FINAL ENVIRONMENTAL IMPACT REPORT

FOR

MAMMOTH YOSEMITE AIRPORT TERMINAL AREA DEVELOPMENT PROJECT IMPROVEMENTS Mammoth Lakes, CA

State Clearinghouse Number: 2019100384

August 20, 2021

Prepared for:

Town of Mammoth Lakes 437 Old Mammoth Road, Suite 230 Mammoth Lakes, CA 93546

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Prepared by:

BaseCamp Environmental, Inc. 802 West Lodi Avenue Lodi, CA 95240 (209) 224-8213

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1.0 INTRODUCTION

1.1 PROJECT AND EIR OVERVIEW

This Final Environmental Impact Report (Final EIR) describes the potential environmental impacts that would result from Town of Mammoth Lakes approval and eventual development of the proposed Mammoth Yosemite Airport (MMH) Terminal Area Development Project (TADP). The project proposes the construction of a new maximum 38,688-square-foot maintenance building with eight bays, connecting taxiways, and supporting infrastructure such as access and service roads, parking lots, and new potable water, wastewater disposal, and other utility facilities.

MMH is located approximately six miles east of the Town of Mammoth Lakes, California (Town). MMH is owned and operated by the Town, which is both the project proponent and the CEQA Lead Agency for the project.

The project would require discretionary site plan and design review approval from the Town, along with permits from tother federal, State, and local agencies such as Mono County and the State water Resources Control Board, and clearance from the Federal Aviation Administration (FAA). The FAA, which is the principal federal authority for aviation and airport regulation and funding, has responsibility for environmental review of projects under the National environmental Policy Act (NEPA). The Town is preparing and Environmental Assessment (EA) for FAA approval separate from, but concurrently with, preparation of the EIR.

The purpose of the EIR, which consists of both the Public Review Draft EIR and this Final EIR, is to analyze and describe the potential environmental impacts of approval and implementation of the project, to identify and recommend mitigation measures that would avoid or substantially reduce the project's environmental effects, to analyze alternatives to the proposed project and to meet other applicable requirements of the California Environmental Quality Act (CEQA). The EIR is an informational document that by itself does not determine whether the project will be approved, but instead functions as an information tool that supplements the Town planning and decision-making process. The authority for EIR preparation, the relationship of the project and this document to applicable legal requirements under CEQA, and the processing status of the project are addressed in Section 1.2 below and in Chapter 1.0 of the Draft EIR. The Draft EIR is incorporated into this Final EIR by reference, as discussed below.

1.2 CEQA PROCESSING AND FINAL EIR

This EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines. The Town of Mammoth Lakes is the "lead agency" for the proposed project. The Town determined that an EIR would be required for the project and released a Notice of Preparation (NOP) on October 21, 2019 for state agency, local and public review. A copy of the NOP and attachment are included in Appendix A of the Draft EIR.

The Town prepared a Draft EIR (the Public Review Draft EIR, dated June 2021) that identified the potential environmental effects of the project. The Draft EIR was distributed locally and through the State Clearinghouse (SCH #2019100384) for agency and public comment between June 14, 2021 through July 28, 2021. The distribution list for the notice of Availability, the NOA, legal notices and other information related to the public review period for the Draft EIR are shown in Appendix A of this document. Public and agency comments received by the Town during the public review period, together with the Town's responses to these comments, are shown in Chapter 3.0 of this document. One comment received after the close of the review period, is addressed in the same way.

This Final EIR has been prepared pursuant to the requirements of CEQA and the CEQA Guidelines. CEQA Guidelines Section 15132 specifies the content of a Final EIR as:

- The Draft EIR or a revision of the draft,
- Comments and recommendations received on the Draft EIR, either verbatim or in summary,
- A list of persons, organizations, and the public agencies commenting on the Draft EIR,
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process, and
- Any other information added by the Lead Agency. This includes additional technical information or clarification to the Draft EIR submitted by Town staff.

This Section 1.0 describes the purpose and format of the Final EIR. Section 2.0 summarizes the Public Review Draft EIR, as modified in response to comments on the Draft EIR. Section 3.0 lists the comments received by the Town concerning the Public Review Draft EIR, shows the text of each comment, and provides the Town's response to each of the substantive environmental concerns identified in the comments. Section 4.0 Errata describes any required corrections and changes to the Public Review Draft EIR, including changes dictated by the public and agency comments and revisions originating with Town staff. Appendix A includes copies of transmittal documents, the Notice of Availability of the Public Review Draft EIR for review, the distribution list for the EIR Notice of Availability, the Notice of Completion, documentation of the State Clearinghouse review and other material related to the public and agency review of the EIR.

The Public Review Draft EIR, cited below, is hereby incorporated by reference. Copies of the Draft EIR are available for review at the Town of Mammoth Lakes, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546.

Public Review Draft Environmental Impact Report for The Mammoth Yosemite Airport Terminal Area Development Project Improvements, Mammoth Lakes, CA. June 14, 2021. Prepared for the Town of Mammoth Lakes, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546. Prepared by BaseCamp Environmental, Inc., 802 West Lodi Avenue, Lodi, CA 95240. State Clearinghouse Number 2019100384.

1.3 EIR CERTIFICATION AND FINDINGS

Sections 15090 through 15093 of the CEQA Guidelines outline procedures for decision-making by the Lead Agency (Town of Mammoth Lakes) when an EIR has been prepared. Before taking action on the project, the Town must first certify that the EIR is adequate under and consistent with the requirements of CEQA. Then, in conjunction with its decision on the project, the Town must make specific findings with respect to each of the significant environmental effects identified in the EIR.

Guidelines for the certification of an EIR (CEQA Guidelines Section 15090) require that the Lead Agency certify that 1) the Final EIR has been completed in compliance with CEQA, 2) that the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to a decision on the project, and 3) that the Final EIR reflects the Lead Agency's independent judgment and analysis. The Town's findings with respect to the EIR are contained in a separate document to be adopted following certification of the Final EIR.

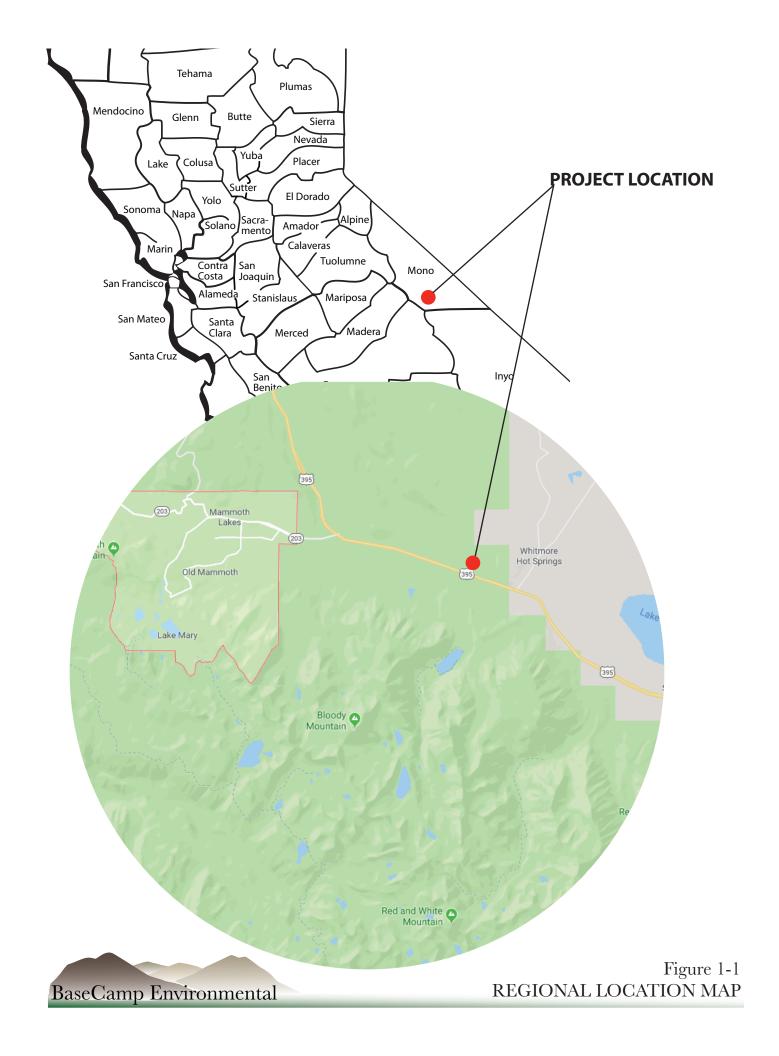
The EIR is intended by CEQA to be an informational document (CEQA Guidelines Section 15121). Decision-making on the project in relation to its environmental impacts is reserved to the Lead Agency and any Responsible Agencies. Consequently, information in the EIR does not limit the Lead Agency's ultimate discretion on the project, but as noted the Lead Agency must address each significant effect identified in the EIR in written findings before they approve the project, or portions of the project (CEQA Guidelines Section 15091). The possible findings are:

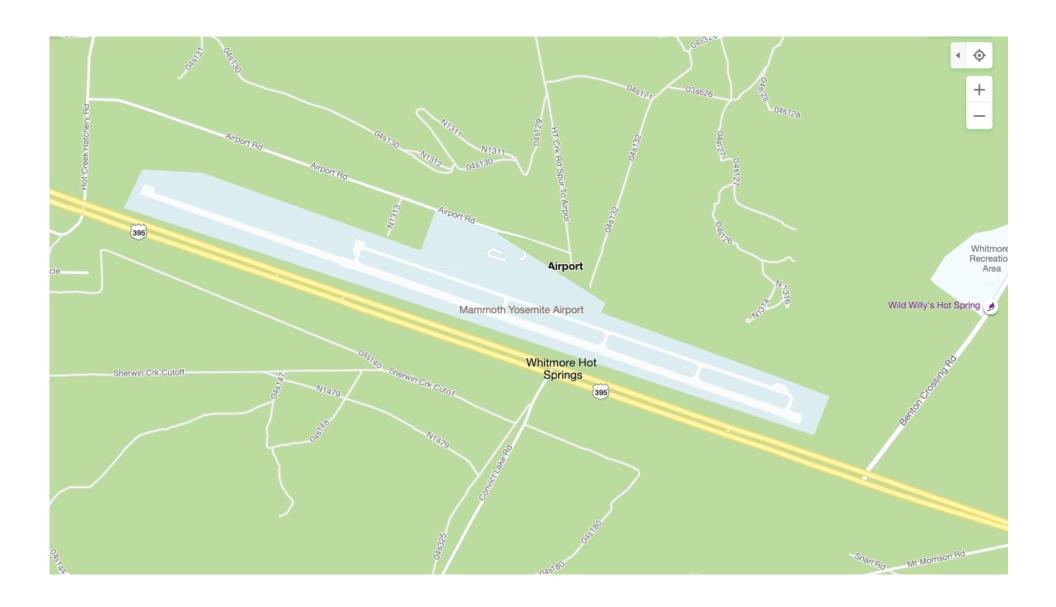
- 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR (i.e., the impact has been "mitigated").
- 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (i.e., mitigation is the responsibility of an agency other than the Town of Livingston).

3. Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (i.e., the impact is acceptable because the project's benefits outweigh it).

In the event that the Town wishes to approve a project without providing substantial mitigation for all its significant impacts of the project (i.e., if the second or third finding options are utilized), then CEQA Guidelines Section 15093 allows the decision-makers to balance the project's benefits against its unavoidable environmental risks. This decision must be documented in a Statement of Overriding Considerations and adopted by the project decision-makers. In the case of the MMH project, Findings 2 and 3 are not required, and no Statement of Overriding Considerations has been prepared.

As a part of the project consideration and approval process described above, the Town must also adopt a mitigation monitoring and/or reporting program (CEQA Guidelines Section 15097). The mitigation monitoring/reporting program (MMRP) identifies the parties responsible for implementing and monitoring mitigation activity in order to ensure that the mitigation measures identified in the EIR are implemented. The Town's commitment to implementation of mitigation measures is secured by the Town's certification of the EIR and adoption of the MMRP.

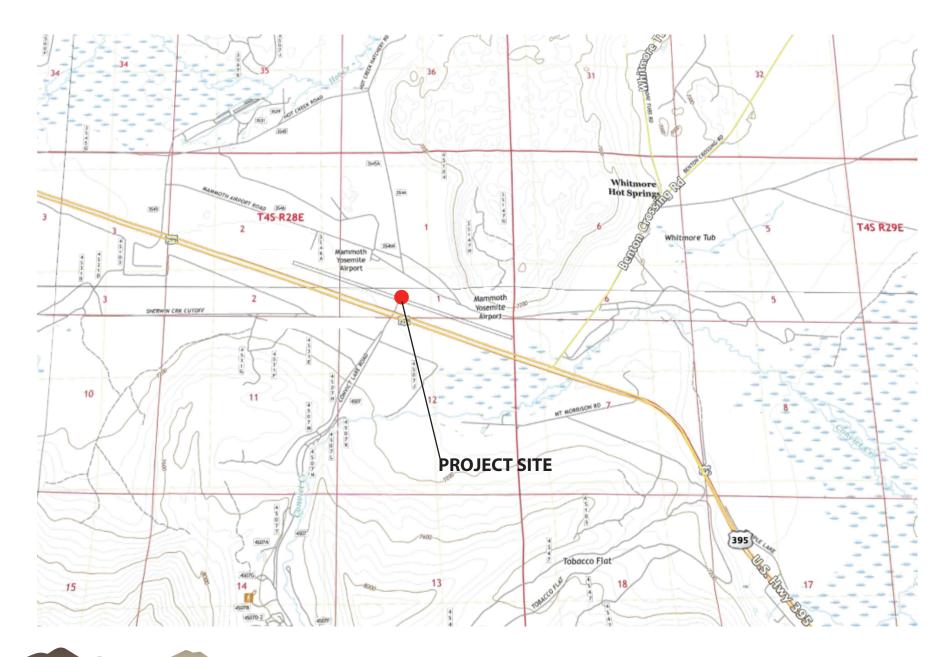


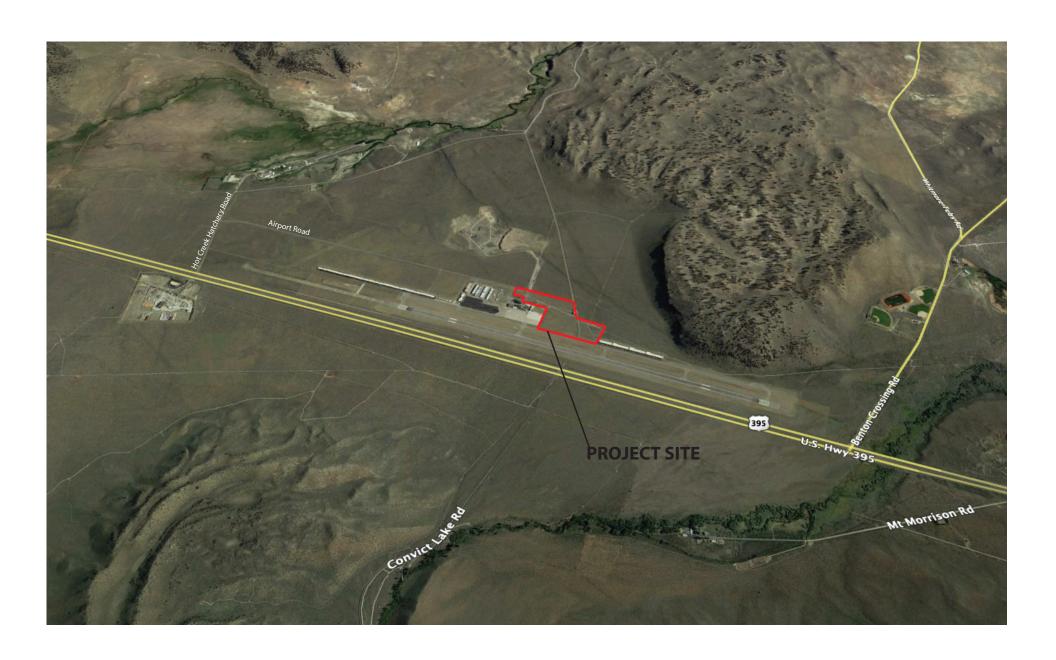


SOURCE: Bing Maps, 2020

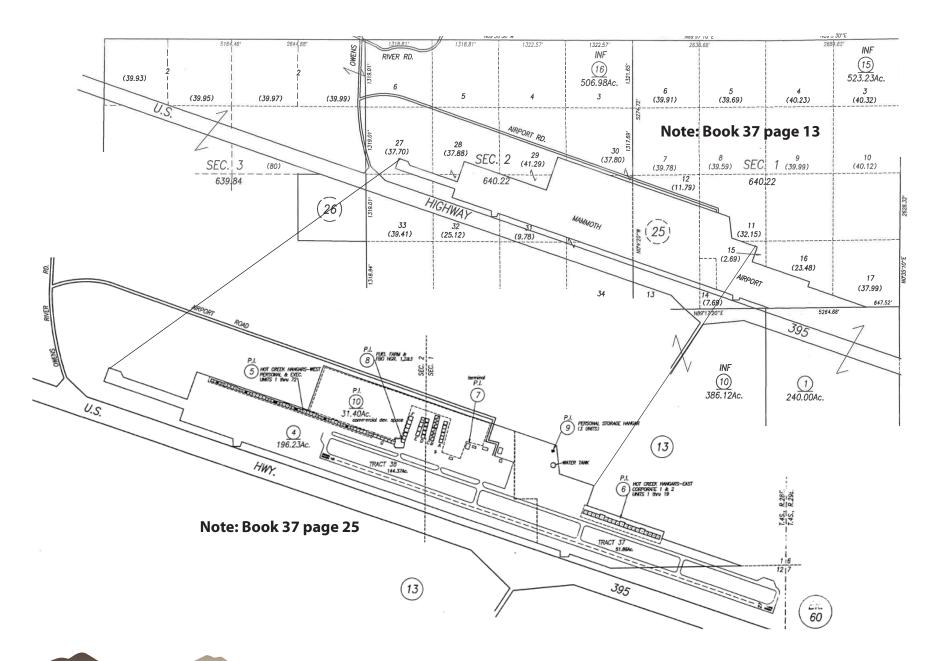
BaseCamp Environmental

Figure 1-2 STREET MAP









SOURCE: Mono County Assessor's Office, Book 37, Page 25 and 13

Figure 1-5 ASSESSOR PARCEL MAP

2.0 REVISED SUMMARY OF EIR

This chapter of the Final EIR is essentially a reproduction of Chapter 2.0 of the Public Review Draft EIR. This chapter contains a summary of the project description, the potential environmental effects and mitigation measures associated with the project and the alternatives considered in the Public Review Draft EIR. This revised summary also contains minor edits and clarifications made in conjunction with the City's consideration of and response to the comments received from agencies and the public on the Draft EIR. Substantive revisions, if any, are detailed in Chapter 4.0 of this Final EIR. None of those revisions involve any substantive changes to the significant environmental effects, mitigation measures or alternatives as they were described in the Summary of the Draft EIR (Chapter 2.0) which is reproduced in Table 2-1 later of this chapter.

2.1 PROJECT DESCRIPTION

The proposed project consists of improvements to the MMH passenger terminal area as described in the 2017 Terminal Area Development Plan for the Mammoth Yosemite Airport. The principal improvements described in the plan include construction of new and larger passenger terminal building, aircraft parking apron, aircraft de-icing facilities, maintenance building, connecting taxiways, and other supporting infrastructure including access roads, service roads and parking lots as well as potable water, wastewater disposal and other utility services. Proposed improvements would occur entirely within an approximately 22-acre portion of the Airport site that is immediately east and south of, the existing terminal area (Figures 1-1 through 1-5, and 3-1). The primary objective of the project is to improve MMH as required to accommodate existing and future commercial aviation demand and provide an acceptable level of customer service.

The project includes construction of a new passenger terminal of up to a maximum of 38,688 square feet in floor area. The terminal building would include lease space for airlines and restaurant/retail uses, public space, security, and office and utility areas. The proposed terminal building would have three gates, as opposed to the current one gate at the existing terminal building, and two more gates could be added as passenger traffic warrants.

The project would include a new aircraft parking apron, approximately 20,444 square yards in area, on the airside of the new terminal, adjacent to and east of the existing apron. The new apron would accommodate three Q400 turboprop aircraft or three CRJ700 regional jet aircraft in a taxi-in/taxi-out type operation.

A separate concrete de-icing apron is proposed adjacent to the aircraft parking apron to accommodate de-icing operations for commercial and business air traffic during winter operations. The apron would drain to a central inlet where runoff and de-icing fluid would be collected. A valve-controlled dual-pipe discharge would send de-icing fluid to a

holding tank for storage until it is transported to a suitable disposal area; storm water would be directed to a leaching field north of the apron.

The project would include a new eight-bay maintenance building east of the de-icing apron, with a total floor area of 8,400 square feet. One of the bays would house Aircraft Rescue and Fire Fighting (ARFF) operations; the remaining bays would be used for storage of snow removal and other maintenance equipment. A new access road would connect this facility to Taxiway A.

Airport Road would be extended approximately 850 feet east from its current terminus to provide vehicle access to the new terminal, terminating at a new cul-de-sac. The extension would consist of two eastbound travel lanes, a median, and two westbound travel lanes. Passenger loading/unloading at the landside of the terminal building would be provided by a 20-foot-wide concrete sidewalk and a 9-foot-wide parking lane adjacent to the extended Airport Road. The project proposes two new parking areas: one west of the terminal that would provide 130 automobile spaces primarily for rental car company vehicles; the other east of the terminal that would provide 60 automobile spaces for commercial passengers and other visitors. Mono County is separately pursuing resurfacing and addition of bike lanes to each side of the existing Airport Road; this project is discussed in Chapter 15.0 Transportation.

Wastewater generated by the new terminal and maintenance facilities would be transported in new collection lines to a new 2,500-gallon septic tank and leach field. Wastewater lines would be extended to the terminal and maintenance buildings. Water lines would be extended to these buildings from the existing water system.

2.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The potential environmental impacts of the project are summarized in Table 2-1 at the end of this chapter, along with mitigation measures proposed to minimize these impacts when required. Table 2-1 provides an indication of the significance of impacts, both before and after application of mitigation measures. As documented herein, with proposed mitigation measures, all the potential environmental effects of the project would be reduced to a level that is less than significant. The project would not involve any significant and unavoidable environmental impacts.

2.3 AREAS OF CONTROVERSY

In October 2019, the Town circulated a Notice of Preparation (NOP) inviting comments from interested agencies and the public as to environmental concerns that should be considered in the EIR. In the same month, the Town held a public scoping meeting; the scoping meeting was not attended by any agency representatives or members of the public. A summary of environmental concerns raised in responses to the NOP is provided below:

- Impacts on designated Scenic Highway (US 395).
- Traffic impacts and relation to planned road improvements.
- Biological resources, including animal movement patterns.
- Existing or potential future environmental contamination and release of asbestos or lead-based paint during any required demolition.
- Impacts on surface and groundwater quality.

Appendix A of this EIR contains the NOP, the NOP distribution list, and copies of the comments received by the Town during the NOP review period.

2.4 SUMMARY OF ALTERNATIVES

Chapter 18.0, Alternatives, identifies and discusses reasonable alternatives to the project, including the "no project" alternative. The No Project Alternative is defined as no terminal area improvements as proposed by the project, including the terminal and maintenance buildings, the aprons, and supporting infrastructure. Existing structures would remain in place, and activities at MMH would be conducted under current conditions. Under this alternative, there would be no environmental impacts that are associated with the proposed project. Air pollutant emissions and noise associated with construction activities would be eliminated, and no mitigation for potential impacts on biological or cultural resources would be necessary. However, this alternative would meet none of the objectives of the proposed project, which include providing adequate levels of service for accommodating existing and future passenger demand. In addition, the ARFF and snow equipment would continue to be stored in existing facilities considered inadequate, and de-icing fluid would not be collected and stored in a separate holding tank, extending the existing risk of environmental contamination.

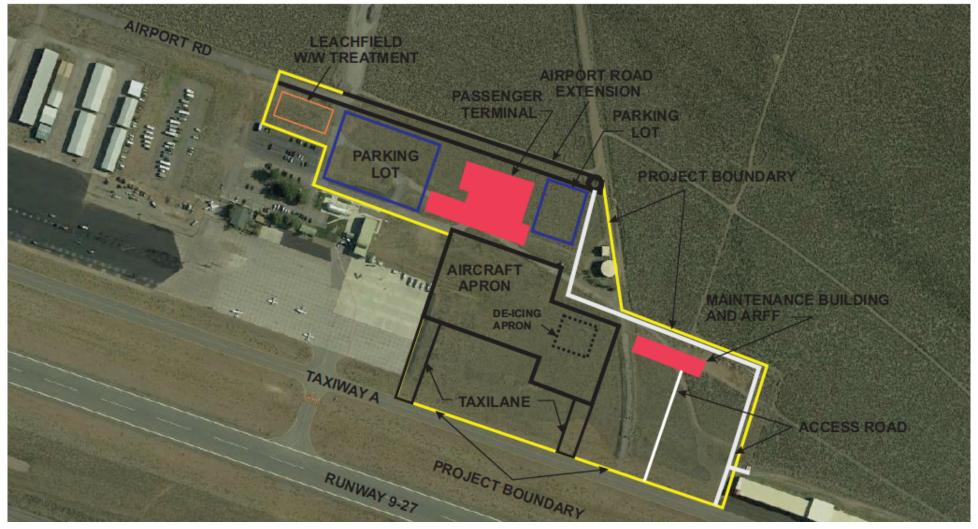
Other alternatives were considered, such as construction of a new airport, moving operations to an existing airport, and renovating the existing terminal building. However, all these alternatives were not considered for further evaluation, due to infeasibility and/or the potential for introducing new or more severe environmental impacts than the proposed project.

2.5 SUMMARY OF OTHER CEQA ISSUES

CEQA Guidelines Section 15126.2(b) states that an EIR shall discuss significant environmental effects that cannot be avoided if a proposed project is implemented. Table 2-1 of this EIR identifies all the potentially significant environmental effects of the project and the mitigation measures to address these effects. In all cases, the proposed mitigation measures would be effective in reducing potential environmental effects to levels that would be less than significant. No significant and unavoidable environmental impacts were identified.

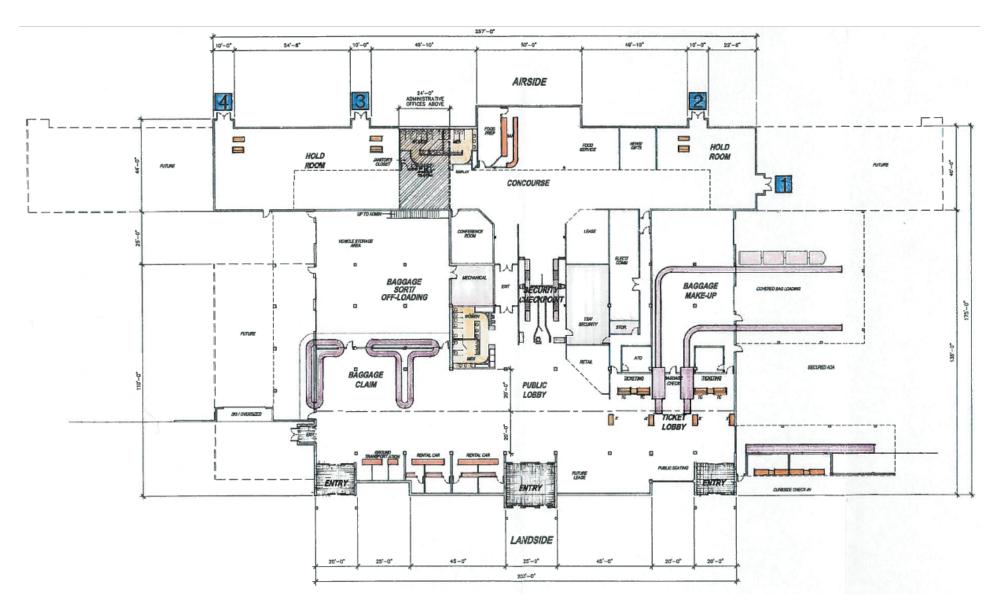
The project would involve irreversible environmental commitments, including energy consumption for project construction and operations. The project would involve the irreversible commitment of construction materials to the construction of buildings and supporting infrastructure, along with apron and parking lot expansion. However, construction materials would not be used in highly significant or unusual quantities when compared to similar projects. Energy would be used during project construction and operations, but it was determined that the project would not consume energy in a wasteful, inefficient, or unnecessary manner, especially since the proposed buildings would comply with applicable energy codes.

Chapter 19.0 discusses the potential growth-inducing impacts of the project. Project impacts on population and housing would be less than significant, as the project is unlikely to induce population growth. The project could result in indirect incremental increases in demand for visitor accommodations, such as lodging, restaurants, and retail, as well as permanent residences, in the Town area. However, any progressive increases in passenger volume are assumed to occur independent of planned terminal improvements. Other than an incremental increase in employment opportunities associated with the new structures, growth of the Town and vicinity would be expected to occur with or without the project. Because of this, the project would not have any substantial growth-inducing impact.



SOURCE: Reinard W. Brandley, Consulting Airport Engineer



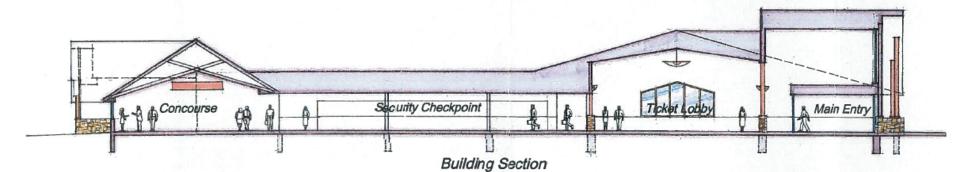


SOURCE: Van Sant Group



AIRSIDE ELEVATION (South)

Scale 1/16" = 1'-0 "





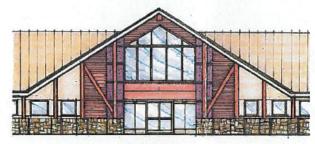
Concourse Food Service



Hold Room Entrance



Ticket Lobby/ Bag Claim Entry



Main Entry

Scale: 1/8"= 1"4







LANDSIDE ELEVATION (North)

Scale: 1/18"= 1'-Q"

SOURCE: Van Sant Group

Figure 2-3 CONCEPTUAL TERMINAL BUILDING ELEVATIONS

Potential Impact	Significance Before Mitigation	:	Mitigation Measures	Significance After Mitigation
4.0 AESTHETICS AND VISUAL RESOURCE	CES			
Impact AES-1: Scenic Vistas. Impacts on scenic vistas would be limited, mainly to those of passengers arriving at or leaving MMH, and such viewers are less sensitive to view changes.	LS	None required.		
Impact AES-2: Scenic Resources. There are no identified scenic resources on the property. The segment of US 395 adjacent to MMH is part of a State Scenic Highway, but the proposed new construction would not significantly intrude upon scenic views.	LS	None required.		-
Impact AES-3: Visual Character and Quality. The new terminal building, along with other project features such as the new maintenance building and expanded apron, would lead to a greater development footprint on the MMH property. However, the general visual character of MMH would remain the same, while there would be improvements to the existing character, mainly with the terminal building.	LS	None required.		-
Impact AES-4: Light and Glare. Project would be required to comply with FAA advisories regarding exterior lighting of runways and aprons. Interior lighting from the buildings could indirectly illuminate area, but mitigation would reduce potential impacts.	LS	None required		-
5.0 AIR QUALITY				
Impact AIR-1: Air Quality Plans and Standards – Construction Emissions. Project construction emissions would not exceed significance thresholds, thereby being consistent with adopted air quality plans.	LS	None required.		
Impact AIR-2: Air Quality Plans and Standards – Operational Emissions. Project operational emissions would not exceed significance thresholds, thereby being consistent with adopted air quality plans.	LS	None required.		-
Impact AIR-3: Exposure of Sensitive Receptors to Criteria Pollutants. There are no sensitive receptors within one mile of the proposed construction site. No sensitive receptors are near	NI	None required.		-
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Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
road intersections where CO concentrations may be elevated.			
Impact AIR-4: Odors and Other Emissions. Odors and TAC emissions from project construction would be localized and would dissipate rapidly. No operational odor emissions would occur.	LS	None required.	-
6.0 BIOLOGICAL RESOURCES			
Impact BIO-1: Special-Status Plant Species and Habitats.	PS	BIO-1: Floristic field surveys of the project site shall be conducted during the blooming period(s) for the potentially occurring special-status species prior to construction, including the Masonic rock cress. At a minimum, one survey shall be conducted during the month of May, and another shall be conducted during the month of July. If any special-status plants are identified within areas of potential construction disturbance, they shall be identified on construction plans with a 10-foot buffer and avoided to the extent feasible. If avoidance is not feasible, a special-status plant mitigation plan shall be prepared and implemented by a qualified biologist. The plan will include the identification of a nearby relocation site that can be secured by the airport, and the methodology to relocate perennial species and/or broadcast seed, prior to ground disturbance.	LS
Impact BIO-2: Special-Status Wildlife Species and Habitats.	PS	BIO-2: Prior to the start of construction work, the Town shall conduct a pre-construction survey on the project site between April and June to determine the presence of western white-tailed jackrabbit. If western white-tailed jackrabbit is found on the project site, the Town shall contact the California Department of Fish and Wildlife (CDFW) to develop and implement measures to conserve western white-tailed jackrabbit. Such measures may include, but are not limited to, removal of individual rabbits from the project site or implementation of a buffer zone around rabbit areas until rabbits can independently forage on their own. No construction work shall occur on the project site until consultation with CDFW is completed.	LS
Impact BIO-3: Riparian and Other Sensitive Habitats.	NI	None required.	-
Impact BIO-4: Waters of the U.S. and Wetlands.	NI	None required.	-

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Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact BIO-5: Fish and Wildlife Migration.	LS	None required.	-
Impact BIO-6: Local Biological Resource Requirements	NI	None required.	-
Impact BIO-7: Habitat Conservation Plans	LS	None required.	-
7.0 CULTURAL RESOURCES AND TRIBAI	L CULTURAL R	ESOURCES	
Impact CULT-1: Historical Resources. Potential historical resources identified on the project site were determined not eligible for NRHP listing and not significant for CEQA purposes.	LS	None required.	
Impact CULT-2: Archaeological Resources. No archaeological resources have been found on the project site. However, several prehistoric scatters and isolates have been recorded in the vicinity, and it is possible that unknown cultural resources may be uncovered during project construction.	PS	CULT-1: If any subsurface archaeological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource before work near the discovery can resume. The Town shall be immediately notified in the event of a discovery, and if the resources may constitute tribal cultural resources, the Town shall notify the appropriate Native American representatives. The Town shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts. Prior to construction, construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of archaeological resources and the protocol for notification should such resources be discovered during construction work.	LS
Impact CULT-3: Tribal Cultural Resources. No tribal cultural resources have been recorded, and no tribes contacted for this project indicated the existence of any cultural resource of importance. However, several prehistoric scatters and isolates have been recorded in the vicinity, and it is possible that unknown tribal cultural resources may be uncovered during project construction.	PS	Mitigation Measure CULT-1.	LS
Impact CULT-4: Human Burials. Cultural resource investigations to date have not revealed the presence of	PS	CULT-2: If project construction encounters evidence of human burial or scattered human remains, work shall be halted in the	LS

Mammoth Yosemite Airport TADP Final EIR

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
human burials on or near the project site. Nevertheless, given the presence of other resources recorded in the vicinity, it is conceivable that previously unknown human remains could be encountered during project construction. CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. Additional mitigation is prescribed for treatment of Native American remains.		immediate area and the contractor shall immediately notify the Mono County Coroner and the Town. The Town shall notify other federal and State agencies as required. The Town will be responsible for compliance with the requirements of California Health and Safety Code Section 7050.5 Public Resources Code Section 5097.98, and the CEQA Guidelines Section 15064.5(e), with direction provided by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which will notify and appoint a Most Likely Descendant. The Most Likely Descendant shall have 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the Most Likely Descendant does not make recommendations within 48 hours, the Airport shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Work shall not resume in the area of the encounter until the final disposition of the remains has occurred.	
8.0 GEOLOGY, SOILS, AND MINERAL RES			
Impact GEO-1: Fault Rupture. There are no faults on the MMH property.	NI	None required.	-
Impact GEO-2: Other Seismic Hazards. The proposed new buildings would be subject to potentially strong ground shaking. Compliance with the California Building Code and Section 15.24.020 would reduce the potential damage that may occur to these buildings during an earthquake. MMH is not within a liquefaction or a landslide area.	LS	None required.	-
Impact GEO-3: Volcanic Activity. The last known volcanic activity occurred 250 years ago in the Mono Lake area. The likelihood of such activity at any given time is considered low.	LS	None required.	-
Impact GEO-4: Soil Erosion. Project construction activities would loosen the soil, leaving it exposed to potential water and wind erosion. Project would be required to obtain a Construction General Permit, which has conditions that would reduce soil erosion impact, and with GBUAPCD Rule 401,	LS	None required.	-

Potential Impact	Significance Before Mitigation		Mitigation Measures	Significance After Mitigation
which would control fugitive dust.				
Impact GEO-5: Expansive Soils. Project site soils have low shrink-swell potential. Town General Plan has a policy requiring new development to submit soils reports that identify the potential for expansive soils during project design.	NI	None required.		-
Impact GEO-6: Paleontological Resources and Unique Geological Features. The project site and vicinity do not contain unique geological features or paleontological resources.	NI	None required.		-
Impact GEO-7: Access to Mineral Resources. Access to gravel pit north of project site would be maintained. No other mineral resources are in immediate area.	NI ·	None required.		-
9.0 GREENHOUSE GAS EMISSIONS				
Impact GHG-1: Project GHG Construction Emissions. Unmitigated construction GHG emissions would be below significance threshold. Implementation of rules that are designed to reduce air pollutant emissions is also expected to reduce incrementally GHG emissions.	LS	None required.		-
Impact GHG-2: Project GHG Operational Emissions and Consistency with Applicable Plans and Policies. Unmitigated and mitigated operational GHG emissions would be below significance thresholds. Project operational emissions would not conflict with State GHG emission reduction plans set forth in accordance with AB 32 and SB 32.	LS	None required.		-
10.0 HAZARDS AND HAZARDOUS MATE	ERIALS			
Impact HAZ-1: Hazardous Material Transportation, Storage, and Disposal. Project site activities that would transport or store hazardous materials would be required to do so in compliance with applicable local, state, and federal regulations. De-icing fluid used at the proposed apron would drain to a central inlet, and in turn to a holding tank.	LS	None required.		-

Potential Impact	Significance Before Mitigation		Mitigation Measures	Significance After Mitigation
Impact HAZ-2: Hazardous Material Releases. Potential hazardous materials spills during construction would be addressed in the SWPPP required under the Construction General Permit. Compliance with applicable local, state, and federal regulations would minimize operational impacts. No schools are located within one-quarter mile of the project site.	LS	None required.		-
Impact HAZ-3: Hazardous Material Sites. No active hazardous material sites were identified on or adjacent to project site.	LS	None required.		
Impact HAZ-4: Airport Hazards. Project does not propose any development on or near the project site that would generate a significant concentration of residents or employees within a flight safety zone.	LS	None required.		-
Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations. Project would not affect designated evacuation routes within the Town. Airport Road could remain open to traffic during the construction period, after which there would be no obstruction of roadways.	LS	None required.		-
Impact HAZ-6: Wildfire Hazards. The project site is not within a State Responsibility Area, and the entire MMH property is not within a High or Very High Fire Hazard Safety Zone as designated by Cal Fire.	LS	None required.		-
Impact HAZ-7: Snow Hazards. The project buildings would be constructed in accordance with Town Municipal Code requirements that would reduce hazards associated with snow. Also, the project would provide a new maintenance building where snow plows and blowers could be stored and maintained, thus increasing their availability in the event of major snowstorms.	LS	None required.		-
Impact HAZ-8: Radon and CO Hazards. Radon and CO risks are only incidentally related to airport facilities or operations.	LS	None Required.		-

Potential Impact	Significance Before Mitigation	e Mitigation Measures	Significance After Mitigation
11.0 HYDROLOGY AND WATER QUALITY	Y		
Impact HYDRO-1: Surface Water Resources and Quality. The project would not involve any direct effect on an existing surface water resource. Project construction work would not be near any streams or bodies of water such that activities would lead to a discharge of sediments or other contaminants in waters. Compliance with the Construction General Permit and its conditions would further minimize the potential impact.	LS	None required.	-
Impact HYDRO-2: Groundwater Resources and Quality. The project would not have a direct impact on groundwater use. The main source of increased water usage would be increased passenger volume at MMH, generally independent of the project and capable of being supplied by existing water system.	LS	None required.	-
Impact HYDRO-3: Drainage Patterns and Runoff. Project would alter existing drainage patterns and runoff volumes, but added runoff can be accommodated by existing soils and ditches. No erosion or flooding would occur.	LS	None required.	-
Impact HYDRO-4: Polluted Runoff and Release of Pollutants. Substances that are potential water pollutants include petroleum products, de-icing fluid, PFAS, and wastewater discharges. Pollutants from project improvements would not likely be carried to surface waters or groundwater.	LS	None required.	-
Impact HYDRO-5: Exposure to Flood Hazard. The project site is not within a flood hazard area designated by FEMA, and it is not within an area identified as one at risk from dam failure.	NI	None required.	-
Impact HYDRO-6: Consistency with Water Quality and Groundwater Management Plans. No long-term water quality plans or groundwater management plans apply to MMH.	LS	None required.	-

Potential Impact	Significance Before Mitigation		itigation Measures	Significance After Mitigation
12.0 LAND USE, POPULATION, AND HOUS	SING			
Impact LUP-1: Division of Communities. The MMH is separated from the Town by approximately six miles of mostly open space. The nearest residential properties are along Hot Creek Hatchery Road northwest of MMH.	NI	None required.		-
Impact LUP-2: Conflict with Applicable Plans, Policies, and Regulations. The project is consistent with Town zoning and General Plan designations. The project would be consistent with General Plan policies that would avoid or mitigate environmental effects, or such General Plan policies would not apply due to circumstances associated with the project or its location. The project would not interfere with grazing activity designated on adjacent Inyo National Forest land.	LS	None required.		-
Impact LUP-3: Agricultural Resources. None of the soils on the MMH property are considered prime farmland or other important farmland. No agricultural activities occur on the MMH property, and no zoning for agriculture has been placed there.	NI	None required.		-
Impact LUP-4: Forest Resources. Although partially on Inyo National Forest land, the project site has no forests. The MMH property is not zoned for forest land or for timber production.	NI	None required.		-
Impact LUP-5: Indirect Conversion of Agricultural or Forest Lands. There are no agricultural or forest resources on or near the project site.	NI	None required.		-
Impact LUP-6: Inducement of Population Growth. Project development may provide employment opportunities; however, these opportunities would be minimal. Project may indirectly affect employment through visitor increases, but such increases would generally occur independent of the project.	LS	None required.		-
Impact LUP-7: Displacement of Housing and People. The project site has no housing or residents. An incremental increase in employment resulting from the project could lead to a temporary demand on existing residential units, but	LS	None required.		-

Potential Impact	Significance Before Mitigation		Mitigation Measures	Significance After Mitigation
nothing beyond what was anticipated in the Town General Plan.				
13.0 NOISE				
Impact NOISE-1: Increase in Noise Levels in Excess of Standards - Construction. Construction activities, including truck traffic, would be temporary in nature and are anticipated to occur during normal daytime working hours. There are no land uses sensitive to noise on or near the project site. Project construction would be required to comply with noise provisions of the Town Municipal Code.	LS	None required.		-
Impact NOISE-2: Increase in Noise Levels in Excess of Standards - Operations. Aircraft operations are the main source of noise. The number and type of future aircraft operations are independent of the project. Activities that may generate noise at the maintenance building would be mostly inside, and there are no nearby land uses that would be affected by maintenance noise.	LS	None required.		-
Impact NOISE-3: Groundborne Vibrations. Groundborne vibrations from construction equipment would not adversely affect existing MMH structures or any off-site structures. No groundborne vibrations would be generated by the project after construction work is completed.	LS	None required.		-
14.0 PUBLIC SERVICES AND RECREATION	N			
Impact PSR-1: Fire Protection Services. The project is not expected to require new or expanded facilities for the Long Valley Fire Protection District.	LS	None required.		-
Impact PSR-2: Police Protection Services. The Mammoth Lakes Police Department has indicated that the project would not require new or expanded facilities to provide service.	LS	None required.		-
Impact PSR-3: Schools. The project involves airport development, which does not generate a demand for school services or facilities.	LS	None required.		-

Mammoth Yosemite Airport TADP Final EIR

Potential Impact	Significance Before Mitigation		Mitigation Measures	Significance After Mitigation
Impact PSR-4: Parks and Recreational Services. The project would not involve any direct effects on parks or recreational facilities, nor would it generate a demand for new or expanded recreational facilities or services.	LS	None required.		-
Impact PSR-5: Other Public Facilities. The project would not generate additional demand for library, public hospital, and courthouse services, and therefore would not require new or expanded facilities.	LS	None required.		-
15.0 TRANSPORTATION				
Impact TRANS-1: Vehicular Transportation Plans. The project would involve a major improvement to the existing MMH passenger terminal and related facilities, the importance and need of which are recognized in transportation planning documents applicable to the Mammoth Lakes area. The project would implement elements of the various applicable transportation plans and would involve no inconsistency with these plans.	LS	None required.		-
Impact TRANS-2: Conflicts with Non-Motor Vehicle Transportation Plans. The General Plan does not identify existing non-vehicular facilities or services at MMH, and no such facilities or services are currently available. The project would not conflict with any known non-motor vehicle transportation plans or projects, including the installation of bicycle lanes as part of the Airport Road and Hot Creek Hatchery Road improvements to be done separately from the proposed project.	LS	None required.		-
Impact TRANS-3: Consistency with CEQA Guidelines Section 15064.3(b). The project is a transportation project and therefore is not expected to significantly influence VMT in the area. Project improvements would likely encourage greater use of shuttles, which would reduce VMT.	LS	None required.		-
Impact TRANS-4: Safety Hazards. Airport improvements, including new aprons and taxiways, would be subject to FAA approval and associated airport design and transportation security standards. The project would not physically affect Airport Road or other public roads in the MMH vicinity such	LS	None required.		-

Po	tential Impact	Significance Before Mitigation		Mitigation Measures	Significance After Mitigation
İ	that safety hazards might result. No new vehicle types incompatible with existing traffic composition are expected to be introduced.				
	Impact TRANS-5: Emergency Access. Existing emergency access would continue to be provided.	LS	None required.		-
	16.0 UTILITIES AND ENERGY				
,	Impact UTIL-1: Wastewater Services and Facilities. New wastewater disposal facilities would be installed. The MMH property can accommodate greater wastewater generation without adverse impacts on the underlying aquifer.	LS	None required.		·
•	Impact UTIL-2: Water Services and Facilities. Water lines would be extended to new development. MMH has adequate water supplies for project.	LS	None required.		-
:	Impact UTIL-3: Stormwater Services and Facilities. New storm drainage facilities would be installed. Additional drainage can be accommodated with no adverse environmental impacts.	LS	None required.		-
;	Impact UTIL-4: Solid Waste. The project would generate demand for solid waste services. The project would comply with applicable state and local laws and regulations related to solid waste, including long-term disposal solutions and recycling.	LS	None required.		-
1	Impact UTIL-5: Energy and Telecommunications Facilities. Existing energy and communications facilities are available near the project site. Additional propane tanks would be subject to federal, State, and local regulations regarding hazardous material transport and storage.	LS	None required.		-
j	Impact UTIL-6: Project Energy Consumption. The project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. Project would comply with applicable energy codes.	LS	None required.		-

3.0 COMMENTS ON DRAFT EIR AND LEAD AGENCY RESPONSES TO COMMENTS

This chapter displays the written comments received by the Town during and after the public review period for the Mammoth Yosemite Airport TADP. The Lead Agency's written responses to each of these comments are provided following each comment letter.

A total of two written communications, both from public agencies, were received during the review period. No other comments were received a list of entities submitting written comments is shown below. The EIR was circulated through the State Clearinghouse; one comment was received from a state agency. The City's responses to substantive comments have been provided to the commenting agency at least 10 days before the certification of this document.

Comments Received on the Public Review Draft EIR

- 1. Great Basin Air Pollution Control District, June 15, 2021
- 2. Lahontan Regional Water Quality Control Board, July 30, 2021 (received after close of review period)

In addition to publication of the EIR as described, the Town provided an opportunity agencies and members of the public to make oral comments to the Mammoth Lakes Planning and Economic Development Commission (PEDC). After required public notice was provided, PEDC opened a Zoom meeting for public comment on July 14, 2021. After a brief staff presentation, one question from one PEDC Commissioner was answered by staff, but there were no public comments or questions.

CEQA Guidelines Section 15088 states that the Lead Agency's responses shall describe the disposition of significant environmental issues raised in comments on the Draft EIR. In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving reasons why specific comments and suggestions were not accepted. There must be good-faith, reasoned analysis in response to comments; conclusory statements unsupported by factual information are not sufficient.

The written comments received on the Draft EIR are shown on the following pages. Each comment document is followed by the Lead Agency's response(s) to the individual comments made in each document, in sequence. Each comment document is assigned a number code, shown above, and each substantive comment within the numbered letter is assigned an alphabetical code. Thus, each comment has a unique code made up of the letter number and the comment code. For example, comment "2A" is the first comment made by the Lahontan Regional Water Quality Control Board.

GREAT BASIN AIR POLLUTION CONTROL DISTRICT EMAIL OF JUNE 15, 2021 (verbatim copy)

From: Luke Eisenhardt < leisenhardt@gbuapcd.org>

Sent: Tuesday, June 15, 2021 4:31 PM

To: Kim Cooke < kcooke@townofmammothlakes.ca.gov>

Cc: Tom Schaniel < tschaniel@gbuapcd.org >; Phill Kiddoo < pkiddoo@gbuapcd.org >

Subject: Fwd: Notice of Availability and Public Comment Period for the Mammoth Yosemite Airport -

Draft Environmental Impact Report

[EXTERNAL EMAIL]

Good afternoon Kim,

Please see the following comments on the Mammoth Yosemite Airport Draft EIR on behalf of the Great Basin Air Pollution Control District (District):

- \cdot The District has no comment on the air quality analysis.
- The proponent will need to apply for a secondary source permit from the District for construction of the new and larger passenger terminal building, maintenance building, parking lots for rental cars and visitors, and any other buildings. This permit will set conditions to limit emissions from dust and diesel particulate matter during construction.
- · The proponent must also follow all District rules and regulations, specifically Rule 401 Fugitive Dust as noted in Chapter 5.0 under Regulatory Framework. The District appreciates that this was included in the Draft EIR.

Also, while not related to environmental impacts, I noticed that the file size was over 500MB. I recommend making a much smaller file available (if possible) to improve accessibility to the public.

Best,

Luke Eisenhardt
Air Quality Specialist
Great Basin Unified Air Pollution Control District
157 Short Street
Bishop, California 93514
760-872-8211, ext. 228
760-258-9690, direct
760-920-0327, cell
www.gbuapcd.org

I 1A

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Responses to Comment #1, Great Basin Air Pollution Control District

<u>Response 1A</u>: GBUAPCD indicates that it has "no comment" on the air analysis. The Town appreciates this feedback from the APCD. No other response is required.

Response 1B: The APCD adds that, when actual construction of the new terminal, commences it will be subject to issuance of an APCD secondary source permit. The Town of Mammoth understands and accepts the need for applicable APCD permits, which will be sought, as required, at the time of construction.





Lahontan Regional Water Quality Control Board

July 30, 2021

File: Environmental Doc Review Mono County

Kimberly Cooke, Associate Planner Town of Mammoth Lakes P.O. Box 1609 Mammoth Lakes, CA 93546 kcooke@townofmammothlakes.ca.gov

Comments on the Draft Environmental Impact Report for Mammoth Yosemite Airport Terminal Area Development Project, Mono County, State Clearinghouse No. 2019100384

Lahontan Regional Water Quality Control Board (Water Board) staff received the Draft Environmental Impact Report (DEIR) for the above-referenced Project (Project) on June 14, 2021. The DEIR was prepared by Basecamp Environmental, Inc. (Consultant) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). Water Board staff, acting as a responsible agency, is providing these comments to specify the scope and content of the environmental information germane to our statutory responsibilities pursuant to CEQA Guidelines, California Code of Regulations (CCR), title 14, section 15096. We thank the Town of Mammoth Lakes for providing Water Board staff the opportunity to review and comment on the DEIR. Based on our review, we recommend the following: (1) there is sufficient evidence to indicate that the proposed Project will result in significant impacts to water quality, we request that the level of significance for water quality impacts be changed to significant and that appropriate mitigation measures be identitied that, when implemented, will reduce or avoid these impacts; (2) identify an appropriate combination of sediment and erosion control best management practices (BMPs) and/or other BMPs that will be implemented as a mitigation for potential impacts to water quality, soil erosion, and hazardous material management; and (3) incorporate design alternatives that are compatible with low impact development (LID). Our comments are outlined below.

WATER BOARD'S AUTHORITY

All groundwater and surface waters are considered waters of the State. All waters of the State are protected under California law. State law assigns responsibility for protection of water quality in the Lahontan Region to the Lahontan Water Board. Some waters of the State are also waters of the United States. The Federal Clean Water Act (CWA)

COMMENT NO. 2 Lahontan Regional Water Quality Control Board provides additional protection for those waters of the State that are also waters of the United States.

The Water Quality Control Plan for the Lahontan Region (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect the quality of waters of the State within the Lahontan Region. The Basin Plan sets forth water quality standards for surface water and groundwater of the Region, which include designated beneficial uses as well as narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan can be accessed via the Water Board's web site at

http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml.

SPECIFIC COMMENTS

We recommend the following be considered in the environmental review.

- 1. Impact Hydro-2: Groundwater Resource and Quality: Water Board staff respectfully disagree with the assessment of "less than significant impact" due to the failure to identify the water quality standards that could potentially be violated by the Project. Groundwater at the airport is very shallow and the airport harbors many substances that can contaminate groundwater through spills even if they are stored on concrete surfaces. Additionally, the leach field has the ability to contaminate groundwater in the area due to the build up of nitrate and other nutrients being flushed out of the soil by stormwater and snow melt. Water Board staff recommend that the level of significance be changed to significant and then list the appropriate mitigation measures that will be taken to reduce or avoid these impacts.
- Impact Hydro-1:Surface Water Resources and Quality: The DEIR should identify an appropriate combination of sediment and erosion control BMPs and/or other BMPs that will be implemented as mitigation for potential impacts to water quality.
- Impact Geo-4 Soil Erosion: The DEIR should identify an appropriate
 combination of sediment and erosion control BMPs and/or other BMPs that will
 be implemented as mitigation for potential impacts to water quality as a result of
 soil erosion.
- Impact Haz-1: Hazardous Material Transportation, Storage, and Disposal: The DEIR should identify an appropriate combination of sediment and erosion control BMPs and/or other BMPs that will be implemented as mitigation for potential impacts related to hazardous material management.
- In general, the increase in impervious surfaces for these types of projects has the potential to hydrologically modify natural drainage systems. Of particular concern is the collection of onsite storm water runoff and the concentrated discharge of

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July 30, 2021

that storm water to natural drainage channels. Design alternatives that are compatible with low impact development (LID) should be considered. LID components include: maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge; managing runoff as close to the source as possible; and maintaining vegetated areas for storm water management and onsite infiltration. We recommend natural drainage channels and flow paths be maintained through the Project site to avoid no net loss of function and value of waters of the state as a result of Project implementation.

PERMITTING REQUIREMENTS FOR INDIVIDUAL PROJECTS

A number of activities associated with the proposed Project may have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include the following.

- Land disturbance of more than 1 acre may require a CWA, section 402(p) storm water permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or individual storm water permit obtained from the Lahontan Water Board.
- Streambed alteration and/or discharge of fill material to a surface water may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill waste discharge requirements for impacts to non-federal waters, both issued by the Lahontan Water Board.
- Depending on the Standard Industrial Classification (SIC) code for industrial-type
 activities at a specific site, individual projects may require an NPDES General
 Industrial Storm Water Permit, WQO-2014-0057-DWQ, obtained from the State
 Water Board, or individual storm water permit obtained from the Lahontan Water
 Board.

We request that the draft DEIR recognize the potential permits that may be required for the Project, as outlined above, and identify the specific activities that may trigger these permitting actions in the appropriate sections of the environmental document. Information regarding these permits, including application forms, can be downloaded from our website at http://www.waterboards.ca.gov/lahontan/. Early consultation with Water Board staff regarding potential permitting is recommended.

Thank you for the opportunity to comment on the DEIR. If you have any questions regarding this letter, please contact me at (760) 241-7305, tiffany.steinert@waterboards.ca.gov or Jan Zimmerman, Senior Engineering Geologist,

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Kimberly Cooke

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July 30, 2021

at (760) 241-7404, jan.zimmerman@waterboards.ca.gov. Please send all future correspondence regarding this Project to the Water Board's email address at Lahontan@waterboards.ca.gov and be sure to include the State Clearinghouse No. and Project name in the subject line.

Tiffany Steinert

Engineering Geologist

California Department of Fish and Wildlife (R6LSA@wildlife.ca.gov)
State Clearinghouse (state.clearinghouse@opr.ca.gov) SCH No. 2019100384

Responses to Comment #2, Lahontan Regional Water Quality Control Board

This comment letter describes the LRWQCB's authority to comment on the EIR and, in general, its authority to manage and protect water quality. The letter notes that its standards for protection are contained within the Basin Plan for the Region that defines beneficial uses, water quality objectives and standards for all waters pursuant to the Clean Water Act and other applicable statutes and regulations. The Basin Plan and associated policies are the agency's primary regulatory tool. This comment provides some additional information to that described in the EIR at Chapter 11.0 Hydrology and Water Quality but raises no substantive concern regarding the EIR or its content, and in general no specific responses are required.

Response 2A: This portion of the letter presents the LRWQCB findings and recommendations with respect to the EIR document. In brief, Comment 2A suggests that, contrary to the EIR, 1) the project will result in significant effects on water quality and that the EIR should be modified to reflect that finding and add mitigation measures that avoid or reduce these impacts, 2) that the EIR identify sediment, erosion control and hazardous materials Best Management Practices, and 3) incorporate design alternatives that are compatible with low impact development. The Town appreciates the LRWQCB's recommendations but respectfully disagrees with them. The LRWQCB comments and the City's more detailed responses are described in the following responses.

Response 2B: The EIR provides a detailed description of the groundwater resources of the airport vicinity on pages 11-1 and 11-2, noting that these resources have been extensively analyzed in previous CEQA EIRs and in a groundwater evaluation prepared specifically for the proposed TADP project; this evaluation was appended to the Draft EIR. The EIR describes the LRWQCB's regulatory standards, including the Basin Plan, and other applicable water quality management and protection programs for the Mammoth area, on pages 11-4 and 11-5. The project's potential groundwater effects are addressed on Draft EIR page 11-8, including the Town's reasoning in reaching a conclusion of "less than significant" based on the substantial evidence described earlier in the Hydrology and Water Quality chapter. The Draft EIR goes on to analyze other potential airport threats to water quality in detail on pages 11-9 and 11-10, including possible discharges of petroleum products, de-icing fluid, PFAS/AFFF and on-site wastewater disposal. Again, based on substantial evidence, the Town concluded that the project would involve a less than significant water quality effect.

The LRWQCB, in asserting the possible significance of water quality impacts, makes no reference to the data and conclusions of the EIR. Therefore, the Town stands by its conclusions and declines LRWQCB's request for modification of the EIR.

Response 3B: The Draft EIR on page 11-8 discusses the potential effects of the project on surface water quality as well as required conformance with the State's Construction General Permit, which requires the incorporation of erosion and sediment control

measures into the project as a means of avoiding erosion and sedimentation. Mandatory compliance with the Construction General Permit and its conditions would further minimize the potential project impact on surface water quality and further support the Draft EIR conclusion regarding potential for impact, which is already considered less than significant.

Plans for the proposed project are, as documented in the EIR, at a conceptual stage. The Town has yet to make any design decisions or proceed with development of design drawings, which may be delayed for some time. Project design would include development of project-specific water quality BMPs. Potentially applicable BMPs are extensively described on the State's General Permit website. The Town is unable to provide any further detail on BMP selection for the project.

Response 2C: LRWQCB Comments 2 and 3 repeat the request for identification of sediment and erosion control BMPs. Please refer to the last paragraph of Response 2B, which addresses this issue.

Response 2D: LRWQCB Comment 4 again repeats the request for identification of sediment and erosion control BMPs. Please refer to the last paragraph of Response 2B, which addresses this issue. The subject area of the Draft EIR (Impact HAZ-1) referenced ty LRWQCB has little or nothing to do with erosion and sediment control but rather to the management of hazardous materials used in existing and future airport operations. LRWQCB provides no comment with respect to the referenced subject matter, and no further response is required.

Response 2E: This comment provides general comments as to impacts of projects that modify natural drainage systems. The comment is not directly related to the proposed project or the Town's Draft EIR, which involves no modification of natural drainage systems. The potential impacts of the proposed project in this issue area are addressed in detail on page 11-9 of the Draft EIR. On the basis of this analysis, the Draft EIR finds that project impacts on drainage and runoff would be less than significant.

Response 2F: This comments notes that the project may require permits from the State Water Resources Control Board or Lahontan. This fact is acknowledged in Table 3-2 of the Draft EIR, which identifies known permit requirements of both the SWRCB, including the Construction General Permit, and Lahontan. The project would not require permits for impacts to either federal or state waters and therefore no need for Section 401 water quality certification. In the event that the proposed terminal involves industrial operations subject to the NPDES General Industrial Storm Water Permit, the necessary permit will be obtained by the Town.

4.0 DRAFT EIR ERRATA

This section of the Final EIR identifies corrections, and the addition of new or revised information, to the Public Review Draft EIR. Changes to the EIR typically reflect the new or updated information that has become available since publication of the EIR or minor technical changes to the project that do not entail a substantive change to the project's significant effects on the environment. In this case, the Mammoth Yosemite Airport TADP Final EIR makes no substantive changes to the Public Review Draft EIR.

As a result, the Final EIR for the Mammoth Yosemite Airport TADP does not include any new information or modifications that would constitute "significant new information" requiring recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5.

APPENDIX A PUBLIC REVIEW MATERIALS



NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MAMMOTH YOSEMITE AIRPORT TERMINAL AREA DEVELOPMENT PROJECT

Date:

June 11, 2021

To:

Reviewing Agencies and Other Interested Parties

Subject:

Notice of Availability of the Draft Environmental Impact Report (EIR) for the Mammoth Yosemite Airport

Terminal Area Development Project

Project Applicant: Town of Mammoth Lakes

NOTICE IS HEREBY GIVEN that pursuant to Public Resources Code Sections 21092 and 21092.3 and Cal. Code of Regulations Title 14, Section 15087, the Town of Mammoth Lakes hereby gives notice that a Draft Environmental Impact Report for the Mammoth Yosemite Airport Terminal Area Development Project is available for review and comment.

PROJECT TITLE: Mammoth Yosemite Airport Terminal Area Development Project

PROJECT LOCATION: Mammoth Yosemite Airport is located at 1300 Airport Road Mammoth Lakes, CA 93546

PROJECT DESCRIPTION: The Town of Mammoth Lakes has completed the Draft Environmental Impact Report (DEIR) SCH #2019100384 for the Mammoth Yosemite Airport Terminal Area Development Project. The Town proposes to construct a new and larger passenger terminal building, an aircraft parking apron, aircraft de-icing facilities, maintenance building, connecting taxiways, and other supporting infrastructure including utilities, access roads, service roads and vehicle parking lots within an approximately 22-acre area immediately east and south of the existing terminal. The objective of the project is to improve MMH as required to accommodate existing and projected future aviation demand.

PROJECT IMPACTS: The Draft EIR describes potentially significant environmental effects in the following issue areas: Aesthetics; Biological Resources, and Cultural and Tribal Resources. The project would not involve any significant effects that cannot be reduced to a less than significant level with mitigation measures. The project sites do not appear on any of the lists of sites enumerated under Section 65962.5 of the Government Code. The Draft EIR will be available for review from June 14, 2021, to July 28, 2021.

PUBLIC REVIEW PERIOD: Begin: June 14, 2021 End: July 28, 2021

The Draft EIR is being circulated for public review and comment for a period of 45 days. Any person may submit written comments to the Community and Economic Development Department before the end of the review period.

The Town of Mammoth Lakes will receive verbal comments on the EIR at the regular meeting of the Planning and Economic Development Commission to be held on July 14, 2021, at 2:00 PM. Please check the Town's webiste for electronic access to the meeting.

Written comments and responses to this notice must be received at the following mailing address or emailed to kcooke@townofmammothlakes.ca.gov no later than 5:00 PM on July 28, 2021. Please include your printed name, address and phone number where you may be contacted. For additional information, contact Kimberly Cooke via email or by phone at 760.965.3638.

Town of Mammoth Lakes Community and Economic Development Department ATTN: Kimberly Cooke P.O. Box 1609 Mammoth Lakes, CA 93546

LOCATION WHERE DOCUMENT CAN BE REVIEWED: Copies of the Draft EIR are available during the 45-day public review period at the following locations:

- 1. Town of Mammoth Lakes, Community and Economic Development Department, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546;
- 2. Town of Mammoth Lakes website: https://www.townofmammothlakes.ca.gov/939; and
- 3. Mono County Library, 400 Sierra Park Road, Mammoth Lakes, CA 93546.

Date:	June 11, 2021	Signature:	Sandia Moserly
		Title:	Ms. Sandra Moberly, Community and Economic Development Director



1.31 14 2021



NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MAMMOTH YOSEMITE AIRPORT TERMINAL AREA DEVELOPMENT PROJECT

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June 11, 2021

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PROJECT DESCRIPTION: The Town of Mammoth Lakes has completed the Draft Environmental Impact Report (DEIR) SCH #2019100384 for the Mammoth Yosemite Airport Terminal Area Development Project. The Town proposes to construct a new and larger passenger terminal building, an aircraft parking apron, aircraft de-icing facilities, maintenance building, connecting taxiways, and other supporting infrastructure including utilities, access roads, service roads and vehicle parking lots within an approximately 22-acre area immediately east and south of the existing terminal. The objective of the project is to improve MMH as required to accommodate existing and projected future aviation demand.

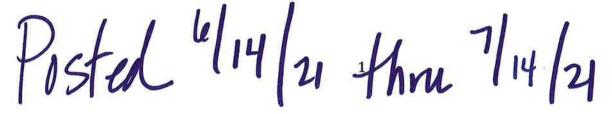
PROJECT IMPACTS: The Draft EIR describes potentially significant environmental effects in the following issue areas: Aesthetics; Biological Resources, and Cultural and Tribal Resources. The project would not involve any significant effects that cannot be reduced to a less than significant level with mitigation measures. The project sites do not appear on any of the lists of sites enumerated under Section 65962.5 of the Government Code. The Draft EIR will be available for review from June 14, 2021, to July 28, 2021.

PUBLIC REVIEW PERIOD: Begin: June 14, 2021 End: July 28, 2021

The Draft EIR is being circulated for public review and comment for a period of 45 days. Any person may submit written comments to the Community and Economic Development Department before the end of the review period.

The Town of Mammoth Lakes will receive verbal comments on the EIR at the regular meeting of the Planning and Economic Development Commission to be held on July 14, 2021, at 2:00 PM. Please check the Town's webiste for electronic access to the meeting.

Written comments and responses to this notice must be received at the following mailing address or emailed to kcooke@townofmammothlakes.ca.gov no later than 5:00 PM on July 28, 2021. Please include your printed name, address and phone number where you may be contacted. For additional information, contact Kimberly Cooke via email or by phone at 760.965.3638.



Town of Mammoth Lakes Community and Economic Development Department ATTN: Kimberly Cooke P.O. Box 1609 Mammoth Lakes, CA 93546

LOCATION WHERE DOCUMENT CAN BE REVIEWED: Copies of the Draft EIR are available during the 45-day public review period at the following locations:

- 1. Town of Mammoth Lakes, Community and Economic Development Department, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546;
- Town of Mammoth Lakes website: https://www.townofmammothlakes.ca.gov/939; and
 Mono County Library, 400 Sierra Park Road, Mammoth Lakes, CA 93546.

Date:	June 11, 2021	Signature:	andra moserly
		Title:	Ms. Sandra Moberly, Community and Economic Development Director



		Print	StartOver
]	RECEIPT NUMB	ER:
		26 — 06/09	/2021 —
			IGHOUSE NUMBER (If applicable)
SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY,	6		
(EAR AGENCY)	EADAGENCY EMAIL		DATE
Town of Mammoth Lakes	kcooke@townofmammot	hlakes.ca.gov	06/09/2021
COUNTY/STATE AGENCY OF FILING			DOCUMENT NUMBER
Mono			TM 21-019
PROJECT TITLE			L
Mammoth Yosemite Airport Terminal Area Deve	lopment Project	ΔII	PHONE NUMBER
Town of Mammoth Lakes	kcooke@townofmammi		
PROJECT APPLICANT ADDRESS	CITY	ISTATE	ZIP CODE
437 Old Mammoth Road Suite 230	Mammoth Lakes	Ca	93546
PROJECT APPLICANT (Check appropriate box)	Wallinoth Eartes	Jou	00010
✓ Local Public Agency School District	Other Special District	State A	gency Private Entity
CHECK APPLICABLE FEES: Environmental Impact Report (EIR) Mitigated/Negative Declaration (MND)(ND) Certified Regulatory Program (CRP) document - payment due di Exempt from fee Notice of Exemption (attach) CDFW No Effect Determination (attach)	\$		0.00 0.00 0.00
Fee previously paid (attach previously issued cash receipt copy)			
 Water Right Application or Petition Fee (State Water Resources □ County documentary handling fee □ Other 	Control Board only)	\$850.00 \$ \$ \$	0.00
PAYMENT METHOD:	TAT.:	-0EN/ED -	0.00
☐ Cash ☐ Credit ☐ Check ☐ Other	TOTAL RE	CEIVED \$	0.00
	CY OF FILING PRINTED NA		Clerk Recorder



NOTICE

Each project applicant shall remit to the county clerk the environmental filing fee before or at the time of filing a Notice of Determination (Pub. Resources Code, § 21152; Fish & G. Code, § 711.4, subdivision (d); Cal. Code Regs., tit, 14, § 753.5). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

COUNTY DOCUMENTARY HANDLING FEE

The county clerk may charge a documentary handling fee of fifty dollars (\$50) per filing in addition to the environmental filing fee (Fish & G. Code, § 711.4, subd. (e); Cal. Code Regs., tit. 14, § 753.5, subd. (g)(1)). A county board of supervisors shall have the authority to increase or decrease the fee or charge, that is otherwise authorized to be levied by another provision of law, in the amount reasonably necessary to recover the cost of providing any product or service or the cost of enforcing any regulation for which the fee or charge is levied (Gov. Code, § 54985, subd. (a)).

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

ining reduce of Determination (140D)	Filing	Notice	of	Determination	(NOD):
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☐ Issue cash receipt to project applicant.

ĺ		Collect environmental filing fee or copy of previously issued cash receipt. (Do not collect fee if project applicant presents a No Effect Determination signed by CDFW. An additional fee is required for each separate environmental document. An addendum is not considered a separate environmental document. Checks should be made payable to the county.) Issue cash receipt to project applicant. Attach copy of cash receipt and, if applicable, previously issued cash receipt, to NOD. Mail filing fees for CRP document to CDFW prior to filing the NOD or equivalent final approval (Cal. Code Regs. Tit. 14, § 753,5 (b)(5)). The CRP should request receipt from CDFW to show proof of payment for filing the NOD or equivalent approval. Please mail payment to address below made attention to the Cash Receipts Unit of the Accounting Services Branch.
[f the ⊐	e project applicant presents a No Effect Determination signed by CDFW, also: Attach No Effect Determination to NOD (no environmental filing fee is due).
Fil	ling	Notice of Exemption (NOE) (Statutorily or categorically exempt project (Cal. Code Regs., tit. 14, §§ 15260-15285, 15300-15333))

Attach copy of cash receipt to NOE (no environmental filing fee is due).

Within 30 days after the end of each month in which the environmental filing fees are collected, each county shall summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer, Identify the remittance on Form No. CA25 as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

The county clerk shall mail the following documents to CDFW on a monthly basis:

- ✓ A photocopy of the monthly State of California Form No. CA25 (TC31)
- ✓ CDFW/ASB copies of all cash receipts (including all voided receipts)
- ✓ A copy of all CDFW No Effect Determinations filed in lieu of fee payment.
- A copy of all NODs filed with the county during the preceding month
- ✓ A list of the name, address and telephone number of all project applicants for which an NOD has been filed. If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

DOCUMENT RETENTION

The county shall retain two copies of the cash receipt (for lead agency and county clerk) and a copy of all documents described above for at least 12 months.

RECEIPT NUMBER

- # The first two digits automatically populate by making the appropriate selection in the County/State Agency of Filing drop down menu.
- # The next eight digits automatically populate when a date is entered.
- # The last three digits correspond with the sequential order of issuance for each calendar year. For example, the first receipt number issued on January 1 should end in 001. If a county issued 252 receipts for the year ending on December 31, the last receipt number should end in 252. CDFW recommends that counties and state agencies 1) save a local copy of this form, and 2) track receipt numbers on a spreadsheet tabbed by month to ensure accuracy.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FEES.

Mail to:

California Department of Fish and Wildlife Accounting Services Branch P.O. Box 944209 Sacramento, California 94244-2090

ORIGINAL - PROJECT APPLICANT

COPY - CDFW/ASB

COPY - LEAD AGENCY

COPY - COUNTY CLERK

DFW 753.5a (Rev. 01012021)



Notice of Availability (NOA)

Draft Environmental Impact Report (DEIR) For The Mammoth Yosemite Airport Terminal Area Development Project

Notice is Hereby Given that pursuant to Public Resources Code Sections 21092 and 21092.3 and Cal. Code of Regulations Title 14, Section 15087, the Town of Mammoth Lakes has completed a Draft Environmental Impact Report (DEIR) SCH #2019100384, for the Mammoth Yosemite Airport Terminal Area Development Project. As Lead Agency, the Town of Mammoth Lakes is circulating the DEIR for public review.

Project Description and Location: The proposed project is located within the Airport property boundaries and includes the construction of a new and larger passenger terminal building, eight-bay combined airport rescue/firefighting (ARRF) and maintenance building, an aircraft parking apron, aircraft de-icing facilities, connecting taxiways, and other supporting infrastructure including utilities, access roads, service roads and parking lots within an approximately 22-acre area immediately east and south of the existing terminal. The objective of the project is to improve Mammoth Yosemite Airport (MMH) as required to accommodate existing and projected future aviation demand.

Comment Period: A 45-day public review period for the DEIR begins on June 14, 2021 and ends on July 28, 2021. Responses will be prepared for all comments received on the Draft EIR. Comments may be submitted by facsimile, letter, or electronic mail. Copies of the Draft EIR are available during the 45-day public review period at the following locations: Town of Mammoth Lakes, Community and Economic Development Department, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546; Mono County Library, 400 Sierra Park Road, Mammoth Lakes, CA 93546; and Town of Mammoth Lakes website: https://www.townofmammothlakes.ca.gov/939

Planning and Economic Development Commission Meeting: The Town of Mammoth Lakes will receive verbal comments on the DEIR at the regular meeting of the Planning and Economic Development Commission to be held on July 14, 2021, at 2:00 PM. Please check the Town's website for electronic access to the meeting:

https://www.townofmammothlakes.ca.gov/84/Agendas-and-Minutes

Comments and responses to this notice should be submitted in writing to: Kimberly Cooke, Associate Planner, Town of Mammoth Lakes, Community and Economic Development Department, P.O. Box 1609, Mammoth Lakes, CA 93546, or drop off at the Town offices at 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546, via fax at (760) 934-7493, or via email at kcooke@townofmammothlakes.ca.gov. For additional information, contact Kimberly Cooke via email or by phone at (760) 965-3638. Public comments will be accepted until 5:00 p.m. on July 28, 2021.

Caltrans, District 9

Attn: Gayle Rosander 500 S. main Street Bishop, CA 93514

gayle.rosander@dot.ca.gov

Department of Toxic Substances Control

Attn: Gavin McCreary, Project Manager Site Evaluation and Remediation Unit Site Mitigation and Restoration Program Gavin.mccreary@dtsc.ca.gov

Federal Aviation Administration

Attn: Camille Garibaldi, Environmental Protection Specialist – Western Pacific Region 1000 Marina Blvd., Suite 220 Brisbane, CA 94005-1835 Camille.garibaldi@faa.gov

Lahontan Regional Water Quality Control Board

Attn: Jeffrey Fitzsimmons 2501 Lake Tahoe Blvd. So. Lake Tahoe, CA 96150

jeffrey.fitzsimmons@waterboards.ca.gov

Long Valley Fire Department

Attn: Vince Maniaci, Chief 3605 Crowley Lake Drive Crowley Lake, CA 93546

vmaniaci@townofmammothlakes.ca.gov

Mammoth Unified School District

Attn: Dr. Jennifer Wildman, Superintendent P.O. Box 3509
Mammoth Lakes, CA 93546
jwildman@mammothusd.org

Mono County Clerk

Attn: Shannon Kendall, Clerk-Recorder-Registrar P.O. Box 237 Bridgeport, CA 93517 skendall@mono.ca.gov

Mono County Library

Attn: Christopher Platt, County Library Director P.O. Box 1120 Mammoth Lakes, CA 93546 (760) 934-8670

Mono County Public Works Department

Attn: Tony Dublino, Director of Public Works P.O. Box 457 Bridgeport, CA 93517 tdublino@mono.ca.gov

Sierra Club - Range of Light Group

Attn: Lynn Boulton P.O. Box 1973 Mammoth lakes, CA 93546 amazinglynn@yahoo.com rangeoflight.sc@gmail.com

California Department of Fish and Wildlife

Inland Deserts Region
Attn: Rose Banks, Env. Scientist
3602 Inland Empire Blvd., Suite C-220 Ontario, CA 91764
Rose.Banks@wildlife.ca.gov
nick.buckmaster@wildlife.ca.gov

Department of Toxic Substances Control

Attn: Lora Jameson, Chief Site Evaluation and Remediation Unit Lora.jameson@dtsc.ca.gov

GBUAPCD

Attn: Philip Kiddoo 157 Short Street Bishop, CA 93514 pkiddoo@gbuapcd.org

Lahontan Regional Water Quality Control Board

Attn: Jan Zimmerman 2501 Lake Tahoe Blvd. So. Lake Tahoe, CA 96150 Jan.zimmerman@waterboards.ca.gov Lahontan@waterboards.ca.gov

Mammoth Community Water District

Attn: Betty Hylton 1315 Meridian Boulevard Mammoth Lakes, CA 93546 bhylton@mcwd.dst.ca.us

Mono County Assessor

Attn: Barry Beck, Assessor P.O. Box 456 Bridgeport, CA 93517 assessor@mono.ca.gov

Mono County Community Development Department

Attn: Wendy Sugimura, Director P.O. Box 347 Mammoth Lakes, CA 93546 wsugimura@mono.ca.gov

Mono County Local Transportation Commission

Attn: Gerry Le Francois
P.O. Box 347
Mammoth Lakes, CA 93546
glefrancois@mono.ca.gov

Planning Commissioners

Michael Vanderhurst - <u>mvanderhurst@visitmammoth.com</u>
Jennifer Burrows - <u>jenb2374@gmail.com</u>
Paul Chang - <u>pchang@townofmammothlakes.ca.gov</u>

Greg Eckert - <u>eckertinmmth@verizon.net</u>
Jessica Kennedy - <u>jessicarskennedy@gmail.com</u>

State Clearinghouse

Office of Planning and Research 1400 Tenth Street, Room 121 Sacramento, CA 95814 State.clearinghouse@opr.ca.gov

California Department of Forestry

Attn: Larry Martinez 2781 S. Round Valley Road Bishop, CA 93514

Department of Toxic Substances Control

Attn: Dave Kereazis, Office of Planning and Environmental Analysis

Dave.kereasis@dtsc.ca.gov

Inyo National Forest

Attn: Sheila Irons, Lands Specialist Mammoth and Mono Lake Ranger District P.O. Box 148 Mammoth Lakes, CA 93546 Sheila.irons@usda.gov

City of Los Angeles Dpt. of Water and Power

Attn: Environmental Review Staff 300 Mandich Street Bishop, CA 93514 Ronald.tucker@ladwp.com

Mammoth Lakes Fire Protection District

Attn: Frank Frievalt, Fire Chief P.O. Box 5 Mammoth Lakes, CA 93546 frank@mlfd.ca.gov

Mono County Airport Land Use Commission

Attn: Gerry Le Francois glefrancois@mono.ca.gov

Mono County Environmental Health Department

Attn: Louis Molina, Env. Health Director P.O. Box 3329 Mammoth Lakes, CA 93546 Imolina@mono.ca.gov

Mono County Public Works - Solid Waste

Attn: Justin Nalder, Solid Waste Superintendent <u>inalder@mono.ca.gov</u>

Southern California Edison

Attn: Cal Rossi Calvin.rossi@sce.com

Town Council:

Bill Sauser - <u>bsauser@townofmammothlakes.ca.gov</u>
Lynda Salcido - <u>lsalcido@townofmammothlakes.ca.gov</u>
John Wentworth - <u>jwentworth@townofmammothlakes.ca.gov</u>
Kirk Stapp - <u>kstapp@townofmammothlakes.ca.gov</u>
Sarah Rea - <u>srea@townofmammothlakes.ca.gov</u>

Bureau of Land Management

Attn: Environmental Review Staff 351 Pacu Lane, Suite 100 Bishop, CA 93514

Interested community member

Mr. Stephen Kalish kaljar@qnet.com 760-387-2782

AmeriGas

Attn: Levi Mele, Area Manager 775-221-9138 levi.melle@amerigas.com

National Resources Conservation Service

Attn: Robert Pearce, District Conservationist 270 See Vee Lane, Suite 6
Bishop, CA 93514
Robert.Pearce@usda.gov

Valentine Reserve and Snarl

Attention: Carol Blanchette 1016 Mt. Morrison Road Mammoth Lakes, CA 93546 vesr@nrs.ucsb.edu blanchet@ucsb.edu

Eastern Sierra Transit Authority

Attn: Phil Moores, Executive Director P.O. Box 1357 Bishop, CA 93514 info@estransit.com kbentley@estransit.com

Notice of Completion & Environmental Document Transmittal

Project Title:		
Lead Agency:		
Mailing Address:	Phone:	
City:	Zip: County:	
Project Location: County:		
Cross Streets:		Zip Code:
Longitude/Latitude (degrees, minutes and seconds):°		
Assessor's Parcel No.:		
Within 2 Miles: State Hwy #:	Waterways:	
Airports:	Railways: Scho	ools:
Document Type:	NEDA - DAGE - CO	
CEQA: NOP Draft EIR	NEPA: NOI Other:	Joint Document
☐ Early Cons ☐ Supplement/Subsequent EI		Final Document
Neg Dec (Prior SCH No.) Mit Neg Dec Other:	Draft EIS FONSI	Other:
Mit Neg Dec Other:		
Local Action Type:		
General Plan Update Specific Plan	Rezone	☐ Annexation
General Plan Amendment Master Plan	Prezone	Redevelopment
General Plan Element Planned Unit Developme	—	Coastal Permit
☐ Community Plan ☐ Site Plan	Land Division (Subdivision, etc.)	
Development Type:		
Residential: Units Acres		
Office: Sq.ft. Acres Employees_	Transportation: Type	
Commercial:Sq.ft Acres Employees_		
Industrial: Sq.ft Acres Employees_		MW
Educational:		MGD
Recreational:	Hazardous Waste:Type	
Water Facilities: Type MGD	Other:	
Project Issues Discussed in Document:		
Aesthetic/Visual Fiscal	Recreation/Parks	Vegetation
Agricultural Land Flood Plain/Flooding	Schools/Universities	Water Quality
Air Quality Forest Land/Fire Hazard	Septic Systems	Water Supply/Groundwater
Archeological/Historical Geologic/Seismic	Sewer Capacity	Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Coastal Zone ☐ Noise	☐ Soil Erosion/Compaction/Grading ☐ Solid Waste	Growth Inducement
☐ Coastal Zone ☐ Noise ☐ Drainage/Absorption ☐ Population/Housing Balan		☐ Land Use☐ Cumulative Effects
☐ Drainage/Absorption ☐ Population/Housing Balan ☐ Economic/Jobs ☐ Public Services/Facilities		Other:
	Harric/Circulation	

Reviewing Agencies Checklist

ne:	<u> </u>		
tact:	Phone:		
/State/Zip:	Address:		
ress:			
sulting Firm:	Applicant:		
d Agency (Complete if applicable):			
ting Date	Ending Date		
al Public Review Period (to be filled in by lead ager	ncy)		
Native American Heritage Commission			
Housing & Community Development	Other:		
Health Services, Department of	Other:		
General Services, Department of			
_ Forestry and Fire Protection, Department of	Water Resources, Department of		
Food & Agriculture, Department of	Toxic Substances Control, Department of		
Fish & Game Region #	Tahoe Regional Planning Agency		
Energy Commission	SWRCB: Water Rights		
Education, Department of	SWRCB: Water Quality		
Delta Protection Commission	SWRCB: Clean Water Grants		
Corrections, Department of	State Lands Commission		
Conservation, Department of	Santa Monica Mtns. Conservancy		
Colorado River Board	San Joaquin River Conservancy		
Coastal Commission	San Gabriel & Lower L.A. Rivers & Mtns. Conservan		
Coachella Valley Mtns. Conservancy	S.F. Bay Conservation & Development Comm.		
Central Valley Flood Protection Board	Resources Recycling and Recovery, Department of		
Caltrans Planning	Resources Agency		
Caltrans Division of Aeronautics	Regional WQCB #		
Caltrans District #	Public Utilities Commission		
California Highway Patrol	Pesticide Regulation, Department of		
Boating & Waterways, Department of California Emergency Management Agency	Parks & Recreation, Department of		
Roating & Waterways Llenartment of	Office of Public School Construction		

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Project Description Mammoth Yosemite Airport Terminal Area Development Plan

The Town of Mammoth Lakes proposes improvements and additions to the passenger terminal area at the existing Mammoth-Yosemite Airport (MMH). MMH is located approximately six miles east of the main portion of the Town on Airport Road adjacent to US Highway 395. The proposed project would include two major components: a new approximately 40,000 square foot, three-gate passenger terminal and an associated aircraft parking apron of approximately 130,500 square feet capable of parking three commercial aircraft. The TADP describes the proposed passenger terminal and associated landside improvements in detail. The improvements associated with the TADP would include automobile parking lots, aircraft de-icing apron, new taxiways, Airport Road extension, service road realignment, package wastewater treatment plant and wastewater disposal field, new electrical service, and an Aircraft Rescue and Fire Fighting-Snowplow building (ARFF) with new vehicle parking apron and access road.

Mammoth Yosemite Airport Terminal Area Development Plan Project

Summary

SCH Number

2019100384

Lead Agency

City of Mammoth Lakes

Document Title

Mammoth Yosemite Airport Terminal Area Development Plan Project

Document Type

EIR - Draft EIR

Received

6/10/2021

Present Land Use

Airport

Document Description

The Town of Mammoth Lakes proposes improvements and additions to the passenger terminal area at the existing Mammoth-Yosemite Airport (MMH). MMH is located approximately six miles east of the main portion of the Town on Airport Road adjacent to US Highway 395. The proposed project would include two major components: a new approximately 40,000 square foot, three-gate passenger terminal and an associated aircraft parking apron of approximately 130,500 square feet capable of parking three commercial aircraft. The TADP describes the proposed passenger terminal and associated landside improvements in detail. The improvements associated with the TADP would include automobile parking lots, aircraft de-icing apron, new taxiways, Airport Road extension, service road realignment, package wastewater treatment plant and wastewater disposal field, new electrical service, and an Aircraft Rescue and Fire Fighting-Snowplow building (ARFF) with new vehicle parking apron and access road.

Contact Information

1 of 4 8/10/21, 4:56 PM

Name

Kim Cooke

Agency Name

Community Planning and Economic Development Department

Contact Types

Lead/Public Agency

Address

PO Box 1609 Mammoth Lakes, CA 93546

Phone

(760) 965-3638

Email

kcooke@townofmammothlakes.ca.gov

Location

Cities

Mammoth Lakes

Counties

Mono

Cross Streets

US 395 and Hot Creek Hatchery Rd

Zip

93546

Total Acres

16.5

State Highways

US 395

Railways

None

Airports

Mammoth Yosemite Airport

Notice of Completion

2 of 4 8/10/21, 4:56 PM

Review Period Start

6/14/2021

Review Period End

7/28/2021

Development Types

Transportation (Airport Passenger Terminal)

Local Actions

Airport Improvement

Project Issues

Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Solid Waste, Transportation, Vegetation

Reviewing Agencies

California Air Resources Board (ARB), California Department of Conservation (DOC), California Department of Fish and Wildlife, Inland Deserts Region 6 (CDFW), California Department of Forestry and Fire Protection (CAL FIRE), California Department of Parks and Recreation, California Department of Transportation, District 9 (DOT), California Department of Transportation, Division of Aeronautics (DOT), California Department of Transportation, Division of Aeronautics (DOT), California Department of Transportation, Division of Transportation Planning (DOT), California Department of Water Resources (DWR), California Energy Commission, California Governor's Office of Emergency Services (OES), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Public Utilities Commission (CPUC), California State Lands Commission (SLC), Department of Toxic Substances Control, Office of Historic Preservation, State Water Resources Control Board, Division of Drinking Water, State Water Resources Control Board, Division of Water Quality, California Regional Water Quality Control Board, Lahontan Victorville Region 6 (RWQCB)

Reviewing Agency Comments

California Regional Water Quality Control Board, Lahontan Victorville Region 6 (RWQCB)

Attachments

Public Review EIR with Appendices PDF 620113 K Signed NOA PDF 119 K Summary Form Attachment Mammoth Yosemite Airport DOCX 16 K Summary Form Mammoth Yosemite Airport PDF 577 K

Notice of Completion [NOC] Transmittal form

Notice Of Completion copy PDF 267 K

3 of 4 8/10/21, 4:56 PM

State Comment Letters [Comments from state reviewing agencies]

2019100384_RWQCB Comment PDF 234 K

Disclaimer: The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at (916) 445-0613. For more information, please visit OPR's Accessibility Site.

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