Public Review Draft | January 2019

Mammoth Lakes
CALIFORNIA

Mammoth Arts and Cultural Center (MACC)

INTIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:
Town of Mammoth Lakes

Prepared by:
Michael Baker
INTERNATIONAL

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Mammoth Arts and Cultural Center (MACC)

Lead Agency:

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January 2019

JN 163306

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1.0 INTRODUCTION

The proposed Mammoth Arts and Cultural Center (MACC) (project) is located within the Town of Mammoth Lakes, in the southwestern portion of Mono County. The project proposes to construct a new Performing Arts Center, which includes a 298-seat Performing Arts Theatre, 500-seat outdoor amphitheater, and associated new parking lot. The project also proposes renovations to the existing Edison Theatre and parking lot. The proposed project is discussed in detail in Section 2.0, *Project Description*. Following a preliminary review of the proposed project, the Town of Mammoth Lakes has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

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

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

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the Town. Following review of any comments received, the Town will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the Town.

1.2 PURPOSE

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

- A description of the project, including the location of the project;

- Identification of the environmental setting;

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

- Discussion of ways to mitigate significant effects identified, if any;

- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and

- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as a Lead Agency (in this case, the Town of Mammoth Lakes) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study, and are incorporated into this document by reference. These documents are available for review at the Town of Mammoth Lakes Community and Economic Development Department, located at 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546 and on the Town's website: http://www.townofmammothlakes.ca.gov.

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

  - Economy;
  - Arts, Culture, Heritage, and Natural History;
  - Community Design;
  - Neighborhood and District Character;
  - Land Use;
  - Mobility;
  - Parks, Open Space and Recreation;

- Resource Management and Conservation; and
- Public Health and Safety.

It is noted that the Housing and Noise Elements were not updated as part of the General Plan. However, an updated Housing Element was adopted in 2010, and the 2014-2019 Housing Element was adopted in June 2014 and revised in May 2015. Additionally, the Town Council amended the Parks, Open Space, and Recreation Element in 2012 with the addition of new policies and one additional goal, revoking the 1990 Parks and Recreation Element.

- *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (certified May 2007), SCH No. 2003042155. The *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (General Plan PEIR) analyzed the environmental impacts associated with the update of the Town's General Plan. This update provided the Town's long-range comprehensive direction to guide future development and identified the community's environmental, social, and economic goals. The General Plan PEIR document was prepared as a Program EIR, which is intended to facilitate consideration of broad policy directions, program-level alternatives, and mitigation measures consistent with the level of detail available for the plan. The General Plan PEIR concluded significant and unavoidable impacts regarding aesthetics, air quality, biological resources, public safety and hazards, noise, public services and utilities, and recreation.

- *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report*. During the course of the Town's Zoning Code Update, a proposal was made to use floor area ratio (FAR) to regulate the intensity of development in the Town's commercial zoning districts. In response, the *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report* (Land Use Element/Zoning Code Amendments and Mobility Element Update DEIR) analyzed the impact of implementing a FAR standard with no unit or room density limitations within the Town's commercial areas. The Land Use Element/Zoning Code Amendments and Mobility Element Update DEIR concluded significant and unavoidable impacts regarding air quality and public services.

- *Town of Mammoth Lakes Municipal Code* (current through Ordinance No. 17-10). The *Town of Mammoth Lakes Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the Town of Mammoth Lakes. It is the method the Town uses to implement control of land uses, in accordance with General Plan goals and policies. Municipal Code Title 17, *Zoning*, is the Zoning Ordinance for the Town, which identifies land uses permitted and prohibited according to the zoning category of particular parcels.

- *Eastern Sierra College Center Mammoth Lakes Environmental Impact Report* (certified November 1994), SCH No. 94012060. The *Eastern Sierra College Center Mammoth Lakes Environmental Impact Report* (ESCC EIR) addressed the environmental impacts associated with development of a College Center, Cultural Center, Upper Division College, and Student Housing, all completed in four separate phases. The ESCC project footprint included the project site. The proposed Cultural Center phase included the construction of a 21,000-square foot, 500-seat theatre on 2.5 acres and a 35,000-square foot 1,800-seat amphitheater (1,000 sloped and 800 grass) on 2.7 acres. The

ESCC EIR determined that potentially significant environmental impacts with regard to land use compatibility, long-term employment/housing, geologic/seismic, vegetation (weed establishment, insect infestations, and locally sensitive species), wildlife (noise, dust, lighting, roving pets, adjacent lands, and direct mortality), cultural resources, noise, air quality, and water resources would be mitigated to avoid or lessen adverse environmental effects of the project. Impacts regarding vegetation and wildlife as well as visual resources were determined to be significant and unavoidable. All other impact areas were determined to be less than significant.

- *Town of Mammoth Lakes Parks and Recreation Master Plan* (adopted February 2012). The Town of Mammoth Lakes Council adopted the *Town of Mammoth Lakes Parks and Recreation Master Plan* (Parks and Recreation Master Plan) on February 1, 2012, which assesses the Town's recreation needs for the future and establishes goals and policies that would guide park improvements. The Parks and Recreation Master Plan contains an analysis of the supply, demand, and needs for park and recreation facilities and services within the Town and includes a comprehensive assessment of public and private facilities available in and around Mammoth Lakes. It also recommends implementation strategies to help meet the challenges of providing parks and recreation facilities and a vision for developing parks and recreation within Mammoth Lakes for the next 17 years.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed Mammoth Arts and Cultural Center (MACC) Project (project) is located within the Town of Mammoth Lakes (Town), in the southwestern portion of Mono County; refer to Exhibit 2-1, *Regional Vicinity*. The project site is specifically located at the Cerro Coso Community College site (100 College Parkway), approximately two miles west of U.S. Route 395 and approximately a half mile south of State Route 203 (SR-203); refer to Exhibit 2-2, *Site Vicinity*. The site is approximately 9.84 acres (4.82 acres of which are proposed for disturbance) and consists of Assessor's Parcel Number 035-010-049-000.

2.2 ENVIRONMENTAL SETTING

The project site is predominantly comprised of vacant land as well as the existing Edison Theatre and associated parking lot. The Edison Theatre is a 100-seat performing arts theatre and includes a 40-stall parking lot located within the western portion of the site; refer to Exhibit 2-2. The Edison Theatre Parking Lot is currently accessed via two driveways along College Parkway. Pedestrian access is afforded along both sides of College Parkway, south of the project site. A Class I off-site bike trail is present to the south, and along College Parkway.

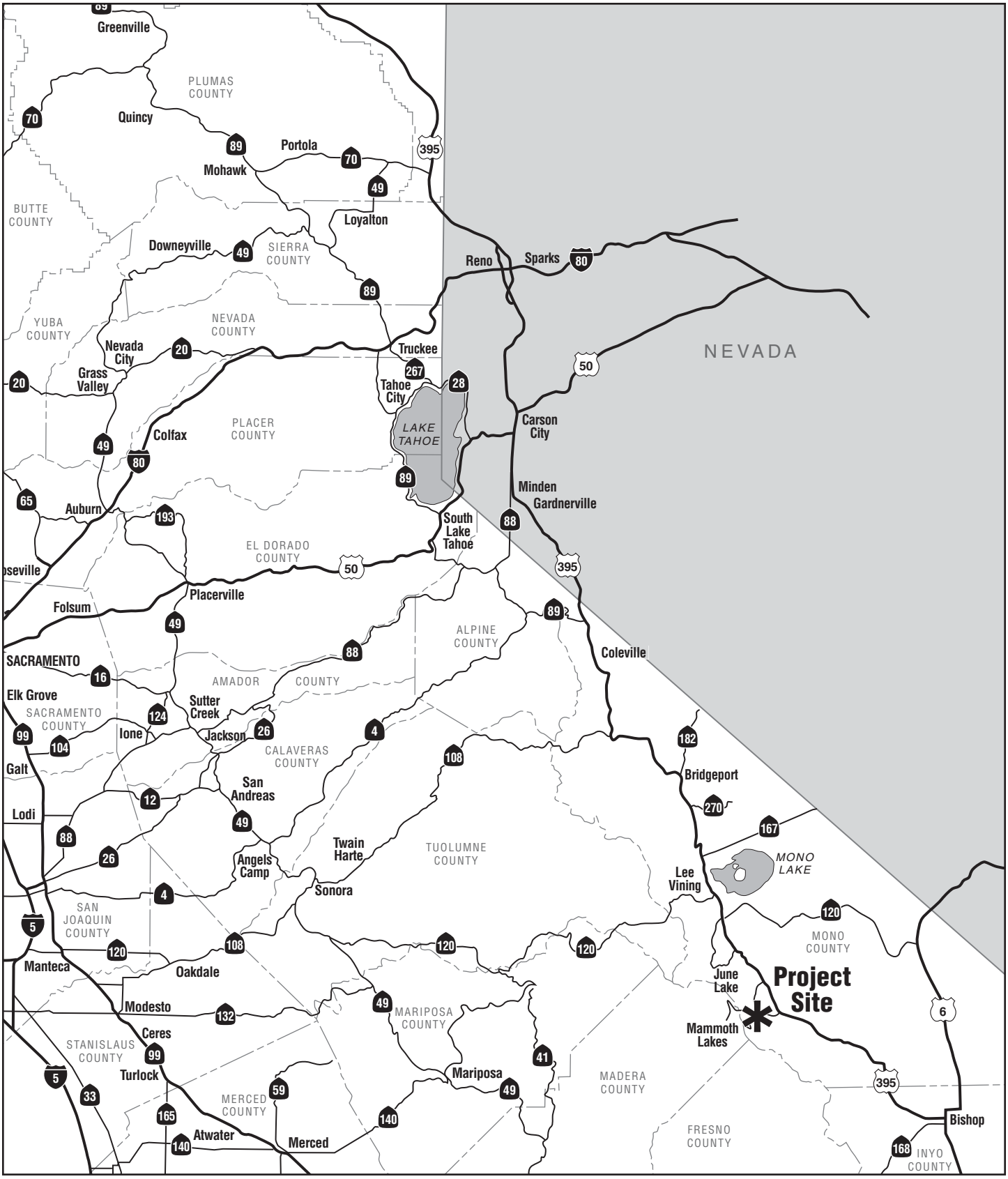
SURROUNDING LAND USES

Surrounding land uses include recreational, institutional, and residential uses to the north; vacant land and open space uses to the east; recreational and institutional uses to the south; recreational and open space uses to the west. Table 2-1, *Surrounding Land Uses*, specifically describes the project site's surrounding development and associated land use designations and zoning districts.

Table 2-1
Surrounding Land Uses

Direction	General Plan Designation[1]	Zoning[2]	Existing Development
North	Institutional Public (IP), Low-Density Residential 2 (LDR-2)	Public and Quasi Public (P-QP), Residential Single-Family (RSF)	Meridian Boulevard is located north of the project's northern boundary. Across Meridian Boulevard is a Class I Bike Path, Mammoth Elementary School (1500 Meridian Boulevard), and single-family residential uses.
East	Institutional Public (IP)	Public and Quasi Public (P-QP)	College Parkway is located east of the project's eastern boundary. Across College Parkway is vacant land zoned P-QP and open space.
South	Institutional Public (IP)	Public and Quasi Public (P-QP)	College Parkway is located south of the project's southern boundary. Across College Parkway is the Library-College Connector multi-use path, Cerro Coso Community College Eastern Sierra Campus, student housing, and associated parking lots.
West	Institutional Public (IP)	Public and Quasi Public (P-QP)	College Parkway is located west of the project's western boundary. Across College Parkway is the Library-College Connector multi-use trail, open space uses, and vacant land zoned P-QP. Further west, Mammoth High School, Mammoth Ice Rink, and Mono County Library are present.

Sources:
1. Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan 2007, Figure 5, Land Use Diagram,* 2007.
2. Town of Mammoth Lakes, *Mammoth Lakes Zoning Map,* January 2015.



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Regional Vicinity

Exhibit 2-1

Source: Google Earth Pro, 2018.

- Proposed Limits of Disturbance

- Parcel Boundary

- Existing Edison Theatre

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Site Vicinity

Exhibit 2-2

2.3 EXISTING GENERAL PLAN AND ZONING

Based on the *Town of Mammoth Lakes General Plan 2007* (General Plan), the site is designated Institutional Public (IP). According to the General Plan, the designation "IP" allows institutional uses such as schools, hospitals, governmental offices and facilities, museums, performing arts and cultural facilities, physical wellness and rehabilitation facilities, and related uses. Residential uses are not permitted, with the exception of employee housing that supports and is ancillary to the allowed institutional uses and student housing that is accessory to the College. The maximum density for housing is four units per gross acre and subject to the High-Density Residential 1 (HDR-1) development standards.

The existing zoning is Public and Quasi Public (P-QP). According to the *Town of Mammoth Lakes Municipal Code* (Municipal Code), the designation "P-QP" is intended to permit adequate identification of areas reserved and developed for public uses other than street rights-of-way, to provide for educational and cultural activities and facilities, to provide for expansion of their operations or change in use, and, to identify and preserve areas of historic and community significance for the enjoyment of future generations.

2.4 PROJECT BACKGROUND

In 1994, the Kern Community College District (KCCD) considered buildout of the Eastern Sierra College Center (ESCC), which included the project site. At this time, KCCD prepared a Program Environmental Impact Report (EIR) (State Clearinghouse No. 94012060) that analyzed the full buildout of the college campus on approximately 80 acres. The first phase considered development of an approximate 26,000-square foot College Center. The College Center could be expanded by 58,000 square feet. Future phases included at least four additional phases, including a general concept for a Cultural Center, Upper Division College, Student Housing, and a Mammoth Unified School District (MUSD) Facility. The Cultural Center considered development of a 21,000-square foot theatre (with 500 seats) on 2.5 acres and a 35,000-square foot amphitheater (with 1,000 sloped and 800 grass seats) on 2.7 acres.

The Mammoth Lakes Foundation (MLF) proposes to build a 21,464-square foot Arts and Cultural Center (MACC) that includes a Performing Arts Theatre, outdoor amphitheater, a new parking lot, and improvements to the existing Edison Theatre and existing Edison Theatre parking lot. The MACC would be owned and operated by MLF and agreements would be in place with the KCCD and the Town. Services that would be provided would include production and performance of cultural events and entertainment as well as facility rental.

2.5 PROJECT CHARACTERISTICS

2.5.1 PROJECT DESCRIPTION

As discussed above, the MACC would include a 298-seat Performing Arts Theatre, 500-seat outdoor amphitheater, and a new parking lot; refer to Exhibit 2-3, *Conceptual Site Plan*. Additionally, the project proposes renovations to the existing Edison Theatre (roof replacement) and parking lot improvements (paving and restriping). Project approval would require a Major Design Review (DR) and CEQA Clearance.

Source: Design Workshop, Mammoth Fine Arts District Illustrative Plan, August 29, 2018.

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Conceptual Site Plan

Exhibit 2-3

PERFORMING ARTS THEATRE

The Performing Arts Theatre would be constructed in the south/central portion of the project site along College Parkway. The theatre would include a 21,856-sqaure foot main level, 2,184-square foot costume storage area, and a 1,454-square foot mechanical attic; refer to Exhibit 2-4, *Performing Arts Theatre Site Plan*. The Performing Arts Theatre would include the following:

- *Main Entry and Emergency Exits:* An entry plaza and vestibule (main entry) would be located at the southwest corner of the building. A 220-square foot ticket office would be located just west of the main entry. Two emergency exits would be located north and south of the theater seating area (house) and would lead to covered exterior walkways.

- *Coat Room and Restrooms:* A 160-square foot coat room and men's, women's, and family restroom facilities would be located just south of the main entry. The restrooms would provide eight fixtures for women, five for men, and a single family or private use room. Each facility would have a baby-changing station and a private full accessible stall/room including a sink.

- *Lobby/Reception and Reception Patio:* A 2,035-square foot lobby/reception area would be located north of the main entry. This room would accommodate 160 seated diners or 300 standing attendees. An outdoor reception patio would be located west of the lobby/reception area.

- *Heritage Room:* The 597-square foot Heritage Room would be located north of the lobby/reception area. This room could be used as private dining, events, or business meetings.

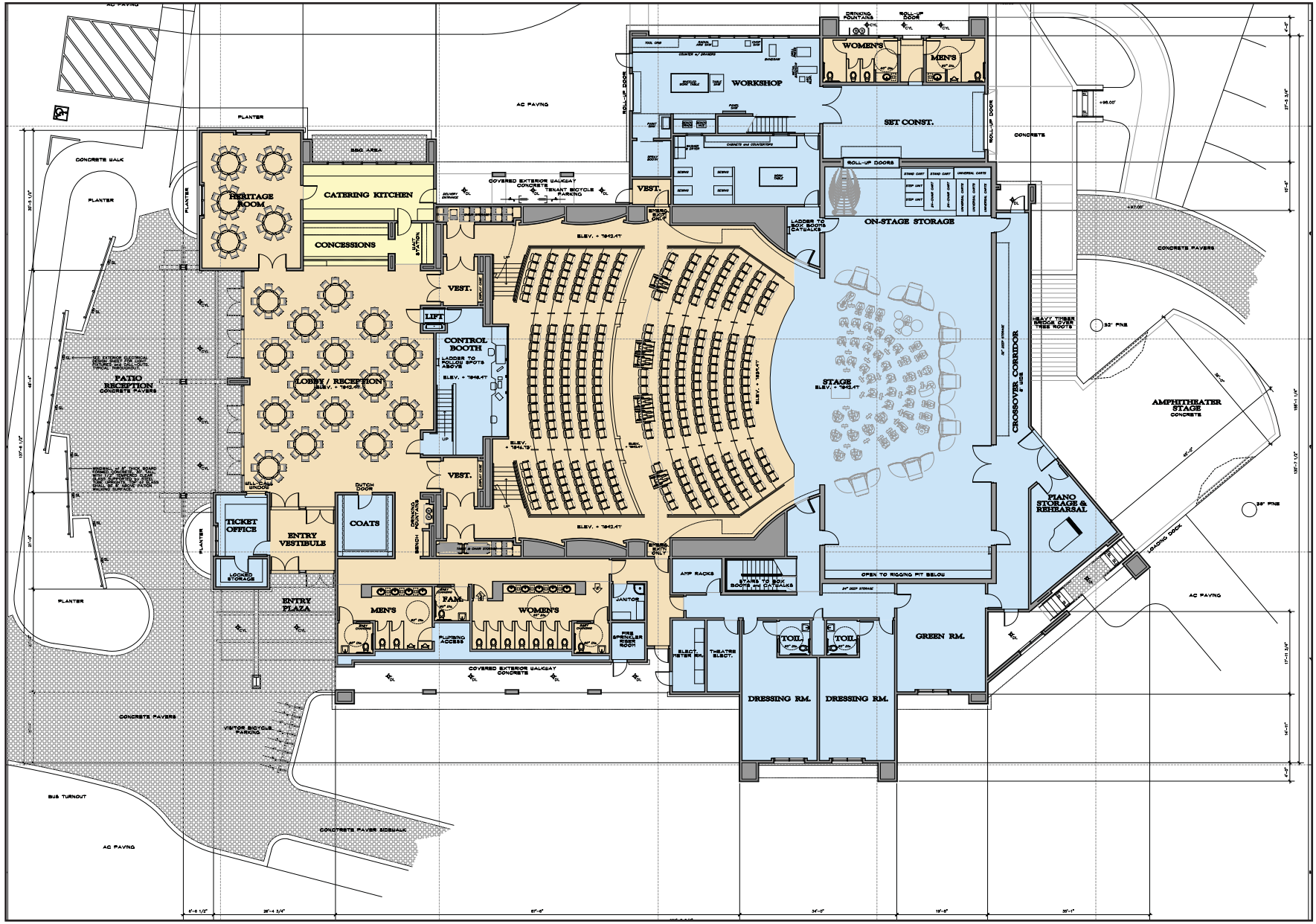
- *Concessions/Catering Kitchen:* A 600-square foot concessions/catering kitchen would be located north of the lobby/reception area.

- *Control Booth:* A control booth would be located east of the lobby/reception area. The control booth would be used for operation of lighting and sound equipment and stage management.

- *House:* The 298-seat theater room (292 fixed seats and 6 wheelchair spaces) would be accessed at the rear through vestibules, which prevent sound and light from entering the seating area from the lobby. The seats would have an average seat width of 22.5 inches and row-to-row spacing of 42 inches.

- *Stage:* The proscenium-style stage is 36 feet deep by 80 feet wide, with on-stage storage (330-square feet) for orchestra shell, grand piano (311-square feet), and risers/stands/chairs for the orchestra. There would be a 12-foot deep forestage in front of the proscenium wall. The proscenium opening would be 20 feet high and 45 feet wide and could be reduced with sliding panels for smaller events.

- *Backstage:* Backstage amenities would include a 450-square foot Green Room, and two 490-square foot dressing rooms (each equipped with a restroom), amplifier racks, a theatre electrical room, and an electrical meter room.



Source: Woodward Architecture, August 22, 2018.

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MAMMOTH ARTS AND CULTURAL CENTER (MACC)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Performing Arts Theatre Site Plan

Exhibit 2-4

- *Maintenance:* A janitor room and fire sprinkler riser room is located adjacent to the guest restroom area.

- *Attic:* The attic is generally divided into two areas, the mechanical attic (1,454 square feet) located to the south of the theater room and two costume storage attics (644 square feet and 1,540 square feet) located to the north and south of the theater room, respectively. Two restrooms would be provided in the southerly costume attic.

- *Catwalk:* The catwalk would be located above the attic and over the theater room. The catwalk level would include a follow spot booth.

- *Workshop, Seamstress, and Set Construction:* The workshop, seamstress, and set construction areas (approximately 916, 470, and 555 square feet, respectively) would be located to the north of the theater room and would consist of a simple workshop used for the purpose of building and storing sets and props for programs at the Performing Arts Theatre. Typical equipment would include an assortment of power tools for cutting woods and metals and welding, as well as sewing machines.

The Performing Arts Theatre would have a maximum building height of approximately 54 feet. The exterior building colors would include browns, charcoal, and blue to complement the natural surroundings. The exterior building materials would include vertical ribbed metal siding, flashing, fiber cement ship-lap siding, wood fascia, aluminum windows and doors, raw steel columns and beams, exposed concrete piers, metal roofing, steel doors, and exposed board formed concrete foundation. Photovoltaic solar panels would be installed on the southern portion of the roof.

The Performing Arts Theatre would host a number of activities including film, lecture, music, dance, and theatrical performances, as well as small conferences, dining, and private rental events. The facility would be available to the local schools and the college during school hours (typically 8:00 a.m. to 3:00 p.m.). Theatre performances would typically occur Thursdays through Sundays from 7:00 p.m. to 9:00 p.m. Music performances would typically occur Fridays through Sundays from 7:00 p.m. to 9:00 p.m. Rehearsals would include a minimum of one day prior to each show; however, additional rehearsals could occur.

OUTDOOR AMPHITHEATER

The outdoor amphitheater would be constructed along the eastern portion of the Performing Arts Theatre; refer to Exhibit 2-4. The stage would act as an extension of the Performing Arts Theatre stage, connected by two roll-up doors. The stage would face the audience in a northeast direction. The outdoor amphitheater would provide 500 seats. The amphitheater would host a variety of outdoor events similar to those described for the Performing Arts Theatre. A sound system to support voice, background music, and live performances would be installed. Additional men's and women's restrooms would be located to the north of the set construction area, providing three fixtures for women and two for men. Proposed locations for concessions and trailered toilets would also be provided north of the Theatre building. These temporary facilities would be used to support events at the outdoor amphitheater.

EDISON THEATRE IMPROVEMENTS

The project would replace the existing Edison Theatre roof. The project would not involve changes to the existing capacity of uses associated with the existing Edison Theatre.

ACCESS AND CIRCULATION

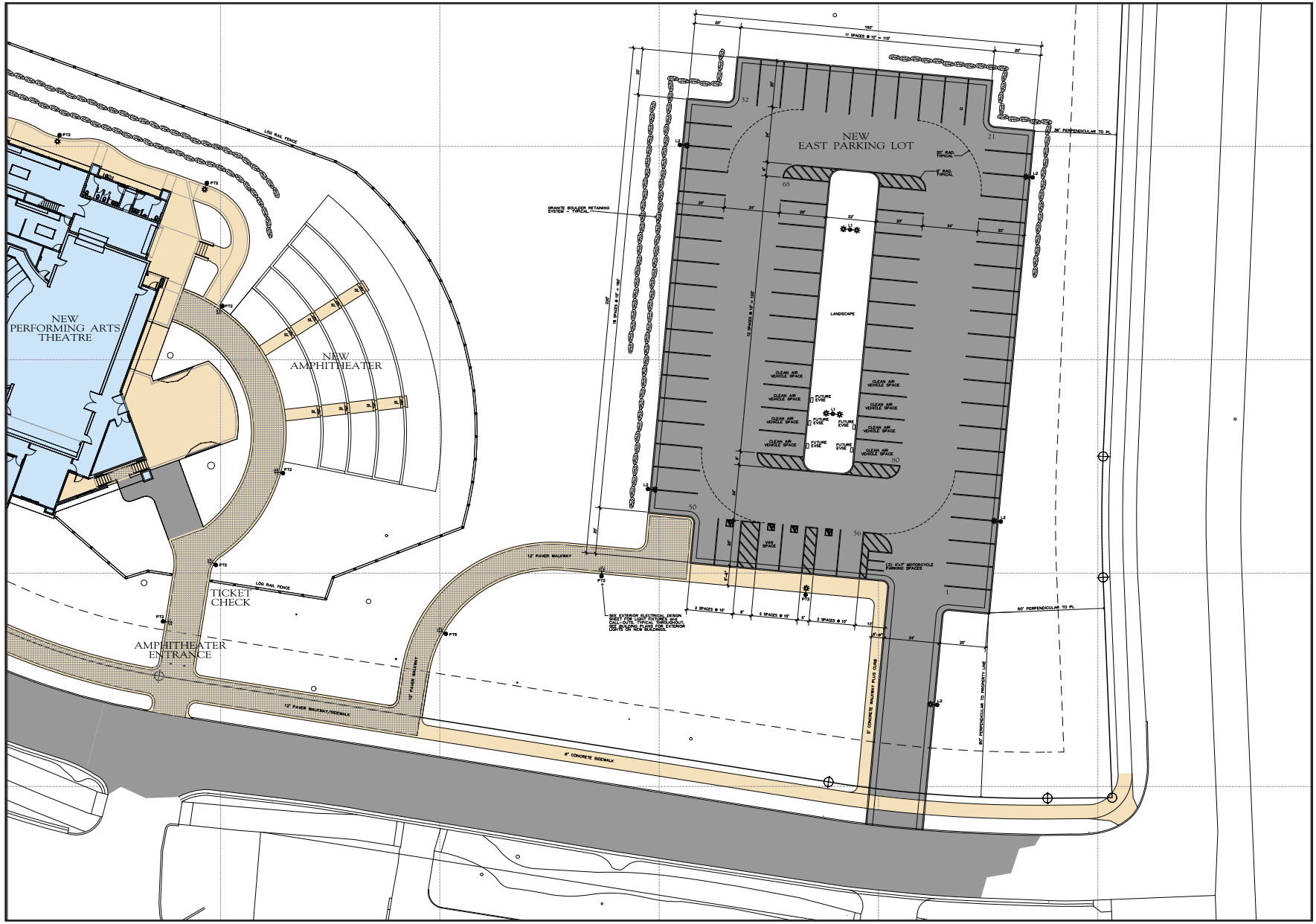
Primary access to the project site would be provided via the existing unsignalized entryway from Meridian Boulevard to College Parkway; refer to Exhibit 2-2. Meridian Boulevard is a major east-west arterial roadway that travels through the Town. This route is also served by Eastern Sierra Transit bus route. College Parkway is a local roadway that provides access to Cerro Coso Community College (which includes the project site). Two driveways currently provide access to the Edison Theatre Parking Lot located in the western portion of the project site. A new parking lot would be constructed near the southwest corner of the project site that would provide another access point.

PARKING

The Edison Theatre Parking Lot currently provides 40 parking spaces, including four Americans with Disabilities Act (ADA) spaces and five regular spaces in the front yard setback. The lot would be re-paved and re-striped to include 45 parking spots, including five ADA spaces; refer to Exhibit 2-3. The existing access to the Edison Theatre Parking Lot would be maintained as in one-way/out driveways along College Parkway. In addition to the Edison Theatre Parking Lot improvements, a new parking lot (the East Parking Lot), located east of the Performing Arts Theatre, would also be constructed and would provide 80 new parking spots, including four ADA spaces. Exhibit 2-5, *East Parking Lot Site Plan*, depicts the proposed East Parking Lot configuration. Access to the East Parking Lot would be provided from a new driveway along College Parkway (east of the new Performing Arts Theatre). Additionally, rock stack retaining walls would be installed along northeast corner and western perimeter of the East Parking Lot. The northeast retaining wall would range in height from 0.5 to 2.45 feet and would be visible from College Parkway. The westerly retaining wall would range in height from 0.67 to 3 feet. Per a parking agreement between the Applicant and the college, access to an additional 52 parking spaces would be made available at the existing Cerro Coso Community College parking lot to the south of the project site during events.

LANDSCAPING AND TREE REMOVAL

The project would install landscaping throughout the project site. Planting materials would include a mix of evergreen and deciduous tree species, native low water grass, shrubs/perennial species, native meadow mixes, and granite landscape boulders; refer to Exhibit 2-6, *Conceptual Landscape Plan*. The project would require the removal of existing on-site pine trees. Specifically, 14 of the 31 existing pine trees would remain on-site. New trees to be installed would include a mix of evergreen and deciduous tree species; refer to Exhibit 2-6.



Source: Woodward Architecture, August 22, 2018.

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East Parking Lot Site Plan

Exhibit 2-5

PLANTING LABELS

SYMBOL	DESCRIPTION	QTY.
	PROPOSED EVERGREEN TREE	18
	PROPOSED DECIDUOUS TREE	16
	EXISTING TREE TO REMAIN	14
	EXISTING TREE TO BE REMOVED	17
	PROPOSED SHRUB / PERENNIAL PLANTING	N/A
	PROPOSED MEADOW MIX PLANTING	N/A
	PROPOSED NATIVE / LOW WATER GRASS	N/A
	EXISTING VEGETATION TO REMAIN	N/A

This plan complies to Zoning Code Section 17.44.100.H

Landscaping shall be provided within and/or around the parking area at a minimum ratio of 10 percent of the gross area of the parking lot and minimum of one tree shall be proded for each five unenclosed parking spaces.

Total number of parking stalls: 125
Number of Trees required: 25
Trees Proposed: 34

GENERAL NOTES

1. Drawing diagram is meant to inform the panel for ADP and planning commision on the overall concept of the Fine Arts District. Plans and more specification to planting to come as design proceeds.
2. Hatched areas do not imply that the entirety of the space will be planted. It is expected that 30-50% of hatched areas will be planted.
3. See Plant Materials page for species information for each category.
4. All planting complies with Mammoth Lakes recommended plant list.
5. Exact locations of plant materials to be approved by the Landscape Architect in the field prior to installation. Landscape Architect reserves the right to adjust plants to exact location in field.
6. Perform excavation in the vicinity of underground utilities with care and if necessary, by hand. The Contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately at no expense to the Owner.
7. Trees shall bear same relation to finished grade as it bore to existing.
8. Trees to be planted a minimum of 4 feet from face of building, or pavement, except as approved by Landscape Architect.

Source: Design Workshop, August 23, 2018.

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Conceptual Landscape Plan

Exhibit 2-6

INFRASTRUCTURE IMPROVEMENTS

All major utilities including sewer, water, storm drain systems, and dry utilities (i.e., electric, gas, and cable services) are currently provided on-site for the existing Edison Theatre and Cerro Coso Community College. The proposed project would connect to existing utility (water, sewer, and stormwater drainage) connections along College Parkway and within the project site. The project would install a 1-inch water line and an 8-inch fire line to the existing 8-inch water main and two water laterals that currently bisect the project site. An 8-inch sanitary sewer line would be installed at the Performing Arts Theatre guest restroom area to connect the project site to existing sanitary sewer services aligned within College Parkway. Proposed stormwater drainage improvements would include installation of 8-inch lateral polyvinyl chloride (PVC) storm drain piping, drainage inlets with FloGard filter inserts, a retention basin system, and a retention dry well on-site. A 305-square foot trash and recycling collection building would be constructed within the northwest corner of the Edison Theatre Parking Lot. The Town's solid waste disposal service would continue to serve the site.

2.5.2 CONSTRUCTION

The proposed project would involve construction of the proposed MACC and renovations to the existing Edison Theatre and associated parking lot. The project is proposed to be constructed in one phase, with construction beginning in fall 2019 and ending in spring 2020. Proposed site grading, paving, and construction activities are anticipated to last approximately 18 months. Earthwork includes importing 1,330 cubic yards of soil (6,630 cubic yards of cut and 5,300 cubic yards of fill).

2.6 PERMITS AND APPROVALS

The Town of Mammoth Lakes is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various Town permits and approvals, including, but not limited to:

- Certification of CEQA Environmental Clearance Document;
- Major Design Review (DR) 17-002 Approval; and
- Issuance of applicable grading and building permits.

In addition, the following permits/approvals may be required of other agencies:

- NPDES Construction General Permit – Lahontan Regional Water Quality Control Board; and
- Construction Permit – Great Basin Unified Air Pollution Control District.

3.0 ENVIRONMENTAL CHECKLIST

3.1 PROJECT DESCRIPTION AND BACKGROUND

1. **Project Title:**
   Mammoth Arts and Cultural Center (MACC) Project

2. **Lead Agency Name and Address:**
   Town of Mammoth Lakes, 437 Old Mammoth Road, Suite 230, Mammoth Lakes, CA 93546

3. **Contact Person and Phone Number:**
   Ms. Ruth Traxler, Senior Planner, 760.965.3637

4. **Project Location:**
   The 9.84-acre project site is located at the Cerro Coso Community College site (100 College Parkway) in the eastern portion of the Town of Mammoth Lakes, approximately two miles west of U.S. Route 395 and approximately a half mile south of State Route 203; refer to Exhibit 2-2, *Site Vicinity*.

5. **Project Sponsor's Name and Address:**
   Mammoth Lakes Foundation, 100 College Parkway, Mammoth Lakes, CA 93546

6. **General Plan Designation:**
   Based on the *Town of Mammoth Lakes General Plan Land Use Map,* the project site is designated Institutional Public (IP).

7. **Zoning:**
   The project site is zoned Public and Quasi-Public (P-QP) by the *Town of Mammoth Lakes Zoning Map*.

8. **Description of Project:**
   The project consists of constructing a new Performing Arts Center, which includes a 298-seat Performing Arts Theatre, 500-seat outdoor amphitheater, and associated parking lot; refer to Exhibit 2-3, *Conceptual Site Plan*. Additionally, the project proposes renovations to the existing Edison Theatre parking lot and roof. Project approval would require a Major Design Review (DR) and CEQA clearance.

9. **Surrounding Land Uses and Setting:**
   Surrounding uses in proximity to the project site include residential, institutional, open space, vacant land, and civic uses; refer to Table 2-1, *Surrounding Land Uses*.

10. **Other public agencies whose approval is required:**
    Other public agency approvals may include the following, among others:

    - NPDES Construction General Permit – Lahontan Regional Water Quality Control Board; and
    - Construction Permit – Great Basin Unified Air Pollution Control District.

11. Environmental Factors Potentially Affected:

The environmental factors checked below potentially would be affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Please see the Environmental Checklist for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Tribal Cultural Resources	☐	Utilities/Service Systems
☐	Mandatory Findings of Significance				

3.2 DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sandra Moberly

Signature

Town of Mammoth Lakes

Agency

Ms. Sandra Moberly
Community & Economic Development Director

Printed Name/Title

January 11, 2019

Date

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

3.4 CEQA CHECKLIST

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS:** Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
II.	**AGRICULTURE AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III.	**AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV.	**BIOLOGICAL RESOURCES:** Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V.	**CULTURAL RESOURCES:** Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
VI.	**GEOLOGY AND SOILS:** Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Be located on expansive soil (Table 18-1-B of the Uniform Building Code), creating substantial risks to life or property?	☐	☐	☐	☒
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII.	**GREENHOUSE GAS EMISSIONS:** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions?	☐	☐	☒	☐
VIII.	**HAZARDS AND HAZARDOUS MATERIALS:** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY:** Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X.	**LAND USE AND PLANNING:** Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**MINERAL RESOURCES:** Would the project:				
a)	Result in the loss of availability of a known mineral resource of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII.	**NOISE:** Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII.	**POPULATION AND HOUSING:** Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**PUBLIC SERVICES:**				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐
XV.	**RECREATION:**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVI.	**TRANSPORTATION/TRAFFIC:** Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance a circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐
XVII.	**TRIBAL CULTURAL RESOURCES:**				
a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XVIII.	**UTILITIES AND SERVICE SYSTEMS:** Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

	Description	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIIII.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.0 ENVIRONMENTAL EVALUATION

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

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

***Less Than Significant Impact*.** The project site is located within the viewshed of the Sherwin Range and Mammoth Mountain (identified visual resources per the Town's General Plan). The Town's General Plan and Municipal Code do not protect private views. However, it is the Town's policy to maintain scenic public views and view corridors that visually connect the community to surroundings (General Plan Policy C.2.W). Designated public views in the project area encompass the project and identified visual resources. Specifically, these designated public views include the following:

- Motorists, bicyclists, and pedestrians traveling westbound on Meridian Boulevard; and
- Pedestrians and bicyclists using the Class I Bike Path to the north of the project site parallel to Meridian Boulevard.

Project implementation would result in a new 21,464-square foot Arts and Cultural Center (referred to as the "MACC") that includes a Performing Arts Theatre, outdoor amphitheater, a new parking lot, and improvements to the existing Edison Theatre and parking lot. The proposed structure would not be taller than 54 feet at its highest point. Overall, the mass and scale of the structure would be substantially larger than the existing Edison Theater and neighboring Cerro Coso Community College Eastern Sierra Campus and student housing to the south.

Meridian Boulevard. Motorists, bicyclists, and pedestrians traveling westbound on Meridian Boulevard experience views of the Sherwin Range and Mammoth Mountain, which are identified as a scenic resources by the General Plan; refer to Exhibit 4.1-1, *Meridian Boulevard Perspective*. As depicted on Exhibit 4.1-1, project implementation would result in nominal view blockage of the Sherwin Range, which is identified as "Distant Landmarks" by the General Plan. Notwithstanding, views of the Sherwin Range would largely remain. Impacts would be less than significant in this regard.

Existing Condition

Proposed Condition

Meridian Boulevard Perspective

Class I Bike Path. Bicyclists using the Class I Bike Path to the north of the project site currently experience views of the Sherwin Range, which are identified as scenic resources by the General Plan; refer to Exhibit 4.1-2, *Class I Bike Path Perspective*. As depicted on Exhibit 4.1-2, project implementation would result in partial view blockage of the Sherwin Range. However, proposed building heights would be below the existing visible tree line, maintaining the site's character of "village in the trees", and the overall views of the Sherwin Range would largely remain. Thus, impacts would be less than significant in this regard.

As the Class I Bike Path is situated to the north of the project site, and scenic views towards Mammoth Mountain are westward, project implementation would not result in view obstruction of this resource. No impacts would result in this regard.

As depicted on Exhibit 4.1-1 and Exhibit 4.1-2, project implementation would not significantly obstruct public views of the Sherwin Range or Mammoth Mountain. Therefore, project implementation would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based on the California Department of Transportation's California Scenic Highway Mapping System, there are no Officially Designated State Scenic Highways near the project site.[1] The closest Eligible State Scenic Highway is State Route 203 (SR-203) (Main Street), which trends in an east/west direction approximately a half mile north of the project site. The nearest Officially Designated State Scenic Highway is U.S. Route 395 (Highway 395), located approximately 2.0 miles to the east of the project site. Views of the project site are not afforded from SR-203 or Highway 395 due to intervening topography, structures, and vegetation. Thus, project development would have no impact on scenic resources within a State scenic highway.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is primarily comprised of vacant land as well as the existing Edison Theatre and associated parking lot. Exposed rocks and surface boulders occur throughout the landscaped and undeveloped areas of the project site. The only natural plant community occurring within the project site include big sagebrush scrub; refer to Appendix B, *Habitat Assessment*. Individual Jeffrey pine are also scattered throughout the project site; however, they are not grouped together and do not provide a dense canopy; refer to Exhibit 4.1-3, *Existing Conditions Photographs*.

[1] California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed on January 18, 2018.

Existing Condition

Proposed Condition

Class I Bike Path Perspective

View of the existing Edison Theatre and parking lot in the western portion of the site.

Southeast view of the project site, College Parkway, and the Cerro Coso Community College Eastern Sierra Campus student housing. Views of the Sherwin Range are also afforded.

Southwest view of the project site and the Cerro Coso Community College Eastern Sierra Campus and parking lot.

Southern view of the project site and Cerro Coso Community College Eastern Sierra Campus student housing and parking lot. Views of the Sherwin Range are also afforded.

Northeast view of the project site, Meridian Boulevard, and single-family residential uses.

Southeast view of the project site from the Class I Bike Path across Meridian Boulevard. Views of the Sherwin Range are also afforded.

Existing Conditions Photographs

Development of the proposed project would alter the existing character of the site and surrounding area, as new hardscapes and landscaping would be introduced to the project site. The Performing Arts Theatre would have a maximum building height of approximately 54 feet. The exterior building colors would include browns, charcoal, and blue to complement the natural surroundings. Exterior building materials would include vertical ribbed metal siding, flashing, fiber cement ship-lap siding, wood fascia, aluminum windows and doors, raw steel columns and beams, exposed concrete piers, metal roofing, steel doors, and exposed board formed concrete foundation. Photovoltaic solar panels would be installed on the southern portion of the roof.

The project would require the removal of existing on-site pine trees. Specifically, 14 of the 31 existing pine trees would remain on-site. All tree removal activities would be required to comply with Municipal Code Section 17.36.140, *Tree Removal and Protection*. In accordance with Municipal Code Section 17.36.140, the Town's Community and Economic Development Director may require replacement planting as mitigation for tree removal. If required, replacements shall be limited to plantings in areas suitable for tree replacement with species identified in the Town's Recommended Plant List. The replacement ratio, tree sizes, and other requirements shall be determined by the Town's Community and Economic Development Director. Compliance with Municipal Code Section 17.36.140 would ensure project impacts on the 17 pine trees proposed for removal as part of the project are reduced to less than significant levels. Additionally, the project would install landscaping throughout the project site. Planting materials would include a mix of evergreen and deciduous tree species, native low water grass, shrubs/perennial species, native meadow mixes, and granite landscape boulders; refer to Exhibit 2-6, *Conceptual Landscape Plan*. Pursuant to Chapter 9.0, *Design Review Process*, of the *Design Guidelines for the Town of Mammoth Lakes* (Design Guidelines), the Community Development Department (CDD) and the Planning Commission are responsible for implementation of the Design Guidelines Review Process. As part of the Design Guidelines Review Process, the CDD and/or an Advisory Design Panel (ADP) reviews project materials such as drawings, site development plans, landscape plans, building elevations, cross-sections, sample materials/color palettes, and visual simulations to determine compliance with the Design Guidelines. All Town staff and ADP findings and recommendations would be presented to the Planning Commission for a compliance determination. Overall, the Design Guidelines Review process would ensure that landscaping would enhance the character of the on-site development and would be required to be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region. Proposed landscaping would be required to meet Municipal Code requirements, including tree replacement.

Although the mass and scaling of the proposed project would be larger than surrounding uses, the Performing Arts Theatre would not exceed a maximum of 54 feet in height. It is the Town's policy to limit building height to the trees on development sites where material tree coverage exists and use the top of forest canopy in the general area if no trees exist on-site (General Plan PEIR Policy C.2.X). As depicted on Exhibit 4.1-2, the proposed project would be similar in height to the existing tree line.

In addition, the exterior building colors would include browns, charcoal, and blue to complement the natural surroundings. The project would be consistent with the Institutional Public (IP) land use designation and Public and Quasi Public (P-QP) zoning for the project site. Compliance with the Town's Municipal Code, including the Town's Design Review process, would ensure the project's long-term impacts pertaining to the degradation of visual character/quality are less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

Construction Activities

Short-term light and glare impacts associated with construction activities would likely be limited to nighttime lighting (for security purposes) in the evening hours. In accordance with Municipal Code Chapter 15.08.020, *Hours of Working*, operations allowed under a building permit would be limited to the hours between 7:00 a.m. and 8:00 p.m., Monday through Saturday. Work hours on Sundays and Town-recognized holidays would not be permitted per Mitigation Measure NOI-1. Thus, construction activities would be required to cease no later than 8:00 p.m. With implementation of Mitigation Measure NOI-1, all construction-related nighttime security lighting, if necessary, would be oriented downward and away from adjacent residential areas. Compliance with Municipal Code Chapter 15.08.020 and Mitigation Measure AES-1 would reduce the project's construction-related light and glare impacts to less than significant.

Operational Activities

Currently, light and glare sources at the project site include interior lighting and exterior security lighting associated with the Edison Theatre and its parking lot. Street lighting is also present along College Parkway. Lighting in the surrounding area includes interior lighting and exterior security lighting associated with Mammoth Elementary School (1500 Meridian Boulevard) and single-family residential uses to the north and the Cerro Coso Community College Eastern Sierra Campus, student housing, and associated parking lots to the south of the project site.

Project implementation would increase lighting at the project site compared to existing conditions. The proposed project would be required to comply with the Municipal Code Section 17.36.030, *Exterior Lighting*. An outdoor lighting plan would be required to be submitted in conjunction with the application for design review approval. The plan would be required to show that all outdoor lighting fixtures are designed, located, installed, aimed downward or toward structures, retrofitted if necessary, and maintained to prevent glare, light trespass, and light pollution. Outdoor lighting installations must be designed to avoid harsh contrasts in lighting levels between the project site and the adjacent properties. With compliance with the Town's Municipal Code, impacts in this regard would be reduced to less than significant levels.

As indicated in Section 3.0, *Project Description*, the exterior building materials of the Performing Arts Theatre would include vertical ribbed metal siding, aluminum windows and doors, raw steel columns and beams, metal roofing, and steel doors. If not properly treated, these materials could cause increased daytime glare. Mitigation Measure AES-1 would require a non-reflective finish to be applied to the building materials, including these project features. Compliance with Mitigation Measure AES-1 would ensure neighboring uses are not exposed to substantial daytime glare. Impacts would be less than significant.

Photovoltaic solar panels would be installed on the southern portion of the Performing Arts Theatre roof. However, glare from photovoltaic solar panels would be minimal, as these systems absorb light rather than reflect it. Therefore, potential increased glare impacts resulting from the photovoltaic solar panels would not result in significant glare impacts onto surrounding sensitive uses.

Mitigation Measures: Refer to Mitigation Measure NOI-1, as well as the following:

AES-1 Prior to issuance the Building Permit, the Town shall identify on the building plans that potential reflective building materials (e.g., the vertical ribbed metal siding, aluminum windows and doors, raw steel columns and beams, metal roofing, and steel doors) shall use a non-reflective finish.

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?				✓

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

No Impact. The project site does not support agricultural use and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] No agricultural resources exist within or adjacent to the project site. Therefore, project implementation would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is zoned Public and Quasi Public (P-QP) and is not covered under a Williamson Act contract. Thus, project implementation would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland* Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 9, 2018.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. Although the project site and its surrounding vicinity are known for forest resources, the Town of Mammoth Lakes does not include zoning for forest land, timberland, or timberland production. Thus, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). No impact would occur.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(c). Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Responses 4.2(a) and 4.2(c). Project implementation would not result in the conversion of designated farmland or forest land to non-agricultural/non-forest land use. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located within the Great Basin Valleys Air Basin (Basin), which is governed by the Great Basin Unified Air Pollution Control District (GBUAPCD). The United States Environmental Protection Agency (EPA) has classified the Basin as a non-attainment area for Federal and State air quality standards. As a non-attainment area, the GBUAPCD was subject to the State Implementation Plan (SIP), later satisfied by the *Mammoth Lakes Air Quality Maintenance Plan and PM_{10} Redesignation Request for the Town of Mammoth Lakes* (2014 AQMP) pursuant to the Federal Clean Air Act (FCAA).

The 2014 AQMP models emissions associated with the estimated 179,708 vehicle miles traveled (VMT) at General Plan buildout. The VMT estimate is based on a revised traffic model for the community that incorporates additional roadway segments and revises VMT projections based on updated traffic counts and current modeling technologies. The air quality modeling shows that this overall level of traffic would not cause an exceedance of the NAAQS and is suggested as the VMT limit for the 2014 AQMP.

The proposed project would include a 298-seat Performing Arts Theatre, 500-seat outdoor amphitheater, and a new parking lot. Development associated with the proposed project would be consistent with what is anticipated in the General Plan and Zoning Code. Therefore, VMT associated with the project is included in the General Plan buildout VMT estimate that is included in the modeling for the 2014 AQMP.

As the proposed project is anticipated in the General Plan and 2014 AQMP, implementation of the proposed project would not conflict with the 2014 AQMP. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The GBUAPCD does not currently maintain CEQA significance thresholds for criteria pollutant emissions other than State and Federal standards. Notwithstanding, CEQA allows Lead Agencies to rely on standards or thresholds promulgated by other agencies. As such, this analysis utilizes the numerical standards developed by the Mojave Desert Air Quality Management District (MDAQMD) as the significance thresholds to air quality emissions impacts for the proposed project.[1] Projects in the Basin have recently used the numerical standards of the MDAQMD in prior CEQA reviews (e.g., the *Mammoth Creek Park West New Community Multi-Use Facilities EIR*, dated December 2016). Because the air quality and pollutant attainment status in portions of the Mojave Desert Air Basin (MDAB) are similar to those of the Basin, the MDAQMD numerical thresholds are considered adequate to serve as significance thresholds for the proposed project. Table 4.3-1, *Regional Thresholds of Significance*, presents the MDAQMD criteria pollutant thresholds utilized to determine air emissions impacts for the proposed project.

Table 4.3-1
Regional Thresholds of Significance

Phase	Pollutant (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	137	137	548	137	82	65
Operation	137	137	548	137	82	65
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns						
Source: Mojave Desert Air Quality Management District, *CEQA and Federal Conformity Guidelines*, August 2016.						

Additionally, GBUAPCD has established the following Rules that would be applicable to the proposed project:

- *Rule 401 – Fugitive Dust*. This rule requires reasonable precaution measures to prevent visible particulate matter from being airborne, under normal wind conditions, beyond the source from which the emissions originates.

- *Rule 402 – Nuisance*. This rule prohibits the discharge of air contaminants, from any source, or other materials that cause injury, detriment, nuisance or annoyance to the public.

- *Rule 404-A – Particulate Matter*. This rule regulates the allowable concentration of particulate matter discharged per standard dry cubic foot of exhaust gas. Concentrations may not exceed 0.3 grains per standard dry cubic foot of exhaust gas.

[1] Telephone conversation with Jan Sudomier from the GBUAPCD, August 27, 2018. As the GBUAPCD has not adopted air quality criteria pollutant thresholds, the Mojave Desert Air Quality Management District thresholds are appropriate for criteria pollutants.

- *Rule 404-B – Oxides of Nitrogen.* This rule regulates the allowable concentration of nitrogen oxides emitted in exhaust fumes to not exceed 250 parts per million by volume.

Short-Term (Construction) Emissions

Construction activities would include tree removal, grading, paving, construction of buildings, and painting. The duration of construction activities associated with the proposed project is estimated to last approximately 18 months. Construction activities would require import of approximately 1,330 cubic yards of soil.

Table 4.3-2, *Maximum Daily Construction Emissions*, depicts the construction emissions associated with the project. Emitted pollutants would include volatile organic compound (VOC), carbon monoxide (CO), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$). The largest amount of VOC, CO, and NO_X emissions would occur during the earthwork phase. PM_{10} and $PM_{2.5}$ emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site.

Table 4.3-2
Maximum Daily Construction Emissions

Year	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Year 1						
Unmitigated Emissions	9.15	91.90	65.51	0.12	10.91	6.95
Mitigated Emissions	9.15	91.90	65.51	0.12	7.01	4.98
Significance Thresholds	*137*	*137*	*548*	*137*	*82*	*65*
Is Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*
Year 2						
Unmitigated Emissions	31.28	85.15	64.47	0.12	4.87	4.01
Mitigated Emissions	31.28	85.15	64.47	0.12	4.70	3.97
Significance Thresholds	*137*	*137*	*548*	*137*	*82*	*65*
Is Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

VOC=volatile organic compound; NO_X=nitrogen oxides; CO=carbon monoxide; SO_X=sulfur oxides; PM_{10}=respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$=fine particulate matter 2.5 microns or less in diameter.

Notes:
1. Emissions were calculated using California Emissions Estimator Model (CalEEMod).
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; limit speeds on unpaved roads to 15 miles per hour; and use CARB certified engines.
3. Regional daily construction thresholds are based on the MDAQMD significance thresholds.

Source: Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

As indicated in Table 4.3-2, construction emissions would not exceed the applicable MDAQMD significance thresholds. In addition, Mitigation Measure AQ-1 would be required to minimize fugitive dust emissions and ensure compliance with GBUAPCD Rules. With implementation of Mitigation Measure AQ-1, construction emissions would be less than significant.

Long-Term (Operational) Emissions

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic and from stationary source emissions from combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products, and landscaping. Emissions for these sources were calculated using California Emissions Estimator Model (CalEEMod) and compared to the applicable MDAQMD significance thresholds; refer to Table 4.3-3, *Long-Term Operational Air Emissions*.

Table 4.3-3
Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds per day)[1,2]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.68	0.00	0.02	0.00	0.00	0.00
Energy	0.00	0.02	0.02	0.00	0.00	0.00
Mobile	1.39	7.77	12.84	0.04	2.42	0.68
Total Project Emissions[3]	2.07	7.80	12.88	0.04	2.43	0.68
Significance Threshold	*137*	*137*	*548*	*137*	*82*	*82*
Is Thresholds Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
VOC=volatile organic compound; NO_X=nitrogen oxides; CO=carbon monoxide; SO_X=sulfur oxides; PM_{10}=respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$=fine particulate matter 2.5 microns or less in diameter.
1. Based on CalEEMod results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.
3. Some totals do not add due to rounding.

As indicated in Table 4.3-3, the project's operational emissions would be less than the MDAQMD CEQA significance thresholds for all criteria pollutants, and no additional mitigation is required.

Mitigation Measures:

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

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

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact With Mitigation Incorporated. As discussed previously, the proposed project would result in minor operational and construction-related emissions. Construction and operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant. The proposed project would cause short-term air quality impacts in the vicinity of the project site as a result of construction activities, including fugitive dust. However, construction and operation of the proposed project would not result in long-term or cumulatively considerable increases in air pollution emissions for which Mono County is currently in nonattainment (ozone and PM_{10}).

Construction Activities

Construction activities associated with the proposed project would result in less than significant construction-related air quality impacts with incorporation of Mitigation Measure AQ-1, as quantified above in Table 4.3-1.

The GBUAPCD has developed a permitting process prior to the construction of any development within the Basin to ensure that construction activities would not result in exceedances of NAAQS. The GBUAPCD emphasizes the use of control measures during construction activities. As stated in Response 4.3(b), Mitigation Measure AQ-1 would reduce impacts associated with construction by demonstrating that the appropriate control measures would be utilized during construction activities. With implementation of Mitigation Measure AQ-1, the project would comply with all applicable GBUAPCD Rules and the project's cumulative contribution would be less than significant in this regard.

Operational Activities

As shown in Table 4.3-3, operational emissions for all criteria pollutants would be below the MDAQMD significance thresholds. Therefore, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the Basin is in nonattainment. Emissions of nonattainment pollutants or their precursors would not be cumulatively considerable and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure AQ-1.

d) Expose sensitive receptors to substantial pollutant concentrations?

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

Sensitive uses near the project site include Mammoth Elementary School and single-family residences to the north, Mammoth Middle School to the northwest, Mono County Library to the west, and South Gateway Student Apartments to the south. Project-related grading and excavation operations could result in air quality impacts to sensitive receptors. Construction of the project would also increase short-term construction vehicle trips on area roadways and result in associated air pollutants. However, with implementation of Mitigation Measure AQ-1, the project would comply with the applicable GBUAPCD Rules and dust control measures. As shown in Table 4.3-3 and discussed above, local fugitive dust, CO, and/or ozone precursor emissions generated during the operational phase of the proposed project would also be minimal. Therefore, sensitive receptors would not be exposed to substantial pollution concentrations as a result of the proposed project. A less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measure AQ-1.

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

Less Than Significant Impact. Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust. However, construction-related odors would be intermittent, short-term in nature, and cease upon project completion. Further, the project does not propose land uses that are typically associated with odor complaints such as, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Therefore, project implementation would not create objectionable odors affecting a substantial number of people. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

This section is based on the *Habitat Assessment for the Mammoth Arts and Cultural Center Project* (Habitat Assessment), prepared by Michael Baker International, dated September 17, 2018; refer to Appendix B, *Habitat Assessment*.

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

Less Than Significant Impact. The Habitat Assessment included a literature review and records search to determine whether special-status plant and wildlife species have the potential to occur on or within the general vicinity of the project site. A field survey was also conducted to document existing conditions within the project site and assess the potential for special-status plant and wildlife species to occur.

The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was queried for reported locations of special-status plant and wildlife species as well as special-status

natural plant communities in the Old Mammoth, Mammoth Mountain, Crystal Crag, and Bloody Mountain U.S. Geologic Survey (USGS) 7.5-minute quadrangles. The literature search identified 35 special-status plant species, 23 special-status wildlife species, and one special-status plant community as having the potential to occur within the Old Mammoth, Mammoth Mountain, Crystal Crag, and Bloody Mountain USGS 7.5-minute quadrangles. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions. Special-status plant and wildlife species determined to have the potential to occur within the vicinity of the project are presented in Attachment D, *Potentially Occurring Special-Status Biological Resources*, of Appendix B.

Special-Status Plants

A total of 35 special-status plant species have been recorded in the CNDDB and California Native Plant Society databases in the Old Mammoth, Mammoth Mountain, Crystal Crag, and Bloody Mountain USGS 7.5-minute quadrangles. However, no special-status plant species were observed within the project site during the field survey. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the project site does not provide suitable habitat for any of the special-status plant species identified in the CNDDB and CNPS databases. Therefore, the project would have no impact in this regard.

Special-Status Wildlife

A total of 23 special-status wildlife species have been reported in the Old Mammoth, Mammoth Mountain, Crystal Crag, and Bloody Mountain USGS 7.5-minute quadrangles. However, no special-status wildlife species were observed within the project site during the field survey. Based on habitat requirements for specific special-status wildlife species and the availability and quality of habitats needed by each species, it was determined that the site has high potential to support western white-tailed jackrabbit (*Lepus townsendii townsendii*) and low potential to provide suitable foraging habitat for northern goshawk (*Accipiter gentilis*) and prairie falcon (*Falco mexicanus*). All remaining special-status wildlife species identified in the CNDDB are presumed to be absent from the project site based on habitat requirements, availability and quality of habitat needed by each species, and known distributions. Although the project site has high potential to support western white-tailed jackrabbit and low potential to provide suitable foraging habitat for northern goshawk and prairie falcon, it does not provide high quality habitat for these species. Further, the undeveloped, natural areas to the south of the site, including Mammoth Creek, provide ample habitat for these species. Therefore, no impacts would occur in this regard.

Special-Status Plant Communities

According to the CNDDB, one special-status plant community, the Mono Pumice Flat, has been reported in the Old Mammoth, Mammoth Mountain, Crystal Crag, and Bloody Mountain USGS 7.5-minute quadrangles. However, based on field survey results, this special-status plant community does not occur within the project site. Therefore, the proposed project would have no impact on special-status plant communities.

Critical Habitat

Critical habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. The project site is not located within any designated Critical Habitat (refer to Exhibit 7, *Critical Habitat*, of Appendix B). Therefore, the project would have no impact on critical habitats and no mitigation would be required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

No jurisdictional drainage and/or wetland features were observed within or adjacent to the project site that would be considered jurisdictional by the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), or CDFW. Therefore, project development would have no impact on any Corps, Regional Board, or CDFW jurisdictional areas and regulatory approvals would not be required. Further, the Mono Pumice Flat identified as a special-status plant community reported in the Old Mammoth, Mammoth Mountain, Crystal Crag, and Bloody Mountain USGS 7.5-minute quadrangles was not observed on-site. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Wetlands are defined under the Federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs.

As stated above, no jurisdictional drainage and/or wetland features were observed within or adjacent to the project site that would be considered jurisdictional by the Corps, Regional Board, or CDFW. As such, the project would not result in the direct removal, filling, hydrological interruption, or other direct or indirect impact to wetlands under jurisdiction of regulatory agencies. No impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The project site is not located within any local or regional designated migratory corridors or linkages. Although most of the site is dominated by natural habitat, the site is bordered by Meridian Boulevard, College Parkway, and existing development which limits wildlife movement opportunities. As such, development of the proposed project is not expected to disrupt wildlife movement opportunities within or adjacent to the site. It is important to note that Mammoth Creek is located approximately 0.30 mile to the south of the project site and provides wildlife movement opportunities along the riparian corridor from the mountains to the valley floor. However, the proposed project would not result in impacts to Mammoth Creek and would not be expected to disrupt wildlife movement within undeveloped areas to the south or prevent the creek from continuing to function as a wildlife movement corridor. As such, impacts in regard to habitat linkages and wildlife corridors would be less than significant.

The plant communities within the project site provide foraging and nesting habitat for a variety of year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area. Unvegetated areas within the project site also provide nesting habitat for bird species that nest on the open ground, and individual Jeffery pine trees found within the site provide additional nesting habitat. Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA), the Bald and Golden Eagle Protection Act, and the California Fish and Game Code. If project activities are to be initiated during the nesting season (February 1st to August 31st), the project shall implement Mitigation Measure BIO-1, which requires a qualified biologist to conduct a pre-construction nesting bird clearance survey no more than three days prior to the start of any vegetation removal or ground-disturbing activities. If no active nests are detected, project activities may begin. If an active nest is found, the qualified biologist shall establish a "no-disturbance" buffer around the active nest and periodically monitor the buffer to determine if it should be increased. Implementation of Mitigation Measure BIO-1 would reduce project impacts on nesting bird species to less than significant levels.

Mitigation Measures:

BIO-1 If construction activities are to be initiated during the nesting season (February 1st to August 31st), a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground-disturbing activities. A qualified biologist shall survey all suitable nesting bird habitat within the project impact area, and within a biologically defensible buffer distance surrounding the project impact area. Documentation of surveys and findings shall be submitted to the Town of Mammoth Lakes for review and file. If no active nests are detected, project construction activities may begin. If an active nest is found, the bird(s) shall be identified to species and a "no disturbance" buffer shall be estimated and established around the active nest(s). The distance of the "no disturbance" buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of construction activity and sensitivity of the species. The qualified biologist shall periodically monitor any active nests to determine if the "no disturbance" buffer should be increased based on increased or moved construction activities. Once the young have fledged and left the nest, or the nest otherwise

becomes inactive under natural conditions, project construction activities within the "no-disturbance" buffer may occur.

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

Less Than Significant Impact. Municipal Code Section 17.36.140 provides provisions to protect and regulate the removal of certain trees, based on the important environmental, aesthetic, and health benefits that trees provide to the Town residents and visitors, and the contribution of such benefits to public health, safety, and welfare. These benefits include, but are not limited to, enhancement of the character and beauty of the community as a "Village in the Trees," protection of property values, provision of wildlife habitat, reduction of soil erosion, noise buffering, wind protection, and visual screening for development. Municipal Code Section 17.36.140 applies to all private and public property within the Town.

Project implementation would require the removal of several existing pine trees on-site to accommodate the proposed Arts and Cultural Center. Specifically, 14 of the 31 existing pine trees would remain on-site. As such, the project would be required to depict on grading or building permit(s) consistency with Municipal Code Section 17.36.140, including showing the location, type and size of all tree(s) proposed to be removed. Per Municipal Code Section 17.36.140, the Town's Community and Economic Development Director may require replacement planting as mitigation for tree removal. If required, replacements are required to be limited to plantings in areas suitable for tree replacement with species identified in the Town's Recommended Plant List. The replacement ratio, tree sizes, and other requirements would be determined by the Town's Community and Economic Development Director. Compliance with Municipal Code Section 17.36.140 would ensure project impacts on the 17 pine trees proposed for removal as part of the project are reduced to less than significant levels. Additionally, the project would install landscaping throughout the site, including a mix of evergreen and deciduous tree species, native low water grasses, shrubs/perennial species, native meadow mixes, and granite landscape boulders; refer to Exhibit 2-6, *Conceptual Landscape Plan*. As such, with compliance with the Town's Municipal Code requirements, project impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site and surrounding vicinity are not located within an area covered by a Habitat Conservation Plan or Natural Community Conservation Plan.[1] No other approved local, regional, or State habitat conversation plans apply to the project site. As such, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Fish and Wildlife, *California Regional Conservation Plans*, October 2017, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed September 17, 2018.

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4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		✓		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

This section is based on the *Cultural Resources Technical Memorandum for the Mammoth Arts and Cultural Center Project, Town of Mammoth Lakes, Mono County, California* (Cultural Resources Technical Memo), prepared by Rincon Consultants, Inc., (Rincon), dated September 12, 2018; refer to Appendix C, *Cultural Resources Technical Memorandum*.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

***No Impact*.** A records search was conducted at the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) located at University of California, Riverside. The search was conducted to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the project site. The search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list.

The EIC records search identified 66 previously recorded cultural resources within a 0.5-mile radius of the project site, none of which were recorded on or adjacent to the project site; refer to Appendix C. The EIC records search also identified 40 previously conducted cultural resources studies in the records search area, one of which ("MN-00620") included the project site. MN-00620 was conducted in 1993 and included the project site in its entirety. No cultural resources were identified as part of the 1993 cultural resources survey.

As such, the project site does not support historical resources pursuant to CEQA and development of the proposed project would not adversely impact historic resources. No impact would occur in this regard.

***Mitigation Measures*:** No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. As discussed in Response 4.5(a), one of 40 previously conducted cultural resources studies within a 0.5-mile radius of the project site included the project site in its entirety. Although no archaeological resources were discovered as part of this effort, the region remains highly sensitive for cultural resources and potentially significant cultural deposits may exist beneath the project site. Thus, development of the proposed project may impact subsurface cultural resources during ground-disturbing activities. Mitigation Measure CUL-1 requires the preparation and implementation of a Workers Environmental Awareness Program training prior to project commencement. Mitigation Measure CUL-2 requires archaeological and Native American monitoring during initial ground disturbances associated with the project and/or until the monitor determines that monitoring is no longer necessary. Mitigation Measure CUL-2 also requires all construction work to halt if cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Implementation Mitigation Measures CUL-1 through CUL-2 would ensure impacts to potentially significant archaeological resources are reduced to less than significant levels.

Mitigation Measures:

CUL-1 **Workers Environmental Awareness Program.** Prior to ground disturbing activities, the Project Applicant shall prepare and implement a Workers Environmental Awareness Program (WEAP) training to address cultural resources issues anticipated at the project site for review and approval by the Public Works Director. The WEAP shall include information of the laws and regulations that protect cultural resources, the penalties for a disregard of those laws and regulations, what to do if cultural resources are unexpectedly uncovered during construction, and contact information for a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, who shall be contacted in the case of unanticipated discoveries. The WEAP shall also include project specific information regarding the potential for and types of prehistoric and historic resources that may potentially be encountered.

CUL-2 **Archaeological and Native American Monitoring.** A qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, and qualified Native American monitor shall be retained to perform all mitigation measures related to prehistoric and historic cultural and tribal cultural resources for the project. An archaeologist and Native American monitor shall be present to monitor all initial ground disturbing activities associated with the project, including but not limited to: removal of building asphalt, pot-holing or auguring, grubbing, weed abatement, boring/grading of soils, drilling/trenching for utilities, excavations associated with development, etc. The monitors shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitors are required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k).

If, during initial ground disturbance, the monitors determine that the ground disturbing activities have little or no potential to impact cultural resources, and/or the monitors determine that ground disturbances would occur within previously disturbed and non-native soils, the qualified archaeologist may recommend that monitoring may be reduced or eliminated. This decision shall be made in consultation with the Native American monitor and the Town of Mammoth Lakes. The final decision to reduce or eliminate monitoring shall be at the discretion of the Town of Mammoth Lakes. If cultural resources are encountered during ground disturbing activities, work in the immediate area shall halt, the qualified archaeologist shall immediately notify the Public Works Director, and the find shall be evaluated for significance under the California Environmental Quality Act and National Historic Preservation Act (NHPA). Consultation with the Native American monitor, the Native American Heritage Commission, and data/artifact recovery, if deemed appropriate, shall be conducted. The qualified archaeologist and monitors may reduce or stop monitoring dependent upon observed conditions.

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

No Impact. Based on the General Plan PEIR, there are no known unique paleontological resources or sites, and no known unique geologic features in the developable portions of the Town of Mammoth Lakes. The soils in the project area are glacial till and relatively recent volcanic materials, and therefore no paleontological resources would be expected to occur in the area. Given the lack of potential for paleontological resources within or near the project site, project implementation would not have the potential to result in significant adverse impacts to such resources. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Although no conditions exist that suggest human remains are likely to be found on the project site, development of the project site could result in the discovery of human remains and potential impacts to these resources. If human remains are found, those remains would be required to conduct proper treatment, in accordance with applicable laws. Health and Safety Code Sections 7050.5 to 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Public Resources Code Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC and consultation with the individual identified by the NAHC to be the "most likely descendant (MLD)." The MLD would have 48 hours to make recommendations to landowners for the disposition of any Native American human remains and grave goods found.

If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State regulations, which

detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?				✓
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. Based on the California Geologic Survey and General Plan PEIR, no Alquist-Priolo Earthquake Fault Zones are mapped within the Town.[1,2] Thus, no impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Geologic Survey, *State of California Special Studies Zone, NW ¼ MT. Morrison*, January 1, 1982, http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/MTMORRISON_NW.PDF, accessed June 26, 2018.

[2] Town of Mammoth Lakes, *2005 General Plan Update Final Program Environmental Impact Report, Chapter 4.4, Geology, Soils, Mineral Resources, and Geotechnical Hazards*, May 2007.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is located in the Mono Lake Long Valley region, which is part of one of the most active seismic regions in the United States given its proximate distance to the eastern front of the Sierra Nevada Mountain Range. According to the General Plan PEIR, the Town is in proximity to historically active faults, including the Hilton Creek Fault, Owens Valley Fault, and Chalfant Valley Fractures.[3] Active and potentially active faults in the project area are capable of producing seismic shaking at the project site, and it is likely that the proposed project would periodically experience ground acceleration as a result of exposure to moderate to large magnitude earthquakes.

In accordance with the California Building Code (CBC) and Municipal Code Chapter 15.04, *Building Regulations and Codes*, structures built for human occupancy must be designed to meet or exceed the CBC standards for earthquake resistance. The CBC includes earthquake safety standards based on a variety of factors including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. Municipal Code Chapter 15.24, *Design Requirements*, includes local building codes related to seismic and wind design, snow-loading, and construction requirements related to roof materials, concrete placement, and footing/foundation, to name a few. In addition, Municipal Code Section 12.08.078, *Standard Grading Permit Requirements*, and Section 12.08.080, *Engineered Grading Permit Requirements*, requires engineered plans and a soils report be submitted with a grading permit application. The Town would review applicable engineering plans during the plan review process to ensure compliance with specific recommended geotechnical improvements. Therefore, although the Town is in a seismically active area, impacts associated with seismic ground shaking would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The potential for seismic-related ground failure is associated with the probability of severe ground shaking because of a nearby active fault. Liquefaction is the phenomenon that occurs when saturated granular soils develop high pore water pressures during seismic shaking and behave like a heavy fluid. This phenomenon generally occurs in areas of high seismicity where groundwater is shallow and loose granular soils or hydraulic fill soils subject to liquefaction are present. For liquefaction to develop, loose granular sediments below the groundwater table must be present; and shaking of sufficient magnitude and duration must occur.

According to the General Plan PEIR, areas of alluvium and moraine material with shallow groundwater have the potential for liquefaction. These areas may include Sherwin Meadows, areas to the north and south of the Old Mammoth District, and to a lesser extent, an area of shallow groundwater near Meridian Boulevard and Minaret Road approximately one mile west of the project site.[4] Given the distance of these areas from the project site, there is little to no potential for liquefaction to occur on-site. Additionally, the project would be required to comply with geotechnical

[3] Ibid.
[4] Ibid.

design standards per Municipal Code Chapters 15.04 and 15.24 and Sections 12.08.078 and 12.08.080. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

iv. Landslides?

No Impact. Seismically induced landslides can overrun structures, people or property, sever utility lines, and block roads. However, the project site and surrounding areas are generally flat, and void of topographical features capable of producing a landslide. Therefore, development of the proposed project would not expose people or structures to landslide hazards. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

Construction Activities

Development of the proposed project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion. However, development of the project site is subject to local and State codes and requirements for erosion control and grading during construction. The project is required to comply with standard regulations, including Great Basin Unified Air Pollution Control District (GBUAPCD) Rule 401. Rule 401 requires dust suppression techniques be implemented to prevent fugitive dust from creating a nuisance off-site beyond the property line of the emissions source.

The Lahontan Regional Water Quality Control Board's (LRWQCB) *Water Quality Control Plan* sets forth measures related to erosion and sedimentation control during construction activities.[5] Further, the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective July 17, 2012, regulates construction activities to minimize water pollution, including sediment.[6] The proposed improvements at the project site would be subject to National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a

[5] California Regional Water Quality Control Board Lahontan Region, Water Quality Control Plan for the Lahontan Region, Chapter 4.3, Stormwater Runoff, Erosion, and Sedimentation, March 31, 1995, https://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/docs/ch4_implementplans.pdf#page=55, accessed June 26, 2018.

[6] State Water Resources Control Board, National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2012-0006-DWQ, NPDES No. CAS000002, July 17, 2012, https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo2009_0009_dwq.pdf, accessed June 26, 2018.

Stormwater Pollution Prevention Plan (SWPPP). The proposed project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Thus, project compliance with existing State regulations would reduce impacts in this regard to less than significant levels.

Operational Activities

The project area is mostly flat with minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. At project completion, the project site would be developed with the Performing Arts Theatre, parking lots, and landscape improvements. As illustrated on Exhibit 2-6, *Conceptual Landscape Plan*, areas surrounding the proposed Performing Arts Theatre, outdoor amphitheater, Edison Theatre Parking Lot, and East Parking Lot would be landscaped with evergreen and deciduous trees; shrubs and perennial and meadow mix plantings; and native low water grasses. Portions of existing vegetation would also remain; refer to Exhibit 2-6. Thus, upon project completion, the potential for soil erosion or the loss of topsoil would be low.

Overall, soil erosion and loss of topsoil impacts from construction and operational activities associated with the proposed project would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Evaluation of liquefaction and landslides is provided in Responses 4.6(a)(iii) and (iv), respectively. Other geologic hazards such as lateral spreading, subsidence, and collapse can occur due to unstable soils. As stated above and in the General Plan PEIR, areas of alluvium and moraine material with shallow groundwater can lead to unstable geologic conditions. These areas may include Sherwin Meadows, areas to the north and south of the Old Mammoth District, and to a lesser extent, an area of shallow groundwater near Meridian Boulevard and Minaret Road approximately one mile west of the project site. Given the distance of these areas from the project site, there is little to no potential for unstable geologic conditions on-site. Additionally, project development would comply with applicable provisions of the CBC and Municipal Code to further reduce potential impacts related to geologic hazards. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Expansive soils are found associated with soils, alluvium, and bedrock formations that contain clay minerals susceptible to expansion under wetting conditions and contraction under drying conditions. Depending upon the type and amount of clay present in a geologic deposit, these volume

changes (shrink and swell) can cause severe damage to slabs, foundations, and concrete flatwork. According to the General Plan PEIR, no expansive soils have been mapped or encountered in the Town.[7] Additionally, the project would be constructed in accordance with applicable requirements of the CBC and Municipal Code. Thus, no impacts related to expansive soils are anticipated.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No septic tanks or alternative wastewater disposal systems are proposed for the project. The proposed project would be connected to existing sewer mainlines and service lines, which are currently available in the project area. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[7] Town of Mammoth Lakes, *2005 General Plan Update Final Program Environmental Impact Report, Chapter 4.4, Geology, Soils, Mineral Resources, and Geotechnical Hazards*, May 2007.

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4.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation from the sun. The main GHGs that are found in the earth's atmosphere are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Direct GHG emissions include emissions from construction activities, area sources, and mobile (vehicle) sources. Indirect GHG emissions are generated by incremental electricity consumption and waste generation.

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance.

Lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global climate change (CEQA Guidelines Section 15064.7(c)). CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. However, the Town of Mammoth Lakes has not yet established specific quantitative significance thresholds for GHG emissions for development projects.

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) released a white paper, entitled *CEQA and Climate Change*, which examines various threshold approaches available to air districts and lead agencies for determining whether GHG emissions are significant, including a number of "non-zero" thresholds for land use development projects. Based on guidance from the GBUAPCD, project-related emissions were quantified and compared to the CAPCOA numerical thresholds.[1] Projects in the Basin have recently used the CAPCOA numerical thresholds in prior CEQA reviews (e.g., the *Mammoth Creek Park West New Community Multi-Use Facilities EIR*, dated December 2016). Therefore, in the absence of promulgated numeric thresholds, the most conservative (lowest) numerical threshold suggested by CAPCOA, 900 metric tons (MT) of carbon dioxide equivalent per year (CO_2eq/yr), have been utilized as the threshold of significance for the proposed project.

[1] Telephone conversation with Jan Sudomier from the GBUAPCD, August 27, 2018. As the GBUAPCD has not adopted air quality criteria pollutant or GHG significance thresholds, the Mojave Desert Air Quality Management District thresholds are appropriate for criteria pollutants and the CAPCOA 900 MTCO_2eq/yr threshold is appropriate for GHG emissions.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The proposed project would result in direct and indirect emissions of CO_2, CH_4, and N_2O, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct proposed project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model (CalEEMod) relies upon trip data within the *Mammoth Arts and Cultural Center Transportation Impact Analysis* (Traffic Impact Analysis), prepared by LSC Transportation Consultants, Inc., dated August 17, 2018 (refer to Appendix F, *Traffic Impact Analysis*), and project-specific land use data to calculate emissions. Table 4.7-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, CH_4, and N_2O emissions of the proposed project. The CalEEMod outputs are contained within the Appendix A, *Air Quality/Greenhouse Gas Data*.

Table 4.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2eq
	Metric Tons Per Year[1]	Metric Tons Per Year[1]	Metric Tons of CO_2eq[2]	Metric Tons Per Year[1]	Metric Tons of CO_2eq[2]	
Direct Emissions						
Construction (amortized over 30 years)	46.34	0.01	0.30	0.00	0.00	46.64
Mobile	601.51	0.04	1.04	0.00	0.00	602.55
Total Direct Emissions[3]	***647.85***	***0.05***	***1.34***	***0.00***	***0.00***	***649.19***
Indirect Emissions						
Energy	41.97	0.00	0.04	0.00	0.12	42.13
Solid Waste	0.15	0.01	0.23	0.00	0.00	0.38
Water Demand	22.92	0.33	8.25	0.01	2.37	33.54
Total Indirect Emissions[3]	***65.04***	***0.34***	***8.52***	***0.01***	***2.49***	***76.05***
Total Project-Related Emissions[3]	***725.24 $MTCO_2eq/yr$***					

Notes:
1. Emissions calculated using CalEEMod computer model.
2. CO_2 Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed August 2018.
3. Totals may be slightly off due to rounding.

Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

Direct Proposed Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of a project (assumed to be 30 years), then added to the operational emissions.[2] As seen in Table 4.7-1, the proposed project would result in 46.64 $MTCO_2eq/yr$ (amortized over 30 years).

- *Mobile Source*. CalEEMod relies upon trip data within the Traffic Impact Analysis and project specific land use data to calculate mobile source emissions. The proposed project would directly result in 602.55 $MTCO_2eq/yr$ of mobile source-generated GHG emissions; refer to Table 4.7-1.

Indirect Proposed Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The proposed project would indirectly result in 42.13 $MTCO_2eq/yr$ due to energy consumption; refer to Table 4.7-1.

- *Water Demand*. The proposed project's operations would result in a demand of approximately 12 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 33.54 $MTCO_2eq/yr$; refer to Table 4.7-1.

- *Solid Waste*. Solid waste associated with operations of the proposed project would result in 0.38 $MTCO_2eq/yr$; refer to Table 4.7-1.

Total Proposed Project-Related Sources of Greenhouse Gases

As shown in Table 4.7-1, the total amount of proposed project-related GHG emissions from direct and indirect sources combined would total 725.24 $MTCO_2eq/yr$. Although the proposed project's GHG emissions are below the 900 $MTCO_2eq/yr$ GHG threshold, the proposed project includes design features that would further reduce project-related GHG emissions. The proposed project would exceed Title 24 requirements by 10 percent and comply with the California Green Building Code standards. The project would also install energy efficient lighting and appliances at the Performing Arts Theatre and outdoor amphitheater. Additionally, the proposed project would install water efficient irrigation systems, and incorporate water reducing features and fixtures into the building. Further, photovoltaic solar panels would be installed on the roof of the Performing Arts Theatre. Due to the project site's location, there are several Eastern Sierra Transit bus stops within 0.50-mile (including two within 400 feet) that would be accessible to project site visitors, as well as a Class I bike trail. The project's energy, transportation, water, and solid waste efficiency design features would further reduce the operational GHG emissions shown in Table 4.7-1 and would be below the applicable 900 $MTCO_2eq/yr$ GHG threshold. Therefore, the proposed project would result in a less than significant impact with regard to GHG emissions.

[2] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2).

Mitigation Measures: No mitigation measures are required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As shown in Table 4.7-1, the project's GHG emissions would be below the CAPCOA threshold of significance. State policy and standards adopted for reducing GHG emissions applicable to the proposed project include Executive Order S-3-05, Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 32. The quantitative goal of these regulations is to reduce GHG emissions to 1990 levels by 2020 to 80 percent below 1990 levels by 2050; and, for SB 32, to 40 percent below 1990 levels by 2030. Statewide plans and regulations (such as GHG emissions standards for vehicles, the Low Carbon Fuel Standard, Cap-and-Trade, and renewable energy) are being implemented at the Statewide level, and compliance at a project level is not addressed. Therefore, the proposed project would not conflict with these plans and regulations.

The County adopted *Mono County Resource Efficiency Plan* (REP) on August 1, 2014 to identify the County's long-term strategies to reduce GHG emissions and provide energy, fuel, water, and monetary savings to the County's residents.[3] Table 4.7-2, *Mono County Resource Efficiency Plan Consistency Analysis*, evaluates the project's consistency with applicable REP policies.

Table 4.7-2
Mono County Resource Efficiency Plan Consistency Analysis

Energy Action Plan Policy	Project Consistency Analysis[2]
Policy CO.2.A.i: Support and promote residential and nonresidential green building construction.	Consistent. The project is designed to exceed current Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Standards) by 10 percent and would be confirmed at the time of Building Permit Review.
Policy CO.4.A.i: Support and incentivize residential and nonresidential distributed renewable energy generation.	Consistent. Photovoltaic solar panels would be installed on the southern portion of the Performing Arts Theatre roof.
Policy CO.5.A.i: Increase composting and recycling programs, and reduce waste generation, throughout the county.	Consistent. Waste produced by the project would be required to comply with the provisions of State Assembly Bill 939 (AB 939) and AB 341, requiring diversion of 50 percent of a jurisdiction's solid waste stream and 75 percent diversion of commercial waste, respectively.
Policy CO.6.A.i: Encourage reduced water consumption in residential and nonresidential properties.	Consistent. The project would meet current California Green Building Standards Code for indoor water use. This would include installation of water efficient irrigation systems and water reducing features and fixtures.
Policy C.1.A.i: Provide for viable alternatives to travel in single-occupancy vehicles.	Consistent. The project would be located within walking distance of two existing transit stops for the Eastern Sierra Transit Mammoth Lakes Purple Line Bus on Meridian Boulevard and College Parkway. This would provide a viable alternative to single-occupancy vehicles to get to and from the project site. Further, the Class I bike trail and pedestrian walkway would provide access to the site.

[3] County of Mono, *Mono County Resource Efficiency Plan*, August 1, 2014.

Table 4.7-2 [continued]
Mono County Resource Efficiency Plan Consistency Analysis

Energy Action Plan Policy	Project Consistency Analysis[2]
Policy C.1.A.iii: Reduce vehicle miles traveled from employee commutes and County operations.	Consistent. Pedestrian access is afforded along both sides of College Parkway, south of the project site. Additionally, a Class I, off-site bike trail is present to the south, and along College Parkway. The project would construct two parking lots with a total of 11 Clean Air Vehicle Spaces. Further, the project would be located within walking distance of two existing transit stops for the Eastern Sierra Transit bus route. Therefore, the proposed project would provide multiple modes of transportation which would enable a reduction in VMT from employee commutes.
Policy C.1.A.iv: Encourage the use of alternative fuels in County operations and throughout the community.	Consistent. The project would provide 11 Clean Air Vehicle Spaces.
Policy LU.1.A.i: Concentrate new growth and development within existing community planning areas.	Consistent. The project is located within an Institutional Public (IP) land use designation. The designation "IP" allows institutional uses such as schools, hospitals, governmental offices and facilities, museums, performing arts and cultural facilities, physical wellness and rehabilitation facilities, and related uses. As such, the proposed Performing Arts Theatre and outdoor amphitheater would be consistent with the IP designation and the existing planned area.
Policy LU.1.A.ii: Concentrate future tourist-serving and nonresidential development around existing and planned transportation routes and stops.	Consistent. The project would be located within walking distance of two existing transit stops for the Eastern Sierra Transit Mammoth Lakes Purple Line Bus on Meridian Boulevard and College Parkway.
Policy LU.2.A.i: Reduce greenhouse gas emissions through local land use and development decisions, and collaborate with local, state, and regional organizations to promote sustainable development.	Consistent. The project would exceed Title 24 standards by 10 percent and would install energy efficient windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Additionally, the project would be located within walking distance of two existing transit stops, pedestrian walkways, and a Class I bike trail. Further, the project would provide 11 Clean Air Vehicle Spaces and install photovoltaic solar panels on the southern portion of the Performing Arts Theatre roof. Thus, the project would reduce GHG emissions through an exceedance in Title 24 building energy efficiency standards and a reduction in VMT through alternative modes of transportation.

Sources: County of Mono, *Mono County Resource Efficiency Plan*, August 1, 2014.

As described in Table 4.7-2, the project is consistent with applicable REP policies and would meet the current applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) and the applicable California Green Building Standards Code (CCR Title 24, Part 11). Further, the proposed project is located within walking distance of two public transit stops and would provide 11 Clean Air Vehicle Spaces, which would reduce vehicle trips and associated GHG emissions when compared with locations without similar transit attributes. The project would also be located near an existing pedestrian walkway and a Class I bike trail which would encourage a reduction of fossil-fueled vehicle use by employees and visitors.

As a result, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with an applicable plan, policy, or regulation adopted for reducing GHG emissions. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

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

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies.

Construction

Short-term construction activities for the proposed project would not involve the routine transport, use, or disposal of hazardous materials. With the exception of utilizing gasoline and diesel fuels for construction equipment and solvents for painting/finishing, no other hazardous materials would be

transported to or from the project site or used for construction activities. Fuels and solvents for construction would be stored and utilized pursuant to existing State and local regulatory requirements for handling, storage, and disposal of hazardous substances. Therefore, short-term construction impacts would be less than significant in this regard.

Operations

Substantial risks associated with hazardous materials are not typically associated with institutional/quasi-public uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. The presence and on-site storage of these materials are common for the proposed use and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency). Further, all transport, use, and disposal of hazardous materials would be required to comply with current local, State and Federal laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, hazards to the public or the environment arising from the routine use, transport, or storage of hazardous materials during project operation would be less than significant.

Overall, construction and operational activities associated with the proposed project would not cause a significant hazard to the public or environment through the routine use, transport, or disposal of hazardous materials. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Accidental conditions can arise as a result of routine transport, use, and/or storage of hazardous materials; refer to Response 4.8(a). Further, construction activities could also result in accidental conditions during grading activities due to existing on-site contaminated soil, soil gas, and groundwater, if present. Currently, the site is predominantly comprised of vacant land and the Edison Theatre and Edison Theatre Parking Lot. Existing hazardous materials in on-site soil, soil gas, and groundwater is not anticipated. Further, as discussed in Response 4.8(d), no releases of hazardous materials to soil, soil gas, or groundwater have been reported at the project site pursuant to Government Code Section 65962.5. Thus, no impacts are anticipated to result in this regard. Further, operation of the project would involve a new Arts and Cultural Center. Operations would not involve the handling/storage/use of hazardous materials in reportable quantities such that a significant risk involving accidental conditions would occur. Impacts in this regard would less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Cerro Coso Community College Eastern Sierra Campus is located within and surrounding the project site. Additionally, Mammoth Elementary School is located at 1500 Meridian Boulevard adjacent to the site's northern boundary and Mammoth Middle School (1600 Meridian Boulevard) and Mammoth High School (365 Sierra Park Road) are also located within one-quarter mile of the project site. However, as detailed above in Responses 4.8(a) and 4.8(b), construction and operations of the proposed project would not result in significant hazards related to the routine transport, use, or disposal of hazardous materials. Thus, nearby schools would not be significantly impacted by hazardous emissions or materials. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.[1] Thus, no impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The closest airport, Mammoth Yosemite Airport, is located approximately 5.5 miles to the east of the project site. Given the distance, the project site is outside of the Mammoth Yosemite Airport Influence Area. Thus, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

[1] California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed June 26, 2018.

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

No Impact. There are no private airstrips or heliports within the vicinity of the project site that could cause a safety hazard to people working or visiting the proposed Arts and Cultural Center. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Access to the project site would be provided via three driveways along College Parkway, two existing driveways that currently provides access to the Edison Theatre and Edison Theatre Parking Lot, and one new driveway at the southeast corner of the site to the new East Parking Lot; refer to Exhibit 2-3, *Conceptual Site Plan*. Development of these driveways would be subject to compliance with emergency access standards and requirements specified by State Fire Code and the Municipal Code Section 17.44.110, *Driveways and Site Access*.

In addition, the County has an adopted *Emergency Operations Plan* (EOP) that sets forth the responsibilities, functions, and operations of the Town government and other cities within the County and Federal and State agencies during emergency scenarios. The EOP addresses emergency scenarios and appropriate responses to seismic hazards; wildland and structural fires; volcanic hazards; flooding, storm, or dam failure; avalanche hazards; excessive weather and drought; mass casualty transportation incidents; hazardous materials release; public health emergencies; terrorism; and energy disruption.[2] The EOP meets the State's Standardized Emergency Management System and is updated regularly. Development of the proposed project would have no adverse impact on implementation of the adopted EOP as no circulation changes are being proposed that may conflict with emergency evacuation routes in the Town.

Additionally, during the construction and operation phases, the proposed project would not interfere with any daily operations of emergency vehicles associated with the Mammoth Lakes Police Department and/or Mammoth Lakes Fire Protection District. All construction activities would be required to comply with Town standards and regulations, such as providing the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. The project would also be required to go through the Town's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations as set forth by the California Building Code (CBC), Mammoth Lakes Fire Protection District, and the Municipal Code to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, minimum turning radii, adequate numbers/locations of fire hydrants). Furthermore, the proposed project would not require road closures or otherwise impact the functionality of adjacent roadways, including Meridian Boulevard and College Parkway.

[2] County of Mono, *Mono County Emergency Operations Plan*, November 2012, https://volcanoes.usgs.gov/vsc/file_mngr/file-133/mono_county_oa_eop_2012.pdf, accessed June 27, 2018.

Overall, the proposed project would not impair implementation of or physically interfere with the adopted County EOP. Impacts would be less than significant and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Town's proximate location to National Forest lands and the large areas of urban interface with forest vegetation increases the Town's susceptibility to wildland fires. Fire hazard severity is mapped by the California Department of Forestry and Fire Protection (CAL FIRE). Based on CAL FIRE's Very High Fire Hazard Severity Zones (VHFHSZ) map for the Town, the project site is not designated as a VHFHSZ.[3] As such, while development of the Arts and Cultural Center could increase visitor population in the area and, thus, expose more people to potential wildland fires in the Town, the project site itself is adjacent to other urban developments, including Mammoth Elementary School and single-family residences to the north and Cerro Coso Community College Eastern Sierra Campus and student housing to the south. The project would also be required to incorporate a number of fire safety features in accordance with applicable Mammoth Lakes Fire Protection District fire safety codes and Town regulations for construction, access, fire flows, and fire hydrants. The fire safety features could include, but are not limited to, utilizing fire resistive building materials, adequate vegetative clearance, fuel modifications, etc. Further, the proposed project is subject to compliance with the Uniform Fire Code, which was amended by the Mammoth Lakes Fire Protection District to ensure that Fire Code regulations are met. Municipal Code Section 17.40.050, *Water Efficient Design and Compliance Options*, also requires that the proposed landscape plan not include any plant types that increase wildfire susceptibility. Additionally, the Town's EOP details emergency procedures for Town government, agencies, and nearby jurisdictions should such events as wildfires occur. Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[3] California Department of Forestry and Fire Protection, *DRAFT Fire Hazard Severity Zones In LRA, Mammoth Lakes*, September 17, 2007, http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/mono/Mammoth_Lakes.pdf, accessed June 27, 2018.

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4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j. Inundation by seiche, tsunami, or mudflow?				✓

This section is based on the project's *Hydrologic Analysis and Storm Water Quality Management Plan* (SWQMP), prepared by Triad/Homes Associates, dated September 21, 2018; refer to Appendix D, *Hydrologic Analysis and SWQMP*.

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

***Less Than Significant Impact*.** As part of Section 402 of the Clean Water Act, the Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Regional Control Board (SWRCB) administers the NPDES permitting program and is responsible for

developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Lahontan RWQCB.

Construction

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. These potential pollutants could damage downstream waterbodies. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's *General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ* (General Construction Permit). The General Construction Permit requires the project Applicant to prepare and implement a storm water pollution prevention plan (SWPPP). The SWPPP would specify best management practices (BMPs) to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality.

Since the project is greater than one acre in size (9.84 acres, where 4.82 acres are proposed for disturbance), the proposed project would be subject to the requirements of the General Construction Permit under the NPDES program. As a result, the project Applicant would be required to prepare a Notice of Intent for submittal to the Lahontan RWQCB providing notification of intent to comply with the General Construction Permit. Additionally, the SWPPP would be required to be reviewed/approved by the Town (or designee), for water quality construction activities on-site. Upon completion of the project, the Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

To further reduce construction-related impacts to water quality, the project would also be subject to conformance with Chapters 12.04, 12.08, and 15.08, and Section 17.08.020 of the Town's Municipal Code. Municipal Code Chapter 12.04, *Construction and Encroachments in the Public Right of Way*, establishes encroachment permit requirements which are subject to enforcement procedures. The requirements help stabilize construction sites and reduce runoff velocities by preventing erosion and sedimentation. Municipal Code Chapter 12.08, *Land Clearing, Earthwork, and Drainage Facilities*, establishes requirements for earthwork on private and public property. The standards require protection of drainage paths and installation of devices capturing stormwater runoff at select sites. These requirements help prevent erosion of sediment and reduce runoff velocities. Municipal Code Chapter 15.08, *Construction Site Regulations*, require construction sites to protect drainage paths and control erosion from areas cleared of vegetation during construction. Municipal Code Section 17.08.020, *Standards for All Development and Land Use, Grading and Clearing*, also requires a grading permit for any lot graded or cleared of vegetation. This section requires all construction and uses to comply with the Lahontan RWQCB requirements. This section enforces erosion control and runoff quality requirements at construction sites.

Compliance with NPDES requirements as well as Chapters 12.04, 12.08, and 15.08, and Section 17.08.020 of the Town's Municipal Code would reduce short-term construction-related impacts to water quality to a less than significant level.

Operations

The project would introduce up to 2.8 acres of additional hardscape to the project site. Table 4.9-1, *Summary of the Proposed Project Areas*, describes the post-project condition surface area.

Table 4.9-1
Summary of the Proposed Project Areas

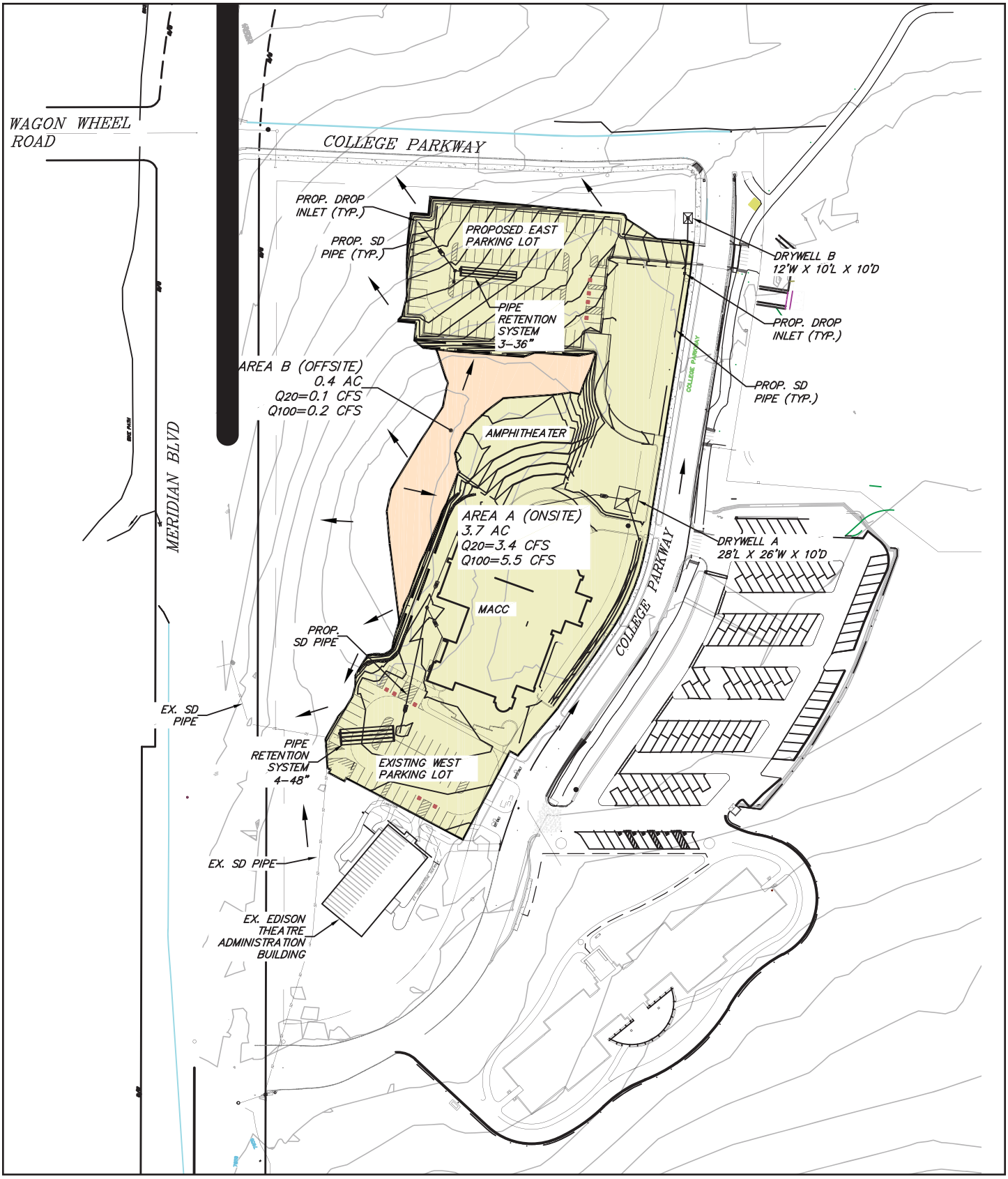
Description	Pre-Project (Existing) Condition		Post-Project (Proposed) Condition		Change
	Area (acres)	Percentage of Area	Area (acres)	Percentage of Area	
Pervious	4.2	88%	1.4	29%	-59%
Impervious	0.6	12%	3.4	71%	+59%
Total Area	4.8	100%	4.8	100%	--

Note: Values are approximate.
Source: Triad/Homes Associates, *Hydrologic Analysis and Storm Water Quality Management Plan*, September 21, 2018; refer to Appendix D.

As indicated in Table 4.9-1, the project would result in a 59 percent increase in impervious surface area compared to pre-project (existing) condition. Thus, the project would alter run-off patterns, which could impact water quality. Project operations would also generate non-point source pollutants which could impact water quality. Stormwater runoff from developed areas can contain petroleum products, nutrients, and other contaminants. According to the project's SWQMP, runoff from the site enters the Town's storm drain system which outlets to Murphy Gulch, which is a tributary to Mammoth Creek. However, the project would not represent a point source generator of water pollutants. Therefore, no quantifiable water quality standards apply to the project, as it would not discharge any discernible, confined, and discreet conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged.

In conformance with the Water Quality Control Plan for the Lahontan Region 3, four retention basin systems are preliminarily proposed to retain and infiltrate the increase in on-site runoff into the ground; refer to Exhibit 4.9-1, *Proposed Drainage Conditions*. Two of the retention systems would be located below the Edison Theatre Parking Lot and East Parking Lot and two would be designed as drywells at the Performing Arts Theatre and project driveways. The retention systems would be outfitted with facilities to separate oil and silt from stormwater prior to entering the retention facilities. With construction of the retention basins, the project's non-point source pollutants would not affect stormwater quality or water quality within Mammoth Creek. As a result, the project's operational impacts to stormwater quality would be less than significant.

Mitigation Measures: No mitigation measures are required.



Source: Triad/Homes Associates, *Hydrologic Analysis and Storm Water Quality Management Plan*, September 21, 2018.

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 | JN 163306

MAMMOTH ARTS AND CULTURAL CENTER (MACC)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Drainage Conditions

Exhibit 4.9-1

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

Less Than Significant Impact. No designated groundwater recharge basins or infrastructure exist within the project area. As indicated Response 4.9(a), the project would result in an increase in impervious surfaces of approximately 59 percent. The project's proposed retention basin system would contain and infiltrate a 20-year intensity storm event for one hour; refer to Appendix D. Further, as discussed in Response 4.18(d), implementation of the project would not create a substantial demand on groundwater sources and would not significantly change the amount of groundwater available and pumped from local wells. Thus, project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site does not contain any streams, rivers, or other drainage features. Following conformance with the NPDES requirements as well as Chapters 12.04, 12.08, and 15.08, and Section 17.08.020 of the Town's Municipal Code, project implementation would not result in significant erosion or siltation impacts due to changes in drainage patterns during construction. As discussed above, the project would result in an increase in impervious surfaces of approximately 58 percent. This increase in impervious surfaces would increase the site's 20-year and 100-year peak runoff quantities from 1.7 cubic feet per second (cfs) to 4.5 cfs and 2.9 cfs to 7.2 cfs, respectively. Four retention basin systems are preliminarily proposed to retain and infiltrate the increase in on-site runoff into the ground; refer to Exhibit 4.9-1 and Response 4.9(a). With construction of the proposed retention basin systems, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project would not substantially alter the drainage patter of the project site or surrounding area and would not alter the course of a stream or river; refer to Response 4.9(c). As indicated in Response 4.9(a) and 4.9(c), the stormwater infrastructure proposed would ensure post-development peak stormwater runoff rates do not exceed pre-development peak stormwater runoff rates. As a result, the project would not result in on- or off-site flooding and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.9(a) and 4.9(d). The stormwater infrastructure proposed would ensure post-development peak stormwater runoff rates do not exceed pre-development peak stormwater runoff rates. Thus, the amount of stormwater runoff from the site would not increase and development is not expected to exceed the capacity of existing and planned stormwater drainage systems. Further, as discussed above, the project would generate typical, non-point source, urban stormwater pollutants. The project currently proposes BMPs that would be employed for the project, which include retention basins designed to filter oil and silt from project runoff. As a result, project implementation would not provide a substantial additional source of polluted runoff. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Refer to Response 4.9(a).

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the Federal Emergency Management Agency (FEMA) flood hazard maps, the project site is not located within a 100-year flood hazard area.[1] The closest flood hazard areas are located along Mammoth Creek and Murphy Gulch north of the project area. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. Refer to Response 4.9(g).

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the General Plan, the dams closest to the Town include those at Lake Mamie, Lake Mary, and Twin Lakes, all located southwest of the project site upstream of Mammoth Creek. Additionally, as stated above, the closest flood zones to the site are along Mammoth Creek and Murphy Gulch north of the project site; refer to General Plan PEIR Figure 4.6-2, *FEMA Flood Hazards Map*.

[1] Federal Emergency Management Agency, *National Flood Insurance Program Flood Insurance Rate Map, Mono County, California and Incorporated Areas, Panel 1389 of 2050*, February 18, 2011.

Project development would be north of these dams and flood hazard zones and thus, no impacts related to inundation by failure of a dam or levee would occur.

Mitigation Measures: No mitigation measures are required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. There are no water bodies in the project area that could pose a flood hazard due to a seiche. The closest lakes are Lake Mamie, Lake Mary, Lake George, Twin Lakes, and Horseshoe Lake all located in a group beginning approximately 2.9 miles the southwest of the project site. Additionally, no harbors, reservoirs, or storage tanks are located nearby that could cause inundation hazards by seiche. As such, no impacts would occur.

Tsunami

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Town is located over 160 miles inland of the Pacific Ocean and is not within a tsunami flood zone. No impact would occur.

Mudflow

Mudflows result from the downslope movement of soil and/or rock under the influence of gravity, which can result from landslides. According to the General Plan PEIR, impacts from mudflow are considered negligible given the varying topography and heavily vegetated nature of the Town of Mammoth Lakes. The project site and surrounding areas are generally flat, and void of topographical features capable of producing mudflow. Therefore, no impacts from mudflow hazards would result.

Mitigation Measures: No mitigation measures are required.

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4.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

a) Physically divide an established community?

No Impact. The project site consists of a 9.84-acre site within and near the existing Edison Theatre and Edison Theatre Parking Lot within a developed area of the Town. Surrounding land uses include Mammoth Elementary School and single-family residential uses to the north; vacant land and open space to the east; Cerro Coso Community College Eastern Sierra Campus, student housing, and associated parking lots to the south; and Mammoth High School, Mammoth Ice Rink, and Mono County Library to the west. The project would develop an Arts and Cultural Center that includes the existing Edison Theatre and Edison Theatre Parking Lot in addition to several new buildings, including a Performing Arts Theatre, outdoor amphitheater, and East Parking Lot. Together, the various buildings would make up the Arts and Cultural Center. Additionally, the project is part of the existing Coso Community College Eastern Sierra Campus and was planned as a Cultural Center in a future phase of the college campus. The Kern Community College District analyzed the future Cultural Center as part of the full buildout of the college campus in an Environmental Impact Report (State Clearinghouse No. 94012060) prepared in 1994. Thus, project development would not physically divide an established community, and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Based on the General Plan, the project site is designated Institutional Public (IP). The site is zoned Public and Quasi Public (P-QP). The IP designation allows institutional uses such as schools, hospitals, governmental offices and facilities, museums, and related uses. The P-QP zone is intended for educational and cultural activities and facilities, to provide for expansion of their operations or change in use, and, to identify and preserve areas of historic and community significance for the enjoyment of future generations.

The proposed project involves a new Arts and Cultural Center consisting of a Performing Arts Theatre, outdoor amphitheater, Edison Theatre Parking Lot, and East Parking Lot. The proposed project would be permitted under the site's current General Plan land use designation and zoning. Additionally, per Municipal Code Section 17.32.100, *Public and Quasi-Public Zone (P-QP)*, the following development standards apply to all development in the P-QP zoning district. Table 4.10-1, *Project Consistency with Public and Quasi-Public Zoning District*, concludes the project would be consistent with all applicable P-QP zoning district development standards. As such, impacts would be less than significant in this regard.

Table 4.10-1
Project Consistency with Public and Quasi-Public Zoning District

Development Standard	Public and Quasi-Public (P-QP) Zoning Requirement	Proposed Project	Does Project Satisfy Requirement?
Site Standards/ Setbacks	Site Area: 20,000 square feet	The entire project site is 428,630 square feet (9.84 acres), of which 209,959 square feet (4.82 acres) would be disturbed.	Yes
	Site Width/Depth: 100 feet	The project site is an irregular 9.84-acre property that spans approximately 1,045 feet wide along College Parkway and approximately 460 feet deep to the south to meet College Parkway.	Yes
	Front/Side/Rear Yard: 20 feet	The closest portion of the Performing Arts Theatre building to the front yard along College Parkway is 22.1 feet. The remaining buildings and proposed development areas are located further into the central portion of the site beyond the 20-foot front, side, and rear yard setback.	Yes
Accessory Unit	Maximum density: 4 units per gross acre (also subject to Residential Multiple-Family [RMF-1] development standards)	No accessory residential units are proposed under the project.	Yes
Screening and Landscaping	As specified in the Use Permit or Design Review approval	Proposed screening and landscaping on-site would be reviewed by the Town and require discretionary approval of Major Design Review (DR) 17-002.	Yes
Off-Street Parking	Established by special review and approved by the review authority	The project proposes to re-pave and re-stripe the existing Edison Theatre Parking Lot to provide 45 parking spaces, including five Americans with Disabilities Act (ADA) spaces and proposes to develop a new parking lot (East Parking Lot), which would provide 80 parking spaces, including four ADA spaces and three motorcycle parking spaces. As part of the design review process, the Town would review the project to ensure it provides adequate parking. Further, per a parking agreement between the Applicant and the college, access to an additional 52 parking spaces would be made available at the existing Cerro Coso Community College parking lot to the south of the project site during events.	Yes

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.4(f).

Mitigation Measures: No mitigation measures are required.

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4.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

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

No Impact. According to General Plan PEIR Figure 4.4-1, *Mineral Resources Map*, the project site does not contain mineral resources. Further, the project would not result in the displacement of an existing mining operation, since no such activities currently occur on-site. Thus, project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.11(a). Project implementation would not result in the loss of availability of a local-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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4.12 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (Leq), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period

of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

REGULATORY FRAMEWORK

Town of Mammoth Lakes

Municipal Code

Title 8.0, *Health and Safety,* of the Municipal Code covers all noise standards. Chapter 8.16, *Noise Regulation*, of the Municipal Code sets forth all noise regulations controlling unnecessary, excessive and annoying noise and vibration in the Town. As outlined in Chapter 8.16 and as indicated in Table 4.12-1, *Exterior Noise Limits*, maximum exterior noise levels are based on land use. Although there is a slight variation between the exterior noise standards in the Municipal Code and the General Plan's Noise Element, the Town defers to the standards noted in the Municipal Code. The Municipal Code standards are more recent and remain the standard until the Town can update the General Plan Noise Element to be consistent.

Table 4.12-1
Exterior Noise Limits

Receiving Land Use Category	Time Period	Rural/Suburban	Suburban	Urban
One and Two Family Residential	10 p.m. – 7 a.m.	40	45	50
	7 a.m. – 10 p.m.	50	55	60
Multi-Family Dwelling Residential	10 p.m. – 7 a.m.	45	50	55
	7 a.m. – 10 p.m.	50	55	60
Limited Commercial Some Multiple Dwellings	10 p.m. – 7 a.m.	55		
	7 a.m. – 10 p.m.	60		
Commercial	10 p.m. – 7 a.m.	60		
	7 a.m. – 10 p.m.	65		
Light Industrial	Anytime	70		
Heavy Industrial	Anytime	75		

Notes:
1. Levels are not to be exceeded more than thirty minutes in any hour.
2. The classification of different areas of the community in terms of environmental noise zones shall be determined by the noise control officer, based upon assessment of community noise survey data. Additional area classifications should be used as appropriate to reflect both lower and higher existing ambient levels than those shown. Industrial noise limits are intended primarily for use at the boundary of industrial zones rather than for noise reduction within the zone.

Source: Town of Mammoth Lakes, *Municipal Code*, *Chapter 8.16*, *Noise Regulation.*

The following is taken from the Municipal Code*:*

Section 8.16.070 Exterior noise limits

A. The noise standards for the various categories of land use identified by the noise control officer as presented in Table 1 (refer to Table 4.12-1) *shall, unless otherwise specifically indicated, apply to all such property within a designated zone.*

B. No person shall operate or cause to be operated any source of sound at any location within the town or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:

1. The noise standard for that land use as in Table 1 (refer to Table 4.12-1) *for a cumulative period of more than thirty minutes in any hour; or*

2. The noise standard plus five dB for a cumulative period of more than fifteen minutes in any hour; or

3. The noise standard plus ten dB for a cumulative period of more than five minutes in any hour; or

4. The noise standard plus fifteen dB for a cumulative period of more than one minute in any hour; or

5. The noise standard plus twenty dB or the maximum measured ambient level, for any period of time.

C. If the measured ambient level differs from that permissible within any of the first four noise limit categories above the allowable noise exposure standard shall be adjusted in five dB increments in each category as appropriate to encompass or reflect the ambient noise level.

D. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

E. If the measurement location is on a boundary between two different zones, the noise level applicable to the lower noise zone plus five dB, shall apply.

F. If possible, the ambient noise shall be measured at the same location along the property line utilized in subsection B of this section with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, the ambient noise must be estimated by performing a measurement in the same general area of the source but at a sufficient distance such that the noise from the source is at least ten dB below the ambient in order that only the ambient level is measured. If the difference between the ambient and the noise source is five to ten dB, then the level the ambient itself can be

reasonably determined by subtracting a one decibel correction to account for the contribution of the source.

G. *In the event the alleged offensive noise, as judged by the noise control officer, contains a steady, audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table 1* (refer to Table 4.12-1) *shall be reduced by five dB.*

Additionally, the Municipal Code states the following regarding applicable interior noise standards:

Section 8.16.080 Interior noise standards

B. *No person shall operate, or cause to be operated within a dwelling unit, any source of sound or allow the creation of any noise which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed:*

1. *The noise standard as specified in Table 2* (refer to Table 4.12-2, *Interior Noise Limits*) *for a cumulative period of more than five (5) minutes in any hour; or*

Table 4.12-2
Interior Noise Limits

Noise Zone	Type of Land Use	Time Interval	Allowable Interior Noise Level
All	Multifamily Residential	10 p.m. – 7 a.m.	35
		7 a.m. – 10 p.m.	45

Source: Town of Mammoth Lakes, *Municipal Code*, *Chapter 8.16*, *Noise Regulation*.

2. *The noise standard plus five decibels (5 dB) for a cumulative period of more than one minute in any hour; or*

3. *The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.*

C. *If the measured ambient level differs from that permissible within any of the noise limit categories above, the allowable noise exposure standard shall be adjusted in five decibel (5 dB) increments in each category as appropriate to reflect the ambient noise level.*

D. *In the event the alleged offensive noise, as judged by the noise control officer, contains a steady, audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table 2* (refer to Table 4.12-2) *shall be reduced by five dB.*

In addition to interior and exterior noise standards, the Town provides regulations for construction activities and other types of noises in Section 8.16.090, Prohibited Acts, of the Town's Municipal Code. The following noise regulations were taken for Municipal Code Section 8.16.090 for regulations relevant to the proposed project:

5. *Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of ten p.m. and seven a.m. in such a manner as to cause a noise disturbance across a residential real property line or at any time to violate the provisions of this section.*

6. *Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work is subject to the hours of work permitted by this code, except for emergency work of public service agencies.*

    a. *At residential properties:*

        i. *Mobile equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment* (refer to Table 4.12-3, *Maximum Noise Levels for Short-Term Mobile Equipment Noise*).

Table 4.12-3
Maximum Noise Levels for Short-Term Mobile Equipment Noise

Acceptable Hours Operation	Type I Areas Single-Family Residential	Type II Areas Multi-Family Residential	Type III Areas Semi-Residential Commercial
Daily, except Sundays and legal holidays 7 a.m. to 8 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8 p.m. to 7 a.m. and all day Sundays and legal holidays	60 dBA	65 dBA	70 dBA

Source: Town of Mammoth Lakes, *Municipal Code*, *Chapter 8.16*, *Noise Regulation*.

        ii. *Stationary equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment* (refer to Table 4.12-4, *Maximum Noise Levels for Long-Term Stationary Equipment Noise*).

Table 4.12-4
Maximum Noise Levels for Long-Term Stationary Equipment Noise

Acceptable Hours Operation	Type I Areas Single-Family Residential	Type II Areas Multi-Family/Residential	Type III Areas Semi-Residential/ Commercial
Daily, except Sundays and legal holidays 7 a.m. to 8 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8 p.m. to 7 a.m. and all day Sundays and legal holidays	50 dBA	55 dBA	60 dBA

Source: Town of Mammoth Lakes, *Municipal Code*, *Chapter 8.16*, *Noise Regulation.*

General Plan

Goal C.6 in the General Plan recognizes that community character would be enhanced by minimizing noise. Policies and actions that would implement this goal include the following:

- *Policy C.6.A*. Minimize community exposure to noise by ensuring compatible land uses around noise sources.

- *Policy C.6.B*. Allow development only if consistent with the Noise Element and the policies of this Element. Measure noise use for establishing compatibility in dBA CNEL and based on worst-case noise levels, either existing or future, with future noise levels to be predicted based on projected 2025 levels.

- *Policy C.6.C*. Development of noise-sensitive land uses shall not be permitted in areas where the noise level from existing stationary noise sources exceeds the noise level standards described in the Noise Element.

- *Policy C.6.D*. Require development to mitigate exterior noise to "normally acceptable" levels in outdoor areas.

    - Action C.6.D.1. Assess existing sources of outdoor noise and develop criteria and standards for outdoor noise.

- *Policy C.6.E*. Address noise issues through the planning and permitting process.

- *Policy C.6.F*. Require mitigation of all significant noise impacts as a condition of project approval.

- *Policy C.6.G*. Require preparation of a noise analysis or acoustical study, which is to include recommendations for mitigation, for all proposed projects that may result in potentially significant noise impacts.

    - Action C.6.G.1. Adopt significance thresholds to be used to assess noise impacts for projects reviewed under the CEQA process and develop a list of acceptable mitigations that might be applied to mitigate noise impacts to acceptable levels, including specific guidelines for their implementation.

    - Action C.6.G.2. Adopt criteria and location maps that specify the locations and circumstances under which a noise analysis or acoustical study will need to be prepared for a proposed project. Develop guidelines for conducting such studies.

Noise policies are also provided in the Town's 1997 Noise Element. It should be noted that the Noise Element was not updated in the Town's 2007 General Plan.

Prevention of Adverse Noise Impacts due to Transportation Noise Sources:

- *Policy 4.2.1*. New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed 60 dB L_{dn} outdoor activity areas or 45 dB L_{dn} in interior spaces.

- *Policy 4.2.2*. Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed 60 dB L_{dn} within outdoor activity areas and 45 dB L_{dn} within interior spaces of existing noise sensitive land uses.

Prevention of Adverse Noise Impacts due to Stationary Noise Sources:

- *Policy 4.2.3*. New development of noise-sensitive land uses shall not be permitted where the noise level from existing stationary noise sources exceeds the noise level standards of Table VII (refer to Table 4.12-5, *Maximum Allowable Noise Exposure for Stationary Noise Sources*).

Table 4.12-5
Maximum Allowable Noise Exposure for Stationary Noise Sources

Level	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Level, dB[1]	50	45
Maximum Level, dB[1]	70	65

Note:
1. As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

Source: Town of Mammoth Lakes, *Municipal Code, Chapter 8.16, Noise Regulation*.

- *Policy 4.2.4*. Noise created by proposed stationary noise sources or existing stationary noise sources which undergo modifications that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table VII (refer to Table 4.12-5).

Control of Existing Noise Nuisances:

- *Policy 4.2.5*. The provisions of the existing noise ordinance of the Town of Mammoth Lakes (Chapter 8.16 of the Municipal Code) should be consistent with the goals and policies of the Noise Element and be appropriate for the specific needs of the Town.

EXISTING CONDITIONS

Existing Stationary Sources

The primary sources of stationary noise in the project vicinity are those associated with the operations of adjacent recreational, institutional, and residential uses to the north; recreational, residential, and institutional uses to the south; and recreational and institutional uses to the west. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Existing Mobile Sources

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The majority of the existing noise in the project area is generated from vehicle sources along Meridian Boulevard.

Existing Noise Conditions

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted noise measurements on November 14 and 15, 2017; refer to Table 4.12-6, *Noise Measurements*, and Exhibit 4.12-1, *Noise Measurement Locations*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Short-term measurements were taken at each site between 8:54 a.m. and 9:28 a.m. on November 15, 2018. A long-term measurement was taken starting on November 14, 2018 at 1:40 p.m., and ending on November 15, 2018 at 10:08 a.m. Meteorological conditions were clear skies, cold temperatures, with light wind speeds (6 miles per hour), and low humidity.

Table 4.12-6
Noise Measurements

Measurement Location Number	Location	Ldn (dBA)	CNEL (dBA)	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
ST-1	Approximately 52 feet to the west of 50 Wagon Wheel Road	-	-	60.8	47.9	79.2	95.6	8:54 a.m.
ST-2	Approximately 67 feet to the east of 258 Wagon Wheel Road	-	-	55.7	46.3	65.3	99.8	9:18 a.m.
LT-1	Approximately 68 feet to the south of 22 Wagon Wheel Road	60.3	60.4	57.2	25.1	80.2	114.6	1:40 p.m.

Source: Michael Baker International, November 14-15, 2017 (refer to Appendix E, *Noise Data*).

Existing Sensitive Receptors

Certain land uses are particularly sensitive to noise, including schools, libraries, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. Existing sensitive receptors located in the project vicinity include residential uses and an elementary school to the north.

It is noted that the South Gateway Student Apartments are located to the south of the project site within the Cerro Coso Community College campus. Because of the impermanent nature of the use, student housing tenants are not considered long-term residents due the duration of potential exposure. Furthermore, events in the outdoor amphitheater would occur in the summer months, outside of traditional school semesters (i.e., fall and spring). In addition, the South Gateway Student Apartments are designated as Institutional Public (IP) in the General Plan. Therefore, the South Gateway Student Apartments are not considered a noise sensitive receptor in this analysis.

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 | JN 163306

MAMMOTH ARTS AND CULTURAL CENTER (MACC)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Measurement Locations

Exhibit 4.12-1

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

Less Than Significant Impact With Mitigation Incorporated.

Construction

Construction of the proposed project would include clearing, grading, paving, building construction, and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.12-7, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 4.12-7 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.12-7
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at 110 Feet (dBA)	L_{max} at 330 Feet (dBA)
Crane	16	81	74	65
Concrete Mixer Truck	40	79	72	63
Backhoe	40	78	71	62
Dozer	40	82	75	66
Excavator	40	81	74	65
Forklift	40	78	71	62
Paver	50	77	70	61
Roller	20	80	73	64
Tractor	40	84	77	68
Water Truck	40	80	73	64
Grader	40	85	79	69
General Industrial Equipment	50	85	83	74

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* January 2006.

The primary construction equipment noise sources used during construction would be during earthwork activities (use of graders, excavators, dozers). Graders typically generate the highest noise levels, emitting approximately 85 dBA at a distance of 50 feet (pile driving would not be required for this project). Point sources of noise emissions are atmospherically attenuated by a factor of 6.0 dBA per doubling of distance. This assumes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions further reduce noise levels from point sources. Construction noise impacts generally occur

when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time.

The Town has established noise standards for construction activity in Section 8.16.090 of the Town Noise Ordinance. Pursuant to Municipal Code Section 8.16.090, the maximum exterior noise levels allowed in multi-family residential areas for mobile (e.g., excavator, backhoe, dozer, loader, etc.) and stationary equipment (e.g., generators, compressors, pumps, etc.) during 7:00 a.m. to 8:00 p.m. Monday through Saturday are 80 dBA and 65 dBA, respectively. In addition, the maximum exterior noise levels allowed in multi-family residential areas for mobile and stationary equipment during 8:00 p.m. to 7:00 a.m. Monday through Saturday, and all day on Sundays and legal holidays, are 64 dBA and 55 dBA, respectively.

The nearest sensitive receptors are single-family residences located approximately 330 feet to the north of the project construction area. At this distance, the maximum noise levels generated by project construction equipment would be approximately 68.6 dBA (see Table 4.12-7), which is below the Town's 75 dBA maximum allowable exterior noise limit for single-family residential uses during construction. In addition, implementation of Mitigation Measure NOI-1 would further reduce construction noise levels at nearby sensitive receptors, and construction would only occur between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday in compliance with Municipal Code Section 8.16.090. As such, construction-related noise impacts would be less than significant.

Operations

Off-Site Mobile Noise

Operation of the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Mammoth Arts and Cultural Center Transportation Impact Analysis* (Traffic Impact Analysis) prepared by LSC Transportation Consultants, Inc. (dated September 21, 2018), the proposed project would result in a maximum of approximately 138 peak hour trips along Meridian Boulevard (between College Parkway and Wagon Wheel Road); refer to Appendix F, *Traffic Impact Analysis*. The 138 peak hour trips generated by the project represents an approximate four percent increase of the roadway capacity (i.e., 3,600 vehicles per hour[1]) along Meridian Boulevard. According to the 2013 California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, the doubling of traffic on a roadway would result in an increase of 3 dBA. The 138 trips generated by the project would be nominal (i.e., a four percent increase) compared to the vehicle capacity of Meridian Boulevard, and thus, would not result in a perceptible increase in traffic noise levels. A less than significant impact would occur in this regard.

[1] LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, dated September 21, 2018.

Stationary Noise Impacts

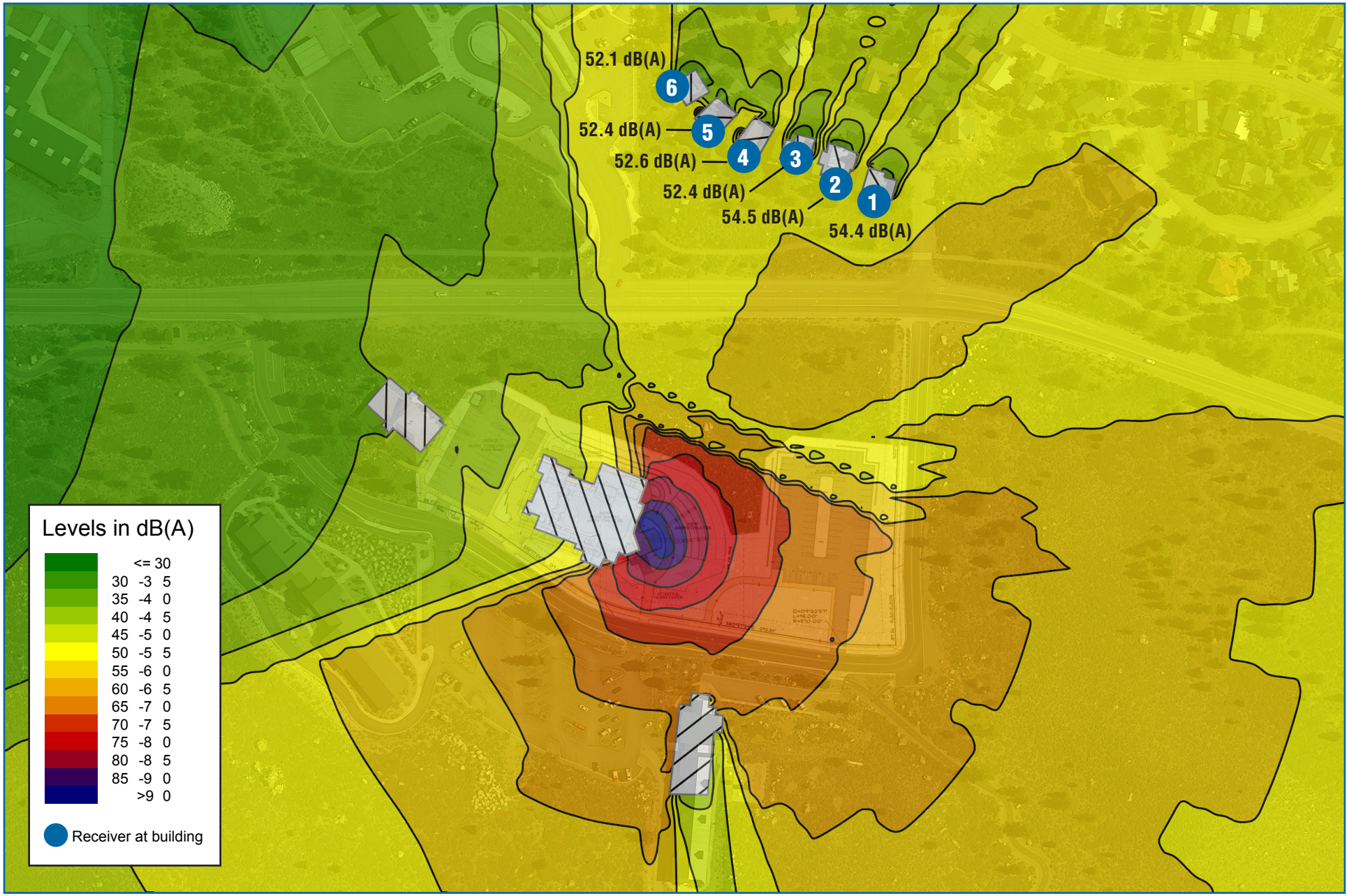
Performing Arts Theatre and Outdoor Amphitheater

The Performing Arts Theatre would be constructed in the south/central portion of the project site and the outdoor amphitheater would be constructed to the east of the Performing Arts Theatre. The outdoor amphitheater stage would act as an extension of the Performing Arts Theatre stage, connected by two roll-up doors. The Performing Arts Theatre would provide 298 seats, while the outdoor amphitheater would accommodate 500 seats. A sound system to support voice, background music, and live performances at the outdoor amphitheater would be installed. Amplified music is typically 88 dBA at 20 feet (104 dBA at 1 meter),[2] and would be approximately 58 dBA at the single-family residences to the north of the project site. As such, sound system noise levels would have the potential to exceed the Town's 55 dBA daytime exterior noise standard for suburban single- and multi-family uses at the residences to the north and south of the project site. Therefore, Mitigation Measure NOI-2 is required to ensure that the outdoor amphitheater sound system noise levels are limited to 97 dBA per speaker at 1 meter from the source during daytime hours (7:00 a.m. to 10:00 p.m.) to comply with the Town's noise standards. It should be noted that the Performing Arts Theatre and outdoor amphitheater would not operate past 10:00 p.m., and therefore would not exceed the Town's nighttime standard.

Noise levels associated with the outdoor amphitheater were modeled with the SoundPLAN three-dimensional noise model. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. Noise contours associated with the outdoor amphitheater activities are depicted in Exhibit 4.12-2, *Outdoor Amphitheater Noise Contours*, and represent the collective noise level from speakers and crowd sources at the project site with implementation of Mitigation Measure NOI-2. As indicated in Exhibit 4.12-2, the noise levels from the outdoor amphitheater activities would not exceed the Town's noise standards with implementation of Mitigation Measure NOI-2. Impacts would be less than significant with implementation of Mitigation Measures NOI-2.

It is acknowledged that per the Town's Noise Ordinance (Municipal Code Chapter 8.16.100, *Exemptions*), certain events (i.e., occasional outdoor gatherings, public dances, shows and sporting and entertainment events) are exempt from specific limits set by the Noise Ordinance with a permit or license issued by the Town. However, most of the proposed events at the MACC, including the outdoor amphitheater activities, would be exempt from the Administrative Permit Requirements per Municipal Code Section 17.56.030, *Approved Public Assembly Sites*. For those events that are not, such as events that exceed the approved capacity for the MACC, or which are scheduled simultaneously (at the outdoor amphitheater and the Performing Arts Theatre at the same time), would be required to apply for an Administrative Permit (Special Event Permit).

[2] Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.



NOT TO SCALE

Michael Baker INTERNATIONAL

01/19 JN 163306

MAMMOTH ARTS AND CULTURAL CENTER (MACC)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Outdoor Amphitheater Noise Contours

Exhibit 4.12-2

Mechanical Equipment

Heating, ventilation, and air conditioning (HVAC) units would be positioned on the roof of the proposed buildings on the project site. HVAC systems typically result in noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the source. Based on the building location, the HVAC units would be located more than 200 feet from the nearest sensitive receptor (i.e., residential uses to the north). At this distance, noise levels from HVAC units would be approximately 38 dBA, which is below the Town's noise standards. Therefore, noise from the HVAC units would not be perceptible from the nearest sensitive receptors. Impacts from mechanical equipment would be less than significant.

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car passbys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.12-8, *Typical Noise Levels Generated by Parking Lots*. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.

Table 4.12-8
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source (dBA L_{eq})
Car door slamming	63
Car starting	60
Car idling	61
Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.	

It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. Parking lot noise would also be partially masked by background noise from traffic along College Parkway and Meridian Boulevard. Therefore, the proposed parking would not result in substantially greater noise levels than currently exist at the project site. Noise associated with parking lot activities is not anticipated to exceed the Town's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Mitigation Measures:

NOI-1 Prior to issuance of any Grading Permit or Building Permit for new construction, the Public Works Director, or designee, shall confirm that the Grading Plan, Building Plans, and specifications stipulate that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.

- The Contractor shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the Town within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Director, or designee. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.

- When feasible, construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, schools, hospitals, etc.).

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

- Construction activities that produce noise shall not take place outside of the allowable hours specified by the Town's Municipal Code Section 8.16.090 (7:00 a.m. and 8:00 p.m. Monday through Saturday; construction is prohibited on Sundays and/or federal holidays).

NOI-2 Prior to issuance of a Certificate of Occupancy of the Arts and Cultural Center, the Applicant shall develop and implement a Noise Control Plan for event operations at the Arts and Cultural Center that have live or recorded amplified music. The Applicant shall reimburse the Town for the cost of having the Noise Control Plan peer reviewed by a Town selected acoustical engineer. The Noise Control Plan shall contain the following elements:

- A maximum of two speakers shall be installed at a maximum height of 5 feet from ground level. The speakers shall be positioned no more than 10 feet from the amphitheater stage and shall be oriented toward the amphitheater crowd/seating area. Amplification systems shall include and utilize a processor to control the maximum output that the speakers can reach. Noise levels during this period shall not exceed 97 dBA per speaker at 1 meter from the source. Activities permitted pursuant to Municipal Code Chapter 8.16.100, *Exemptions*, shall not be subject to this limit. All other non-permitted activities shall be subject to the limits set forth in this mitigation measure.

- The contact telephone number and email address of the Noise Control Officer shall be posted at each facility entrance for neighbors to lodge noise complaints or other concerns. Complaints shall be addressed in a diligent and responsive manner.

- Future modifications to the amplification systems would require the Applicant to prepare an acoustical study prepared by a certified acoustical engineer to ensure

compliance with the Town's noise standards prior to any performances. The Applicant shall reimburse the Town for the cost of having the acoustical study peer reviewed by a Town selected acoustical engineer.

b) Generation of excessive groundborne vibration or groundborne noise levels?

***Less Than Significant Impact*.**

Construction

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Construction equipment operations generate vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 inch/second) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The typical vibration produced by construction equipment is described in Table 4.12-9, *Typical Vibration Levels for Construction Equipment*.

Groundborne vibration decreases rapidly with distance. As indicated in Table 4.12-9, based on the FTA data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.000 to 0.011 inches/second peak particle velocity (PPV) at 100 feet from the source of activity. The closest sensitive receptors would be located more than 100 feet to the north of the project site. At this distance, vibration velocities from construction equipment would not exceed 0.011 inches/second PPV, which is below the FTA's 0.20 PPV threshold. Therefore, vibration impacts associated with the proposed project would be less than significant.

Table 4.12-9
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 15 feet (inches/second) [1]	Approximate peak particle velocity at 25 feet (inches/second) [2]	Approximate peak particle velocity at 50 feet (inches/second) [2]	Approximate peak particle velocity at 100 feet (inches/second) [2]
Large bulldozer	0.192	0.089	0.031	0.011
Caisson Drilling	0.192	0.089	0.031	0.011
Loaded trucks	0.164	0.076	0.027	0.010
Small bulldozer	0.007	0.003	0.001	0.000
Jackhammer	0.075	0.035	0.012	0.004

Notes:
[1] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, Table 12-2, May 2006.
[2] Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in inches/second of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in inches/second from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Operations

The project proposes a Performing Arts Theatre and an outdoor amphitheater that would not generate ground-borne vibration that could be felt at surrounding uses. The proposed project would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses during operations. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Refer to Response 4.12(a). Project implementation would not result in a significant permanent increase in ambient noise with incorporation of mitigation. Impacts would be less than significant with implementation of Mitigation Measure NOI-2.

Mitigation Measures: Refer to Mitigation Measure NOI-2.

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

Less Than Significant Impact With Mitigation Incorporated. Refer to Response 4.12(a). Construction activities associated with the proposed project would result in a temporary increase in noise levels at the project site and at adjacent land uses. However, the project would adhere to the Town's regulations governing the hours of construction (Municipal Code Section 8.16.090, *Prohibited Acts*), and would not exceed the Town's maximum exterior noise levels allowed in multi-family residential areas for mobile and stationary equipment during construction activities. In addition, implementation of Mitigation

Measure NOI-1 (i.e., engine muffling, placement of construction equipment, and construction hours) and Mitigation Measure NOI-2 (i.e., amplification system processor) would ensure compliance with the Town's noise standards. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measure NOI-2.

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

No Impact. The proposed project is not located within an airport land use plan. There is no public airport, public use airport, or private airstrip located within two miles of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.12(e). No impacts would occur.

Mitigation Measures: No mitigation measures are required.

4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

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

No Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. As described in Section 2.0, *Project Description*, the project would involve constructing a new Arts and Cultural Center, which includes a Performing Arts Theatre, outdoor amphitheater, Edison Theatre Parking Lot, and East Parking Lot. No new residences, businesses, or extensions of roads or other infrastructure are proposed. Additionally, development of a Cultural Center consisting of a 21,000-square foot theatre (with 500 seats) and 35,000-square foot amphitheater (with 1,000 sloped and 800 grass seats) within the Cerro Coso Community College Eastern Sierra Campus was planned and analyzed as part of an Environmental Impact Report (State Clearinghouse No. 94012060) prepared by the Kern Community College District in 1994. As such, the proposed project development is within the assumptions previously analyzed and would not induce substantial population growth in the Town. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is predominantly comprised of vacant land as well as the existing Edison Theatre and Edison Theatre Parking Lot. There are currently no residences on-site. Thus, development of the project would not displace any existing housing or residents. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.13(b).

Mitigation Measures: No mitigation measures are required.

4.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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

i. Fire protection?

***Less Than Significant Impact*.** The Mammoth Lakes Fire Protection District (MLFPD) provides fire protection and emergency response services for the Town of Mammoth Lakes and would serve the project site. Currently, two MLFPD fire stations serve the Town of Mammoth Lakes. The closest station to the project site is MLFPD's primary station, Fire Station No. 1, located approximately 0.7-mile from the project site at the northeast corner of the Main Street and Forest Trail intersection. Fire Station No. 2 is located at 1574 Old Mammoth Road, located approximately 1.2 miles to the southwest of the project site.

Construction

The project does not involve the construction of any new or physically altered fire protection facilities. Construction activities would be subject to compliance with applicable State and local regulations to reduce risk of fire, including installation of temporary construction fencing to restrict site access. Specifically, project construction would be subject to compliance with Municipal Code Title 15, *Buildings and Construction*, which adopts by reference the 2016 Edition of the California Building Code, which includes site access requirements and fire safety precautions. Construction-related impacts concerning fire protection services would be less than significant in this regard.

Operations

Project operations are not anticipated to increase response times to the project site or surrounding vicinity or require the construction of new or physically altered fire protection facilities, as two existing MLFPD fire stations are located within two miles of the project site. Further, any increase in project demands would be offset through payment of relevant development impact fees and through property, sales, and utility taxes paid to the Town's General Fund. The project would be subject to compliance with Municipal Code Title 15, *Buildings and Construction*, which adopts by reference the 2016 Edition of the California Fire Code. The 2016 Edition of the California Fire Code includes fire-safety related building standards for new construction. The project would be subject to review by the MLFPD to ensure that the project complies with fire requirements. Following compliance with the Municipal Code Title 15 and MLFPD fire requirements, operational impacts concerning fire protection services would be less than significant.

Mitigation Measures: No mitigation measures are required.

ii. Police protection?

Less Than Significant Impact. The Mammoth Lakes Police Department (MLPD), Mono County Sheriff's Department (MCSD), and the California Highway Patrol (CHP) provide police protection and law enforcement services for the Town. MLPD provides all police services for the project area and operates approximately 1.2 miles to the northwest of the project site at 58 Thompson Way. Mammoth Lakes is currently served by approximately 12 sworn officers and three civilian employees.[1] Based on the Town's 8,002 residents, this represents approximately one officer per 667 residents.[2]

Construction

The project does not involve the construction of any new or physically altered police protection facilities. Construction activities would be subject to compliance with all applicable local regulations in place to reduce impacts to police protection services. Specifically, project construction would be subject to compliance with Municipal Code Title 15, *Buildings and Construction*, which adopts by reference the 2016 Edition of the California Building Code, which includes site access requirements and other relevant safety precautions to reduce impacts to police protection services. Construction-related impacts concerning police protection services would be less than significant in this regard.

Operations

Project operations are not anticipated to increase response times to the project site or surrounding vicinity or require the construction of new or physically altered police protection facilities, as the existing MLPD police station is located approximately 1.2 miles from the project site. The increase in project demands would be offset through payment of relevant development impact fees and

[1] Town of Mammoth Lakes, *Police Department*, http://www.mammothlakespd.org/Directory.aspx?DID=20, Accessed March 14, 2018.

[2] State of California, *Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2017, With 2010 Benchmark, Sacramento, California*, May 2017.

through property, sales, and utility taxes paid to the Town's General Fund. The project would be subject to review by the MLPD to ensure that the project complies with public safety and crime prevention requirements. Operational impacts concerning police protection services would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

iii. Schools?

Less Than Significant Impact. The project site is served by the Mammoth Unified School District (MUSD). The MUSD provides educational services to students in grades kindergarten through 12 at Mammoth Elementary School, Mammoth Middle School, Mammoth High School, and Sierra High School. Table 4.14-1, *Schools Serving the Project Site*, identifies the school locations and existing enrollment at each school serving the project site.

Table 4.14-1
Schools Serving the Project Site

School	Distance from Project Site (miles)	Enrollment (2016-2017)[1]
Mammoth Unified School District		
Mammoth Elementary School 1500 Meridian Boulevard Mammoth Lakes, CA 93546	0.02	562
Mammoth Middle School 1600 Meridian Boulevard Mammoth Lakes, CA 93546	0.05	280
Mammoth High School 365 Sierra Park Road Mammoth Lakes, CA 93546	0.15	360
Sierra High School (Continuation) 461 Sierra Park Road Mammoth Lakes, CA 93546	0.15	11

Note:
1. California Department of Education, *Data Quest*, http://dq.cde.ca.gov/dataquest/, accessed March 14, 2018.

Construction

Project construction would not involve impacts to MUSD school services. Construction would be temporary and would not generate additional population or students that would enroll and MUSD schools. Impacts would be less than significant.

Operations

Project operations are not anticipated to require the construction of new or physically altered school facilities. Impacts to MUSD school facilities would be offset through payment of relevant development impact fees. According to the General Plan PEIR, additional funds are collected

through a local bond measure by the County tax collector on behalf of MUSD. Pursuant to Government Code Section 65996, school fees imposed through the Education Code are deemed to be full mitigation for new development projects; thus, payment of school impact fees would offset the cost of providing service for the students generated by the project. Operational impacts concerning school services would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

iv. Parks?

Less Than Significant Impact. The Mammoth Lakes Parks and Recreation Department manages and maintains the Mammoth Ice Rink, Whitmore Track and Sports Field, Community Center Tennis Courts, Mammoth Creek Park, Shady Rest Park, Volcom Brothers Skate Park, and the Whitmore Recreation Area.[3]

Construction

Project-related construction activities would be temporary and would not generate an increase in demand for park facilities. No impacts would occur in this regard.

Operations

Project operations are not anticipated to require the construction of new or physically altered park facilities. Nonetheless, the project would be subject to payment of development impact fees in compliance with Municipal Code Chapter 15.16, *Special Fees*. Payment of development impact fees pursuant to Municipal Code Chapter 15.16 would ensure the project's operational impacts related to park facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

v. Other public facilities?

Less Than Significant Impact. Library services for the Town of Mammoth Lakes are provided by the Mono County Library System. The project site would be served by the Mammoth Lakes Library Brach located at 400 Sierra Park Road. The Mammoth Lakes Library is approximately 17,000 square feet and offers a diverse selection of books, audio books, and DVDs. The Library is a joint-use facility with Cerro Coso Community College and serves students as their research facility.[4]

Construction

Project-related construction activities would be temporary and would not generate an increase in demand for library facilities. No impacts would occur in this regard.

[3] Town of Mammoth Lakes, *Parks & Facilities*, https://www.ci.mammoth-lakes.ca.us/322/Parks-Facilities-Trails, accessed on March 14, 2018.

[4] Mono County Libraries, *Mammoth Lakes*, https://monocolibraries.org/branches/mammoth-lakes, accessed on March 14, 2018.

Operations

Project operations are not anticipated to require the construction of new or physically altered library facilities. Nonetheless, the project would be subject to payment of development impact fees to the Mono County Office of Education Facilities in compliance with Municipal Code Chapter 15.16, *Special Fees*. Payment of development impact fees pursuant to Municipal Code Chapter 15.16 would ensure the project's operational impacts related to library facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.15 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

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

No Impact. The project's proposed Arts and Cultural Center (MACC) would increase the Town's available recreational facilities to support both residents and the general public. Thus, project implementation would not increase the use of existing neighborhood regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project would construct an Arts and Cultural Center (MACC) for the benefits of both residents and the general public. Project implementation would involve recreational facilities, the construction of which could cause environmental effects. The project's potential environmental effects are analyzed in this IS/MND; refer to Sections 4.1 through 4.18. Compliance with the relevant laws, ordinances, and regulations identified in this IS/MND would ensure the project's construction-related environmental impacts associated with new recreational facilities are reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

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4.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

This section is based on the *Mammoth Arts and Cultural Center Transportation Impact Analysis* (Traffic Impact Analysis), prepared by LSC Transportation Consultants, Inc. (LSC), dated November 16, 2018; refer to Appendix F, *Traffic Impact Analysis*. The purpose of the Traffic Impact Analysis is to evaluate potential project impacts related to traffic and circulation near the project site. The evaluation considers impacts on local intersections and regional transportation facilities. The following analysis scenarios are evaluated in this section:

- Existing Conditions;
- Existing Plus Project Conditions;
- Future (2020) Without Project Conditions; and
- Future (2020) Plus Project Conditions.

STUDY AREA

The Traffic Impact Analysis analyzes traffic data, intersection capacity and level of service, and transportation impacts of the proposed project in accordance with the requirements of the Town standards. Based upon input provided by the Town, the following intersections and roadway segments were identified for analysis; refer to Exhibit 4.16-1, *Study Area Intersections and Roadway Segments*:

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 | JN 163306

MAMMOTH ARTS AND CULTURAL CENTER (MACC)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Study Area Intersetions and Roadway Segments

Exhibit 4.16-1

- Study Area Intersections
    1. Meridian Boulevard/Old Mammoth Road
    2. Meridian Boulevard/Sierra Park Road
    3. Meridian Boulevard/College Parkway (west)
    4. Meridian Boulevard/College Parkway (east)/Wagon Wheel Road (west)

- Study Area Roadway Segments
    1. Meridian Boulevard west of Old Mammoth Road
    2. Meridian Boulevard between Old Mammoth Road and Sierra Park Road
    3. Meridian Boulevard between Sierra Park Road and College Parkway (east)
    4. Meridian Boulevard between College Parkway and Wagon Wheel Road (west)
    5. Meridian Boulevard east of Wagon Wheel Road (west)
    6. Old Mammoth Road north of Meridian Boulevard
    7. Old Mammoth Road south of Meridian Boulevard
    8. Sierra Park Road north of Meridian Boulevard

LEVEL OF SERVICE CRITERIA

The General Plan Transportation Element contains the following policy:

> *Policy 1.7: Establish and maintain a Level of Service D or better on a typical winter Saturday peak hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.*

INTERSECTION ANALYSIS METHODOLOGY

Given the Town's Level of Service (LOS) criteria stated above, the following LOS thresholds were applied for intersection analyses:

- *For Signalized Intersections*. Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, mitigation is required.

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

Intersection LOS was evaluated using Synchro software (Version 10, Trafficware) based on the *Highway Capacity Manual 6th Edition* methodologies at all study intersections. For signalized intersections, LOS is primarily measured in terms of average delay per vehicle entering the intersection. LOS at unsignalized intersections is quantified in terms of delay per vehicle for each movement.

ROADWAY CAPACITY ANALYSIS METHODOLOGY

Estimated roadway capacities within the Town are based on the following assumptions:

1. A base saturation flow rate of 1,600 vehicles per hour per direction was assumed. This figure is slightly lower than is typically observed in urban areas, representing the reduction in effective capacity that results from both visitor drivers that are unfamiliar with the area, as well as the impacts of winter driving conditions. It is consistent with observed capacity in the Tahoe Region, which is similarly affected by visitor drivers.

2. According to Chapter 10, *Urban Street Concepts*, of the *Highway Capacity Manual*, the default directional lane split for roadways with two lanes per direction is 52.5 percent in one lane and 47.5 percent in the other. Therefore, as no recent count data is available to determine the actual lane split, for roadways with two lanes in each direction, these assumptions are applied.

3. Reductions to roadway capacity were made, as required on individual segments, to account for the presence of pedestrian crossings, on-street parking maneuvers, vehicles searching for parking spaces, and conflicting driveway turning movements.

The resulting roadway capacities are shown in Table 4.16-1, *Existing Roadway Capacities*. It should be noted that roadway capacities applied in the Traffic Impact Analysis are for planning purposes only and are only based upon estimated effects of pedestrians, parking maneuvers, and driveway turning-movement conflicts.

Table 4.16-1
Existing Roadway Capacities

Street Name	Roadway Segment	Direction	Capacity (vehicles per hour)
Meridian Boulevard	West of Old Mammoth Road	Eastbound	2,600
		Westbound	1,600
	Old Mammoth Road to Sierra Park Road	Eastbound	2,600
		Westbound	2,600
	Sierra Park Road to College Parkway (west)	Eastbound	1,600
		Westbound	1,600
	College Parkway (west) to Wagon Wheel Road (west)	Eastbound	1,600
		Westbound	1,600
	East of Wagon Wheel Road (west)	Westbound	1,600
		Eastbound	1,600
Old Mammoth Road	North of Meridian Boulevard	Southbound	1,600
		Northbound	1,600
	South of Meridian Boulevard	Southbound	1,600
		Northbound	1,600
Sierra Park Road	North of Meridian Boulevard	Southbound	1,300
		Northbound	1,300

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

It should also be noted that, consistent with standard analysis procedures elsewhere, LOS and capacity were not adjusted to account for snow conditions. The occurrence of stormy/snowy weather conditions and snow on the roadways occurs over a relatively small proportion of the winter and vehicle traffic generally decreases significantly in inclement weather conditions. Furthermore, it would be speculative to try to determine the impact to roadway capacity resulting from stormy conditions, as conditions are unique to each storm, as is driver behavior. This approach is consistent with other traffic analyses and travel demand models in similar areas with high annual snowfall, such as the Lake Tahoe region; Park City, Utah; and Aspen, Colorado.

EXISTING ROADWAY SYSTEM

Primary access into the Town is provided via State Route 203 (SR-203), which intersects U.S. Highway 395 (US-395) just east of the Town limits. SR-203 (also referred to as Main Street) is a four-lane minor arterial road from US-395 through the majority of the Town's developed areas. Meridian Boulevard, which is classified as an arterial, splits off from SR-203 just east of the Town limits where it is comprised of a two-lane roadway with turn lanes. Meridian Boulevard briefly changes to a four-lane roadway between Sierra Park Road and Old Mammoth Road.

Traffic controls are provided at the Meridian Boulevard/Old Mammoth Road intersection in the form of a signal and at the Meridian Boulevard/Sierra Park Road intersection as a four-way stop. The remaining two study area intersections are controlled by stop signs on the minor street approaches. The lane configuration and control of the study intersections are depicted in Traffic Impact Analysis Figure 1, *Lane Configuration*.

EXISTING CONDITIONS TRAFFIC VOLUMES

Traffic volumes throughout the Town vary greatly by time of day, day of week, and by season. While daily traffic volumes in Town are sometimes the highest in the summer months, the highest peak hour volumes are typically experienced on winter Saturdays, during the afternoon hours when skiers "download" from the Mammoth Mountain Ski Area. Therefore, it is important to decide what hourly traffic volumes should be used as the basis of design for any traffic impact analysis, particularly in areas of the Town with high variations in traffic levels. To avoid the development of facilities that are only needed a relatively few days per year, the traffic engineering profession has adopted a standard procedure of basing roadway design on volumes slightly below the absolute peak volumes. For this reason, the Town has focused its design policies on a typical winter Saturday peak hour, rather than the highest winter peak hour.

Traffic counts were conducted at the Meridian Boulevard/Old Mammoth Road and Meridian Boulevard/Sierra Park Road intersections as part of the recently completed *Mammoth Civic Center TIA*, prepared by LSC in April 2018. These counts were adjusted to reflect typical busy winter Saturday conditions based on continuous California Department of Transportation traffic volume counts. Since counts were not conducted at Meridian Boulevard and the two College Parkway intersections, these intersection volumes are based on the Town's Travel Demand Model and neighboring intersections. The resulting existing winter evening Saturday peak hour volumes are shown in Traffic Impact Analysis Figure 2, *Existing No Project Volumes*.

Existing Conditions Intersection Analysis

Study intersections were evaluated to determine existing operational conditions during a typical Saturday winter evening peak hour (6:00 p.m.); refer to Table 4.16-2, *Existing Intersection Level of Service*. As shown in Table 4.16-2, all four study intersections currently operate at an acceptable LOS.

Table 4.16-2
Existing Intersection Level of Service

Intersection	Control	LOS	Delay (sec/veh)[1]
Meridian Boulevard and Old Mammoth Road	Signal	C	28.2
Meridian Boulevard and Sierra Park Road	AWSC	A	8.6
Meridian Boulevard and College Parkway - West	TWSC	B	10.2
Meridian Boulevard and College Parkway (east)/ Wagon Wheel Road (west)	TWSC	A	9.0

Notes:
TWSC = Two Way Stop Controlled
AWSC = All Way Stop Controlled
LOS = Level of Service
sec/veh = seconds per vehicle
1. Reported delay is worst movement for TWSC and AWSC intersections, or total intersection for signalized.

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Existing Conditions Roadway Segment Analysis

As stated above, traffic volumes throughout the Town vary greatly by time of day, day of week, and by season. The highest peak hour volumes are typically experienced on winter Saturdays, during the afternoon hours when skiers "download" from the Mammoth Mountain Ski Area. Therefore, the Town has focused its design policies on a typical Saturday winter evening peak hour. Study area roadway segments were analyzed to determine existing operational conditions during a typical Saturday winter evening peak hour; refer to Table 4.16-3, *Existing Roadway Capacity*. As shown in Table 4.16-3, all eight study area roadway segments currently accommodate existing volumes well within estimated capacities.

Table 4.16-3
Existing Roadway Capacity

Street Name	Roadway Segment	Direction	Capacity (vehicles per hour)	Peak Hour Volume	V/C
Meridian Boulevard	West of Old Mammoth Road	Eastbound	2,600	402	0.15
		Westbound	1,600	356	0.22
	Old Mammoth Road to Sierra Park Road	Eastbound	2,600	322	0.12
		Westbound	2,600	384	0.15
	Sierra Park Road to College Parkway (west)	Eastbound	1,600	147	0.09
		Westbound	1,600	137	0.09
	College Parkway (west) to Wagon Wheel Road (west)	Eastbound	1,600	137	0.09
		Westbound	1,600	128	0.08
	East of Wagon Wheel Road (west)	Westbound	1,600	127	0.08
		Eastbound	1,600	129	0.08
Old Mammoth Road	North of Meridian Boulevard	Southbound	1,600	512	0.32
		Northbound	1,600	462	0.29
	South of Meridian Boulevard	Southbound	1,600	560	0.35
		Northbound	1,600	402	0.25
Sierra Park Road	North of Meridian Boulevard	Southbound	1,300	52	0.04
		Northbound	1,300	38	0.03

Notes: V/C = volume-to-capacity ratio
Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. Project-related impacts on the surrounding roadway system are analyzed below.

Project Trip Generation and Distribution

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* does not contain trip rates for the proposed Performing Arts Theatre or outdoor amphitheater. Therefore, trip generation for the proposed project is based on a person-trip analysis. Consistent with Town standards, the design day is a busy winter Saturday evening but not during a peak time (e.g., Christmas week). The person-trip analysis is based on the following assumptions:

- The following mode split is based on estimated transit usage from the Town's Travel Demand Model and 'journey to work' data from the U.S. Census *2012-2016 American Community Survey 5 Year Estimates*. Non-auto percentages are reduced due to most of the MACC events being in the evening when most transit has stopped, and in the winter, bike and pedestrian use was reduced due to darker nights and colder temperatures.
  - Employee non-automobile (winter) = 15 percent
  - Employee non-automobile (summer) = 20 percent
  - Attendee non-automobile (winter) = 5 percent
  - Attendee non-automobile (summer) = 20 percent
- The average vehicle occupancy is estimated at 1.1 persons per vehicle for employees, performers, and performance staff, while attendees are estimated to have 3 persons per vehicle. This is based on the vehicle occupancy estimates for trip types in the *Town of Mammoth Lakes Travel Model Report*, prepared by LSC in 2011.
- Fifty percent of employees and performance staff are assumed to make a mid-day (mid-shift) off-site trip.

Table 4.16-4, *Performing Arts Theater Hourly Vehicle Trip Generation*, and Table 4.16-5, *Outdoor Amphitheater Hourly Vehicle Trip Generation*, detail the hourly vehicle trips generated for the Performing Arts Theatre and the outdoor amphitheater, respectively. The Performing Arts Theatre would operate in the study period of a winter Saturday evening while the outdoor amphitheater would only operate in the summer. Therefore, the following analysis is based on a maximum capacity event of 298 persons at the Performing Arts Theatre. As shown in Table 4.16-4, a maximum capacity event would generate 234 daily vehicle trips with 95 occurring in peak hour (i.e., winter Saturday evening) conditions.

Tables 4.16-4
Performing Arts Theater Hourly Vehicle Trip Generation

Hour Starting	Full Time Employees		Performers/ Performance Staff		Attendees		Service Vehicles		Total Vehicles		
	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Saturday											
8:00 a.m.	0	0	0	0	0	0	0	0	0	0	0
9:00 a.m.	4	0	0	0	0	0	0	0	4	0	4
10:00 a.m.	0	0	0	0	0	0	0	0	0	0	0
11:00 a.m.	0	0	0	0	0	0	1	1	1	1	2
12:00 p.m.	0	2	0	0	0	0	0	0	0	2	2
1:00 p.m.	2	0	0	0	0	0	0	0	2	0	2
2:00 p.m.	0	0	0	0	0	0	0	0	0	0	0
3:00 p.m.	0	0	6	0	0	0	1	1	7	1	8
4:00 p.m.	2	0	0	0	0	0	0	0	2	0	2
5:00 p.m.	0	4	4	3	0	0	0	0	4	7	11
6:00 p.m.	**0**	**0**	**3**	**0**	**92**	**0**	**0**	**0**	**95**	**0**	**95**
7:00 p.m.	0	0	0	0	2	0	0	0	2	0	2
8:00 p.m.	0	0	0	0	0	0	0	0	0	0	0
9:00 p.m.	0	2	0	4	0	94	0	0	0	100	100
10:00 p.m.	0	1	0	6	0	0	0	0	0	7	7
Total Trips	**8**	**8**	**13**	**13**	**94**	**94**	**2**	**2**	**117**	**117**	**234**

Notes: Peak hour is bolded.

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Tables 4.16-5
Outdoor Amphitheater Hourly Vehicle Trip Generation

Hour Starting	Full Time Employees		Performers/ Performance Staff		Attendees		Service Vehicles		Total Vehicles		
	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Saturday											
8:00 a.m.	0	0	0	0	0	0	0	0	0	0	0
9:00 a.m.	4	0	0	0	0	0	0	0	4	0	4
10:00 a.m.	0	0	0	0	0	0	0	0	0	0	0
11:00 a.m.	0	0	0	0	0	0	1	1	1	1	2
12:00 p.m.	0	1	0	0	0	0	0	0	0	1	1
1:00 p.m.	1	0	0	0	0	0	0	0	1	0	1
2:00 p.m.	0	0	0	0	0	0	0	0	0	0	0
3:00 p.m.	0	0	6	0	0	0	1	1	7	1	8
4:00 p.m.	2	0	0	0	0	0	0	0	2	0	2
5:00 p.m.	0	4	4	3	0	0	0	0	4	7	11
6:00 p.m.	**0**	**0**	**3**	**0**	**118**	**0**	**0**	**0**	**121**	**0**	**121**
7:00 p.m.	0	0	0	0	15	0	0	0	15	0	15
8:00 p.m.	0	0	0	0	0	0	0	0	0	0	0
9:00 p.m.	0	1	0	4	0	133	0	0	0	138	138
10:00 p.m.	0	1	0	6	0	0	0	0	0	7	7
Total Trips	**7**	**7**	**13**	**13**	**133**	**133**	**2**	**2**	**155**	**155**	**310**

Notes: Peak hour is bolded.

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Trip Distribution

The distribution of traffic arriving and departing the project site is estimated based on existing traffic patterns, the location of the site relative to residential and commercial uses in the region, and regional access patterns. Based on a review of these factors, the estimated distribution pattern for trips made in and out of the project site is summarized in Traffic Impact Analysis Table 3, *Mammoth Arts and Cultural Center – Trip Distribution*. Traffic Impact Analysis Figure 3, *Project Generated Volumes*, identifies project-generated traffic volumes and distribution at the four study area intersections.

Existing Plus Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project on the existing roadway network. Existing Plus Project conditions peak hour volumes were derived by adding project-generated trips to the existing condition traffic volumes. Traffic Impact Analysis Figure 4, *Existing With Project Volumes*, illustrates winter evening peak hour intersection volumes under Existing Plus Project conditions.

Existing Plus Project Intersection Analysis

Table 4.16-6, *Intersection Level of Service – Existing Plus Project Conditions*, summarizes the peak hour intersection operations analysis results for the Existing Plus Project condition based on existing intersection geometry. As concluded in Table 4.16-6, all four study area intersections are projected to operate at an acceptable LOS (LOS D or better) during winter Saturday evening peak hours.

Table 4.16-6
Intersection Level of Service – Existing Plus Project Conditions

Intersection	Control	Existing Conditions		Existing Plus Project	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Meridian Boulevard and Old Mammoth Road	Signal	C	28.2	C	28.3
Meridian Boulevard and Sierra Park Road	AWSC	A	8.6	A	9.0
Meridian Boulevard and College Parkway - West	TWSC	B	10.2	B	10.6
Meridian Boulevard and College Parkway (east)/ Wagon Wheel Road (west)	TWSC	A	9.0	A	9.4

Notes:
TWSC = Two Way Stop Controlled
AWSC = All Way Stop Controlled
LOS = Level of Service
sec/veh = seconds per vehicle
Reported delay is worst movement for TWSC and AWSC intersections, or total intersection for signalized.

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Based on the traffic impact criteria and thresholds discussed above, the traffic associated with the proposed project would not significantly impact any of the four study intersections under Existing Plus Project conditions.

Existing Plus Project Roadway Segment Analysis

Table 4.16-7, *Roadway Segment Analysis – Existing Plus Project Conditions*, summarizes the roadway segment capacities at the eight study area roadway segments for Existing Plus Project traffic conditions. As concluded in Table 4.16-7, all eight roadway segments currently operate well within the estimated roadway capacities and all segments are expected to continue to operate well below capacity under Existing Plus Project conditions. Therefore, impacts related to roadway capacity would be less than significant.

Table 4.16-7
Roadway Segment Analysis – Existing Plus Project Conditions

Street Name	Roadway Segment	Direction	Capacity (vehicles per hour)	Existing Conditions		Existing Plus Project	
				Peak Hour Volume	V/C	Peak Hour Volume	V/C
Meridian Boulevard	West of Old Mammoth Road	Eastbound	2,600	402	0.15	424	0.16
		Westbound	1,600	356	0.22	356	0.22
	Old Mammoth Road to Sierra Park Road	Eastbound	2,600	322	0.12	387	0.15
		Westbound	2,600	384	0.15	384	0.15
	Sierra Park Road to College Parkway (west)	Eastbound	1,600	147	0.09	222	0.14
		Westbound	1,600	137	0.09	137	0.09
	College Parkway (west) to Wagon Wheel Road (west)	Eastbound	1,600	137	0.09	142	0.09
		Westbound	1,600	128	0.08	128	0.08
	East of Wagon Wheel Road (west)	Westbound	1,600	127	0.08	127	0.08
		Eastbound	1,600	129	0.08	148	0.09
Old Mammoth Road	North of Meridian Boulevard	Southbound	1,600	512	0.32	536	0.34
		Northbound	1,600	462	0.29	462	0.29
	South of Meridian Boulevard	Southbound	1,600	560	0.35	560	0.35
		Northbound	1,600	402	0.25	421	0.26
Sierra Park Road	North of Meridian Boulevard	Southbound	1,300	52	0.04	57	0.04
		Northbound	1,300	38	0.03	38	0.03

Notes: V/C = volume-to-capacity ratio

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Based on the traffic impact criteria and thresholds discussed above, project generated traffic would not significantly impact any of the eight key roadway segments above for Existing Plus Project conditions.

Future Conditions

This section analyzes the traffic conditions associated with the addition of trips forecast at the time the project is anticipated to open in 2020. The future cumulative setting is based on the Town's Travel Demand Model, which uses the TransCAD 5.0 software application to provide forecasts of traffic conditions throughout the Town. The TransCAD model reflects full buildout of the *Town of Mammoth Lakes Land Use Element / Zoning Code Amendments and Mobility Element Update Environmental Impact Report* (Mobility Element EIR) in 2016.

The future Saturday peak hour traffic volumes under Future Without Project conditions are provided in the Mobility Element EIR, except for the intersections of Meridian Boulevard/College Parkway (west) and Meridian Boulevard/College Parkway (east)/Wagon Wheel Road (west). Traffic volumes through these intersections are estimated based on neighboring intersections and model volumes. Note, the project is in Traffic Analysis Zone (TAZ) 114 in the Town's Travel Demand Model and no growth is assumed in the TAZ. It should be noted that the Mammoth Lakes Foundation Student Housing project allowing 74 units of student housing adjacent to the project site for Cerro Coso Community College is included in the Town's Travel Demand Model.

Based on discussions with Town staff, three additional projects were not included in the Town's Travel Demand Model that should be accounted for, including the Mammoth Civic Plaza, Mammoth Multi-Use Facility, and the North Village Project. Traffic volumes from these projects were added to the study area intersections. The resulting Future Without Project volumes are shown in Traffic Impact Analysis Figure 5, *Future No Project Volumes*. Adding the project generated traffic volumes to the Future Without Project volumes yields the Future Plus Project peak hour volumes as illustrated in Traffic Impact Analysis Figure 6, *Future Plus Project Volumes*.

Future Conditions Intersection Analysis

Table 4.16-8, *Intersection Analysis – Future Conditions*, summarizes future study area intersections LOS under Future Without Project and Future Plus Project conditions. It is acknowledged that the future conditions without project implementation are forecast to result in an increase of approximately 550 vehicles per hour on Meridian Boulevard when compared to existing without project conditions. Comparatively, the project's traffic impacts during future conditions along Meridian Boulevard would be increased compared to existing conditions, since increased traffic on Meridian during the forecast year creates additional delay when project trips are added. Notwithstanding, as concluded in Table 4.16-8, the four study area intersections are projected to operate at an acceptable LOS (LOS D or better) during winter Saturday evening peak hours for both Future Without Project and Future Plus Project conditions.

Table 4.16-8
Intersection Analysis – Future Conditions

Intersection	Control	Existing Conditions		Existing Plus Project		Future Without Project		Future Plus Project	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Meridian Boulevard and Old Mammoth Road	Signal	C	28.2	C	28.3	D	37.9	D	38.5
Meridian Boulevard and Sierra Park Road	AWSC	A	8.6	A	9.0	C	18.4	C	21.2
Meridian Boulevard and College Parkway - West	TWSC	B	10.2	B	10.6	C	16.5	C	17.2
Meridian Boulevard and College Parkway (east)/ Wagon Wheel Road (west)	TWSC	A	9.0	A	9.4	A	8.4	C	18.2

Notes:
TWSC = Two Way Stop Controlled
AWSC = All Way Stop Controlled
LOS = Level of Service
sec/veh = seconds per vehicle
Reported delay is worst movement for TWSC and AWSC intersections, or total intersection for signalized.

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Based on the traffic impact criteria and thresholds discussed above, the traffic associated with the proposed project would not significantly impact any of the four study area intersections under Future Plus Project conditions.

Future Conditions Roadway Segment Analysis

Table 4.16-9, *Roadway Segment Analysis – Future Conditions*, summarizes the roadway segment capacities at the eight study area roadway segments under Future Without Project and Future Plus Project traffic conditions. As concluded in Table 4.16-9, all eight roadway segments currently operate well within the estimated roadway capacities and all segments are expected to continue to operate well below capacity with implementation of the proposed project. Therefore, impacts related to roadway capacity would be less than significant.

Table 4.16-9
Roadway Segment Analysis – Future Conditions

Street Name	Roadway Segment	Direction	Capacity (vehicles per hour)	Existing Conditions		Existing Plus Project		Future Without Project		Future Plus Project	
				Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C
Meridian Boulevard	West of Old Mammoth Road	Eastbound	2,600	402	0.15	402	0.15	578	0.22	600	0.23
		Westbound	1,600	356	0.22	356	0.22	600	0.38	600	0.38
	Old Mammoth Road to Sierra Park Road	Eastbound	2,600	322	0.12	322	0.12	640	0.25	710	0.27
		Westbound	2,600	384	0.15	384	0.15	541	0.21	541	0.21
	Sierra Park Road to College Parkway (west)	Eastbound	1,600	147	0.09	147	0.09	490	0.31	565	0.35
		Westbound	1,600	137	0.09	137	0.09	350	0.22	350	0.22
	College Parkway (west) to Wagon Wheel Road (west)	Eastbound	1,600	137	0.09	137	0.09	468	0.29	473	0.30
		Westbound	1,600	128	0.08	128	0.08	338	0.21	338	0.21
	East of Wagon Wheel Road (west)	Westbound	1,600	127	0.08	127	0.08	468	0.29	468	0.29
		Eastbound	1,600	129	0.08	129	0.08	339	0.21	358	0.22
Old Mammoth Road	North of Meridian Boulevard	Southbound	1,600	512	0.32	512	0.32	560	0.35	584	0.37
		Northbound	1,600	462	0.29	462	0.29	556	0.35	556	0.35
	South of Meridian Boulevard	Southbound	1,600	560	0.35	560	0.35	644	0.40	644	0.40
		Northbound	1,600	402	0.25	402	0.25	510	0.32	529	0.33
Sierra Park Road	North of Meridian Boulevard	Southbound	1,300	52	0.04	52	0.04	101	0.08	106	0.08
		Northbound	1,300	38	0.03	38	0.03	200	0.15	200	0.15

Notes: V/C = volume-to-capacity ratio
Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Based on the traffic impact criteria and thresholds discussed above, the traffic associated with the proposed project would not significantly impact any of the eight study area roadway segments under Future Plus Project conditions.

Vehicle Miles Traveled Analysis

The vehicle miles traveled (VMT) impact of the project is assessed by multiplying the average trip length for each origin/destination zone by the number of project-generated trips. As shown in Table 4.16-10, *Project Vehicle Miles Traveled*, the proposed project is estimated to generate an increase of approximately 317 VMT within the Town on a winter Saturday. The Town's VMT threshold based on the

2011 TransCAD model is 179,708 total VMT over the course of a busy winter Saturday. In comparison with the Town's threshold, the project would generate a minimal increase of approximately 0.18 percent in VMT on a winter Saturday. Thus, impacts in this regard are less than significant.

Table 4.16-10
Project Vehicle Miles Traveled

Origin/Destination	Average Distance (miles)	Percent of Trips to Area	New Trips (daily)	Vehicle Miles Traveled (VMT)
Old Mammoth Road north of Meridian Boulevard	2.0	25%	59	118
Meridian Boulevard west of Old Mammoth Road	1.3	23%	54	70
Old Mammoth Road south of Meridian Boulevard	1.5	20%	47	71
Meridian Boulevard between Old Mammoth Road and Sierra Park Road	0.6	5%	12	7
Meridian Boulevard east of Wagon Wheel Road	0.9	20%	47	42
Wagon Wheel Road	0.3	2%	5	1
Sierra Park Road North of Meridian Boulevard	0.7	5%	12	8
Projects Impact		**100%**	**234**	**317**

Source: LSC Transportation Consultants, Inc., *Mammoth Arts and Cultural Center Transportation Impact Analysis*, November 16, 2018; refer to Appendix F.

Conclusions

The proposed project is forecast to generate approximately 234 daily trips with 95 trips occurring in the winter Saturday evening peak hour. The project would also generate a minimal increase of 317 VMT on a winter Saturday. Based on the Town-established thresholds of significance, the proposed project would not result in significant traffic impacts at the study area intersections or roadway segments for the existing conditions or opening year (2020) future conditions. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. Currently, the project site vicinity is not subject to a Congestion Management Program (CMP). Thus, potential impacts associated with traffic on CMP facilities would not occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The closest airport, Mammoth Yosemite Airport, is located approximately 5.5 miles to the east of the project site. The project would predominantly be utilized by existing Town residents and visitors and would not introduce any new residents. Given the distance, the project site is also outside

of the Mammoth Yosemite Airport Influence Area. Thus, the project would not result in a change in air traffic patterns and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project does not propose changes to the Town's circulation system, such as the redesign or closure of streets, and would not introduce incompatible uses to area roadways (e.g., farm equipment or trucking facilities). No sharp curves or dangerous intersections that could cause substantial hazards are proposed on-site. Additionally, the additional entryway proposed at the southeastern corner of the project site would require review and approval by the Town's traffic engineer for compliance with applicable design standards.

Further, the Traffic Impact Analysis included an intersection traffic queuing analysis and an evaluation for the need for new or expanded turn lanes.

Intersection Traffic Queueing

The 95th-percentile traffic queue lengths were reviewed at the study intersections to identify locations where existing queues could potentially interfere with operations at adjacent driveways or intersections. No queueing issues were identified at any study intersection under existing or future scenarios with or without the project.

Need for New or Expanded Turn Lanes

New turn lanes may be warranted to enhance safety by separating vehicles turning into the project site from those passing by the project site. The need for new turn lanes into College Parkway east and west were evaluated using the National Cooperative Highway Research Program (NCHRP) 457 Guidelines. Based on the proposed project traffic volumes, no new turn lanes are warranted under existing or future conditions.

Thus, impacts related to hazards due to a design feature would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Result in inadequate emergency access?

Less Than Significant Impact. Access to the project site would be provided via three driveways along College Parkway, the existing driveways that currently provide access to the Edison Theatre Parking Lot, and a new driveway at the southeast corner of the site to the new East Parking Lot; refer to Exhibit 2-3, *Conceptual Site Plan*. Project construction activities could result in short-term temporary impacts to street traffic along College Parkway. While temporary lane closures may be required, travel along surrounding roadways would remain open and would not interfere with emergency vehicle access in the site vicinity. Additionally, as detailed in the Traffic Impact Analysis, substantial truck hauling trips are not

anticipated, and the study area roadway segments have sufficient reserve capacity to accommodate short-term construction traffic.

Development of the new driveway and any improvements to the existing driveways are subject to compliance with emergency access standards and requirements specified by State Fire Code and Municipal Code Section 17.44.110, *Driveways and Site Access*. All appropriate fire and emergency access conditions would be incorporated into the design of the project. In addition, the project would be prohibited from impeding emergency access for adjacent or surrounding properties during construction or operation. Thus, with compliance with the Town's regulations, site access would be sufficient for emergency vehicles and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would result in beneficial impacts related to travelers within the project vicinity and future MACC patrons since the project proposes an Arts and Cultural Center in close proximity to other institutional and public uses, such as the Cerro Coso Community College Eastern Sierra Campus and student housing, Mammoth Elementary School, Mammoth High School, Mammoth Ice Rink, and Mono County Library.

Pedestrian access is currently provided via sidewalks along College Parkway. There are no designated bike lanes along adjacent roadways; however, the following Class I Multi-Use Paths are located in the site vicinity:

- Meridian Connector located north of Meridian Boulevard;
- College Connector Path located south of College Parkway; and
- Town Loop located to the south of the site.

The Meridian Connector and College Connector Path connect the site to commercial uses along Old Mammoth Road and the Town Loop provides a 7.3-mile loop around the Town. These multi-use paths provide for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway. Pedestrians and trail users can access the site via the various trails to the north, south, and west of the project site, increasing access to the Arts and Cultural Center and allowing for pedestrian integration and improved circulation within the area.

The site is also near two transit stops for the Eastern Sierra Transit Mammoth Lakes Purple Line Bus on Meridian Boulevard and College Parkway. The Purple Line route travels through the Town from The Village at Mammoth shopping plaza in the northeastern end eastward towards the Mammoth Lakes Welcome Center, Cerro Coso Community College, Mammoth High School, Mammoth Ice Rink, Mono County Library, and Vons commercial plaza along Old Mammoth Road.

Existing access to the site via walking, bicycling, and public transit would be maintained and future MACC patrons could utilize any of the alternative transportation modes, thereby encouraging a reduction in automobile trips. Overall, project impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4.17 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				✓
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, the Town of Mammoth Lakes distributed letters notifying each tribe of the opportunity to consult with the Town regarding the proposed project. The tribes were identified based on a list provided by the Native American Heritage Commission (NAHC) or were tribes that had previously requested to be notified of future projects proposed by the Town. The letters were distributed by certified mail on February 26, 2018. The tribes had 30 days to respond to the Town's request for consultation and one tribal representative engaged in consultation as of March 27, 2018.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the

amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study/Mitigated Negative Declaration.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. As noted in Response 4.5(a), the project site does not support California Register of Historical Resources (CRHR) listed or eligible historical resources. Thus, project implementation would not adversely impact any resources listed or eligible for listing in the CRHR or in a local register of historical resources per Public Resources Code Section 5020.1(k). No impact would occur.

Mitigation Measures: No mitigation measures are required.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. As noted above, the Town of Mammoth Lakes distributed letters to potentially affected Native American tribes which have cultural or traditional affiliation with the Town in accordance with AB 52 requirements. The Bishop Paiute Tribe requested to be involved in the AB 52 process on March 27, 2018. No tribal cultural resources have been identified as part of consultation with the Bishop Paiute Tribe. As a result, consultation is considered closed at the time of this writing.

Nonetheless, based on the region's high sensitivity for cultural resources and sensitivity with the Bishop Paiute Tribe, Mitigation Measure CUL-1 and CUL-2 would be implemented during project construction in the event that unanticipated artifacts or cultural resources are unearthed during project construction. Mitigation Measure CUL-1 requires the preparation and implementation of a Workers Environmental Awareness Program training prior to project commencement. Mitigation Measure CUL-2 requires archaeological and Native American monitoring during initial ground disturbances associated with the project and/or until the monitor determines that monitoring is no longer necessary. Mitigation Measure CUL-2 also requires all construction work to halt if cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Following implementation of Mitigation Measures CUL-1 and CUL-2, impacts concerning undiscovered tribal cultural resources would be less than significant.

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

4.18 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with Federal, State, and local statutes and regulations related to solid waste?			✓	

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

***Less Than Significant Impact*.** Wastewater generated in the Town of Mammoth Lakes is treated by the Mammoth Community Water District (MCWD) at its Wastewater Treatment Plant. The Wastewater Treatment Plant for the Town provides advanced secondary treatment, which includes biological treatment, filtration, and disinfection through utilization of chlorine. According to MCWD's *2015 Urban Water Management Plan* (UWMP), the Wastewater Treatment Plant has a capacity for 4.05 million gallons per day (MGD) and processed 1,083 acre-feet of wastewater in 2015.[1,2] Treated wastewater is discharged to Laurel Pond, located approximately 5.5 miles southeast of Mammoth Lakes. Laurel Pond provides secondary treatment of approximately 1,145 acre-feet per year to approximately 1,677 acre-feet per year in 2030. Project implementation would construct an Arts and Cultural Center (MACC) that includes a Performing Arts Theatre, outdoor amphitheater, a new parking lot, and improvements to the existing Edison Theatre and existing Edison Theatre parking lot. Based on consultation with the MCWD, wastewater generated from project implementation is not expected to exceed the existing capacity of the

[1] Mammoth Community Water District, *2015 Urban Water Management Plan*, January 2017.
[2] Telephone Communication: Pedersen, John, District Engineer, Mammoth Community Water District, October 18, 2018.

Wastewater Treatment Plant.[3] The project does not include any growth-inducing land uses and is consistent with the Town's General Plan. Thus, wastewater generated from project implementation could be accommodated by the Wastewater Treatment Plant, pursuant to Lahontan Regional Water Quality Control Board (RWQCB) requirements. Therefore, project implementation would not result in an exceedance of wastewater treatment requirements and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The MCWD is the water treatment provider for the Town of Mammoth and would continue to serve the project site. Per a settlement agreement between Los Angeles Department of Water and Power (DWP) and the MCWD resolving two recent court cases, future water demands in the MCWD's service area should not exceed 4,387 acre-feet annually. In Spring 2017, the MCWD Board instated permanent water conservation regulations to restrict water use related to landscape irrigation.[4] According to the UWMP, MCWD had a water demand of 1,546 acre-feet in 2015. MCWD projects a water demand of 2,944 acre-feet in 2035 with an available supply of 3,762 acre-feet. The UWMP states that MCWD supplies would exceed anticipated demands under average, single-dry, and multiple-dry year conditions through 2035.

Project implementation would involve a water demand of 0.03 million gallons per day (or 37.31 acre-feet per year), representing approximately 4.6 percent of the surplus water supply anticipated in 2035; refer to Appendix A, *Air Quality/Greenhouse Gas Data*. The project would be consistent with the intended principal uses of the Institutional Public (IP) land use designation and would not foster unanticipated population growth capable of significantly impacting utilities. As a result, project implementation is not anticipated to require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The project would install a 1-inch water line and an 8-inch fire line to the existing 8-inch water main and two water laterals that currently bisect the project site. Thus, the project would involve the construction of new water facilities, the construction of which could cause environmental effects. The project's potential environmental effects for construction are analyzed in this IS/MND. Construction of the proposed water lines would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this IS/MND. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts associated with the water lines are reduced to less than significant.

Refer to Response 4.18(a) above for a discussion concerning wastewater treatment facilities. Impacts would be less than significant.

[3] Telephone Communication: Pedersen, John, District Engineer, Mammoth Community Water District, October 18, 2018.

[4] Mammoth Community Water District: News Release: Three Days a Week Irrigation for MCWD Customers, August 7, 2017.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.9(c) and (d). Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As discussed in Response 4.18(b), the MCWD maintains its water system and would continue to serve the project site. Project implementation would generate a water demand of 0.03 million gallons per day (or 37.31 acre-feet per year). As concluded above, MCWD is anticipated to have adequate water demands to serve the project site under average, single-dry, and multiple-dry year conditions. Thus, MCWD would have sufficient water supplies to meet the project's estimated water demands, and project implementation would not require new or expanded entitlements. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.18(b). Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Town of Mammoth Lakes receives solid waste disposal services from Mammoth Disposal, Inc. for disposal at the Benton Crossing Landfill. The landfill is approximately 145 acres with a landfill footprint of approximately 72 acres. The Benton Crossing Landfill has a maximum permitted throughput of 500 tons per day and has a remaining capacity of 695,047 cubic yards. It is expected to remain open until December 2023.[5] The Town is processing a long-term solution for solid waste disposal over the next 30 years. Although project implementation would increase solid waste generation, there is adequate capacity at Benton Crossing Landfill to address the project's solid waste and disposal needs. Further, project implementation would be subject to compliance with the Town's Source Reduction and Recycling Element (SRRE) for solid waste reduction. Thus, impacts concerning solid waste disposal would be less than significant following conformance with the Town's SRRE.

[5] CalRecycle, *Facility/Site Summary Details: Benton Crossing Landfill (26-AA-0004),* http://www.calrecycle.ca.gov/SWFacilities/Directory/26-AA-0004/Detail/, accessed March 13, 2018.

Mitigation Measures: No mitigation measures are required.

g) Comply with Federal, State, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The project would be required to comply with laws and regulations governing solid waste disposal. Specifically, the project would be subject to California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. On a local level, the project would be subject to compliance with the Town's SRRE and Integrated Solid Waste Management Plan (ISWMP) provisions, and Municipal Code Chapter 8.12, *Solid Waste Management*. Thus, compliance with the existing regulatory framework would ensure project implementation results in less than significant impacts related to Federal, State, and local solid waste statutes and regulations.

Mitigation Measures: No mitigation measures are required.

4.19 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact With Mitigation Incorporated. As discussed in Section 4.4, *Biological Resources*, the project would not result in direct impacts to any sensitive species or wildlife habitat and impacts to sensitive biological resources would be less than significant. Since the project site features available nesting habitat for year-round and seasonal avian species, the proposed project could result in potential impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA). As such, Mitigation Measure BIO-1 has been incorporated to minimize potential impacts to nesting birds. Overall, with implementation of recommended mitigation, the project is not anticipated to reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

In addition, the project site does not support historical resources under CEQA Guidelines §15064.5 and development of the proposed project would not adversely impact historic resources; refer to Section 4.5, *Cultural Resources*. According to the Cultural Resources Technical Memo, one of 40 previously conducted cultural resources studies within a 0.5-mile radius of the project site included the project site in its entirety. Although no known cultural resources or tribal cultural resources were discovered as part of this effort, based on the region's high sensitivity for cultural resources and sensitivity with the Bishop Paiute Tribe, Mitigation Measure CUL-1 and CUL-2 would be implemented during project construction in

the event that unanticipated artifacts or cultural resources are unearthed during project construction. Mitigation Measure CUL-1 requires the preparation and implementation of a Workers Environmental Awareness Program training prior to project commencement. Mitigation Measure CUL-2 requires archaeological and Native American monitoring during initial ground disturbances associated with the project and/or until the monitor determines that monitoring is no longer necessary. Mitigation Measure CUL-2 also requires all construction work to halt if cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Thus, with adherence to Mitigation Measures CUL-1 and CUL-2, impacts would be reduced to less than significant levels.

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

Less Than Significant Impact With Mitigation Incorporated. Given the proposed project involves the construction of a new Arts and Cultural Center and no new residences, businesses, or roadway extensions are proposed, the project would not result in substantial population growth within the area, either directly or indirectly. Additionally, development of a Cultural Center consisting of a 21,000-square foot theatre (with 500 seats) and 35,000-square foot amphitheater (with 1,000 sloped and 800 grass seats) within the Cerro Coso Community College Eastern Sierra Campus was planned and analyzed as part of an Environmental Impact Report (State Clearinghouse No. 94012060) prepared by the Kern Community College District in 1994. As such, the proposed project development is within the assumptions previously analyzed and would not induce substantial population growth in the Town. Although the project may incrementally affect other resources that were determined to be less than significant, the project's contribution to these effects is not considered "cumulatively considerable," in consideration of the relatively nominal impacts of the project and mitigation measures provided. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the proposed project's potential impacts related to aesthetics, air quality, geology and soils, greenhouse gases, hydrology/water quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, with incorporation of the recommended mitigation measures, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

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