OCTOBER 2007

MAMMOTH LAKES Police Station

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Prepared for:
TOWN OF MAMMOTH LAKES

RBF CONSULTING

DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Mammoth Lakes Police Station

LEAD AGENCY:

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437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
Contact: Ms. Jen Daugherty
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PREPARED BY:

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October 29, 2007

JN 10-105933

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1.0 INTRODUCTION

The proposed Mammoth Lakes Police Station involves a two-level structure with program elements to accommodate the Police Department's current and long-term needs. The building would provide approximately 13,000 square feet (SF) of conditioned space. Access to the project site is proposed via Sierra Park Road and the proposed extension of Tavern Road. Following preliminary review of the proposed Mammoth Lakes Police Station, the Town of Mammoth Lakes determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the Mammoth Lakes Police Station (project), as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the *California Environmental Quality Act (CEQA)* (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the Town of Mammoth Lakes, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the Town of Mammoth Lakes in accordance with *CEQA*, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. However, the resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 PURPOSE

Section 15063 of the *CEQA Guidelines* identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study. The documents are available for review at the Town of Mammoth Lakes Community Development Department, located at 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546.

- *Town of Mammoth Lakes General Plan 2007* (August 2007). The Town of Mammoth Lakes Council adopted the General Plan 2007 on August 15, 2007. The General Plan establishes standards, guidelines, and priorities that define the community now and for the future. The General Plan is organized by elements. Each element is introduced with an explanation of the intent of the goals, policies, and actions within that element. The General Plan 2007 contains the following elements:

  - Economy;
  - Arts, Culture, Heritage, and Natural History;
  - Community Design;
  - Neighborhood and District Character;
  - Land Use;
  - Mobility;
  - Parks, Open Space and Recreation;
  - Resources Management and Conservation; and
  - Public Health and Safety.

- *Town of Mammoth Lakes 2005 General Plan Update Final Program Environmental Impact Report* (GPEIR) (May 2007). The Final Program Environmental Impact Report involves the update of the Town's General Plan, which provides the Town's long-range comprehensive direction to guide future development and identifies the community's environmental, social and economic goals. This document was prepared as a Program EIR, which is intended to facilitate consideration of broad policy directions, program-level alternatives and mitigation measures consistent with the level of detail available for the Plan. The General Plan EIR concluded significant and unavoidable impacts regarding aesthetics, air quality, biological resources, public safety and hazards, noise, public services and utilities, and recreation.

- *Town of Mammoth Lakes Municipal Code (Municipal Code)*. The *Municipal Code* consists of regulatory, penal, and administrative ordinances of the Town of Mammoth Lakes. It is the method the Town uses to implement control of land uses, in accordance with *General Plan* goals and policies. The Town of Mammoth Lakes Zoning Ordinance, Title 17, of the *Municipal Code*, identifies

land uses permitted and prohibited according to the zoning category of particular parcels. The Buildings and Construction Ordinance (Title 15) specifies rules and regulations for construction, alteration, and building for uses of human habitation. Subdivisions are regulated under separate ordinances not contained within the Municipal Code.

- *Environmental Assessment Mammoth Community Facilities Land Exchange* (June 2006). The County of Mono prepared an Environmental Assessment, discussing a land exchange involving the Southern Mono Health Care District (District) and the United States Department of Agriculture Forest Service (Forest Service). The Forest Service proposed to convey to the District 12.517 acres of Federal land, located within the boundaries of the Inyo National Forest, in the Town of Mammoth Lakes within Mono County. In exchange, the District proposed to convey to the Forest Service lands of approximately equal value.

  The Federal lands involved an 11.057-acre "Hospital" parcel and a 1.46-acre "Fire Station" parcel. The 11.057-acre Hospital parcel identified for exchange is adjacent to State Route 203 and Sierra Park Road; and the 1.46-acre Fire Station parcel is adjacent to the existing fire station, with portions of this parcel adjacent to State Route 203 and Forest Trail.

  The proposal involved development of the Hospital parcel as a community facilities center that would allow for hospital expansion, construction of Town of Mammoth Lakes and County of Mono offices, and Superior Court of California building. After acquisition, the Mammoth Fire Department would continue using the Fire Station parcel for parking, snow storage, and other facilities in support of Fire Department activities.

  The non-Federal lands analyzed in the environmental assessment for conveyance to the Forest Service totaled 6,933.11 acres, although it was anticipated the land area would be reduced to achieve approximately equal values between the Federal and non-Federal parcels. Once acquired, the non-Federal parcels would assume the Management Area Direction of the surrounding National Forest System lands and would be managed accordingly.

  The land exchange proposed in the County's Environmental Assessment is anticipated to finalize in late 2007. The proposed project site (approximately 6.68 acres), which is the subject of this Initial Study, forms part of the Hospital Federal parcel identified for exchange in the County's Environmental Assessment.

- *Environmental Analysis for Mammoth Lakes Community Facilities Land Acquisition* (July 2006). The Forest Service prepared an Environmental Analysis involving a proposed land acquisition, which was a joint project of the Town of Mammoth Lakes and County of Mono. The proposal involved acquisition of approximately 11 acres (11.057) located in the Town of Mammoth Lakes to be used for future community facilities for the Town of Mammoth Lakes and Mono County. The Southern Mono Healthcare District, which owns and operates Mammoth Community Hospital, located south of the 11 acres, would acquire approximately 12.517 acres of public land managed by the Forest Service within the Town of Mammoth Lakes in exchange for privately held land located

elsewhere. The land exchange included the 11.057-acre Hospital parcel adjacent to State Route 203 and Sierra Park Road, and the 1.46-acre Fire Station parcel adjacent to the existing fire station at State Route 203 and Forest Trail. Following completion of the land exchange, the Town and the County would acquire a portion of the 11.057-acre Hospital parcel for community facilities. The land exchange proposed in the Forest Service's Environmental Analysis is anticipated to finalize in late 2007. The proposed project site (approximately 6.68 acres), which is the subject of this Initial Study, forms part of the Hospital Federal parcel identified for exchange in the County's Environmental Assessment.

- *Notice of Exemption for Mammoth Lakes Community Facilities Land Acquisition* (February 20, 2007). The Town of Mammoth Lakes prepared a Notice of Exemption involving the acquisition of land located within the Town, in exchange for privately held land located elsewhere. The Southern Mono Healthcare District, County of Mono, Town of Mammoth Lakes, and the Administrative Office of the Courts collaborated to acquire an 11.057-acre parcel located at the southeast corner of the junction of State Route 203 and Sierra Park Road. The land exchange proposed in the Town's Notice of Exemption is anticipated to finalize in late 2007. A 6.68-acre portion of the 11.057-acre parcel identified for exchange in the Notice of Exemption is the subject of this Initial Study.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Town of Mammoth Lakes is located in the eastern side of the Sierra Nevada Range, in southwestern Mono County, California; refer to Exhibit 1, *Regional Vicinity*. The Mammoth Lakes Police Station would be developed on 2.49-acre portion (development area) of a 6.68-acre parcel (project site) located northeast of the intersection of Sierra Park Road and the future Tavern Road extension; refer to Exhibit 2, *Local Vicinity*. The 6.68-acre project site forms the southern portion of the 11.057-acre Hospital parcel identified for exchange in the *Mammoth Lakes Community Facilities Land Acquisition.* Drainage improvements are proposed east of the proposed development area, but within the overall project site. The improvements to Sierra Park Road, which would occur in conjunction with the proposed Police Station, would occur immediately west of the project site.

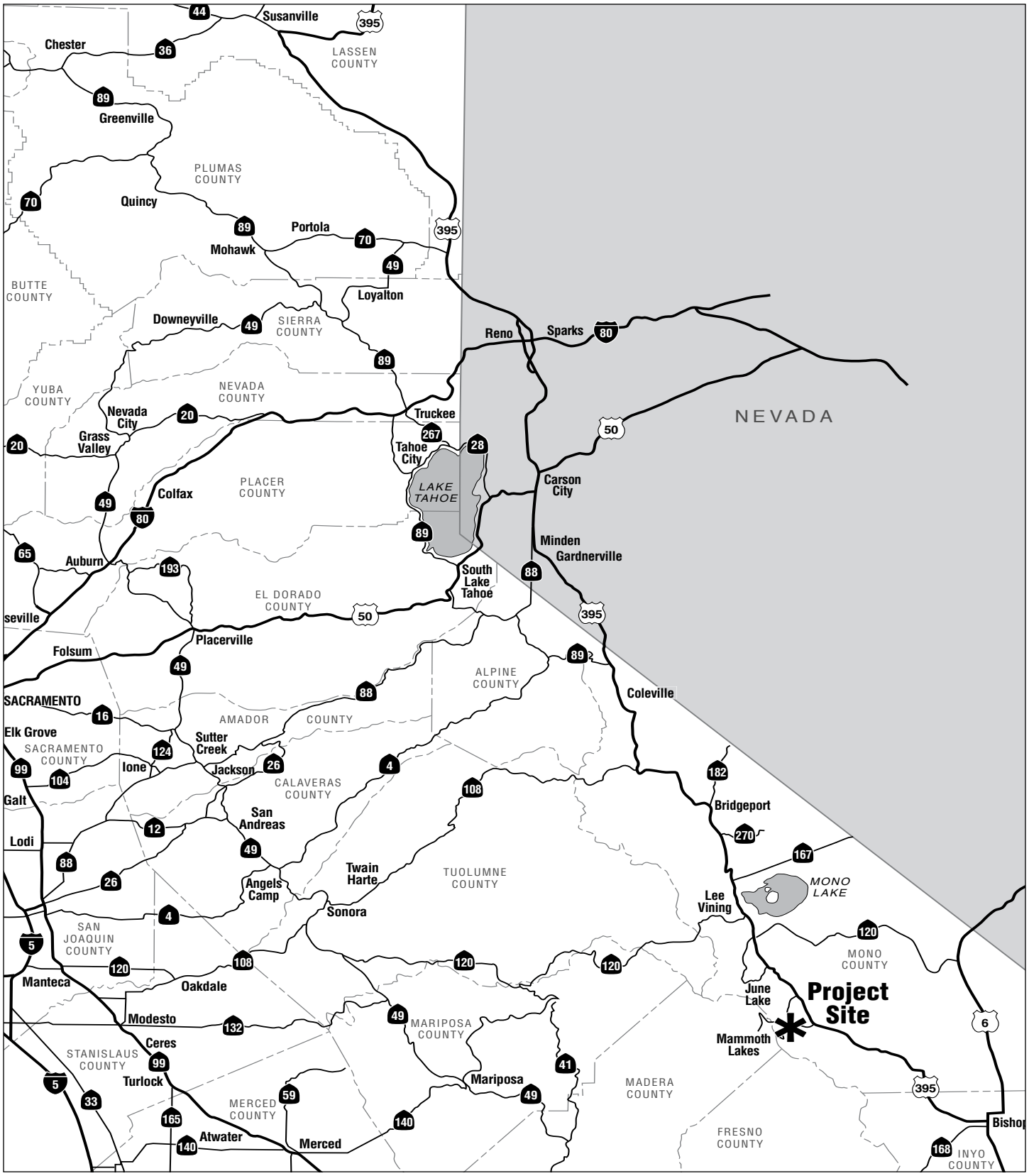
EXISTING CONDITIONS

The project site is currently vacant and unutilized, with the exception of the Mammoth Community Church, which is located within the project site, but north of the proposed development area. On-site vegetation primarily consists of mature Jeffrey Pine trees and large patches of sagebrush-bitterbrush scrub. The extent of human impact on the site is noticeable due to the presence of dirt trails and the proximity to surrounding developed properties.

The project site's existing General Plan designation is Institutional/Public (IP). The existing zoning is Public and Quasi-Public Space (PS). The surrounding land uses are summarized below and illustrated on Exhibit 3, *Aerial Photograph*.

North: The area north of the project site includes vacant and forested land traversed by a dirt road, trails, and public utilities (i.e., telephone, cable, and power lines), and Mammoth Community Church and dirt parking lot. This area is part of the original Hospital parcel; refer to the *Background and History* section below. The Superior Court of California building is anticipated as a possible future use in the vacant land situated north of the project site. State Route 203 is located further north, beyond the vacant land. Areas north of the project site are zoned Institutional/Public.

South: The area south of the project site includes vacant and forested land, which is part of the Hospital parcel. Mammoth Hospital is located further south of the Tavern Road extension, which is proposed by the project. Areas south of the project site are zoned Institutional/Public.



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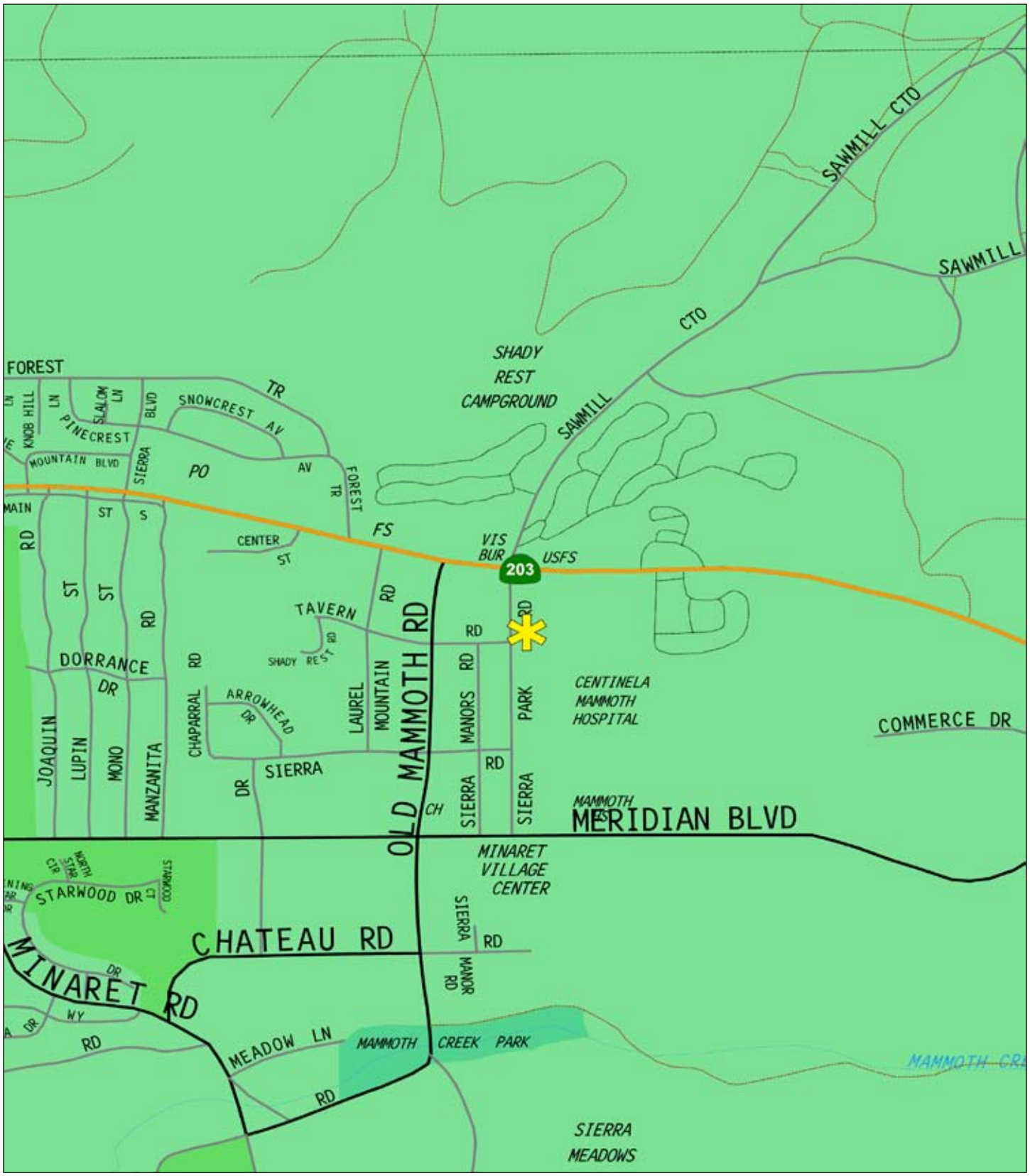
MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 1



Source: Thomas Bros. Map, 2006.
- Project Site

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MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Local Vicinity

Exhibit 2

Source: Town of Mammoth Lakes.

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MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Aerial Photograph

Exhibit 3

East: The area east of the project site includes vacant and forested land traversed by a dirt road and trails. This area is part of the Hospital parcel. Potential civic uses such as Town and Mono County office buildings, an underground parking structure, a Town meeting hall, and public plaza are anticipated as possible future uses in this vacant area. The Mammoth Recreational Vehicle (RV) Park is located further east, beyond the vacant land. Areas east of the project site are zoned Institutional/Public.

West: The improvements to Sierra Park Road proposed in conjunction with the project are located west of the project site. This area is part of the Hospital parcel. Tavern Road and commercial uses (e.g., McDonald's and A-1 Auto Repair) are located further west, beyond Sierra Park Road. Areas west of Sierra Park Road are zoned Commercial General (CG).

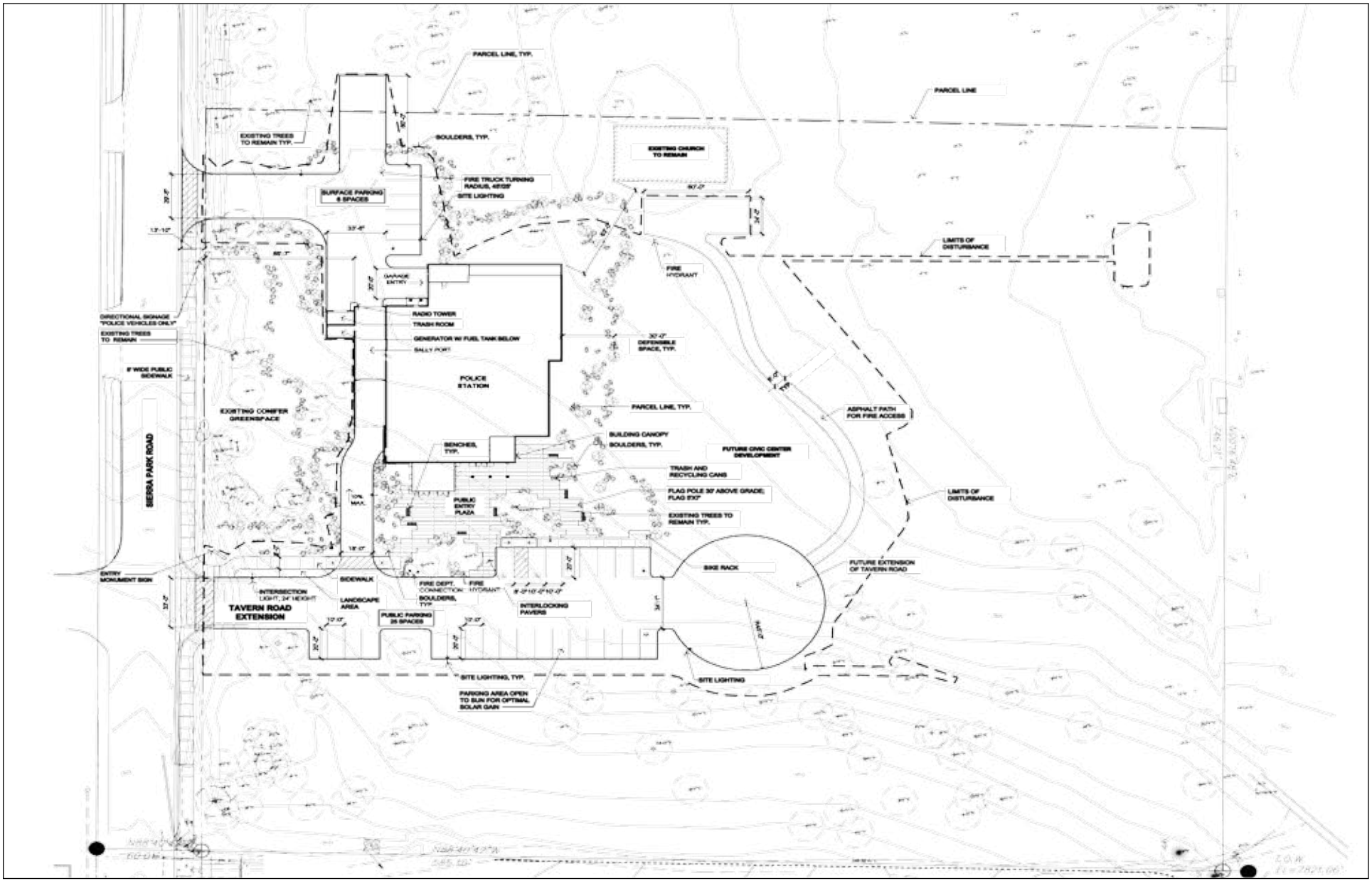
2.2 PROJECT CHARACTERISTICS

The Mammoth Lakes Police Station involves a two-level structure with program elements to accommodate the Police Department's current and long-term needs. The building would provide approximately 13,000 SF of conditioned space. The first level is proposed below grade and would include a parking lot beneath the building, a vehicle sally port, a bookings area, laboratory, holding cells, and evidence storage area. The building would include office space, meeting rooms, locker rooms, a break room, and a workout room. A police training/community room would also be included on the second level, adjacent to the lobby. This room would be used for large meetings and other community uses. In addition, a 70-foot radio tower with a maximum 20–foot antenna/whip (overall height would not exceed 90 feet) is proposed on the northwest side of the building, adjacent to the sally port entrance. Exhibit 4, *Conceptual Site Plan*, illustrates the proposed site plan.

Access and Parking. Primary site access would be provided in the southern portion of the site, via an extension of Tavern Road. Secondary site access, which would be used primarily by police officers, would be provided in the northern portion of the site, via Sierra Park Road. The project proposes re-alignment of the easterly edge of Sierra Park Road, and adding a curb, gutter, bike lane, and sidewalk. The entrance to the below grade parking would be located on the west side of the building. A total of 52 parking spaces are proposed on the project site:

- 21 secured parking spaces for police vehicles in the below grade parking;
- 6 surface parking stalls for police vehicles north of the below grade parking entrance;
- 25 public surface parking spaces along the Tavern Road extension, south of the proposed building entrance and adjacent to the proposed plaza area.

The building's entrance would be protected with a canopy extending from the building over a portion of the plaza. An eight-foot wide sidewalk is proposed on the east side of Sierra Park Road, and would be connected to the proposed plaza area by a paved path.



Source: LPA Sacramento, Inc.; October 17, 2007.

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MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan

Exhibit 4

Architectural Features. Exhibit 5a-b, *Building Elevations*, illustrates the proposed project. The building is designed to be less than 45 feet above natural grade, and would appear taller at the northern end due to a natural downgrade on-site slope. The roof design incorporates both flat and pitched roof forms providing variations in height. The tallest portion of the building would be the entry element with large windows located at the entrance of the building. The preliminary building materials include reverse board and batten siding, native stone veneer, exposed structural steel, board formed concrete, concrete panels, metal panel siding, and dark composite shingle roofing.

Snow Storage. A total of approximately 23,000 SF of snow storage is proposed for the project, as illustrated on Exhibit 4. The snow storage area located north of the Sierra Park driveway involves approximately 3,015 SF. The snow storage area located north and east of the proposed Tavern Road extension involves approximately 19,985 SF.

Landscaping. The naturally sloping terrain of the site requires areas to be retained to accommodate the building. To the extent practicable, dry-stacked stone retaining walls would be utilized to retain soil and provide landscape terraces to reduce the visual impact of the grade changes.

The overall landscape design concept is a natural theme to blend in with the native environment. The plant palette is comprised of natives and non-natives conducive to the area and capable of withstanding environmental factors present at the site, with little maintenance and minimal to no supplemental water, once established. A water conserving, automatic sprinkler system would provide irrigation to all new plantings. In addition, a fire defensible space would be maintained around the building for fire safety. According to the Preliminary Landscape Plan,[1] 42 of the existing 83 trees on the project site would be preserved in their current locations. The majority of the preserved trees are located in the conifer green space located along Sierra Park Road.

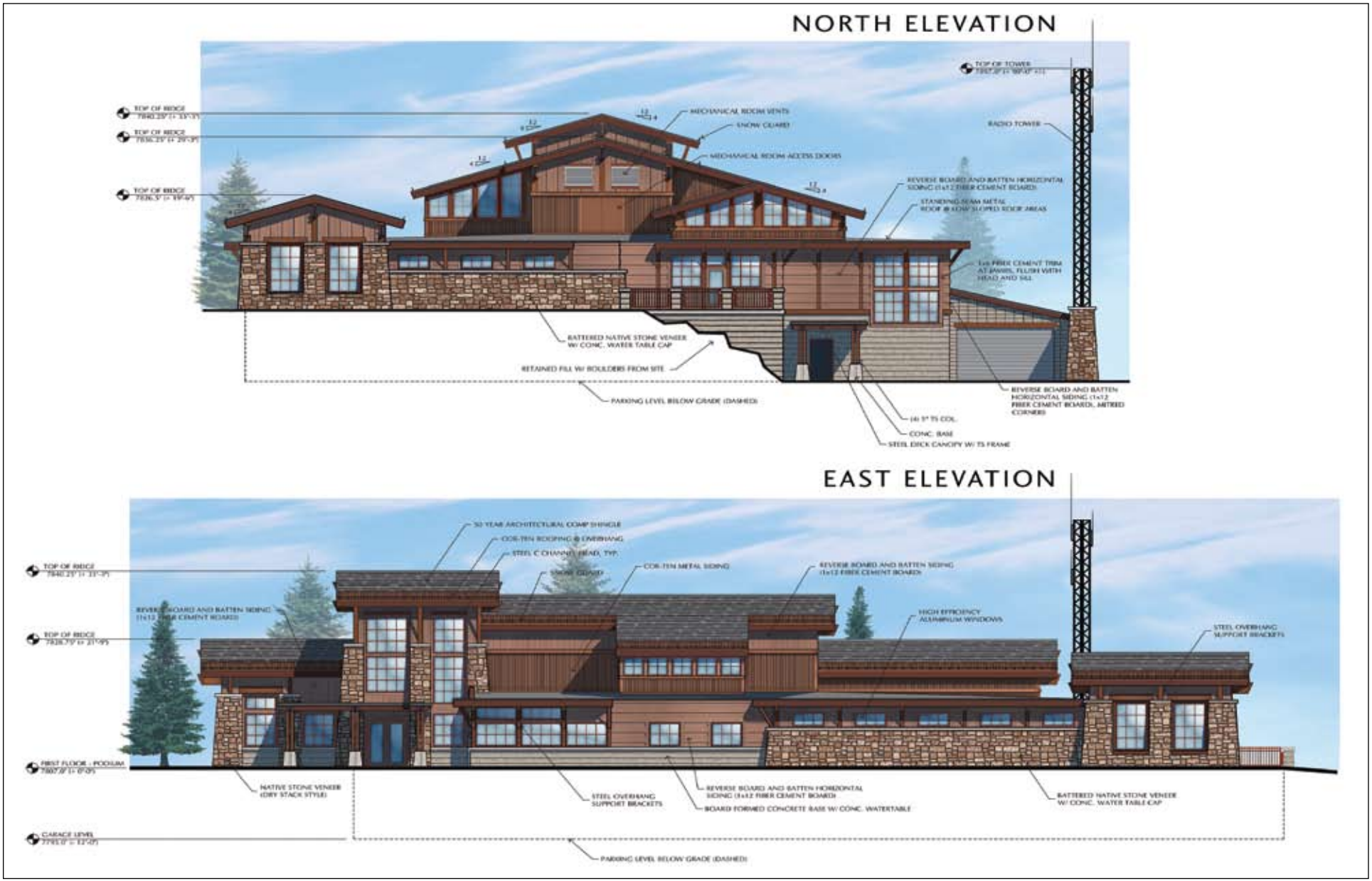
Energy Efficiency. Various energy efficiency elements would be reviewed during the design process of proposed Mammoth Lakes Police Department building, including the following:

- Zoning and Controls: The connected electric lighting load design target would be less than 1.0 watt per square foot, thereby, exceeding the Title 24-2007 requirements. Smart zoning and controls would be employed to further reduce energy usage.

- Orientation and Zoning: HVAC systems and equipment would be selected to maximize energy efficiency, while performing during the Town's extreme weather conditions. Walls, overhangs, and window placements would be located to maximize the overall efficiency of the building. High efficiency equipment would also be specified.

- Water Conservation: Plumbing fixtures with low water demand would be utilized to reduce the building's water use by up to 30 percent. Additionally, water-efficient irrigation systems would be designed and installed.

[1] The Preliminary Landscape Plan and Preliminary Landscape Plant Materials list are available for review at the Town Community Development Department.



Source: LPA Sacramento, Inc.; October 17, 2007.

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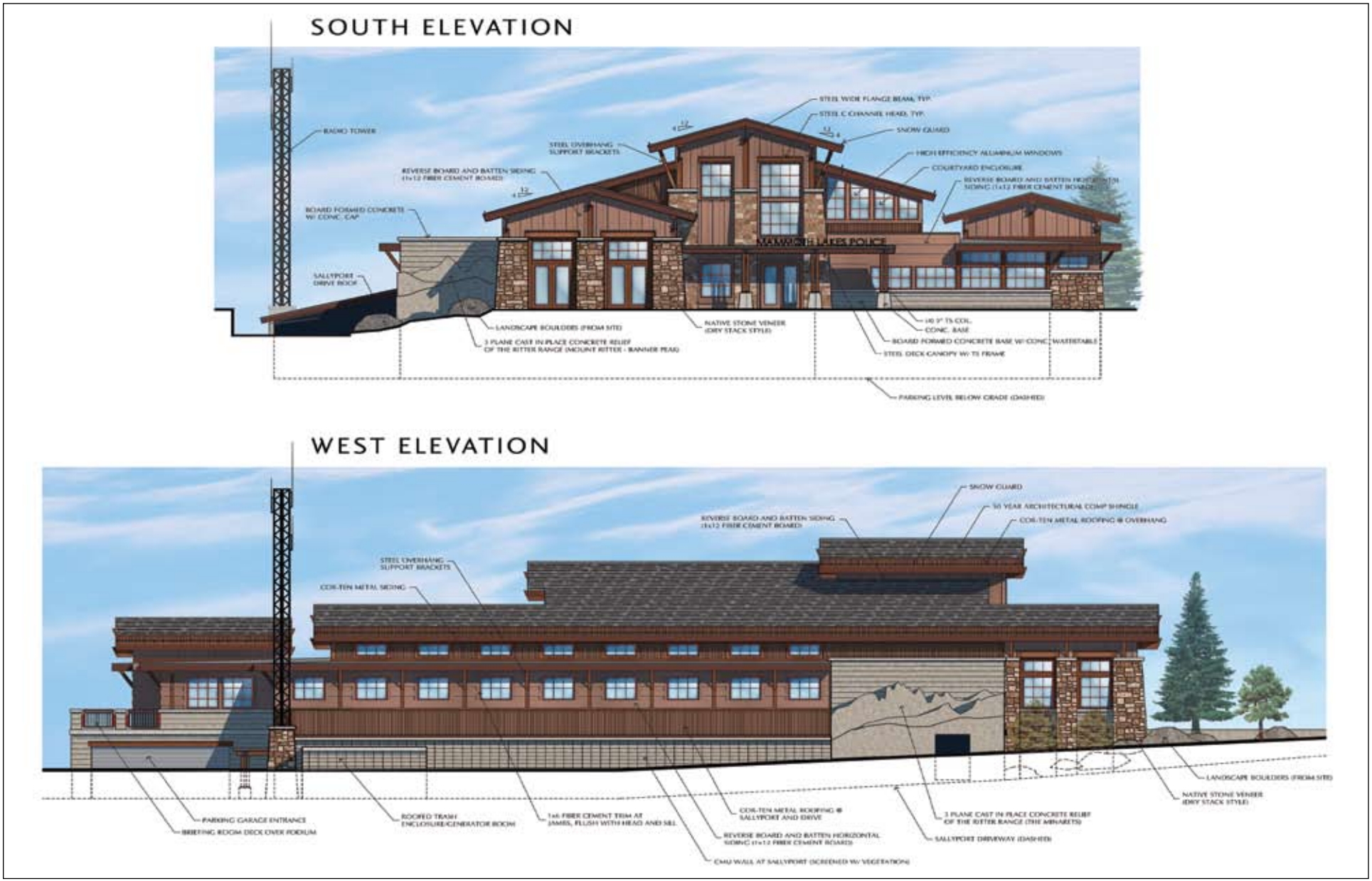
MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Building Elevations (North/East)

Exhibit 5a



Source: LPA Sacramento, Inc.; October 17, 2007.

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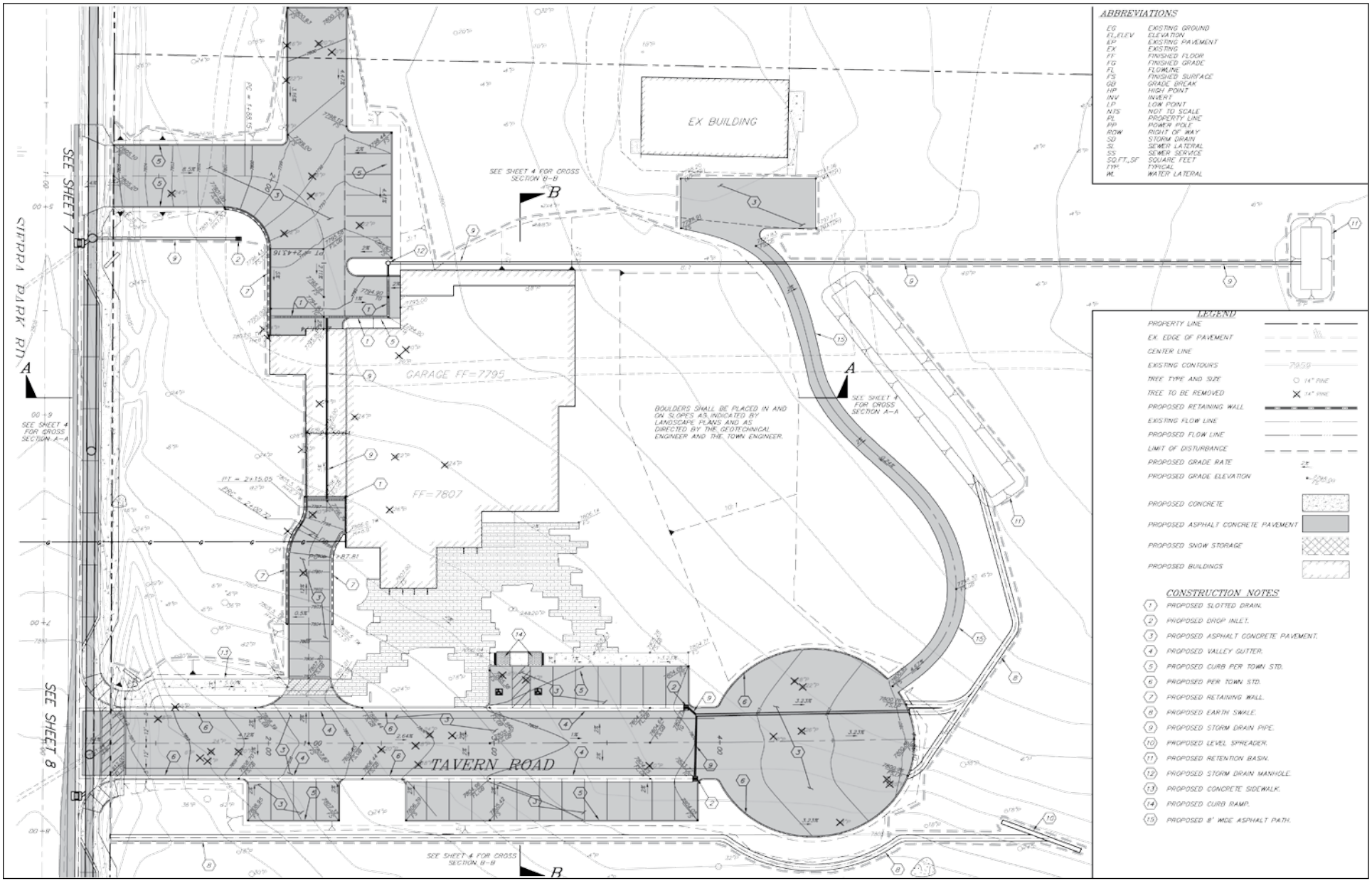
MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Building Elevations (South/West)

Exhibit 5b



Source: Triad/Holmes Associates; October 17, 2007.

NOT TO SCALE

MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Grading and Drainage Plan

Exhibit 6

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- Renewable Energy Sources: Several on-site renewable energy systems (i.e., geothermal, photovoltaic, and solar thermal) are available to minimize the proposed Mammoth Lakes Police Station's environmental footprint

Grading and Drainage. The project's proposed grading is illustrated on Exhibit 6, *Conceptual Grading and Drainage Plan*. As indicated on Exhibit 6, the estimated earthwork quantities are approximately 1,448 cubic yards (CY) of clear and grub, approximately 4,820 CY of excavation and cut, and approximately 4,488 CY of embankment and fill. Approximately 1,416 CY of unusable materials would be exported off-site and deposited at the Long Valley Mineral Materials Site. Additionally, the project would require approximately 1,182 CY of import fill, which would be obtained from other Mammoth Lakes construction projects having excess fill.

As illustrated on Exhibit 6, drainage improvements are proposed east of the proposed building, including the following:

- V-shaped earth swales;
- A Level spreader;
- Curbs and valley gutters along roadways;
- Curb cut outlets;
- Storm drain pipes;
- A storm vault;
- Storm drain inlets;
- Connections to existing storm drain pipes;
- Two temporary infiltration ponds;
- Slotted drains; and
- Drains for underground parking structure (and possible a pump).

Based on the preliminary construction schedule, construction would begin in summer of 2008 and finish in summer 2009.

2.3 BACKGROUND AND HISTORY

The Town of Mammoth Lakes proposes development of the Mammoth Lakes Police Station on an approximately 6.68-acre portion of an 11.057-acre parcel. The 11.057-acre parcel was acquired as a "Civic Center" site for future community facilities such as the proposed Mammoth Lakes Police Station, a possible civic plaza, hospital expansion and parking, County offices, Town offices, a California Superior Court building, and parking or similar uses. The 11.057-acre parcel, was part of a land exchange that occurred between the Southern Mono Health Care District (District) and the United States Department of Agriculture Forest Service in August 2007. More specifically, the Hospital acquired from the Forest Service 12.517 acres of Federal lands located within the boundaries of the Inyo National Forest, in the Town of Mammoth Lakes. The Federal lands involved two parcels: an 11.057-acre Hospital parcel located adjacent to State Route 203 and Sierra Park Road; and a 1.46-acre Fire Station parcel located adjacent to the existing fire station, with portions of this parcel adjacent to State Route 203 and Forest Trail. The proposed project site (approximately 6.68 acres), which is the subject of this Initial Study, forms part of the Hospital parcel identified for exchange in the County's Environmental Assessment.

In exchange for the 12.517 acres, the Forest Service acquired from the District lands of approximately equal value consisting of approximately 6,933.11 acres of non-Federal lands in: Mono and lnyo Counties within the boundaries of the lnyo National Forest; El Dorado County within the boundaries of the El Dorado National Forest; Placer County within the boundaries of the Tahoe National Forest; Nevada County within the boundaries of the Tahoe National Forest.

The concept of the land exchange was to provide an opportunity for the Mammoth Lakes Police Department, Mono County, the Town of Mammoth Lakes, Mono County Superior Court, and Mammoth Hospital to create a civic center. The Mammoth Lakes Police Station, which is the subject of this Initial Study, would be the first component of the possible civic uses. The siting and design of the proposed Police Station would set a fundamental grade relationship to the site, presenting an attractive façade to the future public space, and establishing an entrance for the larger site.

2.4 AGREEMENTS, PERMITS, AND APPROVALS

The Town of Mammoth Lakes approvals required for development of the Mammoth Lakes Police Station would include the following, among others:

- CEQA clearance;
- Use Permit;
- Design Review;
- Variance (Radio Tower Height);
- Building Permit;
- Mammoth Lakes Fire Department Permit;
- Mammoth Community Water District Permits;
- Great Basin Unified Air Pollution Control District Permits; and
- Lahontan Regional Water Quality Control Board, Notice of Intent.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** Mammoth Lakes Police Station
2.	**Lead Agency Name and Address:** Town of Mammoth Lakes P.O. Box 1609 437 Old Mammoth Road, Suite R Mammoth Lakes, California 9354 6
3.	**Contact Person and Phone Number:** Ms. Jen Daugherty Assistant Planner 760.934.8989, X-260
4.	**Project Location:** The project site is located northeast of the intersection of Sierra Park Road and Tavern Road; refer to Exhibit 2, *Local Vicinity*.
5.	**Project Sponsor's Name and Address:** Town of Mammoth Lakes
6.	**General Plan Designation:** The project site is designated Institutional Public (IP).
7.	**Zoning Designation:** The project site is zoned Public and Quasi-Public Space (PS).
8.	**Description of the Project:** Refer to Section 2.2, *Project Characteristics*.
9.	**Surrounding Land Uses and Setting:** Refer to Section 2.1, *Project Location and Setting*.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):** Refer to Section 2.4, *Agreements, Permits, and Approvals*.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

✓	Aesthetics		Land Use and Planning
	Agriculture Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
✓	Cultural Resources		Public Services
✓	Geology and Soils		Recreation
	Hazards & Hazardous Materials	✓	Transportation/Traffic
✓	Hydrology & Water Quality	✓	Utilities & Service Systems
	Mandatory Findings of Significance (If Necessary)		

3.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0, *Inventory of Mitigation Measures*, have been added. A NEGATIVE DECLARATION will be prepared. ✓ ____

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

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

Signature — Agency: Town of Mammoth Lakes

Jen Daugherty — Printed Name

October 29, 2007 — Date

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the Town of Mammoth Lakes in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.

- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- **Less Than Significant With Mitigation Incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- **Potentially Significant Impact**. The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. *Would the project:*				
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		
2. AGRICULTURE RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use?				✓
3. AIR QUALITY. *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. *Would the project:*				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
5. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		✓		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	
6. GEOLOGY AND SOILS. *Would the project:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
7. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	
8. HYDROLOGY AND WATER QUALITY. *Would the project:*				
a. Violate any water quality standards or waste discharge requirements?		✓		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		✓		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?		✓		
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?		✓		
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j. Inundation by seiche, tsunami, or mudflow?				✓
9. LAND USE AND PLANNING. *Would the project:*				
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
10. MINERAL RESOURCES. *Would the project:*				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
11. NOISE. *Would the project result in:*				
a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
12. POPULATION AND HOUSING. *Would the project:*				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?				✓
4) Parks?				✓
5) Other public facilities?				✓
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				✓
15. TRANSPORTATION/TRAFFIC. *Would the project:*				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		✓		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		✓		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e. Result in inadequate emergency access?			✓	
f. Result in inadequate parking capacity?		✓		
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
16. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓		
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓		
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

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

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS.

The findings of the USDAFS EA are summarized as follows:

Both the Federal "Hospital" and "Fire Station" parcels are located within the boundaries of the Town of Mammoth Lakes and are adjacent to residential, commercial and public services development, resulting in a loss of National Forest character.

Southern Mono Healthcare District will construct new hospital facilities on a portion of the Federal "Hospital" parcel. The remainder of the parcel will be developed with Town of Mammoth Lakes, Mono County, and Superior Court community facilities.

The findings of the Mono County EA are summarized as follows:

The overall impression of native vegetation with one small building would be replaced by an impression of larger buildings and parking areas with trees around the edge to soften and screen the buildings.

The site itself is not part of a scenic vista or viewshed. Scenic vistas would generally not be impacted by the proposed development, since vistas along SR 203 are already urbanized in the vicinity of the project site and are somewhat screened and softened by trees. Scenic vistas from SR 203 towards the surrounding mountains would not be impacted because the Town's zoning regulations and Design Guidelines regulate building height, massing and placement to maintain view corridors from public spaces and ways.

Similarly, the development of community facilities on the site would not substantially degrade the existing visual character of the site and its surroundings because the Town's zoning regulations and Design Guidelines regulate the aesthetic characteristics of all development in Mammoth Lakes other than single-family residences. Implementation of the Design Guidelines is intended to regulate the design, color, materials, lighting and landscaping of new development in order to maintain and enhance the image and environmental quality of the town. The Guidelines are also intended to ensure that proposed development is harmonious with that on surrounding properties, that the existing natural landforms and vegetation are retained to the greatest degree possible and that the design of structures and their materials and colors are visually harmonious with the surrounding development and natural landforms.

There are no scenic highways within the vicinity of the project site.

The development of additional structures will create additional light and glare. Compliance with the Town's Outdoor Lighting Regulations will reduce those potential impacts to less than significant levels. The ordinance provides rules and regulations for outdoor lighting within the Town in order to promote an safe and pleasant nighttime environment, to protect and improve safe travel, to prevent nuisances caused by unnecessary lighting, to protect the ability to view the night sky, and to promote energy conservation.

Would the proposal:

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

Less Than Significant Impact. The project site generally slopes from the southwest to the northeast with elevations ranging from 7,813 feet at the southwest corner to approximately 7,797 feet at the northeast corner. The slope of the site varies, with an average of approximately 3.6 percent from the southwest corner to the northeast corner. The project site does not contain any prominent ridgelines, land, or water junctions, or other unique visual features. The onsite vegetation (i.e., patchy Jeffrey pine forest with an understory and patches of big sagebrush-bitterbrush scrub) is not considered a rare or special status plant community.[2]

As specified in the GPEIR, a viewshed (or viewpoint) is an area that can be seen from a particular position (i.e., viewed from various locations in the Town and along roadways to and within the community). The Sierra Nevada Mountain Range forms the backdrop of views to the west, north, and south of the Town. Figure 4.1.4 of the GPEIR, *Major Viewpoints From the Town*, depicts the major view corridors throughout the Town. As illustrated on Figure 4.1.4, the segment of State Route 203 (SR-203) situated northwest of the project site (i.e., Sierra Park Road to Laurel Mountain Road) is identified as a major view corridor providing views of the Sherwin Range to the south. State Route 203 is located approximately 270 feet north of the project site. As noted in the GPEIR, the current conditions along SR-203 within the Urban Growth Boundaries (UGB) limit the view of the landscape, because of the localized topography, tree canopy, and existing development.[3] Exhibit 3, *Aerial Photograph*, and Exhibit 7, *Site Photographs*, illustrate views of the project site from SR-203 (west of Sierra Park Road). As illustrated on Exhibits 3 and 7, the proposed development area is not visible from SR-203 due to intervening buildings and vegetation.

Project implementation would permanently replace views across the eastern portion of the proposed development area with urban uses (i.e., building and radio tower). However, as noted previously, the proposed development area is not visible from SR-203 (west of Sierra Park Road) due to intervening buildings and vegetation. Tree groupings are located along SR-203's frontage, east and west of Sierra Park Road; refer to Exhibit 3. Also, the project proposes to retain the existing Jeffrey Pine forest along Sierra Park Road (an approximately 80-foot wide greenspace) and incorporate additional trees throughout the site, further screening views of the proposed structure and radio tower. Finally, the proposed building is designed to be less than 45 feet above natural grade, as permitted by Code (with below grade parking). The building would be taller at the northern end of the site due to natural downgrade onsite. The proposed roof design incorporates both flat and pitched roof forms providing variations in height. Therefore, project implementation would not have a substantial adverse effect on scenic vistas of the Sherwin Range from SR 203. The proposed project is also subject to compliance with the Town's zoning standards and Design Guidelines, which would regulate building height, massing, and placement to further protect views from SR-203.

[2] Mark Bagley and Karl Change, *Biological Survey of the Mammoth Hospital Exchange Parcel*, March 2003, Page 1.

[3] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR, May 2007*, Page 4-9.

1 Southeast view of the Police Department site.

2 Southwest view of the Police Department site.

3 Northeast view of the Police Department site.

4 Southeast view of the Police Department site from State Route 203.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The California Department of Transportation (Caltrans) has designated U.S. Highway 395 as a scenic highway. U.S. Highway 395, which provides access to the mountain community, is located approximately 2.5 miles east of the project site. The project site is not located within or in proximity to U.S. Highway 395. Therefore, project implementation would not substantially damage scenic resources within a state scenic highway.

State Route 203 is eligible for a scenic highway designation, but this designation has not been formally assigned. State Route 203 is located approximately 270 feet north of the project site. The project site does not contain any prominent ridgelines, land, or water junctions, rock outcroppings, historic buildings, or other unique visual features. The natural vegetation type that exists on the project site (i.e., patchy Jeffrey pine forest with an understory and patches of big sagebrush-bitterbrush scrub) is very common and a widespread upland vegetation type in the region. Further, as discussed above, the proposed development site is not visible from SR-203 due to intervening buildings and vegetation, and the greenspace proposed along the western site frontage. Therefore, project implementation would not substantially damage scenic resources within SR-203.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. The Community Design Element of the Town's 2007 General Plan acknowledges that the community is set within the forest; trees and the natural landscape are prominent and create a sense of scale and set a strong aesthetic character. Topography, vegetation, existing buildings, and open spaces create the structure and pattern of Mammoth Lakes.

Short-Term Construction. Construction activities would be visible on the project site during the construction phase. Construction-related activities would disrupt views across the project site from surrounding areas. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the project site. Construction-related activities would be visible from the surrounding commercial areas, the Mammoth Mountain RV Park to the east, and from motorists traveling along Sierra Park Road and SR-203 (east of Sierra Park Road). Construction-related impacts are concluded to be less than significant, since they are anticipated to be short-term, and would cease upon project completion.

Long-Term Operations. While the proposed project would alter the character of the project site, it would not substantially degrade the site or its surroundings. The scale and character of the proposed project would be similar to those of the commercial uses to the east and the existing hospital to the south.

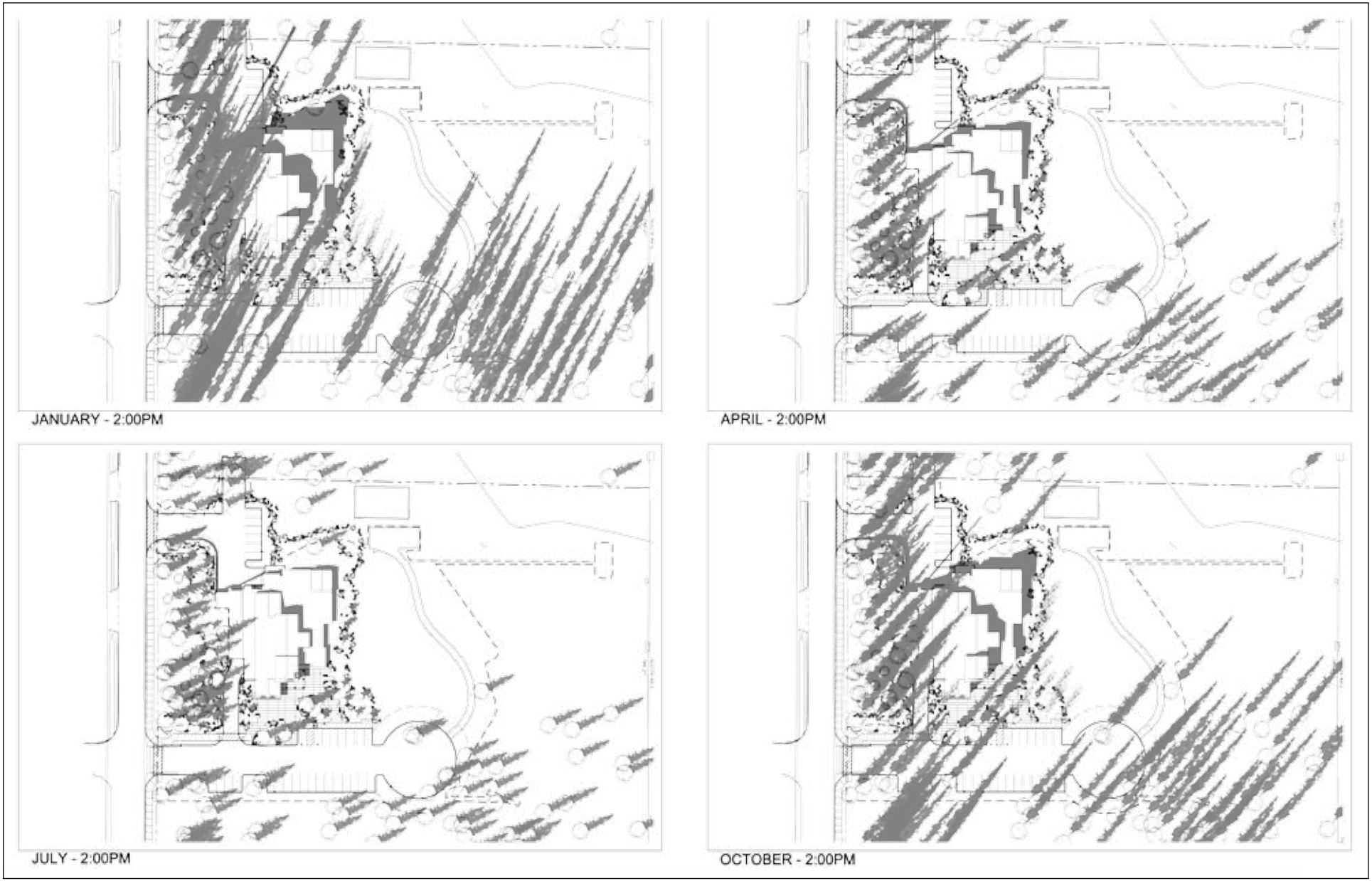
A 70-foot radio tower with a maximum 20–foot antenna/whip is proposed on the northwest side of the proposed building, adjacent to the sally port entrance(overall height not to exceed 90 feet). Most of the tower would be screened from the north, south, and west due to intervening vegetation (existing and proposed). From the east, most of the tower would be screened by the proposed building and intervening vegetation (existing and proposed). Although the antenna/whip would extend above the tree canopy, the character of the project site and its surroundings would not be substantially altered, due to the distance from the viewers and the whip's scale and vertical design.

The Town Staff and the Town's Advisory Design Panel (ADP) have conducted a preliminary architectural design review of the proposed project and have concluded it generally complies with the applicable design guidelines. The building is designed to be less than 45 feet above natural grade, as permitted by the Zoning Code. The roof is proposed to incorporate both flat and pitched forms providing variations in height. The building materials being considered are reverse board and batten siding, native stone veneer, exposed structural steel, board formed concrete, concrete panels, metal panel siding, and dark composite shingle roofing. The use of native stone veneers has been incorporated within each elevation for compatibility with the Town's natural landscape and aesthetic character.

The proposed project is subject to compliance with the Town's zoning standards and Design Guidelines, which would regulate the aesthetic characteristics of the proposed development. Implementation of the Design Guidelines would regulate the design, color, materials, lighting and landscaping of the proposed project in order to maintain and enhance the image and environmental quality of the town. Compliance with the Guidelines would also ensure that the existing vegetation is retained to the greatest extent possible, and that the design, materials, and colors of the proposed building are visually harmonious with the surrounding development. Following compliance with the Town's zoning standards and Design Guidelines, project implementation would not substantially degrade the existing visual character or quality of the site and its surroundings.

Future Civic Center Uses. The proposed project would be the first component of the future Civic Center. As discussed in Section 2.3, *Background and History*, the concept of the Civic Center Plan is to provide the Mammoth Lakes Police Station (i.e., proposed project), County and Town offices, a Superior Court of California building, and future Hospital uses, designed around a central public plaza. Thus, the proposed project would be compatible with the character of the future proposed uses for the Civic Center. Further, the siting and design of the proposed Police Station set a fundamental grade relationship to the plaza, presenting an attractive façade to the future public space, and establishing an entrance for the site.

Shade/Shadow. Mammoth Community Church is located approximately 85 feet northeast of the proposed structure. Vacant land is located to the east of the site. Exhibit 8, *Shade and Shadow Analysis*, illustrates the shade/shadows during the solstices and equinoxes. As illustrated on Exhibit 8, a tree located north of the proposed building would cast a shadow on the northwest corner of the Church building. The tree creating the shadow impact is an existing tree that would be retained by the proposed project; refer to Exhibit 4, *Conceptual Site Plan*. The improvements proposed by the project would not result in shadow impacts on the adjacent land uses located to the north and east.



Source: Triad/Holmes Associates; October 17, 2007.

NOT TO SCALE

RBF CONSULTING

10/07 • JN 10-105933

MAMMOTH LAKES POLICE STATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Shade and Shadow Analysis Plan

Exhibit 8

Mitigation Measures:

AES-1 All appurtenances (i.e., meters and electrical equipment, etc.) shall be integrated into the project design to avoid visual impacts upon pedestrians and nearby properties. These appurtenances shall be screened or placed in areas that are not highly visible, where possible.

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

Less Than Significant With Mitigation Incorporated. There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting and landscape lighting). Light introduction can be a nuisance to adjacent uses, diminish the view of the clear night sky and, if uncontrolled, can disturb wildlife in natural habitat areas. Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky. Lighting associated with non-residential uses may cause spillover impacts to nearby sensitive receptors.

Currently, light and glare are not being emitted from the project site, since it is vacant. However, the areas surrounding the project site are urbanized and contain various sources of light and glare. More specifically, light and glare in the project area is generated from the light emanating from building interiors and light from exterior sources (i.e., parking lot lighting, building illumination and security lighting) associated with the surrounding commercial uses. Potential light sources from the project would also include low to moderate levels of interior lighting that would emanate from the interior of the entry element of the new structure. additionally, light and glare caused by car headlights associated with Sierra Park Road, Tavern Road, and SR-203 further influence lighting in the project area.

Code Chapter 17.34, *Outdoor Lighting*, provides rules and regulations for outdoor lighting within the Town in order to prevent nuisances caused by unnecessary light intensity, direct glare and light trespass, and to protect the ability to view the night sky by restricting unnecessary upward projection of light. All outdoor lighting fixtures installed after the effective date of Chapter 17.34 are required to conform to the requirements established by this chapter; refer to Code Section 17.34.030, *Applicability*. Thus, the proposed project would be subject to compliance with the requirements of Chapter 17.34. Specifically, the project would be subject to compliance with Code Section 17.34.050, *General Requirements*, which includes the following general standards that apply to all non-exempt outdoor lighting fixtures:

A. Nuisance Prevention. All outdoor lighting fixtures shall be designed, located, installed, aimed downward or toward structures, retrofitted if necessary, and maintained in order to prevent glare, light trespass and light pollution.

B. Maintenance. Fixtures and lighting systems shall be in good working order and maintained in a manner that serves the original design intent of the system.

C. Lighting Levels. Outdoor lighting installations shall be designed to avoid harsh contrasts in lighting levels between the project site and the adjacent properties.

D. Lamp Types. Metal halide or high-pressure sodium lamps are preferred for all new commercial and industrial area lighting (parking lot and yard lights) and street lighting installed after the effective date of this chapter due to good color rendering and good energy efficiency. Low pressure sodium lamps may be used for area lighting, but are not preferred due to poor color rendering.

E. Fixture Types. All new outdoor lighting shall use full cut-off luminaires with the light source downcast.

According to Code Section 17.34.060, *Outdoor Lighting Plans*, an outdoor lighting plan is required in conjunction with an application for design review approval and/or use permit.

New sources of light would be introduced with the proposed project, including light from the interior passing through windows and light from the exteriors (i.e., street lighting, building illumination, security lighting and landscape lighting).

The nearest light sensitive receptors to the proposed building/parking are the Mammoth Community Church and Mammoth Hospital located approximately 85 feet to the northeast and approximately 250 feet to the south, respectively. Additionally, the RV Park is located approximately 320 feet east of the proposed parking. Lighting associated with the proposed project is not anticipated to cause significant spillover impacts to these receptors, due to the distance that exists between the light sources and the sensitive receptors. Further, the project is required to prepare an outdoor lighting plan in compliance with Code Section 17.34.060. Such plan would ensure the project's compliance with the general standards that apply to all non-exempt outdoor lighting fixtures, pursuant to Code Section 17.34.050. Following compliance with the requirements of Code Sections 17.34.050 and 17.34.060, project implementation would not create a new source of substantial light or glare result.

Mitigation Measures:

AES-2 The Town shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (Chapter 17.34.050, *General Requirements*, and Chapter 17.34.060, *Outdoor Lighting Plans*, of the Municipal Code) to the Community Development Director that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors.

4.2 AGRICULTURE RESOURCES.

The findings of the Mono County EA are summarized as follows:

There are no agricultural operations on the project site or within the vicinity of the project.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California

Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

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

No Impact. No evidence exists of previous agricultural operations on the project site or its immediate vicinity. The project site is currently vacant and not in agricultural use. The site is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Project implementation would not result in the conversion of farmland to non-agricultural use.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is zoned PS (Public and Quasi-Public Space). Implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no agricultural uses located in the project area. The project involves development of a police station, which would not result in environmental changes that would convert farmland to non-agricultural use.

Mitigation Measures: No mitigation measures are required.

4.3 AIR QUALITY.

The findings of the Mono County EA are summarized as follows:

> *The proposed community facilities will not have woodburning appliances. Traffic to and from the project site may contribute to PM_{10} emissions. Parking proposed for the community facilities is primarily underground, minimizing the need for traction control during the winter months. State and local requirements pertaining to the control of particulate emissions are intended to minimize air quality impacts from particulate matter and to achieve federal air quality standards. The Great Basin Unified Air Pollution Control District has adopted control measures to help the Town meet the State PM_{10} standard. The Town also has a Particulate Matter Ordinance intended to control the emission of particulate matter and help achieve attainment with State and Federal air quality standards.*
>
> *The proposed community facilities are not anticipated to cause any change in the local microclimate or to create objectionable odors.*

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Less Than Significant Impact. The Great Basin Unified Air Pollution Control District (GBUAPCD) is responsible for enforcing applicable air quality regulations and ensuring the Federal and State standards are met. The project site is located in Mono County, within a valley on the eastern slopes of the Sierra Nevada Mountain Range. The area is included in the Great Basin Valley Air Basin (Basin), which includes Mono, Inyo, and Alpine counties. Each Basin in the State is designated either as "attainment," "nonattainment," or "unclassified," depending on whether the Basin meets an ambient air quality standard. Effective January 23, 2005, the Mono County portion of the Basin has a nonattainment designation for O_3 (State standard only). The entire Basin is designated in nonattainment of the federal PM_{10} standard. The Mammoth Lakes area and Mono County are considered in attainment of all other Federal and State standards. Therefore, discussion of impacts for this Project will focus on those pollutants that are designated as nonattainment (O_3 and PM_{10}). Although Mono County is categorized as nonattainment of the State O_3 standard, there is no ozone implementation plan for attaining the ozone standard in Mono County, nor is one required as outlined in the 2001 CARB Ozone transport review. Instead, the document states "Transport from the central portion of the (San Joaquin) Valley is responsible for ozone violations in Mammoth Lakes."

The GBUAPCD is responsible for establishing significance criteria for construction and operational activities within the Basin. The GBUAPCD has not established numerical thresholds for criteria pollutants to determine the significance of potential impacts associated with construction and operation of development projects. Rather, the GBUAPCD requires comprehensive mitigation measures to reduce potential impacts, such as the implementation of Rule 401 to control fugitive dust emissions. Based on the preliminary construction schedule, construction is scheduled to begin in summer of 2008 and finish in summer 2009. Construction has the potential to create air quality impacts with the use of construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. Additionally, the project would require excavation of soil in order to develop a subterranean parking structure.

The Air Quality Management Plan for the Town of Mammoth Lakes (AQMP) was released on January 19, 1990. The AQMP identified PM_{10} sources and mitigation that could be instituted to attain the National Ambient Air Quality Standards. The AQMP, prepared by GBUAPCD, is required under the CAA and will become part of the State Implementation Plan to attain Federal standards. The AQMP identifies exceedances of the PM_{10} standard that occur predominantly in the winter due to increased emissions from wood stoves, fire places, and traffic related road dust and cinders. This change is also fueled largely by the influx of visitors to the Mammoth Lakes area during ski season. The combination of periods of meteorological stagnation and peak periods at the ski resorts result in violations of PM_{10} standards. The AQMP includes a control strategy to satisfy the Federal CAA requirement by demonstrating how the Mammoth Lakes area will meet and maintain the National Ambient Air Quality standards for PM_{10}. The road

dust reduction measure in the AQMP limits peak day traffic loads to 106,600 vehicle miles traveled (VMTs). This reduction measure has been incorporated into Code Chapter 8.30, *Particulate Matter Ordinance*. The Particulate Matter Ordinance largely implements the mitigation measures identified in the AQMP.

The proposed police station would be relocated to the project site and would not increase the associated number of trips or average miles per trip. As a result, the proposed project would not result in an increase in VMTs. Additionally, the proposed project would not include wood burning stoves or fireplaces, thereby not increasing particulate matter emissions. The project would not cause the Town to exceed the established peak traffic load (106,600 VMT), pursuant to Code Chapter 8.30. Therefore, the project would not conflict with or obstruct implementation of the AQMP for the Town of Mammoth Lakes.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated.

Short-Term Impacts

Short-term air quality impacts are anticipated during grading and construction operations associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and demolition; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

The project's construction activities would include grading, excavation, and construction commencing in summer of 2008 and finishing in summer of 2009. Grading activities would include 1,448 cubic yards of clearing and grubbing, 4,820 cubic yards of cut, and 4,488 cubic yards of fill. Overall, approximately 1,416 CY of unusable materials would be exported off-site and deposited at the Long Valley Mineral Mining Site. Additionally, the project would require approximately 1,182 CY of import fill, which would be obtained from other Mammoth Lakes construction projects having excess fill.

Fugitive dust from grading and construction activities is expected to be short-term and would cease following completion of the proposed improvements. Most of this material is inert silicate and are less harmful to health than the complex organic particulates released from combustion sources. The greatest amount of fugitive dust generated is expected to occur during site excavation and grading. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. The Basin is currently classified as nonattainment for particulate matter (PM_{10}). Implementation of the recommended mitigation regarding dust control techniques (e.g., daily watering), limitations on construction hours would reduce impacts of PM_{10} fugitive

dust. The GBUAPCD utilizes a permitting process to regulate emissions resulting from construction activities. The following list shows the rules and regulations that are applicable to the proposed project:

a. *GBUAPCD Rule 200-A and 200-B. Permits Required - Before any individual builds or operates anything, which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants, such person must obtain a written authority to construct and permit to operate from an Air Pollution Control Officer.*

b. *GBUAPCD Rules 401 and 402. Fugitive Dust and Nuisance - Rule 401 requires that airborne particles remain on the site they originate from under normal wind conditions. Proper mitigation techniques approved by the GBUAPCD must be implemented to ensure that fugitive dust is contained. This does not apply to dust emissions discharged through a stack or other point source.*

   Rule 402 states that any air discharge that may cause injury or detriment, nuisance or annoyance, or damage to any public property or considerable number of people is regulated. This rule discusses all the health and safety issues that may interfere with public and private areas surrounding the site.

The applicable rules and regulations have been listed as mitigation measures for the proposed project based on guidance from the GBUAPCD. With compliance to Mitigation Measure AQ-1 for construction activities, the proposed project is not anticipated to result in significant short-term construction impacts. Construction activities and emissions would be regulated through the permitting process and with implementation of standard fugitive dust control measures. Impacts are concluded to be less than significant.

Long-Term Impacts

The Town of Mammoth Lakes is located near the southwest edge of the Long Valley Caldera, which overprints the Sierra Nevada boundary fault system. Persistent earthquake and volcanic activity over the past four million years have formed the eastern Sierra landscape in the vicinity of Long Valley Caldera and the Mono Basin. Detailed surveys indicate that the central portion of the Long Valley Caldera has risen more than 30 inches since the late 1970s, possibly in response to the filling of a shallow magma chamber. In 1990, it was recognized that magmatic gasses were killing trees in certain portions of the caldera. The trees were killed by high carbon dioxide flux in the soil gasses surrounding their roots. The most well known location of high carbon dioxide soil gas is at the north end of Horseshoe Lake where scientists estimate between 50 and 150 tons of carbon dioxide are emitted daily. However, based on studies performed by the California Division of Mines and Geology and the U.S. Geological Survey, it is noted that there have been no areas of high carbon dioxide flux identified in the project vicinity. Therefore, the future occupants of the proposed building would not be exposed to carbon dioxide.

Emissions from project operations would result primarily from mobile source emissions (e.g., new traffic trips). These mobile source emissions would be largely composed of carbon monoxide, which accumulates as vehicles queue within the structure to find a parking space. If the catalytic converter of a vehicle is not already warm from previous

operation, the car is said to be in a "cold start" mode. A typical cold start would occur after the vehicle is parked in excess of eight hours overnight where the dewpoint could rise and lower the temperature. During a cold start, the catalytic converter is too cold for the chemical reaction that converts pollutants (e.g., carbon monoxide, hydrocarbons and nitrogen oxides) to water vapor, nitrogen and carbon dioxide. More technically, the rate of the chemical reaction is too slow at low temperatures to control the emissions. Thus, the emissions from the tailpipe are the same as the uncontrolled emissions from the engine during a cold start. However, per the *International Mechanical Code, Section 403.5, Public Garages*, mechanical ventilation systems are required to operate automatically upon detection of a concentration or carbon monoxide of 25 parts per million (ppm) by approved detection devices. The 25 ppm trigger is the maximum allowable concentration for continuous exposure in any eight-hour period according to the American Conference of Governmental Industrial Hygienists. Therefore, carbon monoxide concentrations within the underground parking facility would also be below the State's one-hour standard. The project also proposes an emergency generator, which would be permitted with the GBUAPCD and only operated during emergencies, when electrical power is disrupted to the Police Station, and for normal system testing. The emergency generator would be either propane or diesel.

Global Climate Change

California is a substantial contributor of global greenhouse gases, emitting over 400 million tons of CO_2 a year.[4] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important greenhouse gas that potentially contributes to global climate change. Greenhouse gases are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. Because primary greenhouse gases have a long lifetime in the atmosphere, accumulate over time, and are generally well mixed, their impact on the atmosphere is mostly independent of the point of emission.

Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of greenhouse gases and other gases to the atmosphere from volcanic eruptions); and
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

The impact of anthropogenic activities on global climate change is readily apparent in the observational record. For example, surface temperature data shows that 11 of the

[4] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks:1990 to 2004,* 2006. http://www.energy.ca.gov/global_climate_change/inventory/documents/index.html

12 years from 1995 to 2006 rank among the 12 warmest since 1850, the beginning of the instrumental record for global surface temperature.[5] In addition, the atmospheric water vapor content has increased since at least the 1980s over land, sea, and in the upper atmosphere, consistent with the capacity of warmer air to hold more water vapor; ocean temperatures are warmer to depths of 3,000 feet; and a marked decline has occurred in mountain glaciers and snow pack in both hemispheres, polar ice and ice sheets in both the artic and Antarctic regions.

Some greenhouse gases are more powerful than others. As a result, greenhouse gas emissions are often calculated as a CO_2 equivalent, or how much CO_2 would be needed to produce a similar warming effect. For example, methane is 21 times more effective than carbon dioxide at heating the atmosphere. Table AQ-1, *Estimated Annual Carbon Dioxide Equivalent Emissions*, estimates the CO_2 emissions that would be associated with the Police Station. These estimations are based on energy emissions from natural gas usage, as well as automobile emissions. As shown in Table AQ-1, the proposed project would result in 453.91 metric tons per year of CO_2 during the operational phase[6]. Upon closure of the existing police facility, future CO_2 concentrations would be further reduced.

Table AQ-1
ESTIMATED ANNUAL CARBON DIOXIDE EQUIVALENT EMISSIONS

Project	CO_2 (metric tons/year)
Operational Emissions	
Institutional (Police Station) Energy Use (40.76 CO_2 Equivalent per acre)	10.87
Vehicle Emissions (8.6 pounds of CO_2 Equivalent per trip)	443.04
Global Warming Potential (Metric Ton CO_2 Equivalent)	453.91
Note: The Project is not expected to result in the emissions of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), or sulfur hexafluoride (SF_6), the other gases identified as greenhouse gases in Assembly Bill 32.	

Ozone occurs naturally in the stratosphere where it is largely responsible for filtering harmful ultraviolet (UV) radiation. In the troposphere, ozone acts as a greenhouse gas by absorbing and re-radiating the infrared energy emitted by the Earth. As a result of the industrial revolution and rising emissions of oxides of nitrogen (NO_X) and volatile organic compounds (VOCs) (ozone precursors), the concentrations of ozone in the troposphere have increased. Due to the short life span of ozone in the troposphere, its concentration and contribution as a greenhouse is not well established. However, the greenhouse effect of tropospheric ozone is considered small, as the radiative forcing of ozone is 25 percent of that of carbon dioxide.[7] The Town's General Plan EIR stated the following with regard to the Town's O_3 contribution to air quality:

[5] Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis, Summary for Policymakers*, February 2007.

[6] The project would result in 453.91 metric tons per year of CO_2 in addition to the existing police service's annual emissions.

[7] Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis, Summary for Policymakers*, February 2007.

The Mammoth Lakes portion of the GBVAB is designated as nonattainment for O_3 (State standard only). However, O_3 impact is primarily the result of pollution generated in the San Joaquin Valley, transported by air currents and winds over the Sierra Nevada Mountains into the Planning Area during limited periods of the year and is not a condition substantially generated by Town activities, policies, or the Updated Plan. In fact, exceedances of the O_3 standard would likely occur without any contribution of emissions of O_3 precursors (nitrogen oxides and hydrocarbons) from Town activity.[8]

CEQA requires an agency to engage in forecasting "to the extent that an activity could reasonably be expected under the circumstances. An agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal." (*CEQA Guidelines* Section 15144, Office of Planning Research commentary, citing the California Supreme Court decision in Laurel Heights Improvement Association v. Regents of the University of California [1988] 47 Cal. 3d 376).

CEQA does not require an agency to evaluate an impact that is "too speculative," provided that the agency identifies the impact, engages in a "thorough investigation" but is "unable to resolve an issue," and then discloses its conclusion that the impact is too speculative for evaluation. (*CEQA Guidelines* Section 15145, Office of Planning and Research commentary). Additionally, CEQA requires that impacts be evaluated at a level that is "specific enough to permit informed decision making and public participation" with the "production of information sufficient to understand the environmental impacts of the proposed project and to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*CEQA Guidelines* Section 15146, Office of Planning and Research commentary).

Based on an investigation of compliance with local air quality thresholds and resultant future long-term operational impacts, the proposed project would still have the potential to result in emissions associated with greenhouse gas emissions and global climate change. However, there is significant uncertainty involved in making predictions regarding the extent to which the project operations would affect greenhouse gas emissions and global climate change. Therefore, a conclusion on the significance of the environmental impact of climate change cannot be reached. Section 15145 of the *CEQA Guidelines* provides that, if after a thorough investigation a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impacts.

Mitigation Measures:

AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with GBUPACD Rule 401, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the GBUPACD Rules and Regulations. In addition, GBUPACD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site.

[8] Town of Mammoth Lakes, *Final Program Environmental Impact Report*, May 2007.

Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

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

AQ-2 Under GBUAPCD Rule 200-A and 200B, the Town shall apply for a Permit To Construct prior to construction, which provides an orderly procedure for the review of new and modified sources of air pollution.

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

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant With Mitigation Incorporated. The GBUAPCD does not have numerical thresholds for criteria pollutants to determine whether the project would result in a cumulatively considerable net increase of PM_{10} or O_3 precursors. However, construction and operation of the project would result in an increase in air emissions, such as those associated with construction equipment and vehicle trips, as compared to existing conditions. These impacts would be less than significant with mitigation incorporated. Refer to Responses 4.3 (a) and (b).

Mitigation Measures: Refer to Mitigation Measure AQ-1.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant With Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The sensitive receptors located nearest the project site include the Mammoth RV Park adjoining the project site to the east and the Mammoth Hospital located approximately 200 feet to the south.. As identified in Response 4.3(a), project construction emissions would be subject to GBUAPCD Rules 401 and 402, which implement measures to limit the amount of fugitive dust that can be emitted from a project site. Thus, surrounding sensitive receptors would not be exposed to substantial pollutant concentrations from construction activities associated with the proposed project. Refer to Responses 4.3(a) and (b).

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-3.

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

Less Than Significant Impact. Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction related odors would be short-term in nature and cease upon project completion. Proposed land uses could create odors. However, odors during project operations are not expected to be objectionable.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES.

The findings of the USDAFS EA are summarized as follows:

> *The vegetation on both Federal parcels consists of second-growth Jeffrey pine and white fir, with a big sagebrush-bitterbrush understory. There are no old growth forest species associated with the parcels, nor any proposed or sensitive, threatened or endangered species on the parcels.*
>
> *There are no wetlands on the Federal sites.*
>
> *The Federal parcels do not contain any riparian habitat.*

The findings of the Mono County EA are summarized as follows:

> *There are no endangered, threatened, or rare species or habitats on the project site. There are also no locally designated species, natural communities or wetland habitat*

on the project site. Migration corridors and holding areas for mule deer herds in the area are located to the south and east of the project site.

Would the project:

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

Less Than Significant Impact. The Biological Survey conducted for the Mammoth Community Facilities Acquisition involved the 11.057-acre Hospital parcel, inclusive of the proposed project site; refer to Appendix 9.2, *Biological Survey*. Based on the findings of the Biological Survey, the following is concluded:

Vegetation. Natural vegetation on the project site consists of patchy Jeffery pine forest with an understory and large patches of big sagebrush-bitterbrush scrub. These vegetation types are very common and widespread upland vegetation types in the region and are not considered rare or special status plant communities.

Flora. A total of 59 plant taxa, occurring in 21 plant families, were recorded from the parcel; refer to Table 2 of the *Biological Survey*.

Sensitive Plant Species. Four plant species of concern have been reported to occur in the vicinity of the Town of Mammoth Lakes; refer to Table 1 of the *Biological Survey*. None of these species have previously been reported on the project site, none were observed in the field survey, nor were any other sensitive plant species found or expected to occur in the project area.

Two of the four plant species of concern reported in the project vicinity are of concern to the Inyo National Forest: Mono milk-vetch (Astragalus monoensis var monoensis), a Forest Sensitive Plant; and Mono Lake lupine (Llupinus duranii) a Forest Watch List Plant and a proposed Sensitive Plant. These species are also listed as rare or endangered in California by CNPS (List IB). Mono milk-vetch is also state listed as rare. These two species are found in open, pumice flats; this habitat type does not occur within the project area.

Pine City sedum (Sedum pinetorumm) is a Forest Watch List Plant. No sedum was observed on the project site.

Scalloped-leaved lousewort (Pedicularis crenulata) is not listed by the Inyo National Forest, but is listed by CNPS as rare, threatened, or endangered in California, but more common elsewhere (List 2). This species occurs in meadows and on stream banks. These habitat types do not occur on the project site; therefore, this species is not expected to occur onsite.

Wildlife Species. No listed or proposed rare, threatened, endangered, or sensitive species of wildlife are known or expected to be present on the project site. Due to the close proximity to present development in the Town of Mammoth Lakes, the project site is highly impacted by human use as evident by the amount of litter, footprints and trails

that bisect the site. Observations of expected wildlife, which are associated with the sagebrush scrub and Jeffery pine forest communities that occur on the site were limited.

Overall, the observed amounts of litter and trails on the project site are indicative of high human use. The lack of contiguous habitat and sparseness of tree cover on the project site, coupled with high human use of the area, precludes all but the most typical human tolerant wildlife species at this site.

Based on the findings of the Biological Survey, implementation of the proposed project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Biological Survey concluded there is no riparian habitat present on the project site.[9] Project implementation would not significantly impact any riparian habitat or other sensitive natural community; refer also to Response 4.4(a).

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Wetland and Floodplain Report conducted for the Mammoth Community Facilities Acquisition involved the 11.057-acre Hospital parcel, inclusive of the project site; refer to Appendix 9.3, *Wetland and Floodplain Report*. The Report concluded no wetlands exist on the project site.[10] Project implementation would not impact federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the Biological Survey, a few old mule deer pellets were found on the Hospital parcel. All pellets were weathered and may have been deposited many seasons ago. No new deer pellets or tracks were found during the survey. Mule deer may have migrated through the parcel years ago, when the area

[9] USDA Forest Service, *Mammoth Community Facilities Land Exchange Environmental Assessment*, June 2006, Page 20.

[10] Andrew Breibart, Hydrologist, *Federal Mammoth Church Parcel Land Exchange Wetland and Floodplain Report*, October 1, 2004.

afforded connection to the northwest summer range, as deer migrated from holding areas along Sherwin and Mammoth Creeks. However, due to considerable development to the east in the recent years and the expansion of school and college sites to the south, the Hospital parcel (including the project site) is now essentially hemmed in by development on three sides and affords migrating deer little opportunity to move through. The openness, lack of understory, and the high level of human use on the project site also may discourage deer use of this site. The amount of domestic dog droppings found on the site suggest that many local residents use the parcel extensively on a daily basis and the presence of dogs would discourage deer to stay on the site. There is no established migratory wildlife corridor traversing the project site.[11] Project implementation would not interfere with the movement of any native fish or wildlife species or impede the use of a native wildlife nursery site.

Mitigation Measures: No mitigation measures are required.

e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.*

Less Than Significant Impact. The Town of Mammoth Lakes has adopted several ordinances that protect biological resources. Code Chapter 6.24, *Feeding of Wildlife Prohibited*, specifies that no person shall feed or in any manner provide food for nondomesticated animals, Code Chapter 8.12, *Refuse Disposal*, requires proper refuse disposal to eliminate the availability of refuse for wildlife and Section 17.20.040(H), *Vegetation*, requires the preservation of existing trees and vegetation within commercial zones to the maximum extent possible. Through the Use Permit application process, the proposed development would be reviewed by the Town to confirm consistency with these ordinances protecting biological resources. With the Town's discretionary review and approval of the proposed development through the established procedures, implementation of the project would not conflict with ordinances protecting biological resources and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Conservation and recovery plans for areas, which encompass or are in the vicinity of the project site include the Owens Basin Wetland and Aquatic Species Recovery Plan, the Mule Deer Herd Management Plans, and the Greater Sage-Grouse Conservation Plan for Nevada and Eastern California. However, the project site is not located within jurisdiction of any of these plans. Thus, implementation of the proposed project would not conflict with any adopted Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.

Mitigation Measures: No mitigation measures are required.

[11] Mark Bagley and Karl Chang, *Biological Survey of the Mammoth Hospital Exchange Parcel*, March 2003, Page 6.

4.5 CULTURAL RESOURCES.

The findings of the USDAFS EA are summarized as follows:

The Federal parcels do not contain any Heritage Resources.

The findings of the Mono County EA are summarized as follows:

The site proposed for acquisition has been surveyed for cultural resources by the U.S. Forest Service. There are no significant cultural resources or heritage resources on the site.

Would the project:

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

No Impact. The cultural resources survey conducted for the Mammoth Community Facilities Acquisition involved the 11.057-acre Hospital parcel, inclusive of the project site; refer to Appendix 9.4, *Cultural Resources Documentation*. The cultural resources survey concluded there are no significant cultural resources or heritage resources on the project site.[12] Further, the project site is currently vacant. Therefore, project implementation would not cause a substantial adverse change in the significance of a historical resource.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. The cultural resources survey concluded there are no significant cultural resources or heritage resources on the project site. The probability that construction of the proposed project would impact any undocumented buried archaeological resource appears to be low, given the degree of past disturbance of the site. Notwithstanding, ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface resources. In the event archaeological resources are unearthed or discovered during construction activities, compliance with the recommended mitigation would reduce potential impacts to less than significant. Project implementation would not cause a substantial adverse change in the significance of an archaeological resource.

Mitigation Measures:

CUL-1 If cultural materials or archaeological remains are encountered during the course of grading or construction, the project contractor shall cease any ground disturbing activities near the find. A qualified archaeologist approved

[12] Nicholas A. Faust, North Zone Archaeologist, Inyo Forest, United States Department of Agriculture Forest Service, *Mammoth Fire Station and Community Church Land Exchanges, Heritage Resources Section 106 and NEPA Documentation*, October 21, 2004.

by the Town shall be retained to evaluate significance of the resources and recommend appropriate treatment measures. Treatment measures may include avoidance, preservation, removal, data recovery, protection, or other measures developed in consultation with the Town. (GP EIR MM#4.14-2).

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

No Impact. There are no known unique paleontological resources or sites, and no known unique geologic features in the developable portions of the community.[13] The soils within Town's Urban Growth Boundary are glacial till and relatively recent volcanic materials; no paleontological resources would be expected. Therefore, the proposed project would not destroy a unique paleontological resource or site or unique geologic feature.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. No conditions exist that suggest human remains are likely to be found on the project site. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. If human remains were found, they would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overly adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

4.6 GEOLOGY AND SOILS.

The findings of the Mono County EA are summarized as follows:

[13] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR*, May 2007, Page 4-371.

The project site is not within an Alquist-Priolo Fault Hazard Zone, nor is it in an area subject to liquefaction, subsidence, seiches, tsunamis, landslides or other unique geologic or physical features.

All of Mammoth Lakes is subject to volcanic hazards from the Long Valley area and the Inyo-Mono volcanic chain.

Impacts from expansive soils or geotechnical hazards resulting from grading or cut and fill are mitigated by requirements from the California Building Code, as well as the Town's Municipal Code, which requires engineered building plans and a soils report to be submitted with applications for a grading permit. Site development plans are reviewed by the Town to ensure conformance with specific recommended geotechnical practices.

Would the project:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as those that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[14] Figure 4.4-2, *Regional Fault Map*, of the GPEIR, illustrates the locations of the faults located in the project region. As indicated in Figure 4.4-2, no Alquist-Priolo Earthquake Fault Zone traverses the project site. Therefore, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving fault rupture.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Seismic activity in the vicinity of the Town of Mammoth Lakes is a result of continuing tectonic movement along the eastern front of the Sierra Nevada. Three historically-active faults located in proximity to the area have the greatest potential to create significant ground shaking in the Town. These faults include the Hilton Creek fault, the Owens Valley fault and the Chalfant Valley Fractures. These three faults, as well as six other potentially active faults (i.e., Hartley Springs Fault, Laurel-Convict Fault, Long Valley Caldera Faults, Mono Craters Caldera Faults, Silver Lake Fault and Wheeler Crest Fault) have the potential for ground shaking in the Town of Mammoth Lakes.

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

The Town of Mammoth Lakes is anticipated to experience considerable seismic activity in the future. The California Division of Mines and Geology (CDMG) has included the Town of Mammoth Lakes within Seismic Zone III in their Urban Geology Master Plan with expected modified Mercali Rating of "IX" or "X" at maximum earthquake intensities.[15] Although no known faults exist within the project boundaries, the project site could experience strong seismic ground shaking from faults located off site in the region. The intensity of ground shaking at the project site would depend upon the magnitude of the earthquake, distance to the epicenter, and geology of the area between the epicenter and the project site. The project is subject to compliance with the California Department of Conservation, California Geologic Survey Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. In addition, the project is subject to compliance with Code Section 15.24.020, *Seismic Design - Uniform Building Code - Section 2333(b)*, which requires that all structures within the boundaries of the Town be designed to the requirements of Seismic Zone 4, as defined in the Uniform Building Code. Adherence to standard engineering practices and Code requirements relative to seismic and geologic hazards would minimize potential impacts. Therefore, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid.

Based on the character of surface and subsurface soil and depth to groundwater, there appears to be little potential for liquefaction in the Town.[16] Within Mammoth Lakes, areas of alluvium and moraine material with shallow groundwater have the potential for liquefaction. Onsite soils are granular, typical of SCS Type "B."[17] The conditions conducive to liquefaction are not present on the project site. Given that the potential for liquefaction is considered low and the project is subject to compliance with the minimum standards for structural design and construction provided in Code Chapter 15.04, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving liquefaction.

[15] The "IX" Mercali rating indicates that heavy damage to un-reinforced structures would result and some structures would collapse. The "X" rating indicates that most masonry structures would be destroyed, and some well built wooden structures would be destroyed and public facilities would be damaged.

[16] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR*, May 2007, Page 4-107.

[17] Triad/Holmes Associates, *Mammoth Lakes Police Department Preliminary Drainage Study*, September 2007.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. Landslides are earthquake-induced ground failure that occurs primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. Landslides are primarily limited to areas with a combination of poorly consolidated material and slopes that exceed 30 percent. The slope of the site ranges from zero to five percent, with an average of approximately 3.6 percent from the southwest corner to the northeast corner. Therefore, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslide.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Soils throughout the project area are sensitive to disturbance from development and exhibit moderate to high erosion potential, depending on the grade of the slope.[18] Clearing, grading, and excavation of the project site would expose soils to short-term erosion by wind and water. Grading required for the proposed project is illustrated on Exhibit 6, *Conceptual Grading and Drainage Plan*. Based on the proposed grading, the earthwork quantities associated with the proposed project are approximately 1,448 CY of clear and grub, approximately 4,820 CY of excavation and cut, and approximately 4,488 CY of embankment and fill. Overall, approximately 1,416 CY of unusable materials would be exported off-site and deposited at the Long Valley Mineral Materials Site. Additionally, the project would require approximately 1,182 CY of import fill, which would be obtained from other Mammoth Lakes construction projects having excess fill.

The project would be subject to compliance with the drainage and erosion design standards specified in Code Section 12.08.090. Further, the project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities; refer to Response 4.8(a). Following compliance with the requirements for erosion control specified in Code Section 12.08.090 and NPDES permit, project implementation would result in a less than significant impact regarding soil erosion.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated.

[18] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR*, May 2007, Page 4-111.

Volcanic Activity

Geotechnical hazards related to volcanic activity are possible in the project area, according the GPEIR. This possibility of volcanic related hazards in the Mono-Long Valley area has resulted in increased monitoring of seismic and non-eruptive volcanic activity. A comprehensive daily monitoring program of activity helps scientists to assess the volcanic hazards and to recognize the early signs of possible eruptions. The USGS has established procedures to promptly alert the public to a possible eruption. The GPEIR identified hazards associated with volcanic events as less than significant following compliance with the GP policies and measures. The proposed project would not result in volcanic hazardous conditions, which exceed impacts identified in the GPEIR. As such, less than significant impacts would occur in this regard.

Unstable Soils

Collapsible/loose sandy soils, which could potentially affect the structural integrity of a building, are not present on the project site. Further, no expansive soils have been mapped or encountered in the project area.[19] Notwithstanding, the project would require a soils report to identify the potential for liquefaction, expansive soils, ground settlement, slope failure, and groundwater. The report would be required to identify remedial measures that could be feasibly implemented to reduce potential impacts to less than significant. With implementation of the recommended mitigation, which requires adherence to the recommendations of the soils report, potential impacts associated with unstable soils would be reduced to less than significant.

Mitigation Measures:

GEO-1 Prior to grading operations, a soils report shall be prepared for the proposed development to identify the potential for liquefaction, expansive soils, ground settlement, and slope failure. The report shall also:

- Specify remedial measures that could be feasible implemented to minimize potential impact.
- Analyze the potential for groundwater within the study area and recommend measures to remediate associated conditions.
- Determine the potential for groundwater seepage that may occur where excavation would be the greatest.
- Determine the need for dewatering of areas during parking garage construction to remove all water within the excavation perimeter and recommend appropriate method of dewatering.

[19] Town of Mammoth Lakes, Town of Mammoth Lakes 2005 General Plan Update Final Program EIR, May 2007, Page 4-113.

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

Less Than Significant With Mitigation Incorporated. Refer to Response 4.6(c).

Mitigation Measures: Refer to Mitigation Measure GEO-1.

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

No Impact. The project involves development of a police station, which would generate wastewater. The project would not involve the use of septic tanks or alternative wastewater disposal systems, since the Town maintains infrastructure for disposal and treatment of wastewater.

Mitigation Measures: No mitigation measures are required.

4.7 HAZARDS AND HAZARDOUS MATERIALS.

The findings of the USDAFS EA, which evaluated the Hospital parcel, are summarized as follows:

> *During field inspections, the only evidence of hazardous materials was lead-based paint associated with the Mammoth Community Church building located on the "Hospital" Federal parcel.*
>
> *The Hospital and the Mammoth Community Church have agreed that the Hospital will be responsible for removal of the building after the exchange is completed.*
>
> *The hospital will be responsible to make sure the removal of the church building is done in a manner that protects the environment, as well as the public's health and safety.*

The findings of the Mono County EA, which evaluated the Hospital parcel, are summarized as follows:

> *The proposed court building, police department, and Town and County offices are not anticipated to utilize any hazardous materials or to create any health hazards.*
>
> *Numerous Federal, State and local regulations guide the use, transportation and disposal of hazardous materials and waste. Compliance with the appropriate regulations will reduce risks from those hazards to less than significant levels.*
>
> *The Town of Mammoth Lakes Emergency Operations Plan (EOP) provides emergency response procedures for the Town. The proposed land acquisition and development would not interfere with that plan.*
>
> *The project site is located within the Town boundaries. Currently, there is sagebrush scrub vegetation onsite, as well as areas of mature trees. Current development*

plans call for the retention of most of the trees in order to screen the development from adjacent roadways. The proposed development will have to comply with Fire Department and Town of Mammoth Lakes requirements relating to fire prevention and suppression.

A Phase I Environmental Site Assessment (ESA) was conducted for the Hospital parcel (Expanded *Phase I Environmental Site Assessment Mammoth Community Facilities Land Exchange Properties*, Tetra Tech Em Inc., June 1, 2007). The Phase I evaluated the Hospital parcel, inclusive of the project site. According to the ESA, approximately 90 gallons of asphalt cement (both liquid and solid state) were released in the southwest corner of the Hospital parcel in 2006. The spill happened in a 10-foot wide strip (potentially located on the project site) that was under special use permit to the Mammoth Hospital for an access road to allow construction on the adjoining private property owned by Mammoth Hospital. The liquid portion migrated away from the release site and settled underneath a large boulder and up to 20 feet away from the origin of the release. The ESA stated that the release was properly cleaned up and disposed of. Soil samples were then collected and tested for remaining petroleum hydrocarbons. Detectable levels were identified from the samples. The Forest Service required removal of the backfill at the release location, further excavation, and additional sampling. After the additional sample results indicated non-detections of total petroleum hydrocarbons (TPH), the area was backfilled with clean soil and the Forest Service confirmed that the spill cleanup was complete.

A Phase I ESA was conducted for the proposed courthouse site (*Phase I Environmental Site Assessment Mammoth Lakes Courthouse Site*, Environmental Resources Management, February 8, 2007). It is noted that the Courthouse site evaluated in this ESA, which forms the northern portion of the Hospital parcel, is situated immediately north of the proposed Police Station site. The ESA stated that, during the review of an Environmental Data Resources (EDR) Report, one Leaking Underground Storage Tank (LUST) was identified at 59 Sierra Park Road (located to the west of the project site). This property reported contamination to soil during tank removal and has not yet received a case closed status. Additionally, according to United States Forest Service personnel, a hazardous waste spill occurred approximately 330 feet south of the Courthouse Property.[20] No RECs were identified in association with the Courthouse Property.

Would the project:

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

Less Than Significant Impact. The proposed project would not create a significant hazard to the public/environment involving hazardous materials. Future uses on-site may handle materials that are considered hazardous, though these materials would be limited to solvents, paints and chemicals used for cleaning and building maintenance, and those used in landscaping. These materials would not be substantially different from household chemicals and solvents. No uses would be located on-site that would

[20] Refer to the Phase I Environmental Site Assessment Mammoth Community Facilities Land Exchange Properties discussion for further detail.

be engaged in the transport, use or disposal of hazardous materials. Therefore, project implementation would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The *Expanded Phase I Environmental Site Assessment Mammoth Community Facilities Land Exchange Properties*, dated June 1, 2007, involved the 11.057-acre Hospital parcel, inclusive of the project site; refer to Appendix 9.5, *Phase I Environmental Site Assessment*. According to this ESA, approximately 90 gallons of asphalt cement (both liquid and solid state) were released in the southwest corner of the Hospital Parcel in 2006. The spill may have occurred and/or migrated onto the project site. The release was cleaned up and disposed of properly. Based on soil sampling that occurred, backfill at the release location was removed and additional sampling took place. Sample results indicated non-detections of TPH. According to this ESA, the area was backfilled with clean soil and the Forest Service confirmed that the spill cleanup was complete. Therefore, as the reported potential on-site contamination has been cleaned up according to applicable Forest Service standards and guidelines, the project would not create a significant hazard to the public or the environment in this regard.

The ESA prepared for the Mammoth Lakes Courthouse Site, the *Phase I Environmental Site Assessment Mammoth Lakes Courthouse Site, dated February 8, 2007,* reported one off-site LUST located at 59 Sierra Park Road (west of the project site). According to the ESA, contamination to the soil was discovered during tank removal. The 59 Sierra Park road property has not yet received a case closed status. However, as groundwater is expected to flow in an east/northeast direction[21] at approximately 40 feet below ground surface (bgs) and there has been no reported contamination to groundwater, the potential for contamination movement onto the project site is considered a non-recognized environmental condition (non-REC). Therefore, as the reported off-site contamination has not impacted groundwater, the project would not create a significant hazard to the public or the environment through accident conditions involving the release of hazardous materials into the environment.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no schools located within 0.25-mile of the project site. The nearest school is Sierra High School, which is located approximately 0.35 mile south of the project site along Meridian Boulevard. As concluded in Response 4.3, the proposed project would not exceed the established air emissions standards, thus, would not emit

[21] According to Environmental Resources Management, groundwater flow is expected to follow the topography.

hazardous emissions. Additionally, the project would not handle hazardous or acutely hazardous materials, substances or waste; refer to Response 4.7(a).

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the Phase I ESA conducted for the Hospital Parcel, the project site was not listed in any of the databases searched by Environmental Data Resources, Inc. Therefore, the project would not be located on a site included on a list of hazardous materials.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is not located within an airport land use plan or within 2.0 miles of a public airport or private airstrip. The nearest airport is the Mammoth Yosemite Airport, which is located approximately 6.5 miles east of the project site. Therefore, project implementation would not result in a significant safety hazard for people working or traveling in the project area.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.7(e).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Two year-round primary emergency evacuation routes serve the Town: State Road 203 and U.S. Highway 395. Secondary evacuation is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer months, two additional routes are available including Sherwin Creek Road and the Sawmill cutoff, both of which are graded dirt roads. The project is required to comply with applicable Town of Mammoth Lakes Fire Department codes for emergency vehicle access. In addition, the project would not impede emergency access to State Route 203 or surrounding properties during construction or operation, since construction activities would be contained on site. Therefore, project implementation would not physically interfere with the adopted emergency response plan or result in inadequate emergency access.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Town and surrounding area have been rated as having a very high fire potential. Thus, implementation of the proposed project could expose people or a structure to risk involving wildland fires, as would be true for any development within the Town. The proposed project is subject to compliance with the Uniform Fire Code, which was amended by the Mammoth Lakes Fire Protection District and adopted as the Town Fire Code. Further, the project design and construction would be reviewed by the Mammoth Lakes Fire Protection District, in conjunction with the application for a use permit and building permit, in order to ensure that Fire Code regulations are met. Project implementation would result in a less than significant impact regarding the exposure of people or structures to a significant risk involving wildland fires, following compliance with Fire Code and Fire Protection District requirements.

Mitigation Measures: No mitigation measures are required.

4.8 HYDROLOGY AND WATER QUALITY.

The findings of the USDAFS EA are summarized as follows:

No floodplains exist on the Federal Parcels.

The findings of the Mono County EA are summarized as follows:

The project site is not within a floodplain. There are no surface waters on or adjacent to the project site. The project will not affect groundwater resources- it will not utilize groundwater and while a small portion of the project may have an underground garage that will be a shallow use compared to the depth of groundwater resources in the area.

Development on the project site may alter existing drainage patterns, increase the amount of impervious surfaces within the Town and increase surface runoff and the potential for pollutants in that runoff. Construction activities may temporarily increase runoff, erosion and siltation, resulting in short-term increases in the sediment load in the storm drainage system and potential impacts to water quality. AII construction projects must comply with Federal, State and local requirements for erosion and sediment control, including the NPDES program and the Town's Municipal Code requirements for drainage and erosion control. Best management practices (BMPs) to reduce or eliminate erosion and sedimentation are included in conditions of approval for development projects.

Would the project:

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

Less Than Significant Impact With Mitigation Incorporated. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal and other facilities must obtain permits if their discharges go directly to surface waters. The NPDES permit program is administered by the California Regional Water Quality Control Board. There are nine Regional Water Quality Control Boards (RWQCB), which are responsible for development and enforcement of water quality objectives and implementation plans. The project site is located in the jurisdiction of the Lahontan RWQCB.

Impacts related to water quality would range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Short-Term Construction

A Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to contain a site map(s) that depicts the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain: a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

Construction activities associated with the proposed project have the potential to produce typical pollutants such as nutrients, heavy metals, toxic chemicals, waste materials including wash water, paints, wood, paper, concrete, food containers, sanitary wastes, fuel, and lubricants. Impacts to storm water quality would occur from construction and associated earth moving, and increased pollutant loadings would occur immediately offsite. The proposed project's area of disturbance would greater than 1.0 acre; therefore, the project is subject to NPDES requirements for construction projects (General Permit #CAS000002) enforced by Lahontan RWQCB. To obtain coverage under the General Permit, the project landowner is required to submit an NOI prior to construction activities, and then prepare, have on site, and conform to a SWPPP during construction. Though the permit requirements are not anticipated, work shall conform to

conditions of the Army Corp of Engineers, Lahontan RWQCB, and State of California Fish and Game. The proposed project is also subject to compliance with Code Section 12.08.090, *Drainage and Erosion Design Standards*, which outlines the drainage and erosion design standards that are required by the Town, beyond the RWQCB requirements. Following compliance with the provisions of the NPDES and Code Section 12.08.090, project implementation would not violate any water quality standards or waste discharge requirements associated with construction activities.

Long-Term Operations

The primary objectives of the municipal storm water program requirements are to effectively prohibit non-storm water discharges and to reduce the discharge of pollutants from the storm water conveyance system to the "Maximum Extent Practicable." For this evaluation, impacts to storm water quality would be considered significant if the project did not attempt to address storm water pollution to the "maximum extent practicable." The Lahontan RWQCB has adopted a Water Quality Control Plan, which contains prohibitions, water quality standards, and policies for implementation of standards.

Currently, drainage south of SR-203 (including the project site) is by sheet flow through the central portion of the Town to existing roadways or is carried in unimproved channels or ditches to drainage concentration points.[22] Eventually runoff drains down SR-203, which acts as a watercourse. Project implementation would increase impervious areas and would increase the level of activity onsite. Activities associated with the proposed development typically produce pollutants such as nutrients, bacteria, oil and grease, heavy metals, pesticides and herbicides, toxic chemicals related to cleaning, waste materials including wash water, paints, wood, paper, concrete, food containers, sanitary wastes, fuel, and lubricants, while the natural areas would likely continue producing suspended solids.

The project is subject to compliance with the Lahontan RWQCB Water Quality Control Plan, which contains prohibitions, water quality standards, and policy implementation standards, in order to control storm water on site and prevent pollutants from non-point sources from entering and degrading surface or ground waters. Additionally, the proposed project is subject to compliance with Code Section 12.08.090. Following compliance with the recommended mitigation, and NPDES and Code Section 12.08.090 requirements, project implementation would not violate any water quality standards or waste discharge requirements associated with long-term activities.

Mitigation Measures:

HYD-1 The Town shall comply with the National Pollution Discharge Elimination System requirements for construction projects (General Permit #CAS000002) enforced by the Lahontan Regional Water Quality Control Board (RWQCB). Construction activity subject to this permit shall include clearing, grading and disturbances to the ground such as stockpiling or excavation, but not including regular maintenance activities performed to restore the original line, grade, or capacity of the facility. Prior to any site disturbance, the Town shall

[22] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR*, May 2007, Page 4-148.

submit a Notice of Intent (NOI) to the Lahontan RWQCB for coverage under the General Permit. Also, prior to any site disturbance, the applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the Town Public Works Department for review and approval. The SWPPP shall be designed such that no offsite Best Management Practices (BMPs) are required in the Town right of way after October 15 or before April 30 each year. The applicant shall maintain the SWPPP on site at all times and shall conform to the SWPPP during construction.

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

Less Than Significant With Mitigation Incorporated. The Mammoth Community Water District (MCWD) provides water supply to the Town from both surface and groundwater sources. Surface water within the Mammoth Basin is generally supplied by snowmelt. Groundwater is supplied by eight ground water production wells within the Town. In 2006, based on actual water supply, approximately 67 percent of potable water for the community came from surface water diverted from the Mammoth Creek watershed and 33 percent came from groundwater pumped from wells, located within the Town boundaries.[23] When lower than normal precipitation years are experienced, the use of groundwater is increased, as less surface water supply is available. In order prevent the Mammoth Basin from being overdrafted, the MCWD maintains an extensive groundwater and surface water monitoring system.

As discussed in Response 4.16(b), project implementation would not create a demand for water in excess of available supplies. Further, the project proposes approximately 52,877 SF of impervious surfaces,[24] which would not substantially interfere with groundwater recharge.

The required soils report (refer to MM GEO-1) will analyze the potential for groundwater within the study area and recommend measures to remediate associated conditions. Groundwater elevations fluctuate seasonally being highest in June and July due to percolation of snowmelt. The report will determine the potential for groundwater seepage that may occur where excavation would be the greatest. Dewatering of areas during parking garage construction through the use of dewatering pumps may be required to remove all water within the excavation perimeter. With implementation of the recommended mitigation, project implementation would result in a less than significant impact in this regard.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

[23] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR*, May 2007, Page 4-259.

[24] Triad/Holmes Associates, *Mammoth Lakes Police Department Preliminary Drainage Study*, October 2007.

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

Less Than Significant With Mitigation Incorporated. There are no stream channels located on the project site or in its vicinity. The project would not alter the course of a stream or river, thus, would not result in substantial erosion or siltation on- or off-site in this regard.

The *Preliminary Drainage Study for the Mammoth Lakes Police Department* (Triad/Holmes Associates, October 2007) was prepared to determine the expected hydrologic runoff quantities and preliminary drainage facilities for the proposed Police Station and adjacent Sierra Park Road; refer to Appendix 9.6, *Preliminary Drainage Study*. The Study's findings are summarized below.

Existing Conditions

Currently, a 42-inch storm drain discharges to a cobble swale that runs outside the length of the property line. This swale conveys runoff to two 48-inch corrugated metal piping (CMP) culverts that direct flow under SR-203. Three existing storm drain pipes that convey runoff from the west (not part of the project site) also discharge to the cobble swale. Recent improvements to the easterly side of Sierra Park Road have taken place in conjunction with Mammoth Hospital improvements.

Project implementation would alter the existing drainage pattern of the site due to onsite grading and changes in impervious area. The proposed condition would involve more impervious area than the existing condition.

The project considers five drainage areas: Area A, Area B, Area C, Area D, and Area E; refer to Figure 1 of Appendix 9.6.

Area A and Area B

Area A is located south of the proposed development area, in the southern portion of the project site. Area B is located west of the project site, within the proposed Sierra Park Road right-of-way. Run-off from areas south or west of Areas A and B have been contained within their own respective retention or runoff facilities.

Area A slopes from southeast to northwest. The 20- and 100-year runoff quantities for Area A are 0.22 and 0.41 cubic feet per second (cfs), respectively. The recommended improvements for storm drainage collection in Area A are detailed in the Preliminary Drainage Study and summarized, as follows:

- A 6-inch deep V-shaped earth swale located along the southerly boundary of the project area; and
- A Level spreader at the southeast corner of the project area.

Area B is located along Sierra Park Road, its westerly boundary defined by the ridge along the centerline of Sierra Park Road and its easterly boundary defined by a ridge

just inside the project site's western property line. Area B includes the improvements to Sierra Park Road. The 20-year and 100-year runoff quantities for this area are 0.82 and 1.29 cfs, respectively. The required capacity for each culvert during a storm of 20-year intensity is 51 cfs; therefore 102 cfs is used to size the storm drain connection. The proposed improvements to Sierra Park Road would complete the replacement of the ditch that previously conveyed flow from Meridian Boulevard to US Hwy 203. Proposed improvements would be similar to those of the Hospital project located south of the project site. The recommended improvements for storm drainage collection in Area B are detailed in the Preliminary Drainage Study and summarized, as follows:

- Curb and gutter along the eastern side of Sierra Park Road to US Hwy 203;
- A 42-inch storm drain pipe along the eastern side of Sierra Park Road;
- A 48-inch storm drain pipe at the grade break in Sierra Park Road;
- A 10- by 20-foot storm vault;
- New inlets along the eastern side of Sierra Park Road;
- A new storm drain pipe from a proposed inlet in On-Site Area C; and
- Connections to three existing storm drain pipes that presently discharge into the existing cobble swale along Sierra Park Road.

Area C, Area D, and Area E

Runoff from Areas C and D would discharge via storm drain pipe and earth swales to two temporary infiltration ponds designed to also function as level spreaders (refer to *Retention/Infiltration* Section below). These infiltration ponds would be located east of the development site, but within the overall project site.

Area C comprises the majority of the development area drainage with 20-year and 100-year runoff quantities of 2.39 and 3.99 cfs, respectively. Curbs and valley gutters on either side of the crowned Tavern Road extension would convey flow to two inlets. Runoff from these inlets would be piped to a V-shaped earth swale proposed at the east end of Tavern Road. In addition, two curb cut outlets would discharge flow from the turnaround at the end of Tavern Road to the proposed earth swale. This earth swale would then convey runoff to a 1.8-foot deep infiltration pond/level spreader proposed to the north.

Area D includes the proposed drive isle that ramps down to the sally port along the western edge of the proposed building. Area D also includes the northerly drive entrance to the site, as well as the ramp down to underground parking. Flows from these areas would be collected in slotted drains and one storm drain inlet. Due to the low elevation of these collection facilities, a 400-foot pipe would transport runoff at a 0.3 percent slope to a proposed 1.8-foot deep infiltration pond/level spreader. As site plan is finalized to include drains associated with the below-grade parking structure, it is noted that a pump may be required to convey runoff to the infiltration pond/level spreader. Area D's 20-year and 100-year storm flows for are 0.34 and 0.57 cfs, respectively.

Area E is an existing natural area on the westerly portion of the proposed site development area. Area E would not be disturbed during construction. A proposed inlet in the northeastern portion of Area E would collect runoff and transport it to the proposed 48-inch storm drain along Sierra Park Road via a proposed storm drain pipe. On-Site Area E's 20-year and 100-year storm flows are 0.09 and 0.16 cfs, respectively.

For the 100-year storm, the total calculated on-site drainage is 4.12 cfs. It is anticipated that no on-site inlet would need to be larger than 2 by 3 feet. In addition, on-site pipe sizes would be sized upon final determination of Q's during the final design process. Details of proposed drainage facilities would be identified in a Final Drainage Study, once the site plan is finalized with greater detail.

Retention/Infiltration Facilities

To infiltrate on-site runoff into the ground, two infiltration pond systems have been designed, in conformance with the WQCP for the Lahontan Region, to contain a 20-year intensity storm for 1 hour. Retention/infiltration facility sizing calculations are included in Appendix 9.6. The proposed infiltration ponds would act as level spreaders during a large storm event. It is noted that these ponds are temporary drainage solutions and final design of retention/infiltration facilities would be based on input from the Town of Mammoth Lakes.

A temporary 1.8-foot deep retention/infiltration pond servicing Area C is proposed east of the proposed development area. The pond's design includes a bottom dimension of 120 by 13 feet and sidewalls sloped 3:1. This facility would be adequate to contain the required 3,700 CF of storm water, as indicated in Appendix 9.6. Additionally, a temporary 1.8-deep retention/infiltration pond servicing Area D is proposed northeast of the Area C infiltration pond. The pond's design includes a bottom dimension of 30 by 9 feet and sidewalls sloped 3:1. This facility would be adequate to contain the required 970 CF of storm water, as indicated in Appendix 9.6.

Lahontan RWQCB provisions require that runoff from impervious and disturbed surfaces generated by a 20-year storm (one inch per hour intensity) be retained and percolated into the ground. In addition to RWQCB requirement, the project is subject to compliance with Code Section 12.08.090, which specifies drainage standards regarding runoff calculations and design. The designs and calculations included in the Preliminary Drainage Study are for planning purposes. The final location and details of drainage facilities would be determined during the design process in preparation of the improvement plans and would be in accordance with Town of Mammoth Lakes requirements in place at that time. The criteria followed during the design would be required to address issues such as safety, erosion protection, and water quality, as well as conforming to the requirements of the Clean Water Act and the Lahontan RWQCB.

Mitigation is recommended, which requires compliance with the Preliminary Drainage Study specifications (October 2007). Following compliance with the recommended mitigation, and Code and Lahontan RWQCB requirements, project implementation would not substantially alter the existing drainage pattern of the site, or result in substantial erosion or siltation.

Mitigation Measures:

HYD-2 Prior to grading operations, the Town shall comply with each of the recommendations detailed in the Preliminary Drainage Study (Triad/Holmes Associates, October 2007), and other such measure(s) as the Town Public Works Department deems necessary to adequately mitigate project impacts.

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

Less Than Significant With Mitigation Incorporated. Refer to Response 4.8(c).

Mitigation Measures: Refer to Mitigation Measure HYD-2.

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

Less Than Significant With Mitigation Incorporated. Refer to Responses 4.8(a) and 4.8(c).

Mitigation Measures: Refer to Mitigation Measures HYD-1 and HYD-2.

f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. The project involves development of a police station, which due to its scope and nature would not otherwise substantially degrade water quality. Refer to Response 4.8(a).

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project involves development of a police station and no housing. Further, the project site is not located within a 100-year flood hazard area; refer to Figure 4.6-2, *FEMA Flood Hazards Map*, of the GPEIR. Project implementation would not place housing or structures within a 100-year flood hazard area.

Mitigation Measures: No mitigation measures are required.

h) *Place within a 100-year flow hazard area structures, which would impede or redirect flood flows.*

No Impact. Refer to Response 4.8(g).

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.8(g).

Mitigation Measures: No mitigation measures are required.

j) *Inundation by seiche, tsunami or mudflow?*

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

Mitigation Measures: No mitigation measures are required.

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

The findings of the USDAFS EA are summarized as follows:

> *The "Hospital" parcel contains a recorded Public Road Easement issued to the Town of Mammoth Lakes for Sierra Park Road. This easement is located on the western end of the property.*
>
> *Public access will not be affected on the Federal parcels to be conveyed, due to the fact that the Southern Mono Health Care District will be required to execute a suitable right-of-way deed for Sierra Park and Forest Trail Roads.*[25]

The findings of the Mono County EA are summarized as follows:

> *Town staff has indicated that the zoning is considered to indicate community plans for the project site. The proposed project is consistent with the zoning and with the community's plans for the site.*
>
> *The proposed use is consistent with the surrounding land uses.*
>
> *The project is located within a community area on an existing parcel zoned for public facility uses in an area with similar uses on surrounding parcels. It will not disrupt the physical arrangement of the community.*

a) *Physically divide an established community?*

No Impact. The project involves development of the Mammoth Lakes Police Station, consistent with the proposed use for the site specified in the Civic Center Plan. The proposed development is limited in scope and would not physically divide an established community.

Mitigation Measures: No mitigation measures are required.

[25] It is noted the Forest Trail Road discussion refers to the Fire Station Parcel.

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

Less Than Significant Impact.

Town of Mammoth Lakes General Plan 2007

The distribution of land use designations throughout the Town is illustrated in Figure 5, *Land Use Diagram*, of the *General Plan 2007*. According to Figure 5, the proposed project site is designated Institutional Public (IP). This designation allows institutional uses such as schools, hospitals, governmental offices and facilities, museums, and related uses. The project proposes development of the Mammoth Lakes Police Station, which is intended to accommodate the Police Department's current and long-term needs. The proposed Mammoth Lakes Police Station is a governmental office/facility, which is an allowed use within the IP designation. Therefore, the proposed project is considered consistent with the intended use for the property, according to the General Plan 2007.
The Community Design Element of the General Plan 2007 includes the following policies regarding building height and view preservation:

> *C.2.V. Policy: Building height, massing, and scale shall complement neighboring land uses and preserve views to the surrounding mountains.*
>
> *C.2.W. Policy: Maintain scenic public views and view corridors (refer to Figures 1 and 2 of the General Plan 2007) that visually connect community to surroundings.*
>
> *C.2.X. Policy: Limit building height to the trees on development sites where material tree coverage exists and use top of forest canopy in general area as height limit if no trees exist on site.*

The proposed project is considered consistent with these policies, based on the following factors:

- As noted in Response 4.1(a), the proposed project would be complimentary to the neighboring land uses. The scale and character of the proposed project would be similar to those of the commercial uses to the east and the existing hospital to the south. The use of native stone veneers has been incorporated within each building elevation for compatibility with the Town's natural landscape and aesthetic character. Additionally, most of the radio tower would be screened from the north, south, and west by intervening vegetation, and from the east by the proposed building and intervening vegetation. The project proposes to retain the existing Jeffrey Pine forest along Sierra Park Road (an approximately 80-foot wide greenspace) and incorporate additional trees throughout the site, further screening views of the proposed structure and radio tower. The character of the project site and its surroundings would not be substantially altered by the antenna/whip, due to the distance from the viewers and the whip's scale and vertical design. Compliance with the Town's zoning standards and Design Guidelines would also ensure that the existing vegetation is retained to the

greatest extent possible, and that the design, materials, and colors of the proposed building are visually harmonious with the surrounding development. Following compliance with the Town's zoning standards and Design Guidelines, project implementation would not substantially degrade the existing visual character or quality of the site and its surroundings.

- As noted in Responses 4.1(a) and (b), the proposed development area is not visible from SR-203 due to intervening buildings and vegetation; refer to Exhibit 3, *Aerial Photograph*, and Exhibit 7, *Site Photographs*. Project implementation would not have a substantial adverse effect on scenic vistas of the Sherwin Range from SR 203. The project would be consistent with the Town's goal to preserve views of the surrounding mountains.

The proposed building is designed to be less than 45 feet above natural grade, as permitted by Code (with below grade parking). The building would be taller at the northern end of the site due to natural downgrade onsite. The proposed roof design incorporates both flat and pitched roof forms providing variations in height.

Town of Mammoth Lakes Zoning Code

Title 17 of the Municipal Code, *Zoning*, establishes classifications of zones and regulations within these zones. According to the Town's official Zoning Map, the project site is zoned Public and Quasi-Public Space (PS). The proposed project is analyzed below for consistency with Article V, *Public and Quasi-Public Zone*, of the Zoning Code.

Code Section 17.28.300, Purposes

"The public and quasi-public zone is included in the zoning regulations to permit adequate identification of areas reserved and developed for public uses other than street rights-of-way, to provide for expansion of their operations or change in use, and, to identify and preserve areas of historic and community significance for the enjoyment of future generations." The project proposes development of the Mammoth Lakes Police Station, which is a public use, consistent with the PS Zone's intended purpose.

Code Section 17.28.310, Permitted and Conditional Uses

The project involves development of the Mammoth Lakes Police Station, which is a public building and use. Public buildings and uses are permitted in the PS Zone subject to a Use Permit.

Code Section 17.28.320, Property Development Standards

The site development standards that apply to all land and buildings permitted or conditionally permitted in the PS Zone are outlined in Code Section 17.28.320 and discussed below; refer also to Table LU-1, *Property Development Standards*.

Table LU-1
PROPERTY DEVELOPMENT STANDARDS

Standard for PS Zone	Minimum Requirement[1]	Proposed Project	Project Satisfies Requirement
A. Site Standards			
Site Area	20,000 SF[2]	6.68 AC[2]	Yes
Site Width	100 Feet	±497 Feet	Yes
Site Depth	100 Feet	±585 Feet	Yes
Front Yard	20 Feet	±50 Feet	Yes
Side Yard	20 Feet	±50/±110 Feet	Yes
Rear Yard	20 Feet	±175 Feet	Yes
B. Screening And Landscaping			
Screening of facilities and uses.	Per Use Permit	--	With Use Permit
C. Off-Street Parking			
As prescribed for similar uses (i.e., Office and Government Uses); refer to Code Section 17.20.040(Q), *Schedule of Required Parking, Commercial Zones.*	52[3] to 89[4] Spaces	51 Spaces (33 Staff/Visitor Plus 18 Police Vehicles)	No
Institute of Transportation Engineers Government Building	49[5] Spaces		Yes

Notes:
1. As outlined in Code Section 17.28.320, *Property Development Standards*.
2. SF = Square Feet; AC = Acres.
3. Based on 13,000 SF of conditioned floor space and 1 space per 250 SF of floor area.
4. Based on 13,000 SF of conditioned floor space, 1 space per 200 SF of floor area, and 1 space per government vehicle kept on site.
5. Based on 13,000 SF of conditioned floor space, 3.8 spaces per 1,000 SF of floor area.

The proposed project has been analyzed for consistency with Article V. Analysis has concluded the proposed project complies with the intended purpose, allowable uses, and property development standards for the PS Zone. As indicated in Table LU-1, the Zoning Code does not identify parking requirements for police facilities. Further, the requirement for any use not specifically listed shall be determined by the planning director on the basis of the requirements for similar uses; refer to Code Section 17.20.040.Q.7. The Town has identified office and government uses, as most similar to the proposed project. The parking demand associated with office and government uses, based on Code requirements, would be between 52 and 89 spaces; refer to Table LU-1. However, the Town has concluded the proposed police station would have much lower public use than government or office uses.[26] Accordingly, the project's parking demand, based on the Institute of Transportation Engineers (ITE) parking rate would be 49 spaces. Additionally, it is noted an underground parking structure may be developed beneath the future Civic Center plaza, further increasing the parking available to the project. Therefore, the proposed 51 parking spaces are considered adequate to meet the project's parking demand.

[26] Ms. Jen Daugherty, Assistant Planner, *Town of Mammoth Lakes Planning Commission Memorandum*, July 25, 2007.

Code Section 17.28.330, Performance and Environmental Standards

This Section states that standards shall not be less than those specified for similar uses in other zones. Therefore, where standards are not identified in the Public and Quasi-Public Zone, the project is evaluated under the Commercial General zone, since it is the most similar zone with development standards. Accordingly, the proposed project is subject to compliance with Code Section 17.20.040.G, *Property Development Standards, Building Height,* which specifies the following:

> *Code Section 17.20.040.G.1: Structures on lots with zero to ten percent average slope, no portion of a building may exceed thirty-five feet as measured from natural grade.*
>
> *Code Section 17.20.040.G.4: For any commercial structure where the majority of the ground floor is devoted to understructure parking, the planning commission may approve an increase in height of up to ten feet subject to a use permit.*

The maximum height of the proposed Police Station building, which includes an understructure parking, is less than 45 feet above natural grade. Therefore, the proposed building height complies with Code Section 17.20.040.G. Additionally, a 70-foot radio tower with a maximum 20-foot antenna/whip (overall height not to exceed 90 feet) is proposed on the northwest side of the building. The proposed radio tower would exceed the 45-foot allowable height limit. Therefore, Project implementation would require a Variance pursuant to the provisions of Code Section 17.20.040.G. Approval of a Variance by the Town would result in compliance with this Code provision. In consideration of the radio tower's less than significant impacts regarding views and visual character (refer to Response No. 4.1), construction of the proposed radio tower in excess of the height limit is considered a less than significant impact.

Through the project application process (i.e., Use Permit), the proposed development would be further reviewed by the Town to confirm consistency with the Zoning Ordinance and other relevant regulatory documents. With the Town's discretionary review and approval of the proposed development through the established procedures, project implementation would not conflict with the applicable standards of the Zoning Ordinance and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.4(f).

Mitigation Measures: No mitigation measures are required.

4.10 MINERAL RESOURCES.

The findings of the USDAFS EA are summarized as follows:

A Mineral Potential Report was prepared for the Federal and non-Federal parcels. The Federal parcels have a low potential for locatable minerals, and a high potential for the occurrence of salable minerals, but low potential for development of the salable minerals due to the proximity of the community and existing improvement on the two parcels. The Federal parcels also have high potential for geothermal since they are located within the Mono-Long Valley Known Resource Area.

The findings of the Mono County EA are summarized as follows:

The project site is not located in an area with known mineral resources.

Would the project:

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

No Impact. Mineral resources in the Mammoth Lakes region include industrial minerals (clay, aggregate, cinders, etc.) and precious metals associated with volcanic rocks and hot springs. Figure 4.4-1, *Mineral Resources Map*, of the GPEIR, depicts the distribution and extent of these resources. As indicated on Figure 4.4-1, there are no resources present on the project site. Additionally, the California Geological Survey (CGS) has not classified the site as being located in a principal mineral-producing locality. Therefore, project implementation would not result in the loss of availability of a known mineral resource of value.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.10(a). The project site is not designated a locally-important mineral resource recovery site.

Mitigation Measures: No mitigation measures are required.

4.11 NOISE.

The findings of the Mono County EA are summarized as follows:

The proposed project is the acquisition of land for the development of community facilities within the Town of Mammoth Lakes. The project would result in increases in noise levels during construction of the community facilities. Construction-related increases in noise are temporary and are mitigated by compliance with the Town's Noise Ordinance.

The development of community facilities would result in increased traffic to and from the site and on the site. Vehicular traffic, including cars, busses and recreational vehicles, has been identified as the principal source of a permanent increase in the ambient noise level in the Town. The General Plan contains a number of policies intended to mitigate the noise impacts of additional traffic including structural design

and site planning requirements in the Town Municipal Code. Development projects must comply with requirements established in the Town's Noise Ordinance and may be required to incorporate noise-related design measures into the project, if appropriate.

Would the project result in:

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

Less Than Significant With Mitigation Incorporated. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk or work under various noise conditions. All such studies; however, recognize that individual responses vary considerably. Standards usually address the needs of most of the general population.

Title 8.0, *Health and Safety*, of the *Municipal Code* covers all noise standards. Also, Code Chapter 8.16, *Noise Regulation*, sets forth all noise regulations controlling unnecessary, excessive and annoying noise and vibration in the Town of Mammoth Lakes. As outlined in Code Chapter 8.16*,* maximum exterior noise levels are based on land use districts. In addition to interior and exterior noise standards, the Town provides regulations for construction activities and other types of noises in Code Section 8.16.090, *Prohibited Acts*.

Short-Term Noise Impacts

As previously stated, construction activities would include grading, excavation and construction of the Mammoth Lakes Police Station. Construction is scheduled to begin in summer 2008 and finish in summer 2009. Grading activities would include 1,448 cubic yards of clearing and grubbing, 4,820 cubic yards of cut, and 4,488 cubic yards of fill. Overall, approximately 1,416 CY of unusable materials would be exported off-site and deposited at the Long Valley Mineral Materials Site. Additionally, the project would require approximately 1,182 CY of import fill, which would be obtained from other Mammoth Lakes construction projects having excess fill.

The noisiest phase of construction is expected to occur during site excavation and grading. High groundborne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers and other heavy-duty construction equipment. Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers. Table N-1, *Typical Construction Equipment Noise Levels,* indicates the anticipated equipment noise levels during the construction period.

Table N-1
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment Type	Typical Average Equipment Noise Level at 100 ft. in dB(A)[1]
Backhoe	75
Concrete Mixer	75
Concrete Pump	75
Crane	75
Dozer	75
Generator	75
Grader	75
Loader	75
Pump	75
Saws	75
Scraper	80
Tractor	75
Trucks	75

Source: U. S. Environmental Protection Agency, 1971.
Note:
[1] With noise controls applied. Obtainable by selecting quieter procedures or machines and implementing noise control features such as improved mufflers, use of silencers, shields, shrouds, ducts and engine enclosures.

In order to estimate the "worst case" construction noise levels that may occur at an existing noise-sensitive receptor, the combined construction equipment noise levels have been calculated for the grading and excavation phase; refer to Table N-2, *Combined Construction Equipment Noise Levels*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). These estimations of noise levels take into account the distance to the receptor, attenuation from molecular absorption and anomalous excess attenuation.

The sensitive noise receptors located nearest the proposed development area are the church located approximately 85 feet to the north, the RV park located approximately 400 feet to the east, and the hospital located approximately 250 feet to the south.. As indicated in Table N-2, the combined worst-case noise levels would be less than 70 dBA at these uses. According to Code Section 8.16.090, *Prohibited Acts*, short-term noise is considered noise that occurs for up to ten days, the highest acceptable noise levels would be 80 dBA at multi-family residential homes between the hours of 8:00 AM and 7:00 PM.

Table N-2
COMBINED CONSTRUCTION EQUIPMENT NOISE LEVELS

Distance Attenuation	
Distance to Receptor (Feet)	**Sound Level at Receptor (dBA)**
50	82
100	76
200	70
400	63
600	59
800	57
1,000	54
The following assumptions were utilized: Basic sound level drop-off rate: 3.0 dB per doubling distance Molecular absorption coefficient: 0.7 dB per 1,000 feet Analogous excess attenuation: 1.0 dB per 1,000 feet Reference sound level: 92 dBA Distance for reference sound level: 50 feet Simultaneous operation of 1 scraper, 1 heavy truck, and 1 loader	

These impacts are considered short-term and would cease upon completion of construction activities. Implementation of the recommended mitigation (i.e., muffling/placement of construction equipment and stockpiling/staging of construction vehicles) and compliance with the Town's Noise Ordinance would serve to minimize the length of time residents are exposed to significant noise levels.

Long-Term Noise Impacts

It is not anticipated that noise generated by activities associated with the proposed police station would exceed the noise limits allowed in the Town's Noise Ordinance. The proposed police station would be a relatively small facility, as police stations go. Activities at the police station would generally be contained within the building, and emergency calls would typically be routed to vehicles that are already on patrol. As under existing conditions, police response calls requiring the use of sirens would be initiated primarily off-site, depending on the location of the patrol vehicle at the response time. Therefore, implementation of the proposed project is anticipated to result in less than significant noise impacts in this regard.

Mitigation Measures:

N-1 Prior to grading operations, the project shall demonstrate, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;

- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;

- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;

- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and

- A project sign shall be shall be clearly posted at the primary construction entrance, as an information resource for surrounding property owners and residents. The sign shall include the following minimum project information: project name, general contractor, normal construction hours, normal workdays, and local telephone number of the Job Superintendent. If the Town or the Job Superintendent receives a complaint, the Superintendent shall investigate, take appropriate corrective action, and report the action taken to the Town.

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

Less Than Significant Impact. Due to the proximity of sensitive receptors from such construction activities, an analysis of the potential impacts associated with groundborne vibration and groundborne noise is required. Groundborne vibration is measured in terms of the velocity of the vibration oscillations. As with noise, a logarithmic decibel scale (VdB) is used to quantify vibration intensity. When groundborne vibration exceeds 75 to 80 VdB, it is usually perceived as annoying to building occupants. The degree of annoyance is dependent upon type of land use, individual sensitivity to vibration, and the frequency of the vibration events. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Ground-borne vibrations from construction activities rarely reach levels that damage structures. Typically, vibration levels must exceed 100 VdB before building damage occurs. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

The primary vibratory source during the construction of the project would be large bulldozers. Based on published data, activities during grading and excavation generate

an approximate vibration level of 87 VdB at a distance of 25 feet.[27] The nearest sensitive receptor (i.e., the church) is approximately 85 feet north of the proposed building. Vibration levels would be below thresholds for building damage. Additionally, distance attenuation would reduce levels below 78 VdB. Blasting and pile driving are not anticipated as part of the construction activities related to the parking structure excavation. As a result, vibration with potential to damage adjacent buildings is not anticipated. Construction equipment would not result in vibration impacts, based on the distance to the nearest sensitive receptor.

It should be noted that any vibration impacts would be temporary in nature and would cease upon completion of the construction phase. Therefore, project implementation would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Weekday without and with the project, and Weekend without and with the project scenarios were compared for both 2007 and 2025.

2007 Weekday Conditions

According to Table N-3, *2007 Weekday Noise Scenarios*, the highest noise levels under the 2007 weekday with project scenario would occur along Main Street, west of Old Mammoth Road. The maximum noise level increase (0.5 dBA) under the 2007 weekday with project scenario would occur along Old Mammoth Road, south of Meridian Boulevard. This is considered a less than significant impact.

2007 Weekend Conditions

According to Table N-4, *2007 Weekend Noise Scenarios*, the highest noise levels under the 2007 weekend with project scenario would occur along Main Street, west of Old Mammoth Road. The maximum noise level increase (0.5 dBA) under the 2007 weekend with project scenario would occur along Old Mammoth Road, south of Meridian Boulevard. This is considered a less than significant increase in noise levels.

[27] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Table N-3
2007 WEEKDAY NOISE SCENARIOS

Roadway Segment	2007 Weekday Without Project					2007 Weekday With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Main Street											
West of Old Mammoth Rd.	1,662	53.2	43	20	9	1,669	53.2	43	20	9	0
Old Mammoth to Sierra Park Rd.	705	49.4	24	11	5	713	49.5	24	11	5	0.1
East of Sierra Park Rd.	635	49.0	22	10	5	637	49.0	22	10	5	0
Tavern Road											
West of Old Mammoth Rd.	122	39.8	5	2	1	122	39.8	5	2	1	0
Old Mammoth Rd. to Sierra Park Rd.	146	40.6	6	3	1	152	40.8	6	3	1	0.2
Sierra Park Rd. to South Site Access	0	NA	-	-	-	7	27.4	1	0	0	NA
Meridian Boulevard											
West of Old Mammoth Rd.	882	50.4	28	13	6	886	50.4	28	13	6	0
Old Mammoth Rd. to Sierra Park Rd.	713	49.5	24	11	5	718	49.5	24	11	5	0
East of Sierra Park Rd.	504	48.0	19	9	4	506	48.0	19	9	4	0
Old Mammoth Road											
Main St. to Tavern Rd.	1,204	49.5	23	11	5	1,204	49.5	23	11	5	0
Tavern Rd. to Meridian Blvd.	1,122	49.2	22	10	5	1,176	49.4	23	11	5	0.2
South of Meridian Blvd.	1,014	48.7	21	10	4	1,118	49.2	22	10	5	0.5
Sierra Park Road											
Main Street to North Site Access	362	44.6	10	5	2	374	44.7	11	5	2	0.1
North Site Access to Tavern Rd.	362	44.6	10	5	2	376	44.7	11	5	2	0.1
Tavern Rd. to Meridian Blvd.	354	44.5	10	5	2	362	44.6	10	5	2	0.1
South of Meridian Blvd.	9	28.5	1	0	0	9	28.5	1	0	0	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; NA = Not Applicable, Tavern Road from Sierra Park Road to the south Site Access is a proposed roadway extension.

Noise modeling is based upon traffic data provided by LSC Transportation Consultants, Inc., September 21, 2007.

Table N-4
2007 WEEKEND NOISE SCENARIOS

Roadway Segment	2007 Weekend Without Project					2007 Weekend With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Main Street											
West of Old Mammoth Rd.	1,662	53.2	43	20	9	1,669	53.2	43	20	9	0
Old Mammoth to Sierra Park Rd.	899	50.5	28	13	6	906	50.5	28	13	6	0
East of Sierra Park Rd.	1,160	51.6	33	16	7	1,161	51.6	33	16	7	0
Tavern Road											
West of Old Mammoth Rd.	122	39.8	5	2	1	122	39.8	5	2	1	0
Old Mammoth Rd. to Sierra Park Rd.	133	40.2	5	2	1	137	40.3	5	3	1	0.1
Sierra Park Rd. to South Site Access	0	NA	-	-	-	5	26.0	1	0	0	NA
Meridian Boulevard											
West of Old Mammoth Rd.	882	50.4	28	13	6	886	50.4	28	13	6	0
Old Mammoth Rd. to Sierra Park Rd.	511	48.0	19	9	4	515	48.1	19	9	4	0.1
East of Sierra Park Rd.	216	44.3	11	5	2	217	44.3	11	5	2	0
Old Mammoth Road											
Main St. to Tavern Rd.	1,204	49.5	23	11	5	1,204	49.5	23	11	5	0
Tavern Rd. to Meridian Blvd.	1,122	49.2	22	10	5	1,176	49.4	23	11	5	0.2
South of Meridian Blvd.	1,014	48.7	21	10	4	1,118	49.2	22	11	5	0.5
Sierra Park Road											
Main Street to North Site Access	273	43.3	9	4	2	281	43.5	9	4	2	0.2
North Site Access to Tavern Rd.	273	43.3	9	4	2	282	43.5	9	4	2	0.2
Tavern Rd. to Meridian Blvd.	164	41.1	6	3	1	169	41.2	6	3	1	0.1
South of Meridian Blvd.	1	19.0	0	0	0	1	19.0	0	0	0	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; NA = Not Applicable, Tavern Road from Sierra Park Road to the south Site Access is a proposed roadway extension.

Noise modeling is based upon traffic data provided by LSC Transportation Consultants, Inc., September 21, 2007.

2025 Weekday Conditions

According to Table N-5, *2025 Weekday Noise Scenarios*, the highest noise levels under the 2025 weekday with project scenario would occur along Main Street, west of Old Mammoth Road. The maximum noise level (0.5 dBA) under the 2025 weekday with project scenario would occur along Tavern Road, between Old Mammoth Road and Sierra Park Road. This is considered a less than significant increase in noise levels.

Table N-5
2025 WEEKDAY NOISE SCENARIOS

Roadway Segment	2025 Weekday Without Project					2025 Weekday With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Main Street											
West of Old Mammoth Rd.	1,992	53.9	48	22	10	2,004	54.0	48	22	10	0.1
Old Mammoth to Sierra Park Rd.	1,144	51.5	33	15	7	1,151	51.6	33	15	7	0.1
East of Sierra Park Rd.	1,193	51.7	34	16	7	1,195	51.7	34	16	7	0
Tavern Road											
West of Old Mammoth Rd.	132	40.2	5	2	1	134	40.2	5	2	1	0
Old Mammoth Rd. to Sierra Park Rd.	210	42.2	7	3	2	227	42.5	8	4	2	0.5
Sierra Park Rd. to South Site Access	0	NA	-	-	-	11	29.4	1	0	0	NA
Meridian Boulevard											
West of Old Mammoth Rd.	1,175	51.7	34	16	7	1,179	51.7	34	16	7	0
Old Mammoth Rd. to Sierra Park Rd.	1,401	52.4	38	18	9	1,408	52.4	38	18	8	0
East of Sierra Park Rd.	1,575	52.9	41	19	8	1,577	52.9	41	19	9	0
Old Mammoth Road											
Main St. to Tavern Rd.	1,206	49.5	23	11	5	1,212	49.5	23	11	5	0
Tavern Rd. to Meridian Blvd.	1,464	50.3	26	12	6	1,469	50.3	26	12	6	0
South of Meridian Blvd.	1,605	50.7	28	13	6	1,611	50.7	28	13	6	0
Sierra Park Road											
Main Street to North Site Access	373	44.7	11	5	2	384	44.8	11	5	2	0.1
North Site Access to Tavern Rd.	373	44.7	11	5	2	395	44.9	11	5	2	0.2
Tavern Rd. to Meridian Blvd.	370	44.5	10	5	2	381	44.8	11	5	2	0.3
South of Meridian Blvd.	8	28.0	1	0	0	8	28.0	1	0	0	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; NA = Not Applicable, Tavern Road from Sierra Park Road to the south Site Access is a proposed roadway extension.

Noise modeling is based upon traffic data provided by LSC Transportation Consultants, Inc., September 21, 2007.

2025 Weekend Conditions

According to Table N-6, *2025 Weekend Noise Scenarios*, the highest noise levels under the 2025 weekend with project scenario would occur along Main Street west of Old Mammoth Road. The maximum noise level increase (0.5 dBA) under the 2025 weekend with project scenario would along Tavern Road, between Old Mammoth Road and Sierra Park Road. This is considered a less than significant increase in noise levels.

Table N-6
2025 WEEKEND NOISE SCENARIOS

Roadway Segment	2025 Weekend Without Project					2025 Weekend With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Main Street											
West of Old Mammoth Rd.	1,992	53.9	48	22	10	2,004	54.0	48	22	10	0.1
Old Mammoth to Sierra Park Rd.	1,144	51.8	35	16	7	1,151	51.9	35	16	8	0.1
East of Sierra Park Rd.	1,193	52.9	41	19	9	1,195	52.9	41	19	9	0
Tavern Road											
West of Old Mammoth Rd.	132	40.2	5	2	1	134	40.2	5	2	1	0
Old Mammoth Rd. to Sierra Park Rd.	210	42.4	7	3	2	227	42.7	8	4	2	0.3
Sierra Park Rd. to South Site Access	0	NA	-	-	-	11	28.0	1	0	0	NA
Meridian Boulevard											
West of Old Mammoth Rd.	1,175	51.7	34	16	7	1,179	51.7	34	16	7	0
Old Mammoth Rd. to Sierra Park Rd.	1,401	50.1	26	12	6	1,408	50.1	27	12	6	0
East of Sierra Park Rd.	1,575	47.3	17	8	4	1,577	47.3	17	8	4	0
Old Mammoth Road											
Main St. to Tavern Rd.	1,206	49.5	23	11	5	1,212	49.5	23	11	5	0
Tavern Rd. to Meridian Blvd.	1,464	50.3	26	12	6	1,469	50.3	26	12	6	0
South of Meridian Blvd.	1,605	50.7	28	13	6	1,611	50.7	28	13	6	0
Sierra Park Road											
Main Street to North Site Access	373	45.0	11	5	2	384	45.0	11	5	2	0
North Site Access to Tavern Rd.	373	45.3	12	5	3	395	45.5	12	6	3	0.2
Tavern Rd. to Meridian Blvd.	370	42.0	7	3	2	381	42.2	7	3	2	0.2
South of Meridian Blvd.	8	19.0	0	0	0	8	19.0	0	0	0	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; NA = Not Applicable, Tavern Road from Sierra Park Road to the south Site Access is a proposed roadway extension.

Noise modeling is based upon traffic data provided by LSC Transportation Consultants, Inc., September 21, 2007.

Based on the traffic noise modeling, increases in noise levels during the 2007 and 2025 project scenarios would be less than significant for both weekday and weekend conditions. Refer also to Response 4.11(a) above.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Construction-related activities and equipment used during the project's construction phase could result in a temporary or periodic increase in ambient noise levels above existing levels. Construction activities may result in less than significant short-term noise impacts on surrounding uses. Refer to Response 4.11(a).

Noise typically associated with the operation activities of institutional uses would be mostly generated by mechanical equipment (air conditioners, trash compactors, emergency generators, etc.).

Although several noise sources would be introduced, many of them would operate for only very brief periods of time. Stationary mechanical noise and parking lot noise usually do not operate concurrently. Furthermore, it should be noted that the projected noise levels presented in this analysis do not account for any noise attenuation due to existing walls, berms, intervening structures, or topography. The proposed project would require the use of heating, ventilation, and air conditioning units. Actual activity levels would vary from season to season and day to day, and noise level reference data for the rooftop air conditioners are only available for high activity levels more characteristic of conditions during daytime hours on a warm summer day. Noise generated from mechanical equipment would not exceed the City's noise standard, nor impact the closest sensitive receptors within the project vicinity. As a result, impacts would be less than significant and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is not located within an airport land use plan or within 2.0 miles of a public airport or public-use airstrip. The Mammoth Yosemite Airport is located approximately 6.5 miles east of the project site. Areas exposed to aircraft noise of CNEL 65 and higher remain within the airfield boundary of the Airport, on either Airport property or vacant land controlled by the Airport through leases or use permits. Implementation of the proposed project would not expose people residing or working in the project area to excessive nose levels associated with the operation of a public airport or private airstrip.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.11(e).

Mitigation Measures: No mitigation measures are required.

4.12 POPULATION AND HOUSING.

The findings of the Mono County EA are summarized as follows:

> *The project does not include housing and is not anticipated to induce population growth. Construction-related jobs are anticipated to be taken by existing residents of the area and are not anticipated to induce population growth. The developed of the proposed community facilities will consolidate existing facilities in Mammoth Lakes; jobs at those facilities are currently taken by residents of the area.*

There is no existing housing on the site and the site is designated for public facility uses. The proposed community facility use will not displace existing housing.

Would the project:

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

No Impact. The project would not induce population growth in the area directly or indirectly. The project does not involve the development of housing. The proposed Police Station would replace the existing Police Station currently located elsewhere within the Town. The project does not involve the extension of roads or other infrastructure into an outlying area.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is currently vacant. No housing exists on the project site. Therefore, project implementation would not displace any existing housing or people.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.12(b).

Mitigation Measures: No mitigation measures are required.

4.13 PUBLIC SERVICES.

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

1) Fire protection?

Less Than Significant Impact. The Mammoth Lakes Fire Protection District (MLFPD) provides fire protection and emergency response to the project site. The MLFPD service area includes approximately 3,000 acres of mountain resort area in and around the Town and over 2,500 acres within the Town. The MLFPD currently responds to calls for service from two fire stations. Fire Station No.1, the primary station, is located at Main Street at the corner of Forest Trail. Fire Station No. 1 is located approximately 0.25-mile northwest of the project site. Fire Station No.2 is located at 1574 Old Mammoth Road. Fire Station No. 2 is located approximately 1.85 miles southwest of the project site.

Fire ratings range from one to ten, with one representing the best rating. The Town currently has a fire rating of three, as a result of the recent Insurance Service Office (ISO) evaluation conducted within the Town. The project may result in an increase in the quantity of emergency calls received by the MLFPD due to the increase in activity and use on the site. The project would comply with the applicable provisions as set forth in the Town Municipal Code. In addition, the fees collected by the Town are used to fund the required fire suppression equipment.

While the project could result in a slight increase in calls, the project would not result in development that is unique in the area. Existing service ratios and response times would not be affected by the proposed project and new fire facilities would not be required. With payment of the development impact fees, project implementation would not significantly impact fire protection services.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. Police protection and law enforcement in the Town of Mammoth Lakes are provided by the Mammoth Lakes Police Department (MLPD), the Mono County Sheriff's Department (MCSD), and the California Highway Patrol (CHP). As described in Section 2.2, *Project Characteristics*, the proposed Mammoth Lakes Police Station consists of a two-level structure with program elements to accommodate the Police Department's current and long-term needs. Development of the proposed project would result in potentially adverse physical impacts, as discussed throughout this Initial Study. However, with implementation of the recommended mitigation, impacts would be reduced to less than significant.

Project implementation would not impact MLPD's target ratio of officers to population, since development of the proposed Mammoth Lakes Police Station would not generate an increase in population. Existing service ratios and response times would be slightly altered with project implementation, although, the MLPD's minimum response times would continue to be satisfied. With payment of the development fees, project implementation would not significantly impact police protection services.

Mitigation Measures: No mitigation measures are required.

3) Schools?

No Impact. The Town is located within the jurisdiction of the Mammoth Unified School District (MUSD). The MUSD provides education to students in grades kindergarten (K) through grade 12 with facilities that include Mammoth High School, Mammoth Middle School, Mammoth Elementary School, Sierra High School, and the Mammoth Olympic Academy for Academic Excellence.

Senate Bill 50 (SB 50), enacted in 1998, is a program for funding school facilities largely based on matching funds. SB 50 allows the MUSD to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose

of funding the construction or reconstruction of school facilities. Payment of these fees would be required.

The project involves development of a police station and does not involve the construction of new school facilities. Further, the project does not involve new housing, thus, does not create a demand for new school facilities.

Mitigation Measures: No mitigation measures are required.

4) Parks?

No Impact. The project involves development of a police station and does not involve the construction of new parks or recreational facilities. Also, the project does not involve new housing, thus, does not create a demand for new parks or recreational facilities.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

No Impact. The project involves development of a police station, which is a public facility. Due to the nature and scope of the proposed development, project implementation would not increase the demand for other public facilities such that it would create the need for alteration or construction of any governmental buildings.

Mitigation Measures: No mitigation measures are required.

4.14 RECREATION.

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

No Impact. The project involves development of a police station and does not involve new housing. Therefore, project implementation would not increase the use of existing recreational facilities, such that physical deterioration would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.13(a)(4).

Mitigation Measures: No mitigation measures are required.

4.15 TRANSPORTATION/TRAFFIC.

The findings of the Mono County EA are summarized as follows:

The proposed community facilities resulting from the land acquisition will increase traffic on adjacent roads. The Town's General Plan EIR contains a number of mitigation measures intended to minimize the impacts of increased traffic volumes resulting from development associated with the proposed General Plan buildout. These mitigation measures include measures to reduce vehicle miles traveled, including improvements to the circulation system and pedestrian facilities, increases in various forms of transit, and the coordination of parking facilities with other elements of the transportation and circulation system.

Recent analyses of roadway capacities in Mammoth Lakes show that Main Street (SR-203) immediately east of Sierra Park Road does not exceed capacity. Projected traffic loads for 2024 for Main Street immediately east of Sierra Park Road are not expected to exceed roadway capacity. The intersection of Sierra Park Road and Main Street is currently operating at a LOS of B for northbound traffic and A for westbound traffic.

Would the project:

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

Less Than Significant With Mitigation Incorporated. This Section is based upon the *Mammoth Lakes Police Station Traffic and Parking Study* (LSC Transportation Consultants, Inc., September 21, 2007). The Study focuses on the existing (2007) and future (2025) impacts with and without the project.

The analysis of traffic impacts reflects the following conditions:

- Existing 2007 No Project;
- Existing 2007 Plus Project;
- Existing 2007 Plus Project Mitigated;
- Future 2025 No Project;
- Future 2025 Plus Project; and
- Future 2025 Plus Project Mitigated.

The study presents results of an examination of the future planned extension of Tavern Road to connect to Commerce Drive as identified in the Town's Mobility Plan. Also, as the public schools located along Sierra Park Road result in volumes on some movements that are greater on weekdays than on Saturdays, the intersections along Sierra Park Road are evaluated for both weekday and Saturday conditions.

The study intersections are:

1. Old Mammoth Road/Main Street (State Route 203);
2. Old Mammoth Road/Tavern Road;
3. Old Mammoth Road/Meridian Boulevard;
4. Sierra Park Road/Meridian Boulevard;
5. Sierra Park Road/Tavern Road;
6. Sierra Park Road/Site Access;

7. Sierra Park Road/Main Street (State Route 203); and
8. Tavern Road Extension/Site Access (Future intersection).

Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and delay experienced at the intersection. The Highway Capacity Manual (HCM) analysis methodology for signalized intersections and unsignalized intersections is utilized to determine the operating LOS of the study intersections. All LOS were calculated using the software Traffix 7.7. All LOS printouts are presented in Appendix A of the Traffic and Parking Impact Study, which is available for review at the Town's Community Development Department. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections; refer to Table TR-1, *Level of Service Descriptions*.

Table TR-1
LEVEL OF SERVICE DESCRIPTIONS

LOS	Description	Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	# 10.0	# 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to # 20.0	> 10.0 to #15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to # 35.0	> 15.0 to # 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to # 55.0	> 25.0 to # 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to # 80.0	> 35.0 to # 50.0
F	Operation with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual, "HCM 2000" Edition (Washington D.C., 2000).

Existing 2007 No Project Conditions

Saturday PM Peak Hour volumes were estimated as follows:

- Intersection volumes were obtained for the No Project condition from the Mammoth Lakes Tavern Road Mixed Use Project Traffic Impact Study (LSC Transportation Consultants, Inc., January 2007). An annual growth rate, based

on traffic trends over recent years, was then applied in order to update the volumes to 2007 levels.

Weekday School PM Peak Hour volumes were estimated as follows:

- Volumes for the Sierra Park Road/Main Street and Sierra Park Road/Meridian Road intersections were estimated from the 2004 Mammoth Traffic Demand Model, then adjusted to obtain weekday volumes along Sierra Park Road. An annual growth rate, based on traffic trends over recent years, was then applied in order to update the volumes to 2007 levels.

- As volumes for the Sierra Park Road/Tavern were not available in the Mammoth Traffic Demand Model, they were estimated based on Saturday PM peak hour volumes at this intersection factored by a ratio of weekday to weekend volumes south of Main Street along Sierra Park Road. A separate factor was obtained for northbound and southbound volumes. These volumes were then balanced conservatively with the intersection of Sierra Park Road and Main Street.

Existing 2007 No Project Intersection Levels of Service

Table TR-2, *2007 Intersection LOS*, outlines the intersection LOS for Existing 2007 No Project conditions. As indicated in Table TR-2, all intersections currently operate at an acceptable LOS without the project.

Existing 2007 No Project Roadway Capacity

Peak hour roadway capacity was estimated from the peak hour volumes at the study intersections. Table TR-3, *2007 Roadway Capacity*, As indicated in Table TR-3, the 2007 peak hour volumes do not exceed the roadway capacity standard under Existing 2007 No Project conditions. All volume to capacity ratios are below 0.65, indicating that all roadway segments carry volumes that are within their capacity.

Thresholds of Significance

The Town of Mammoth Lakes General Plan presents the following LOS thresholds:

- Signalized Intersections – Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, mitigation is required. This same threshold applies to roundabouts.

- Unsignalized Intersections – In order to avoid the identification of a LOS failure for intersections that result in only a few vehicles experiencing a delay greater than 50 seconds (such as at a driveway serving a few homes that accesses onto a busy street), a LOS deficiency is not identified for all intersections with approach LOS E or F. Instead, a LOS deficiency is assumed to occur at an unsignalized intersection only if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle hours for a single lane approach and five vehicle hours for a multi-lane approach.

Table TR-2
2007 INTERSECTION LEVEL OF SERVICE (LOS)

#	Intersection	Traffic Control	Movement	No Project		Plus Project	
				LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
Saturday PM Peak Hour							
1	Old Mammoth Road/Main Street (SR-203)	Traffic Signal	Total Intersection	B	18.9	B	18.8
2	Old Mammoth Road/Tavern Road	Two-Way Stop	Worst Movement	D	31.1	D	31.2
			Total Intersection	A	3.3	A	3.4
3	Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	C	28.9	C	28.9
4	Sierra Park Road/Meridian Boulevard	Four-Way Stop	Worst Movement	A	8.0	A	8.0
			Total Intersection	A	7.8	A	7.8
5	Sierra Park Road/Tavern Road	Two-Way Stop	Worst Movement	B	10.4	B	10.8
			Total Intersection	A	2.3	A	2.5
6	Sierra Park Road/Site Access	Two-Way Stop	Worst Movement	-	-	A	9.6
			Total Intersection	-	-	A	0.2
7	Sierra Park Road/Main Street (SR-203)	Two-Way Stop	Worst Movement	C	16.2	C	16.9
			Total Intersection	A	2.3	A	2.5
8	Tavern Road Extension/Site Access	Two-Way Stop	Worst Movement	-	-	A	2.6
			Total Intersection	-	-	A	2.4
Weekday School PM Peak Hour							
4	Sierra Park Road/Meridian Boulevard	Four-Way Stop	Worst Movement	B	10.1	B	10.1
			Total Intersection	A	9.4	A	9.5
5	Sierra Park Road/Tavern Road	Two-Way Stop	Worst Movement	B	10.5	B	11.1
			Total Intersection	A	1.8	A	2.1
6	Sierra Park Road/Site Access	Two-Way Stop	Worst Movement	-	-	A	10.0
			Total Intersection	-	-	A	0.2
7	Sierra Park Road/Main Street (SR-203)	Two-Way Stop	Worst Movement	C	16.0	C	16.7
			Total Intersection	A	3.6	A	3.7

Bold indicates a deficient intersection.

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

Table TR-3
2007 ROADWAY CAPACITY

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)	2007 No Project						2007 Plus Project					
		Saturday PM Peak Hour			Weekday School PM Peak Hour			Saturday PM Peak Hour			Weekday School PM Peak Hour		
		Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?
Main Street East of Old Mammoth Road	2,600	383	0.15	No	-	-	-	386	0.15	No	-	-	-
Main Street East of Sierra Park Road	2,600	533	0.21	No	394	0.15	No	627	0.24	No	395	0.15	No
Main Street West of Old Mammoth Road	2,600	1,005	0.39	No	-	-	-	1,008	0.39	No	-	-	-
Main Street West of Sierra Park Road	2,600	542	0.21	No	331	0.13	No	546	0.21	No	335	0.13	No
Meridian Boulevard East of Old Mammoth Road	1,600	440	0.28	No	-	-	-	442	0.28	No	-	-	-
Meridian Boulevard East of Sierra Park Road	1,600	132	0.08	No	253	0.16	No	133	0.08	No	254	0.16	No
Meridian Boulevard West of Old Mammoth Road	2,600	448	0.17	No	-	-	-	450	0.17	No	-	-	-
Meridian Boulevard West of Sierra Park Road	1,600	129	0.08	No	315	0.20	No	131	0.08	No	319	0.20	No
Old Mammoth Road North of Meridian	1,600	592	0.37	No	-	-	-	594	0.37	No	-	-	-
Old Mammoth Road North of Tavern Road	1,600	640	0.40	No	-	-	-	640	0.40	No	-	-	-
Old Mammoth Road South of Main Street	1,600	774	0.48	No	-	-	-	774	0.48	No	-	-	-
Old Mammoth Road South of Meridian Boulevard	1,600	610	0.38	No	-	-	-	612	0.38	No	-	-	-
Old Mammoth Road South of Tavern Road	1,600	622	0.39	No	-	-	-	624	0.39	No	-	-	-
Sierra Park Road North of Meridian Boulevard	1,600	31	0.02	No	191	0.12	No	34	0.02	No	196	0.12	No
Sierra Park Road North of Tavern Road	1,600	143	0.09	No	252	0.16	No	148	0.09	No	263	0.16	No
Sierra Park Road South of Main Street	1,600	159	0.10	No	252	0.16	No	162	0.10	No	257	0.16	No
Sierra Park Road South of Tavern Road	1,600	153	0.10	No	203	0.13	No	155	0.10	No	209	0.13	No
Tavern Road East of Old Mammoth Road	1,600	73	0.05	No	-	-	-	75	0.05	No	-	-	-
Tavern Road West of Old Mammoth Road	1,600	70	0.04	No	-	-	-	70	0.04	No	-	-	-
Tavern Road West of Sierra Park Road	1,600	88	0.06	No	111	0.07	No	90	0.06	No	121	0.08	No

Bold indicates roadway is deficient.

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

In addition, impacts are considered significant if, in the future year scenario (2025) with the project, the volume to capacity ratio along any of the study area roadways is greater than one (1.0).

Existing 2007 Plus Project Conditions

Primary access to the project site is proposed via an eastward extension of Tavern Road (for all traffic). Tavern Road could potentially be extended eastward to connect with Commerce Drive. A secondary access is proposed via Sierra Park Road to the north (for police vehicles only).

Project Trip Generation and Distribution

Trip generation is the evaluation of the number of vehicle-trips that would either have an origin or destination at the project site. While standard trip generation rates are provided by documents such as ITE Trip Generation, these documents do not provide standard rates for police stations. Therefore, it was necessary to estimate daily and peak hour trip generation based on a "person-trip" analysis for both Saturday and weekday time periods. This person-trip analysis consists of estimating the anticipated number of one-way person trips by time of day, then factoring by travel mode and vehicle occupancy to forecast the number of vehicle-trips. The number of one-way person trips was estimated by interviewing the Mammoth Lakes Police Chief, reviewing a log of personnel entering and exiting the current site, and reviewing Police Department staff schedules.

The resulting number of existing vehicle-trips generated throughout the day is indicated in Table TR-4, *Existing Police Station Weekend Total Trips (Entering and Exiting)*, and Table TR-5, *Existing Police Station Weekday Total Trips (Entering and Exiting)*, for Saturday and weekdays. As indicated in Table TR-4, the Saturday PM peak hour occurs between 4:00 PM and 5:00 PM with a volume of 18 vehicle-trips (8 in, 10 out). As indicated in Table TR-5, the weekday school PM peak hour occurs between 3:00 PM and 4:00 PM with a volume of 27 vehicle-trips (14 in, 13 out). Additionally, the proposed project is forecast to generate 167 daily vehicle-trips on a Saturday and 264 daily vehicle-trips on a weekday.

The distribution of project generated traffic arriving and departing the project site was estimated based on the following:

- The origin and destination of trips generated in the vicinity of the project site, as identified in the Mammoth Lakes Transportation Demand Model;
- Expected trip purposes by project visitors and staff; and
- The location of the site relative to employment, commercial, and recreational centers.

The resulting distribution pattern for project-generated peak-hour trips is summarized in Table TR-6, *2007 Trip Distribution*.

Table TR-4
EXISTING POLICE STATION WEEKEND TOTAL TRIPS (ENTERING AND EXITING)

Hour Beginning	Administration	Specialist-Detectives	Specialist-Narcotics	Resources Specialist	Animal Control	Patrol	Evening Patrol	Graveyard Patrol	Utility[1]	Visitors	Total Vehicle Trips
1:00 AM	0	0	0	0	0	0	2	2	0	0	4
2:00 AM	0	0	0	0	0	0	4	2	0	0	6
3:00 AM	0	0	0	0	0	0	0	3	0	0	3
4:00 AM	0	0	0	0	0	0	0	3	0	0	3
5:00 AM	0	0	0	0	0	0	0	2	0	0	2
6:00 AM	0	0	0	0	0	6	0	2	0	0	8
7:00 AM	0	0	0	0	0	3	0	4	0	0	7
8:00 AM	0	0	2	4	0	3	0	0	0	6	15
9:00 AM	0	0	0	0	1	3	0	0	0	2	6
10:00 AM	0	0	0	0	0	3	0	0	0	6	9
11:00 AM	0	0	0	0	0	3	0	0	0	14	17
12:00 PM	0	0	2	2	1	3	0	0	0	4	12
1:00 PM	0	0	2	2	1	4	0	0	0	2	11
2:00 PM	0	0	0	0	0	4	0	0	0	2	6
3:00 PM	0	0	0	0	0	3	0	0	0	2	5
4:00 PM	0	0	1	2	0	5	4	0	0	6	18
5:00 PM	0	0	2	0	1	0	2	0	0	0	5
6:00 PM	0	0	0	0	0	0	3	0	0	0	3
7:00 PM	0	0	0	0	0	0	3	0	0	0	3
8:00 PM	0	0	0	0	0	0	2	0	0	0	2
9:00 PM	0	0	0	0	0	0	2	4	0	0	6
10:00 PM	0	0	0	0	0	0	3	2	0	0	5
11:00 PM	0	0	0	0	0	0	3	3	0	0	6
12:00 AM	0	0	0	0	0	0	2	3	0	0	5
Total Entering Trips	**0**	**0**	**9**	**10**	**4**	**40**	**30**	**30**	**0**	**44**	**167**

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.
Highlighting indicates PM Peak Hour.
[1] Utility trips consist of a daily linen truck, daily UPS delivery, and a daily rug cleaning truck.

Table TR-5
EXISTING POLICE STATION WEEKDAY TOTAL TRIPS (ENTERING AND EXITING)

Hour Beginning	Administration	Specialist-Detectives	Specialist-Narcotics	Resources Specialist	Animal Control	Patrol	Evening Patrol	Graveyard Patrol	Utility[1]	Visitors	Total Vehicle Trips
1:00 AM	0	0	0	0	0	0	3	2	0	0	5
2:00 AM	0	0	0	0	0	0	5	2	0	0	7
3:00 AM	0	0	0	0	0	0	0	3	0	0	3
4:00 AM	0	0	0	0	0	0	0	3	0	0	3
5:00 AM	0	0	0	0	0	0	0	2	0	0	2
6:00 AM	0	2	0	0	0	6	0	2	0	0	10
7:00 AM	0	0	0	0	0	3	0	4	0	0	7
8:00 AM	3	0	2	4	0	3	0	0	0	16	28
9:00 AM	0	1	0	0	1	3	0	0	2	14	21
10:00 AM	0	0	0	0	0	3	0	0	0	8	11
11:00 AM	0	2	0	0	0	3	0	0	2	8	15
12:00 PM	2	2	2	3	1	3	0	0	0	6	19
1:00 PM	2	0	2	3	1	4	0	0	0	16	28
2:00 PM	0	0	0	0	0	4	0	0	2	10	16
3:00 PM	0	0	0	0	0	3	0	0	0	24	27
4:00 PM	0	2	1	4	0	5	6	0	0	0	18
5:00 PM	3	0	2	0	1	0	3	0	0	0	9
6:00 PM	0	0	0	0	0	0	3	0	0	0	3
7:00 PM	0	0	0	0	0	0	3	0	0	0	3
8:00 PM	0	0	0	0	0	0	3	0	0	0	3
9:00 PM	0	0	0	0	0	0	3	4	0	0	7
10:00 PM	0	0	0	0	0	0	3	2	0	0	5
11:00 PM	0	0	0	0	0	0	4	3	0	0	7
12:00 AM	0	0	0	0	0	0	4	3	0	0	7
Total Entering Trips	**10**	**9**	**9**	**14**	**4**	**40**	**40**	**30**	**6**	**102**	**264**

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

Highlighting indicates PM Peak Hour.

[1] Utility trips consist of a daily linen truck, daily UPS delivery, and a daily rug cleaning truck.

Table TR-6
2007 TRIP DISTRIBUTION

Name	2007 Distribution
Main Street West of Old Mammoth Road	39%
Main Street East of Sierra Park Road	5%
Sierra park Road Area (internal gate)	2%
Meridian East of Sierra Park Road	5%
Vons Shopping Center Area	5%
Old Mammoth Road South of Meridian Boulevard	21%
Meridian Boulevard West of Old Mam0moth Road	15%
Sierra Nevada Street West of Old Mammoth Road	4%
Tavern Road West of Old Mammoth Road	4%
Tavern Road Extension	0%
Total	**100%**

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

Applying this distribution to the trip generation volumes yields the net change in project generated peak-hour vehicle-trips through each study intersection. Project generated volumes were added to the existing 2007 no project volumes to yield the existing 2007 peak hour plus project volumes.

Existing 2007 Plus Project Intersection Level of Service

The plus project LOS conditions were evaluated and summarized in Table TR-2, *2007 Intersection LOS*. As indicated in Table TR-2, the proposed project would not lower the total intersection or worst movement LOS at any study intersection. All of the study intersections are predicted to operate within the Town's LOS standard with the project.

Existing 2007 Plus Project Roadway Capacity

Peak hour roadway capacity was estimated from the peak hour volumes at the study intersections. Table TR-3, *2007 Roadway Capacity*, indicates that the 2007 peak hour volumes with the project would not exceed the roadway capacity standard. All of the volume to capacity ratios would be below 0.65, indicating that all roadway segments would carry volumes that would be within their capacity.

Site access is proposed via Sierra Park Road north of Tavern Road and on Tavern Road as an additional leg (east leg) at the intersection of Sierra Park Road/Tavern Road. The site access intersection LOS is summarized in Table TR-2, *2007 Intersection LOS*. As indicated in Table TR-2, LOS A or B would be provided at both of the site access driveways, for both worst-movement and overall intersection conditions. Based on these LOS results and a review of turning-movement volumes, no additional left-turn or right-turn lanes are warranted at either of the site access points.

Future 2025 No Project Conditions

Saturday 2025 PM Peak Hour volumes were forecasted based on the Mammoth Lakes Transportation Demand Model as follows:

- The Mammoth Lakes Transportation Demand Model was run to estimate a set of 2025 and 2004 traffic volumes at all the intersections (excluding the site access intersections). The annual growth of volumes was then calculated. Note that for individual movements for which the model predicted negative growth, in order to remain conservative, the growth was assumed to be zero. Finally, 18 years of growth was then added to the 2007 no project volumes to obtain the 2025 no project volumes.

Weekday 2025 School PM Peak Hour volumes were forecasted based on the Mammoth Lakes Transportation Demand Model as follows:

- Volumes for Sierra Park Road/Main Street and Sierra Park Road/Meridian Road intersections were estimated from the 2025 Mammoth Traffic Demand Model, and then adjusted to obtain weekday volumes along Sierra Park Road.

- Volumes for the Sierra Park Road/Tavern Road intersection were not available in the Model, therefore, they were estimated based on Saturday PM peak hour volumes at this intersection factored by a ratio of weekday to weekend volumes south of Main Street along Sierra Park Road. A separate factor was obtained for northbound and southbound volumes. These volumes were then balanced conservatively with the intersection of Sierra Park Road and Main Street.

Future 2025 No Project Intersection Levels of Service

The LOS for each intersection is indicated in Table TR-7, *2025 Intersection LOS*. As indicated in Table TR-7, all intersections are forecast operate at an acceptable LOS D or better, with the exception of the Sierra Park Road/Main Street intersections during the weekday school PM peak hour. Note that while the worst movement at Old Mammoth Road/Tavern Road is LOS F, this does not exceed the Town LOS standard as the 2.8 vehicle hours of delay on this minor approach is less than the 4.0-hour standard.

Future 2025 No Project Impacts of the Tavern Road Extension

Future 2025 no project volumes were generated assuming the proposed extension of Tavern Road. The Traffic Model was rerun with this additional roadway link included to identify no-project conditions. The 2025 site traffic generation was also assigned to the roadway network using a trip distribution adjusted to reflect site traffic that would use the new roadway. The impact of this roadway is as follows:

- Tavern Road Extension/South Site Access would continue to operate at LOS A under Future 2025 no project conditions.

- Sierra Park Road/Tavern Road would continue to operate at LOS A for the total intersection, but the worst movement will be degraded from a B to a C under no project conditions.

Table TR-7
2025 INTERSECTION LOS

#	Intersection	Traffic Control	Movement	No Project		Plus Project	
				LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
Saturday PM Peak Hour							
1	Old Mammoth Road/Main Street (SR-203)	Traffic Signal	Total Intersection	B	17.1	B	17.2
2	Old Mammoth Road/Tavern Road	Two-Way Stop	Worst Movement	F	82.6	F	95.2
			Total Intersection	A	9.0	B	10.5
3	Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	C	30.1	C	30.2
4	Sierra Park Road/Meridian Boulevard	Four-Way Stop	Worst Movement	A	8.4	A	8.5
			Total Intersection	A	8.3	A	8.3
5	Sierra Park Road/Tavern Road	Two-Way Stop	Worst Movement	B	12.2	B	13.3
			Total Intersection	A	2.8	A	3.2
6	Sierra Park Road/Site Access	Two-Way Stop	Worst Movement	-	-	B	10.8
			Total Intersection	-	-	A	0.2
7	Sierra Park Road/Main Street (SR-203)	Two-Way Stop	Worst Movement	D	26.9	D	29.0
			Total Intersection	A	3.5	A	3.8
8	Tavern Road Extension/Site Access	Two-Way Stop	Worst Movement	-	-	A	2.6
			Total Intersection	-	-	A	2.4
Weekday School PM Peak Hour							
4	Sierra Park Road/Meridian Boulevard	Four-Way Stop	Worst Movement	D	28.8	D	29.4
			Total Intersection	C	22.2	C	22.6
5	Sierra Park Road/Tavern Road	Two-Way Stop	Worst Movement	B	11.3	B	12.3
			Total Intersection	A	2.4	A	2.9
6	Sierra Park Road/Site Access	Two-Way Stop	Worst Movement	-	-	B	10.2
			Total Intersection	-	-	A	0.4
7	Sierra Park Road/Main Street (SR-203)	Two-Way Stop	Worst Movement	**F**	**87.9**	**F**	**99.5**
			Total Intersection	C	19.5	C	21.0

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.
Bold indicates deficient intersection.

Future 2025 No Project Roadway Capacity

Peak hour roadway capacity was estimated from the peak hour volumes at the study intersections. Table TR-8, *2025 Roadway Capacity*, shows that the 2025 peak hour volumes would not exceed the roadway capacity standard under Future 2025 no project conditions. All of the volume to capacity ratios would be below 0.65, indicating that all roadway segments would carry volumes that are within their capacity.

Table TR-8
2025 Roadway Capacity

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)	2025 No Project						2025 Plus Project					
		Saturday PM Peak Hour			Weekday School PM Peak Hour			Saturday PM Peak Hour			Weekday School PM Peak Hour		
		Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicle per Direction per Hour	Volume/ Capacity	Capacity Exceeded?
Main Street East of Old Mammoth Road	2,600	538	0.21	No	-	-	-	560	0.22	No	-	-	-
Main Street East of Sierra Park Road	2,600	828	0.32	No	795	0.31	No	829	0.32	No	796	0.31	No
Main Street West of Old Mammoth Road	2,600	1,157	0.45	No	-	-	-	1,163	0.45	No	-	-	-
Main Street West of Sierra Park Road	2,600	701	0.27	No	759	0.29	No	704	0.27	No	763	0.29	No
Meridian Boulevard East of Old Mammoth Road	1,600	685	0.43	No	-	-	-	688	0.43	No	-	-	-
Meridian Boulevard East of Sierra Park Road	1,600	220	0.14	No	971	0.61	No	221	0.14	No	972	0.61	No
Meridian Boulevard West of Old Mammoth Road	2,600	633	0.24	No	-	-	-	635	0.24	No	-	-	-
Meridian Boulevard West of Sierra Park Road	1,600	217	0.14	No	959	0.60	No	219	0.14	No	963	0.60	No
Old Mammoth Road North of Meridian	1,600	886	0.55	No	-	-	-	888	0.56	No	-	-	-
Old Mammoth Road North of Tavern Road	1,600	641	0.40	No	-	-	-	644	0.40	No	-	-	-
Old Mammoth Road South of Main Street	1,600	774	0.48	No	-	-	-	777	0.49	No	-	-	-
Old Mammoth Road South of Meridian Boulevard	1,600	885	0.55	No	-	-	-	889	0.56	No	-	-	-
Old Mammoth Road South of Tavern Road	1,600	661	0.41	No	-	-	-	664	0.42	No	-	-	-
Sierra Park Road North of Meridian Boulevard	1,600	31	0.02	No	236	0.15	No	35	0.02	No	242	0.15	No
Sierra Park Road North of Tavern Road	1,600	234	0.15	No	242	0.15	No	243	0.15	No	253	0.16	No
Sierra Park Road South of Main Street	1,600	204	0.13	No	242	0.15	No	208	0.13	No	247	0.15	No
Sierra Park Road South of Tavern Road	1,600	182	0.11	No	165	0.10	No	186	0.12	No	171	0.11	No
Tavern Road East of Old Mammoth Road	1,600	121	0.08	No	-	-	-	128	0.08	No	-	-	-
Tavern Road West of Old Mammoth Road	1,600	79	0.05	No	-	-	-	80	0.05	No	-	-	-
Tavern Road West of Sierra Park Road	1,600	138	0.09	No	132	0.08	No	146	0.09	No	142	0.09	No

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

Future 2025 Plus Project Conditions

Future (2025) activity at the Police Station is expected to increase proportionate to the total activity in the community, resulting in increased site traffic from both staff and visitors. The GPEIR population estimates were used to identify a factor equal to the future total Town-wide resident plus visitor population divided by the 2007 figure. The resulting ratio of 1.60 was used to factor the 2007 trip generation up to future 2025 levels. The resulting trip generation for the 2025 Saturday PM peak hour is forecast to be 29 vehicle-trips (13 in, 16 out), while the weekday school PM peak hour would increase to 43 vehicle-trips (22 in, 21 out). Additionally, the proposed project would generate 267 daily vehicle-trips on a Saturday and 422 daily vehicle-trips on a weekday.

The resulting distribution pattern for project-generated peak-hour trips is summarized in Table TR-9, *2025 Trip Distribution*.

Table TR-9
2025 TRIP DISTRIBUTION

Name	2025 Distribution	2025 Distribution with Tavern Extension
Main Street West of Old Mammoth Road	39%	39%
Main Street East of Sierra Park Road	5%	3%
Sierra park Road Area (internal gate)	2%	2%
Meridian East of Sierra Park Road	5%	5%
Vons Shopping Center Area	5%	5%
Old Mammoth Road South of Meridian Boulevard	21%	21%
Meridian Boulevard West of Old Mam0moth Road	15%	15%
Sierra Nevada Street West of Old Mammoth Road	4%	4%
Tavern Road West of Old Mammoth Road	4%	4%
Tavern Road Extension	0%	2%
Total	**100%**	**100%**

Source: LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

Future 2025 Plus Project Intersection Levels of Service

The corresponding LOS conditions were evaluated and summarized in Table TR-7, *2025 Intersection LOS*. As indicated in Table TR-7, the proposed project would not lower the LOS for any intersection except Old Mammoth Road/Tavern Road at which the total intersection LOS would degrade from LOS A to LOS B. The intersection of Sierra Park Road/Main Street is expected to operate for the worst movement at an unacceptable LOS F, with more than 4 vehicle-hours of delay in the future 2025 weekday school PM peak hour with the project. The recommended mitigation, which requires the addition of a northbound right-turn lane, would improve the LOS to acceptable levels. The worst movement would still be LOS F, but there would be less than 4 vehicle-hours of delay on either minor street approach. A less than significant impact would occur with implementation of the recommended mitigation.

Site access is proposed via Sierra Park Road north of Tavern Road and on Tavern Road as an additional leg (east leg) at the intersection of Sierra Park Road/Tavern Road. The site access intersection LOS is summarized in Table TR-7, *2025 Intersection LOS.* As indicated in Table TR-7, LOS A or B would be provided at both of the site access driveways, for both worst-movement and overall intersection conditions. Based on these LOS results and a review of turning-movement volumes, no additional left-turn or right-turn lanes are warranted at either of the site access points.

Future 2025 Plus Project Impacts of the Tavern Road Extension

Future 2025 no project and plus project volumes were also generated assuming the proposed extension of Tavern Road. The Traffic Model was rerun with this additional roadway link included to identify no-project conditions. The 2025 site traffic generation was also assigned to the roadway network using a trip distribution adjusted to reflect site traffic that would use the new roadway. The impact of this roadway is as follows:

- Tavern Road Extension/South Site Access would continue to operate at LOS A with or without the proposed project.
- Sierra Park Road/Tavern Road would continue to operate at LOS A for the total intersection, but the worst movement will be degraded from a B to a C under no project conditions. The addition of the project will not cause the LOS to degrade further.

Future 2025 Plus Project Roadway Capacity

Peak hour roadway capacity was estimated from the peak hour volumes at the study intersections. Table TR-8, *2025 Roadway Capacity*, indicates that the 2025 peak hour volumes would not exceed the roadway capacity standard under Future 2025 Plus Project conditions. All of the volume to capacity ratios would be below 0.65, indicating that all roadway segments would carry volumes that would be within their capacity.

Mitigation Measures:

TR-1 The applicant shall participate in a traffic monitoring program to determine the timing of the new right turn lane. Improvements for drainage and sidewalk shall accommodate an additional northbound right-turn lane at the Sierra Park Road/Main Street intersection.

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

Less Than Significant With Mitigation Incorporated. To identify if the proposed project has the potential to contribute to a cumulative exceedance of the Town's 2025 traffic forecasts, it is necessary to determine whether the site traffic generation is consistent with that generated by the future growth in land uses assumed in the traffic model for the recently adopted General Plan. The proposed project site is part (but not all) of Traffic Analysis Zone (TAZ) 106, for which the following future growth in land use was assumed:

- 187 high-density multifamily visitor units;
- 8 acres of retail/commercial and town offices; and
- 8,000 square feet of retail commercial space.

Excluding the multi-family units (which are part of the redevelopment of the RV park), the Saturday PM peak hour trip generation of the TAZ is 463 one-way vehicle-trips. As the Police Station trip generation during the same period at full buildout in 2025 is 22 vehicle-trips, it can be concluded that the Police Station land use is within the total TAZ land uses assumed in the Traffic Model.

Refer also to Response 4.15(a).

Mitigation Measures: Refer to Mitigation Measure TR-1.

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

No Impact. The closest airport to the project site is the Mammoth Yosemite Airport, which is located approximately 6.5 miles east of the project site. The project site is not located within the planning boundary of the Mammoth Yosemite Airport. The project does not propose any uses that would increase the frequency of air traffic or alter air traffic patterns. As such, project implementation would not result in a change in air traffic patterns that would result in substantial safety risks.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. There are no existing hazardous design features such as sharp curves or dangerous intersections on the project site or its vicinity.

The 25 parking spaces located on the future Tavern Road extension are arranged perpendicular to the street. Under the existing conditions Tavern Road would not be extended as a public street and this type of parking would be acceptable. If Tavern Road were extended to the east to form a public roadway the perpendicular spaces would require drivers to back out into the through travel lanes, which would be an unacceptable maneuver. Mitigation is recommended requiring that this perpendicular parking be modified to parallel or angled parking, consistent with Town standards if the current driveway was constructed as a public street. With implementation of the recommended mitigation, the proposed project would result in less than significant impacts. Access to the project site and internal circulation are required to comply with all Town design standards, which would further minimize potential impacts in this regard.

Mitigation Measures:

TR-2 Prior to converting the driveway into a public street, the project applicant shall modify the design of the 25 parking spaces located on the Tavern Road extension to parallel or angled parking, consistent with Town standards.

e) *Result in inadequate emergency access?*

Less Than Significant Impact. Primary access to the project site is proposed via an eastward extension of Tavern Road (for all traffic). Tavern Road could potentially be extended eastward to connect with Commerce Drive. A secondary access is proposed via Sierra Park Road to the north (for police vehicles only).

The project would be required to comply with applicable Town of Mammoth Lakes Fire Department codes for emergency vehicle access. In addition, the project would not impede emergency access for adjacent or surrounding properties during construction or operation. Thus, the project would not result in inadequate emergency access.

The proposed Mammoth Lakes Police Station would accommodate the Mammoth Lakes Police Department's current and long-term needs, thereby improving their ability to respond to emergencies throughout the community.

Mitigation Measures: No mitigation measures are required.

f) *Results in inadequate parking capacity?*

Less Than Significant With Mitigation Incorporated. While standard parking requirements based on land uses are provided in the Town of Mammoth Lakes Parking Code, a police station is not included as a standard use. As each police station has its own unique elements, the person-trip analysis used for the trip generation (refer to Response 4.15(a)) was used to estimate parking demand. The maximum number of persons on site at one time occurs on a weekday around 3:00 PM with 28 persons onsite. Dividing by a vehicle occupancy of 1.12 (the national average for work trips) results in a maximum of 25 vehicles on site at one time. Note this does not include the police vehicles. Currently, the Police Department has 18 vehicles.

A total of 51 parking spaces are proposed, including 21 underground spaces and 30 street level spaces. All of the underground garage spaces and six of the street level spaces would be used by employees and police vehicles, and the remaining 25 spaces would be used by the public.

There are 51 proposed parking spaces. The maximum number of onsite non-department vehicles is forecast to be 25. This would leave parking spaces for up to 26 police vehicles. As there are currently 18 police vehicles, this parking can be considered to be adequate. Refer also to Response 4.9(d).

Mitigation Measures: Refer to Mitigation Measure TR-2.

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

No Impact. Transit services during the ski season are operated by the Mammoth Mountain Ski Area (MMSA). The Red Line generally runs along Old Mammoth Road to SR-203. The Green Line generally runs along Sierra Nevada Road, Minaret Road, and SR-203.

During the summer months, the Town of Mammoth Lakes operates a transit service, with the closest stop to the project site being located on Sierra Park Road about 400 feet to the east of the site in front of Mammoth Hospital. The Town also operates a free trolley during the summer that follows the same route as the Red Line on Old Mammoth Road with a stop at the Park and Ride lot located at Old Mammoth Road and Tavern Road. In addition the Town operates a Dial-A-Ride service available throughout the community.

The project involves development of a police station. Due to the nature and scope of the proposed development, project implementation would not conflict with adopted policies, plans, or programs supporting alternative transportation.

Mitigation Measures: No mitigation measures are required.

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

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

Less Than Significant Impact. The Mammoth Community Water District (MCWD) owns, operates and maintains the wastewater collection and treatment systems for the Town, including pump stations and over 35 miles of sewer mains and interceptors. The proposed project involves development of a police station. Project implementation would not exceed wastewater treatment requirements or require new facilities, since wastewater generated by the proposed project would not be significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project involves development of a police station. The proposed project would not require the construction of new water or water treatment facilities, or expansion of existing facilities, since the proposed project would not create a significant demand for water. Refer also to Response 4.16(a).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. Refer to Response 4.8(c).

Mitigation Measures: Refer to Mitigation Measure HYD-2.

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

Less Than Significant With Mitigation Incorporated. The MCWD is the water supplier (public water system) for the Town of Mammoth Lakes. The project involves development of a police station, which would not create a significant demand for water.

The GPEIR concluded buildout of the Town, which anticipated development of the proposed project, would not exceed the water supply, with the inclusion of future water supplies, demand reduction measures, and implementation of the water shortage contingency plan.[28] However, due to the uncertainty of the timing of implementation of the measures, the GPEIR concluded the General Plan Update would have a significant impact on water supply. Implementation of the proposed project would not result in greater demands for water than anticipated in the General Plan. With implementation of the recommended mitigation, project implementation would result in a less than significant impact regarding the availability of sufficient water supplies.

Mitigation Measures:

USS-1 The Town shall not approve the proposed development, if the MCWD determines the project would result in a water demand in excess of available supplies. The Town shall work with the MCWD to ensure that the development of necessary water supply sources is established prior to approval of the proposed project. (GPEIR MM# 4.11-1)

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

Less Than Significant Impact. Refer to Response 4.16(a).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Solid waste disposal service for the Town of Mammoth Lakes is currently contracted to Mammoth Disposal Incorporated. Solid waste is disposed at the Benton Crossing Landfill, which is located within Mono County. The landfill has a remaining capacity of 1.7 million cubic yards of compacted waste and is anticipated to have the capacity to accommodate the Town's waste generation and disposal needs for the next 20 years. Based on the existing capacity in the Benton Crossing Landfill, there is sufficient permitted capacity to accommodate the proposed project.

Mitigation Measures: No mitigation measures are required.

[28] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR*, May 2007, Page 4-283.

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

Less Than Significant Impact. The project is required to comply with adopted programs and regulations pertaining to solid waste. Refer also to Response 4.16(f).

Mitigation Measures: No mitigation measures are required.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE.

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

Less Than Significant Impact. Based on the analysis contained in this Initial Study, the project would not have a significant impact to biological or cultural/paleontological resources; refer to Responses 4.4 and 4.5, respectively.

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

Less Than Significant Impact. Due to the nature and scope of the proposed police station, project implementation would not result in impacts that are individually limited, but cumulatively considerable.

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

Less Than Significant Impact. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the proposed project's potential impacts related to aesthetics, air pollution, noise, public health and safety, traffic and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impact with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

5.0 INVENTORY OF MITIGATION MEASURES

AESTHETICS

AES-1 All appurtenances (i.e., meters and electrical equipment, etc.) shall be integrated into the project design to avoid visual impacts upon pedestrians and nearby properties. These appurtenances shall be screened or placed in areas that are not highly visible, where possible.

AES-2 The Town shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (Chapter 17.34.050, *General Requirements*, and Chapter 17.34.060, *Outdoor Lighting Plans*, of the Municipal Code) to the Community Development Director that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors.

AIR QUALITY

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

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

AQ-2 Under GBUAPCD Rule 200-A and 200B, the Town shall apply for a Permit To Construct prior to construction, which provides an orderly procedure for the review of new and modified sources of air pollution.

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

CULTURAL RESOURCES

CUL-1 If cultural materials or archaeological remains are encountered during the course of grading or construction, the project contractor shall cease any ground disturbing activities near the find. A qualified archaeologist approved by the Town shall be retained to evaluate significance of the resources and recommend appropriate treatment measures. Treatment measures may include avoidance, preservation, removal, data recovery, protection, or other measures developed in consultation with the Town. (GP EIR MM#4.14-2).

GEOLOGY AND SOILS

GEO-1 Prior to grading operations, a soils report shall be prepared for the proposed development to identify the potential for liquefaction, expansive soils, ground settlement, and slope failure. The report shall also:

- Specify remedial measures that could be feasible implemented to minimize potential impact.
- Analyze the potential for groundwater within the study area and recommend measures to remediate associated conditions.
- Determine the potential for groundwater seepage that may occur where excavation would be the greatest.
- Determine the need for dewatering of areas during parking garage construction to remove all water within the excavation perimeter and recommend appropriate method of dewatering.

HYDROLOGY AND WATER QUALITY

HYD-1 The Town shall comply with the National Pollution Discharge Elimination System requirements for construction projects (General Permit #CAS000002) enforced by the Lahontan Regional Water Quality Control Board (RWQCB). Construction activity subject to this permit shall include clearing, grading and disturbances to the ground such as stockpiling or excavation, but not including regular maintenance activities performed to restore the original line, grade, or capacity of the facility. Prior to any site disturbance, the Town shall submit a Notice of Intent (NOI) to the Lahontan RWQCB for coverage under the General Permit. Also, prior to any site disturbance, the applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the Town Public Works Department for review and approval. The SWPPP shall be designed such that no offsite Best Management Practices (BMPs) are required in the Town right of way after October 15 or before April 30 each year. The applicant shall maintain the SWPPP on site at all times and shall conform to the SWPPP during construction.

HYD-2 Prior to grading operations, the Town shall comply with each of the recommendations detailed in the Preliminary Drainage Study (Triad/Holmes Associates, October 2007), and other such measure(s) as the Town Public Works Department deems necessary to adequately mitigate project impacts.

NOISE

N-1 Prior to grading operations, the project shall demonstrate, to the satisfaction of the Town of Mammoth Lakes Community Development Department, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and
- A project sign shall be shall be clearly posted at the primary construction entrance, as an information resource for surrounding property owners and residents. The sign shall include the following minimum project information: project name; general contractor; normal construction hours; normal workdays; and local telephone number of the Job Superintendent. If the Town or the Job Superintendent receives a complaint, the Superintendent shall investigate, take appropriate corrective action, and report the action taken to the Town.

TRANSPORTATION/TRAFFIC

TR-1 The applicant shall participate in a traffic monitoring program to determine the timing of the new right turn lane. Improvements for drainage and sidewalk shall accommodate an additional northbound right-turn lane at the Sierra Park Road/Main Street intersection.

TR-2 Prior to converting the driveway into a public street, the project applicant shall modify the design of the 25 parking spaces located on the Tavern Road extension to parallel or angled parking, consistent with Town standards.

UTILITIES AND SERVICE SYSTEMS

USS-1 The Town shall not approve the proposed development, if the MCWD determines the project would result in a water demand in excess of available supplies. The Town shall work with the MCWD to ensure that the development of necessary water supply sources is established prior to approval of the proposed project. (GPEIR MM#4.11-1)

6.0 REFERENCES

The following references were utilized during preparation of this Initial Study. These documents are available for review at the Town of Mammoth Lakes, 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546.

1. Andrew Breibart, Hydrologist, *Wetland and Floodplain Report*, October 1, 2004.

2. Cyril M. Harris, *Handbook of Noise Control*, 1979.

3. County of Mono, *Environmental Analysis for Mammoth Lake Community Facilities Land Acquisition*, July 2006.

4. Environmental Resources Management, *Phase I Hospital Parcel*, December 15, 2006.

5. Great Basin Unified Air Quality Management District*, Air Quality Management Plan for the Town of Mammoth Lakes*, 1990.

6. Institute of Transportation Engineers, *Trip Generation*, 7th Edition.

7. Inyo National Forest, *Mammoth Fire Station and Community Church Land Exchanges, Heritage Resources Section 106 and NEPA Documentation*, October 21, 2004.

8. LSC Transportation Consultants, Inc., Mammoth Police Station Traffic and Parking Impact Study, September 21, 2007.

9. Mammoth Lakes Website, http://www.visitmammoth.com/content/area_information.php, September 2007.

10. Mark Bagley and Karl Chang, *Biological Survey of the Mammoth Hospital Exchange Parcel*, March 2003.

11. Tetra Tech Em, Inc, *Expanded Phase I Environmental Site Assessment Mammoth Community Facilities Land Exchange Properties*, dated June 1, 2007.

12. Triad/Holmes Associates, *Preliminary Drainage Study*, September 2007.

13. Town of Mammoth Lakes, *Mammoth Lakes Community Facilities Land Acquisition Notice of Exemption*, February 20, 2007.

14. Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program Environmental Impact Report*, May 2007.

15. Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan 2007*, August 2007.

16. Town of Mammoth Lakes, *Municipal Code*, Updated April 2006.

17. United States Department of Agriculture Forest Service, *Environmental Assessment Mammoth Community Facilities Land Exchange*, June 2006.

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8.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study and Environmental Checklist, we recommend that the Town of Mammoth Lakes prepare a Mitigated Negative Declaration for the Mammoth Lakes Police Station. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been specified that would reduce such impacts to a less than significant level. We recommend that the second category be selected for the Town of Mammoth Lakes' determination; refer to Section 3.3, *Lead Agency Determination*.

October 29, 2007
Date

Eddie Torres
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RBF Consulting