Addendum to the Final Supplement to the Subsequent Environmental Impact Report for the Mammoth Yosemite Airport Expansion Project

State Clearinghouse No. 2000034005

Airport Temporary Holding Facility

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1.0 INTRODUCTION

The Town of Mammoth Lakes prepared this environmental documentation to address the environmental impacts associated with the construction of a Temporary Holding Facility at the Town owned and operated Mammoth Yosemite Airport ("Airport"). The Temporary Holding Facility is necessary to accommodate airplane passengers in a sheltered location until such time the permanent terminal facility is constructed. The current terminal facility can only accommodate one flight (approximately 80 people at one time), which limits flight schedules and is a problem when flights are delayed or planes are unable to take off due to weather.

The number of daily flights at the Mammoth Yosemite Airport will increase from four to up to seven flights per day for the 2011-2012 winter season; new flights will be added from Orange County and San Diego. The increased number of flights will further exacerbate the current problem. The proposed temporary holding facility will solve this problem until the permanent terminal facility is built, which is not anticipated for at least five to six years.

Following preliminary review of the proposed Temporary Holding Facility project ("Project"), the Town of Mammoth Lakes determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This addendum analyzes the potential environmental impacts of the proposed Project and its consistency with prior CEQA documentation completed for the Airport, as described below, *Prior Environmental Documentation*.

A subsequent environmental impact report pursuant to California Environmental Quality Act Guidelines Section 15162 is not required to be prepared for the following reasons:

- The Project does not propose substantial changes to the projects evaluated in the previously certified environmental documents.
- No new significant environmental effects or increase in severity of previously identified significant effects would result from the Project because it is within the scope of development that was anticipated for this site by the previously certified environmental documents.
- Construction of this Project will not increase the impacts beyond those already anticipated.
- No new information, which was not known and could not have been known at the time of certification of the previous environmental documents, that would show new or more severe environmental impacts, has come to light.

Therefore, an environmental impact report addendum has been prepared.

1.1 PRIOR ENVIRONMENTAL DOCUMENTATION

This CEQA addendum document is based on prior environmental documentation, and the following analysis relies on information and analysis presented in those prior documents. The prior environmental documentation, a summary of the projects analyzed in them, and the environmental issues previously evaluated are summarized below.

- ***Mammoth/June Lake Airport Land Use Plan Environmental Impact Report and Environmental Assessment, State Clearinghouse No. 86060901 (EIR/EA).*** The Mono County Airport Land Use Commission (ALUC) prepared this EIR. The project evaluated was an airfield improvement program initiated by Mono County in 1983, which partly relied upon funds received under the Airport Improvement Program; as such, the project required environmental review under both CEQA and the National Environmental Policy Act (NEPA) and the Federal Aviation Administration (FAA) was the designated federal lead agency. The document was certified by the Mono County Board of Supervisors in 1986.

  The project evaluated in the EIR/EA included an Airport Land Use Plan (ALUP) for the airport and creation of an Airport Development District (ADD) for the airport and surrounding land. The ADD planned developments included the continuation of improvements contemplated under the 1978 Mammoth/June Lake Airport Master Plan (including a runway 7,000 feet in length by 100 feet in width) which had not yet been completed, a 5,000 foot x 100 foot cross wind runway, 300,000 square feet of additional taxiways, and additional aircraft support facilities, a new passenger terminal, an airport hotel, a 120 acre golf course, and extensive infrastructure improvements. The ADD also planned light industrial, manufacturing, warehousing, and similar economic development uses and, potentially, low intensity recreational uses. Under the ALUP, land use policies were developed to protect public welfare and the safety of aircraft operations including policies regarding airport safety zones, overflight zones and traffic patterns, height restrictions, and noise.

  The key environmental topics evaluated in the EIR/EA included: soils/land transformation; geologic/volcanic hazards; hydrology/water resources; water quality; air quality; mineral/energy resources; visual/aesthetic resources; biological resources; employment and economic development; archaeological/cultural resources; regional planning and population; traffic and transportation; noise; safety and welfare; cumulative impacts; and other CEQA-required topics.

- ***Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment, State Clearinghouse No. 96112089 (C1-23) (SEIR/EA).*** The Town of Mammoth Lakes purchased the Airport from Mono County in September 1992. A 1997 Airport expansion program was environmentally reviewed in the EIR. The SEIR/EA evaluated environmental issues relative to changes in the project proposal, and substantial new information or changes in conditions since 1986. The Town of Mammoth Lakes certified the SEIR/EA as adequate. There was no FAA action taken at that time.

  The project reviewed in the SEIR/EA included both airside and landside developments by a private developer. Airside improvements included: the extension of the current Runway 9-27 from 7,000 feet to 9,000 feet; strengthening the runway and associated taxiways to accommodate air carrier aircraft; and proposed construction of up to approximately 135 private and public use hangars, an aviation fuel storage complex, and facilities for the operation of a fixed base operator.

  The cross wind runway was eliminated from the proposed project along with the 120 acre golf course. Landside development included a hotel and residential condominium complex, retail development, a restaurant complex, and a recreational vehicle park.

The SEIR/EA also included evaluation of the right to construct an access road from Benton Crossing Road to the Airport and signage on Town property along Highway 395. Phase One construction of this project began shortly after the SEIR certification and has continued to date. The key environmental issues evaluated in the SEIR/EA include: noise; special-status species and wetlands survey; cultural resources; airport facilities; drainage; airport land use planning; and additional visual impact analysis.

- ***Mammoth Yosemite Airport Expansion Project Final Environmental Assessment, State Clearinghouse No. 2000102045 (EA).*** In addition to the certified environmental documents summarized above, the FAA prepared an Environmental Assessment to evaluate a proposed runway expansion under NEPA guidelines. The document was prepared to provide the community full disclosure of the proposed improvements and potential environmental impacts of development alternatives for the airport. This development differed from past development plans principally because it involved less land disturbance by reducing the proposed runway extension from 9,000 feet to 8,200 feet. As permitted under State CEQA Guidelines § 15150, relevant data from the EA was incorporated by reference into the Supplement to the Subsequent Environmental Impact Report (SSEIR).

- ***Final Supplement to the Subsequent Environmental Impact Report for the Mammoth Yosemite Airport Expansion Project, State Clearinghouse No. 2000034005 (SSEIR).*** The Town of Mammoth Lakes prepared a Supplement to the 1997 Subsequent EIR in 2002 (SSEIR). The SSEIR evaluated 333,000 annual enplanements and 23,650 annual aircraft operations. The primary proposed changes to the Airport under consideration included: extending the runway by 1,200 feet, widening the runway by 50 feet, replacing barbed wire fencing with chain link, construction of a new wastewater treatment plant, and replacement or relocation of the Green Church.

- ***Mammoth Yosemite Airport Regional Air Service Initial Study/Mitigated Negative Declaration, State Clearinghouse No. 2008032050 (MND).*** The Town of Mammoth Lakes prepared this 2008 MND to analyze the increase in scheduled regional air carrier service from two flights per day to a maximum of eight flights per day. The MND did not include any new facilities; however, an interior and exterior remodel of the existing 5,000 square foot maintenance building for use as a passenger terminal was included. The passenger terminal included TSA facilities, baggage handling, customer services, rental cars, food services, and restrooms. The MND evaluated new gates at the existing fence at the terminal to allow for passenger processing and access to the airfield from the terminal. The only mitigation measures included related to aesthetics and transportation/traffic.

1.2 BACKGROUND

As outlined above, a new passenger terminal was included in the project description and environmental review in the original 1986 EIR/EA, which consisted of an expanded and improved passenger terminal building of up to 20,000 square feet and infrastructure improvements to accommodate the terminal building as well as other facilities. The 1997 SEIR/EA incorporated the terminal building, but expanded the proposed size from 20,000 to 25,000 square feet. The 2002 SSEIR continued to incorporate a 25,000 square foot terminal building in the project description. The proposed Project would not exceed 2,250 square feet.

1.3 INCORPORATION BY REFERENCE

The references listed below, some of which are described in more detail above, were utilized during preparation of this document; also see *Section 5 - References*. The documents are available for review at the Town of Mammoth Lakes Community Development Department, located at 437 Old Mammoth Road, Mammoth Lakes, California 93546.

- Mammoth/June Lake Airport Environmental Impact Report and Environmental Assessment (1986 EIR/EA).
- Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment (1997 SEIR/EA).
- Mammoth Yosemite Airport Expansion Project Final Environmental Assessment (2000 EA).
- Final Supplement to the Subsequent Environmental Impact Report for the Mammoth Yosemite Airport Expansion Project (2002 SSEIR).
- Mammoth Yosemite Airport Regional Air Service Initial Study/Mitigated Negative Declaration (2008 MND).
- Final Environmental Assessment for Proposed Operations Specifications Amendment Approval Related to the Scheduled Commercial Air Service into Mammoth Yosemite Airport by United Airlines (June 2010 EA).

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION, CHARACTERISTICS, AND EXISTING CONDITIONS

The proposed Project site is located at the Mammoth Yosemite Airport, which lies approximately six miles east of the Town of Mammoth Lakes along U.S. Highway 395, between Hot Creek Hatchery Road and Benton Crossing Road (See Exhibit 1). The airport's elevation is approximately 7,128 feet above mean sea level, and is situated in the westerly portion of Long Valley. Topographically the area can be generally characterized as a relatively broad plain which is confined by low hills and ridges to the north and lower slopes of the Sierra Nevada range to the south.

The Town of Mammoth Lakes is the owner and operator of the Airport which serves general aviation aircraft, commercial, and charter flights. The Airport has a single 100 foot wide by 7,000 foot long runway, an existing temporary terminal building, an office building, airplane hangers, parking areas, and landscaped areas.

The Project is necessary to accommodate airplane passengers in a sheltered location until such time the permanent terminal facility is constructed. The current temporary terminal facility can only accommodate one flight (approximately 80 people at one time), which limits flight schedules and is a problem when flights are delayed or planes are unable to take off due to weather. The number of daily flights at the Airport will increase from four to up to seven flights per day for the 2011-2012 winter season; new flights will be added from Orange County and San Diego. The increased number of flights will further exacerbate the current holding problem. The proposed Project will solve this problem until the permanent terminal facility is built, which is not anticipated for at least five to six years. The temporary holding facility is expected to be used mainly during the winter season, but would continued to be used in the summer as a holding facility and may also accommodate summer events, as consistent with the Airport Land Use Plan.

The Project consists of a sprung "tent" structure that would be installed on a concrete slab. The structure would be located in the lawn area west of the existing temporary terminal building. The sprung structure would be adjacent to existing airport buildings and uses, including industrial-type structures and parking areas (See Exhibit 2).

The sprung structure would be an olive green color to blend with the surrounding environment. The Project includes planting three to four aspen trees approximately six feet tall to the south of the sprung structure in an existing landscaped area to soften the view of the structure from U.S. Highway 395 (See Exhibit 3). An identification sign would be located on this temporary structure that would meet the Town's sign requirements.

The structure's dimensions would be 30 feet wide, 75 feet long, and less than 19 feet tall (approximately 2,250 square feet of holding area)[1]. The existing site would be graded to achieve grades necessary for access and utilities. The structure is expected to hold approximately 120 people, but the ultimate maximum occupancy will be determined by the Long Valley Fire Protection District. The facility would include seating area, bathroom, snack bar, and a bar area. A skylight would be located in the ceiling of the structure, which is anticipated to reduce electricity use by daylighting the facility. A

[1] For reference, the existing temporary terminal building is approximately 5,000 square feet, and includes ticketing, baggage check, TSA/security, restrooms, rental car services, and holding area.

concrete slab would be installed and utilities extended and relocated as necessary to serve this structure (See Exhibit 4).

2.2 AGREEMENTS, PERMITS, AND APPROVALS

The approvals required for construction of the Temporary Holding Facility Project would include, but not be limited to:

- CEQA clearance;
- Town of Mammoth Lakes Design Review Permit;
- Town of Mammoth Lakes Building Permit;
- Long Valley Fire Protection District approval;
- Great Basin Unified Air Pollution Control District Permit; and
- Lahonton Regional Water Quality Control Board Permit.

Exhibit 1: Site Map (* Project Site)

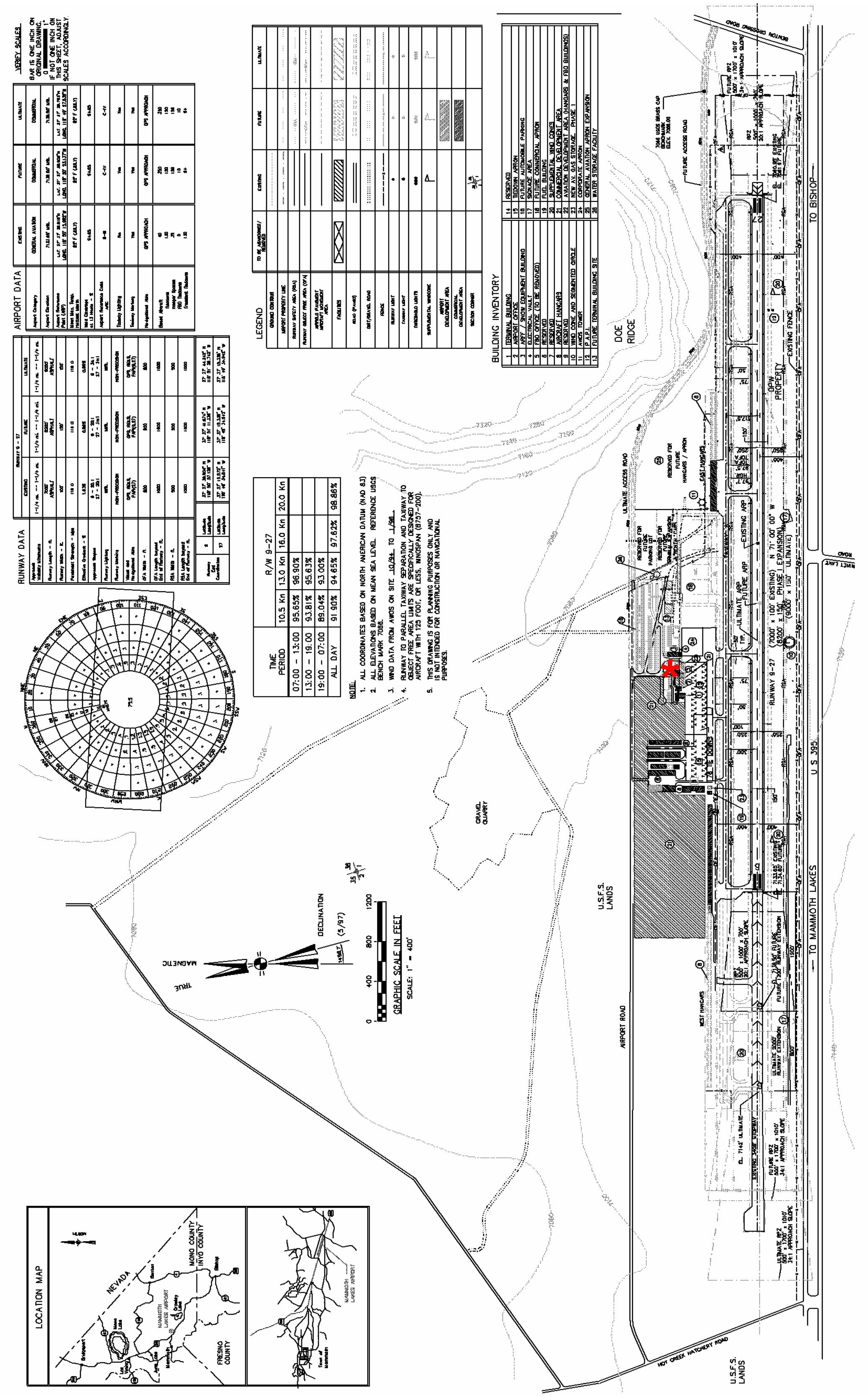


Exhibit 2: Project Site Plan

Exhibit 3: View Photos (* Project Site)

Exhibit 3.a. View of Project Site from U.S. Highway 395 Southbound

Exhibit 3.b. View of Project Site from U.S. Highway 395 Northbound

Exhibit 4: Project Plans and Elevations
Exhibit 4.a: Grading Plan (Sheet C2, dated July 14, 2011)

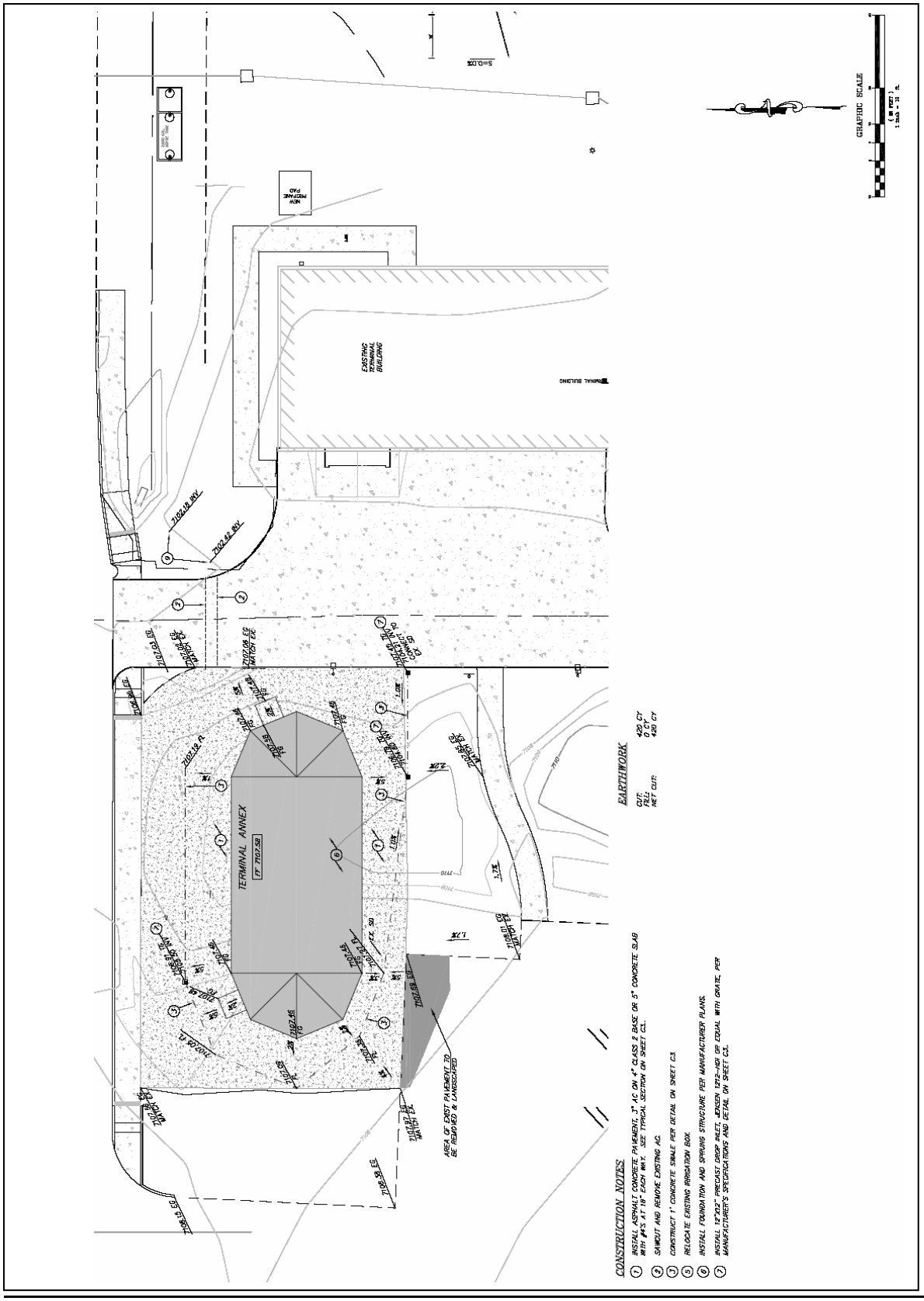


Exhibit 4.b: Plan View

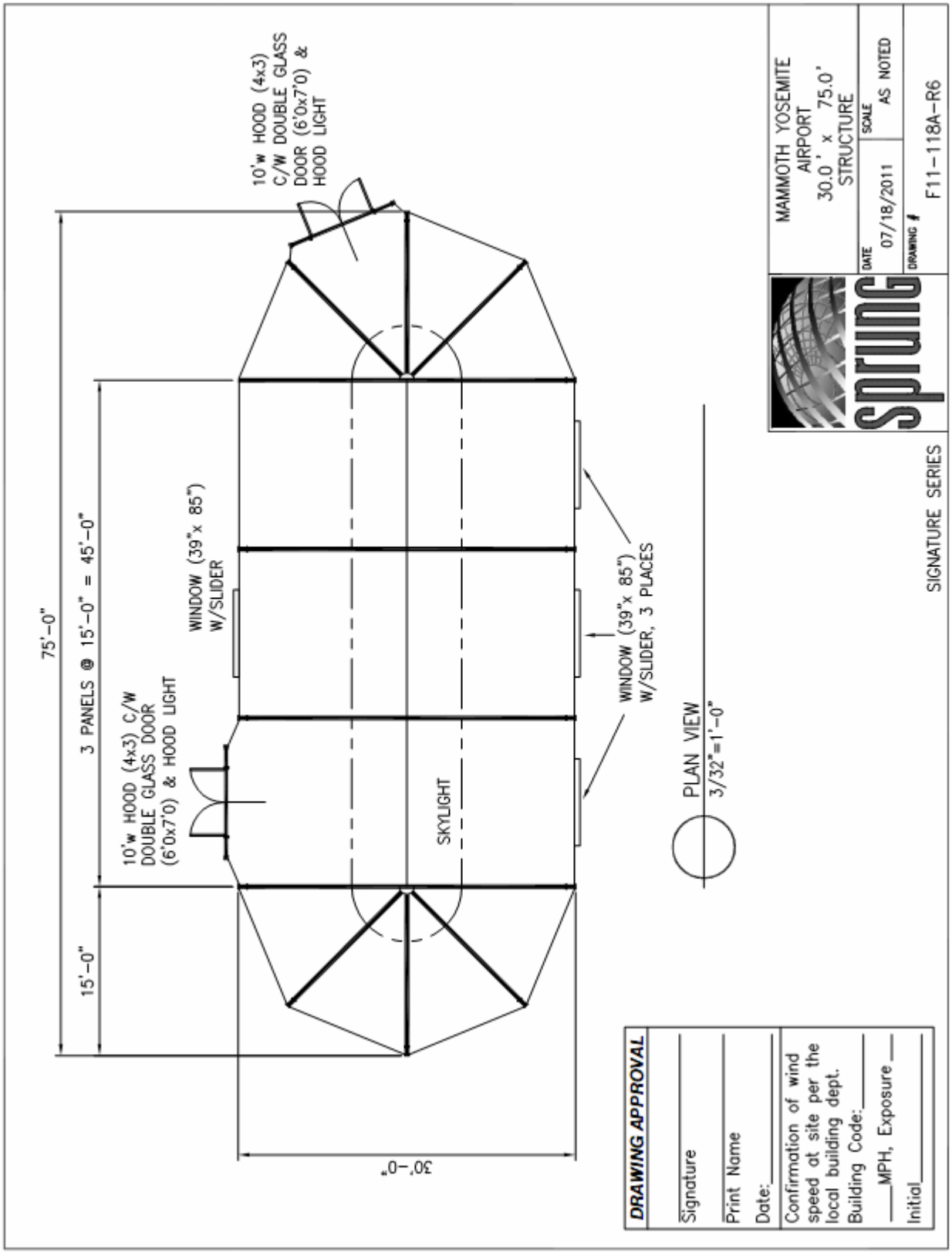
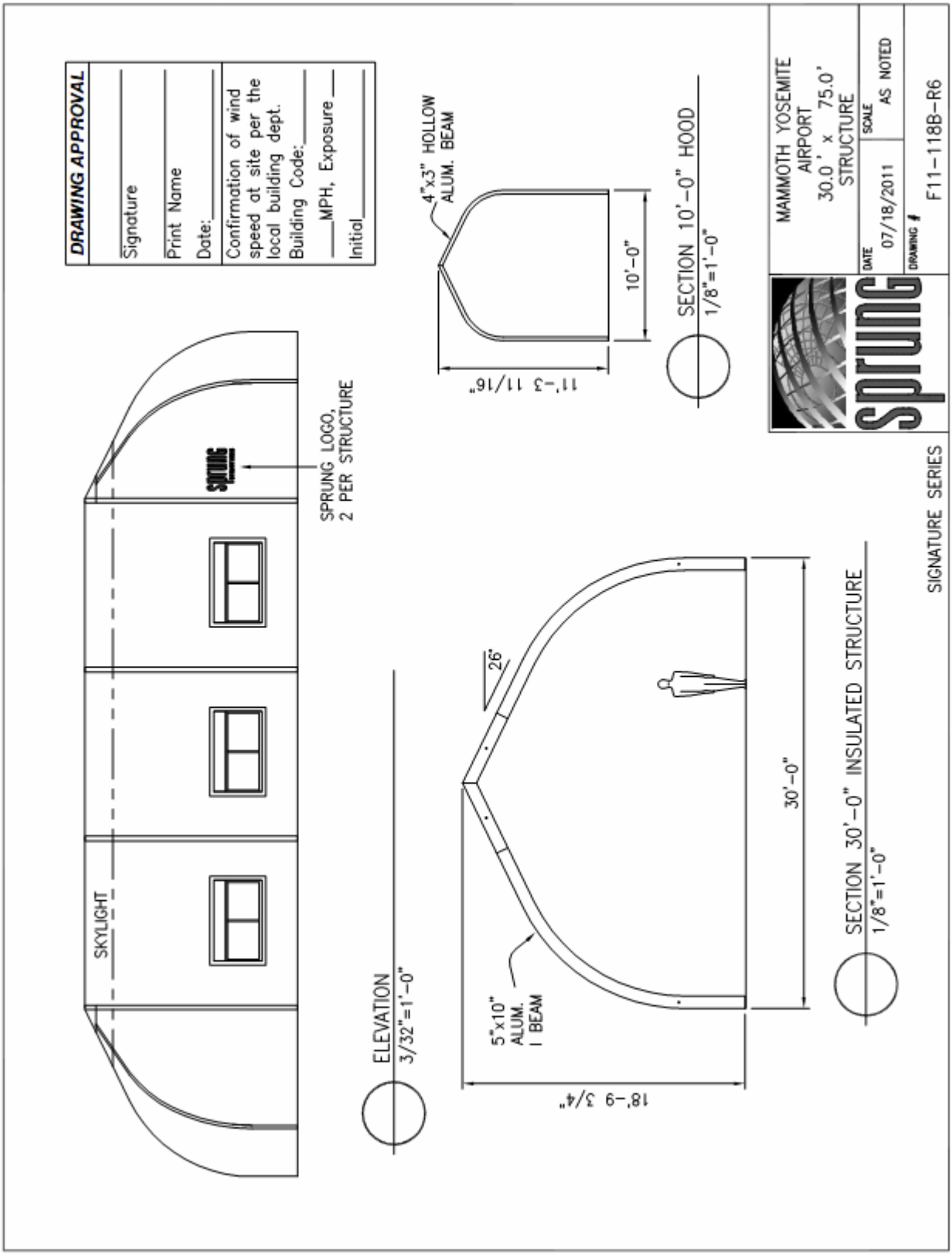


Exhibit 4.c: Elevation and Sections



3.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts for each relevant topic area addressed in the 1986 EIR/EA ("EIR/EA") and 1997 SEIR/EA ("SEIR/EA"), and relevant mitigation measures adopted as part of the prior CEQA documentation. Please note that the reference documents used to complete this analysis did not have any record identifier for mitigation measures; for simplicity the mitigation measures that follow have been given a number to aid in future discussions.

3.1 AESTHETIC/VISUAL RESOURCES

The EIR/EA and SEIR/EA determined that the Airport project would result in changes to the existing visual environment, including the following potential aesthetics impacts:

- The project has the potential to adversely affect the visual quality of U.S. Highway 395 which is a designated as a state and local (Mono County) scenic highway.
- Potential industrial and manufacturing land uses within the Airport Development District (ADD) may adversely affect scenic views and vistas.
- Mass earthwork and grading projects may create long-term visual scars on the surrounding landscape.

The Project consists of a temporary holding structure that would be below the maximum height limit by approximately 15 feet (35 feet is the maximum height allowed). The structure would be clustered with existing airport buildings and uses. The structure would be an olive green color, which would blend into the natural environment and match with the existing airport buildings.

Although no trees will be removed for Project construction, three to four aspen trees would be planted to the south of the sprung structure in an existing landscaped area to soften the view of the structure from U.S. Highway 395. These aspens are anticipated to be approximately six feet tall. An identification sign would be located on this temporary structure that will meet the Town's sign requirements. No lighting is anticipated except for required safety lighting at the doors of the structure; these lights would be shielded and down-directed in compliance with the Town's outdoor lighting requirements. The Town is processing a design review permit for this Project, as required by the Airport Zone regulations, to ensure the Project meets the Town's design review regulations (Municipal Code 17.28.620.A).

The Project site is flat and minimal grading would be required. Site disturbance will be minimized to that necessary for construction of the Project, and no new roads or driveways would be constructed or required. The Project would also be maintained in accordance with the Town's property maintenance regulations.

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and SEIR/EA, the impacts of the Project have been covered by the EIR/EA and SEIR/EA and construction of this Project not increase the impacts beyond those already anticipated. The following previously adopted mitigation measure will be applied to the Project to reduce any potential impacts to aesthetic/visual resources.

Mitigation Measures

AES-1: All developments within the scenic highway corridors shall comply with the requirements of the Mono County Scenic Highways Element. Visually offensive land uses shall be adequately screened (1986 EIR/EA).

AES-2: Earthwork, grading and vegetative removals shall be minimized. All site disturbances shall be revegetated with plants and landscaping which are in harmony with the surrounding environment. Indigenous plant species shall be used to revegetate disturbed sites where appropriate to blend with the natural environment (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

AES-3: All development within the Airport zone shall provide an adequate number of trash receptacles and facilities which are covered, fenced, and screened, and obtain trash removal services (1997 SEIR/EA and 1986 EIR/EA).

AES-4: Large exposed cut and fill slopes shall be avoided. All site grading shall be contoured to blend with the existing topography. Bonds or other security shall be provided to guarantee site restoration in accordance with grading requirements (1997 SEIR/EA and 1986 EIR/EA).

AES-5: Removal of vegetation shall be restricted to those areas that are to be graded or landscaped. Tree removals shall be minimized. All large scale projects shall be phased in accordance with the Town's Public Works Department requirements (1997 SEIR/EA and 1986 EIR/EA).

AES-6: All grading and earthwork activities must be completed by November 30 and disturbed areas shall be stabilized and reseeded prior to December 15 (1986 EIR/EA).

AES-7 Irrigation systems must be provided to ensure the establishment of revegetation (1986 EIR/EA).

AES-8: All signs shall be strictly regulated (number, location, appearance) by the Town of Mammoth Lakes design review and permit process (2002 SSEIR and 1997 SEIR/EA).

AES-9: The location and design of new structures shall be sensitive to the climate, topography, and lighting of the surrounding environment (2002 SSEIR and 1997 SEIR/EA).

AES-10: All new utilities shall be installed underground (2002 SSEIR and 1997 SEIR/EA).

AES-11: All exterior lighting sources shall conform to the Town's lighting regulations for shielding to prevent glare and directed downward to prevent light trespass. The minimum level of lighting shall be used as necessary for security and safety (2002 SSEIR and 1997 SEIR/EA).

AES-12: The use of earth tone colors and natural materials shall be emphasized in the terminal's design in order to enhance compatibility with the natural setting, subject to Design Review approval by the Town's Planning Commission (2002 Supplement, Mitigation Type: 3) (2008 MND).

Also, see related Soils and Land Transformation/Geology and Soils and Hydrology mitigation measures.

3.2 AIR QUALITY

The Airport is located in the Great Basin Unified Air Pollution Control District (GPUAPCD), and the Project would be subject to applicable standards and regulations set forth by the GPUAPCD. The EIR/EA and SEIR/EA analysis determined that the potential levels of pollutant emissions associated with proposed airport operations, residential and industrial land uses, and automobile traffic may result in significant air quality impacts. The EIR/EA identified the following air quality impacts associated with the proposed project:

- Construction activities will generate dust and exhaust emissions resulting in short-term localized air quality impacts.
- Long-term mobile air pollutant emissions arising from automobile traffic and congestion may adversely affect air quality.

The SEIR/EA determined that potential long-term impacts associated with air quality can be mitigated to a less than significant level through the implementation of appropriate mitigation measures (see Mitigation Measures, below).

The Project would serve existing and future passengers at the Airport, at levels analyzed by prior environmental documents. Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and SEIR/EA, the impacts of the Project have been covered by the EIR/EA and SEIR/EA and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measures will be applied to the Project to reduce any potential impacts to air quality.

Mitigation Measures

AIR-1: Project grading and construction permits shall contain the following provisions:

a. Sites shall be adequately watered to control nuisance dust.

b. All construction equipment shall be equipped with required exhaust systems and mufflers.

c. Burning of waste materials and stripped vegetation shall not be permitted.

d. Landscaping and ground cover vegetation shall be required to stabilize all exposed or disturbed soil surfaces as soon as feasible.

e. All soil stockpiles will be covered during construction and subsequently removed and disposed of at approved sites designed by the Town following completion of construction (2002 SSEIR and 1986 EIR/EA).

AIR-2: All grading and construction shall comply with the requirements of the Great Basin Unified Air Pollution Control District and the Town of Mammoth Lakes Grading Permit regulations (1997 SEIR/EA).

AIR-3: All new construction shall comply with the provisions of the Town of Mammoth Lakes Air Quality Management Plan (1997 SEIR/EA).

Also, see related Soils and Land Transformation/Geology and Soils and Hydrology, Water Supply, and Water Quality mitigation measures.

3.3 BIOLOGICAL RESOURCES

The climate, altitude, and vegetation of the Airport area includes three distinct life zones found in the Eastern Sierra region: Canadian, Transition, and Upper Sonoran. Each of these life zones contains distinctive plant communities which provides characteristic habitat for wildlife species.

The EIR/EA and SEIR/EA concluded that no waters of the United States or wetlands are located on the Project site. Studies completed for the previous CEQA analysis identified two special-status wildlife species, mule deer and sage grouse, as occurring within the Project area. In March 2010, the U.S. Fish and Wildlife Service listed sage grouse as a candidate for Endangered Species Act Protection. The SSEIR also identified a potential impact on raptors due to fencing, power poles, and light poles that was mitigated to a less than significant level.

The Project is located within the developed area of the Airport, between the Airport access road and the runway. The Project is sited adjacent to existing buildings, roads, and parking areas, and would disturb an existing landscaped lawn area (i.e., not natural habitat of either mule deer or sage grouse). No fencing, power poles, or light poles are proposed as part of the Project; therefore, there would be no impact to raptors. The Project would not disturb any natural open space or sensitive habitat.

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and SEIR/EA, the impacts of the Project have been covered by the EIR/EA and SEIR/EA and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measure will be applied to the Project to reduce any potential impacts to biological resources.

Mitigation Measure

BIO-1: Project grading and construction plans shall avoid disturbance of off site natural areas (1997 SEIR/EA).

Also, see related Soils and Land Transformation/Geology and Soils and Hydrology, Water Supply, and Water Quality mitigation measures.

3.4 CULTURAL RESOURCES

Archeological evidence supports human occupation of the Eastern Sierras since approximately 6,000 years ago. Based on the incidence of known archaeological sites in the vicinity and other evidence, a general mitigating circumstance for potential impacts on archeological resources in the overall Airport area is that there appears to be little potential for significant sites within the most intensive land use designations. However, the EIR and SEIR/EA analysis concluded that the proposed construction and development activities may disturb or destroy significant or unique archaeological resources.

Cultural resource record search and studies were conducted for the EIR/EA and SEIR/EA. No cultural resources were found in the area of the proposed Runway 9-27 extension, the commercial development area, or the airport development area[2]. The Project site is located in the airport development area, and was previously disturbed during the installation of utilities, landscaping, and irrigation, during which no cultural resources were discovered.

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and SEIR/EA, the impacts of the Project have been covered by the EIR/EA and SEIR/EA and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measure will be applied to the Project to reduce any potential impacts to cultural resources.

Mitigation Measure

ARC-1: All grading and construction permits shall include requirements for archeological preservation. If archeological evidence is discovered during construction, work shall be suspended and the Town of Mammoth Lakes Planning Department shall be notified (1986 EIR/EA).

3.5 SOILS AND LAND TRANSFORMATION/GEOLOGY AND SOILS

The planning area is situated in the westerly portion of Long Valley and has several unique topographical features. It can be generally characterized as a relatively broad plain which is confined by low hills and ridges to the north and lower slopes of the Sierra Nevada to the South. The following are identified potential impacts related to soils and land transformation that could result from the construction of the Project.

- Substantial soil erosion or the loss of top soil.
- Soil becomes unstable and results in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

The Project will incorporate “Low Impact Development” (LID) principles, such as utilizing hydroseed and permanent erosion control to slow and filter runoff, reduce erosion, and maximize groundwater recharge during the post-construction period. In addition, site

[2] Town of Mammoth Lakes and Mono County, Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment (March 1997).

disturbance will be minimized to that necessary for construction of the Project, and all earthwork is scheduled to be completed in September, typically a dry month, further minimizing impacts.

The Project would require a building permit from the Town and would be designed to meet current local seismic, snow load, wind, and other applicable building requirements.

The SEIR/EA determined that potential impacts associated with soil disturbances and land transformations can be mitigated to a less than significant level by implementation of appropriate mitigation measures (see mitigation measures below).

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and the SEIR/EA, the potential environmental impacts of the Project have been covered by these documents and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measures will be applied to the Project to reduce any potential impacts to soils and geological resources.

Mitigation Measures

GEO-1: All grading and earthwork activities must be conducted in accordance with a construction grading plan approved by the Town of Mammoth Lakes. In addition to the standard conditions required by Town grading regulations, the following measures must be included:

a. All earthwork must be conducted in accordance with a detailed project schedule that provides for stabilization and completion of all work under a given permit in a single construction season.

b. Existing drainage patterns shall not be significantly modified and drainage concentrations shall be avoided.

c. All loose piles of earthwork materials shall be protected to avoid discharges of silt laden runoff.

d. Limits of construction work shall be clearly delineated to avoid unnecessary disturbance of adjacent soil and vegetation.

e. Dust control measures (watering trucks or pumped systems) shall be continuously implemented throughout the construction period.

f. All exposed soils areas shall be stabilized and reseeded in accordance with an approved landscape/revegetation plan as soon as possible. All stockpiles of unsuitable soil materials (boulders and stripped vegetation) shall be removed and disposed of at approved sites designated by the Town of Mammoth Lakes and/or Mono County.

g. Bonds or other security shall be required to guarantee performance of the required work and completion of the site stabilization and revegetation measures within the time periods delineated in the project schedule (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

GEO-2: A drainage and erosion control plan for all major projects shall be approved the Town and the Lahontan RWQCB. The plan shall include the implementation of temporary and permanent best management practices (BMPs), including the following:

a. Interim erosion control measures shall be implemented during the construction period, including such facilities as temporary dikes, filter fences, hay bales, and retention basins as necessary.

b. No discharges of silt, waste materials, toxic substances, or other deleterious matter to surface waters shall be permitted.

c. Permanent drainage collection, retention, and infiltration, facilities shall be constructed and maintained to prevent waste discharges from the completed site.

d. All disturbed areas shall be revegetated. Revegetated areas shall be maintained in order to ensure adequate establishment and growth. All permanent drainage and erosion control facilities shall be periodically inspected and maintained as required.

e. All temporary and permanent BMPs shall be monitored and maintained (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

GEO-3: The Project shall be designed to retain and infiltrate all runoff from the 20-year, one-hour design storm event. Existing drainage patterns shall not be significantly modified and drainage concentrations shall be avoided. Permanent drainage collection, retention, and infiltration facilities shall be constructed and maintained to prevent waste discharges from the completed site. Reports of waste discharge shall be prepared as required by the Lahontan RWQCB (2002 SSEIR and 1997 SEIR/EA).

GEO-4: Construction activities involving earthwork will provide for winterization between November and May (2002 SSEIR).

Also, see related Hydrology, Water Supply, and Water Quality mitigation measures.

3.6 HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

The Airport is situated within the Long Valley Subunit of the Owens Hydrologic Unit of the Lahontan Drainage Province. Virtually all the water resources of the region are runoff from winter snowfall and precipitation in the Sierra Nevada Range. State protection of these resources is vested in the Lahontan Regional Water Quality Control Board. It was determined that potential adverse water quality impacts would be most acute during construction periods. The following are identified potential impacts related to hydrology, water supply, and water quality that could result from the construction of the Project.

- Erosion from exposed soil surfaces could result in discharges of sediment loads to adjacent surface waters.
- Runoff from asphalt roadways and other impervious surfaces contain pollutants which may have adverse water quality impacts on surface streams and may violate applicable water quality standards or waste discharge requirements.

- Runoff that would exceed the capacity of existing or planned storm water drainage systems.
- Substantially depletes groundwater resources or interferes with groundwater recharge.
- Substantially alters the existing drainage network.
- Places structures within a 100 year flood hazard area.

The Project is located within a developed area at the Airport, is not located in a flood hazard zone, and would not alter any natural drainage network. Although the Project would increase the area of impervious surface at the Airport, the increase is not above that anticipated in prior environmental documentation. The Project will incorporate "Low Impact Development" (LID) principles, such as utilizing hydroseed and permanent erosion control to slow and filter runoff, reduce erosion, and maximize groundwater recharge during the post-construction period. In addition, site disturbance will be minimized to that necessary for construction of the Project, and the reduction of existing lawn area would reduce water used through a decrease of non-drought tolerant landscaping. The existing storm drain and wastewater systems would be modified to accommodate the Project; however, no new wells would be required.

The Project would not result in large scale earthwork, grading, or soil disturbance within the stream zones of Mammoth Creek, Hot Creek, or Convict Creek because the Project site is within the developed area of the Airport. Construction of the Project is scheduled for September, which is typically a low stream flow period, further minimizing impacts. All Project earthwork would be completed no later than November.

The Project will not result in an increase in the water demand at the Airport above that anticipated by the development of a permanent terminal building as analyzed in the EIR/EA and SEIR/EA since the facility would only provide a sheltered holding area for airplane passengers that would already be on-site. No new groundwater extraction facilities would be required for this Project since adequate water supply currently exists for this proposed holding facility. The potential impacts of the increased number of flights were analyzed in previous environmental documents, including the Mammoth Yosemite Airport Regional Air Service Initial Study/Mitigated Negative Declaration (2008). In addition, the reduction of existing lawn area would reduce water used through a decrease of non-drought tolerant landscaping.

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and the SEIR/EA, the potential environmental impacts of the Project have been covered by these documents and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measures will be applied to the Project to reduce any potential impacts to hydrology, water supply, and water quality.

Mitigation Measures

HWQ-1: All wastewater treatment and disposal systems shall be designed and maintained in accordance with the requirements of the Lahontan RWQCB and the Town of Mammoth Lakes. Permits shall be obtained prior to installation of wastewater facilities as required by both agencies. Facilities shall be sized to

accommodate future projected enplanements at the Airport (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

HWQ-2: Grading and earthwork shall be expedited to attempt completion in a single summer season. Soil stabilization and initial reseeding shall be completed prior to the onset of winter weather conditions (1986 EIR/EA).

HWQ-3: All disturbed areas must be revegetated with a variety of climate-adapted plants and ground cover in accordance with an approved landscape and revegetation plan (1986 EIR/EA).

HWQ-4: All development projects shall be required to install appropriately designed drainage retention and conveyance facilities in accordance with Lahontan RWQCB guidelines (1986 EIR/EA).

HWQ-5: A Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented for all construction activities in accordance with RWQCB regulations (2002 SSEIR).

HWQ-6: A NPDES General Industrial Activities Storm Water Permit will be required for all aviation related facilities (1997 SEIR/EA).

HWQ-7: The use of sand, cinders, salt, and chemicals for de-icing in the winter shall be avoided (1997 SEIR/EA and 1986 EIR/EA).

Also, see related Soils and Land Transformation/Geology and Soils mitigation measures.

3.7 MINERAL RESOURCES

The EIR/EA, SEIR/EA, and SSEIR do not identify any significant impacts to mineral resources related to the construction of the Project since the site is not in the vicinity of any mineral resources sites, such as the Forest Service Gravel Pit and it will not impact geothermal development. Therefore, project implementation would have no impact to mineral resources. No mitigation measures were required.

3.8 NOISE

The Airport area is generally characterized as a passive rural setting, although traffic noise from nearby U.S. Highway 395 and Benton Crossing Road, as well as from existing Airport operations is present. Studies indicate that the ambient 24-hour noise levels at the Fish Hatchery (1 mile north of the site) range from 40-48 db CNEL. These levels are considered typical for existing low intensity developments which are not situated adjacent to major roadways and airport activities. The EIR/EA anticipates that future noise levels will not extend significantly beyond the immediate area of the Airport and that the projected noise levels will normally be acceptable for most land uses. However, the noise impact identified is that the expansion of aircraft operations will result in a significant increase in noise levels adjacent to the Airport.

The Project would serve existing and future passengers of the Airport, at levels analyzed by prior environmental documents, and would not be a significant generator of noise. Since the Project is within the scope of development that was anticipated for this site by

the EIR/EA and the SEIR/EA, the potential environmental impacts of the Project have been covered by these documents and construction of this Project will not increase the impacts beyond those already anticipated. Since the significant noise impacts of the larger airport project were confined to those associated with aircraft operations, and not to the construction of the airport passenger terminal, many of the mitigation measures identified in prior environmental documents are not applicable to the proposed Project. The following previously adopted mitigation measure will be applied to the Project to reduce any potential impacts to noise.

Mitigation Measure

NOS-1: The maximum noise exposure considered acceptable for non-residential land uses without special sound reduction construction is 60 dB CNEL (1986 EIR/EA).

3.9 REGIONAL PLANNING AND POPULATION

Jurisdictional relationships within the Airport area are complex and involve several federal, state, and local planning agencies. Agencies include Inyo National Forest, Bureau of Land Management, the City of Los Angeles, California Department of Fish and Game, Mono County, and the Town of Mammoth Lakes. The Airport planning area includes numerous jurisdictions and is subject to the management plans, policy plans, and general planning documents of federal, state, and local agencies. The following impacts were identified by the EIR/EA and SEIR/EA.

- Proposed land use plan requires amendments or modifications to existing jurisdictional agency planning documents and policies[3].
- Proposed land use plan will promote population growth and economic development within the Airport area.
- Population growth and development will result in increased human activity and disturbance of the natural environment.

The Project is consistent with the Town's General Plan, the Town's Municipal Code, the Airport Land Use Plan (ALUP), and the Airport Layout Plan (ALP), and as described below.

The Project is consistent with the Town's General Plan that supports year-round scheduled air service at the Airport and identifies upgrading the terminal to allow for regional air service (Policy E.1.E and Action E.1.F.2). The Project is also consistent with the Town's Municipal Code because the Airport Zone permits terminals and other airport facilities and uses subject to all regulations of the Federal Aviation Administration and the Airport. A design review permit will be obtained from the Town prior to construction of this Project in compliance with Municipal Code 17.28.620.A. Therefore, the Project is limited to the zone designated for such purposes.

The ALUP is a comprehensive land use plan which defines the type and pattern of future development at the Airport and in the surrounding areas. It includes specific policies and guidelines intended to protect the safety and general welfare of people in the vicinity of

[3] These planning documents and policies have since been amended.

the airport and to ensure the safety of air navigation. The Project is consistent with the ALUP because the proposed terminal area development included a terminal building for passenger holding, in addition to the other typical components of a terminal facility. The Project would not include or require any new roadways.

Although the Project does not appear on the Airport Layout Plan (ALP), this was determined to be acceptable because the structure is temporary and will not be located in an air operations area and will have no impact on air operations[4].

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and the SEIR/EA, the potential environmental impacts of the Project have been covered by these documents and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measures will be applied to the Project to reduce any potential impacts to regional planning and population.

Mitigation Measures

RPP-1: Access outside of approved development areas shall be limited to existing improved roadways. Off road vehicle use shall be prohibited within the Airport zone (1997 SEIR/EA and 1986 EIR/EA).

RPP-2: Efforts should be made to restrict public access to environmentally sensitive areas (1986 EIR/EA).

3.10 EMPLOYMENT AND ECONOMIC DEVELOPMENT

The EIR/EA and SEIR/EA do not identify any significant negative impacts to employment and economic development since the Airport will have a positive impact on employment and increase tax and other revenues. The Project is within the scope of the EIR/EA and SEIR/EA and would not result in a change to this determination. However, the Project is not anticipated to result in any new full-time jobs since the facility is only functioning as a temporary passenger holding area that is ancillary to the current terminal building. Therefore, Project implementation would have no impact to employment and economic development; no mitigation measures are required.

3.11 SAFETY AND WELFARE

The EIR/EA and SEIR/EA do not identify any significant impacts to safety and welfare related to the construction of the Project since the Project is consistent with the ALUP and ALP as described under *Regional Planning and Population*, above. The temporary holding facility would be designed to meet current building code requirements and will also be incorporated into the emergency response plan for the Airport. In addition, the Long Valley Fire Protection District will review the building permit for the Project to ensure all necessary requirements are met. Therefore, Project implementation would have no impact to safety and welfare; no mitigation measures are required.

[4] Brian Picken, Assistant Airport Manager, Letter to Robin Hunt, Airport District Office Manager (June 16, 2011).

3.12 TRAFFIC AND TRANSPORTATION

U.S. Highway 395 is the principal route to and through Mono County, and it provides primary vehicular access to all of the major communities of the eastern sierra region. U.S. Highway 395 in the vicinity of the Airport is a four lane divided highway with excellent sight distance and minimal grades. There are three paved roads adjacent to the Airport: Hot Creek Hatchery Road, Benton Crossing Road, and Convict Lake Road. All three roadways intersect with U.S. Highway 395 at T-intersections with turnout lanes for the left turn direction.

Primary sources of existing local traffic in the area are the Airport and the Whitmore Regional Park located off Benton Crossing Road. The following impacts were identified by the EIR/EA and SEIR/EA.

- Ultimate expansion of the Airport facilities and land uses designated in the plan will increase automobile traffic within the planning area to 2560 Average Daily Trips (ADT) and 360 Vehicles Per Hour (VPH).
- Projected increases in automobile traffic may create safety hazards and congestion at intersections of local roads with State Highway 395.
- Emergency vehicle access to the airport terminal is poor.

Since the proposed Project is within the scope of development that was anticipated for this site by the EIR/EA and SEIR/EA, the impacts of the Project have been covered by the previous environmental documents and construction of this Project will not increase the impacts beyond those already anticipated. Although traffic volumes on U.S. Highway 395 and other local roads have increased consistent with overall regional growth and implementation of the larger Airport project, those volumes remain consistent with volumes anticipated and planned for in the Airport Land Use Plan (ALUP) and relevant transportation plans. The south Airport access road, connecting the terminal area to Benton Crossing Road has been evaluated and is in the process of being implemented, which will improve circulation and emergency vehicle access[5].

The Project does not include or require any modifications to the current circulation and traffic pattern at the Airport or vicinity, nor would it require new roads or access not anticipated in prior environmental documents, and the intensity of use has already been evaluated in previous environmental documents. No additional roadway intersection or driveway access on U.S. Highway 395 is proposed as part of the Project. Therefore, Project implementation would have no impact to traffic and transportation, and no mitigation measures are required.

3.13 CUMULATIVE IMPACTS

Assessment of the cumulative impacts associated with the proposed planning area requires consideration of regional planning goals and objectives. The planning area is within the area of influence of the Town of Mammoth Lakes, and the level of activity at the Airport is closely tied to population growth and development within the community. Most of the potential environmental are not directly attributable to a specific project but

[5] Town of Mammoth Lakes CEQA Conformance Review, Airport Access Road (July 30, 2010).

are associated with general population increases and projected development within the Mammoth Lakes/Long Valley area.

In conjunction with projected regional population growth, the proposed project will cumulatively contribute to the following environmental impacts.

- Direct loss of wildlife habitat as well as a potential gradual degradation of habitat value due to construction disturbances and increased levels of human activity.
- Increases in runoff from impervious surfaces with attendant waste discharges.
- Increased demands on groundwater resources within the planning area and potential declines in historical groundwater levels.
- A general increase in the emissions of air pollutants from stationary and mobile sources leading to a gradual, but probable imperceptible, decline in air quality.
- Alterations of the foreground view along certain sections of U.S. Highway 395 and distant views from Convict Lake Road.
- General increases in noise and activity levels associated with Airport development and additional automobile traffic. Secondary impacts will also include potential increases in litter, trash, and debris throughout the planning area.
- Increased energy consumption for heating, lighting, and industrial/manufacturing purposes.

Since the Project is within the scope of development that was anticipated for this site by the EIR/EA and the SEIR/EA, the potential environmental impacts of the Project have been covered by these documents and construction of this Project will not increase the impacts beyond those already anticipated. The following previously adopted mitigation measure will be applied to the Project to reduce any potential cumulative impacts.

Since the time of adoption of the previous environmental documents, new topics are required to be analyzed pursuant to the California Environmental Quality Act, including Agriculture and Forest Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Public Services, Recreation, and Utilities and Service Systems. Some of these topics are included under the previously analyzed topics such as Hydrology, Water Supply, and Water Quality and Safety and Welfare. The Project will not have a significant environmental effect on Agriculture and Forest Resources or Recreation because the Project site does not contain any farmland, forest land, or recreation facilities. The Project would not generate greenhouse gas emissions that would have a significant impact on the environment and would not conflict with an applicable greenhouse gas plan, policy, or regulation because the facility would have limited emissions during construction due to the type of facility (i.e., sprung structure), and the facility would function as an accessory holding area to the Airport.

Mitigation Measure

CMI-1: All development within the Airport planning area shall comply with the land use requirements and mitigation measures established in the adopted Airport Land Use Plan (1986 EIR/EA).

3.14 CONCLUSION/DETERMINATION

Following this environmental analysis of the proposed Temporary Holding Facility Project, the Town of Mammoth Lakes finds and determines that an environmental impact report addendum is adequate pursuant to California Environmental Quality Act Guidelines Section 15162.

4.0 INVENTORY OF MITIGATION MEASURES

AESTHETICS/VISUAL RESOURCES

AES-1: All developments within the scenic highway corridors shall comply with the requirements of the Mono County Scenic Highways Element. Visually offensive land uses shall be adequately screened (1986 EIR/EA).

AES-2: Earthwork, grading and vegetative removals shall be minimized. All site disturbances shall be revegetated with plants and landscaping which are in harmony with the surrounding environment. Indigenous plant species shall be used to revegetate disturbed sites where appropriate to blend with the natural environment (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

AES-3: All development within the Airport zone shall provide an adequate number of trash receptacles and facilities which are covered, fenced, and screened, and obtain trash removal services (1997 SEIR/EA and 1986 EIR/EA).

AES-4: Large exposed cut and fill slopes shall be avoided. All site grading shall be contoured to blend with the existing topography. Bonds or other security shall be provided to guarantee site restoration in accordance with grading requirements (1997 SEIR/EA and 1986 EIR/EA).

AES-5: Removal of vegetation shall be restricted to those areas that are to be graded or landscaped. Tree removals shall be minimized. All large scale projects shall be phased in accordance with the Town's Public Works Department requirements (1997 SEIR/EA and 1986 EIR/EA).

AES-6: All grading and earthwork activities must be completed by November 30 and disturbed areas shall be stabilized and reseeded prior to December 15 (1986 EIR/EA).

AES-7 Irrigation systems must be provided to ensure the establishment of revegetation (1986 EIR/EA).

AES-8: All signs shall be strictly regulated (number, location, appearance) by the Town of Mammoth Lakes design review and permit process (2002 SSEIR and 1997 SEIR/EA).

AES-9: The location and design of new structures shall be sensitive to the climate, topography, and lighting of the surrounding environment (2002 SSEIR and 1997 SEIR/EA).

AES-10: All new utilities shall be installed underground (2002 SSEIR and 1997 SEIR/EA).

AES-11: All exterior lighting sources shall conform to the Town's lighting regulations for shielding to prevent glare and directed downward to prevent light trespass. The minimum level of lighting shall be used as necessary for security and safety (2002 SSEIR and 1997 SEIR/EA).

AES-12: The use of earth tone colors and natural materials shall be emphasized in the terminal's design in order to enhance compatibility with the natural setting, subject to Design Review approval by the Town's Planning Commission (2002 Supplement, Mitigation Type: 3) (2008 MND).

AIR QUALITY

AIR-1: Project grading and construction permits shall contain the following provisions:

a. Sites shall be adequately watered to control nuisance dust.

b. All construction equipment shall be equipped with required exhaust systems and mufflers.

c. Burning of waste materials and stripped vegetation shall not be permitted.

d. Landscaping and ground cover vegetation shall be required to stabilize all exposed or disturbed soil surfaces as soon as feasible.

e. All soil stockpiles will be covered during construction and subsequently removed and disposed of at approved sites designed by the Town following completion of construction (2002 SSEIR and 1986 EIR/EA).

AIR-2: All grading and construction shall comply with the requirements of the Great Basin Unified Air Pollution Control District and the Town of Mammoth Lakes Grading Permit regulations (1997 SEIR/EA).

AIR-3: All new construction shall comply with the provisions of the Town of Mammoth Lakes Air Quality Management Plan (1997 SEIR/EA).

BIOLOGICAL RESOURCES

BIO-1: Project grading and construction plans shall avoid disturbance of off site natural areas (1997 SEIR/EA).

CULTURAL RESOURCES

ARC-1: All grading and construction permits shall include requirements for archeological preservation. If archeological evidence is discovered during construction, work shall be suspended and the Town of Mammoth Lakes Planning Department shall be notified (1986 EIR/EA).

SOILS AND LAND TRANSFORMATION/GEOLOGY AND SOILS

GEO-1: All grading and earthwork activities must be conducted in accordance with a construction grading plan approved by the Town of Mammoth Lakes. In addition to the standard conditions required by Town grading regulations, the following measures must be included:

a. All earthwork must be conducted in accordance with a detailed project schedule that provides for stabilization and completion of all work under a given permit in a single construction season.

b. Existing drainage patterns shall not be significantly modified and drainage concentrations shall be avoided.

c. All loose piles of earthwork materials shall be protected to avoid discharges of silt laden runoff.

d. Limits of construction work shall be clearly delineated to avoid unnecessary disturbance of adjacent soil and vegetation.

e. Dust control measures (watering trucks or pumped systems) shall be continuously implemented throughout the construction period.

f. All exposed soils areas shall be stabilized and reseeded in accordance with an approved landscape/revegetation plan as soon as possible. All stockpiles of unsuitable soil materials (boulders and stripped vegetation) shall be removed and disposed of at approved sites designated by the Town of Mammoth Lakes and/or Mono County.

g. Bonds or other security shall be required to guarantee performance of the required work and completion of the site stabilization and revegetation measures within the time periods delineated in the project schedule (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

GEO-2: A drainage and erosion control plan for all major projects shall be approved the Town and the Lahontan RWQCB. The plan shall include the implementation of temporary and permanent best management practices (BMPs), including the following:

a. Interim erosion control measures shall be implemented during the construction period, including such facilities as temporary dikes, filter fences, hay bales, and retention basins as necessary.

b. No discharges of silt, waste materials, toxic substances, or other deleterious matter to surface waters shall be permitted.

c. Permanent drainage collection, retention, and infiltration, facilities shall be constructed and maintained to prevent waste discharges from the completed site.

d. All disturbed areas shall be revegetated. Revegetated areas shall be maintained in order to ensure adequate establishment and growth. All permanent drainage and erosion control facilities shall be periodically inspected and maintained as required.

e. All temporary and permanent BMPs shall be monitored and maintained (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

GEO-3: The Project shall be designed to retain and infiltrate all runoff from the 20-year, one-hour design storm event. Existing drainage patterns shall not be significantly modified and drainage concentrations shall be avoided. Permanent drainage collection, retention, and infiltration facilities shall be constructed and maintained to prevent waste discharges from the completed site. Reports of waste discharge shall be prepared as required by the Lahontan RWQCB (2002 SSEIR and 1997 SEIR/EA).

GEO-4: Construction activities involving earthwork will provide for winterization between November and May (2002 SSEIR).

HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

HWQ-1: All wastewater treatment and disposal systems shall be designed and maintained in accordance with the requirements of the Lahontan RWQCB and the Town of Mammoth Lakes. Permits shall be obtained prior to installation of wastewater facilities as required by both agencies. Facilities shall be sized to accommodate future projected enplanements at the Airport (2002 SSEIR, 1997 SEIR/EA, and 1986 EIR/EA).

HWQ-2: Grading and earthwork shall be expedited to attempt completion in a single summer season. Soil stabilization and initial reseeding shall be completed prior to the onset of winter weather conditions (1986 EIR/EA).

HWQ-3: All disturbed areas must be revegetated with a variety of climate-adapted plants and ground cover in accordance with an approved landscape and revegetation plan (1986 EIR/EA).

HWQ-4: All development projects shall be required to install appropriately designed drainage retention and conveyance facilities in accordance with Lahontan RWQCB guidelines (1986 EIR/EA).

HWQ-5: A Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented for all construction activities in accordance with RWQCB regulations (2002 SSEIR).

HWQ-6: A NPDES General Industrial Activities Storm Water Permit will be required for all aviation related facilities (1997 SEIR/EA).

HWQ-7: The use of sand, cinders, salt, and chemicals for de-icing in the winter shall be avoided (1997 SEIR/EA and 1986 EIR/EA).

NOISE

NOS-1: The maximum noise exposure considered acceptable for non-residential land uses without special sound reduction construction is 60 dB CNEL (1986 EIR/EA).

REGIONAL PLANNING AND POPULATION

RPP-1: Access outside of approved development areas shall be limited to existing improved roadways. Off road vehicle use shall be prohibited within the Airport zone (1997 SEIR/EA and 1986 EIR/EA).

RPP-2: Efforts should be made to restrict public access to environmentally sensitive areas (1986 EIR/EA).

CUMULATIVE IMPACTS

CMI-1: All development within the Airport planning area shall comply with the land use requirements and mitigation measures established in the adopted Airport Land Use Plan (1986 EIR/EA).

5.0 REFERENCES

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

1. Mono County Airport Land Use Commission, *Environmental Impact Report and Environmental Assessment Mammoth/June Lake Airport Land Use Plan*, July 1986.

2. Mono County Airport Land Use Commission, *Mammoth/June Lake Airport Land Use Plan*, October 1986.

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

4. Town of Mammoth Lakes, *CEQA Conformance Review Airport Access Road*, July 30, 2010.

5. Town of Mammoth Lakes, *Final Environmental Assessment for Proposed Operations Specifications Amendment Approval Related to the Scheduled Commercial Air Service into Mammoth Yosemite Airport by United Airlines,* June 2010.

6. Town of Mammoth Lakes, *Final Supplement to Subsequent Environmental Impact Report for the Mammoth Yosemite Airport Expansion Project*, March 2002.

7. Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan*, 2007.

8. Town of Mammoth Lakes and Mono County, *Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment*, 1997.

9. Town of Mammoth Lakes, *Mammoth Yosemite Airport Regional Air Service Initial Study/Mitigated Negative Declaration*, March 2008.

10. Town of Mammoth Lakes, *Municipal Code*, 2011.

11. U.S. Department of Transportation Federal Aviation Administration, *Mammoth Yosemite Airport Expansion Project Final Environmental Assessment*, December 2000.