
EXECUTIVE SUMMARY

1. INTRODUCTION

A. Purpose and Need

The Mammoth Mountain Ski Area (MMSA, the Project Applicant) has applied to the Town of Mammoth Lakes (the Town) and the United States Department of Agriculture (USDA) Forest Service (Inyo National Forest) for approval to construct and operate the proposed Eagle Lodge Base Development. The project site is comprised of approximately 8.67 acres and is located in the southwestern side of the developed part of the Town of Mammoth Lakes.¹ A portion of the site, approximately 4.1 acres, is located within the Inyo National Forest adjacent to the Town of Mammoth Lakes boundary.

The Proposed Action being contemplated by the Forest Service, as the Federal Lead Agency for this project, is whether to grant approval sought by the Project Applicant (MMSA) for the use of National Forest land for the Eagle Lodge project and under what terms and conditions, based on the National Forest plans and policies and considering the potential environmental impacts of the Proposed Action, other action alternatives, and the no action alternative. Various action alternatives were considered; four alternatives were evaluated in detail in the EA/EIR. Depending on the alternative selected (if an action alternative is selected), the Responsible Forest Service official will require a non-significant amendment to the Inyo National Forest Land and Resource Management Plan (LRMP) to assign Visual Quality Objectives (VQOs) to the area.

Should the Forest Service grant approval of the Proposed Action, the Town of Mammoth Lakes would also need to approve the project as proposed herein and therefore, the Town assumes the role and responsibilities of the State of California's Lead Agency.

This EIS/EIR has been prepared to comply with the National Environmental Policy Act of 1969 (NEPA - 42 U.S. Code 4321 et seq.) and the California Environmental Quality Act of 1970 (CEQA - Public Resources Code Section 21100 et seq.).

¹ The project site boundary has been revised from the boundary shown in the January and March NOPs and the Initial Study. The site area has expanded to include the full extent of grading associated with the project. The change in the site area does not alter the conclusions reached in the Initial Study or change to scope of the EIR/EA.

B. Agency Use of EA/EIR and Permitting

This EA/EIR has been prepared to inform the public and to meet the needs of the Federal and State Lead Agencies, as well as other permitting agencies in considering MMSA's application for the development of a permanent lodge, and subsequently, any other permits and approvals needed for the project. A list of applicable permit requirements is provided in Section 1.5 of this document. This Draft EA/EIR reflects comments and concerns made by agencies and the public during the scoping process. A public review period will be provided to solicit written comments on the Draft EA/EIR.

Based on the comments received on the Draft EA/EIR, a Final EA/EIR will be prepared that will document and incorporate responses to comments and revisions as appropriate. After release of the Final EA/EIR, the decision of the Forest Service (as Federal Lead Agency) on the project will be documented in a Finding of No Significant Impact and a Decision Notice, including terms and conditions of approval and a determination of whether or not an EIS should be prepared. If the project is approved by the Forest Service, the Town of Mammoth Lakes (as State Lead Agency) will also need to certify the Final EIR prior to their decision on the project, which would be documented in a Notice of Determination.

2. DESCRIPTION OF PROPOSED ACTION

Mammoth Mountain Ski Area (MMSA) is the project applicant. The approximately 8.67 acre project site is located in the southwestern side of the developed part of the Town of Mammoth Lakes.² More specifically, the site is located at the intersection of Meridian Boulevard and Majestic Pines Road. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area. The site is located at the base of the Eagle Express Chairlift (Chair 15), which is located on lands administered by the Inyo National Forest. A portion of the site, approximately 4.1 acres, is located within the Inyo National Forest.

The proposed Eagle Lodge Base Area Development would develop a permanent lodge facility on the site. The project is a mixed-use development with a condominium/hotel and a mix of recreational-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa and locker club.

² *The project site boundary has been revised from the boundary shown in the January and March NOPs and the Initial Study. The site area has expanded to include the full extent of grading associated with the project. The change in the site area does not alter the conclusions reached in the Initial Study or change to scope of the EIR/EA.*

The lodge would front on Majestic Pines Road and would include the majority of the visitor accommodations. A second, smaller building, the Skier Services Building, would be located parallel to Meridian Boulevard. The Skier Services Building would include a convenience market, retail space, and skier ticketing area. The two buildings would be connected by outdoor plazas. An arrival or lower plaza would be created adjacent to the vehicular access to the south side of the site. The skier or upper plaza would connect the buildings and would connect the open ice rink with the facility. The skier plaza would be located at the bottom of the ski slopes and would be accessed by stairs from the lower plaza or from the adjacent slopes.

Development is anticipated to occur in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

The project site is subject to the existing Juniper Ridge Master Plan (the Master Plan). The project would require amendments to the Master Plan in the areas of parking, height, density, setbacks, and land use. In addition, the project would require a General Plan amendment to redesignate Lot 87 from Low-Density Residential to Resort. Development of the project would be subject to further discretionary reviews that would include Use Permit, Tentative Tract Map, and Design Review Approvals. In addition, the project site is located in the boundaries of the Mammoth Mountain Ski Area Master Development Plan (the MMSA Development Plan), and the Inyo National Forest Land and Resource Management Plan “The Inyo Forest Plan.”

3. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

According to CEQA Guidelines §15123(b)(2) and §15123(b)(3), the Executive Summary of an EIR shall identify potential areas of controversy and issues to be resolved by the decision-makers. Generally, these include issue areas where concerns have been raised, primarily through the Notice of Preparation and Scoping processes, indicating a level of controversy, as well as those areas where a significant unavoidable impact has been identified.

The following environmental issues were identified through a review of the written comments and concerns voiced during formal scoping and preliminary agency review of the project: analysis of the three probable State Route 203 access points; control and quality of stormwater runoff; wastewater demand; water pressure relative to proposed building heights; access to Mammoth Community Water District Well 16; need for storefront type office space for police personnel; traffic, access, and parking; air quality; noise; trash; biological resources; aesthetics (building height); and archaeological resources.

The analyses contained in this EA/EIR conclude that after the incorporation of mitigation measures the project would result in a significant and unavoidable impact in the following areas:

- Aesthetic impact to visual resources from Key Observation Point (KOP) #2;

In addition, the cumulative analyses contained in this document conclude that the project would contribute to a cumulative impact in the following area:

- Cumulative roadway noise impacts due to cumulative traffic volumes; and
- Cumulative impacts relative to water supply at Town buildout in 2025.

4. SUMMARY OF IMPACTS AND MITIGATION MEASURES AND COMPARISON OF ALTERNATIVES

Table ES-1

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
LAND USE	No mitigation measures required	Less than significant impact under CEQA and no impacts under NEPA
TRANSPORTATION The Proposed Action could result in short-term parking impacts to adjacent residential streets in the project site vicinity. In addition, construction traffic could result in short-term traffic delays along Meridian Boulevard. Buildout of the Proposed Action would result in significant traffic impacts to the intersections of Majestic Pines Drive/Meridian Boulevard and Meridian Boulevard/Minaret Road based on the Town of Mammoth Lakes level of service criteria.	TR-1: The project applicant shall prepare a construction parking plan for construction personnel to be reviewed and approved by the Town of Mammoth Lakes. TR-2: Construction truck traffic shall not be permitted to queue along Meridian Boulevard where it could interfere with traffic movements or to block access to adjacent residences or businesses. As necessary, flag persons shall be used to assist with truck movements into and out of the site, to ensure that potential disruptions to other traffic and access are accommodated in the safest and most efficient manner. TR-3: To address 2024 with project impact, the project applicant shall pay development impact fees, which include the costs associated with improvements identified in the Mammoth Lakes Capital Improvement Program to the Majestic Pines Drive/Meridian Boulevard and Meridian Boulevard/Minaret Road intersections. The Town of Mammoth Lakes shall implement the intersection improvements.	Less than significant impact under CEQA and no impacts under NEPA Less than significant impact under CEQA and no impacts under NEPA

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
The Proposed Action would result in a significant parking impact as there would be a shortfall of parking relative to the projected demand based on a shared parking analysis.	TR-4: To further address 2024 with project impact, the applicant shall pay a fair share contribution fee to the cost of constructing a southbound left-turn lane at the Majestic Pines Drive/Meridian Boulevard intersection. This fee shall be utilized by the Town to construct a single-lane roundabout with a 100-foot inscribed diameter at the Majestic Pines Drive/Meridian Boulevard intersection. The roundabout shall be constructed prior to the intersection reaching a LOS E. The Town of Mammoth Lakes shall implement the intersection improvements. TR-5: To meet the parking space requirements, in addition to the parking included as a part of the project, the applicant shall implement a program to reduce parking demand. The program shall follow one of the following three options, or some combination thereof, and shall be approved by the Town: • Mitigation Option 1: The project applicant shall provide 544 non-drop-off parking spaces and shall be responsible for purchasing and operating four public transit buses with a capacity of at least 60 passengers to provide 16 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March, unless data provided by the applicant indicates that three or fewer buses are adequate to accommodate the transit demand for a particle weekend(s) or holiday based on the maximum number of skiers per day, as shown in the table below. The transit data shall be subject to review	Less than significant impact under CEQA and no impacts under NEPA

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect																		
	and approval by the Town. Under the 83 multi-family unit option, the project would be required to provide 14 additional bus round trips per day, which would require three new buses. <table> <tr> <th data-bbox="772 586 982 659">Additional Bus Requirements Beyond Existing Service</th><th data-bbox="1010 540 1150 659">Maximum Number of Skiers per Day (213 Hotel Units)</th><th data-bbox="1178 540 1318 659">Maximum Number of Skiers per Day (83 Dwelling Units)</th></tr> <tr> <td data-bbox="772 675 982 699">No additional buses</td><td data-bbox="1010 675 1150 699">5,050</td><td data-bbox="1178 675 1318 699">5,200</td></tr> <tr> <td data-bbox="772 712 982 737">One additional bus</td><td data-bbox="1010 712 1150 737">5,350</td><td data-bbox="1178 712 1318 737">5,500</td></tr> <tr> <td data-bbox="772 750 982 774">Two additional buses</td><td data-bbox="1010 750 1150 774">5,650</td><td data-bbox="1178 750 1318 774">5,800</td></tr> <tr> <td data-bbox="772 787 982 812">Three additional buses</td><td data-bbox="1010 787 1150 812">5,950</td><td data-bbox="1178 787 1318 812">>5,800</td></tr> <tr> <td data-bbox="772 824 982 849">Four additional buses</td><td data-bbox="1010 824 1150 849">> 5,950</td><td data-bbox="1178 824 1318 849">Not Applicable</td></tr> </table> In addition, the project applicant shall provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March. This report shall provide monitoring data regarding on-street parking, conducted at a minimum two times per day on all weekends and holidays between 9:00 A.M. and 3:00 P.M. If the report identifies illegal parking is occurring at nearby residential/lodging sites within 1,000 feet of the portal, the project applicant shall be responsible for any incremental cost necessary for enforcement. Beyond the initial monitoring period, if future complaints indicate that a parking problem is occurring	Additional Bus Requirements Beyond Existing Service	Maximum Number of Skiers per Day (213 Hotel Units)	Maximum Number of Skiers per Day (83 Dwelling Units)	No additional buses	5,050	5,200	One additional bus	5,350	5,500	Two additional buses	5,650	5,800	Three additional buses	5,950	>5,800	Four additional buses	> 5,950	Not Applicable	
Additional Bus Requirements Beyond Existing Service	Maximum Number of Skiers per Day (213 Hotel Units)	Maximum Number of Skiers per Day (83 Dwelling Units)																		
No additional buses	5,050	5,200																		
One additional bus	5,350	5,500																		
Two additional buses	5,650	5,800																		
Three additional buses	5,950	>5,800																		
Four additional buses	> 5,950	Not Applicable																		

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
	generated by Eagle Lodge or ski area activities, the project applicant shall be responsible for conducting additional monitoring as identified by the Town of Mammoth Lakes and be responsible for funding the necessary measures to address any identified impact. • <u>Mitigation Option 2</u>: The project applicant shall provide 544 non-drop-off parking spaces on the project site and 76 off-site parking spaces for employees. If the off-site employee parking is not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lot(s) shall be provided. The project applicant shall be responsible for purchasing and operating three public transit buses with a capacity of at least 60 passengers to provide 13 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March, unless data provided by the applicant indicates that two or fewer buses are adequate to accommodate the transit demand for a particular weekend(s) or holiday based on the maximum number of skiers per day, as shown in the table below. The transit data shall be subject to review and approval by the Town. Under the 83 multi-family unit option, the project would be required to provide 10 additional bus round trips per day, which would require two new buses.	

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect												
	Maximum Number of Skiers per Day (213 Hotel Units) Additional Bus Requirements Beyond Existing Conditions <table> <tr> <td>No additional buses</td><td>5,250</td><td>5,400</td></tr> <tr> <td>One additional bus</td><td>5,550</td><td>5,700</td></tr> <tr> <td>Two additional buses</td><td>5,850</td><td>>5,700</td></tr> <tr> <td>Three additional buses</td><td>> 5,850</td><td>Not Applicable</td></tr> </table> In addition, the project applicant shall provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March, as described under Option 1. • Mitigation Option 3: The project applicant shall provide 544 non-drop-off parking spaces on the project site. The project shall request a zone code amendment from the Town to develop and in lieu of parking fee program. The fees shall be used for the construction of off-site parking lots. The fee owed by the project shall be calculated based upon the additional number of spaces that are required. If the parking lots are not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lots shall be provided. TR-6: A sign with an arrow shall be posted along the north side of Meridian Boulevard to direct skiers to the Skier Drop-Off. Bus Only signage shall be posted at the entrance to the bus drop zone to discourage autos from entering the bus	No additional buses	5,250	5,400	One additional bus	5,550	5,700	Two additional buses	5,850	>5,700	Three additional buses	> 5,850	Not Applicable	Less than significant impact under CEQA and no impacts under NEPA
No additional buses	5,250	5,400												
One additional bus	5,550	5,700												
Two additional buses	5,850	>5,700												
Three additional buses	> 5,850	Not Applicable												

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
The Proposed Action could result in vehicular safety hazards within the site's internal circulation system.	drop zone. No Parking signs shall be posted along Meridian Boulevard adjacent to the auto drop zone, and Do Not Enter signs shall be posted at the west end of the auto and bus drop zones. The signs shall be installed prior to building occupancy. TR-7: The curbs at the west end of the auto drop zone shall be modified to move the intersection of the drop zone and the main parking garage access further north, as determined appropriate by the Town. TR-8: To decrease the potential for vehicular conflict in the ski school drop zone, the circulating area shall be striped for one lane of traffic and one-way operation. TR-9: The distance between sawtooth bus bays shall be increased to 15 feet to provide adequate maneuvering space for buses exiting the bays. TR-10: A "No Left Turn" sign shall be placed at the hotel exit. In addition, "Do Not Enter," "No Left Turn," and "No Right Turn" signs shall be located at the appropriate hotel access approaches.	
AIR QUALITY	No mitigation measures required	Less than significant impact
NOISE The Proposed Action would result in temporary construction noise impacts.	NOI-1: Prior to issuance of any grading, excavation, or building permits, the applicant shall provide and secure the approval of the authorized noise control officer for a program designed to adequately comply with Town of Mammoth Lakes Noise Ordinance and respond to possible noise complaints. At a minimum, the program shall include the following requirements:	Less than significant impact

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
	1. Noise-generating equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, intake silencers, lagging, and/or engine enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. 2. Effective temporary sound barriers shall be used and relocated, as needed, whenever possible, to block the line-of-sight between the construction equipment and the noise-sensitive receptors, i.e., residential uses located to the north and south of the project site. 3. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site. 4. A construction relations officer shall be designated to serve as liaison with residents, and a contact telephone number shall be provided to residents. NOI-2: The applicant shall develop a Blasting Plan that details the measures necessary to ensure potential vibration impacts would comply with Federal and State recommended construction vibration limitations. The plan shall include at a minimum the following: • A testing or pilot program shall be conducted to assure that off-site vibration levels do not exceed the 2.0 inches per second PPV significance threshold from blasting activities initiated on the	

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
	site. Under the pilot program the applicant shall install vibration monitors at the following locations: (1) along the fenceline of the closest offsite residential uses, (2) along the fenceline of the MCWD Ground Water Treatment Plant No. 2 located immediately to the east of the site across Majestic Pines Road, and (3) the vault housing for MCWD Well 16 located adjacent to Meridian Boulevard. • Once the monitors are in place, a blasting test would commence. The testing procedures would consist of detonation of increasing sized charges with concurrent checking of monitored levels so as to assure that off-site vibration levels do not exceed the 2.0 inches per second PPV significance threshold. Based on this testing program, an optimal set of blasting parameters (e.g., frequency responses and soil damping characteristics for different sized charges) shall be established. • The off-site vibration monitors shall remain in place throughout blasting activities, thereby providing ongoing protection for off-site uses and/or facilities throughout this phase of the Project's construction process. NOI-3: All drilling and blasting operations shall be conducted by a State-licensed blasting contractor with adequate blasting insurance. NOI-4: All drilling and blasting will be performed during hours designated by local, State, or federal ordinances.	

Summary of Mitigation Measures and Residual Effects

Eagle Lodge **Town of Mammoth Lakes**
 State Clearinghouse No. 2006012041 September 2006

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
	back a minimum of 50-feet from the drainage and shall include 2-foot high pre-assembled silt fencing for erosion control as well as 4-foot high mesh orange construction fencing for visibility. The qualified monitor shall inspect the fencing once a month while construction activities are occurring within the vicinity of the drainage and report any damage to the fencing. The construction contractor shall correct any damage to the exclusionary fencing immediately.	
CULTURAL RESOURCES The Proposed Action includes excavation into undisturbed sediments below the modern ground surface of the project site, which has the potential to encounter previously undiscovered archaeological, Native American, or paleontological resources.	CUL-1: A qualified archaeological monitor shall be present during the ground-disturbing construction activities affecting the alluvial deposits and upper three feet of the glacial deposits in the project area. Due to the potential for subsurface cultural deposits, a culturally affiliated Native American monitor with experience in cultural resources also shall monitor these ground-disturbing activities. In the event that the lead agency determines that it will not include a Native American monitor in the archaeological monitoring process, this decision shall be sent in writing to an updated list of all Native American individuals and organizations identified by the NAHC as having affiliation with the project area. These individuals and organizations shall be provided with a comment period of not less than four weeks on this decision. If this course of action is taken, affiliated Native American groups shall also be notified if sensitive deposits or cultural materials are encountered. No monitor is required for construction-related activities in the lower glacial	Less than significant impact

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
	deposits. If cultural resources are identified, the archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the Town's goals of preservation where practicable and public interpretation of historic and archaeological resources. The archaeologist shall prepare a final report about the monitoring to be filed with the Project Applicant, Mono County, and the CHRIS-EIC, as required by the State Historic Preservation Officer (SHPO). The report shall include documentation and interpretation of resources recovered, if any. Interpretation will include evaluation of eligibility of the resources with respect to the National Register and California Register. The report shall also include all specialists' reports as appendices. The lead agency shall designate repositories in the event that significant resources are recovered. CUL-2: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased	

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
	Native American, who will then help determine what course of action should be taken in dealing with the remains.	
EMPLOYMENT, POPULATION AND HOUSING Construction employment associated with the project is anticipated to draw from the regional population. However, in the event that construction workers are drawn from outside Mono or Inyo Counties, the project could result in a significant impact with regard to the provision of short-term housing for construction workers.	POP-1: If the developer of the project enters into a construction contract for the project with any contractor or subcontractor (1) whose principal place of business is outside Mono and Inyo Counties; (2) whose employees will reside in the Town of Mammoth Lakes in association with project construction in excess of 90 consecutive days; and (3) who provides housing for its employees, then the developer shall provide housing units for such employees. The housing provided by the developer for the construction employees shall not be located within the RMF-1 zone within the boundaries of the Town of Mammoth Lakes. However, existing MMSA-owned seasonal employee housing may be utilized in non-ski season months only.	Less than significant impact

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
AESTHETICS Construction activities associated with the Proposed Action could significantly impact the visual quality and character of the site and surrounding area.	AES- 1: The applicant shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period. AES-2: The applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community Development Department prior to issuance of grading permit. The plan shall ensure that construction haul routes do not affect sensitive uses in the project vicinity, including residential uses along Majestic Pines Road.	Less than significant impact under CEQA and no impacts under NEPA
The Proposed Action would adversely impact views of valued visual resources across the project from Key Observation Point (KOP) #2, which is representative of views for persons utilizing the Mammoth Loop Trail and residences to the north of Majestic Pines Road. This impact is considered significant under CEQA.	No mitigation measures are provided to reduce the significance of impacts to the visual resources from KOP #2 under CEQA.	Impacts would be significant and unavoidable under CEQA; no adverse impacts under NEPA
With the proposed entry to Eagle Lodge off of Majestic Pines Road, additional northbound traffic along this roadway and cars pulling out of the lodge could result in significant adverse impacts to single-family residences to the north of Majestic Pines	AES-3: The applicant shall plant landscaping or enhance the existing berm along the northern side of Majestic Pines Road to minimize light intrusion to the adjacent residences. The improvement shall be installed prior to issuance of a certificate of	Less than significant impact under CEQA and no impacts under NEPA

Summary of Mitigation Measures and Residual Effects

Eagle Lodge **Town of Mammoth Lakes**
 State Clearinghouse No. 2006012041 September 2006

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
substantially interfere with groundwater recharge. Operation of the Proposed Action could result in potentially significant water quality impacts as a result of vehicle-related pollutants in the subterranean parking garage and runoff from the project site.	off periods to assess maximum seasonal groundwater underflow rates. HYD-2: The applicant shall fund the installation of at least two monitoring wells adjacent to or up gradient of the proposed construction area to aid in the recording of groundwater depths and flow rates. The wells shall be installed prior to the issuance of building permits for the project. HYD-3: The applicant shall install a sump pump system that lifts stormwater to the surface within the underground parking garage, which conveys water through a device that removes oil and silt, prior to reintroduction into the storm water system. The sump pump system shall be installed prior to use of the parking structure. HYD-4: The applicant shall design on-site detention facilities to capture approximately 22,442 cubic feet of stormwater, which represents the average runoff volume necessary to accommodate the first inch of rainfall during a storm event of 20-year intensity pursuant to Lahontan RWQCB design parameters. The final design of the detention facilities shall be determined during the design process and shall be subject to review and approval by the Town and/or Lahontan RWQCB.	Less than significant impact under CEQA and no impacts under NEPA

Table ES-1 (Continued)

Summary of Mitigation Measures and Residual Effects

Issue	Mitigation Measure	Residual Effect
WATER SUPPLY The well pump for Well 16 and the associated discharge piping may require periodic maintenance and repair. The project could result in a potentially significant impact to the repair and maintenance of the infrastructure. The proposed building height could result in Insufficient water pressure, which would result in a potentially significant impact with regard to fire protection.	WTR-1: The Applicant shall ensure the provision of 40 square feet of work area adjacent to Well 16 on the project site that shall be used by MCWD as needed during periodic maintenance of Well 16. WTR-2: The project applicant shall install a standpipe along the northwest side of the site, near the ice rink and plaza, as approved by MLFD to ensure that adequate fire flows are available at this location. The standpipe shall be operational prior to occupancy of the facility.	Less than significant impact
WASTEWATER The Proposed Action would result in an increase of wastewater generated. MCWD anticipates upgrading the filter backwash system at Groundwater Treatment Plant #2, which will increase capacity in the sewer lines by approximately 300 to 350 gallons per minute.	WW-1: Prior to the issuance of a Certificate of Occupancy for the commercial and residential components of the project, MCWD shall install and have operational the filter backwash system upgrade at Groundwater Treatment Plant #2.	Less than significant impact
STORMWATER	No mitigation measures required	Less than significant impact
Source: PCR Services Corporation, 2006		