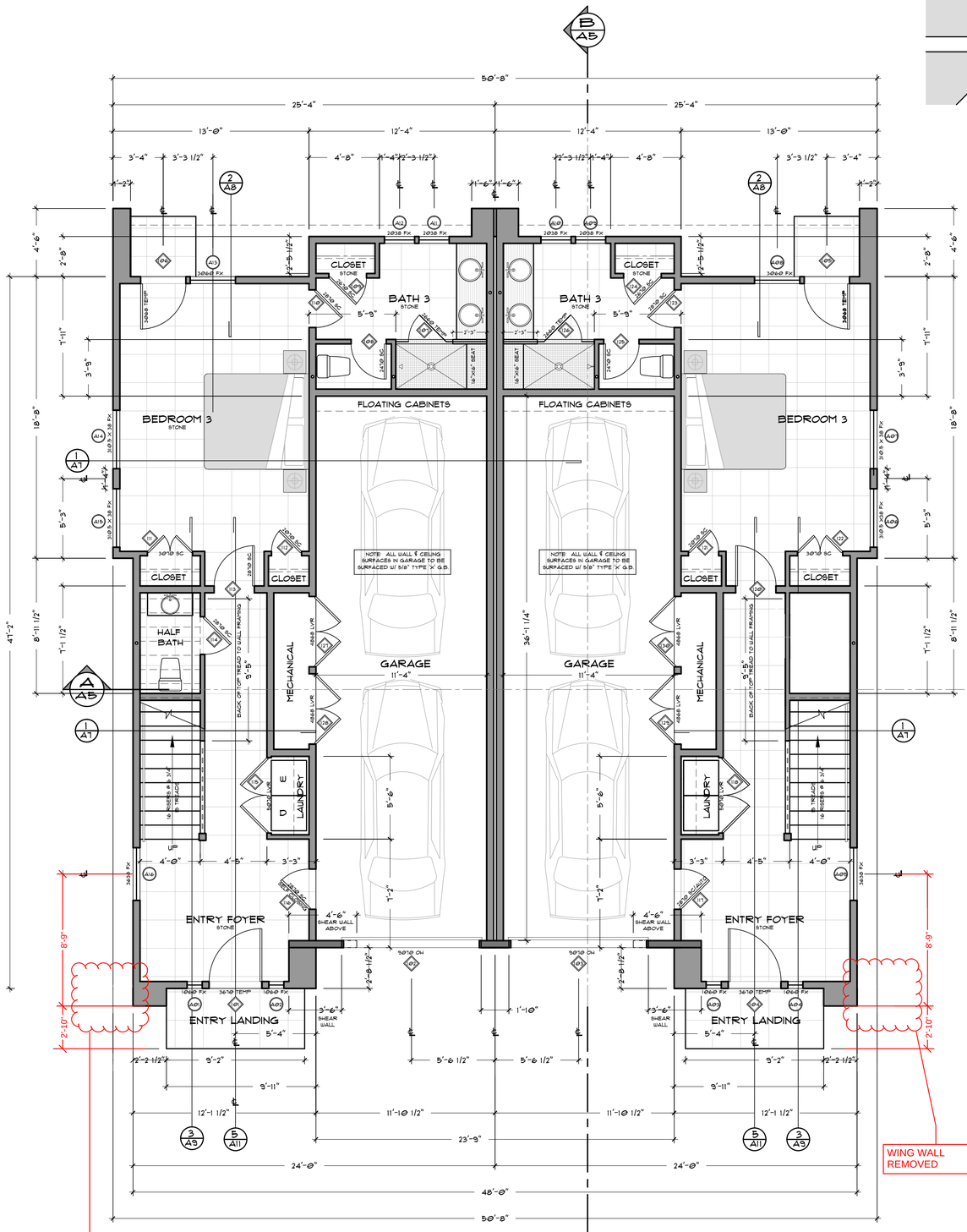
SHEET:
A4

Duplex 12; Remainder Parcel; Updated Plans

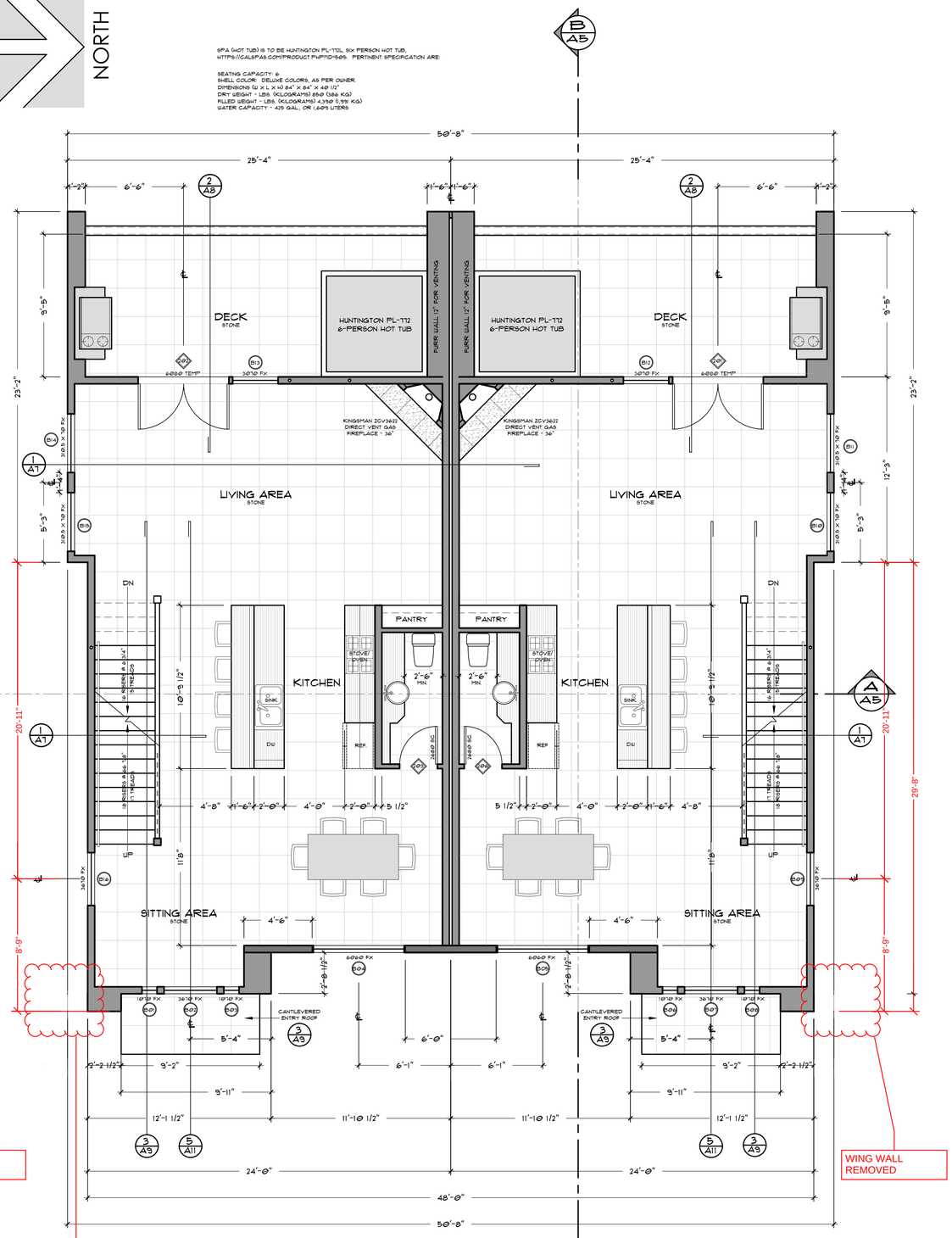
NORTH

SPA (HOT TUB) IS TO BE HUNTINGTON PL-772L, 6IX PERSON HOT TUB.
HTTPS://CALSPAS.COM/PRODUCT.PHP?ID=849. PERTINENT SPECIFICATION ARE:

SEATING CAPACITY: 6
SHELL COLOR: DELUXE COLORS, AS PER OWNER.
DIMENSIONS (L x L x H) 84" x 84" x 40 1/2"
DRY WEIGHT - LBS. (KILOGRAMS) 850 (386 KG)
FILLED WEIGHT - LBS. (KILOGRAMS) 4,350 (1,991 KG)
WATER CAPACITY - 425 GAL. OR 1,609 LITERS



FIRST FLOOR PLAN
1/4" = 12"

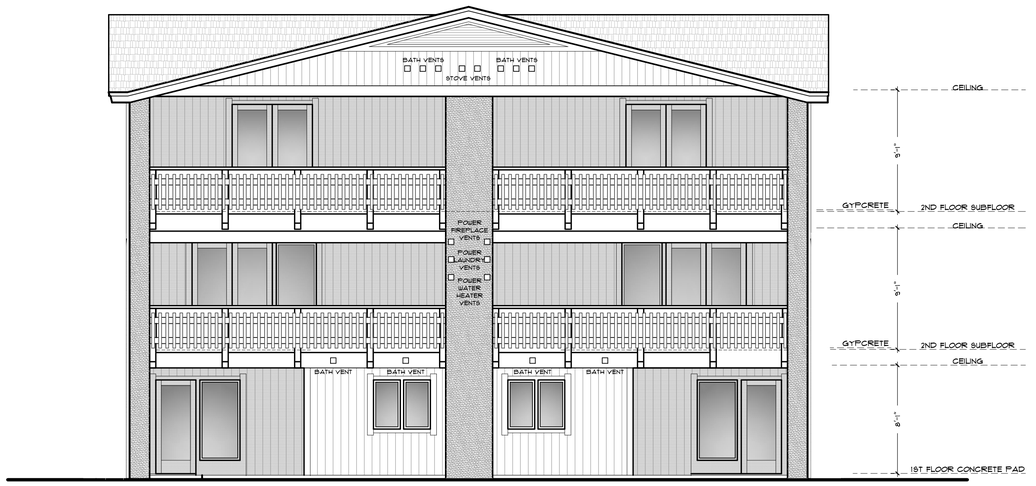


SECOND FLOOR PLAN
1/4" = 12"

Duplex 12; Remainder Parcel; Updated Plans

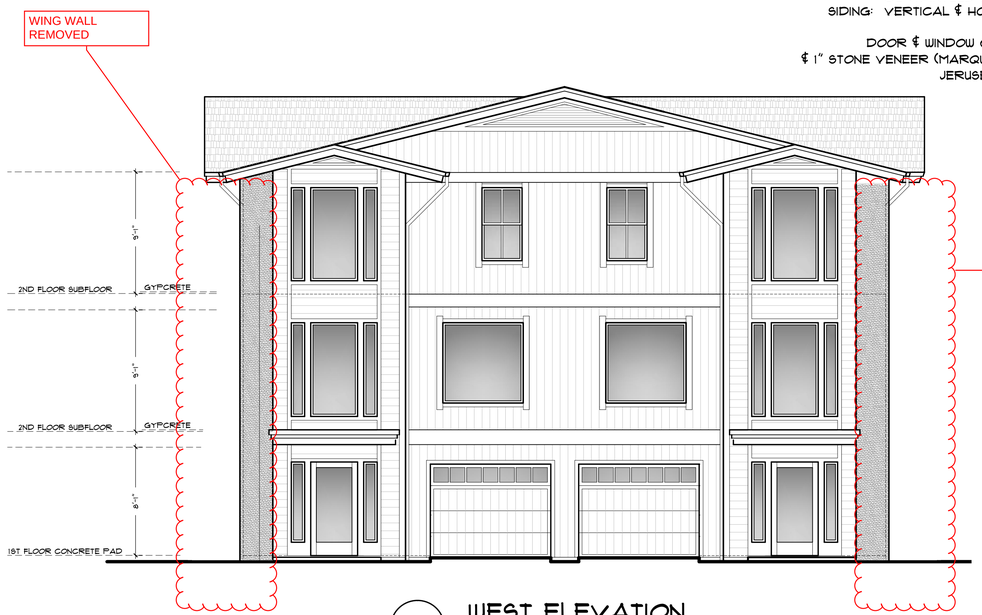


NORTH ELEVATION
3/16" = 12"



EAST ELEVATION
3/16" = 12"

ROOFING: CLASS 'A' ASPHALT SHINGLES, 'CERTAINTEED PRESEDENTIAL' ICC# ESR-1389.
SIDING: VERTICAL & HORIZONTAL CEDAR OVER 5/8" TYPE 'X' SHEETROCK
DOOR & WINDOW GLASS: TEMPERED AS PER W.U.I.
& 1" STONE VENEER (MARQUEE24 BY 'ELDORADO STONE', OR CLASSIC JERUSELEM BY 'CORONADO'



WEST ELEVATION
3/16" = 12"



SOUTH ELEVATION
3/16" = 12"

Obsidian Duplex, Mammoth
Material Board

African Mahogany, Clearcoat Wood Trim – Windows and Doors

Luan Panel Garage Doors

Stamped Concrete on Porch



Allura Cedar Siding, Allura Trim Siding Woodland Color

Jerusalem Tubze Limestone, Hand Chiseled Vertical Stone Surfaces

Note:
1. Dimensional Composition Shingles, Presidential Grade Roofing
2. Utah Quartzite, Random Flagstone Patio Surfaces

Obsidian Duplex, Mammoth
Material Board

Allura Woodland Cedar, Clearcoat Roof Soffits



Yellow Alaskan Cedar, Clearcoat Guardrails

Jerusalem Tubze Limestone, Hand Chiseled Vertical Stone Surfaces

Note:
1. Dimensional Composition Shingles, Presidential Grade Roofing
2. Utah Quartzite, Random Flagstone Patio Surfaces

GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THESE PLANS, DETAILS, AND SPECIFICATIONS AS WELL AS ALL APPLICABLE LOCAL CODES.

- THE CONTRACTOR SHALL CAREFULLY INSPECT THE SITE AND VERIFY ALL CONDITIONS AND DIMENSIONS PRIOR TO PROCEEDING WITH ANY WORK DESCRIBED HEREIN. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE DESIGNER OF ANY DISCREPANCIES WITH THESE DOCUMENTS PRIOR TO BEGINNING ANY CONSTRUCTION.
- IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL THE CONDITIONS OF THE SITE RELATIVE TO EXISTING WORK, MATERIALS TO BE MATCHED, AVAILABILITY OF WORKING SPACE, SITE ACCESS AND ANY/ALL OTHER ASPECTS OF THE SITE AFFECTING THE SCOPE OF WORK AND THE DEVELOPMENT OF AN INTELLIGENT BID. NO INCREASE IN COST OR EXTENSION IN PERFORMANCE TIME WILL BE CONSIDERED RESULTING FROM THE CONTRACTOR'S FAILURE TO KNOW THE SITE CONDITIONS.
- THE CONTRACTOR SHALL CARRY ALL WORKERS COMPENSATION, PUBLIC LIABILITY, AND PROPERTY DAMAGE INSURANCE AS REQUIRED BY THE CLIENT.
- HOLD HARMLESS AND INDEMNIFICATION CLAUSE - CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE LANDSCAPE DESIGNER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE LANDSCAPE DESIGNER.
- DAMAGE RESPONSIBILITY - CONTRACTOR SHALL ERECT AND MAINTAIN TEMPORARY BARRICADES PROOF PARTITIONS AS NEEDED FOR THE CLIENT'S PROTECTION AGAINST ACCIDENT. CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY DAMAGES IMPOSED, INTENTIONALLY OR ACCIDENTALLY, TO EXISTING UTILITIES, BUILDINGS, OR OTHER AMENITIES, DUE TO THE ACTIONS OF THE CONTRACTOR, CONTRACTOR'S EMPLOYEES, AND/OR CONTRACTOR'S SUBCONTRACTORS. CONTRACTOR SHALL AT ALL TIMES PROTECT HIS WORK FROM DAMAGE AND THEFT AND REPLACE ALL DAMAGED OR STOLEN PARTS AT HIS EXPENSE UNTIL THE WORK IS ACCEPTED IN WRITING FROM THE CLIENT.
- THE CONTRACTOR SHALL APPLY FOR, OBTAIN, AND PAY FOR ALL REQUIRED PERMITS TO COMPLETE THE SCOPE OF WORK.
- TRADE COORDINATION - CONSTRUCTION AND INSTALLATION OF ALL ITEMS WITHIN THESE DOCUMENTS SHALL REQUIRE CLOSE COORDINATION BETWEEN TRADES INVOLVED IN UNDERGROUND AND UTILITY INSTALLATION, AND TREE LOCATION. CONTRACTOR SHALL BE RESPONSIBLE TO INSURE PROPER COORDINATION BETWEEN TRADES TO INSURE AND AVOID CONSTRUCTION DELAYS OR DAMAGE TO ANY IMPROVEMENTS OR UTILITIES.
- INSPECTIONS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE CITY REPRESENTATIVE AT LEAST 24 HOURS IN ADVANCE OF ANY REQUIRED CITY INSPECTION.
- THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF [PLACE] AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY WRITTEN AUTHORIZATION FROM [PLACE].
- WRITTEN DIMENSIONS TAKE PREFERENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE DESIGNER PRIOR TO THE COMMENCEMENT OF WORK. IN NO EVENT ARE DIMENSIONS TO BE SCALED OFF THE DRAWINGS WITHOUT PRIOR APPROVAL OF THE LANDSCAPE DESIGNER.
- ALL QUANTITIES INDICATED ON THE PLANS ARE FOR BID PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE QUANTITIES SHOWN BY CONDUCTING A QUANTITY TAKE-OFF.
- LANDSCAPE DESIGNER SHALL DECIDE ALL QUESTIONS RELATING TO THE INTERPRETATION(S) OF THE DRAWINGS AND THE ACCEPTABLE FULFILLMENT OF THE CONTRACT.
- THE CONTRACTOR SHALL MAINTAIN THE PREMISES CLEAN AND FREE OF EXCESS EQUIPMENT, MATERIALS, AND RUBBISH INCIDENTAL OF HIS WORK AT ALL TIMES INCLUDING WEEKENDS AND HOLIDAYS. ALL RUBBLE, TRASH, OR DISPOSABLE ITEMS RESULTING FROM DEMOLITION OR CONSTRUCTION SHALL BE DISPOSED OF IN A LEGAL AND LAWFUL MANNER TO AN APPROVED DISPOSAL SITE.
- THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE DESIGNER AT LEAST 48 HOURS IN ADVANCE OF ANY SITE OBSERVATIONS OR MEETINGS AT (310) 450-8100.
- SITE OBSERVATIONS AND MEETINGS SHALL INCLUDE:

  1.PRE-CONSTRUCTION

  2.LANDSCAPE GRADING AND SOIL AMENDING

  3.LANDSCAPE CONSTRUCTION

  4. SPOTTING OF SPECIMEN PLANTS

  5.IRRIGATION PRESSURE AND COVERAGE TEST

  6.PLANTING AND/OR HYDROSEEDING

  7.PRE-MAINTENANCE

  8.POST-MAINTENANCE
- NOTE: "LANDSCAPE" SHALL REFER TO ALL IMPROVEMENTS WITHIN THIS SET OF DOCUMENTS THAT HAVE BEEN DESIGNED BY THIS OFFICE.
- SITE OBSERVATIONS BY THE LANDSCAPE DESIGNER DURING ANY PHASE OF THIS PROJECT DOES NOT RELIEVE THE CONTRACTOR OF HIS PRIMARY RESPONSIBILITY TO PERFORM ALL WORK IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, AND GOVERNING CODES.
- THIS FIRM DOES NOT PRACTICE OR CONSULT IN THE FIELD OF SAFETY ENGINEERING. THIS FIRM DOES NOT DIRECT THE CONTRACTOR'S OPERATIONS, AND IS NOT RESPONSIBLE FOR THE SAFETY OF ANY PERSONNEL OTHER THAN OF [PLACE] ON THE SITE. THE SAFETY OF OTHERS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHOULD NOTIFY THE OWNER IF HE CONSIDERS ANY OF THE RECOMMENDED ACTIONS PRESENTED HEREIN TO BE UNSAFE.
- ALL CONSTRUCTION DOCUMENTS AND DETAILS SHALL BE COMPLETED IN FULL COMPLIANCE WITH APPLICABLE LOCAL CODES AND REQUIREMENTS.
- DETAILS ARE INTENDED TO SHOW FINAL EFFECT OF PARTS OF CONSTRUCTION. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT PARTICULAR JOBSITE DIMENSIONS OR CONDITIONS, AND SHALL BE INCLUDED WITHIN THE SCOPE OF THE WORK AND CONSTRUCTION CONTRACT. ANY MODIFICATIONS REQUIRED IN DETAILS ARE TO BE FIRST REVIEWED AND CONFIRMED WITH THE LANDSCAPE DESIGNER PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL REVIEW ALL ITEMS NOTED "VERIFY OR CONFIRM WITH LANDSCAPE DESIGNER", (OR NOTED TO THAT EFFECT), WHICH MIGHT AFFECT COSTS OR SCHEDULE, PRIOR TO FINALIZING CONSTRUCTION CONTRACT AND SUBCONTRACTS, AND SHALL CONFIRM ALL FINAL DECISIONS ON ALL ITEMS REGARDING SELECTION, MATERIALS, COLOR, FINISH OR OTHER SPECIFICATIONS NOT YET DECIDED UPON, WITH THE LANDSCAPE DESIGNER. CONTRACTOR SHALL INCLUDE THE COST OF THESE ITEMS WITHIN THE ORIGINAL CONTRACT PRICE.
- CONTRACTOR SHALL IMMEDIATELY NOTIFY THE CLIENT AND LANDSCAPE DESIGNER OF ANY EXTRA COSTS ARISING FORM THE EXECUTION OF THEIR CONTRACT OR SUBCONTRACTS AND SHALL RECEIVE THE CLIENT'S AND LANDSCAPE DESIGNER'S WRITTEN APPROVAL OF ANY ADDITIONAL COST PRIOR TO EXECUTION OF SAID WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SUPERVISING AND VERIFYING THAT ALL GENERAL AND SUBCONTRACT WORK IS ACCOMPLISHED ACCORDING TO THE MOST CURRENT CONSTRUCTION DOCUMENTS, INCLUDING REVISIONS.
- CONTRACTOR SHALL NOT USE ANY POTENTIALLY HAZARDOUS MATERIALS OR PRODUCTS THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL ADVISE CLIENT AND LANDSCAPE DESIGNER OF ANY POTENTIALLY HAZARDOUS MATERIALS OR PRODUCTS RECOMMENDED, SELECTED, OR SPECIFIED, PRIOR TO THE PURCHASE OR INSTALLATION OF SAID MATERIALS OR PRODUCTS.

SITEWORK NOTES

- PRIOR TO FORMING OR POURING CONCRETE, CONTRACTOR SHALL STAKE OUT ALL PERIMETER LINES AS SHOWN ON PLANS FOR LANDSCAPE DESIGNER'S REVIEW, CONFIRM EXISTING STRUCTURE AND PROPERTY LINE LOCATIONS AND ELEVATIONS, AND VERIFY PROPER SETBACKS AND CLEARANCES BY LOCAL CODES.
- THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5'-0" OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND. IF REQUIRED, CONTRACTOR SHALL OBTAIN NECESSARY PERMIT FROM LOCAL/STATE BUILDING AND SAFETY DEPARTMENTS.
- CONTRACTOR SHALL NOTIFY CLIENT AND LANDSCAPE DESIGNER OF ANY UNSTABLE OR QUESTIONABLE SOIL OR GEOLOGICAL CONDITIONS ENCOUNTERED DURING EXCAVATION.
- CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE OF ALL FINISHED GRADE SURFACES AND WALKWAYS AWAY FROM STRUCTURES AND VERIFY THAT ALL AREAS AFFECTED BY CONSTRUCTION ARE PROPERLY DRAINED, WITH NO PONDING.
- CONTRACTOR SHALL REMOVE ALL EXCESS SOIL, DEBRIS, AND MATERIALS NOT REQUIRED BY CONSTRUCTION. CONFIRM ANY ITEMS TO REMAIN WITH LANDSCAPE DESIGNER, PRIOR TO START OF CONSTRUCTION.

PLANTING NOTES

GENERAL

- ALL WORK SHALL BE IN ACCORDANCE WITH THESE PLANS, NOTES, DETAILS, AND ALL APPROPRIATE LOCAL CODES.
- PLAN IS DIAGRAMMATIC. CONTRACTOR SHALL VERIFY SITE CONDITIONS. IF ANY CONDITION CONFLICTS WITH PLANS, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE DESIGNER PRIOR TO ANY PLANTING INSTALLATION.
- THE IRRIGATION SYSTEM SHALL BE INSTALLED COMPLETE AND OPERABLE PRIOR TO ANY PLANTING INSTALLATION EXCEPT AS NOTED IN THESE SPECIFICATIONS.
- CONTRACTOR SHALL VERIFY QUANTITIES BY PLAN CHECK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL QUANTITIES SHOWN ON THE PLAN. SHRUB AND GROUND COVER QUANTITIES SPECIFIED MAY NOT REFLECT QUANTITIES DRAWN.
- PLANT SUBSTITUTIONS WILL BE ALLOWED ONLY WITH WRITTEN APPROVAL FROM THE LANDSCAPE DESIGNER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY COORDINATION OF ALL MATERIALS REQUIRED BY THESE PLANS, NOTES, AND DETAILS.

SCOPE OF WORK

- THE CONTRACTOR SHALL FURNISH ALL MATERIAL, LABOR, TRANSPORTATION, EQUIPMENT, AND PROPERTY IN ORDER TO COMPLETE THE LANDSCAPING OF ALL PLANTING AREAS INDICATED, OR REASONABLY IMPLIED, ON THE DRAWINGS AND/OR NOTES.

  INCLUDED AS A PART OF THE PLANTING INSTALLATION, BUT NOT LIMITED, ARE THE FOLLOWING ITEMS: CLEAR AND GRUB ALL PROPOSED LANDSCAPE AREAS; IMPORT SOIL, FINE GRADING OF ALL PLANTING AREAS; PREPARATION OF ALL PLANTING HOLES; FURNISHING AND INSTALLATION OF ALL REQUIRED PLANTING BACKFILL AND SOIL AMENDMENT MATERIALS, AND MULCH, AND MISCELLANEOUS MATERIALS; FURNISHING AND INSTALLING ALL PLANT MATERIALS; PROVIDING MAINTENANCE THROUGHOUT THE SPECIFIED PERIOD; CLEAN-UP AND WEEDING OF ALL LANDSCAPE AREAS; GUARANTEE OF ALL PLANT MATERIALS AND WORKMANSHIP FOR A PERIOD AS SPECIFIED BELOW.

MATERIALS

- ALL PLANT MATERIALS SHALL BE OF SELECT "A-1" QUALITY AND HAVE A GROWTH HABIT NORMAL TO THE SPECIES AND SHALL BE SOUND, HEALTHY, VIGOROUS AND FREE FROM PESTS, PLANT DISEASES, SUN SCALDS, FRESH BARK ABRASIONS, EXCESSIVE ABRASIONS, OR OTHER OBJECTIONABLE DISFIGUREMENTS. ALL PLANTS SHALL HAVE NORMAL WELL-DEVELOPED BRANCH SYSTEMS, AND VIGOROUS AND FIBROUS ROOT SYSTEMS WHICH ARE NEITHER ROOT NOR POT-BOUND AND ARE FREE OF KINKED OR GIRDLING ROOTS. ALL PLANTS SHALL BE TRUE TO SPECIES AND VARIETY. ALL MATERIALS SHALL BE PROVIDED BY A CERTIFIED NURSERY AND SHALL BE FREE OF ANY PEST OR DISEASE. THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO REJECT ANY UNSUITABLE OR OBJECTIONABLE PLANT MATERIAL.
- TREES, SHRUBS, AND VINES - ALL PLANT MATERIALS SHALL BE OF THE SPECIFIED TYPE AND SIZE, SELECTED FROM HIGH QUALITY, WELL-SHAPED NURSERY STOCK.
- FLATTED PLANTS - ALL GROUND COVER PLANTS AND OTHER FLATTED PLANTS SHALL BE GROWN AND REMAIN IN THE FLATS UNTIL TRANSPLANTED AT THE SITE. THE SOIL AND SPACING OF THE PLANTS IN THE FLAT SHALL INSURE THE MINIMUM DISTURBANCE OF THE ROOT SYSTEM AT THE TIME OF TRANSPLANTING.
- THE CONTRACTOR SHALL KEEP ALL PLANT MATERIAL DELIVERED TO THE SITE IN A HEALTHY CONDITION FOR PLANTING. PLANTS SHALL NOT BE ALLOWED TO DRY OUT.
- ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE DESIGNER PRIOR TO INSTALLING PLANT MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONDITION OF ALL PLANTS, PLANTED OR OTHERWISE, UNTIL ACCEPTANCE.
- TOPSOIL - TOP SOIL SHALL BE CLASS 'A' WITH THE SAME RELATIVE COMPOSITION AND STRUCTURE, A FRIABLE SANDY LOAM CHARACTER, AND BE FREE OF ROOTS, CLODS, AND STONES LARGER THAN 1 INCH IN GREATEST DIMENSION, POCKETS OF COURSE SAND, NOXIOUS WEEDS, STICKS, SLAG, BRUSH, AND OTHER LITTER. IT SHALL NOT BE INFESTED WITH NEMATODES OR OTHER UNDESIRABLE INSECTS AND PLANT DISEASE ORGANISMS. TOPSOIL PH RANGE SHALL BE 5.3 TO 6.0.
- AGRONOMIC SOILS TEST - CONTRACTOR SHALL OBTAIN AND SUBMIT FOR APPROVAL, A WRITTEN AGRONOMIC SOILS TEXT REPORT FROM A STATE REGISTERED TESTING AGENCY FOR ALL IMPORTED AND SITE TOPSOIL TO BE USED ON THE SITE. TEST REPORT SHALL LIST RECOMMENDED SOIL AMENDMENTS AND PREPARATION TO INSURE ADEQUATE PLANT GROWTH. CONTRACTOR SHALL ADJUST HIS BID ACCORDING TO THE RECOMMENDATIONS LISTED IN THE SOILS TEST REPORT.
- FERTILIZERS - ALL FERTILIZING MATERIALS SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE STATE AGRICULTURAL CODE. ALL FERTILIZING MATERIALS SHALL BE PACKAGED, FIRST GRADE, COMMERCIAL QUALITY PRODUCTS IDENTIFIED AS TO SOURCE, TYPE OF MATERIAL, WEIGHT AND MANUFACTURER'S GUARANTEED ANALYSIS. FERTILIZING MATERIAL SHALL NOT CONTAIN TOXIC INGREDIENTS OR FILLERS IN QUANTITIES HARMFUL TO HUMAN LIFE, ANIMALS, OR PLANT LIFE.
- COMMERCIAL FERTILIZERS - COMMERCIAL FERTILIZER SHALL BE A PALLETIZED OR GRANULAR PRODUCT HAVING A CHEMICAL ANALYSIS AS SPECIFIED ON THE PLANS OR IN THESE SPECIFICATIONS.
- ORGANIC SOIL AMENDMENT - ORGANIC SOIL AMENDMENT SHALL BE A WELL COMPOSTED ORGANIC BASE, CLASS I OR CLASS II. WOOD BASED PRODUCTS ARE CONDITIONALLY ACCEPTABLE (STABLE HUMUS MUST BE PRESENT). WOOD BASED PRODUCTS ARE NOT ACCEPTABLE WHICH ARE BASED ON RED WOOD OR CEDAR. SLUDGE-BASED MATERIALS ARE NOT ACCEPTABLE.

INSTALLATION

- INSTALL ALL PLANT MATERIALS AS PER PLANS, NOTES, AND DETAILS.
- PLANTING AREAS SHALL BE FREE OF WEEDS AND OTHER EXTRANEOUS MATERIALS TO A DEPTH OF 12 INCHES BELOW FINISH GRADE BEFORE TOPSOIL WORK.

- CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADE, INCLUDING AND IMPORT SOIL ADJUSTMENTS TO EARTH BERMS AND SLOPE SHAPES. PROVIDE FINISH GRADE IN PLANTING AREAS AT A MINIMUM 2% MINIMUM GRADIENT. FINISH GRADES SHALL BE 2" BELOW ADJACENT WALKS, CURBS, DRIVEWAYS, ETC. IN GROUND COVER AREAS.
- FINISH GRADE - THE FINISH GRADE SHALL BE SMOOTH, UNIFORM, AND FREE OF ABRUPT GRADE CHANGES AND DEPRESSIONS TO INSURE SURFACE DRAINAGE. ALL PLANTED AREAS SHALL BE RAKED AND SMOOTHED TO THE REQUIRED GRADES AND CONTOURS PRIOR TO INSTALLATION. FINISH SURFACES SHALL BE CLEAN AND SUITABLE FOR PLANTING.
- ALLOW THE LANDSCAPE DESIGNER TO ADJUST PLANT LOCATIONS PRIOR TO ANY PLANTING.
- ALL LANDSCAPED AREAS SHALL BE PLANTED WITH GROUND COVER AS SHOWN ON THE PLANS. GROUND COVER SHALL BE ROOTED TIP CUTTINGS FROM FLATS AND SHALL BE PLANTED IN STAGGERED ROWS CONTINUOUSLY UNDER ALL TREES AND SHRUBS IN THE AREAS DESIGNATED ON THE PLANS AND AT THE SPACING INDICATED IN THE PLANT LEGEND.
- AMEND ALL PLANT AREAS AS FOLLOWS:

  *SOIL SPECIFICATIONS PROVIDED FOR BID PURPOSES ONLY. CONTRACTOR SHALL ADJUST AMENDMENTS AND BID BASED UPON LAB SOIL TEST PROVIDED BY THE CONTRACTOR. TEST AND REPORT SHALL BE FROM A CERTIFIED SOILS LABORATORY AND SHALL PROVIDE A COMPLETE REGULAR ANALYSIS, ORGANIC MATTER CONTENT, AND TEXTURAL CHARACTERISTICS. A MINIMUM OF ONE SAMPLE AT EACH OF THE FOLLOWING DEPTHS: 0"-12", 12"-24", AND 24"-36". PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A COPY OF THE FINAL SOILS REPORT TO THE LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL.

  1.SOIL IMPROVEMENT FOR ALL PLANTER AREAS:

  ROTOTILL THE FOLLOWING AMENDMENTS 6-8" DEEP AND IRRIGATE THOROUGHLY:

  2 CU YDS WELL COMPOSTED CLASS I OR CLASS II ORGANIC MATTER PER 1,000 SQ FT

  100 LBS OF *TURF-PLUS* [AVAILABLE AT AGUINAGA FERTILIZER COMPANY, (909) 899-1203]

  25 LBS AGRICULTURAL GYPSUM PER 1,000 SQ FT

  2.BACKFILL MIX FOR TREES, SHRUBS, AND VINES SHALL BE AS FOLLOWS:

  80% BY VOLUME NATIVE ON-SITE SOIL

  20% BY VOLUME WELL COMPOSTED CLASS I OR CLASS II ORGANIC MATTER

  SOIL AMENDMENT APPLICATION RATES

  GENERAL SOIL PREPARATION: APPLY 70 LBS. PER 1,000 SQ. FT.

  PROBLEM OR COMPACTED SOILS: APPLY 90-100 LBS. PER 1,000 SQ. FT.

- PLANT INSTALLATION - PLANTING HOLES SHALL BE APPROXIMATELY SQUARE WITH THE VERTICAL SIDES TWICE THE DEPTH AND WIDTH OF THE PLANT CONTAINER OR BALL, AND SHALL BE LARGER IF NECESSARY TO PERMIT HANDLING AND PLANTING WITHOUT INJURY OR BREAKAGE OF THE ROOT BALL OR ROOT SYSTEM. ANY PLANT WITH A BROKEN OR CRACKED ROOT BALL BEFORE OR DURING PLANTING SHALL NOT BE PLANTED.
- THE NATIVE SOIL AT THE BOTTOM OF THE PLANTING HOLES SHALL BE SCARIFIED TO A DEPTH OF 6 INCHES.
- AFTER PLANTING, THE PLANT SHALL BE PLUMB WITH THE ROOT CROWN AT ITS NATURAL GROWING DEPTH WITH RESPECT TO FINISH GRADE. BACKFILL SHALL BE THOROUGHLY WATER-SETTLED AND ADDITIONAL PREPARED SOIL MIX ADDED TO FILL ANY REMAINING VOID BELOW FINISH GRADE. A CIRCULAR WATERING BASIN SLIGHTLY LARGER THAN THE PLANTING HOLE SHALL BE LEFT AROUND THE PLANT. THE BOTTOM OF THE BASIN SHALL BE AT APPROXIMATELY FINISH GRADE OR SLIGHTLY LOWER. MULCH SHALL BE SPREAD AT LEAST 1 INCH THICK IN THE BASIN. THE AREA AROUND PLANTS SHALL BE REGRADED TO FINISH GRADE. THE EXCESS SOIL SHALL BE DISPOSED OF BY THE CONTRACTOR. ALL TREES SHALL BE STAKED AND GUYED PER DETAILS.

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THESE PLANS, DETAILS, AND SPECIFICATIONS AS WELL AS ALL APPLICABLE LOCAL CODES.

1.PRIOR TO THE PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGEINEERED SLOPES, ONLY AMENDED PLANTING HOLES NEED MEET THIS REQUIREMENT.

2.FOR LANDSCAPE INSTALLATIONS, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER ONE THOUSAND SQUARE FEET OF PERMEABLE AREA SHLL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL. SOIL WITH GREATER THEN SIX PERCENT ORGANIC MATTER IN THE TOP SIX INCEHES OF SOIL ARE EXEMPT FROM ADDING COMPOST AND TILING.

3.A MIN. THREE INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACED OF NON-TURF PLANTING AREAS, EXCEPT FOR CREEPING OR ROOTING GROUNDCOVERS, DIRECT SEEDING, AND OTHER APPLICATIONS WHERE MULCH IS CONTRAINDICATED. TO PROVIDE HABITAT FOR BENEFICIAL INSECTS AND OTHER WILDLIFE, UP TO FIVE PERCENT OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH. DESIGNATED INSECT HABITAT MUST BE INCLUDED IN THE LANDSCAPE DESIGN PLAN AS SUCH. STABILIZING MULCHING PRODUCTS SHALL BE USED ON SLOPES THAT MEET CURRENT ENGINEERING STANDARDS. THE MULCHING PORTION OF THE SEED/ MULCH SLURY IN HYDRO-SEEDED APPLICATIONS SHALL MEET THE MULCHING REQUIREMENTS.

4. ORGANIC MULCH MATERIALS MADE FROM RECYCLED OR POST CONSUMER MATERIALS SHALL BE USED INSTEAD OF INORGANIC MATERIALS OF VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST CONSUMER ORGANIC PRODUCTS ARE NOT LOCALLY AVAILABLE. ORGANIC MULCHES ARE NOT REQUIRED WHERE PROHIBITED BY LOCAL FIRE CODES.

WHEN A SOIL MANAGEMENT REPORT IS REQUIRED PURSUANT TO THE APPLICATION REQUIREMENTS, THE SOIL ANALYSIS RECOMMENDATIONS SHALL BE IMPLEMENTED AND SOIL AMENDMENTS SHALL BE INCORPORATED ACCORDING TO THE REPORT AND WHAT IS APPROPRIATE FOR THE PLANTS SELECTED.

MAINTENANCE AND WARRANTIES

- THE MAINTENANCE PERIOD SHALL COMMENCE UPON THE OWNER'S AND THE LANDSCAPE DESIGNER'S WRITTEN APPROVAL OF ALL PHASES OF PLANTING INSTALLATION AND SHALL BE:

  1.WARRANTY PERIOD FOR TREES, SHRUBS AND PLANT MATERIAL OVER 15 GALLONS:

  ONE YEAR FROM DATE OF FINAL INSPECTION AND ACCEPTANCE.

  2.WARRANTY PERIOD FOR 15 GALLON PLANTS: SIX MONTHS FROM DATE OF FINAL

  INSPECTION AND ACCEPTANCE

  3.WARRANTY PERIOD FOR 5 GALLON PLANTS: SIX MONTHS FROM DATE OF FINAL

  INSPECTION AND ACCEPTANCE

FOR BID PURPOSES ONLY: MAINTENANCE WORK SHALL INCLUDE A MINIMUM TWO (2) FERTILIZER APPLICATIONS TO ALL PLANTING AREAS DURING THE MAINTENANCE PERIOD. AT THE FIRST SIGN OF A DEFICIENCY UP TO THIRTY (30) DAYS, THE CONTRACTOR SHALL TEST A MINIMUM OF ONE SOIL SAMPLE FROM GROUND COVER AREAS TO DETERMINE FERTILIZER NEEDS FOR APPLICATION.

- MAINTENANCE PROCEDURES - THE GENERAL CARE AND MAINTENANCE OF ALL AREAS SHALL CONSIST OF PROPER WATERING, FERTILIZATION, WEEDING, CLEAN-UP, AND AS FOLLOWS:

  1.CULTIVATE AND WEED AT NOT LESS THAN TEN (10) WORKING DAY INTERVALS.

  2.APPROXIMATELY THIRTY (30) DAYS AFTER INITIAL PLANTING, APPLY (2) 5 LBS 16-6-8 FERTILIZER PER 1,000 SQ FT. APPLY AND THOROUGHLY IRRIGATE. THE SECOND APPLICATION USING THE ABOVE SPECIFIED FERTILIZER AT THE SAME RATE SHALL BE APPLIED IN ANOTHER SIXTY (60) DAYS OR JUST BEFORE MAINTENANCE PERIOD ENDS.

3.CONTRACTOR SHALL MAINTAIN THE IRRIGATION SYSTEM IN A LIKE NEW, OPERATING CONDITION, ADJUSTING HEAD HEIGHTS, THROW AND SPRAY ARCS AS NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER WATERING OF ALL PLANTING AREAS, AND SHALL REPLACE ANY PLANT MATERIALS DAMAGED DUE TO IMPROPER MOISTURE.

4. ANY CONCENTRATED DEVELOPMENT OF WEED GROWTH THAT MAY APPEAR IN PLANTING AREAS DURING MAINTENANCE PERIOD SHALL BE REMOVED AT THIRTY (30) DAY INTERVALS. THE CONTRACTOR MAY ELECT TO REMOVE SUCH CONCENTRATIONS OF WEEDS MANUALLY OR BY AN APPROVED HERBICIDE PROGRAM. THE CONTRACTOR SHALL CONSULT THE LANDSCAPE DESIGNER PRIOR TO USING ANY HERBICIDE.

5.DURING THE COURSE OF THE MAINTENANCE WORK, THE CONTRACTOR SHALL REMOVE SURPLUS MATERIALS AND DEBRIS FROM THE SITE AND SHALL KEEP THE PREMISES IN A NEAT AND CLEAN CONDITION AT ALL TIMES.

DURING THE MAINTENANCE PERIOD, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE PROTECTION FOR ALL PLANTING AREAS. ANY DAMAGE TO AREAS SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE LANDSCAPE IRRIGATION SYSTEM SHALL BE MAINTAINED TO ENSURE SUCCESFFUL ESTABLISHMENT FOLLOWING INSTALLATION, AND TO ENSURE WATER USE EFFICIENCY REMAINS EQUAL TO OR BELOW MAXIMUM APPLIED WATER ALLOWANCE, CONSISTENT WITH SUBMITTED PLANS AND REQUIREMENTS. IRRIGATION SYSTEMS SHALL BE TESTED, ADJUSTED AND REPAIRED FOLLOWING THE MANUFACTURERES SPECIFICATION AND THE RECOMMENDATIONS OF THE LANDSCAPE PROFESSIONAL.

A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

WHENEVER POSSIBLE, REPAIR OF IRRIGATION EQUIPMENT SHALL BE DONE WITH THE ORIGINAL SPECIFIED MATERIALS OR THEIR EQUIVALENTS, OR WITH COMPONENETS OF GREATER EFFICIENCY.

FAILED PLANTS SHALL BE REPLACED WITH THE SAME OR FUNCTIONALLY EQUIVALENT SPECIES THAT MAY BE SIZE ADJUSTED AS APPROPRIATE FOR THE STAGE OF GROWTH OF THE OVERALL INSTALLATION.

TREE PRESERVATION GUIDELINES DURING CONSTRUCTION

BEFORE CONSTRUCTION WORK BEGINS, WHICH WILL IMPACT A TREE, AN ARBORIST SHALL ASSESS THE IMPACT OF CONSTRUCTION BASED ON THE CONDITION OF THE TREE. MITIGATING MEASURES NECESSARY TO PROTECT THE TREE WILL BE STATED AND REVIEWED BY THE TEAM.

THE FOLLOWING GUIDELINES HAVE BEEN DEVELOPED TO PROTECT TREES DURING CONSTRUCTION PROJECTS:

a. A ROOT PROTECTION ZONE SHALL BE DEFINED BY A FOUR-FOOT HIGH TWO-BY-FOUR BARRIER CONSTRUCTED AROUND ANY POTENTIALLY IMPACTED TREE. THIS BARRIER SHALL BE AT THE DRIP LINE OR AT A DISTANCE FROM THE TRUNK EQUAL TO 6 INCHES FOR EACH INCH OF TRUNK DIAMETER 4 ½ FEET ABOVE THE GROUND IF THIS METHOD DEFINES A LARGER AREA.

b. SHOULD IT BE NECESSARY TO TRENCH WITHIN THIS AREA, TRENCHES SHALL BE HAND DUG. NO ROOTS LARGER THAN TWO INCHES SHALL BE CUT UNLESS NO OTHER ALTERNATIVE IS FEASIBLE. ALL ROOTS GREATER THAN TWO (2) INCHES IN DIAMETER MUST BE CLEANLY CUT TO ENCOURAGE GOOD CALLUS TISSUE. IT IS RECOMMENDED THAT ROOTS BE PRUNED BACK TO THE NEXT ROOT NODE.

c. ALL SMALLER ROOTS THAT MUST BE CUT SHALL BE SAW CUT (NO TRENCHERS) FLUSH WITH THE SIDE OF THE TRENCH. IF AT ANY TIME 25 PERCENT OF THE AREA WITHIN THE ROOT PROTECTION ZONE IS BEING SEPARATED FROM THE TREE BY A TRENCH, THE LINE SHALL BE LOCATED BY BORING OR AN ALTERNATE LOCATION FOR THE TRENCH ESTABLISHED.

d. THE MINIMUM CLEARANCE BETWEEN AN OPEN TRENCH AND A STREET TREE SHALL BE ONE (1) FOOT, OR SIX (6) INCHES FOR EACH INCH OF TRUNK DIAMETER MEASURED AT 4.5 FEET ABOVE EXISTING GRADE IF THIS METHOD DEFINES A LARGER DISTANCE. THE MAXIMUM CLEARANCE SHALL BE TEN (10) FEET. THE CONTRACTOR SHALL CONFORM TO THESE PROVISIONS UNLESS OTHERWISE DIRECTED BY AN ARBORIST.

e. AT NO TIME SHALL ANY EQUIPMENT, MATERIALS, SUPPLIES OR FILL BE ALLOWED WITHIN THE PRESCRIBED ROOT PROTECTION ZONE UNLESS OTHERWISE DIRECTED BY THE CITY. THE ROOT PROTECTION ZONE IS DEFINED AS THE LARGER OF THE DRIP LINE OF THE TREE OR THE DISTANCE FROM THE TRUNK EQUAL TO SIX (6) INCHES FOR EACH INCH OF TRUNK DIAMETER MEASURED AT 4.5 FEET ABOVE EXISTING GRADE.

f. REPAIR OR REPLACE TREES AND VEGETATION INDICATED TO REMAIN THAT ARE DAMAGED BY CONSTRUCTION OPERATIONS, IN A MANNER APPROVED BY ARCHITECT.

1.EMPLOY A QUALIFIED ARBORIST, LICENSED IN JURISDICTION WHERE PROJECT IS

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division
P.O. Box 1609, Mammoth Lakes, CA 93546
Phone: (760) 965-3630 Fax: (760) 934-7493
www.townofmammothlakes.ca.gov

Landscape Document Package Outline and Checklist

Name: Obsidian II Lots 21-24 Date: May 27, 2021

Location: Obsidian II Lots 21-24, Mammoth Lakes, CA Company/Project: Place

Owner: Mammoth Springs Resorts, LLC Applicant: Cathryn Widmann
Email: Cathryn@plac-e.com

Water Conservation Concept Statement

Brief description of the project and how its design will conserve water:

Front yard planting and back yard trees for four duplex lots in Obsidian II subdivision. Existing Pine trees area preserved where possible, with some Western Water Birch added at rear perimeter (along golf course) to increase privacy and mitigate noise. All plants are selected for their low water use, low fire hazard, and deer resistance.

Package Checklist
The package shall contain the following completed items:

- ❑ **Calculation of MAWA-Maximum Applied Water Allowance. Use attached calculation sheet.**
- ❑ **Calculation of EWU- Estimated total Water Use. Use attached calculation sheet**
- ❑ **Estimated Applied Water Use- Sum of water recommended in the Irrigation Schedule**
- ❑ **Landscape Design Plan**
- ❑ **Irrigation Design Plan**
- ❑ **Irrigation Schedule- Use Attached Sheet**
- ❑ **Maintenance Schedule- Use Attached Sheet**
- ❑ **Landscape Irrigation Audit Schedule – Use attached sheet**
- ❑ **Grading Design Plan**
- ❑ **Soil Analysis**

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Page 1 of 4 1/17

Landscape Maintenance Schedule	
1. Mulch	Annually
2. Fertilize	Annually
3. Prunning	Annually
4. Weeding	Monthly
5. Trees to be prunned 6' clear from bottom	Annually by Fire Department Deadline

[place]

[pakshong landscape and architectural collaborative]
3617 exposition boulevard los angeles ca 90016
310 450 8100 fax 323 737 3290

CONSULTANTS

PRELIMINARY LANDSCAPE PLAN

LICENSED ARCHITECT
GLORIA PAK
NO C27025
REN. 02.28.23
STATE OF CALIFORNIA

KEY PLAN

MAMMOTH
OBSIDIAN II

Lots 21-24
Obsidian II
Mammoth Lakes, CA 93546

Project # : 2120
Drawn by : CW
Scale : N/A

Ref. North

Description:	Date:	No.
Preliminary Landscape Plan	05.27.01	#

PROJECT NO: 2120

These drawings, specifications, ideas, designs, and arrangements presented thereby, are and shall remain the property of (place). No part thereof shall be copied, disclosed to others or used in connection with any work or project other than the specific project for which they have been prepared and developed without the written consent of (place). Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions.

SHEET TITLE:

LANDSCAPE
GENERAL NOTES

L0.02

NOT FOR CONSTRUCTION



Concept



Concept



Betula occidentalis



Bouteloua gracilis 'Blonde Ambition'



Panicum virgatum 'Prarie Sky'



Nepeta faassenii



Achillea millefolium

OVERALL SITE PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	QTY	MATURE SIZE	SPACING	NOTES	WATER USE*	FIRE HAZARD*	ORIGIN
TREES										
	Existing to Remain- Pinus	Existing to Remain- Pine	-	2	-	-	-	L		
	Betula occidentalis	Western Water Birch	24" box	5	25-30'H x 25'W	PER PLAN	-	L	U	NATIVE
GRASSES										
	Bouteloua gracilis 'Blonde Ambition'	Blue Grama	1 gal	237	1-2'H x 1-2'W	18" o.c.	-	L	L	
	Panicum virgatum 'Prairie Sky'	Switchgrass	5 gal	32	4-5'H x 2-3'W	30" o.c.	-	L	L	
	Nepeta faassenii 'Walker's Low'	Walker's Low Catmint	5 gal	36	2-3'H x 2-3'W	30" o.c.	-	L	U	-
	Achillea millefolium	Common Yarrow	5 gal	74	1-3'H x 1-2'W	18" o.c.	-	L	L	NATIVE
	Snow storage area- see Civil									

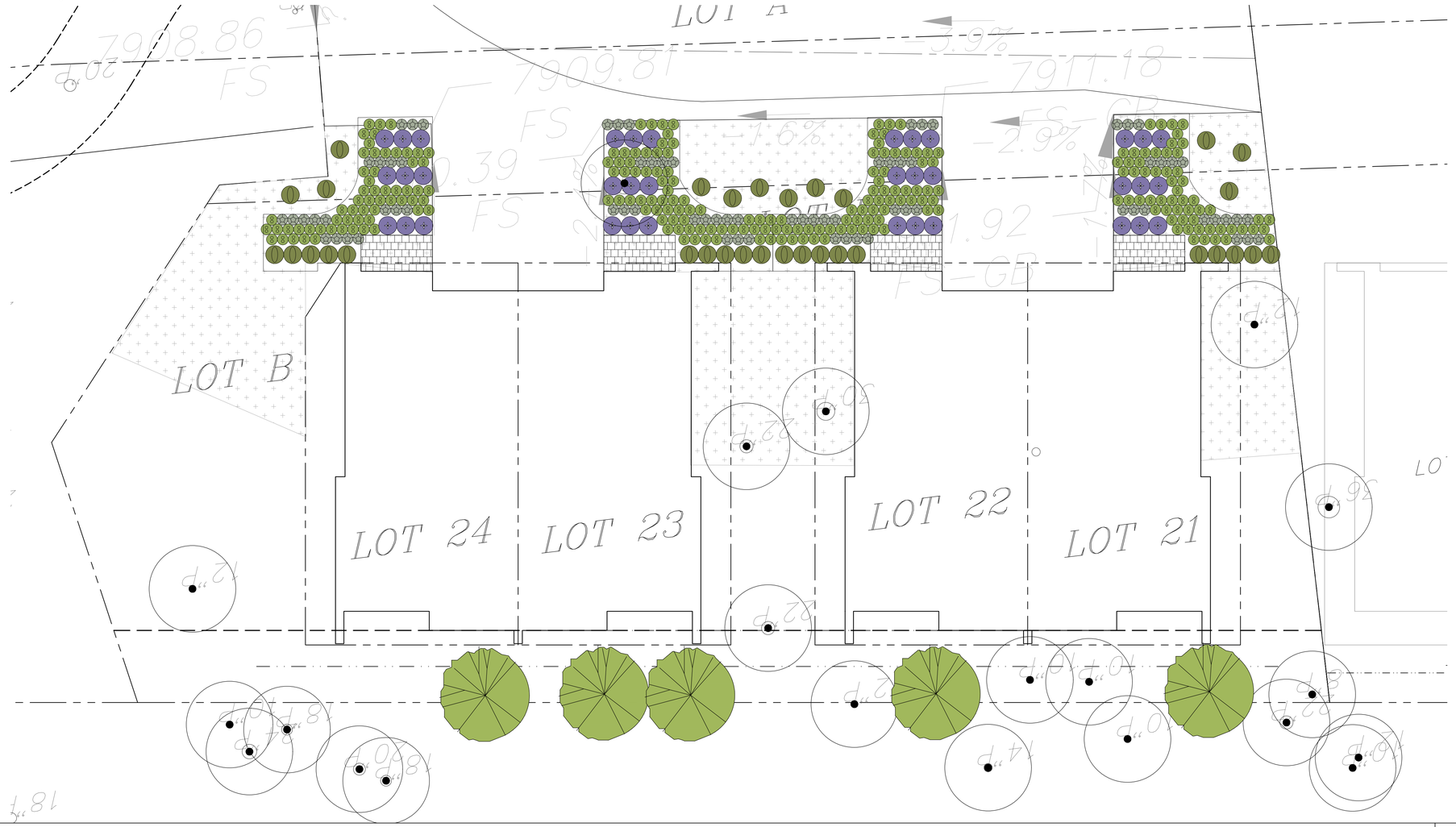
*Water use and Fire Hazard per Mammoth Lakes Recommended Plant List

PLANTING AREAS

Lot 21	358 sf
Lot 22	356 sf
Lot 23	434 sf
Lot 24	356 sf

IRRIGATION

All planting to be hand watered until established, and not irrigated thereafter.



LANDSCAPE PLANTING PLAN
SCALE: 1/8"=1'-0"

1

NOT FOR CONSTRUCTION

[place]

[pakshong landscape and architectural collaborative]
3617 exposition boulevard los angeles ca 90016
310 450 8100 fax 323 737 3290

CONSULTANTS

PRELIMINARY LANDSCAPE PLAN

LICENSED ARCHITECT
GLORIA PAK
NO C27025
REN. 02.28.23
STATE OF CALIFORNIA

KEY PLAN

MAMMOTH
OBSIDIAN II

Lots 21-24
Obsidian II
Mammoth Lakes, CA 93546

Project # : 2120
Drawn by : CW
Scale : 1/8"=1'-0"

Ref. North

Description:	Date:	No.
Preliminary Landscape Plan	05.27.01	#

PROJECT NO: 2120

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SHEET TITLE:

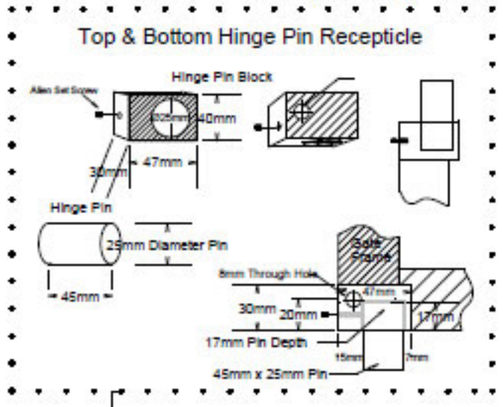
LANDSCAPE PLANTING PLAN

L2.00

Production Drawing

5' Flat Top Driveway Gates

Install Hinge Block Top & Bottom One Side of Gate. Top Block Does Not Have Positive StopThrough Hole



Steel Specs.

Frame Sides & Bottom
40 x 40 x 2 mm Tube

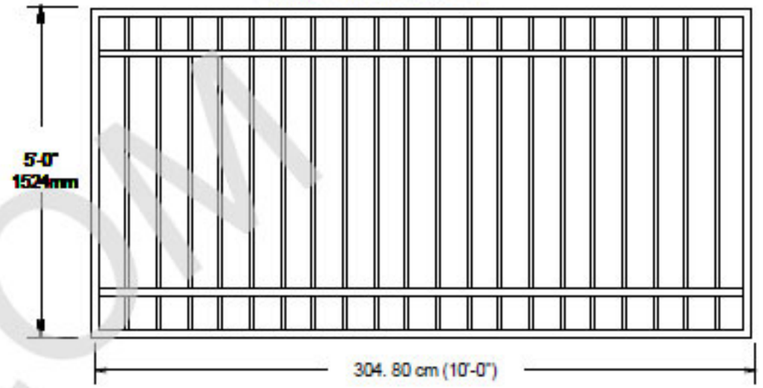
Frame Top Horizontal
40 x 30 x 2 mm Tube

2nd Top Rail Down
30 x 5 mm Flat Bar

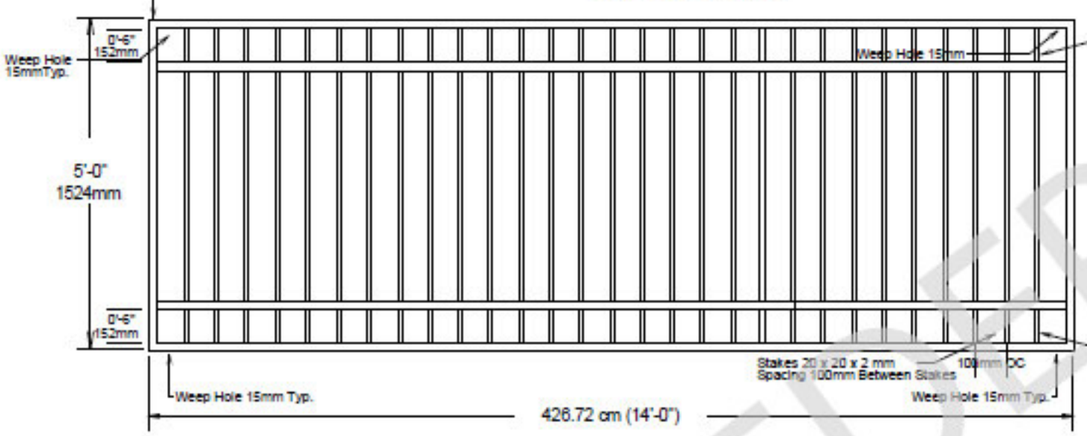
2nd Rail from Bottom
30 x 5 mm Flat Bar

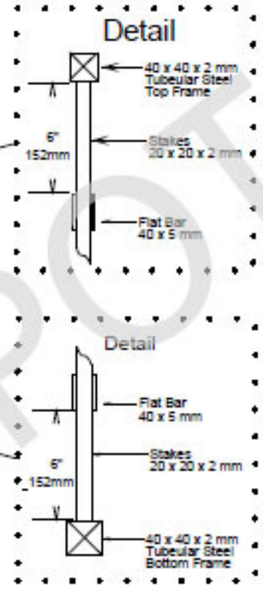
Stakes (pickets) 20 x 20 x 2 mm

DG-SF-10-5
Single Gate 10'-0" x 5'-0"

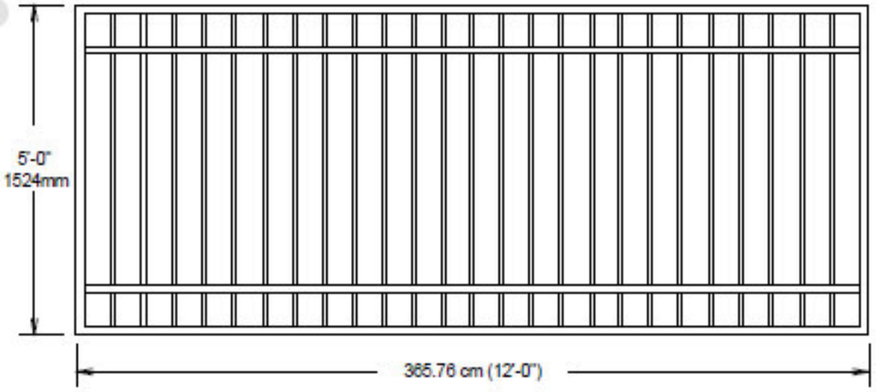


DG-SF-14-5
Single Gate 14'-0"x5'-0"

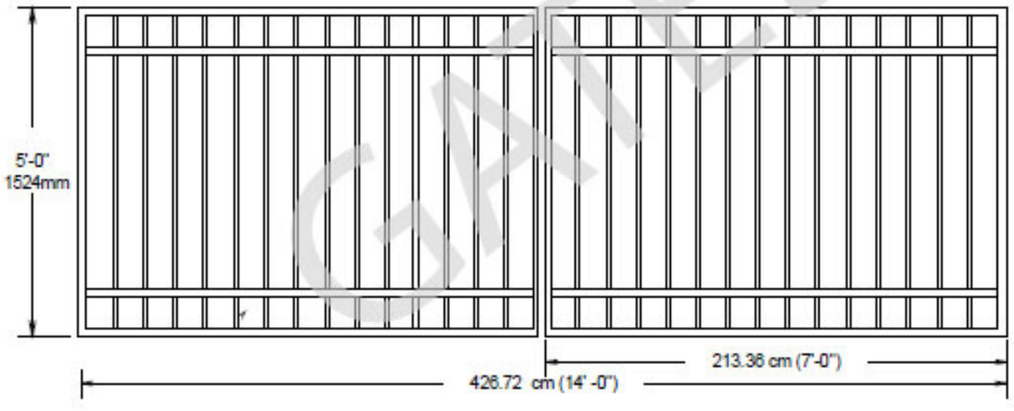




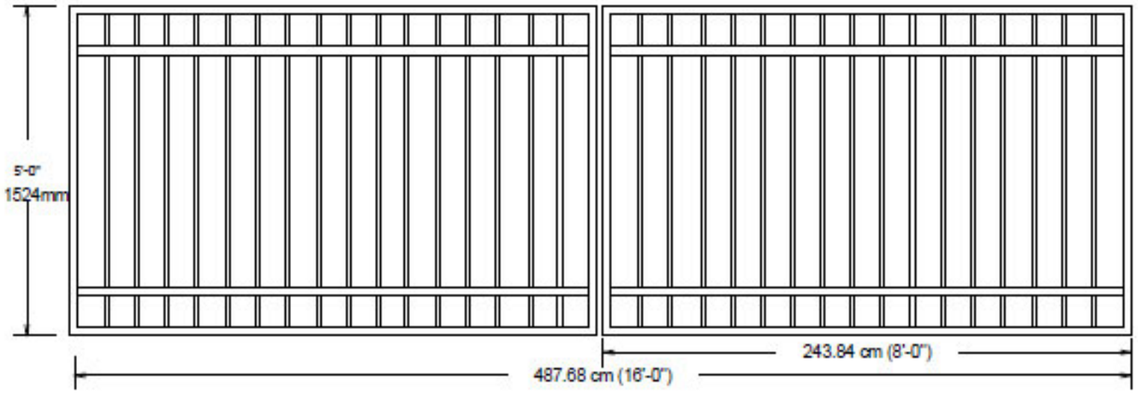
DG-SF-12-5
Single Gate 12'-0"x5'-0"



DG-DF-14-5
Double Gate 14'-0"x5'-0"



DG-DF-16-5
Double Gate 16'-0"x5'-0"



GRIFFON

Production Drawing

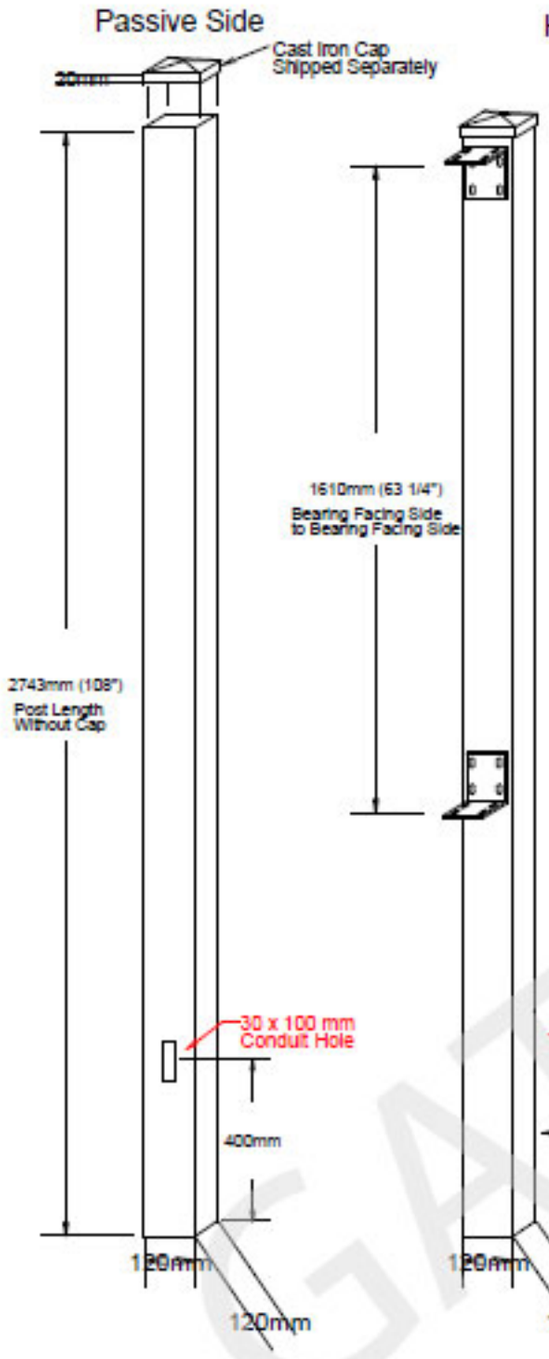
Adjustable Positive Stop

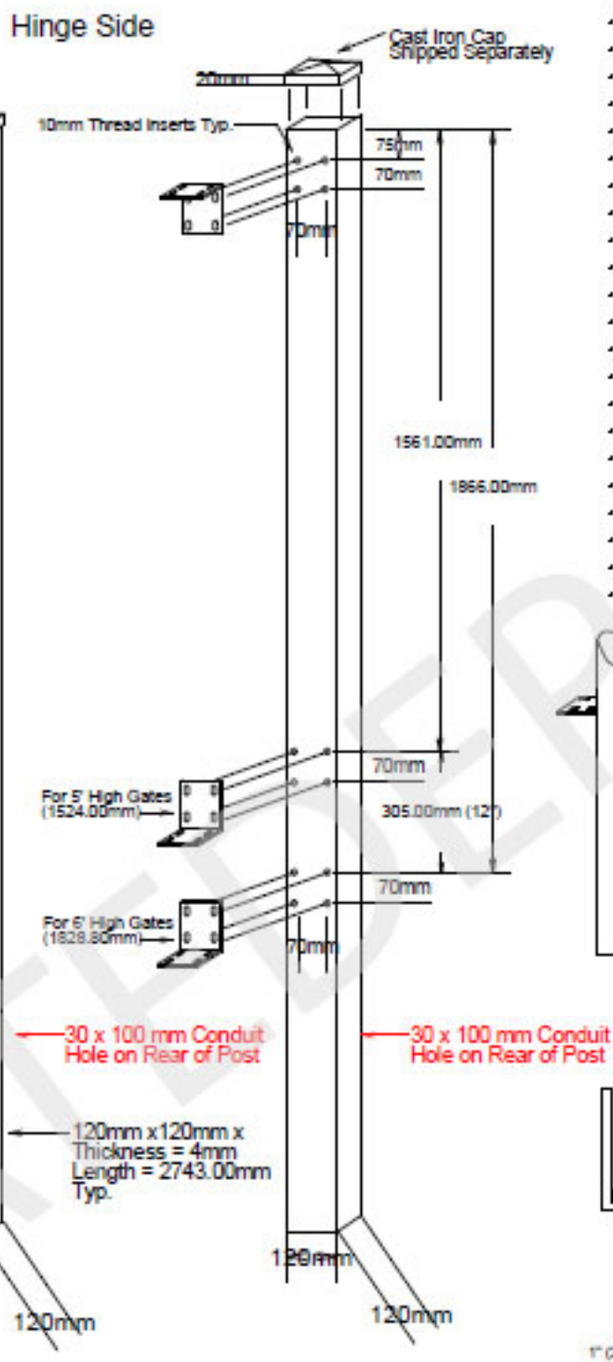


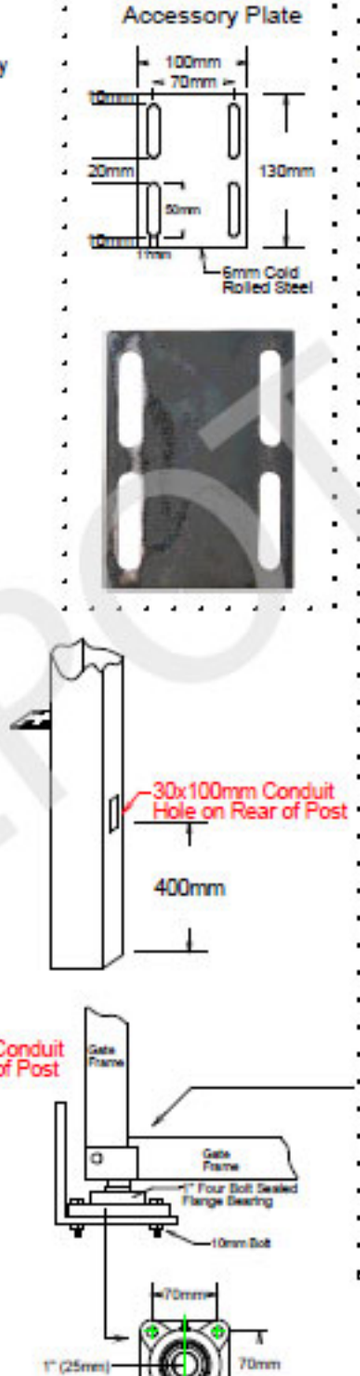


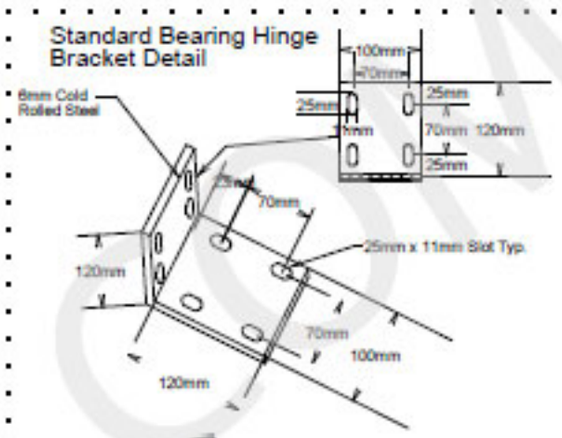
GATEDEPOT.COM

Driveway Gate Posts, Caps, Hinge Specifications

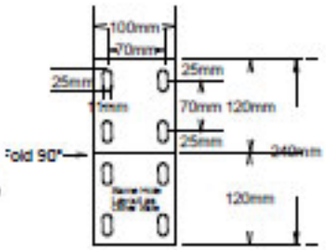


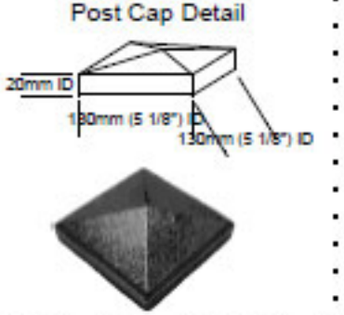


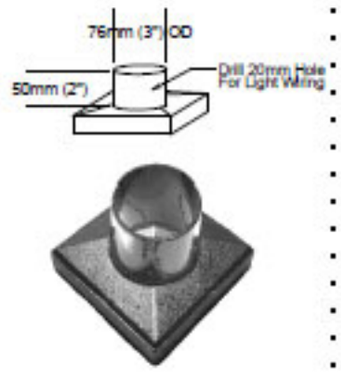


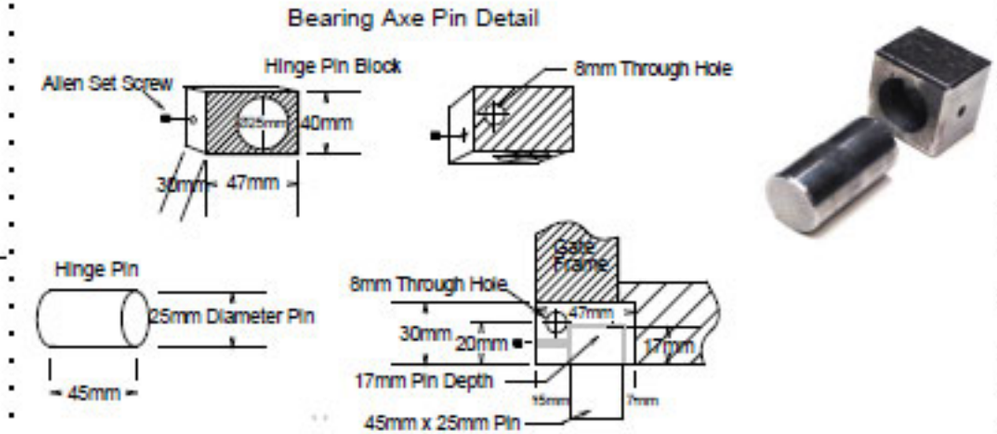












GATEBOT.COM

Product Details

We have taken our years of experience and knowledge of the gate industry and applied it towards the design and construction of our residential / light industrial line of driveway gates, pedestrian gates & fencing. Manufactured exclusively for Gate Depot, using our exacting specifications, these ready–to–ship steel gates are classic styles which offer security at a great price.

Why pay more for a custom gate?! These gates are specifically designed to accept 1" x 6" wood fill inserts. Picket spacing varies slightly so some additional fitting will be required. You choose the material that best coordinates with your entry gate design — Redwood, Cedar, Fir or even Bamboo! Create the perfect privacy gate for your property without the high cost of a custom gate.

To complete the look of your entry way, matching gate posts are available with optional top mounting collar for adding lights.

No other steel gate manufacturer offers this unique combination of design versatility and value pricing!
We make it easy to select, configure and purchase your complete gate system!

- Select Your Gate
- Select Posts & End Caps
- Select Hinge Kit(s)

Our driveway gates are constructed with automation in mind and can be used in both swing and slide gate applications. We carry a wide selection of gate automation equipment and would be happy to help you select the right gate operator for your needs, just give us a call!

IMPORTANT NOTICE / DISCLAIMER:
— Bi-parting gate individual leaf size may vary up to 1/4".
— We do not recommend purchasing two single gates to be installed as one bi-parting gate; height may vary up to 1".
— There may be minor imperfections in the powder-coat finish. These will not affect the durability of the gate and if present, are not significantly noticeable.
— Before installing posts in concrete, MEASURE the gate to ensure it is square. Measure from corner to corner, then each end from top to bottom. Measurements should not vary more than 1/4" – 1/2".
— Gate width needs to be measured, then add 3-1/2" between posts for a single gate or 4" between posts for double gates. **Measurements do not apply to Cornerstone products.
— Measure All Gates Prior to Installation! Due to manufacturing variables, gates MAY vary in width by 1" – 2". Measure & confirm gate width PRIOR to setting posts.
— Shipping includes transporting the gate from our warehouse to the delivery address. It does NOT include lift gate service or unloading. Please be prepared to unload the gate using either a forklift with a boom or 3-4 people.
— Gates, as shipped, are designed for use as a swing gate. All gates can be converted for use as slide gates by adding wheels, track and other hardware. Call us for more information on requirements.

Features

Construction:
Heavy 2mm Wall on Frame and Stakes
Hot Dip Galvanized Steel Tubing & Flat Bar
Black Powder-Coat Finish
Weep Holes to Prevent Internal Rust
Optional Features & Accessories:
Posts w/ Optional Light Collar
Coordinating Fencing & Pedestrian Gates
Gate Manufacturing Specifications :
(Imperial Measurements are approximate - Included for your convenience)
Frame - Sides & Bottom
40 x 40 x 2 mm Tube (1-9/16" x 1-9/16" x 1/16")
Frame - Top Horizontal
40 x 30 x 2 mm Tube (1-9/16" x 1-3/16" x 1/16")

2nd Rail - Top & Bottom
30 x 5 mm Flat Bar (1-3/16" x 3/16")
Stakes (Pickets)
20 x 20 x 2 mm (3/4" x 3/4" x 1/16")

Specifications	Gate Manufacturing Specifications : (Imperial Measurements are approximate - Included for your convenience) **Frame - Sides & Bottom** 40 x 40 x 2 mm Tube (1-9/16" x 1-9/16" x 1/16") **Frame - Top Horizontal** 40 x 30 x 2 mm Tube (1-9/16" x 1-3/16" x 1/16") **2nd Rail - Top & Bottom** 30 x 5 mm Flat Bar (1-3/16" x 3/16") **Stakes (Pickets)** 20 x 20 x 2 mm (3/4" x 3/4" x 1/16")

Town of Mammoth Lakes

ADDENDUM #2
Tallus
Mitigated Negative Declaration

(State Clearinghouse No. 2004042055)

September 2021

Lead Agency:
Town of Mammoth Lakes
PO Box 1609
437 Old Mammoth Road, Suite 230
Mammoth Lakes, California 93546

Contact: Ms. Kimberly Cooke, Associate Planner
(760) 965-3638

INTRODUCTION

The Town of Mammoth Lakes ("Town") received an entitlement application in March, 2021, for Tentative Tract Map (TTM) 21-002, Use Permit (UPA) 21-003, Design Review (DR) 21-002, and Adjustment (ADJ) 21-002, to allow the subdivision of a 0.435 acre remainder parcel of the Obsidian subdivision (formerly named the Tallus Subdivision).

The proposed Tentative Tract Map subdivides the remainder parcel into a four-lot planned unit development (PUD) and eliminates the southerly property line to incorporate the remainder parcel with the "Villas at Obsidian" subdivision (TTM 15-002). The project application includes a Design Review for the construction of two duplex structures consisting of four townhome units, an Adjustment application for a 2.8% building height increase (36 feet instead of 35 feet), and a Use Permit application to permit transient rental uses, as allowed by the Lodestar at Mammoth Master Plan. The proposed subdivision, for a multi-family residential development is a permitted use in the Lodestar at Mammoth Master Plan and is below the allowable density allocated for Development Area 2.

This Addendum #2 to the Tallus Mitigated Negative Declaration has been prepared by the Town to assess the potential environmental impacts for the Obsidian II subdivision ("Project") and to assure that all potential impacts have been addressed through the existing environmental documentation and project approvals.

BACKGROUND

In 1991, the Town approved the Lodestar at Mammoth ("Lodestar") Master Plan and certified the Lodestar at Mammoth Environmental Impact Report (EIR) (SCH No. 1991105212) for the project. The EIR evaluated the impacts of the Lodestar at Mammoth Master Plan, a resort development proposal that includes a hotel, low and medium density residential units, resort commercial, and an 18-hole golf course located near the intersection of Minaret Road and Meridian Boulevard in Mammoth Lakes. The Obsidian PUD (formerly Tallus PUD) is within Development Area 2 of the Lodestar Master Plan.

In 2004, the Town approved the Tallus PUD subdivision (TTM 36-216, UPA 2004-09) and published a Notice of Determination for the Mitigated Negative Declaration (MND) (SCH No. 2004042055) prepared for the project. The approved project consisted of the subdivision of a 4.3 acre portion of a 7.5 acre site into 19 single-unit residential structures held within a fractional share form of ownership, construction of a clubhouse and manager's housing unit, dedication of a 3.08 acre wetland and open space area, provision of an affordable housing site on the adjacent parcel (outside the Master Plan area), and re-location of the existing multi-use path.[1] The MND and associated Initial Study (IS) determined that although the project could have a significant effect on the environment, all potentially significant effects were analyzed in the certified final EIR and Addendum for the Lodestar Master Plan. The Mitigation, Monitoring, and Reporting Program (MMRP) established by the EIR and Addendum reduced environmental impacts below a level of significance, and these mitigation measures were included as conditions of the project's approval.

Phase 1 of the Tallus project included nine fractional homes, the clubhouse building, infrastructure improvements and completion of wetland mitigation requirements to the satisfaction of the Army Corps of Engineers, Department of Fish and Wildlife, and the Lahontan Regional Water Quality

[1] The required dedication of the wetland and open space area was amended to be a voluntary dedication via Resolution No. PC 2005-13.

Control Board. Phase 1 of the project was completed in 2016. Phase 2 of the project consisted of the remaining 10 fractional ownership single-family residential lots/homes.

In 2013, the Town approved TTM 13-003 and UPA 13-006 which converted 6 lots in the Tallus Phase 1 from fractional ownership to whole ownership and created a remainder lot for the un-built Phase 2 area (lots 10-19). This project was found to have created no new significant environmental impacts or substantial increase in the severity of previously identified significant environmental impacts, and no further review under the California Environmental Quality Act (CEQA) was done. The TTM was not finaled, and therefore, the change from fractional ownership to whole ownership and the creation of the remainder lot was not finalized.

In 2016, The Planning and Economic Development Commission (PEDC) approved the Tallus Amendment project via PEDC Resolution No. 2016-05. This approval changed the name of the Tallus subdivision to "Obsidian" and included the adoption of Addendum #1 to the Tallus MND, a new Tentative Tract Map No. 15-002, Use Permit No. 15-002, and Design Review No. 15-002, to subdivide the remaining ten lots (Tallus Phase 2) into twenty whole ownership lots within ten duplex structures. The approved Tract Map also created a 0.87-acre remainder parcel on the northern end of the project site. The revised project density of 31 units was determined to be well below the allowed density of 67 units for the Tallus subdivision. The Tallus MND Addendum concluded that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR or Negative Declaration had occurred, and thus the Addendum to the Tallus Mitigated Negative Declaration was appropriate to satisfy CEQA requirements for the proposed Project.

In 2019, Adjustment application 18-007 was approved via Community and Economic Development Director's Determination (CEDDD) No. 19-002. The Adjustment allowed a one-foot increase to the maximum permitted structure height for the duplex building design for Phase 2 (Lots 10-29) of the Obsidian Planned Unit Development. This project is currently under construction and is called "The Villas at Obsidian."

An application for a ministerial Lot Line Adjustment was also submitted by the owners of Obsidian and the adjacent property addressed 100 Callahan Way. The property owners abandoned an existing parking lot easement that was for the benefit of 100 Callahan Way, and recorded the Lot Line Adjustment (LLA 19-002), which resulted in half of the 0.87-acre Obsidian remainder parcel being merged with 100 Callahan way. The remaining 0.435-acre remainder parcel was retained by the owners of Obsidian.

The current project proposal is the Obsidian II Subdivision, which is an extension of the "Villas at Obsidian" project. Two additional duplex structures with a total of four whole ownership townhome units are proposed for incorporation into the larger Obsidian subdivision property through the Tentative Tract Map process.

This Addendum to the Tallus MND has been prepared by the Town to assess the potential environmental impacts for the Obsidian II Subdivision ("Project") and to assure that all potential impacts have been addressed through the existing environmental documentation and previous project approvals.

Following a preliminary review of the Project, the Town determined that it is subject to the guidelines and regulations of CEQA. This Addendum addresses the proposed Project, pursuant to the applicable CEQA Guidelines.

STATUTORY AUTHORITY AND REQUIREMENTS

Under CEQA, an Addendum to an adopted MND may be prepared if only minor technical changes or additions are necessary or if none of the conditions requiring a subsequent EIR or Negative Declaration exist.

The specific CEQA Guidelines for an Addendum are stated below:

15164. ADDENDUM TO AN EIR OR NEGATIVE DECLARATION

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

15162. SUBSEQUENT EIRS AND NEGATIVE DECLARATIONS

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This Addendum demonstrates that the environmental analysis, impacts, and mitigation measures identified in the Tallus MND remain unchanged by the Project and supports the finding that the Project does not result in any new environmental effects, and does not exceed the level of impacts identified in the previously adopted MND.

EVALUATION OF PROJECT

The adopted Mitigated Negative Declaration (MND) analyzed a 19-unit subdivision consisting of single-family homes and associated accessory uses. The Initial Study (IS) and MND determined that although the project could have a significant effect on the environment, all potentially significant effects were analyzed in the certified final EIR and Addendum for the Lodestar at Mammoth Master Plan. A Mitigation Monitoring and Reporting Program (MMRP) was established for the project to reduce potential environmental impacts to a level below significance. The mitigation measures were included as conditions within the Resolution for the approved Tallus project.

In 2016, Addendum #1 to the Tallus MND was prepared for the Tallus Amendment Project, which proposed to re-subdivide 10 lots within Phase 2 of the Tallus PUD into 20 townhome lots within two-unit townhome buildings constructed on each set of lots. Each set of lots matched the location and size of the 10 existing lots. It was determined that because the Lodestar Master Plan allowed up to 67 dwelling units on the Tallus site, which is what was analyzed by the Lodestar EIR, that the overall density in Development Area 2, including the proposed project, at a total of 31 dwelling units, would be well below the allowable density specified in the Master Plan and evaluated by the Lodestar EIR. Additionally, the Tallus MND analyzed the entire Project site and it was determined that the mitigation measures established by the MND were applicable to the Project.

The current proposed Obsidian II Subdivision is located on a 0.435-acre remainder parcel of the Obsidian Subdivision (formerly Tallus). This area of the site is part of the original project area analyzed in the adopted Tallus MND and the certified Lodestar EIR. In assessing the potential for new or more severe impacts, the Town conducted a staff level review and consulted with affected agencies including the Mammoth Community Water District and the Mammoth Lakes Fire Protection District. The conclusions of that process are incorporated into the conclusions of this Addendum.

The scope of the proposed project consists of the construction of two duplex structures with a total of four new residential dwelling units. The project is currently located on its own legally created parcel which would qualify the project for a Categorical Exemption under CEQA Guidelines Section 15303(b). However, since the proposed Tentative Tract Map will result in the parcel being merged with the Obsidian Subdivision, this exemption class does not clearly apply.

While a Categorical Exemption does not clearly apply to the project, the determination made in the previously prepared addendum to the Tallus MND is still applicable to the current project because the Lodestar Master Plan allowed up to 67 dwelling units on the Tallus project site and that project density was analyzed by the Lodestar EIR. The overall Project density of within the Obsidian Subdivision (Development Area 2), including the proposed project, results in a total of 35 dwelling units, and is still well below the allowable density specified in the Master Plan and evaluated by the Lodestar EIR for the project site.

All impact areas evaluated in the Tallus MND, including aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, public services, transportation /traffic impacts, and utilities and service systems, have been analyzed and it has been determined that no changes or new impacts would result from the proposed Project. No new impacts, not previously analyzed in the MND would occur as result of the changes because the Project is within the scope of what was analyzed by the certified final Lodestar EIR and Addendum.

EVALUATION OF ENVIRONMENTAL EFFECTS

The effects of the Project on each of the environmental categories is found to be less than significant with mitigation measures incorporated. The prior environmental analysis prepared for the project site is applicable to the current Project and the impact areas are summarized below:

Aesthetics

The MND found that impacts to aesthetic resources would be less than significant with the mitigation measures incorporated. The Project will not significantly increase the developed area beyond what was analyzed by the Lodestar EIR and Tallus MND, and therefore, there is no change to this impact and all mitigation measures apply and will remain in effect.

Air Quality

The mitigation measures for Air Quality in the Lodestar EIR reduced the potential impact to less than significant. Because this project does not significantly increase traffic, woodburning, or construction beyond that anticipated in the Lodestar EIR, there is no change in the air quality effects as a result of this project. All of the mitigation measures with the exception of payment of the $121 per unit per year to the Town Transit Program remain in effect. In-lieu of the payment to the Town Transit Program, the Project is required to be annexed into the Town's Transit and Transportation Fee Community Facility District (CFD 2013-03) and pay all fees associated with the annexation process prior to final map approval by staff.

Biological Resources

The MND and the Lodestar EIR determined that the Project site does not support any vegetation species of special status or concern and that the project has no potential for adverse effects on any of the animal or plant species and/or communities identified in the State database search. The current proposal does not disturb any additional wetland, stream, or similar sensitive resource beyond what was previously analyzed and approved, and therefore, there is no change to this impact and all mitigation measures will remain in effect.

Cultural Resources

The archaeological survey completed for the Lodestar EIR identified six sites within the entire Lodestar Master Plan area as having the potential to meet the CEQA criteria for significance based on their potential archaeological value. None of the six sites are within the Project boundaries. However, in the event that cultural resources are discovered during grading and construction, two mitigation measures were included in the Tallus MND. The proposed disturbance area is within the original Tallus project boundaries, which does not include any of the six archeological sites having the potential to meet the CEQA criteria for significance. Therefore, the potential impact to cultural resources is unchanged from the previous analysis and the mitigation measures are applicable to the current project.

Geology and Soils

The property is not within an Earthquake Hazard Zone as identified on the official USGS maps, nor does the project have any unique geologic or physical features. The Project will not increase the disturbed area beyond the original project boundaries previously analyzed, and therefore, there is no change to this impact and all mitigation measures remain in effect.

Hydrology and Water Quality

The MND found the impacts to hydrology and water quality would be less than significant with the mitigation measures incorporated. As all existing mitigation measures remain applicable as there is not a significant increase to the allowable project density, and there will not be any new disturbance of an existing water course or wetland area. Therefore, there will not be a change in the impacts to Hydrology and Water Quality.

Noise

The MND found that noise impacts would be less than significant with the mitigation measures incorporated. The current project does not change the existing site circulation or road location, as the infrastructure for the Obsidian PUD development was required to be completed for TTM 15-002. A meandering wood fence was required to be constructed as a noise mitigation measure to be installed between the Obsidian Place roadway and adjacent residential properties to the east. Construction of the wood fence was recently completed to satisfy the mitigation measure related to noise. The proposed project will not increase noise beyond what was analyzed by the MND and Lodestar EIR, because there are no changes to the Obsidian Place roadway location. Therefore, there is no increase in severity of this impact and all previously adopted mitigation measures are applicable to the current Project.

Public Services

The MND found that with mitigation measures incorporated, the potential impact to public services would be less than significant. Since this project does not exceed the allowable density analyzed by the Lodestar EIR for this area, the potential impact will remain less than significant with the mitigation measures incorporated.

Transportation / Traffic Impacts

The MND found that with mitigation measures, the impact to transportation and traffic would be less than significant. Since the proposed project does not result in a change to the site circulation, road location, or entrance and exit points for the project, the scope of the project does not exceed what was analyzed in the Lodestar Master Plan for this area, and there is not a significant change to the identified transportation and traffic impacts. As such, all mitigation measures remain in effect, with the exception of the payment to the Town Transit Program (see Air Quality for additional information).

Utilities and Service Systems

The MND found that with incorporation of the mitigation measures, the impact to utilities and service systems would be less than significant. The proposed Project does not significantly increase the amount of impervious surfaces and the total site coverage for the Obsidian Subdivision, with the proposed project, will be 51% where a maximum of 60% is permitted by the Lodestar Master Plan. Therefore, the potential impact associated with storm water runoff remains less than significant with the mitigation measures incorporated. Additionally, since the Project remains below the allowed density analyzed in the Lodestar EIR, it is not anticipated that the Project will produce solid waste in any amounts that cannot be disposed of using the currently available disposal methods.

FINDINGS

In preparing this Addendum, all the areas identified as less than significant with mitigation measures incorporated on the CEQA Initial Study "Environmental Checklist Form" were considered. For all "less than significant with mitigation measures incorporated" areas, a detailed review determined that the proposed modifications are consistent with the scope of the approved project and only minor technical corrections are required to modify the text, without any substantial changes to impacts or mitigation measures. The specific findings required under the CEQA Guidelines (Section 15162) are:

- There are no substantial changes that would lead to new or more severe impacts.
- There are no substantial changes to the circumstances under which the project will be undertaken that result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete that shows any of the following:

  (A) The project will have one or more significant effects not discussed in the previous EIR;

  (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

  (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

  (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CONCLUSIONS AND SUMMARY

In summary, the analysis concludes that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR or Negative Declaration have occurred, and an Addendum to the Tallus Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the proposed Project. Implementation of the Mitigation Monitoring and Reporting Plan (MMRP) adopted with the Tallus MND is included as **Attachment 1** to this Addendum and all mitigation measures shall be included as conditions of Project approval.

ATTACHMENTS

1. Mitigation Monitoring and Reporting Program

Attachment 1

Mitigation Monitoring and Reporting Program
(MMRP)

Mitigation Monitoring and Reporting Program

1. Aesthetics:

Mitigation measures established by the final EIR require the retention of the forested areas to the maximum extent feasible, contour grading to blend manufactured slopes into the natural terrain to the extent that surface slope requirements can be maintained, the avoidance of any significant visual resource, and the landscaping of manufactured slopes with native and zone tolerant plant material. The mitigation measures established by the Forest Condition Survey (David Early, RPF: March 2004) shall be implemented during the construction of the project improvements. The report states that only 2.6 acres of the 10.8-acre site will be impacted by development. This will leave 75% of the property undeveloped tree cover. Removed trees to accommodate the development shall be replaced on a value-for-value basis. To the maximum extent possible, native trees shall be concentrated around all structures, streets, and parking areas on the project site. Grading plans shall be reviewed by the Town to assure the retention of adjacent forested areas to the maximum extent feasible, that contour grading is applied to blend manufactured slopes into the natural terrain to the extent that surface slope requirements can be maintained, to assure the avoidance of any significant visual resources such as rock outcroppings and, to the extent feasible, preserving scenic corridors through the site, and the landscaping of manufactured slopes with native and zone tolerant plant material. Mitigation measures include: (1) Grading shall be minimized to the extent feasible to accommodate the proposed project. Cut slopes and fill slopes shall be contoured to help blend with the adjacent natural terrain; (2) All graded areas shall be immediately re-vegetated to blend with existing native landscape. Native plant materials shall be utilized throughout the project; (3) Removal of existing trees shall be avoided where possible. Excessive covering of retained tree roots with fill material shall be avoided; (4) Retaining walls shall be faced with rock material or constructed of other decorative material to the satisfaction of the Community Development Director; (5) The Landscape Plan shall be implemented with the project construction; (6) All exterior lighting will conform to the Town of Mammoth Lakes requirements for shielding, glare reduction, down-direction, and lumen level output as required by the Town's adopted Lighting Ordinance. The specific fixtures selected will be reviewed through the Town's Design Review and discretionary approval process; and (7) As many trees as possible shall be retained on-site and within the Open Space and Wetlands Conservation Area. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to aesthetic quality to a level below significance.

2 Air Quality:

Increased particulate matter (PM_{10}) from wood burning appliances and fugitive dust generated from grading and construction activities is considered significant. The project must conform to the requirements of the Air Quality Management Plan and the Particulate Emissions Regulations of the Town Municipal Code. All residential units shall be limited to one EPA Phase II certified woodburning appliance, one EPA Phase II certified pellet stove, and any number of gas or electric heating appliances. Construction-related air quality impacts related to attainment of California and Federal PM_{10} Standards could be impacted by emissions from heavy-duty grading, earthmoving, and loading equipment. Airborne dust impacts due to site grading can also impact the attainment of the PM_{10} Standards. Therefore, all construction contracts shall require watering to minimize airborne dust and construction equipment emissions during grading and construction to the satisfaction of the Town Engineer. In addition, air quality impacts are mitigated by requiring the payment of $121 per unit per year to the Town Transit Program to reduce vehicular use and the payment of a "fair share" contribution of a street sweeper ($70.26 per unit) to address road dust impacts. These mitigation measures shall be assured by the Community Development Director and Town

Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to air quality to a level below significance.

3. Biological Resources:
Siltation or other pollution into adjacent drainage channels during construction can impact aquatic organisms and stream bank vegetation downstream of the project site. Limitation on the grading of the site to dry spring and summer months, siltation fencing and other Best Management Practices to control erosion during site grading, and the installation of permanent storm water collection and retention facilities will reduce adverse siltation and erosion impacts to a level below significance. Retention basins are required to control runoff from home sites, roadways and the golf course facilities to control downstream impacts of fertilizers and other pollutants. In order to limit the impacts to biological resources, several measures are to be incorporated into this project. As part of the grading permit application and inspection process, the Town will ensure the following: (1) The establishment of limits of site disturbance and planned site access routes; (2) tree protection; (3) erosion and sediment control measures; and (4) restrictions on the movement of heavy equipment. These protective measures will be clearly marked on site plans for the contractor and developer and will be assured during site construction by the Town's Building and Engineering inspection staff. The area immediately to the east of the Recreational Building and south of the Single Unit Residential Structures shall been preserved within a Wetlands and Open Space Conservation Easement to the satisfaction of the Community Development Department. This area shall be protected during grading of the developable portion of the site. A Biological Analysis for the Tallus Project was prepared by Resource Concepts, Inc. (January 2004). The report conducted a database search for occurrences of rare, threatened, endangered, and sensitive animals and plants for the project site and surrounding area. The report concludes that the project has no potential for adverse effects on any of the animal or plant species and/or communities identified in the data base search. To the maximum extent possible, the project shall preserve existing native vegetation. All landscaping shall utilize native plants species indigenous to the Mammoth Lakes region and all disturbed areas adjacent to development sites shall be re-vegetated with these native plant species. Proper disposal methods for all coniferous slash shall be used to prevent the spread of bark beetles. A tree removal and replacement plan, consistent with the Town's tree retention policy, shall be submitted to, and approved by, the Town prior to Grading Permit issuance. A Timber Harvest Permit, or an exemption therefrom, shall be obtained from the California Department of Forestry prior to the issuance of a Grading Permit. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to biological resources to a level below significance.

4. Cultural Resources:
Cultural resources within the project area could be affected directly by construction activities and indirectly by the increased numbers and presence of humans in the area. As discussed in the Lodestar at Mammoth EIR, six sites were identified as having the potential to meet the CEQA criteria for significance based on their potential archaeological value. These sites are identified in the EIR as Lodestar Sites #1 through #6. An Archaeological Survey for the Lodestar property was conducted by Jeffery F. Burton of Trans-Sierran Archaeological Research (February 1990). Six sites were identified as having the potential to meet the CEQA criteria for significance based on their potential archaeological value. These sites are identified in the Survey as Lodestar Sites #1 through #6. These site locations are not within the project boundaries. However, two mitigation measures are included for this project in the event that cultural resources are discovered during grading and construction; specifically: (1) A qualified archaeologist shall be present during initial site clearing and grading to identify and monitor the removal of any potential cultural deposits and a mitigation plan shall be developed and completed prior to further construction or

earth disturbance, and (2) The Professional Guide for the Preservation of Native American Remains and Associated Grave Gods shall be utilized to protect Native American burial sites should they be discovered. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to cultural resources to a level below significance.

5. Geology and Soils:
The property is not located within an Earthquake Hazard Zone as identified on the official maps prepared by the State Geologist. The Town has adopted an emergency response plan to respond to any potential seismic or volcanic hazard. The site has no unique geologic or physical features. A Preliminary Geotechnical Investigation has been conducted for the project site by Sierra Geotechnical Services, Inc. (February 5, 2004). The report concludes that construction of the proposed is feasible from a geotechnical standpoint provided that the recommendations for earthwork and grading are incorporated into the project's design and construction. The site has no unique geologic or physical features. Mitigation can be accomplished by safe building design engineered by a California Registered Structural Engineer, using the ground motion parameters that have been calculated for this particular site. The recommendations within the Geotechnical and Soils Investigation Report shall be incorporated into the site work prior to Grading or Building Permit issuance. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts related to geology and soils to a level below significance.

6. Hydrology and Water Quality:
Development of the site will result in a modification of the existing drainage paths and a higher surface runoff than currently leaves the project site. Siltation or other pollution into adjacent drainage channels during construction can impact aquatic organisms and water quality downstream of the project site. Limitation on the grading of the site to dry spring and summer months, siltation fencing and other Best Management Practices to control erosion and siltation during grading, and the construction of permanent storm control facilities and desiltation basins will reduce erosion, siltation, urban pollutant run-off, and other water quality impacts. In order to limit the impacts to water quality resources, several "Best Management Practices" measures are to be incorporated into this project. As part of the grading permit application and inspection process, the Town will ensure the following: (1) The establishment of limits of site disturbance and the installation of rip-rap at planned site access routes to paved roadways; (2) tree protection; (3) erosion, urban pollutant, and sediment control measures including sediment traps, and the installation of fiber rolls and erosion control blankets and/or geotextiles along the project's perimeter and at drop in-lets and along drainage channels; and (4) restrictions on the movement of heavy equipment. These protective measures will be clearly marked on site plans for the contractor and developer and will be assured during site construction by the Town's Building and Engineering inspection staff. Adherence to the requirements of a project specific hydrology analysis will reduce water quality impacts to a level below significance. The Town or the Lahontan Regional Water Quality Control Board (RWQCB) shall review and approve a Storm Water Pollution Prevention Plan (SWPPP) that shall be adhered to during construction activities. A National Pollutant Discharge Elimination System (NPDES) Permit shall be obtained from the Lahontan RWQCB since the project area exceeds one acre in size. Said plan shall incorporate Best Management Practices (BMPs) such as siltation fencing and surface runoff controls as discussed above. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts related to hydrology and water quality to a level below significance.

7. Noise:
Construction related noise levels would increase ambient noise levels in areas surrounding the project site. Noise levels exceeding 60 dB currently exist at street intersections within the vicinity of the project and the construction of the Lodestar Master Plan will increase traffic levels. Construction hours are limited to between 7am and 8pm Mondays through Saturdays. Construction from 9am to 5pm on Sundays and Town-recognized holidays may be allowed when previously approved by the Town Manager or designee. The project site is located adjacent to an existing residential development that could be adversely impacted by project-generated noise during construction or noise from project-generated traffic. The construction area shall be separated from the adjacent residential area by the erection of "soundboard" fencing to buffer the construction area noise. Any portion of the interior roadway paving that is closer that 50 feet from any residentially zoned property not within the Master Plan Area shall be buffered by a three-foot high cut slope and/or by the construction of a six-foot high contiguous fence between the roadway and the residential area. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse noise impacts to a level below significance.

8. Public Services:
Impacts to public services will result from the build-out of the Lodestar Master Plan area. Town services, school, police and fire services will be impacted by the proposed project and by the eventual build-out of the Master Plan area. On-site snow storage areas shall equal at least 75 percent of the impervious surfaces used for access and unenclosed parking. The project proponents shall pay school impact fees prior to the issuance of Building Permits for the proposed residential structures. All other Development Impact Fees (DIFs) shall be paid in accordance with the adopted ordinances of the Town. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse impacts to public services to a level below significance.

9. Transportation / Traffic Impacts:
Traffic volumes at some intersections indicate that signalization will be required to maintain acceptable Levels of Service as determined by the Town Engineer at the build-out of the Lodestar Master Plan. The subject project will generate approximately 190 Average Daily Trips which will not adversely impact traffic volumes and Levels of Service at adjacent intersections and along nearby road segments. A Traffic Analysis for the Revised Loadstar Master Plan Circulation System was prepared by Les Card of LSA Associates, Inc. (March 31, 2004). The report concludes that revisions to the Lodestar circulation plan, making the look road discontinuous between Meridian and Minaret, coupled with the application of current Town policies regarding traffic analysis methodology and level of service criteria, will not cause any significant impact to adjacent circulation system and that the existing adopted mitigation measures for the Lodestar Master Plan are adequate. Construction of the private access roadway (Obsidian Place) to the subdivision will be adequate to accommodate project-generated traffic. Transportation impacts are mitigated by requiring the payment of $121 per unit per year to the Town Transit Program to reduce vehicular use. This mitigation measure shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse transportation and traffic impacts to a level below significance.

10. Utilities and Service Systems:
An increase in the amount of impervious surface and storm water runoff will result from the construction of the project and build-out of the Lodestar Master Plan area. Drainage collectors, the utilization of Best Management Practices for erosion control, and the construction of retention and filtration (desiltation basins) facilities shall be constructed and maintained to prevent the transport of silt and urban pollutant

with the runoff from a 20-year storm event. The project is not anticipated to produce solid wastes in any amounts that cannot be disposed of by current disposal methods. The extension of utilities to serve the proposed Single Unit Residential Structures and the Clubhouse/Manager's Unit shall be constructed as required by the service provider. No additional mitigation is required. These mitigation measures shall be assured by the Community Development Director and Town Engineer prior to Grading or Building Permit issuance to reduce adverse utility and service system impacts to a level below significance.

Mammoth Lakes Planning & Economic Development Commission
Agenda Action Sheet

Title: Consider Alternative Date for October 2021 PEDC Meeting

Commission Meeting Date: 9/8/2021

Prepared by: Sandra Moberly, Community and Economic Development Director

Recommended Motion: Staff recommends that the Planning and Economic Development Commission discuss alternative dates for the October 2021 PEDC meeting and provide direction to staff.

Summary: *The October Planning and Economic Development Commission meeting is scheduled for Wednesday, October 13, 2021, at 2:00 p.m. Due to staff availability and the timeline of recently submitted planning projects, staff is requesting that the Commission consider rescheduling the meeting to later in the month of October. Staff recommends that the Commission consider rescheduling the meeting for Wednesday, October 27 at 2:00 p.m. which would meet staff and planning project timelines.*

Town of Mammoth Lakes Planning and Economic Development Commission

Minutes of Regular Meeting

August 11, 2021, 2:00 p.m.
437 Old Mammoth Road, Suite Z, Mammoth Lakes

Members Present: Chair Michael Vanderhurst, Vice Chair Jen Burrows, Commissioner Paul Chang, Commissioner Jessica Kennedy, Commissioner Greg Eckert

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1. CALL TO ORDER

The Chair called the meeting to order at 2:04 p.m. in the Council Chamber, 437 Old Mammoth Road, Suite Z, Mammoth Lakes.

2. PLEDGE OF ALLEGIANCE

Sandra Moberly led the flag salute.

3. PUBLIC COMMENTS

Code Compliance Officer Jena Carter gave an update regarding current code compliance activities.

Parks and Recreation Director Stuart Brown gave an update regarding the COVID pandemic. There was discussion among members of the Commission and staff.

Public Works Director Haislip Hayes gave an update regarding current construction activity around Town. There was discussion among members of the Commission and staff.

4. PRESENTATION

4.1 Presentation from Town Clerk Jamie Gray regarding the Town's new streaming and agenda management service from Escribe.

Town Clerk Jamie Gray gave a presentation regarding the Town's new streaming and agenda management service from Escribe.

5. BUSINESS MATTERS

5.1 Receive and File 2020 Annual Planning Report.

Assistant Planner Michael Peterka outlined the information in the report. There was discussion among members of the Commission and staff.

Moved by Commissioner Greg Eckert
Seconded by Vice Chair Jen Burrows

Receive and file the 2020 Annual Planning Report (APR).

For (5): Chair Michael Vanderhurst, Vice Chair Jen Burrows, Commissioner Paul Chang, Commissioner Jessica Kennedy, and Commissioner Greg Eckert

Carried (5 to 0)

5.2 Discussion Regarding Holding In-Person PEDC Meetings.

There was discussion among members of the Commission and staff.

The Commission decided to continue holding virtual meetings until further notice.

6. CONSENT AGENDA

Moved by Vice Chair Jen Burrows
Seconded by Commissioner Jessica Kennedy

Approve the Consent Agenda.

For (4): Chair Michael Vanderhurst, Vice Chair Jen Burrows, Commissioner Paul Chang, and Commissioner Jessica Kennedy

Absent (1): Commissioner Greg Eckert

Carried (4 to 0)

6.1 Approve the minutes of the regular meeting of June 9, 2021.

6.2 Approve the minutes of the regular meeting of July 14, 2021.

7. COMMISSIONER REPORTS

Commissioner Chang asked about the County policy of overnight parking in the County parks. There was discussion among members of the Commission and staff.

Commissioner Kennedy asked about the Mobility Hub survey.

Vice Chair Burrows asked about masks with the Mammoth logo on them.

Chair Vanderhurst attended Bluesapalooza.

8. DIRECTORS REPORT

Community and Economic Development Director Sandra Moberly gave updates regarding the Town Council meeting presentations from The Pacific Companies, The Parcel, the Mobility Hub survey, and development. She said that the next Commission meeting would include a broadband update and a Capital Improvement Program (CIP) discussion. There was discussion among members of the Commission and staff.

9. ADJOURNMENT

The Commission adjourned the meeting at 3:11 p.m.

Jamie Gray, Town Clerk