

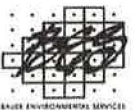
Sierra Business Park

Specific Plan & Draft EIR

SCH #1997032100



21 July 2000



**SIERRA BUSINESS PARK
SPECIFIC PLAN AND DRAFT EIR**

State Clearinghouse #1997032100

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**SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
TABLE OF CONTENTS**

Section Title	Page
1 Executive Summary	6
2 Introduction to the Specific Plan and Draft EIR.....	18
3 Project Description.....	28
4 Sierra Business Park Specific Plan.....	34
A Introduction	34
B Purpose and Objectives	34
C Site Plans.....	34
D Authority	34
E Definition of Terms.....	34
F Regional and Local Setting	35
G Physical Features of the Sierra Business Park Site.....	36
H General Plan Consistency.....	37
I Zoning Ordinance Consistency	38
J Review Process	38
K Specific Plan Concept.....	38
L General Regulations	38
M Land Use Plan	39
N Development Standards.....	40
1. Uses Permitted.....	40
2. Uses Subject to a Use Permit.....	40
3. Site Development Standards.....	41
4. Landscaping, Screening and Open Space Standards.....	42
5. Design Guidelines	44
6. Building Materials and Colors	44
7. Sign Standards.....	45
8. Lighting Standards	46
9. Street and Parking Standards.....	47
O Maintenance, Operation and Enforcement.....	47
P Processing Procedures	47
Q Financing	47
5 Environmental Baseline and Impact Analysis	48
5.1 Geology and Soils.....	48
5.2. Hydrology and Water Quality	49
5.3 Biological Resources	59
5.4 Cultural Resources	60
5.5 Land Use and Relevant Planning.....	62
5.6 Traffic and Airport Safety	67
5.7 Air Quality	72
5.8 Noise	73
5.9 Utilities & Services	75

5.10	Risk Exposure, Services and Hazardous Materials.....	75
5.11	Aesthetics and Lighting.....	79
6	Growth Inducing Impacts.....	87
7	Cumulative Impacts.....	89
8	Alternatives to the Proposed Project.....	92
9	Summary of Unavoidable Significant Adverse Impacts	98
10	Mitigation Implementation and Monitoring Program	99
11	Organizations and Persons Consulted, Document Contributors	104
12	Bibliography	106
13	Glossary, Abbreviations and Conversion Tables.....	108
14	Index of Subjects.....	111

APPENDICES

A	Initial Study and Notice of Preparation
B	Comments on the Initial Study and Notice of Preparation
C	Geotechnical Analysis, prepared by Sierra Geotechnical
D	Biological Resource Analysis, prepared by Michael Brandman Assoc.
E	Traffic Impact Analysis, prepared by Traffic Safety Engineers
F	Air Quality Analysis, prepared by Giroux & Associates
G	Mono County Board of Supervisors, Minute Order 99-345
H	Examples of Visual Intrusions Along Scenic Corridors
I	Nutrient Impacts from Wastewater Disposal, Wildermuth Environmental
J	Document Distribution List

**SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
LIST OF TABLES**

Table Number and Title	Page
1 Impact Summary Table	9
2 Discretionary Actions	19
3 Comments Received on the Notice of Preparation	21
4 Project Conformance with the General Plan	36
5 Fault Zones in the Study Region	49
6 Water Quality Objectives	52
7 Impaired Water Bodies in the Project Vicinity	53
8 Groundwater Quality	54
9 Preliminary Water Consumption Factors.....	58
10 USFS Management Directions for Management Area #9.....	65
11 Land Use Recommendations for Mammoth Lakes/Yosemite Airport	68
12 Project Trip Generation for Industrial Park Uses	70
13 Project Trip Generation for Business Park Uses	70
14 Traffic Levels on Highway 395.....	71
15 Standard Employment Generation Factors	71
16 Traffic Noise Levels.....	75
17 Chemicals used on site for Batch Plant Operations	76
18 Viewshed Impacts	83
19 Lighting Impacts.....	85
20 Alternative Project Locations	95

**SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
LIST OF EXHIBITS**

<u>Exhibit Number and Title</u>	<u>Follows Page No.</u>
1 Regional Location Map	28
2 Local Vicinity Map	28
3 Project Phasing Map	31
4 Phase I.....	31
5 Phase II.....	31
6 Main Project Identification Sign Elevation.....	45
7 Main Project Identification Sign Plan	45
8 Project Directory Sign Elevation	45
9 Lot Monument Sign Elevation	46
10 Airport Land Use Zones	68
11 Preliminary Road Improvement Plan	70
12a-c Existing Site Photographs	80
13a,b Visual Simulation, Photograph #6.....	82
14a,b Visual Simulation, Photograph #10.....	82
15a,b Visual Simulation, Photograph #11-12.....	82
16a,b Visual Simulation, Photograph #16.....	82
17a,b Visual Simulation, Photograph #18.....	82

Section 1
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
EXECUTIVE SUMMARY

1.1 INTRODUCTION

This document outlines development standards for the proposed Sierra Business Park, consistent with the requirements established in §65451 of the California Government Code. This document also describes baseline environmental conditions, impacts that would be associated with project implementation, and mitigation measures to reduce the environmental impacts to a level that is less than significant. Mono County is the Lead Agency responsible for assuring that this document has been prepared in compliance with all relevant statutes, including the California Government Code (CGC) and the California Environmental Quality Act (CEQA). Marzano and Sons General Engineering Contractors, Inc. is the project applicant.

1.2 PROJECT LOCATION

The project applicant is proposing to construct the Sierra Business Park on a 36.7 acre parcel located immediately west of Highway 395, about 3 miles south of the intersection with State Route 203 (SR 203). The site is directly opposite the entry to Mammoth Lakes/Yosemite Airport, and about 1 mile west of the airport terminal.

1.3 PROPOSED ACTION

The project applicant is proposing to create the Sierra Business Park as a new development for light industrial uses similar to the uses permitted in the "I District-Industrial" zoning district of the Mono County Code (Chapter 19.16 and 19.17). The 36-acre site was previously used as a borrow site for aggregate

materials. As proposed, the site would now be subdivided into 37 lots.

As proposed, the site would be subdivided into 37 lots ranging in size from 0.5 to 2.8 acres.

A total of 24 lots, as well as the entire perimeter berm would be developed during Phase I, along with grading of about 50,000 cubic yards of material. The balance of the lots would be developed during Phase II along with the grading of an additional 100,000 cubic yards of material. Some of the graded material (during Phase I) would be used for recontouring of the perimeter berm; the remainder would be exported for offsite use. Similarly, some of the soils excavated during Phase II would be used for interior contour work, and the remainder exported for offsite use. The grading is intended to create a uniform base elevation on the site, in order to reduce the visual impact of the development from Highway 395. Overall, the lots would range in size from .5 to 2.8 acres. The application incorporates four separate primary approvals including:

General Plan Amendment: from Industrial to Specific Plan.

Zoning District Amendment Industrial to Specific Plan.

Tentative Tract Map: for 37 industrial lots on a 36-acre site.

Reclamation Plan: to ensure that the site is fully restored (in terms of drainage, access, revegetation and related issues) from past use for aggregate mining.

1.4 PURPOSE & OBJECTIVES

The primary objective of the applicant is to respond to area demand for industrial services. Other project goals include reclamation of the previously mined areas, and provision of services that are compatible with and supportive of the Mammoth Lakes/Yosemite Airport.

1.5 DECISION NEEDED

After considering the recommendations of the County Planning Commission, the County Board of Supervisors must decide whether the Sierra Business Park EIR is adequate. If the EIR is certified as adequate, the Board must determine whether to approve the proposed General Plan Amendment, District Zoning Amendment and Reclamation Plan. The Planning Commission must determine whether to approve the Tentative Tract Map.

1.6 ISSUES RAISED BY NOP

The County issued a Notice of Preparation (NOP) for the EIR during May of 1999 for a 30-day review period that ended on June 25, 1999. A total of 23 comment letters were received. Among the key issues identified for further study were aesthetics, waste treatment and disposal, seismicity, drainage, traffic, alternatives, and cumulative effects.

1.7 ALTERNATIVES REVIEWED

In response to public concerns over a related development application submitted in 1996, the County undertook a study of nine separate alternative locations for the proposed industrial park. It was concluded that none of the alternatives could be accomplished within an acceptable period of time (less than 5 years).

The application was resubmitted in the spring of 1999. Concerns similar to those identified in 1996 were raised, and a second effort was made to identify a land trade. It was again concluded that none of the alternatives was feasible, for a variety of reasons including (1) suitability for the proposed use, (2) land availability in a reasonable period of time, and (3) lack of public financing to complete a land trade transaction. In light of this history, the County Board of Supervisors in November 1999 approved Minute Order 99-345 stating that the issue of land trade has been adequately explored and the applicant will not be asked to further explore this issue. Nevertheless, CEQA requires the discussion of alternatives, including the 'No Project Alternative' Alternatives are evaluated in Section 8.

1.8 AREAS OF CONTROVERSY

As discussed at some length in Section 8 of this EIR, the project applicant in February of 1997 submitted an application for County approval of an industrial subdivision on the site. The application raised concerns over project impacts on the designated Highway 395 Scenic Corridor, as well as site suitability for the proposed industrial uses. In response, the County initiated an effort to identify alternative sites, with the objective of achieving a land trade if feasible. The County terminated the effort after 16 months, during which nine sites were evaluated.

The applicant submitted a slightly revised application in the spring of 1999. The issue of a land exchange was again raised, and a second effort was made to find a suitable site. Again, none of the sites was found to be feasible. Although the issue remains controversial within the community (based on NOP comment letters) the Board of

Supervisors in December 1999 adopted a Minute Order indicating that the applicant would not be asked to explore the issue further. The current EIR and Specific Plan were initiated in January of 2000. Appendix J provides the Distribution List used for this document.

1.9 ISSUES TO BE RESOLVED

There are two outstanding issues that would require resolution prior to project approval. One issue concerns illumination of the project identification signs. The project applicant has proposed to use low intensity, focused lighting on all project identification signs (including the main project identification monument on Highway 395, and the internal project directory and lot identification signs). County staff has indicated that it opposes the use of artificial lighting on any of the identification signs, principally because of their objective to minimize visual intrusion within this designated scenic corridor. This issue will require resolution between the County and the applicant prior to any final project approvals. The environmental impacts associated with lighting are discussed in Section 5.11.3.

The second unresolved issue concerns retail sales. The *Airport Land Use Handbook* recommends that population densities within the Inner Turning Zone remain below 40-60 persons per gross acre in order to conform to recommended public safety guidelines.

The project applicant is requesting approval of retail land uses on the project site that *could* (but would not necessarily) entail employment and patron densities in excess of the recommended limits. Since the *Airport Land Use Handbook* provides guidelines but does not regulate land uses, all of the recommendations are advisory only. The environmental impacts associated with airport land use compatibility are discussed in Section 5.6.3.

It will be incumbent upon the Board of Supervisors to determine how these guidelines are to be applied on the Sierra Business Park site.

1.10 IMPACT SUMMARY TABLE

Table 1 summarizes all potentially significant adverse effects associated with the proposed project, along with the proposed mitigation measures proposed to reduce the extent of these impacts. The residual impacts, after application of mitigation, are indicated for each significant effect. There are no significant, unavoidable, adverse impacts associated with the project proposal.

The table also summarizes potential impacts found to be less than significant, and those for which mitigation is not required. Each environmental topic covered in the main text of this EIR is included in Table 1.

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**Table 1
IMPACT SUMMARY TABLE**

PROJECT IMPACTS	MITIGATION MEASURES	STATUS AFTER MITIGATION
<i>GEOLOGY AND SOILS</i>	<i>GEOLOGY AND SOILS</i>	<i>GEOLOGY AND SOILS</i>
1. Project implementation would result in earthwork including 50,000 cubic yards of cut material during Phase I and 100,000 cubic yards during Phase II.	1. No mitigation required.	1. Not applicable.
2. Grading and earthwork would expose slopes and create a risk of erosion and slope instability. Modification of perimeter slopes would also create potential for erosion and instability.	2a. A slope maintenance program shall be implemented to control erosion and maintain slope stability. 2b. The applicant shall recontour and revegetate the PMZ in accordance with the grading plan and reclamation plan. The modifications shall provide for varied PMZ slope contours and native vegetation that blends into the surrounding landscape and minimizes project visibility from Highway 395.	2. The proposed mitigation measures would reduce this impact to a level that is less than significant.
3. Project development would expose occupants and structures to seismic activity. Conformance with standard codes and requirements would reduce the risks of seismic exposure to acceptable levels.	3. No mitigation required.	3. Not applicable.
4. The project site is in a designated volcanic hazard zone, and development would expose occupants to the risk of future volcanic eruption.	4. There are no effective mitigation measures or preventive actions available at the present time.	4. This impact is unavoidable and adverse, but considered to be a less than significant element of life in the Long Valley region.

IMPACT SUMMARY TABLE - CONTINUED

HYDROLOGY AND WATER QUALITY

1. Site conditions are suitable for use of the proposed individual septic systems.
2. The septic system could increase nitrogen levels at Crowley Lake by an estimated range of from 0.008-0.017 mg/L, and phosphorus levels by 0.0005-0.001 mg/L – below detectable limits.
3. The septic system could increase nitrogen levels in nearby downgradient production wells by 0.012 mg/L, and phosphorus levels by 0.008 mg/L; these increases would not impair drinking water use.
4. Solid wastes would continue to be the responsibility of individual lot owners.
5. Onsite drainage would be collected in one of 3 retention/percolation structures designed to accommodate a 20-year, 1"/1-hour storm. The structures will incorporate oil and grease separators to minimize the entry of petroleum compounds into the underlying groundwater basin.
6. Total daily water demand is estimated to be 30 AFY. Return flows (i.e., groundwater recharge) will account for an estimated 80% of total water use.
7. Project water needs would be met through a new onsite production well. Preliminary water quality tests indicate that the well would be suitable for this purpose. The existing well would be converted to a monitoring well or emergency back up well, or abandoned.

HYDROLOGY AND WATER QUALITY

- 1, 2, 3. The applicant will discontinue use of the existing well to a monitoring well and construct 2 new additional wells to monitor the impact of the septic system on water quality downgradient of the site. Monitoring locations, parameters and submittal schedules would be developed in collaboration with LRWQCB.
4. No mitigation is required.
5. A Stormwater Pollution Prevention Plan will identify BMPs. The plan will be maintained onsite, and will include a copy of the Specific Plan and mitigation program. A copy of the plan will be provided each lot buyer. The plan will emphasize source controls over treatment controls.
6. No mitigation is required.
7. Groundwater quality will be monitored through three wells. The well housing structure will be designed to accommodate disinfection storage and dosing to permit treatment of groundwater supplies, if required.

HYDROLOGY/WATER QUALITY

- 1, 2, 3. Less than significant.
4. Not applicable.
5. Less than significant.
6. Not applicable.
7. Less than significant.

IMPACT SUMMARY TABLE - CONTINUED

LAND USE AND RELEVANT PLANNING

1. The project is consistent with General Plan policies for industrial development in the area, and with underlying Zoning designations for the site. The project is inconsistent with a General Plan policy calling for only resource extraction at the project site and other existing quarries in the planning area.
2. Proposed uses are compatible with the Mammoth Lakes/Yosemite Airport.
3. The Specific Plan designation complies with General Plan policies for County lands located outside of existing communities.
4. Alternative transportation is not required in light of the absence of significant traffic impacts.
5. The project would not interfere with migratory movements of the Round Valley herd of mule deer
6. A Reclamation Plan has been submitted in accordance with General Plan requirements.
7. Water Conservation: The project would not involve intensive water use, nor significantly impact water quality. Groundwater will supply water needs on site; roughly 80% of the water will be returned to groundwater through septic systems and drainages.
8. Use of Existing Service Systems: It is not feasible to annex to existing water, drainage or sanitation services. These facilities would be provided on site. Power demands would be met by SCE.

LAND USE AND RELEVANT PLANNING

1. The project application includes a proposal to amend General Plan Policy 2.2 to delete the recommendation that only resource extraction be allowed at the project site.
2. No mitigation is required.
3. No mitigation is required.
4. No mitigation is required.
5. No mitigation is required.
6. No mitigation is required.
7. No mitigation is required.
8. No mitigation is required.

LAND USE AND PLANNING

1. Less than significant.
 2. Not applicable.
 3. Not applicable.
 4. Not applicable.
 5. Not applicable.
 6. Not applicable.
 7. Not applicable.
 8. Not applicable.
-

IMPACT SUMMARY TABLE - CONTINUED

9. Noise and Air Quality: Dust emissions would be controlled through use of Best Available Control Measures, and use of SCE electricity as the power source for lighting and utilities. No significant noise impacts are foreseen.

9. No additional land use mitigation is required.

9. Not applicable.

10. Fire Safety: The project meets the structural fire safety requirements of the General Plan.

10. No additional mitigation is required.

10. Not applicable.

11. USFS Compatibility: Proposed project uses do not conflict with any of the directions provided in the USFS Management Plan for Area No. 9.

11. No mitigation is required.

11. Not applicable.

12. SCE Easement: The applicant and SCE have developed a plan to assure the project does not interfere with SCE easement rights or facilities.

12. No mitigation is required.

12. Not applicable.

IMPACT SUMMARY TABLE - CONTINUED

TRAFFIC AND CIRCULATION

1. The Project could increase traffic on Highway 395 by as much as 5,022 trips per day, a near doubling of existing average-day travel. Traffic would remain at a Level of Service "A" and well within design capacity.
2. Proposed uses may exceed the population densities recommended in the Airport Land Use Compatibility Handbook, depending on land use decisions made by the Planning Director and Planning Commission. The densities are advisory only.

AIR QUALITY

1. Exhaust emissions during both construction phases would be well below significance thresholds.
2. Grading dust emissions are expected to exceed thresholds unless dust control measures are used.
3. Project emissions would result from use of power and heating supplies as well as additional traffic loads; the emissions would be well below relevant thresholds.

NOISE

1. Construction would generate high levels of noise on a short-term basis during the 2 development phases.
2. Ambient noise levels would increase over time due to project traffic and business operations. Noise levels are not expected to exceed County standards.

TRAFFIC AND CIRCULATION

1. Deceleration and turning storage lanes shall be provided so that project traffic does not interfere with the movement of through traffic on Highway 395.
2. The Planning Director will review building permit applications to verify compliance with Airport Land Use Compatibility recommendations governing population densities on the site.

AIR QUALITY

1. No mitigation required.
2. The project would be required to use best-available dust control measures.
3. Land uses in Sierra Business Park shall use appliances that meet current emission reduction standards as specified by the Great Basin APCD.

NOISE

1. No mitigation is required.
2. No mitigation is required.

TRAFFIC AND CIRCULATION

1. Less than significant.
2. Less than significant.

AIR QUALITY

1. Not applicable.
2. Less than significant.
3. Less than significant.

NOISE

1. Not applicable.
2. Not applicable.

IMPACT SUMMARY TABLE - CONTINUED

RISK EXPOSURE, SERVICES AND HAZARDOUS MATERIALS

1. Construction practices may involve use of hazardous substances. Preparation of the mandatory Construction Stormwater Pollution Prevention Plan would reduce potential effects to less than significant.
2. Energy demands would be met by SCE, propane and wood products.
3. Fire protection is provided by the Long Valley Fire Protection District. The District would require a minimum fire flow of 500 gallons per minute.
4. No disinfection is proposed for water to be produced from an on-site well. The well housing structure would contain space for disinfectant storage and dosing in the event future regulations require their use.
5. Site industrial operations may involve use of hazardous materials. Use of these substances would be subject to numerous regulations.

AESTHETICS

1. Project structures would be visible to southbound motorists on Highway 395. Flat-roof structures would pose the greatest visual impact on the unity of the visual field along this scenic corridor.

RISK EXPOSURE, SERVICES AND HAZARDOUS MATERIALS

1. The mandatory Construction Stormwater Pollution Prevention Plan shall be prepared. No mitigation is required.
2. No mitigation is required.
- 3a. Fire sprinklers shall be provided in all structures within Sierra Business Park.
- 3b. A pump test will be performed on the project well to verify minimum fire flows. If needed, pressurized onsite water storage will be provided.
4. If required in the future, only liquid or solid-phase disinfectants shall be stored and used on site. No gaseous disinfectants shall be used or stored on site.
5. All structures shall voluntarily comply with Fire Protection Assn. Rule 704M calling for external posting of hazardous substances used on site.

AESTHETICS

1. The maximum height of flat-roof structures will be 30' for lot nos 2-13, 15-23, and 37. The maximum height of flat roof structures will be 25' for lot no. 1 and 24- 36. The maximum height of pitched roof structures on all lots shall be 30.'

RISK EXPOSURE AND HAZARDOUS MATERIALS

1. Not applicable.
2. Not applicable.
3. Less than significant.
4. Less than significant.
5. Less than significant.

AESTHETICS

1. Less than significant.
-

IMPACT SUMMARY TABLE - CONTINUED

2. Project elevations would have little impact on aesthetic values as seen from the east, including views from Highway 395 for northbound motorists.

2. No mitigation is required.

2. Not applicable.

3. Potential light pollution would be less than significant due to Specific Plan regulations and limitations on the intensity of project sign lighting.

3. If provided, lighting shall be no greater than 40-watts for the main ID sign; 13-watts for the directory sign; and 7-watts for the lot signs.

3. Not applicable.

GROWTH-INDUCING IMPACTS

GROWTH INDUCING IMPACTS

GROWTH INDUCEMENT

1. The services proposed in Sierra Business Park would support more than stimulate growth in the region.

1. No mitigation is required.

1. Not applicable.

2. The project wouldn't induce growth in surrounding open space lands because the properties are public lands managed by various governmental entities.

2. No mitigation is required.

2. Not applicable.

3. The project would not induce growth through extension of new roads and utilities because these services would be sized to serve only the project.

3. No mitigation is required.

3. Not applicable.

CUMULATIVE IMPACTS

CUMULATIVE IMPACTS

CUMULATIVE IMPACTS

1. Regional development may produce cumulative landform alterations and expose new populations to geologic hazards; the effects are not considered cumulatively significant.

1. No mitigation is required.

1. Not applicable.

2. Areawide development may place an added burden on impaired water bodies and reduce the quantity and quality of ground and surface water supplies available for sensitive resources. Project contributions are below a detectable level and won't impair beneficial uses.

2. No mitigation is required.

2. Not applicable.

IMPACT SUMMARY TABLE - CONTINUED

3. Area development will contribute to cumulative loss of habitat, but the preponderance of public lands suggests that cumulative impacts will remain below a level of significance.	3. No mitigation is required.	3. Not applicable.
4. Cultural resources will experience cumulative losses from development and vandalism, but these will be less than significant due to protective measures in place.	4. No mitigation is required.	4. Not applicable.
5. There are no anticipated adverse cumulative impacts associated with land use and planning.	5. No mitigation is required.	5. Not applicable.
6. Traffic levels are expected to remain well within design levels, and cumulative effects on airport safety will be limited by the scarcity of privately owned land.	6. No mitigation is required.	6. Not applicable.
7. Particulate levels may continue to rise with area development, but cumulative effects are expected to be less than significant due to control measures.	7. No mitigation is required.	7. Not applicable.
8. Enforcement of standards will maintain noise levels below a level of cumulative significance.	8. No mitigation is required.	8. Not applicable.
9. Cumulative growth and development will increase the use of hazardous materials in the region, with increased potential for human and environmental health impacts. These effects are adequately addressed by existing regulations.	9. No mitigation is required.	9. Not applicable.
10. Area development will cause marked cumulative change in the visual character of this designated scenic corridor. The changes are expected to remain below a level of significance due to the limited availability of privately owned land.	10. No mitigation is required.	10. Not applicable.

IMPACT SUMMARY TABLE - CONTINUED

PROJECT ALTERNATIVES

1. The no project alternative is not considered to be environmentally superior because it would maintain existing batch plant uses without achieving General Plan goals of balanced industrial development in Long Valley.
2. The possibility of alternative locations has been studied extensively, including evaluation of nine separate sites in the vicinity of Crowley Lake, and an additional nine sites in the vicinity of Mammoth Lakes. None of the sites was ultimately found to offer a feasible opportunity for relocation of the project proposal.
3. USFS considered alternative use of the site consistent with the management prescriptions in its adopted Land Management Plan. After review, USFS concluded that the site was not sufficiently supportive of management plan goals to warrant a trade of public lands. Proposed uses are consistent with zoning and general plan designations as well as airport uses.
4. Other site uses were considered, including residential development and use as a fill site. Neither option is considered to be environmentally superior to the proposed use.

PROJECT ALTERNATIVES

1. No mitigation is required.
2. No mitigation is required.
3. No mitigation is required.
4. No mitigation is required.

PROJECT ALTERNATIVES

1. Not applicable.
 2. Not applicable.
 3. Not applicable.
 4. Not applicable.
-

Section 2
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
INTRODUCTION TO THE SPECIFIC PLAN AND DRAFT EIR

2.1 PURPOSE OF THE SPECIFIC PLAN AND DRAFT EIR

The purpose of the Specific Plan (SP) is to set forth the standards and criteria for development of the proposed Sierra Business Park. The purpose of the EIR is to inform the public and decision-makers of existing environmental conditions, potential impacts that could result from project implementation, and mitigation measures and/or alternatives to reduce potentially significant impacts.

The purpose of the Specific Plan is to set forth the standards and criteria for project development. The purpose of the EIR is to inform the public and decision makers of impacts, mitigations, and alternatives.

2.1.1 AUTHORITY UNDER CEQA & CALIFORNIA DEVELOPMENT CODE

The Specific Plan has been prepared in conformance with §65454 of the California Government Code, which outlines mandatory SP elements as well as consistency requirements.

The Draft EIR has been prepared in conformance with the guidelines for implementation of CEQA, per the California Code of Regulations, Title 14, Division 6, Chapter 3, §§15000-15387 and appendices.

2.1.2 INTENDED USES OF THE SPECIFIC PLAN AND EIR

If adopted, the Specific Plan will represent zoning for the Sierra Business Park property.

If adopted, the Specific Plan will represent zoning for the site.

To this end, the Specific Plan identifies development standards, allowed and conditional uses, regulations, financing methods, and procedures to guide all phases of development and processing. The Specific Plan also describes whether and how the project conforms to the minimum findings required by the General Plan prior to approval. The required findings include:

- The project preserves permanent open space;
- The project will not adversely affect existing or potential farming, ranching or recreational operations;
- The development is clustered, concentrated or located to avoid adverse impacts to cultural resources;
- The development is clustered, concentrated or located to maintain the visual quality of the area;
- Adequate public services and infrastructure are or will be available;
- The development protects and is compatible with the surrounding environs and rural character of the area;
- Housing is limited to that necessary to maintain the development; and
- The project avoids or mitigates significant environmental impacts as required by CEQA and the General Plan.

This EIR describes baseline conditions, potential environmental effects and discretionary actions associated with the project. A "discretionary action" calls for the exercise of judgment in deciding whether to approve a project or permit, and how the project or permit should be carried out.

Mono County is the Lead Agency. Before the project can be implemented, the County will be required to certify this EIR, approve the Specific Plan, and approve the zone change, general plan amendment, tentative tract Map, and reclamation plan applications. This EIR

may also be used by other public agencies in subsequent discretionary approvals. Table 2 summarizes discretionary actions required before the proposed Sierra Business Park project can be undertaken.

**Table 2
LEAD AGENCY, RESPONSIBLE AGENCY AND TRUSTEE AGENCIES
POTENTIAL DISCRETIONARY ACTIONS**

LEAD AGENCY: MONO COUNTY

- Certification of the EIR
- Approval of the General Plan Amendment
- Adoption of the Specific Plan
- Approval of the District Zoning Amendment
- Approval of the Tentative Tract Map
- Approval of the Reclamation Plan
- Adoption of the Mitigation Monitoring Program
- Approval of a grading permit (Public Works Department)
- Approval of a septic system and well permit (Health Department)

RESPONSIBLE AGENCIES:

California Department of Transportation

- Approval of a modified encroachment permit where project elements enter public rights-of-way

California Regional Water Quality Control Board – Lahontan Region

- Approval of an NPDES General Storm Water Permit for Construction Activities
- Approval of an NPDES General Storm Water Permit for Industrial Activities

Airport Land Use Commission

- Finding of Consistency with the Airport Land Use Plan¹

Southern California Edison

- Approval of access through an existing Edison easement on the site

**2.1.4 PUBLIC AVAILABILITY OF
THE SPECIFIC PLAN AND DRAFT EIR**

The County has complied with CEQA by publishing a NOP of a Draft EIR (see Appendix A). The NOP Review period extended over a 30-day period that began on May 25, 1999 and ended June

25, 1999. A total of 25 comment letters were received. Table 3 summarizes key points raised by the agencies and individuals who submitted comment letters addressing the NOP. The Specific Plan and EIR will also be circulated for a 45-day public review period.

¹ Source: General Plan Section II-86.

letters addressing the NOP. The Specific Plan and EIR will also be circulated for a 45-day public review period.

2.1.5 SCOPING CONSULTATION AND ISSUE IDENTIFICATION

The County held a scoping meeting on June 11, 1999 to receive comments on the forthcoming EIR from the public and from affected agencies and organizations. As a result of the NOP and the scoping meeting, a number of key issues were identified for study in this EIR. The issues of concern included aesthetics, waste treatment

and disposal, seismicity, drainage, traffic, alternatives, and cumulative effects. This EIR addresses the issues raised in the NOP replies and in the scoping meeting.

25 comment letters were received on the Notice of Preparation. The issues of concern included aesthetics, waste treatment and disposal, alternatives, seismicity, drainage, traffic, and cumulative effects.

The NOP is reprinted in Appendix A; the NOP comment letters are provided in Appendix B of this EIR.

**Table 3
COMMENTS RECEIVED ON THE NOP**

Comment Source	Comment
Department of Conservation	Due to the presence of active faults, the EIR should consider geologic hazards, including calculation of ground motion.
Southern California Edison	The project would interfere with an Edison easement unless appropriate arrangements are made.
Department of Transportation	<ol style="list-style-type: none"> 1. An encroachment permit would be required for work within the State Highway right-of-way. 2. Traffic data is required to evaluate the need for turn lanes and acceleration/deceleration lanes.
Town of Mammoth Lakes	<ol style="list-style-type: none"> 1. Issues of concern include water use, sensitive species, fugitive dust, excavation of soils, discharge of wastes, drainage, traffic impacts, noise, and aesthetics. 2. Additional graphics are needed to show surveyed elevations for the road, berm, and finished grades after excavation.
Lahontan Regional Water Quality Control Board	<ol style="list-style-type: none"> 1. Use of septic systems may adversely impact water quality. The EIR should evaluate potential impairment associated with the septic system, including the types of wastes to be generated and an enforceable plan for disposal of sludge through build-out. 2. Storm drainage may impact water quality. The EIR should evaluate plans and measures for controlling storm runoff. 3. Solid waste disposal may impact water quality and should be evaluated in the EIR to assure compliance with relevant plans.
Preserving the Eastern Sierra Tradition of Environmental Responsibility ("PESTER")	<ol style="list-style-type: none"> 1. Options suggested by PESTER include land sale, land trade or full mitigation of visual impact. 2. The site is located in a designated Scenic Highway and must meet relevant standards to maintain this valuable designation. 3. Visual simulations are needed to assess aesthetic impacts. 4. Suggests that structures be located wholly below grade using low-profile materials and colors. Lighting should not be visible from adjacent land. 5. Recommends screening berm be retained with an undulating, landscaped and contoured perimeter. 6. The EIR should assess impacts on air quality, noise, fire protection, utilities, wildlife, proximity to the airport, and the storage and transportation of chemicals and fuel. 7. Impacts associated with use of septic systems should be assessed, considering depth to groundwater following excavation of additional materials. Consider wastewater treatment service by Mammoth Community Water District. 8. Potential conflict between land use designations and scenic highway designation should be assessed. 9. Traffic impacts on Highway 395 should be assessed, considering use of heavier industrial vehicles. 10. The cumulative analysis should consider the precedent for development in the Scenic Corridor, as well as Town development and airport expansion.

Table 3, Continued

Randy Witters	<ol style="list-style-type: none">1. Encourages further consideration of alternative sites for the proposed project.2. Has concerns associated with water quality impacts on groundwater resources, traffic, wind-born dispersion of pollutants generated on the site, reduced aesthetic values and light pollution, and the cumulative impact of development in this area.
Karen Ferrel-Ingram	<ol style="list-style-type: none">1. Concerned about the potential use of non-native plants for mitigation and landscaping, particularly invasive species.2. Recommends, if native plants are used, that they be propagated from local sources to maintain the genetic pool.
C.D. Ritter	Opposes project due to incompatibility of proposed industrial uses with scenic values of the area.
John Pelochino	Opposes project due to visual impacts and precedent established for development along Highway 395.
Robert Atlee	Concerned that visual impacts cannot be adequately minimized, and urges project relocation.
Bryce and Wilma Wheeler	<ol style="list-style-type: none">1. Concerned about the precedent established for development along Highway 395, and long-term adverse economic effects from reduced scenic values.2. Encourages project relocation to an in-fill site.3. Concerned about impact of nighttime lighting, as well as health and safety of site tenants and workers due to the use of heavy and volatile gasses on site.4. EIR should evaluate air quality impacts and dispersion characteristics.
Brian Knox	<ol style="list-style-type: none">1. Encourages reconsideration of a land exchange.2. Concerned about visual impacts of signage, as well as the precedent for future development in the area.
Phyllis Benham	<ol style="list-style-type: none">1. Concerned about loss of aesthetic values in the area as well as impacts on hydrology and geology.2. Urges reconsideration of alternate project sites.
Tamara Walker	<ol style="list-style-type: none">1. Concerned about light pollution, development sprawl, and aesthetic impacts.2. Urges reconsideration of alternate project sites.
Mono County Public Works	Concerned about location of storm water retention basins; would require a drainage study and drainage improvement plan.
Janet Carle (2 Letters)	Concerned about visual impacts from higher elevations (hikers, etc.), as well as noise, light and dust pollution, traffic safety, and deer migration routes.

Table 3, Continued

Greg Reis	<ol style="list-style-type: none">1. Encourages relocation to an alternative site.2. Requests EIR assessment of light pollution, volcanic safety and water quality impacts.
Michael Boone	<ol style="list-style-type: none">1. Encourages relocation to an alternative site.2. Concerned about the precedent set by this project, and impacts on air quality, water use, cultural resources, and light pollution.
John & Pat Eaton (2 letters)	<ol style="list-style-type: none">1. Suggests potential alternate development sites.2. Notes that tax revenues may benefit the County.3. Recommends architectural treatment to minimize visual impacts, including harmonious materials and colors, screening and natural vegetation.
Emilie Strauss	<ol style="list-style-type: none">1. Opposes project due to impacts on viewshed.2. Urges relocation to an alternate in-fill location, and suggests possible relocation sites.
Elisha Polonski	Concerned that project would compromise aesthetic values and cause light pollution and noise.
Sherryl Taylor	<ol style="list-style-type: none">1. Encourages relocation to an alternative site.2. Concerned about the precedent set by this project, and impacts on light pollution; suggests minimal lighting and effective screening of the site.
K.M. Morey	Concerned about the long-term precedent set by this project for scenic values of the region as a whole.
Elizabeth Goodrich	Concerned that project would represent a blight on this scenic viewshed.

2.2 HISTORY OF THE PROPOSED PROJECT

Over the past thirty years, the project site has been owned by a number of groups and individuals. The site was patented by the United States to Fred Stevenson in November 1972, and was mined for sand and gravel from 1972 to the early 1980s. In addition to the mining operation, raw materials were processed into a variety of sand and aggregate products.

The site was mined for sand and gravel from 1972 to the early 1980s, and raw materials were processed into a variety of sand and aggregate products.

A number of production facilities were operated during these years, including a sand screening plant (with a rock crusher, screens, a sand washing unit and conveyor belts), a concrete batch plant, and an asphaltic concrete plant.² Excavation ceased when the usable materials had been removed.³

In 1987, the County Board of Supervisors adopted a comprehensive District Zoning Amendment for 28 square miles of land in the vicinity of the Mammoth Lakes/Yosemite Airport, including the Sierra Business Park site. The rezone, which was undertaken in accordance with the Airport Land Use Plan, resulted in a change of designation from GP (General Purpose) to I (Industrial).⁴ The Board of Supervisors found that the zone change was consistent with the goals and policies of the General Plan.

The applicant purchased the site in December of 1994, and thereafter

²Source: Marzano & Sons, Reclamation Plan Application, Bear Engineering, May 18, 1999.

³Source: Project Applicant, February 8, 2000.

⁴Source: Mono County Board of Supervisors Resolution 87-07, adopted January 6, 1987.

submitted an application to Mono County for the installation of a concrete batch plant. The application was approved in June of 1995, and the plant was operational by June of 1997.

In February of 1997, the applicant submitted a separate application for County approval of an industrial subdivision on the site. The application raised concerns in the community pertaining to site suitability, visual impacts, and other issues similar to those raised in Table 3 of this EIR. In response, the County initiated an effort to identify alternative sites, with the objective of achieving a land trade if feasible (consistent with the General Plan policy for lands in visually significant zones).

In response to community concerns, the County initiated an effort to achieve a land trade. No feasible sites were identified, and the County terminated the effort.

The effort continued over a period of 16 months, during which nine separate sites were identified and evaluated. By June of 1998, no feasible sites had been identified and the County terminated the effort.

The applicant submitted a slightly revised subdivision application in the spring of 1999. The issue of a land exchange was again raised, and a second effort was made (under the leadership of the County Board of Supervisors) to find a suitable site. Although several promising sites were identified, none was ultimately found to be feasible and the effort was set aside in December of 1999. The Board of Supervisors in December adopted Minute Order 99-345 indicating that efforts to achieve a land exchange had been unsuccessful and the applicant would not be asked to explore the issue further. The current EIR and Specific Plan were initiated in January of 2000. (The reader is referred to Section 7 of this EIR for

Supervisors in December adopted Minute Order 99-345 indicating that efforts to achieve a land exchange had been unsuccessful and the applicant would not be asked to explore the issue further. The current EIR and Specific Plan were initiated in January of 2000. (The reader is referred to Section 8 of this EIR for discussion of alternatives, and Appendix G for a copy of Minute Order 99-345.)

In December 1999 the Board of Supervisors adopted a Minute Order indicating that efforts to achieve a land exchange had been unsuccessful. The current EIR and Specific Plan were initiated in January of 2000.

The concrete batch plant constructed by the applicant remains in use today. The plant operates under Use Permit Number 37-95-03, issued in June of 1995 by Mono County. The owners also lease a portion of the site to a dog sled concession. The dog sled complex includes a domestic well, buildings used for offices, storage and kennels, and small individual kennels.

The site is traversed by an established Southern California Edison (SCE) easement containing two large power transmission lines. The major line is a 115-kv transmission line, and the second 12-kv line is for local service. The lines run parallel to Highway 395, and are set back from that highway a distance of about 350 feet.

The property owner intends to use one of the Business Park parcels for continued operation of the concrete batch plant into the foreseeable future.

The property owner plans to use one of the parcels for continued operation of the concrete batch plant.

2.3 METHODOLOGY USED IN PREPARING THE EIR

2.3.1 EVALUATION OF EXISTING CONDITIONS

Each topical section of this Draft EIR begins with a description of existing environmental conditions. In keeping with CEQA, the local and regional settings are discussed in terms of their present condition (i.e., prior to implementation of the proposed project).

2.3.2 THRESHOLDS OF IMPACT SIGNIFICANCE

CEQA requires that environmental documents identify and focus on the *potentially significant* effects of a project proposal. A significant effect is one that may or will cause "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected" by a project (CEQA Guidelines §15382). The determination of whether an impact is significant is based on a number of factors including (1) criteria offered by the Lead Agency or responsible agencies, (2) criteria provided in the CEQA guidelines, and (3) evidence provided by factual materials and expert opinion (CEQA Guidelines §15064).

The determination of whether an impact is significant is based on a number of factors including (1) criteria offered by the Lead Agency or responsible agencies, (2) criteria provided in the CEQA guidelines, and (3) evidence provided by factual materials and expert opinion.

Where a lead agency provides thresholds of significance, CEQA requires that such thresholds be adopted by ordinance, resolution, rule or regulation, and developed through a public review process, and supported by substantial evidence. (CEQA §15064.7)

Mono County has not adopted thresholds of significance. In the absence of adopted thresholds, this EIR relies on relevant thresholds established by other agencies. Each section of the environmental analysis specifies the thresholds used, and the source of the thresholds. CEQA specifically encourages (but does not require) California public agencies to develop and publish thresholds.

CEQA encourages but does not require California public agencies to develop and publish thresholds of environmental impact significance.

2.3.3 IMPACT ANALYSES

Potential environmental impacts refer to issues identified in the NOP as well as issues raised by the County, the public, responsible and trustee agencies, and other entities. For this EIR, the focus is on potential effects that (1) are clearly produced by the project, (2) may cause a substantial change in the project study area, and (3) are adverse. Notations are provided where a potential effect is found too speculative for evaluation, or where the potential effect would be positive or where the potential effect is found not to be significant.

For this EIR, the focus is on potential effects that are adverse, clearly caused by the project, and may cause a substantial change in the study area.

The proposed Sierra Business Park project meets at least one CEQA criterion for projects of Statewide, Regional or Areawide Significance: "A proposed local general plan, element, or amendment thereof for which an EIR was prepared." (CEQA §15206).

The project meets at least one CEQA criterion for Statewide, Regional or Areawide Significance, and will be submitted to the State Clearinghouse.

Consequently, this EIR will be transmitted to the State Clearinghouse by electronic format as well as conventional text copies.

2.3.4 MITIGATION MEASURES AND UNIFORM CODES

Mitigation measures are provided throughout this Draft EIR, where applicable, and summarized in Section 10 (the Mitigation Implementation Program). The mitigation measures are provided for the specific purpose of reducing or eliminating potential impacts to the physical environment that have been found to be both substantial and adverse. Following a number of project design changes, and identification of 23 mitigation measures (as provided in Section 10 of this EIR, there are no project impacts that have been found to be significant, unavoidable and adverse.

Following a number of design changes, and identification of 23 mitigation measures, there are no project impacts that have been found to be significant, unavoidable and adverse.

In addition to the mitigation measures contained in this EIR, the project would be subject to a number of Uniform Code

requirements and standard conditions of approval required by the County or other agencies (for example, energy conservation measures required in Title 24, etc.). These mandatory requirements do not conform to the strict definition of a mitigation measure. Standard conditions and requirements are not generally incorporated into this EIR.

Section 3
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The Sierra Business Park is proposed on a 36-acre parcel located directly west of Highway 395. The site is about 3 miles south of the intersection with State Route 203, and the entry into the project site is immediately across from the junction of Highway 395 and the Mammoth Lakes/Yosemite Airport access road (Hot Creek Road). Highway 395, State Route 203, and Hot Creek Road represent the principle roads in the project study area.

The project site is privately owned property located on unincorporated land. The Town of Mammoth Lakes is located about 5 miles west-northwest of the project site. Public lands administered by the United States Forest Service surround the site on the south, east and west. The Mammoth Lakes/Yosemite Airport, located immediately north of the site, is also a public facility, owned by the Town of Mammoth Lakes. Regional and local vicinity maps are provided as Exhibits 1 and 2.

3.2 PURPOSE, SCOPE AND OBJECTIVES

3.2.1 PURPOSE AND OBJECTIVES

The primary objective of the applicant is to respond to area demand for industrial services and developments. This objective would be met through the creation of industrial lots as well as retention of the concrete batch plant to serve construction in the region.

3.2.2 SCOPE OF THE PROJECT

The project scope evaluated in this Specific Plan and Draft EIR includes:

1. A proposed amendment to the Mono County General Plan designation for this site *from Industrial to Specific Plan*.

2. The proposed change of zoning designation for this site *from Industrial to Specific Plan*.

3. The proposed approval of a Tentative Tract Map creating 37 lots, with one or more lots remaining under the ownership of the applicant. The applicant intends to continue operation of the existing concrete batch plant.

4. The proposed Reclamation Plan to assure that the land is fully restored to future use from past aggregate mining activities.

5. Physical improvements at the project site necessary to prepare lots for industrial use. These improvements include but are not limited to site grading, drainage and septic systems, primary access to Highway 395 and internal access to individual lots, aesthetic modifications to the perimeter berm, and provision for required energy, lighting, security, water, and waste storage and collection systems.

6. The range of potential uses that may be permitted on the industrial lots, and the standards set forth in the Specific Plan to regulate those uses.

3.3 PROJECT ELEMENTS⁵

Elements of the proposed Sierra Business Park Project include (1) creation of a Specific Plan to govern development standards and site uses,

⁵ Much of the information in this section is drawn from the project application dated 18 May 1999.

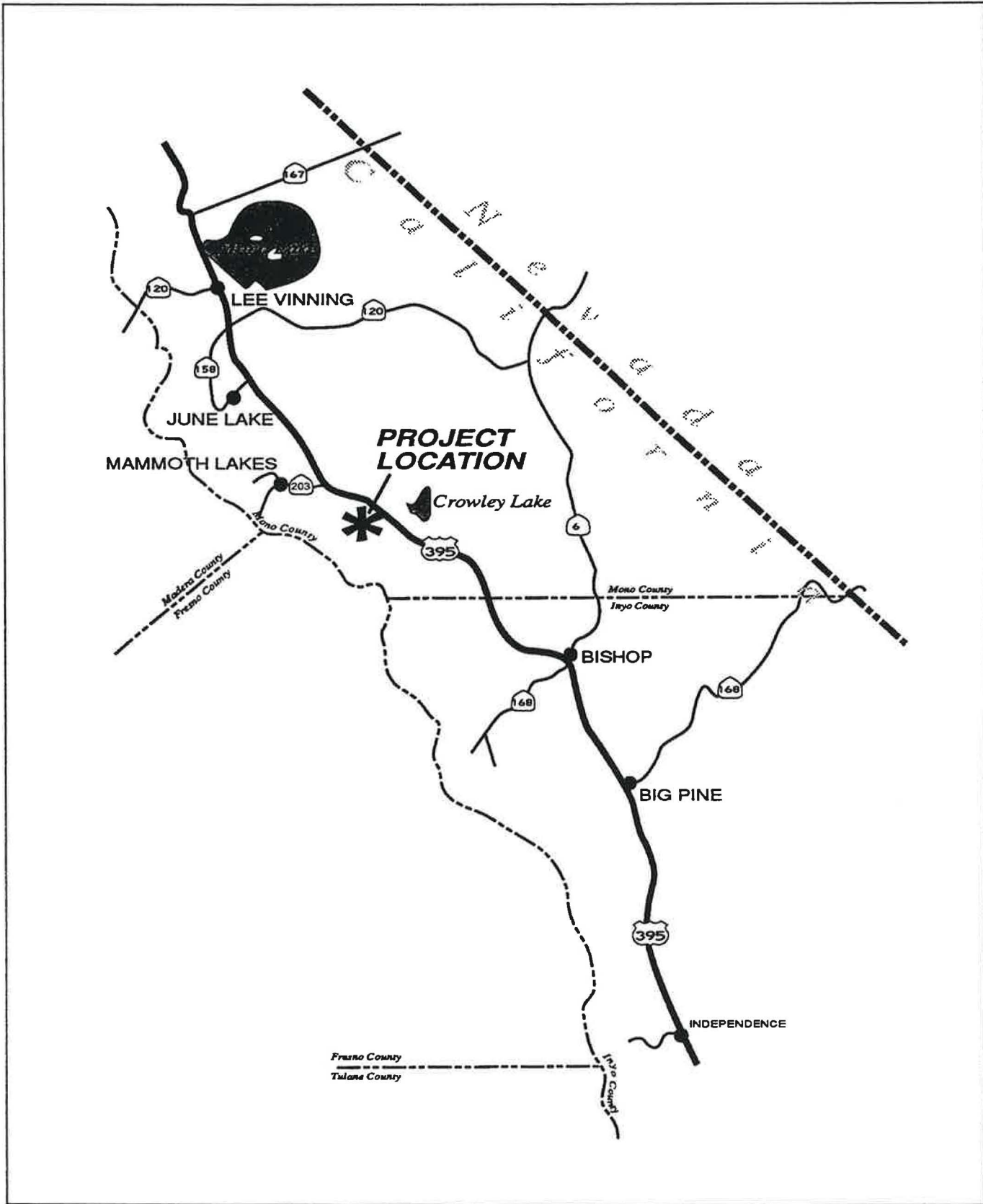
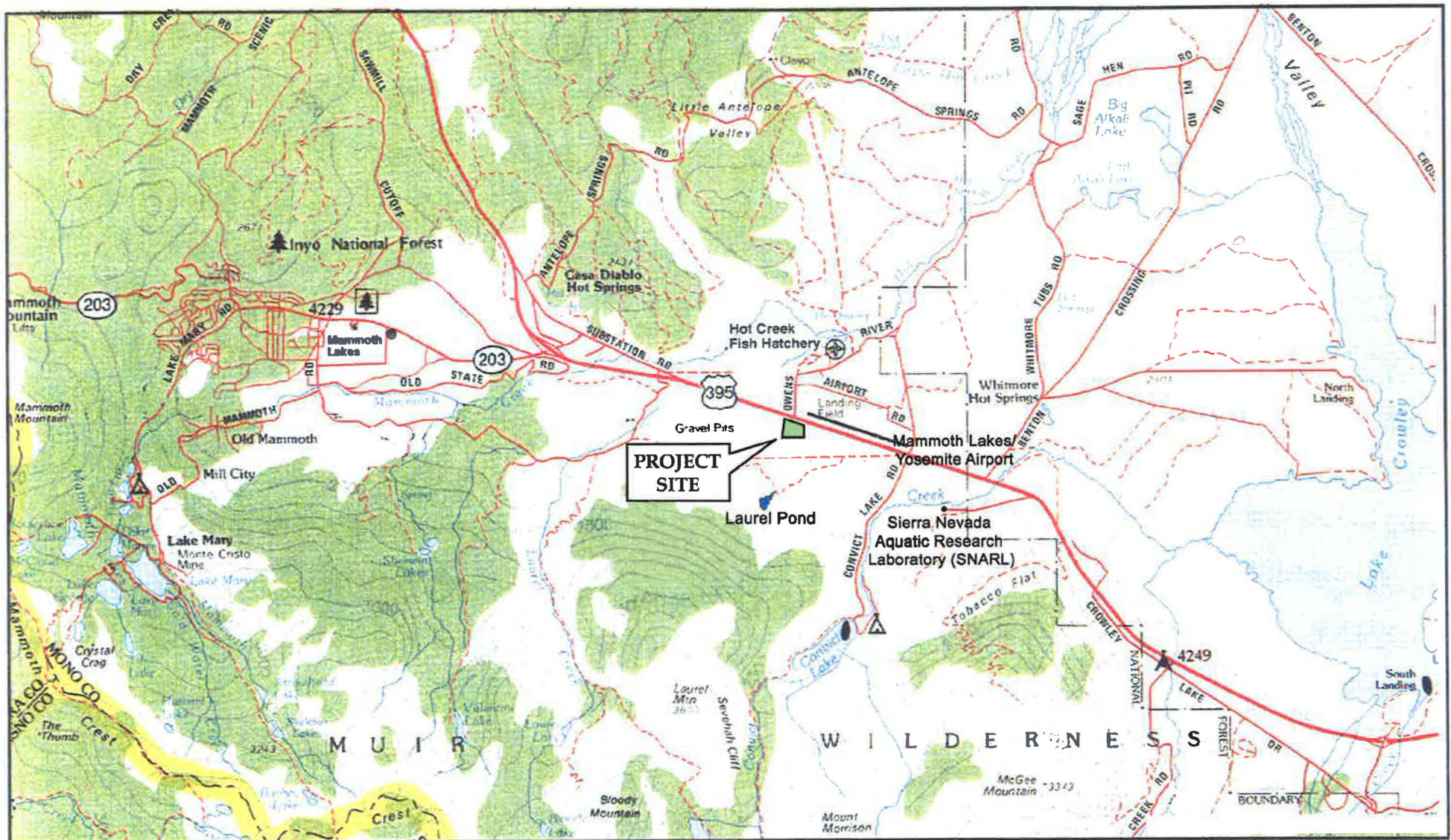


EXHIBIT 1
Regional Location Map

PROPOSED SIERRA BUSINESS PARK



Source: Tetra Tech, 1997.

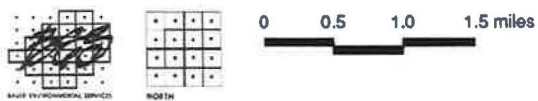


EXHIBIT 2 Local Vicinity Map

PROPOSED SIERRA BUSINESS PARK

and (2) the construction required to create and serve the industrial lots. The Specific Plan is presented in its entirety as Section 4 of this document.

The following discussion is focused on the construction elements proposed in association with the project, and is considered part of the EIR Project Description.

3.3.1 INFRASTRUCTURE AND UTILITIES

Water: The site is currently served by an existing well located on proposed Lot 20 in the southeast corner of the site. This well was constructed in 1979, and has a production capability of at least 200 gallons per minute (gpm) of potable quality water.

The United States Geologic Survey periodically monitors the water level in this well. Their measurements indicate that the standing water level is consistently at about 25 feet below ground surface.

Primary use of the existing well would be discontinued as part of project implementation. The well would be converted to a monitoring well or emergency back up well, or abandoned in accordance with requirements of Mono County Health Department and the California Regional Water Quality Control Board-Lahontan Region (LRWQCB).

A new well and ancillary facilities would be constructed on Lot 15 to serve the business park. The facilities would include a pump, pressure tank, and a structure for sampling of water quality. No well water disinfection is required under current standards; however, the sampling structure would be sized to accommodate dosing and storage of disinfectant (recognizing the possibility

that disinfection may be required by future changes in regulation).

No well water disinfection is currently required, but the structure will be sized to accommodate disinfectant dosing and storage if required in the future.

The 6-inch water distribution line would be buried under South Industrial Circle, with 1-inch connections to each industrial lot. The applicant proposes that the new water system be operated and maintained by an association formed pursuant to the CC&Rs, or by an existing utility service. Water rights in this area are vested with the land, and thus belong to the owner/applicant.

Wastewater Disposal: The applicant proposes to dispose of wastewater through use of a septic tank and leach field system. LRWQCB requirements prohibit the discharge of waste from new septic systems upstream of the confluence of Sherwin and Mammoth Creeks; the site is below this elevation. The Tentative Tract Map designates specific sites for the well and leach field locations on each lot.

Wastewater will be disposed of through individual septic tank and leach field systems, as designated on the Tentative Tract Map.

Industrial Waste Disposal⁶

Industrial wastes will be regulated by the Mono County Health Department through the Certified Unified Program Agency ("CUPA"). This program provides for comprehensive hazardous waste management and review, addressing air quality, and sanitation. CUPA regulations mandates that

⁶ Source: Dennis Lampson, Mono County Health Department, communication of 30 March 2000.

business plans and annual inventory statements be maintained by all businesses that use hazardous materials. The program also provides for County permitting and inspection, including on-site review of material storage facilities and disposal procedures.

Stormwater Drainage: Although infrequent, the project site is subject to temporary inundation during storm events when precipitation exceeds the infiltration rate and storm flows pool inside the excavated basin. Storm flows from the road system inside Sierra Business Park would be channeled into 3 retention/percolation enclosures to be located under the paved interior street (see §5.6, Exh. 11, Road Improvement Plan). The enclosures would be sized to accommodate a 4-hour storm event, as required by the California Water Resources Control Board (SWRCB).

Storm flows will be channeled into 2 drains to be located under the street. The drains will be sized to accommodate a 4-hour storm event.

An oil and grease catchment basin would be constructed upgradient of each enclosure to remove hydrocarbon contaminants picked up from the road.

Drainage requirements would be determined on an individual basis for each of the 36 lots in accordance with SWRCB standards. Drainage facilities would be sized to accommodate runoff of a 20-year return-frequency storm (1" of rainfall in 1 hour). Additional flood protection requirements would be required for all industrial chemicals and hazardous materials, as described in Section 5.2.

Roads: South Industrial Circle would serve circulation inside the business park. This street would be designed to

conform to Mono County Standard County Road Plate No. 10 (a typical section for arterial/commercial roads). The road section would include 0.25' asphalt concrete over a Class II aggregate base to meet a traffic index (T.I.) of 8.5.⁷ The street would be sloped to direct drainage into the drainage swales alongside South Industrial Circle.

Power: Electricity would be provided from the existing SCE power lines that cross the site. Lines to serve individual lots would be constructed underground in keeping with the requirements of SCE, which provides power to this area. The power lines would be contained within the right-of-way of South Industrial Circle. Reserve power for operation of the onsite well would be supplied by propane, and individual propane units would also be permitted for alternative and reserve power. It is anticipated that wood stoves would also be used on site for heating of individual site buildings.

Telephone: Telephone lines would also be constructed underground, and contained within the right-of-way of South Industrial Circle. Telephone service in this area is provided by GTE.

Fire Protection: The site is located within the Long Valley Fire Protection District (LVFPD). The District has indicated that it would require an on-site pump and well system with a minimum flow of 500 gallons per minute (gpm), including a standby generator for use during power failures. Sprinklers would be required in each structure.

3.3.2 PERIMETER MAINTENANCE ZONE

Sierra Business Park would incorporate a Perimeter Maintenance Zone (PMZ), a

⁷ "Traffic Index" is used to determine required road thickness based on truck traffic volume.

4.7-acre easement covering the full area of the berm that defines the much of the site perimeter. The PMZ would vary in width from 20 to 60 feet, as shown on the Tentative Tract Map.*

The PMZ would be regraded and revegetated in keeping with the grading and reclamation plans. The regrading program would provide for varied PMZ slope contours that blend into the surrounding landscape and minimize the visibility of the project boundaries from Highway 395. The revegetation program would harmonize with the contours of the graded PMZ slopes, and utilize native plantings representative of the big sagebrush community. Plantings would be irrigated on a temporary basis to assure viability of the PMZ berm plantings. Maintenance of the PMZ slopes and revegetation plantings would be handled through an association formed in keeping with the CC&Rs for each lot on the site.

3.4 PROJECT PHASING

The applicant proposes to construct the project in two separate phases, as illustrated in Exhibits 3, 4 and 5. Phase I, in the southeastern portion of the site, would improve 24 lots (of 36 total) including Lot nos. #11,12,16,18-22 and 23. South Industrial Circle Road, with a 3.3-acre right-of-way, would also be constructed during Phase I. The Phase I lots would be sized as follows:

Minimum Lot Size:	0.52 acre
Average Lot Size:	0.94 acre
Maximum Lot Size:	2.80 acres

Grading during this phase would involve the excavation of 50,000 cubic yards (cy) of material, as well as improvements to the entire perimeter berm. Some of the graded materials would be used for recontouring of the berm, and the remainder would be exported for offsite use. Final grades

would be at or near the elevation of the currently excavated area of the project site. The applicant anticipates that Phase I grading would require about 1 month to complete.

Phase II would consist of the remaining 13 lots (#25-#37) in the northwestern portion of the site (see Exhibit 5). Lot sizes constructed during Phase II would be somewhat smaller than in Phase I, as shown below:

Minimum Lot Size:	0.50 acre
Average Lot Size:	0.78 acre
Maximum Lot Size:	1.53 acres

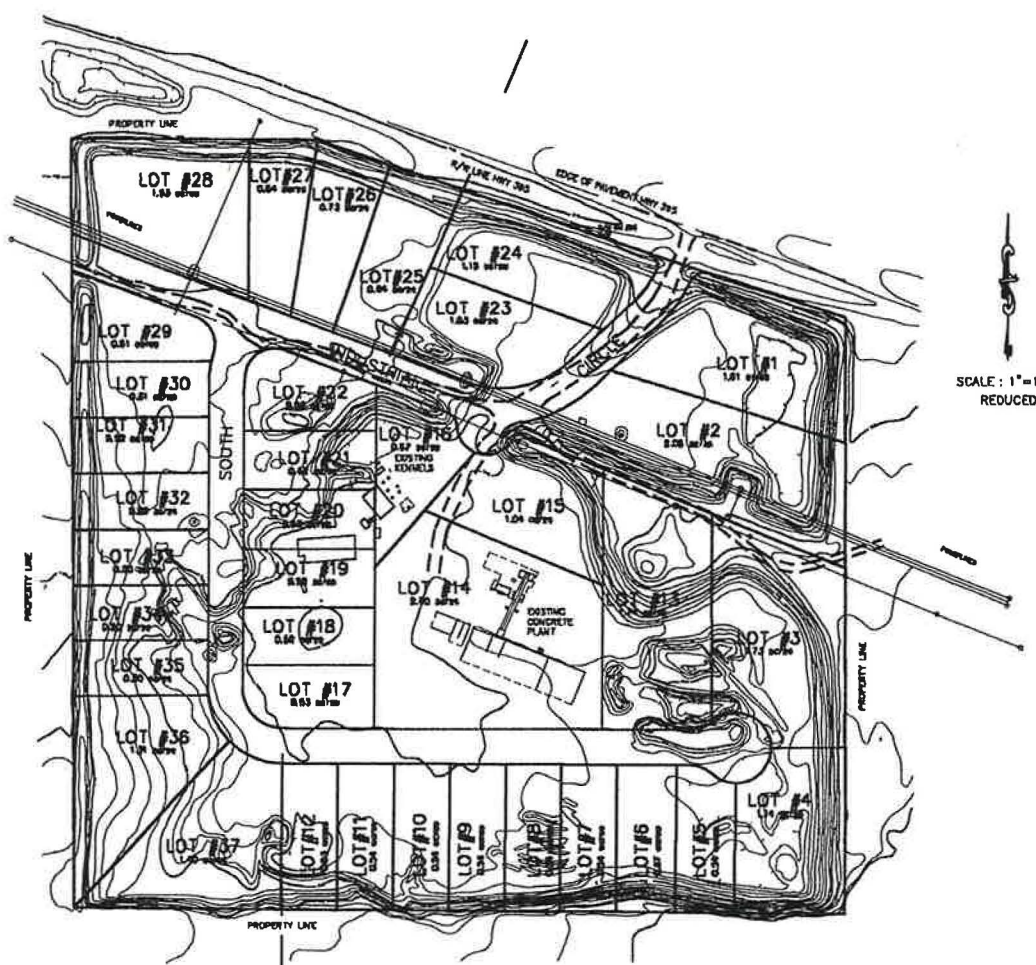
Grading quantities would be higher in Phase II, much of which was not impacted by prior mining. It is expected that an additional 100,000cy of material would be excavated in order to achieve a final base elevation that is generally uniform with the remainder of the site. A portion of the soils excavated during Phase II would be used for interior contour work; the balance would be sold as fill material for off-site projects.

The owner/applicant proposes to initiate Phase I upon project approval (weather permitting), and to complete the Phase I improvements as soon thereafter as possible. Phase II would be initiated when demand warrants, and when the applicant has identified the means to dispose of the estimated 100,000cy of excess cut materials.

3.5 INCORPORATION BY REFERENCE & RELATED ACTIONS

3.5.1 INCORPORATION BY REFERENCE

The project proposal and study area have been included in the scope of several documents. Relevant information from these documents is incorporated by reference into the current EIR, and should be considered



LOT DETAILS		LOT SIZE IN ACRES		
PHASE	# OF LOTS	MIN.	AVG.	MAX.
PHASE 1	24	0.52	0.94	2.80
PHASE 2	13	0.50	0.78	1.53
TOTAL PROJECT	37	0.50	0.88	2.80

SCALE: 1"=100'
REDUCED

NOTES:
CONTOUR INTERVAL:
MAJOR CONTOURS: 10'
MINOR CONTOURS: 2'

EXISTING EASEMENTS:
A RIGHT OF WAY FOR DITCHES AND CANALS CONSTRUCTED BY AUTHORITY OF THE UNITED STATES (USP 146/344).

THE RIGHT OF ITSELF, ITS PERMITTEES OR LICENSEES TO ENTER UPON, OCCUPY AND USE ANY PART OR ALL OF THAT PORTION OF LAND LYING WITHIN 30 FEET OF THE CENTERLINE OF THE TRANSMISSION RIGHT OF WAY OF THE NEVADA-CALIFORNIA ELECTRIC CORPORATION, POWER PROJECT NO. 1388.

RIGHT OF WAY SELECTED MARCH 7, 1914 SERIAL R-2327, BY THE PACIFIC POWER COMPANY FOR TRANSMISSION LINE INTERSECTING THE NE 1/4 OF THE SE 1/4 OF SECTION 3 WHICH WAS APPROVED JANUARY 2, 1919 UNDER THE ACT OF FEBRUARY 15, 1901.

PHASE II **PHASE I**
(SEE SHEET 4) (SEE SHEET 3)
PROJECT PHASING

BY: WOODY LOT COMPO & AREAS	DATE: 7/9/90
BY: WOODY # LOTS & LOT NOS.	DATE: 8/9/99
REVISION: DESCRIPTION	BY: DATE
FOR APPROVAL: TO SHOP:	TO FIELD:
R & R APPROVAL:	AS BUILT:
BEAR Engineering (760) 932-7077	
Civil Engineering & Surveying P.O. Box 557	
48 Sinclair St., Ste. 3 Bridgeport, CA 93517	
JOB NAME: MORGAN IND. PARK	DRAWN BY: wgm
LOCATION: PORTION OF SECTION 3	CHECKED BY:
T4S, R28E, M08&M	SCALE: 1"=100'
APN# 37-130-04	DATE: 3/19/99
CONTRACTOR:	JOB NUMBER
DESCRIPTION:	SHEET 2 OF 6
	MIPPROJ2.DWG

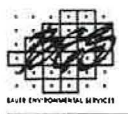
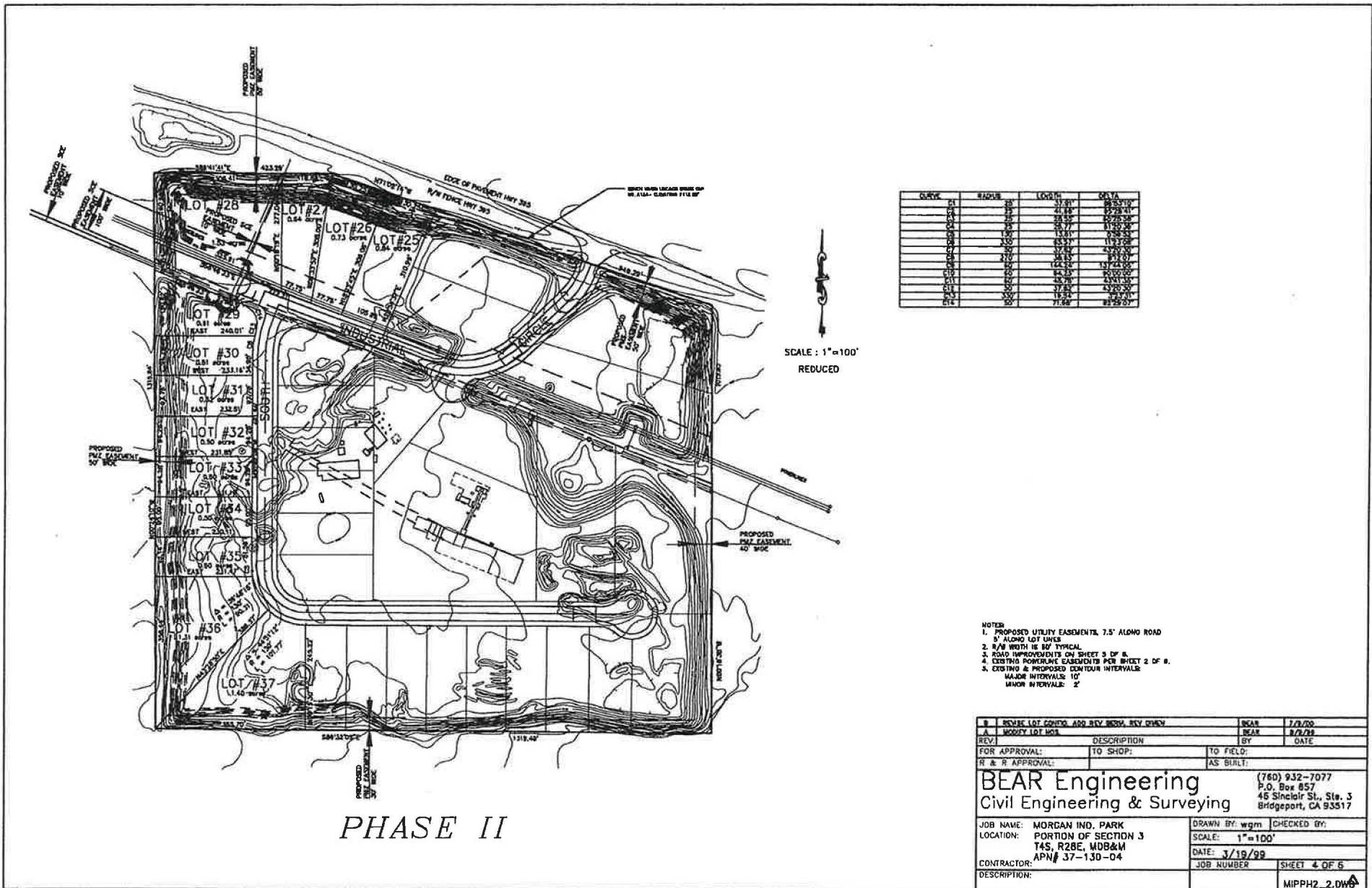


EXHIBIT 3 Project Phasing Map

PROPOSED SIERRA BUSINESS PARK



PHASE II

- NOTES:
1. PROPOSED UTILITY EASEMENTS, 7.5' ALONG ROAD
 2. 5' ALONG LOT LINES
 3. R/W WIDTH IS BY TYPICAL
 4. ROAD IMPROVEMENTS ON SHEET 3 OF 5
 5. EXISTING POWERLINE EASEMENTS PER SHEET 2 OF 5
 6. EXISTING & PROPOSED CONTOUR INTERVALS
MAJOR INTERVALS: 10'
MINOR INTERVALS: 2'

REV	DESCRIPTION	BY	DATE
0	SCALE LOT 30/10, ADD REV. BEWM, REV. QMSV	BEAR	1/2/00
1	WOODY LOT 10R	BEAR	8/2/00
FOR APPROVAL:		TO SHOP:	TO FIELD:
E & R APPROVAL:		AS BUILT:	
BEAR Engineering Civil Engineering & Surveying		(760) 932-7077 P.O. Box 857 46 Sinclair St., Ste. 3 Bridgeport, CA 93517	
JOB NAME:	MORGAN IND. PARK	DRAWN BY:	wgm
LOCATION:	PORTION OF SECTION 3 T4S, R28E, MDB&M	SCALE:	1"=100'
CONTRACTOR:	APN# 37-130-04	DATE:	3/19/99
DESCRIPTION:		JOB NUMBER:	SHEET 4 OF 5
		CHECKED BY:	MIPPH2_2.DWG

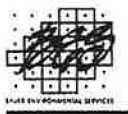


EXHIBIT 5
Phase II

as part of the information upon which the proposed Sierra Business Park Specific Plan and EIR is based.

1. Town of Mammoth Lakes, Mammoth Lakes Airport Expansion Subsequent EIR and Updated Environmental Assessment, March 1997.

This document examined an updated development plan for the Mammoth Lakes/Yosemite Airport. The document compared 1997 development goals with those described in 1986, and found six key differences: (1) annual passenger loads increase from 20,000 (by 2007) to 125,000 (by 2015 per the 1997 report, Scenario 4); (2) the proposed 120-acre golf course is eliminated from the plan; (3) non-retail/non-hotel building area increases from 29,200 to 42,200sf; (4) hotel area increases from 150 to 250 units, plus a new 2-acre service station and retail area; (5) the access road length is increased from 7,700' to 14,500' and parking is increased from 310 to 694 spaces; and (6) the proposed cross-wind runway is eliminated.

The Airport EIR concluded that environmental impacts of the updated 1997 plan would generally be less than those associated with the 1986 plan. Specifically, the EIR found reductions in noise generation, water consumption, and aesthetic impacts. For both plans, impacts on biological resources were limited by the disturbed quality of existing habitat. No impacts on cultural resources were identified. The updated plan was found to generate slight increases in sewage flows, and in traffic on Highway 395.

2. Mono County, Mono County General Plan Update Final EIR, 1993.

This document examined an update to the General Plan in which the individual plan elements were consolidated and reduced from 12 to 7 mandatory elements including Land Use, Noise, Circulation, Safety, Housing, Conservation/Open Space and Hazardous Waste Management. In addition to consolidation, the update included preparation of a Master Environmental Assessment, update to general plan

policies, and preparation of an EIR. Among the major changes incorporated into this update, the plan reduced the maximum resident population from 171,242 (in the earlier General Plan) to 40,232, with concomitant reductions in land development and development densities. The update also provided for a more balanced mix of land uses, with a moderate decrease in commercial acreage and increase in industrial land.

The EIR summarized the environmental impacts of these changes as follows: (a) reduced open space; (b) increased demand for new housing, services and facilities; (c) increased automobile and air traffic along with noise and air pollution; (d) degradation of scenic resources; (e) reduced recreational opportunities; (f) loss of cultural resources; (g) increased exposure to geologic hazards as well as loss of geologic resources; (h) deterioration of water quality and increased runoff; (i) increased demand for energy, (j) loss of or alteration to biotic resources; and (k) increased waste loads, including hazardous wastes. The EIR concluded that many impacts could be reduced through mitigation, but identified 6 unavoidable significant adverse impacts: (1) impacts on water quality and flows; (2) visual impacts; (3) increased traffic, noise and pollutant levels; (4) increased exposure to natural hazards; (5) reduced habitat and habitat impairment; and (6) construction impacts.

3. Mammoth Community Water District, Final Environmental Impact Report and Environmental Assessment for the MCWD Proposed Reclaimed Water Project, October 1998. This document evaluated the project elements necessary to establish recycled water as a resource in the Mammoth area, including physical improvements at Mammoth Lakes Wastewater Treatment Plant, the types of uses to which the recycled water may be applied, and the impact on Laurel Pond of reduced recycled water discharges during the irrigation season. The study determined that the recycled water project could be implemented without significant adverse impacts, provided that mitigation measures were implemented to assure a minimum pond size of 18 acres, erosion controls during construction, and monitoring of the Jarvis Tinsley Wetland Mitigation site. The MCWD Board of Directors certified the EIR and

approved the recycled water project in October of 1998. The 1998 EIR and project action formed the basis for the current recycled water distribution project proposal.

All of the above-referenced documents are available for public review at the Mono County Planning Department:

Mono County Planning Department
P.O. Box 347
(SE corner Meridian/Old Mammoth Rd)
Mammoth Lakes, CA
760.924.5450

3.5.2 RELATED ACTIONS

There are several projects that may be related to the proposed Sierra Business Park in terms of potential cumulative effects. Relevant aspects of these projects are described below.

1. Mammoth Lakes/Yosemite Airport Expansion Project

In the spring of 1997, the Town of Mammoth Lakes released a Subsequent EIR and an Updated Environmental Assessment (EA) for the airport expansion project. As noted in §3.5.1, this project was first proposed in 1986 when the airport was owned and operated by Mono County. At that time, the plan included a 210-acre golf course and a crosswind runway, as well as additional airport facilities. The project was not approved at that time due to concerns over impacts to local groundwater aquifers resulting from water demands of the golf course, and potential impacts of the runway expansion on local wildlife. The 1997 project proposal deleted the golf course and cross-wind runway, and focused on new plans for development of a hotel and condominium complex as well as a luxury recreational vehicle park, restaurant, additional hangars and other ancillary facilities. The Mammoth Lakes Town Council in 1997 approved the subsequent environmental review and entered into a development agreement with the airport project applicant. The airport access is located directed across Highway 395 from Sierra Business Park site. Development at the airport has used and would likely

continue to use concrete products from the project site. It is also expected that synergistic effects would develop between the airport and future tenants of the proposed business park.

The Town is proposing to update the Airport Expansion Project environmental document. During February of 2000, the Town issued a Notice of Intent to prepare an EA for improvements at the airport. The improvements, intended to facilitate commercial airline service, include (1) improvements to strengthen and enlarge the runway and taxiways, (2) an expanded Runway Safety Area (including land lease or acquisition), (3) improved security fencing, (4) construction of passenger terminal facilities, (5) additional auto parking, and (6) access road improvements.⁸ If approved, this project will extend the runway 200' to the west, which would shift the Inner Turning Zone by an equivalent distance. This would remove part of Sierra Business Park from the restricted population density guidelines discussed in EIR Section 5.6.

2. Town of Mammoth Lakes Redevelopment Plan

In July of 1997, the Town of Mammoth Lakes Redevelopment Agency certified an EIR and approved a redevelopment plan that involves roughly one third of the privately owned acreage in the town. This plan focused largely on resort development projects in the northwestern portion of the town, including the Juniper Ridge development, Chair 15/24 base facilities, and the "North Village" project. Other issues addressed in this plan include redevelopment of properties identified as suffering from blighted economic or physical conditions. A primary impact of the plan is to accelerate the phasing of projects that had been previously approved and/or identified. The legality of the redevelopment plan has been challenged, and the future of the project is unknown at this time.

⁸ Source: Town of Mammoth Lakes, Notice of Intent to Prepare an Environmental Assessment for Proposed Improvements at Mammoth Lakes Airport, February 2000.

Section 4
SIERRA BUSINESS PARK SPECIFIC PLAN AND EIR
SPECIFIC PLAN

A **INTRODUCTION**

The text presented in this Section of the Sierra Business Park Specific Plan and EIR constitutes the Land Use Regulation under which development would be governed for the area hereinafter to be referred to as Sierra Business Park. If the Specific Plan is adopted, the properties involved would be placed into the Specific Plan District by Ordinance as adopted by Mono County. The Specific Plan would be considered and made a part of all public hearings on this matter.

B **PURPOSE AND OBJECTIVES**

The purpose of these regulations is to provide for development of the Sierra Business Park in a manner that reflects the spirit and intent of the specific plan and industrial development regulations of the Mono County Zoning Code and the Mono County General Plan. A central objective of these regulations is to provide for needed industrial services while protecting the scenic resources of the region as a whole and the Highway 395 Scenic Corridor in particular.

These regulations stipulate site design and site planning standards consistent with Mono County policies governing development and the protection of natural resources.

C **SITE PLANS**

Consistency with provisions of the General Plan and Zoning Code is ensured through Site Plan review procedures established herein. The Site Plan review process provides for County review of detailed, final site plans for

each lot in Sierra Business Park, and provides assurance that each lot would be planned, constructed and maintained in a manner that conforms to this Specific Plan and is compatible with the surrounding environs. The Site Plan process also provides for a timely sequence of County and public review and input.

D **AUTHORITY**

California Government Code §65507 authorizes a legislative body to adopt an ordinance or resolution requiring that a Specific Plan be prepared when it is in the public interest to do so. Mono County has applied this authority to require Specific Plans for all outlying parcels, including the Sierra Business Park site. As with General Plans, the Board of Supervisors must hold a public hearing before considering adoption of the Specific Plan.

The County requires a Specific Plan for all outlying parcels, and the Board of Supervisors must hold a hearing before considering Plan adoption.

The Subdivision Map Act requires the legislative body to deny approval of a final or tentative subdivision map if it is inconsistent with applicable specific plans (§66474{b}). The Mono County Planning Commission is authorized to approve or deny tentative tract maps.

E **DEFINITION OF TERMS**

Terms used in this Specific Plan shall have the same definitions as given in the Mono County Zoning Ordinance unless specified otherwise herein.

F REGIONAL AND LOCAL SETTING

The Sierra Business Park Specific Plan site is located in southern Mono County, California. The project site encompasses 36 acres situated immediately southwest of Highway 395 about 3 miles south of the intersection with State Route 203 (SR 203 leads into Mammoth Lakes). The site is directly opposite the entry to Mammoth Lakes/Yosemite Airport and about 1 mile west of the airport terminal.

The property is the former site of a sand and gravel extraction operation that was owned by Sierra Materials. Past operations on the site have created an excavated bed that is 20-25 feet below the surrounding land. An elevated berm has been constructed around the site perimeter to screen operations of a batch plant that was installed by the applicant in 1998.

G PHYSICAL FEATURES OF THE SIERRA BUSINESS PARK SITE

SOILS AND ELEVATION

The site is located on the alluvial slopes of the eastern Sierra Nevada. Site elevations range from 7,099 feet (in the excavated central portion of the site) to 7,125 feet (on parts of the site perimeter). Soils are of firm-to-dense compaction and comprised of recent alluvium, including glacial outwash, talus deposits, and stream and river alluvium. Soil depths range from 0-8 feet.⁹

VEGETATION

The site has been excavated as part of its prior use as a sand and gravel mining and processing site. The site is also located in the range of (but is not part of) an existing cattle grazing allotment.

⁹ Source: Preliminary Soils Report, Feb. 1997.

These past and on-going uses have removed essentially all vegetation and topsoil from the project site.

VIEWSHED

The entire length of Highway 395 has recently been designated as a Scenic Highway of statewide significance. This designation is applied by the California Dept. of Transportation (CalTrans).

The entire length of Highway 395 is a CalTrans-designated Scenic Highway of statewide significance.

The site cannot be seen from most locations to the southeast due to elevation differences. The screening berm, the power lines and the 40' batch plant stack are readily visible from locations to the north and west, which are at higher elevations. The escarpment of the Sierra Nevada dominates mid- and long-range views from Highway 395. The Mammoth Lakes/Yosemite Airport dominates near-field views to the northeast, and the White Mountains dominate more distant views to the east.

LAND USE

Pre-project land uses on the site (as of January 2000) include an operating concrete batch plant (Use Permit No. 37-95-03), two Edison high-power transmission lines, and vacant, previously excavated land with a screening berm around portions of the site perimeter. A dogsled concession (including an office building, storage and kennels), also occupies a portion of the site.

H GENERAL PLAN CONSISTENCY

Consistency between the Sierra Business Park and relevant goals and policies of the Mono County General

Plan is evaluated in Table 4 below. As indicated, the project conforms to all relevant General Plan goals and policies.

Table 4 CONFORMANCE WITH THE GENERAL PLAN

VISUAL RESOURCES:

Goals and Policies: "The General Plan emphasizes the importance of the Highway 395 viewshed from Benton Crossing Road to the intersection with SR 203. Significant visual impacts are to be avoided along this designated scenic highway, as demonstrated by visual impact analyses. Mitigation must be provided, via landscaping, screening or other means, to assure compliance with these goals. *Discussion:* A number of project elements have been suggested by County staff and incorporated by the applicant to minimize visibility from Highway 395. This Specific Plan contains requirements specifically intended to protect the visual integrity of the Highway 395 scenic corridor.

Goals and Policies: The General Plan also encourages the concentration of development in or adjacent to existing communities, and supports the transfer of ownership to accomplish this goal. *Discussion:* The Sierra Business Park is removed from existing communities, but directly adjacent to the regional airport, which it is expected to support in terms of available services. Efforts to achieve a transfer of ownership have not been successful and the County Board of Supervisors has indicated that the applicant will not be asked to explore this issue any further.

INDUSTRIAL DEVELOPMENT:

Goals and Policies: The General Plan recognizes a countywide need for additional industrial land uses for the services provided, for economic growth and for job stability. Long Valley is cited as an area identified for some additional industrial land. *Discussion:* The proposed Sierra Business Park responds to General Plan policies calling for balanced economic growth and employment development, and is directly responsive to the policy that calls for additional light manufacturing in the Long Valley area.

LAND USE COMPATIBILITY:

Goals and Policies: The General Plan requires that land uses around the airport be limited to those that are compatible with airport operations and include proper notification. Additionally, no use may infringe upon the integrity of the airport safety zone or otherwise impact safe air navigation. *Discussion:* The proposed Sierra Business Park is compatible with the airport and would offer services that directly support airport operations. The project would neither impact the safety of airport operations nor be significantly impacted by those operations due to the industrial nature of the proposed uses.

Goals and Policies: The General Plan identifies resource extraction uses at the project site and recommends the same policy for other existing quarries in the planning area. *Discussion:* Aggregate resource extraction opportunities at the site have been fully developed and further aggregate extraction is unfeasible. The project application provides for deletion of this General Plan policy as it applies to the project site.

SPECIFIC PLAN DEVELOPMENTS:

Goals and Policies: The Specific Plan designation applies to developments proposed in areas outside of existing communities, on large parcels of land within or adjacent to existing communities, to provide direction for potentially conflicting land uses, and to plan for future land uses in the vicinity of surface mining operations. The Specific Plan requires that conditions of approval govern key issues such as the use of open space, treatment of scenic easements, and habitat preservation. *Discussion:* This Specific Plan has been prepared to comply with General Plan requirements governing outlying parcels. Conditions of approval have been an integral element of Specific Plan preparation as well as the environmental impact report. EIR Section 10 summarizes all mitigation measures that would be required and monitored if the project is approved and implemented.

RESOURCE PRESERVATION:

Goals and Policies: The General Plan requires the protection of critical wildlife habitat through the use of development standards, native vegetation in landscaping, and alternatives or mitigation measures where necessary to assure compliance. **Discussion:** *The biological assessment concluded that project implementation would not have a significant adverse impact on any critical wildlife habitat, including the nearby deer migration corridor or the 3 sage grouse leks in the project vicinity. Additionally, this Specific Plan requires the use, on the PMZ, of native plant species typical of the big sagebrush communities and adapted to the local region. There will be a mix of natives and non-native species on the site interior.*

MINING RECLAMATION:

Goals and Policies: The General Plan limits resource extraction to designated zones, and requires submittal of a Reclamation Plan for sites that have been mined. Conditional Use Permits are required for all mining operations to assure public safety. **Discussion:** *Resource extraction has been discontinued at the site due to the lack of significant additional on-site aggregate materials and the availability of superior resources in other locations. However, batch plant operation would continue. A Reclamation Plan has been submitted as part of project documentation. The Reclamation Plan links reclamation to site development, including access, drainage, landscaping, and other improvements required in a Reclamation Plan.*

WATER RESOURCE PROTECTION POLICIES:

Goals and Policies: The General Plan mandates the protection of local surface and groundwater resources through required studies, standards, and regulations. **Discussion:** *This Specific Plan and EIR provides studies conducted for the purpose of identifying relevant water protection policies and standards, quantifying project impacts, and developing measures to safeguard the resources in light of project impacts. The proposals incorporate substantial input from the County Health Department and the Lahontan Regional Water Quality Control Board. Please see EIR Sections 5.2 and 5.10, as well as Appendices C and K for a full discussion of the measures proposed for proper design, maintenance and use of the onsite septic and drainage systems.*

DEVELOPMENT STANDARDS:

Goals and Policies: "The General Plan requires that new developments be served by existing utilities where feasible, and contains strict regulations for the control of toxic substances. It also addresses standards for fire safety and grading ordinance compliance. The General Plan requires compliance with all relevant standards for noise and air quality. **Discussion:** *Although the site is about 4 miles from the Town of Mammoth Lakes, communication with the local water and sewer provider indicates that annexation is not feasible (source: Dennis Erdman, General Manager, MCWD, January 27, 2000). This Specific Plan contains requirements for utilities, for the management of toxic substances, for grading, fire safety, noise controls, and for the control of particulate emissions.*

I ZONING CONSISTENCY

This Specific Plan is adopted pursuant to regulations contained in the Mono County Zoning Ordinance. It is specifically intended by such adoption that the development standards herein shall regulate all development within Sierra Business Park. In cases of explicit conflict between this Specific Plan and the Mono County Zoning Ordinance, this Specific Plan shall prevail. Details or issues not specifically covered herein shall be subject to the regulations of the Mono County Zoning Ordinance.

J REVIEW PROCESS

APPROVAL

Approval of this Specific Plan and all subsequent amendments hereto shall be in accordance with Mono County procedures as set forth in Chapter 19.46 of the Mono County Zoning Ordinance.

CEQA COMPLIANCE

This EIR and Specific Plan has been prepared for the Sierra Business Park in compliance with CEQA. The EIR contains a series of mitigation measures required to mitigate impacts associated with implementation of this Specific Plan. The County would be responsible for monitoring and enforcement of the Mitigation Program to assure that all measures are implemented in a timely and effective manner, and would also be responsible for enforcement of the regulations contained in this Specific Plan.

The County will be responsible for enforcing EIR mitigation measures and Specific Plan regulations.

K SPECIFIC PLAN CONCEPT

INTRODUCTION AND PURPOSE

The development standards and procedures established herein are intended to satisfy the requirements of §19.46 of the Mono County Zoning Ordinance. Upon adoption of the Sierra Business Park Specific Plan, the development standards and procedures established herein would become the governing zoning regulations for the land uses proposed and developed on this site.

The development standards and procedures contained in the Specific Plan will become the governing zoning regulations for the project site.

These standards are also intended to reflect the spirit and intent of the Mono County General Plan and Zoning Ordinance.

The purpose of these standards is to (1) provide for the classification of land uses on the site, (2) define standards for the development of those uses, (3) establish procedures for orderly site development through build-out, (4) protect the public health, safety and welfare of those who work and do business in Sierra Business Park, (5) provide for the progress, well-being, and convenience of the County as a whole, and (6) establish and maintain a level of quality in site development.

L GENERAL REGULATIONS

DEFINITION OF TERMS

Terms used in this Specific Plan shall have the same definition as given in the Mono County Zoning Code, unless specified otherwise herein.

CODE CONSISTENCY:

1. The development standards herein shall regulate all development in the Sierra Business Park. In case of a conflict between this Specific Plan and the Mono County Zoning Code, this Specific Plan shall prevail. In cases where this Specific Plan is silent on an issue of relevance to the project, the Mono County Zoning Code shall prevail.

2. Any details or issues not covered by the development guidelines or regulations of this Specific Plan shall be subject to the regulations or standards set forth in applicable sections of the Mono County Zoning Codes, Grading Ordinances, and other adopted ordinances of the County.

3. Construction shall comply with all applicable provisions of the Uniform Building Code and the mechanical, electrical, plumbing and other codes related thereto as administered by Mono County and other agencies with jurisdiction over the project.

4. Grading plans submitted for Sierra Business Park shall be based on the County Grading Code and shall be accompanied by all geological and soils reports required by the Grading Code.

AIRPORT NOTIFICATION

No construction activities or alterations that meet the notice criteria of the Code of Federal Regulations¹⁰ shall be permitted without first notifying the FAA of the proposed construction and receiving a determination from the FAA that such construction does not constitute a hazard to air navigation. Relevant criteria are provided in Appendix E of this Specific Plan.

¹⁰ For regulated sites outside the boundaries of any airport.

SEVERABILITY

If any portion of these regulations is declared by judicial review to be invalid in whole or in part, such decision shall not affect the validity of the remaining portions.

ALTERNATIVE DEVELOPMENT STANDARDS

No alternative development standards shall be permitted unless such standards are established through an amendment to this Specific Plan.

DEVELOPMENT FLEXIBILITY

1. All of the lots on the Sierra Business Park Tentative Tract Map may be platted as much as ten percent (10%) above the acreage or square footage shown. Such variances would be subject to review and approval by the Director of Planning, but no amendment to this Specific Plan shall be required for variances that meet these guidelines.

2. Only general boundary alignments and approximate acreage figures are shown in the Tentative Tract Map, Grading Plan and Landscaping and Berm Treatment Plans herein. Adjustments to land use boundaries resulting from final road alignments, the siting of infrastructure facilities, and/or technical refinements to the Specific Plan would not require an amendment to this Specific Plan.

M LAND USE PLAN

The Land Use Plan for Sierra Business Park encompasses 36.7 acres of land, including 32.7 acres of industrial lots and 4.0 acres of road right-of-way. Two easements overlay the property. The SCE easement encompasses a total of 3.8 acres of land, and the Perimeter Maintenance Zone easement

encompasses 4.7 acres. The easements are integrated into the underlying parcel boundaries.

N DEVELOPMENT STANDARDS

1. USES PERMITTED

The following uses are permitted within the Sierra Business Park subject to approval of a Building Permit.

- a. Shipping and delivery.
- b. Storage, mini-storage and warehousing for boats, recreational vehicles, automobiles, etc.
- c. Janitorial services and supplies.
- d. Rental agencies for motorized and non-motorized modes of transport, and service in connection therewith.
- e. Rental agencies for snow and yard equipment, and service thereof.
- f. Rental agencies for industrial and construction equipment, and service thereof.
- g. Wholesale lumberyards and wholesale plumbing supplies.
- h. Vehicular repair facilities, paint shops and tire recapping facilities.
- i. Wholesale nurseries and garden shops.
- j. Warehousing, rental, and service outlets for appliances, computers, components, and other similar products.
- k. Commercial recreational facilities, equipment storage, rental and repair.
- l. Card-lock gas fueling stations.
- m. Research laboratories and facilities.
- n. Product development and testing facilities.
- o. Tooling and small machine shops.
- p. Photo-finishing and photographic processing facilities.
- q. Blueprinting, reproduction, printing, copying and photoengraving services.
- r. Construction industries including general and specialty contractors and their accessory & incidental office uses.
- s. Manufacture and storage of building, construction, and plumbing parts and equipment.
- t. Motion picture, video, television and recording studios.
- u. Firewood storage provided the facilities are screened from view of motorists on Highway 395.

- v. Caretakers' living quarters without outdoor living areas (no more than two caretakers quarters in the entire site).
- w. Maintenance structures & buildings.
- x. Landscape services and landscaping materials (e.g., storage of vehicles, earth, clay and similar materials) for sale
- y. Dog kennels and pet kennels.
- z. Accessory structures or uses that are customarily incidental or necessary to the permitted main uses.
- aa. Any other similar use that is found by the Planning Commission to be compatible with the purpose and objectives of this Specific Plan.
- bb. Large-dish antennae and other large-dish devices for transmission or reception of signals.
- cc. The following uses must be incidental to a permitted use and occupy no greater than 500sf¹¹ of floor area, consistent with the prior section. No use may be permitted which, in the judgment of the Director, would have environmental impacts greater than the permitted use.
 - i. Sales agencies for motorized and non-motorized transport vehicles
 - ii. Sales agencies for snow and yard equipment
 - iii. Sales agencies for industrial and construction equipment
 - iv. Retail nurseries and garden shops
 - v. Sales outlets for appliances, computers, components, etc.
 - vi. Food services ancillary to the permitted uses.
 - vii. Sales of building, construction, and plumbing parts and equipment.

2. USES PERMITTED SUBJECT TO APPROVAL OF A USE PERMIT BY THE PLANNING COMMISSION

- a. Manufacturing and assembly plants and facilities up to 10,000 square feet.¹²

¹¹ The applicant wishes to increase the area up to 2,000sf. Please refer to Section 1.9 (Unresolved Issues) for discussion. The applicant also wishes to have uses of 2,000-5,000sf permitted, subject to approval of a Use Permit.

¹² The applicant wishes this to be a principally permitted use, and would prefer to allow manufacturing and assembly plants of from 10,000 to 20,000 square feet as a conditionally permitted use. Please refer to Section 1.9, Unresolved Issues, for further discussion.

- b. Dry Cleaning facilities.
- c. Concrete or asphalt batching plant or similar mixing plant, except that only one such plant shall be permitted in Sierra Business Park at any point in time. Ancillary activities (including storage, stockpiling, distribution and sale of rock, sand, gravel, earth, clay, and similar materials, as well as the ancillary manufacture of concrete products) shall also be permitted, subject to a use permit.
- d. Water filtration and processing facilities.
- e. Food services ancillary to the permitted and conditionally permitted uses above.
- f. Communication systems and facilities (telephone, cable, digital and other).
- i. Water and bottled water production and distribution facilities, including pump facilities and water bottling facilities.
- j. Electricity and natural gas lines and easements. Power lines may include buried and surface features, and may be sized for local and regional service.
- k. Retail lumberyards, retail plumbing supplies and general home improvement centers up to 10,000 square feet.¹³

3. SITE DEVELOPMENT STANDARDS

The following site development standards shall apply:

- a. Building Lot Area and Site Coverage: No minimum lot area or site coverage. The maximum site area is the net usable area as indicated in the Land Use Concept, Section M. Site coverage shall not exceed eighty percent (80%) of any building lot.
- b. Building Lot Width and Depth: No minimum, and no maximum. However, no lot may be subdivided without an amendment to this Specific Plan.
- c. Building Height Limit: No minimum. The maximum building height limit of flat-roof structures shall be thirty-feet (30') for lots

2 through 13, lots 15 through 23, and lot 37. The maximum building height of flat-roof structures shall be twenty-five-feet (25') for lot 1 and lots 24 through 36. The maximum height of pitched-roof structures on all lots (including the ridge of the roof and all appurtenant structures, unless otherwise required by code) shall be thirty-feet (30').

As long as a batch plant is allowed pursuant to a valid use permit, or the present concrete batch plant continues in operation, the maximum height limit for lot 14 shall be forty-feet (40'; i.e., the maximum height of existing structures). At such time as the concrete batch plant operations cease, the maximum height limit for this lot shall be thirty-feet (30'), including pitched or flat-roof structures and appurtenant roof structures. Notwithstanding the foregoing provisions, no structure may penetrate above the 7,135-foot elevation, except for structures on Lot 14 (as long as a batch plant remains in operation).

d. Building Setbacks:

- i. Along interior streets, buildings shall be set back a minimum of twenty-feet (20') from the property line, except that unsupported roofs or architectural elements may project five-feet (5') into the required setback area. No maximum setback.
- ii. Adjacent to the exterior property boundary: No buildings or development shall be permitted in the designated PMZ. No maximum setback.
- iii. Rear yard setbacks shall be a minimum of ten-feet (10'), unless next to the PMZ. The width of the PMZ shall govern. No maximum setback.
- iv. Side yard setbacks shall be a minimum of ten-feet (10'), unless next to the PMZ. The width of the PMZ shall govern. No maximum setback.
- v. The PMZ varies in width from 20-60.' Structures may have a 0' rear yard or side yard setback from the PMZ, but may not enter into the PMZ.

¹³ The applicant wishes this to be a principally permitted use. Please refer to Section 1.9, Unresolved Issues, for further discussion.

- e. Loading Standards: All loading shall be performed within each lot; no on-street loading shall be permitted. Loading platforms and areas shall be screened from all off-site views from Highway 395.
- f. Trash Storage Areas: All trash storage containers shall be shielded from view of adjacent lots and interior streets by solid fencing not less than five-feet (5') in height and no more than eight-feet (8') in height, and shall be shielded from all off-site views from Highway 395. Trash storage areas shall be designed and maintained to facilitate County compliance with waste load reduction programs. No trash storage area shall be permitted within the PMZ or the street landscape zone.
- g. Mechanical and Electrical Equipment: Exterior components of plumbing, processing, heating, cooling and ventilation systems, and transformers shall not be visible from any abutting lot, street or highway.
- h. Antennas: Dishes, transmitters and antennas shall not be placed higher than fifteen-feet (15') above floor elevation, and shall be screened from view by architecturally compatible landscaped berms, plantings, walls, solid fencing, or a combination of these materials.
- i. Grading Bond: No grading shall be undertaken prior to the posting of a performance bond in compliance with the County Grading Ordinance.
- j. Toxic Material Handling: All toxic materials used on site, including those used in the water and septic systems as well as those used by individual tenants and owners, shall comply with all relevant laws and regulations governing use, storage and disposal.
- k. Heating Systems: Individual tenants and owners shall be prohibited through deeds of sale or lease agreements from installing wood-burning appliances that do not comply with current standards for control of particulate emissions.

l. Structural Fire Protection: All structures in Sierra Business Park shall comply with current requirements of the Long Valley Fire Protection District for structural fire protection.

m. Site Plan Submittal: Before any building permit is issued for a site in the Sierra Business Park, a Site Plan shall be submitted to and approved by Mono County.

n. Other Outdoor Storage Areas: Outdoor storage items placed within 50-feet (50') of the property line(s) contiguous to the interior street shall be screened by solid fencing on the street side(s) of the storage area and at side property lines for the length of the storage area. Outdoor storage items that are placed beyond this 50-foot visual zone do not require solid fencing on the street side. However, solid fencing may be required at the side and rear property lines, subject to review by the Planning Director.

Solid fencing shall be a minimum of 5-feet (5') high and may need to be up to eight-feet (8') high, subject to review by the Planning Director. It is acceptable that storage items taller than eight-feet (8') will be visible above solid fencing, provided they do not exceed twelve-feet (12') in height.

Storage is anything placed outdoors and outside of a building that is not a private vehicle for employee or customer transportation; cars, trucks, and vehicles that stay onsite after hours, machinery, tools, items for rent, materials and items for sale are examples of storage items.

Storage and associated fencing shall not occur within the PMZ or the Street Landscape area.

4. LANDSCAPING, SCREENING AND OPEN SPACE STANDARDS

Landscaping is intended to maintain a sense of continuity with the surrounding lands and to minimize the visual intrusion of Sierra Business Park into the state-designated scenic corridor along Highway 395. The

open space area of Sierra Business Park shall be known as the Perimeter Maintenance Zone (PMZ), as shown on the Tentative Tract Map. The following standards shall apply:

- a. Plant Materials: All landscaping within the PMZ shall consist of native plant materials typical of big sagebrush communities and adapted to the region. Where landscaping is derived from seedlings, the seedlings shall be genetically compatible with local plant stock. A different landscaping plant palette shall be provided for the street landscaping zone which may include but is not limited to a variety of native plants. Additionally, non-native plants that are not water-intensive or maintenance-intensive may be included in the street palette.
- b. Perimeter Maintenance Zone and Berm:
 - i. The Sierra Business Park Specific Plan site shall be enclosed by a PMZ around the entire site, broken only at the entry access from Highway 395.
 - ii. The PMZ berm shall be constructed of landscaped earthen materials with undulant external contours.
 - iii. A detailed landscape plan for the PMZ shall be prepared and submitted to the Planning Department for approval consistent with the Reclamation Plan.
- c. Landscaping of Lots and Along the Interior Street: A ten-foot (10') landscaping strip will be planted by the applicant along the length of all properties contiguous to the interior street. One landscaping plant palette shall be provided for the street landscaping zone, and a different palette shall be provided for the remainder of the site. The maintenance association shall maintain the landscape strip. Extension of site landscaping from the street landscaping zone to the face of buildings or edge of parking areas is encouraged.
- d. Landscape Irrigation: A temporary irrigation system shall be provided for irrigation of the PMZ and retained until

the County finds that supplemental irrigation is no longer required to maintain plant viability.

- e. Landscape Maintenance: All landscaping shall be maintained in a neat, clean, and healthy condition. This shall include proper pruning, mowing, weeding, litter removal, fertilizing, replacement, and irrigation as needed.
- f. Interior Street Screening: Where proposed, walls and fences along streets and boundaries shall have a maximum height of six-feet (6') within ten-feet (10') of the point of intersection of a road or driveway and an internal street or sidewalk. Where solid fencing is provided, such fencing shall have a minimum height of five-feet (5') feet and a maximum height of eight-feet (8') feet. No fencing shall be allowed in the ten-foot (10') street landscaping zone.
- g. Screening of Parking Areas: For parking areas outside of storage areas, no additional screening shall be required. However, no parking shall be allowed in the ten-foot (10') street landscaping strip or in the PMZ.
- h. Screening Materials: All screening shall consist of one or a combination of the following:
 - i. Walls (including retaining walls) shall consist of concrete, rock and stone, brick, tile or similar solid masonry material a minimum of four-inches (4") thick.
 - ii. Fencing shall be constructed of metal that harmonizes with building exteriors and has minimal visual impact. Barbed wire fencing shall be permitted around the site perimeter (i.e., exterior side of the PMZ).
 - iii. Solid fencing utilizing gray or tan split face block (Basalite, Sparks – natural gray, and Basalite, Dixon – D345 tan, respectively), and /or mesh galvanized chain link with sand plastic slats.
 - iv. Walls and fences used for screening of loading zones shall have a maximum height of six-feet (6') within ten-feet (10') of the point of

intersection of a road or driveway and an internal street or sidewalk. No fencing shall be permitted in the ten-foot (10') street landscaping zone, and no fencing shall be permitted in the PMZ (except for the existing barbed wire fencing on the site perimeter). Where solid fencing is provided, such fencing shall have a minimum height of five-feet (5') and a maximum height of eight-feet (8').

5. DESIGN GUIDELINES

These design guidelines are intended to assure quality architecture that reflects a non-intrusive and pleasing style, quality materials, and professional workmanship. A key objective is to minimize the visual presence of the development from all off-site locations. Consistent with this goal, building masses are to be simple in form and strong in geometry.

6. BUILDING MATERIALS AND COLORS

No polished or mirror-reflective finishes or paints shall be permitted in Sierra Business Park. All exterior building materials and colors in Sierra Business Park are intended to coordinate with colors found in the surrounding landscape.

a. Exterior Roofing Materials and Colors:

All exterior roofing materials shall consist of the following materials and colors. It is anticipated that the application would typically be sloped; if flat, colors shall be coordinated.

- i. Composition Shingle
 - Gray (Elk Prestique Series, Weatheredwood)
 - Tan (GAF Timberline Series, Cedarwood)
- ii. Metal
 - Gray (Metal Sales – Ash Gray [25])
 - Taupe (Metal Sales – Taupe [74])
 - Tan (Metal Sales – Light Stone [63])
 - Natural Rust (CorTen, aged)
- iii. Other: Paint or finish to coordinate with colors above.

b. Exterior Wall Materials and Colors: All exterior walls shall consist of the following materials and primary field colors.

- i. Concrete
 - Natural Gray
- ii. Split-Face Block
 - Gray (Basalite, Sparks – natural gray)
 - Tan (Basalite, Dixon – D345, no substitutions)
- iii. Rock
 - Any natural rock, shaped or irregular
- iv. Wood Siding
 - Any type with “natural cedar” tint
- v. Metal Siding
 - Gray (Metal Sales – Ash Gray [25])
 - Taupe (Metal Sales – Taupe [74])
 - Tan (Metal Sales – Light Stone [63])
 - Natural Rust (CorTen, aged)

c. Exterior Trim and Accents: Exterior trim and accent features shall be permitted on only very limited areas of each building (not to exceed 10% of total exterior area) and shall consist of the following materials and colors:

- i. Smooth block
 - Any color
- ii. Split-Face Block
 - Any color
- iii. Rock
 - Any natural rock
- iv. Wood
 - Natural logs, any finish
 - Milled wood, clear or solid finish and choice of color
- v. Metal
 - Any color

d. Solid Fencing: Solid fencing, for screening, security and retaining walls as applicable, shall be limited to the following materials and colors:

- i. Split-Face Block
 - Gray (Basalite, Sparks – natural gray)
 - Tan (Basalite, Dixon – D345, no substitutions)
- ii. Metal
 - Wide mesh galvanized chain link with sand plastic slats.

e. Security Fencing: Open fencing, for security fencing only, shall be limited to the following materials and colors:

- i. Metal
 - Simple chain link

f. Other Provisions:

- i. The Mono County Community Development Director may approve materials and colors not listed herein, provided such materials and colors are consistent with the design guidelines above.
- ii. Exterior building materials that are prohibited in Sierra Business Park include asphalt shingles, glass (other than for windows), wood shingles, vinyl siding, imitation wood siding, stucco, and anything not specifically stated as being included.

7. SIGN STANDARDS

a. Signs: Permitted freestanding signs shall include one main project identification sign and one directory sign. In addition, one lot monument sign shall be permitted on each lot.

- i. All freestanding signs shall be maintained in good operating condition and appearance.
- ii. The project developer shall be responsible for construction of the main project identification sign and the directory sign.
- iii. Maintenance and repair of the main identification and directory signs shall be the responsibility of an association to be formed pursuant to the CC&Rs for each lot on the site.

a1. Main Project Identification Sign: The main project identification sign shall be located within the PMZ, adjacent to the project entry on the northern site boundary and readily visible from Highway 395, as shown on the Tentative Tract Map. The main project identification sign shall be as shown in Exhibits 6 and 7, and shall conform to the following standards:

- i. Maximum Height: Eight-Feet (8')
- ii. Maximum Width: Eight-Feet (8')
- iii. Maximum Depth: Two-Feet (2') for each side of the V-shaped sign (see Exhibit 7).

iv. Colors and Materials: As identified in the Design Guidelines.

v. Minimum Distance from Highway 395 Right-of-Way: Ten-Feet (10')

vi. Minimum Distance from the Project Access Road: Ten-Feet (10')

vii. Artificial Illumination: Shall be permitted.¹⁴

viii. The main project identification sign shall not be located on the PMZ berm.

a2. Project Directory Sign: The directory sign shall be located in the site interior, adjacent to the main access road, as shown on the Tentative Tract Map. The directory sign shall be as shown in Exhibit 8, and shall conform to the following standards:

i. Maximum Height: Eight-Feet (8')

ii. Maximum Width: Three-Feet (3')

iii. Maximum Depth: One-Foot (1')

iv. Colors and Materials: As identified in the Design Guidelines.

v. Location Relative to Interior Road: Within the Right-of-Way

vi. Artificial Illumination: Low intensity illumination is permitted, pursuant to the lighting standards in Section N.8.¹⁴

a3. Concrete Lot Monument Signs: One lot monument sign shall be permitted on each lot to identify the business complex thereon. The lot monument signs shall be located by the driveway at the street and shall be uniform in scale, design and color. Lot monument signs shall include a reflective lot number and a defined area for the attachment of one custom wood building identification sign.

These signs are intended to identify the occupant(s) or building name, and may not be used to list specific services or products. All lot identification signs shall be maintained in good condition and appearance. All lot identification signs

¹⁴ At the time of Draft EIR preparation, County staff has indicated that it does not support the applicant's proposal to illuminate any of the project identification signs, including the main project identification sign, the project directory, or the lot monument signs.

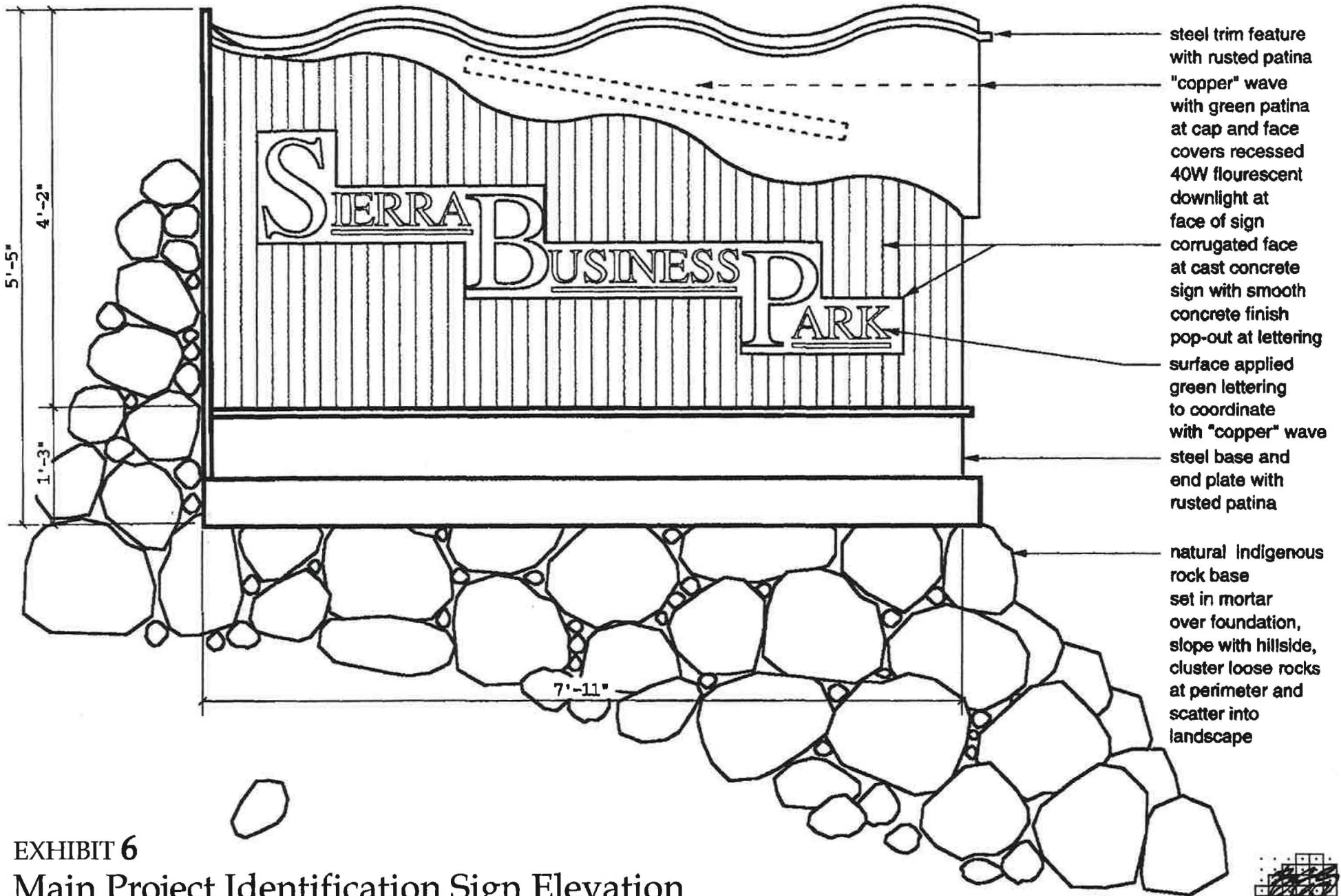
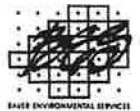


EXHIBIT 6

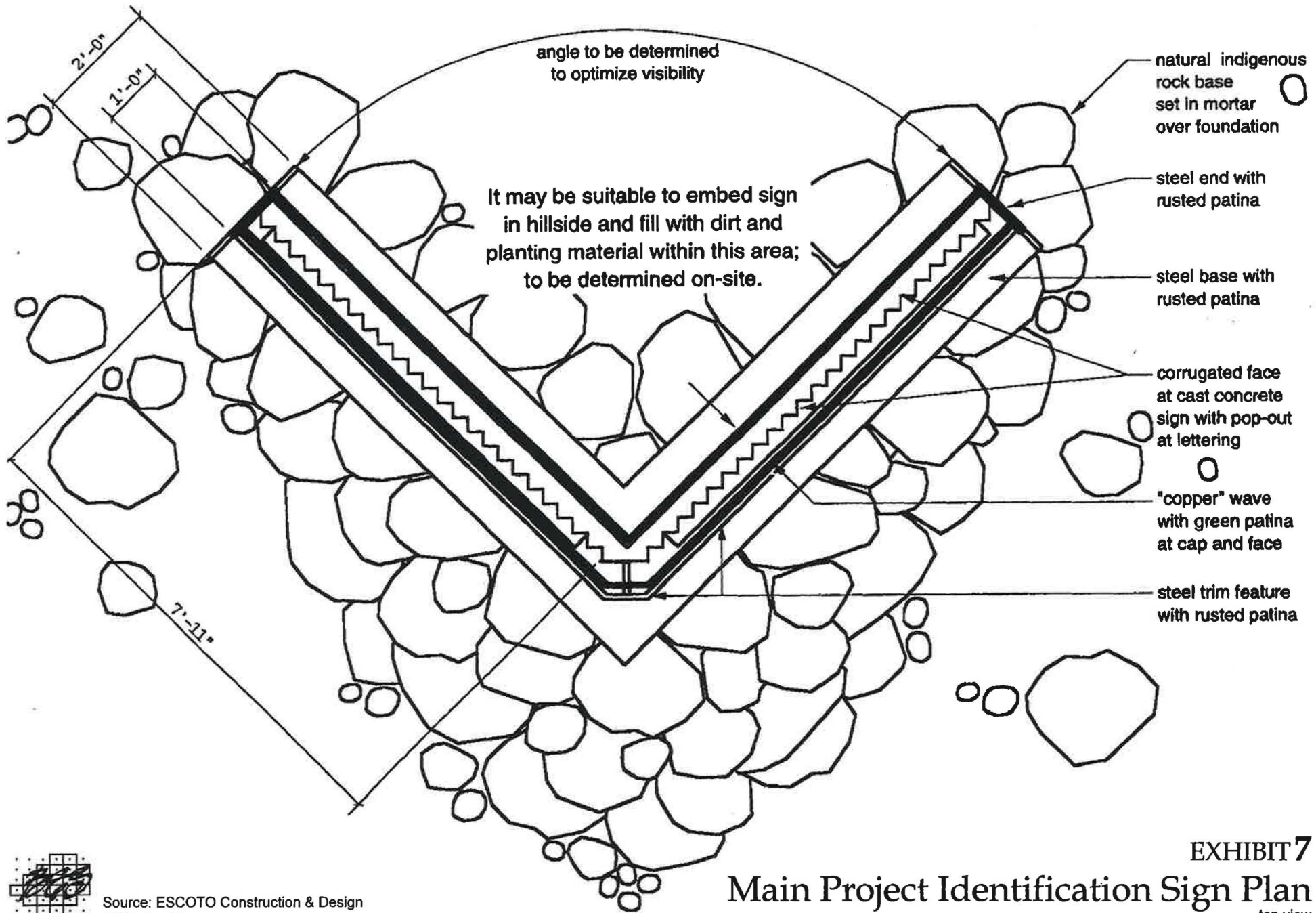
Main Project Identification Sign Elevation

left side of 2 angled faces, all information typical both sides of sign

Source: ESCOTO Construction & Design 3/4" = 1' - 0" 7/11/00

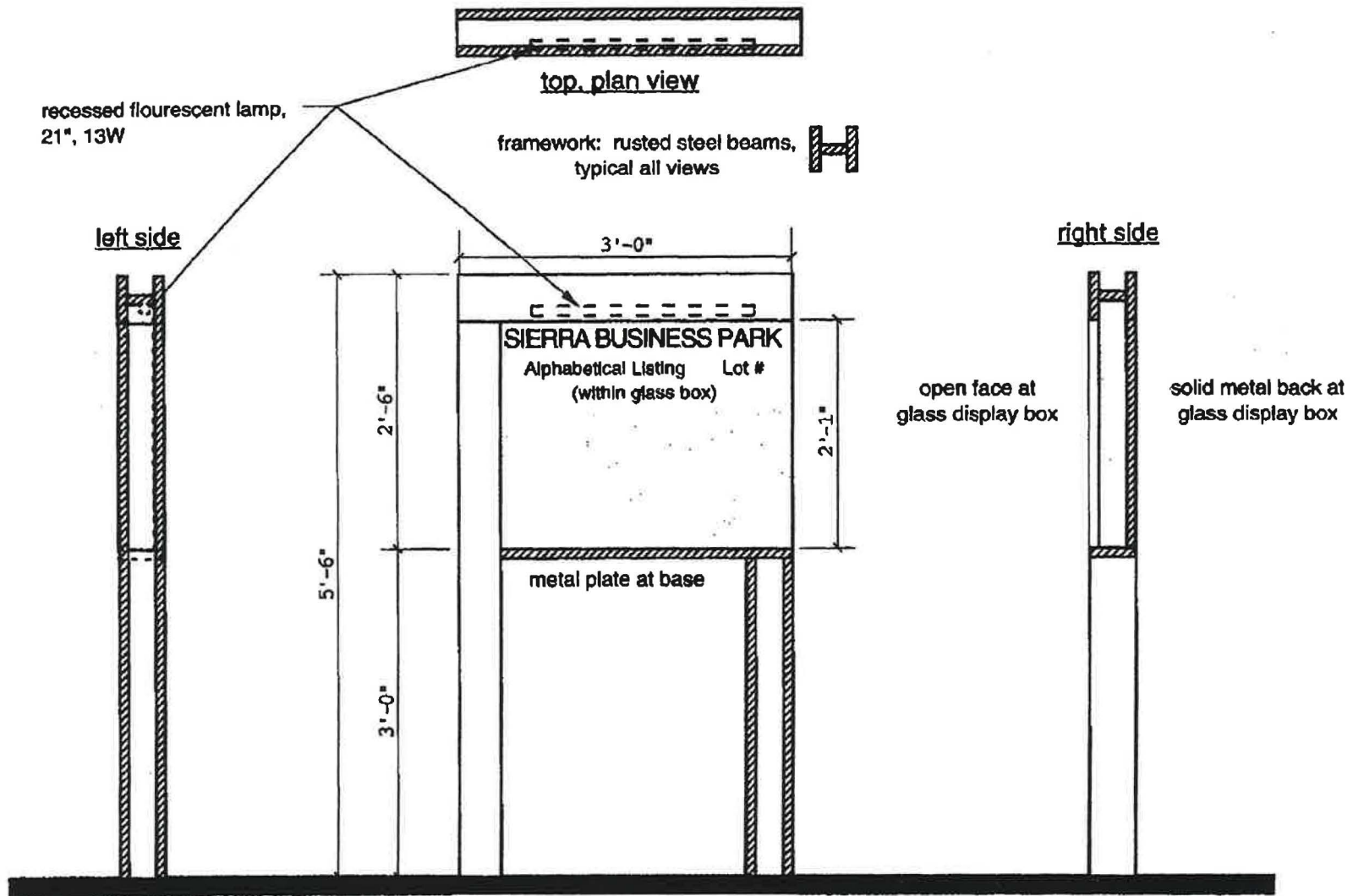


PROPOSED SIERRA BUSINESS PARK



Source: ESCOTO Construction & Design
 1/2" = 1' - 0"

EXHIBIT 7
 Main Project Identification Sign Plan
 top view



Source: ESCOTO Construction & Design



3/4" = 1'-0" 7/11/00

EXHIBIT 8 Project Directory Sign Elevation

PROPOSED SIERRA BUSINESS PARK

shall be as shown in Exhibit 9, and shall conform to the following standards:

- i. **Maximum Height:** Thirty inches (30")
- ii. **Maximum Length:** Four-Feet (4')
- iii. **Maximum Depth:** Twenty-four inches (24")
- v. **Colors and Materials:** As identified in the Design Guidelines.
- vi. **Artificial Illumination:** Low intensity illumination is permitted, pursuant to the lighting standards in Section 8.¹⁴
- vii. **Maintenance and repair of the lot identification signs** shall be the responsibility of the lot owner.

It shall be at the sole discretion of the developer whether to construct any or all of the lot identification signs.

- b. **Building Identification Signs:** Building identification signs shall be allowed as permitted by the IP (Industrial Park) Zoning District, §19.35 of the Mono County Zoning Ordinance, except that no monument or freestanding building identification signs or lighted signs shall be permitted. In addition, signing permitted by the IP Zoning District shall be confined to a signage "envelope" on one building per lot, defined as follows:

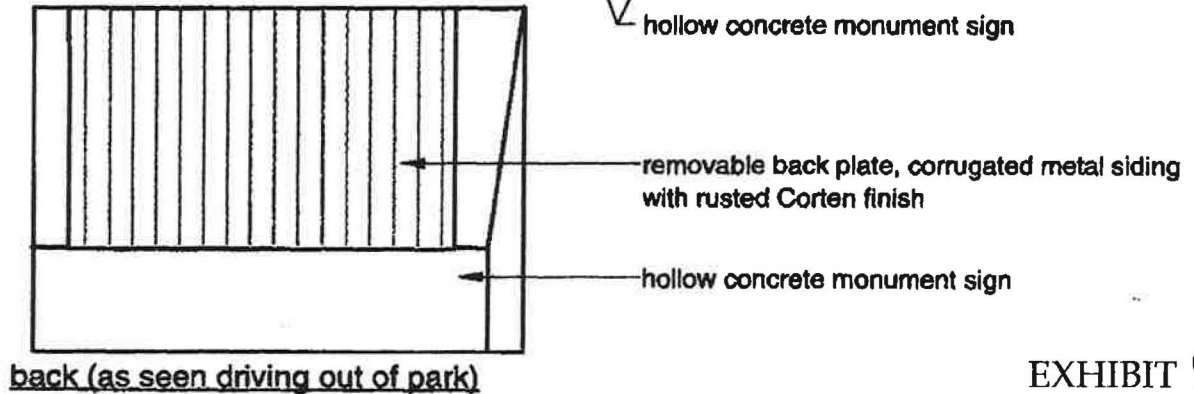
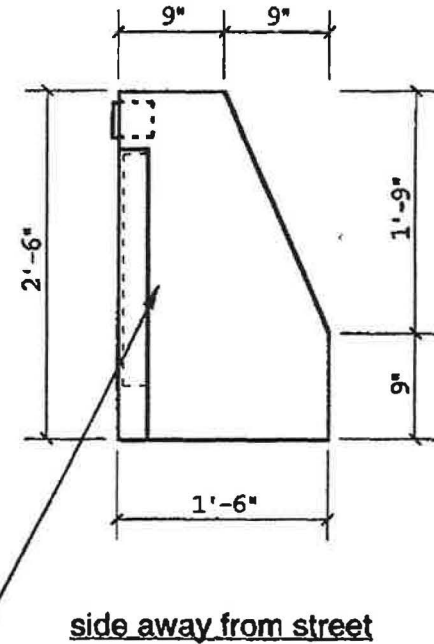
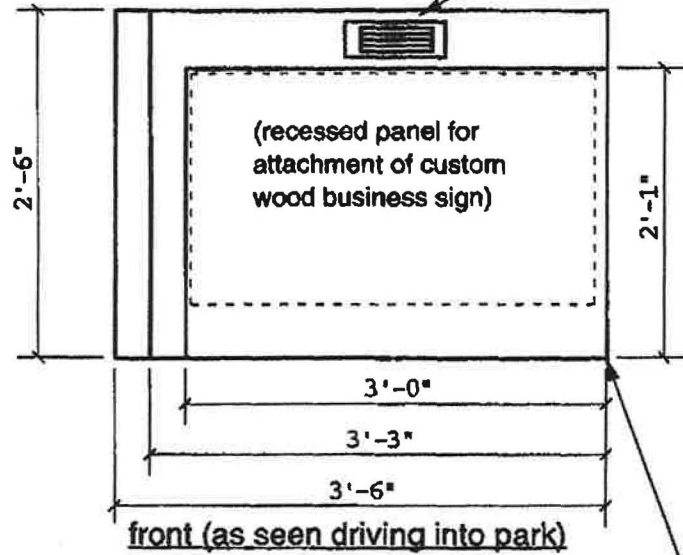
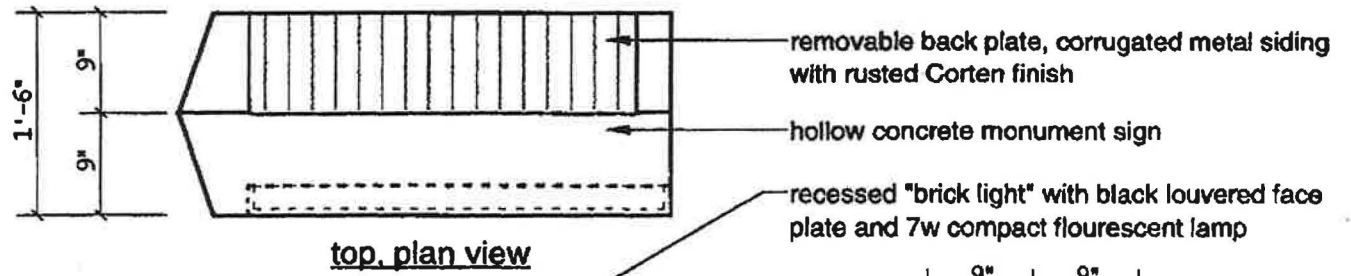
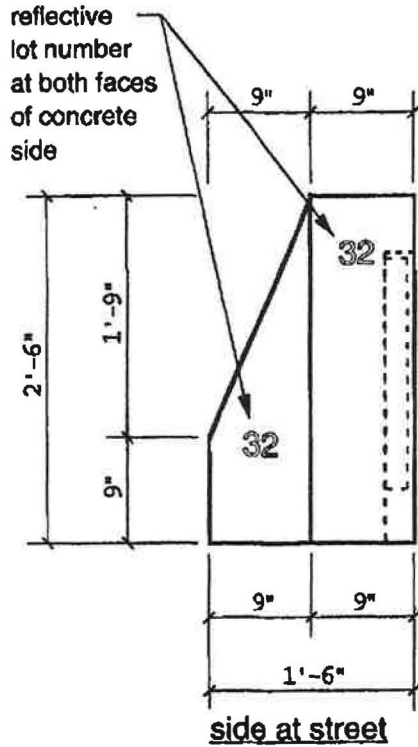
- b1. The signage envelope shall face the interior street and may occur on only one side of one building, on each lot.
- b2. The signage envelope shall be a horizontal area four-feet (4') high. The top of the envelope shall no higher than fourteen-feet (14') above the finished floor elevation and no lower than ten-feet (10') above the finished floor elevation of the building upon which it is located. The envelope may extend the entire width of the building upon which it is located.
- b3. The signage envelope may be interrupted by architectural features.
- b4. Building identification signs shall be mounted on the side of the building within the sign envelope area oriented to the interior street, and complementary in scale, design and color to the building it identifies.
- b5. All building identification signs shall be maintained in good condition and appearance. Maintenance and repair of

the building identification signs shall be the responsibility of the lot owner/tenant.

- c. **Temporary Signs:** Temporary outdoor signs shall conform to §19.35 of the Zoning Ordinance (pertaining to the IP Zoning District).
- d. **Other Signs:** All other signage shall be minimized, uniform, concise and subtle and shall be strictly limited to unit numbers, door placards, directional, cautionary and handicap signs at their specific points of use.
- e. **Signs Prohibited:** The following signs shall be prohibited within Sierra Business Park.
 - i. Time/Temperature signs.
 - ii. Freestanding signs, except as provided in these standards.
 - iii. Temporary or permanent advertising devices or displays.
 - iv. Rotating, revolving, scintillating, flashing or moving signs.
 - v. Signs that project vertically or horizontally from the building face, except as provided in these standards.
 - vi. Any banner or device designed to wave, flap, rotate or move with the wind.
 - vii. Any other signs or components not specifically included in the above descriptions of building identification signs or temporary signs.

8. LIGHTING STANDARDS

- a. Exterior lighting in Sierra Business Park is to be held to the minimum required to assure public safety.
- b. The source of lighting must be concealed on all exterior lighting.
- c. All lighting, interior and exterior, must be designed to confine light rays to the premises of Sierra Business Park. In no event shall a lighting device be placed or directed so as to permit light to fall upon a public street, highway, sidewalk, or adjacent lot or land area.
- d. All signs and lighting shall emit a light of constant intensity.
- e. All exterior lighting fixtures shall be of uniform design and materials, and painted a non-reflective color that



Source: ESCOTO Construction & Design



3/4" = 1' - 0" 7/11/00

EXHIBIT 9

Lot Monument Sign Elevation

conforms to the Design Guidelines herein and blends with the surrounding environment.

- f. All exterior lighting shall feature low-intensity lighting.

9. STREET AND PARKING STANDARDS

a. Primary Interior Street

- i. The interior street serving Sierra Business Park shall have an overall right-of-way of sixty-feet (60').
- ii. Two travel lanes shall be provided, with one lane for each travel direction. Each of the two lanes shall have a minimum width of eighteen-feet (18').
- iii. The interior road shall be a minimum thickness of 0.25' asphalt concrete, with four-inches (4") of Class-2 aggregate base, to accommodate a minimum Traffic Index of 8.5.
- iv. Interior road slopes shall not exceed a grade of six percent (6%).

b. Parking Standards

- i. Off-street parking shall be provided on each lot at a ratio of no less than 2 parking spaces per 1,000 square feet of gross building area.
- ii. All parking areas shall be designed to provide for snow storage, and parking lot islands and curbs shall be sited to allow for snow removal.

O MAINTENANCE, OPERATION AND ENFORCEMENT

All maintenance, operational requirements and enforcement responsibilities within Sierra Business Park shall be handled

through an association formed in keeping with the CC&Rs for each site lot.

P PROCESSING PROCEDURES

1. AMENDMENT

The project developer, or the owner or owners of 50% or more of the lots of the Sierra Business Park, may initiate an amendment to this Specific Plan. Any amendment to the Specific Plan shall be in accordance with California Government Code §§65500-65507, and Mono County Code §19.46.

- a. Any proposed amendment to this Specific Plan must comply with requirements of CEQA as appropriate.
- b. An amendment to this Specific Plan may be initiated by the Board of Supervisors of Mono County.
- c. Modifications to the subdivision plan after approval of the Tentative Tract Map shall be in accordance with the California Subdivision Map Act and Mono County procedures for implementation of the Map Act.

2. MINOR MODIFICATIONS

- a. Minor modifications to the proposed subdivision plan, such as lot mergers and divisions, shall not require an amendment to this Specific Plan provided the Mono County Planning Director finds that the modification is consistent with the general nature and intent of this Plan.

Q FINANCING

All costs associated with implementation of the Sierra Business Park Specific Plan would be privately financed. No public funds are sought for implementation of the project.

**SIERRA BUSINESS PARK SPECIFIC PLAN AND EIR
SPECIFIC PLAN
SECTION V
ENVIRONMENTAL BASELINE AND IMPACT ANALYSIS**

5.1 GEOLOGY AND SOILS

5.1.1 EXISTING CONDITIONS

5.1.1.1 Topography

The project site is located on an alluvial fan in the eastern foothills of the Sierra Nevada. The surrounding lands slope to the west/southwest. Onsite elevations have been modified by prior (now discontinued) sand and gravel excavation activities. The highest elevations range from about 7,117' to 7,127' and are found on the constructed berm that defines the site perimeter. Elevations vary in the excavated site interior, ranging from about 7,098' to 7,113.' The northwestern portion of the site interior has a somewhat more irregular landform than the northern portion because mining in this quadrant was never completed. Approximately 400,000cy of material were removed from the site during past aggregate mining activities.

5.1.1.2 Soil Characteristics¹⁵

On-site soils are identified as Qal, Cenozoic Quaternary Recent Alluvium. Glacial outwash, stream and river alluvium, and talus deposits characterize this soil type. The soil materials are coarse grained and gravelly, and include well-graded gravel, sandy gravels, and silty sandy gravels. Soil moisture at the surface ranges from about 0-5%. Field observation by the project engineer indicates the soil to be firm to dense, with relative

density/compaction on the order of 70-80%, and a plasticity index of between 4 and 8 (indicating low expansiveness. Soil depths range from 0-8 feet.

Soil borings taken by the project engineer during April of 1997 confirm these data. A layer of processed sand and gravel material overlies portions of the site. Native soils are predominantly formed of silty sand and gravel, and volcanic porous rock.

5.1.1.3 Geology and Seismicity

The following discussion is condensed from an analysis prepared for this project by Sierra Geotechnical Services, Inc. The report is provided in its entirety as Appendix C.

The project is located on the boundary of the eastern Sierra Nevada frontal fault system, and at the southwestern edge of the Long Valley caldera. There are six active faults along this system, all of which displace to the east. There are no faults located across the subject site. There are, however, three known active faults within about 4 miles of the site including the Hilton Creek, Laurel-Convict, and Long Valley Caldera faults. These faults are estimated to have a potential magnitude of 6.7-7.0 on the project site. Table 4 summarizes selected characteristics of faults within the study area. The Mono County Master Environmental Assessment indicates that the project site is located in an area at high risk of ground failure from seismic activity.

¹⁵ Information in this section is drawn from a February 1997 Preliminary Soils Report prepared for the applicant by Bear Engineering.

**Table 5
FAULT ZONES WITHIN THE STUDY REGION**

Fault Name	Distance/Direction from Site (km)	Slip Rate (mm/yr)	Maximum Quake Magnitude
Hilton Creek	4.3/NE	2.5	6.7
Hartley Springs	12.5/W	0.5	6.6
Silver Lake	24/NW	2.0	7.5
Mono Lake/Lee Vining	33/NW	2.5	6.6
Laurel-Convict	5.3/SW	NA	6.8
Round Vly./Wheeler Crest	12.8/SE	1.0	6.8
Owens Valley	60/SE	1.5	7.6
Volcanic Tableland/Fish Slough	47/SE	0.2	6.6
White Mountain	53/E	1.0	7.1
Long Valley Caldera	2/NE	NA	7.0

The study region is characterized by active geothermal and volcanic systems. Recent geothermal changes include variable topographic changes resulting from movement of the resurgent dome, as well as declines in hot-springs discharges, increases in fumarolic discharges, and potentially dangerous gas emissions.

In addition, at least 19 episodes of volcanism have occurred over the past 3,000 years. The Mono-Inyo Craters and the resurgent dome of the Long Valley caldera are considered to be the most significant sources of potential volcanic activity. The Mammoth region is considered to be at risk for all major types of volcanic hazards. A number of agencies and institutions are conducting monitoring to detect signs of magmatic unrest that may signal an eruption.

5.1.2 SIGNIFICANCE CRITERIA

Impacts of the project on the geologic environment would be considered significant if:

- Project activities would trigger substantial slope instability, landslides, or erosion, either on-site or on surrounding lands.

- The risk of liquefaction, settlement, ground-rupture, volcanic activity, or lateral spreading and damage to structures from seismically induced ground shaking was substantially increased; and/or
- Fill quantities greater than 100,000 cubic yards (cy) would be removed to a landfill site, using needed capacity.

5.1.2 ENVIRONMENTAL IMPACTS

5.1.2.1 Topography and Soils¹⁶

Implementation of the proposed project would result in further alteration to the landforms on this site. Additional soils would be removed in the irregular northwestern quadrant, and the floor of the site would be graded and contoured in a final grade sloping gently towards three percolation basins proposed to meet drainage requirements. The completed floor of the project would vary in elevation from about 7,104.5' in the northwest corner to 7,099' along South Industrial Circle. The resultant final grade at its highest point (in the

¹⁶ Information in this section is drawn from a Reclamation Plan the project applicant by Bear Engineering and submitted to the County in May of 1999.

northwesterly corner) would be about 20 feet below the height of the recontoured berm in the same area.

During Phase I, it is anticipated that 50,000cy of material would be excavated in order to prepare Lots 11, 12, 16, 18-22 and 23, and also to prepare South Industrial Circle. Some of the excavated material would be used for recontouring of the PMZ; the balance would be exported for offsite use.

Lots 25-37, in the northwestern quadrant, would be prepared during Phase II. Grading quantities in this area are estimated at 100,000cy. Some of the soils excavated during Phase II would be used for interior contour work, and the remainder exported for offsite use. During both phases, the completed slopes along the property lines would be graded in accordance with the grading plan.

5.1.2.2 Geology and Seismicity¹⁷

The project site would continue to experience earthquake-induced ground shaking with estimated magnitudes up to 6.7. Based on regional data, it is estimated that peak ground accelerations would be on the order of 0.42g. Actual values for the site would be determined through UBC mandated site assessments including geotechnical drilling and/or a geophysical seismic line study. Implementation of mandatory seismic safety requirements would reduce this impact below a level of significance.

Liquefaction potential is estimated to be comparatively low due to the absence of cohesionless soils (20% or less clay materials), and the presence of relative soil densities greater than 70% of maximum. Liquefaction potential and

required preventive measures would be determined as part of the mandated seismic studies. Although the region is seismically active, the potential impacts are reduced to a level that is less than significant by standard codes and conditions.

As noted above, the site is located within a designated volcanic hazard zone, as is the Mammoth region as a whole. Future eruptions are considered a certainty, and there are no technologies currently in place for reliable prediction or prevention. Potential volcanic hazards include debris flows and avalanches, pyroclastic flows and surges, lava flows and domes, tephra falls (airborne materials ejected from a volcano), blasts and gas emissions. Because there are no effective preventive measures, exposure to these hazards is unavoidable and adverse. However, the potential for volcanic activity is a fact of life in the Long Valley region, and is not considered by the County to meet the level of significance as defined by CEQA.¹⁸

5.1.2 MITIGATION MEASURES

1. A slope maintenance program shall be developed and implemented to control erosion and maintain the stability of graded slopes. The program shall be submitted to Mono County for review and approval prior to initiation of any grading activities on the site.
2. The applicant shall implement Best Available Control Measures for fugitive dust, as detailed in EIR Section 5.7.4 (Air Quality).
3. The applicant shall regrade and revegetate the PMZ in accordance with the approved grading and reclamation

¹⁷ Source: Sierra Geotechnical Services, see Appendix C.

¹⁸ Source: L. Johnston, Mono County Planning Dept., June 2000.

plans. The regrading program shall provide for varied PMZ slope contours that blend into the surrounding landscape and minimize the visibility of the project boundaries from Highway 395. The revegetation program shall harmonize with the contours of the graded PMZ slopes, and utilize native plantings representative of the big sagebrush community. Irrigation shall be provided on a temporary basis as needed to assure viability of the PMZ berm plantings. Removal of the temporary irrigation equipment shall require approval by the County. Ongoing maintenance of the PMZ slopes and revegetation plantings shall be handled through an association formed in keeping with the CC&Rs for each lot on the site.

5.2 HYDROLOGY AND WATER QUALITY

5.2.1 EXISTING CONDITIONS¹⁹

5.2.1.1 Regional Water Quality

The project study area is part of the California Regional Water Quality Control Board - Lahontan Region, one of nine regional boards administered under the State Water Resources Control Board to implement the Clean Water Act in California. The Lahontan region covers twelve major watersheds, and over 33,130 square miles extending from the Oregon border to the San Bernardino Mountains. The Water Quality Control Plan (referred to herein as the *Basin Plan*) for the region is organized into three subareas, including the Tahoe Basin, and the North and South Lahontan basins, which meet at the boundary between Mono Lake and the East Walker River watershed.

¹⁹ This section is drawn from the May 1995 Initial Study for the Batch Plant Application; the 1998 Final EIR, MCWD Reclaimed Water Project; and the Sierra Geotechnical report (Appendix C).

The project is located at the northern end of the South Lahontan Basin. This basin contains 3 major surface water systems (Mono Lake, Owens River, and Mojave River), as well as many smaller closed basins. Most waters in this part of the basin are derived from snowmelt and are of very good to excellent quality, as is typical of high elevation waters. Water quality problems in the region are generally related to heavy metals and radioactive elements (mainly from geothermal discharges), the sensitivity of lakes and streams to acidification, and the low acid-buffering capacity of native soils and water supplies. These problems in turn derive from a variety of non-point sources (erosion from construction, timber harvesting, and cattle grazing), stormwater runoff, acid drainage from inactive mines, acid content in rainfall, and individual wastewater disposal systems.

The impact of septic systems prompted the Regional Board to adopt prohibitions against (a) existing individual leaching and percolation systems above the 7,650-foot elevation in the Mammoth basin; (b) new leaching and percolation systems above the confluence of Sherwin and Mammoth Creeks; and (c) new or existing leaching and percolation systems in the area of Hilton Creek/Lake Crowley. The project site is outside of these zones and not directly constrained by the prohibitions.

The comparatively few point source discharges in the region include wastewater treatment plants, fish hatcheries operated by the California Department of Fish and Game, and geothermal discharges. Consumptive municipal and agricultural use of water supplies is limited in the Lahontan Region by a low resident population and the predominance of cattle grazing over other forms of agriculture. However, large volumes of water are exported for

use outside the Basin including diversions from Owens and Mono River basins as well as waters of the Truckee, Carson and Walker Rivers. The prospect of future water shortages in the basin is of concern due to projected increases in population, drought, global climate changes, and sources of contamination.

A key element of the *Basin Plan* is the designation of beneficial uses for each of the hydrologic units. The beneficial use designations are used to determine water quality criteria. The Owens Hydrologic Unit is comprised of four subareas including the Long [Valley] Hydrologic Unit in which the project site is located. The Long [Valley] Hydrologic Unit in turn comprises 31 drainage subunits. The project site is located upgradient of the Lake Crowley and Convict Creek subunits, and downgradient of the Mammoth Creek subunit. Designated Beneficial Uses for Convict Creek, a perennial stream,

include municipal and domestic supply, agriculture, groundwater recharge, freshwater replenishment, body contact and non-contact recreation, commercial and sport fishing, cold freshwater habitat, wildlife habitat, and fish and wildlife spawning/reproduction and development. Designations for Lake Crowley include municipal and domestic supply, agriculture, navigation (shipping), hydropower generation, body contact and non-contact recreation, commercial and sport fishing, cold freshwater habitat, wildlife habitat, and fish and wildlife spawning and reproduction and development.

The water quality objectives listed in the *Basin Plan* are presented in both numerical and narrative terms and include criteria that apply to all waters in the region as well as criteria established for selected waters. The criteria for Mammoth Creek at Highway 395, Hot Creek at County Road, and Convict Creek, are shown in Table 6.

**Table 6
WATER QUALITY OBJECTIVES FOR MAMMOTH CREEK,
HOT CREEK AND CONVICT CREEK, mg/L²⁰**

Objectives (Annual Average Value in mg/L)

<i>Surface Waters</i>	<i>TDS</i>	<i>Cl</i>	<i>SO4</i>	<i>F</i>	<i>B</i>	<i>NO3-N</i>	<i>Total N</i>	<i>PO4</i>
Mammoth Ck @ Hwy 395	75	1.0	6.0	0.10	0.03	0.4	0.6	0.11
Hot Ck. @ County Road	275	41.0	24.0	1.80	1.80	0.2	0.3	0.65
Convict Creek	85	1.5	11.0	0.05	0.02	0.2	0.3	0.03

The site is also part of the Long Valley groundwater basin. This basin occupies an area of 102 square miles and has an estimated capacity of 160,000 AF of

water stored at depths ranging from 20-120 feet below ground surface. Water quality objectives have been set for groundwaters of the region to address

²⁰ Source: LRWQCB *Basin Plan*, Table 3-17. Data are given in annual average values. Note that the Basin Plan does not contain objectives for Lake Crowley. TDS=total dissolved solids; Cl=chlorine; SO4=sulfates; F=flourine; B=boron; NO3-N=nitrates-nitrogen; Total N=total nitrogen; PO4=phosphates.

coliform bacteria, chemical constituents, radioactivity, taste and odor. No special criteria have been set for groundwaters in the Long Valley Basin.

Several waterbodies in the project area have been included on the 303(d) List of Impaired Water Bodies, a program

established under the Clean Water Act for water bodies that do not meet water quality standards. The listed waters are shown in Table 7, along with the pollutants of concern. [Source: Doug Feay, LRWQCB, April 2000]

**Table 7
IMPAIRED WATER BODIES IN THE VICINITY OF SIERRA BUSINESS PARK**

<i>Water Body</i>	<i>Pollutants of Concern</i>	<i>Probable Sources</i>
Convict Lake	Metals	Non-Point and Natural Sources
Crowley Lake	Arsenic and Nutrients	Natural Sources
Hot Creek	Metals	Natural Sources
Mammoth Creek	Metals	Non-Point and Natural Sources

5.2.1.2 Existing Water Supplies ²¹

Water demands on the Sierra Business Park site are currently met by an onsite well. The well was originally constructed in 1979, and has a current production capability of about 200gpm. The well is used to supply water demands for the existing batch plant operations and dog sled facilities.

5.2.1.3 Existing Water Quality²²

The quality of groundwater underlying the project site was tested during May of 2000, along with tests of groundwater from six other area wells including Laurel Springs and Laurel Pond (both upgradient), the AB and CD Springs, Hot Creek, and Mammoth airport (all downgradient). The results are presented in full as part of Appendix C, and summarized in Table 8.

²¹ Source: Bear Engineering, Tentative Tract Map No. 36-159 Accompanying Data, May 18, 1999.

²² Source: Bear Engineering, Tentative Tract Map #36-159 Accompanying Data, May 18, 1999.

Table 8
GROUNDWATER QUALITY (mg/L)

Constituent	Laurel Springs	Laurel Pond	AB Well	CD Well	Hot Creek	Airport	PROJECT SITE	Primary MCL
Ammonia as N	0.02	0.02	ND	ND	ND	ND	ND	NA
Calcium	17.0	15.0	13.0	16.0	18.0	37.0	14.0	NA
Chloride	ND	8.2	4.8	2.9	6.1	3.9	2.8	500
Nitrate/Nitrite-N	0.74	1.6	1.5	1.6	1.2	3.4	1.3	10.0
Potassium	1.3	3.5-	5.0	5.2	3.7	3.3	4.9	NA
Sodium	5.7	16.0	22.0	24.0	17.0	11.0	22.0	NA
Sulfate	15.0	9.5	7.7	8.4	9.1	11.0	8.1	500
TDS	90.7	153.0	179	201	150	184	187	1000

The results for the onsite well compare favorably with Maximum Contaminant Levels (MCLs) set by the state for drinking water supplies. As noted above, no objectives have been set for groundwaters in the Long Valley Basin.

5.2.1.4 Existing Sanitation and Waste Disposal

Existing sanitation requirements are met through portable toilets (“sani-huts”) that serve both the dog kennel and the concrete batch plant. Solid wastes are removed by occupants to the local dump at Benton Crossing Road, about 3-4 miles from the site.

5.2.1.5 Existing Drainage

Runoff on the project site currently flows across existing property contours to low areas of the excavated basin. Anecdotal observation indicates that shallow ponding occurs in the lowest areas during periods of heavy rain and/or heavy spring snowmelt.

5.2.2 SIGNIFICANCE CRITERIA

The following criteria are used in this EIR to determine the significance of impacts on hydrology and water quality:

- o The quality of surface or groundwater resources could be adversely affected by project

groundwater production or recharge.

- o Project activities could cause the production rate of downgradient wells to drop, or affect regional biological resources by reducing the access of deep-rooted vegetation to water.
- o Project improvements could cause substantial increased risk of flooding or inundation.

5.2.3 ENVIRONMENTAL IMPACTS

5.2.3.1 Sanitation and Waste Disposal²³

In its comments on the NOP, LRWQCB noted potentially adverse impacts on water quality associated with the proposed use of septic systems for waste disposal. In particular, the letter indicated that some downgradient water bodies, including Crowley Lake, are experiencing accelerated eutrophication as a result of cumulative nutrient loads in the watershed.

Some downgradient waterbodies are experiencing eutrophication due to cumulative nutrient loads.

²³ Information provided in this section is summarized from reports prepared by Sierra Geotechnical (see Appendix C) and Wildermuth Environmental (see Appendix K).

The Regional Board recommended that careful consideration be given to obtaining a connection to an existing community sewer system in lieu of individual disposal systems.

During February of 1997, the project applicant met with Hilton Creek Community Services District. It was noted during that discussion that a direct connection was infeasible due to the distance from the site to the District's facilities (approximately 8 miles).²⁴

To respond more fully to the LRWQCB comments, Mammoth Community Water District (MCWD) was contacted during preparation of this EIR regarding possible water and sanitation service to the project site. MCWD indicated that service would not be feasible in the foreseeable future due to the elevation differential between the project site (at about 7,100 feet) and the treatment plant (at about 7,600 feet), coupled with the lack of a collection system or other potential customers in the project area.²⁵

Average sewage flows from the project at build-out have been calculated for both the 250 gallons per day per parcel (based on preliminary discussions with the County) and 500 gpd per parcel (based on criteria presented in the *Basin Plan*). Tests conducted by Bear Engineering indicate percolation rates between 12 minutes per inch and 80 minutes per inch, with an average of 39 minutes per inch; the average is equivalent to an application rate of 0.5 gallons per square foot per day.

It is proposed that sanitation be provided by onsite sewage disposal systems (septic tanks and leach trenches) to be constructed on each lot.

²⁴ Sources: Project Applicant, communication of 29 March 2000; and communication with Bob Lavagnino, District Manager, 19 June 2000.

²⁵ Source: Dennis Erdman, General Manager, MCWD, communication of 26 January 2000.

Given an average depth to groundwater on the site of 18 feet, and average soil percolation rates of 39 minutes per inch, it has been concluded that site conditions are suitable for use of the septic systems. In light of the coarse soils, shallow depth to groundwater, and type of aquifer system, however, the systems will use a "sand box" subsystem. The proposed production well will be located a minimum horizontal distance of one hundred feet (100') from the closest septic leach field, consistent with standards set by the Department of Health Services.

As noted in the discussion of baseline water quality, the LRWQCB has listed Lake Crowley on the 303(d) list of impaired water bodies for eutrophication. The NOP comments received from LRWQCB identified the potential impact of the proposed septic system on nutrient levels at Lake Crowley as an area of concern.

In response, Wildermuth Environmental has prepared an evaluation of nutrient impacts associated with the proposed onsite disposal system (please see Appendix I). The analysis uses Hot Creek Gorge as a surrogate for analyzing the nitrogen and phosphorus impacts at Lake Crowley. The analysis found that baseline (i.e., pre-project) levels for both phosphorus and total nitrogen (which average 0.193 mg/L and 0.145 mg/L, respectively) exceed the limiting concentrations for eutrophication (0.01 and 0.1 mg/L).

As noted above, the impact of wastewater disposal at the project site was determined for both 250 gpd/parcel and 500 gpd/parcel. Using the lower factor of 250 gpd/parcel, project implementation would increase nitrogen levels by an average of 0.008 mg/L (an 8% increase over average baseline levels), and would increase phosphorus levels by an average of 0.0005 mg/L (a

0.3% increase). Use of the higher factor of 500 gpd/parcel yields an average increase in nitrogen levels of 0.017 mg/L (a 15% increase over average baseline levels), and phosphorus levels by an average of 0.0010 mg/L (a .5% increase). These increases would not be detectable or measurable.

The analysis also calculated the impacts of wastewater disposal on nearby downgradient production wells, using Darcy's Equation to estimate volumetric groundwater flow rates. The analysis indicated that the project would increase nitrogen concentrations by 0.12 mg/L, and phosphorus concentrations by 0.008 mg/L. The increases will not impair beneficial use of groundwater.

As noted above, there are no objectives established for groundwater in Long Valley, and the groundwater characteristics of this basin are poorly understood. As part of the project implementation, the applicant proposes to discontinue primary use of the existing well²⁶ and to construct two new downgradient wells for the purposes of monitoring the impact of the septic system on water quality downgradient of the site. The monitoring locations and parameters would be developed in collaboration with LRWQCB, and the results would be submitted to LRWQCB on a schedule set by the Regional Board.

Although the impacts of project implementation on nutrient levels are calculated to be small (undetectable) under all scenarios, the background levels are already above the limiting concentrations for eutrophication. In this context, the monitoring program would ensure prompt identification and

remediation of unanticipated adverse impacts on groundwater quality. The program would also contribute to the ongoing development of a regional database.

Solid wastes would continue to be the responsibility of individual lot owners. As at present, tenants will have the option of contracting for solid waste collection services, or hauling their own trash to the local dump.

5.2.3.2 Drainage

Project approval and implementation would result in the development of additional industrial land uses on the site. The Specific Plan (Section 4.0) allows for a wide range of permitted and conditionally permitted industrial uses, and it is anticipated that these uses would involve the storage, use and sale of substances with the potential to pollute surface and groundwater resources, including heavy metals.

The project design calls for drainage to be collected at 3 retention/percolation structures to be constructed inside South Industrial Circle during the first phase of construction. The structures would initially be designed to receive runoff via drainage ways alongside the street. These drainages would collect runoff as sheet-flow from the paved streets and all undeveloped lots. Additional drainage improvements may be required for individual industrial lots as they are developed.

Municipal storm water regulations (40 CFR 122.26) require that pollutants in storm water be reduced to the maximum extent practicable. The definition is broad to allow identification of feasible management practices and variations in site needs. In all cases, the emphasis is on use of source controls (i.e., prevention) over treatment controls. The proposed Sierra Business Park

²⁶ The existing well would be converted to a monitoring well or emergency back-up well, or abandoned in accordance with applicable regulations.

meets a number of the specific criteria requiring use of Best Management Practices (BMPs) to eliminate or minimize storm water pollution.

Three infiltration structures are proposed for runoff collection, treatment and disposal at Sierra Business Park. Each of the structures would be designed to meet a 20-year, 1-inch in 1-hour storm event, and each would be about five-feet deep and thirty-five feet wide. An oil and grease catchment basin is proposed to be constructed directly upgradient of each structure.

The infiltration structures represent a form of treatment control. According to the Industrial/Commercial Best Management Practices Handbook, this form of BMP can be effective in the right setting. Key parameters include:

- Suitable drainage area (ideally less than 5 acres, but as much as 50 acres for very permeable soils),
- Appropriate soil composition: (soils that are too fine are subject to clogging, but satisfactory removal of dissolved pollutants – such as nitrate and chloride -- requires soils that contain some loam),
- Complementary BMPs (particularly source controls to prevent hazardous chemicals from entering the infiltration structure²⁷).

Oil/water separators are specifically targeted to removal of petroleum compounds and grease. There are two types of separators: conventional gravity separators and coalescing plate interceptors (which are recommended where the oils have a droplet diameter less than 150 microns). A conventional gravity separator is proposed at Sierra Business Park. As noted in the Handbook, there is considerable

uncertainty regarding the efficacy of oil/water separators due to the lack of substantive data on oil characteristics in storm water. However, the Handbook indicates that with proper maintenance the oil and grease catchment basin would likely have a significant impact in reducing influent oil and grease, and a moderate impact on reducing sediments, nutrients, metals, and oxygen-demanding substances.

Each of the 3 infiltration structures will have an oil and grease catchment basin. The BMP Handbook indicates that with proper maintenance, the basins should significantly reduce oil and grease, with moderate reductions in sediment, nutrients, and metals.

A significant percentage of the petroleum compounds would attach to suspended solids, indicating that settling (and not flotation) is responsible for the removal of a large fraction of the oil products.

5.2.3.3 Water Consumption

Preliminary estimates of water consumption have been developed for the project. The estimates include a range of water demand profiles. The high estimate is based on a total daily demand of 735gpd per acre (27,000gpd for the 36.7 acre site), a figure that adapts water consumption characteristics of the batch plant to the site as a whole. The low estimate is for a total daily water demand of 185gpd per acre (6,800gpd for the site as a whole), a figure that is based on current average water consumption factors for the existing industrial park in the Town of Mammoth Lakes (as obtained from Mammoth Community Water District). Table 9 presents preliminary estimates of the probable maximum, minimum and average water use factors and amounts

²⁷ Pretreatment (to remove floatables and solids) is of limited value in sands and coarser soils.

for Phases I and II, and for the project as a whole.

The project site is 2,000 feet east of Laurel Pond, which has been used by MCWD since 1983 for the discharge of surplus secondary treated effluent from its wastewater treatment plant. The California Department of Health Services requires that treated effluent comprise no more than 20% of the source water for a potable well supply. As part of the Wildermuth report (Appendix I), the total volume of groundwater discharge under the project site was estimated to be 4,679,000gpd; MCWD discharges at Laurel Pond average approximately 1,300,000gpd (27%), flowing over a discharge area much larger than the project site. This cursory assessment would indicate that

treated effluent comprises much less than 20% of the source water below the site. As noted in the baseline discussion, the quality of the underlying groundwater compares favorably with potable drinking water standards for the tested constituents. However, the well housing structure will be designed to accommodate future disinfection storage and dosing facilities so that appropriate steps can be taken if monitoring indicates the need for treatment of the well water supplies (please see Section 5.10 for discussion of the impacts associated with use and storage of treatment chemicals). Development of the onsite well will comply with all local and state regulations, and no significant unavoidable adverse impacts are expected with respect to water supply.

**Table 9
PRELIMINARY WATER CONSUMPTION FACTORS AND USAGE ESTIMATES²⁸**

	Low Demand Estimate	High Demand Estimate
Average Water Demand	185gpd/acre	835gpd/acre
Peak Demand Factor	472gpd/acre	1,690gpd/acre
Total Project Demand	6,800gpd (=4.7gpm)	27,000gpd (=18.5gpm)

In addition to daily water demands, the on-site well must be capable of meeting a fire flow requirement of 500gpm for 3 hours (i.e., 505-518.5gpm including project demands). Based on the draw-down rates observed during on-site 24-hour pump tests, it is anticipated that the proposed new well will be fully capable of meeting both project demands and fire flow requirements.

5.2.4 MITIGATION MEASURES

1. A Stormwater Pollution Prevention Plan (SWPPP) shall be

prepared addressing the project site as a whole, including all future uses. The SWPPP shall meet all relevant specifications contained in Appendix A of the 1993 California Stormwater Best Management Practices Handbook – Industrial, including a list of BMPs from which buyers of the industrial lots shall select and implement on-site controls.

2. In selecting BMPs for the Sierra Business Park site, the SWPPP shall at a minimum (a) emphasize source controls over treatment controls, (b) select controls appropriate for the site

²⁸ Source: Bear Engineering, Tentative Tract Map No. 36-159 Accompanying Data, May 18, 1999.

drainage area (36 acres) and soil composition (principally silty, sandy gravel), (c) incorporate source controls to prevent hazardous chemicals from entering the infiltration structure, and (d) incorporate a maintenance program that includes cleaning and sediment removal each October (before onset of the rainy season) as well as a second cleaning in the spring, and visual inspection no less than once per month during the rainy season.

3. A copy of the Plan shall be printed in a handbook to be provided to the purchaser of each lot within the project. The handbook shall also contain a copy of the final Specific Plan, as well as a copy of the Final Mitigation Implementation and Monitoring Program. A copy of the SWPPP shall also be maintained on site at all times and available for public review.

4. The project applicant shall convert the existing groundwater production well to a monitoring well if requested by LRWQCB, and shall also construct two new downgradient wells for the purpose of monitoring the impact of the septic system on water quality downgradient of the site. The monitoring locations and parameters shall be developed in collaboration with LRWQCB, and the results shall be submitted to LRWQCB on a schedule set by the Regional Board.

5. The housing structure for the new groundwater production well will be designed to accommodate disinfection storage and dosing facilities so that appropriate steps can be taken if monitoring indicates the need for treatment of the well water supplies.

5.3 BIOLOGICAL RESOURCES

The following discussion of biological resources is condensed from a detailed analysis prepared for the project by

Michael Brandman Associates (MBA). Appendix D contains MBA's full report.

5.3.1 EXISTING CONDITIONS

The project site was surveyed on 5 April 2000. At that time, only minimal vegetation was observed on the project site, having been removed during previous mining activities. Surrounding lands are characterized by an extensive sagebrush community generally 1-3 feet tall with a canopy cover of about 75% in a moderately open stand that has been grazed by cattle and sheep. No wildlife species were observed during the survey. Due to the lack of on-site vegetation and water, no native species are expected to nest on the site. The surrounding lands support a variety of wildlife, and the general region along the base of the Sierra Nevada is used as a movement area for the Round Valley herd of mule deer.

There are no sensitive habitats on the project site or in the immediate vicinity of the site. There are no special status plants on the site and none are expected to occur on the site, but three special status species potentially occur in the region. These include the Mono milk vetch, Long Valley milk vetch, and Mono Lake lupine. No special status wildlife species were observed on the site, and none are expected due to the lack of vegetation. Three special status wildlife species may occur in the region: the Owens tui chub, the sage grouse, and the western white-tailed hare.

The sage grouse have a lek (display grounds) breeding system for courtship displays. The leks are located on patches of sparsely vegetated ground surrounded by sagebrush stands of moderate canopy density. There are no sage grouse leks on the study site but three occur in the region: two are located at a distance of 2 miles; one is located within ½ mile of the project site.

Sage grouse have a lek (display grounds) breeding system for courtship displays. There are three sage grouse leks in the region, one located within ½ mile of the project site.

There are no areas of U.S. Army Corps of Engineers (USACE) or California Department of Fish and Game (CDFG) jurisdiction on the site.

5.3.2 SIGNIFICANCE CRITERIA

The following criteria are used in this EIR to determine the significance of impacts on biological resources.

- Substantially affects a rare or endangered species of plant or animal or the habitat of such species.
- Substantially interferes with the movement of any resident or migratory fish or wildlife species.
- Substantially diminishes habitat for fish, wildlife, or plants.
- Has the potential to 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, [or] reduce the number or restrict the range of an endangered, rare, or threatened species.

5.3.3 ENVIRONMENTAL IMPACTS

Project implementation is not expected to have any direct or indirect adverse impact on sensitive habitats, special status plant species, or USACE or CDFG jurisdictional areas. Additionally, no direct impacts are expected on any special status animal species.

The project may have an indirect adverse impact on nesting activities associated with the sage grouse lek that

is located within ½ mile of the site. However, this impact is considered to be less than significant because the project site is located in an excavated basin that is not used by this lek for nesting or breeding activities. The impact would be further reduced by PMZ landscaping with native plant species typical of big sagebrush communities, and by Specific Plan regulations that require project lighting to be oriented to the site interior, away from surrounding habitat.

5.3.4 MITIGATION MEASURES

Although no significant impacts to biological resources have been identified, the following measure is recommended to further minimize or eliminate impacts:

1. Native plant species typical of the big sagebrush communities, and adapted to this region, shall be used for any plantings within the PMZ and along the perimeter berm. Where landscaping is derived from seedlings, the seedlings shall be genetically compatible with local plant stock.

5.4 CULTURAL RESOURCES

5.4.1 EXISTING CONDITIONS²⁹

5.4.1.1 Area Prehistory and History

The Mammoth Creek drainage basin has a history of human occupation dating back at least 6,000 years. There are numerous archaeological sites in the region, particularly in view of the

²⁹ Information in this section is drawn from: Town of Mammoth Lakes, Mammoth Lakes Airport Expansion Subsequent EIR, March 1997; Mammoth Community Water District (MCWD), Draft EIR for Proposed Sewerage System Expansion, December 1980, and MCWD, Draft EIR for Proposed Reclaimed Water Project, June 1998; information contained in these documents was prepared by Scott Soule & Assoc. Also: USFS, Draft EIS for the Proposed Snowcreek Golf Course Expansion, December 1995.

relatively low carrying capacity of the natural resources. The basin has been the subject of extensive archaeological research including investigations conducted by the Nevada Archaeological Survey, the UCLA Archaeological Survey, and programs of the Desert Research Institute. These investigations have yielded evidence of numerous prehistoric activities, including obsidian quarrying, biface production, seasonal residence, and trade.

The historic era dates to 1875, when local gold prospecting was undertaken. The Mineral Hill gold strike of 1877 led to brief but rapid growth in the Mammoth area, including the establishment of 3 small towns (Mill City, Pine City, and Mammoth City) and an area population estimated at 1,500. Dwindling yields and high production costs closed Mammoth Mine in 1881 and by 1888 there were only a few prospectors remaining in the area. Other industries gradually took hold, including cattle ranching and lumber production. In recent times, recreational activities have become the backbone of the local economy.

5.4.1.2 Archaeological Surveys

Several large archaeological reconnaissance studies have been previously completed in the project region. One site in the area of Hot Creek (CA-MNO-28/611) is considered to be a potentially significant site. A 1995 review of this site by the Far Western Anthropological Research Group concluded that the site may meet the criteria for inclusion on the National Register of Historic Places, although no formal procedures have been initiated toward this end. Other sites have also been identified, including one in the area of Laurel Pond that revealed several occasional-use sites with obsidian flakes and tools as well as bedrock metates and mortars.

5.4.2 SIGNIFICANCE CRITERIA

The loss, destruction or material alteration of historical, archaeological, and/or paleontological resources is to be considered a significant project impact if the resource:

- Exemplifies the broad cultural, political, economic or social history of the United States or of California's history and cultural heritage;
- Has yielded or has the potential to yield information about history or prehistory;
- Is a site, structure or building that is associated with the lives of persons important in our past or the prehistory or history of Mono County, or creates an exceptionally rich historical or cultural ambience;
- Is a site, route, structure or building that embodies distinctive characteristics of a type, period, region, method of construction, or represents the work of an important creative individual, or possesses high artistic values.

5.4.3 POTENTIAL PROJECT IMPACTS

The study area has a high sensitivity for cultural resources, as exemplified by the prior discovery of nearby sites and high incidence of archaeological sites in the region as a whole. The proposed project site has, however, been subject to extensive excavation and earthwork as part of prior sand and gravel mining as well as operation of the batch plant and ancillary tenant services. On-site depths are 20-25 feet below grade, and no natural contours remain within the area of proposed construction. These activities would have eliminated any cultural resources that may have been present on the site. As a result, there is no substantive potential for the recovery

of archaeological, paleontological, or historical resources on this site.

5.4.4 MITIGATION MEASURES

No impacts are foreseen and no mitigation is proposed.

5.5 LAND USE AND RELEVANT PLANNING

5.5.1 EXISTING CONDITIONS

The project site currently contains an operating concrete batch plant (occupying about 2 acres of land area) and a kennel that houses sled dogs (also occupying about 2 acres of land). The balance of the site is vacant, crossed by high-power electrical lines in an Edison easement and number of unpaved interior roads, and bisected by uneven topography.

Surrounding lands are also largely undeveloped. The access road into Mammoth Lakes/Yosemite Airport is located directly across Highway 395. The Sierra Nevada Aquatic Research Laboratory is located about 1.5 miles to the southeast; Crowley Lake is about 5 miles to the east, and the Hot Creek Fish Hatchery is about 1 mile to the north.

The Sierra Business Park site is the only private parcel within a 3.5-4 mile radius. Directly to the northeast is Mammoth Lakes/Yosemite Airport, which is owned by the Town of Mammoth Lakes.³⁰ To the south, west and northwest are public lands owned by the federal government and managed by USFS. Large parcels owned by the City of Los Angeles are located farther to the east and west, and significant BLM acreage surrounds the property north of Crowley Lake. At the closest point, the wilderness boundary

of Inyo National Forest is about 1.5 miles to the south of the site, (at an elevation roughly 2,000 feet higher than the project site). All of these lands were depicted in the Local Vicinity Map provided as Exhibit 2 in §3.1.

The location of the site is central to the land use and planning guidelines established by Mono County. As indicated in the Specific Plan (Section 4.0), key General Plan policies include:

- the preservation of visual resources and use of design review procedures to minimize development visibility;
- the provision of new industrial land use and job opportunities in the Long Valley area;
- assurance of compatibility between site uses and the adjacent airport;
- use of Specific Plans to define the uses of outlying properties in order to assure detailed review and consideration of surrounding open space and scenic resources;
- provision for alternative transportation;
- preservation and enhancement of wildlife and habitat resources, including deer migration corridors and native plant species;
- reclamation of properties mined for mineral resources;
- protection and conservation of ground and surface water resources;
- use of existing public services and utility systems where feasible;
- careful management of toxic materials and pollutants;
- protection of low ambient noise levels and use of emission controls to reduce particulate pollution levels; and
- measures to ensure fire safety.

5.5.2 SIGNIFICANCE CRITERIA

³⁰ Source: Town of Mammoth Lakes, Airport Expansion Subsequent EIR, March 1997.

Criteria used in this EIR to determine the significance of potential land use impacts associated with the proposed Sierra Business Park include:

- The project would be clearly inconsistent with adopted goals and policies of the Mono County General Plan.
- The project or project activities would be substantially incompatible with an existing land use or preclude or disrupt continued operation of existing uses.
- The project would preclude implementation of a land use approved by a jurisdiction in the study area.

5.5.3 POTENTIAL PROJECT IMPACTS

5.5.3.1 General Plan Consistency

The following discussion evaluates the proposed project in terms of its consistency with the General Plan goals and policies identified in Section 5.5.1 and in the Specific Plan (Section 4).

1. Visual Resources: the reader is referred to Section 5.11 for evaluation of impacts on aesthetic and visual resources.

2. Industrial Development: the proposed project is clearly consistent with the multiple General Plan policies that call for additional industrial development and expanded job opportunities in the Long Valley area. The site is one of the few locations in this region that meet the General Plan objective of suitability for industrial development within a reasonable distance of population centers. The project would make a modest but reliable contribution to a more stable employment base in the region. X

The project site is one of the few locations in Long Valley that meets the General Plan objective of suitability for industrial development within a reasonable distance of population centers.

3. Airport Compatibility: As described in greater detail in Section 5.6, the land uses proposed in Sierra Business Park are consistent with the Airport land use compatibility guidelines. Additionally, future uses on the project site are expected to support the operation of Mammoth Lakes/Yosemite Airport by providing services and facilities (such as shipping, maintenance, storage, and other light industries) upon which airport uses and operations are often dependent. The project would comply with all relevant notification statements and prohibitions governing navigation hazards.

The General Plan contains a policy calling for an amendment to the Mammoth Lakes/Yosemite Airport Land Use Plan to allow only resource extraction uses at the project site and other quarries in the planning area. (Action 2.2, p. II-7) If the proposed Specific Plan were approved, the policy would no longer be valid with respect to the subject property. (L. Johnston, February 2000). This EIR contains a mitigation measure that would amend the General Plan to amend Policy 2.2 as part of the project application.

4. Use of Specific Plans: The project proposal complies fully with General Plan policies indicating that the Specific Plan designation is intended to provide for planned development in areas outside of existing communities. Section 4 of this document provides the full text of the Sierra Business Park Specific Plan, including all permitted uses and regulations thereof.

5. **Alternative Transportation:** The Project is not forecast to have a significant adverse impact on surrounding roads and highways. Alternative transportation is therefore not required to mitigate adverse effects.

6. **Resource Preservation:** As discussed previously in EIR Section 5.2.3, the general region along the base of the Sierra Nevada is used as a movement area for the Round Valley herd of mule deer. Project implementation is not expected to interfere with migratory pathways due to the large acreage of publicly owned lands surrounding this site.

7. **Mining Reclamation:** A Reclamation Plan has been completed and submitted as part of the project application, in compliance with the General Plan. (Action 1.6, p. V-1) The Reclamation Plan links site restoration to the development of Sierra Business Park, including access, drainage, landscaping, and other improvements required in a Reclamation Plan. Resource development on the site has been completed, and no further activities are proposed.

8. **Water Protection and Conservation:** Water needs on the project site are proposed to be met through a new 511gpm groundwater production well to be located on Lot 20 in the southeast corner of the site. Water demands are anticipated to be 27,000gpd at full development. An estimated 80% of the water produced on site will be returned to the groundwater basin through individual septic systems proposed on each lot and through the retention/percolation structures proposed for the control of stormwater runoff. Water quality will be protected in the drainage system through BMPs to be incorporated in the mandatory runoff management programs, and in the

septic system through appropriate leach field siting and septic design.

9. **Existing Service Systems and Utilities:** The General Plan requires that new development adjacent to existing communities be annexed into existing service districts, where feasible. (Action 2.2, P. II-2.) The site is located about 5 miles away (and downgradient of) the boundary of the Town of Mammoth Lakes, and several miles north and upgradient of the Hilton Creek Community Services District. Communication with the local water and sewer providers indicates that annexation is not feasible.³¹

Lighting and utility energy demands on the site would be met by electricity supplied by SCE. Propane would be used for heating of individual buildings as well as back-up power for the water well. Wood stoves may also provide heating for individual lots. The project is expected to be consistent with all elements of the General Plan addressing public services and utilities.

The General Plan also requires the management and control of toxic substances. This requirement is met through Specific Plan provisions (§4.0) that require proper management and disposal of toxic materials used on site.

10. **Noise and Air Quality Protections:** It is a policy of the General Plan to reduce emissions from wood-burning appliances. Land uses in Sierra Business Park will be required to use appliances that meet current emission reduction standards as specified by the Great Basin Unified Air Pollution Control District (GBUSPCD).

³¹ Source: D. Erdman, General Manager, MCWD, January 2000, and B. Lavagnino, District Manager, HCCSD, June 2000.

The General Plan requires that developments comply with the noise standards provided in Chapter 10.16 of the Mono County Code. The proposed Sierra Business Park is consistent with the regulations therein, as discussed in Section 5.8 of this EIR.

11. **Fire Safety:** The General Plan requires that all new development projects demonstrate the availability of adequate structural fire protection, including a finding that adequate structural fire protection is or will be available. The Sierra Business Park Specific Plan (see §4.0) contains such a requirement. Additionally, the mitigation program requires installation of fire sprinklers in all project structures.

5.5.3.2 Land Use Compatibility

With the exception of Mammoth Lakes/Yosemite Airport (which is a compatible use per the discussion in Section 5.5.3.1 above), the acreage around the site is publicly owned land administered by the USFS as part of the Inyo National Forest. As a whole, the Inyo National Forest extends from Mono Basin to the Southern Sierra, incorporating over 2 million acres. Land uses within this area are governed by the 1988 USFS Land and Resource Management Plan, which identifies a total of 20 management areas. The

project site is part of Management Area Number 9 ("Mammoth"). The Plan notes that uses in Management Area #9 are directly related to the support of nearby Mammoth Lakes, including utility facilities, the airport, park facilities, the fish hatchery, and land owned by the City of Los Angeles. The area contains two important viewsheds and portions of two cattle grazing allotments, and is important as a mule deer migration path and staging area in the fall and spring.

The Land and Resource Management Plan identifies Prescription Allocations in each of the Management Areas. Three Prescription Allocations are identified in the Mammoth area, including Rx 11 (Range Emphasis, which applies to 3,357 of the 8,414 acres in this area), Rx 12 (Concentrated Recreation Area, 4,796 acres), and Rx 15 (Developed Recreation Site, 261 acres).

The Land and Resource Management Plan also describes future Directions for Management Area No. 9, including guidelines to direct future uses of the Forest Service Lands. Table 10 identifies the Directions, and discusses each in terms of its relationship to the proposed project. As indicated therein, the proposed Sierra Business Park would not conflict with any of the Directions provided in the Management Plan for this area.

**Table 10
USFS MANAGEMENT DIRECTIONS
FOR MANAGEMENT AREA #9 (Mammoth)**

Cultural Resources: Maintain and enhance interpretive sites such as Indian Caves. *Discussion:* There are no interpretive sites on or adjacent to the project site, and thus there is no relationship between this Direction and the proposed project.

Facilities: Allow new ski base areas commensurate with transportation planning. *Discussion:* There is no relationship between this Direction and the project.

Fish: Maintain the productivity and resources of Hot Creek Fish Hatchery; study Laurel Pond for introduction of fish; and implement the 1986 Hot Creek Wild Trout Management Plan. *Discussion:* There is no relationship between this Direction and the project.

Geology: Cooperate and encourage geophysical exploration and research including post-caldera formation and current and future seismic and volcanic activity; emphasize geothermal resources where appropriate. *Discussion:* *There is no direct relationship between this Direction and the project. There may be a minor supportive nexus if the existing water well on the site is converted to a monitoring well and used to gauge seismic and volcanic activity in the region.*

Lands: Enter into land exchanges where the best use of USFS land would be in the private sector, the exchange would conform to state/county/USFS planning, and the proposed use is consistent with the local General Plan. Allow no exchanges north of SR 203; solicit comment on proposed exchanges from other interested agencies; and allow development on USFS lands where infrastructure is available and the use would have benefits that outweigh adverse impacts. *Discussion:* *These policies were directly relevant to efforts made in 1997-1999 to identify a site suitable for land exchange. As discussed in §8.0, none of the sites was ultimately found to be feasible for this purpose. The Board of Supervisors adopted Minute Order 99-345 indicating that the issue has been adequately explored and the applicant will not be asked to pursue further inquiries.*

Recreation: Provide for trail links within the community of Mammoth Lakes; maintain open space areas around the Town for passive use; prohibit dispersed camping; prohibit further development of Shady Rest Park; Allow development of Mammoth Creek Park; Identify and fund expansion potential of the Shady Rest and Sherwin Creek Campgrounds; and fund the interpretive potential of the Hot Creek geologic site. *Discussion:* *The Mono County Regional Transportation Plan shows a bikeway (the Crowley Sherwin Road Trail) extending from the Town of Mammoth Lakes to Lower Rock Creek Road. Future implementation of this trail system would be consistent with USFS goals for Management Area 9. The large acreage of open space around Mammoth Lakes will be maintained through the public lands that also surround the project site. Camping will not be allowed on the project site. The project site is well removed from the Shady Rest Park, Mammoth Creek Park, Sherwin Creek Campground, and Hot Creek geologic site, and will have no bearing on implementation of these management prescriptions.*

Visual Resources: Develop a viewshed analysis for SR 203 & US 395; mitigate visual impacts of major uses seen from these major gateway routes. *Discussion:* *As analyzed in §5.11, potential project impacts on visual resources have been reduced to a level that is less than significant through incorporation of mitigation measures and design controls. This conclusion indicates that the project is consistent with the USFS Directions governing Visual Resources.*

Water: Allow development where water supplies are adequate after first meeting the water requirements of natural resources; allow development of new water sources on USFS lands only when private sources have been exhausted; support state and local ordinances that mitigate adverse impacts of runoff onto USFS lands. *Discussion:* *Sierra Business Park would meet water requirements through a new well to be constructed on the project site. As discussed in EIR §5.2, water supplies in the area are adequate to support estimated project water demands. All runoff would be contained within the site; and there would be no runoff from the project entering onto USFS lands. This conclusion indicates that the project would be consistent with USFS Directions governing water resources.*

Wildlife: Continue to maintain waterfowl habitat at Laurel Pond; maintain the integrity of winter ranges, holding areas, migration routes, and fawning areas for mule deer. *Discussion:* *There is no relationship between Sierra Business Park and Laurel Pond. With respect to protection of deer migration areas, there are adequate existing and future permanent open areas to assure that mule deer populations would have continued access to winter ranges, fawning areas and migration corridors in the project area.*

5.5.3.3 SCE Easement

High voltage electrical power lines and an existing easement owned by SCE cross the project site. In its NOP correspondence, SCE indicated that the project has the potential to interfere with its easement rights and facilities. SCE requested that the applicant develop arrangements to eliminate the potential conflict.

The project applicant has subsequently met with SCE representatives. A preliminary plan has been developed to in a cooperative effort between the applicant and SCE. The preliminary plan incorporates 17 conditions:³²

- Equipment used in the SCE right-of-way ("ROW") will have a minimum clearance of 13' from overhead conductors and 25' from SCE structures.
- Parking of vehicles (other than temporary parking) will not be permitted in the ROW.
- Unimpeded access will be maintained at all times to SCE structures.
- Flammable materials will not be stored in the ROW.
- Staging of equipment or materials will not be permitted in the ROW.
- The construction area will be watered to prevent dust contamination of SCE insulators, and the applicant will pay for maintenance required by dust contamination.
- Earthwork in the ROW shall incorporate soil compaction to 90%.
- Cribbing will be installed if a ditch will be left open or may endanger SCE facilities.
- Only SCE-approved structures and facilities will be permitted in the ROW.
- The ROW shall be left in a condition satisfactory to SCE.
- The applicant shall hold SCE harmless for all specified events.

³² Source: Correspondence from SCE to the project applicant, February 2000.

- Final grading plans shall be submitted to SCE for review and approval at least 60-days prior to construction.
- All SCE facilities shall be protected in place, and the methods specified.
- SCE shall be notified 48-hours prior to the start of construction.
- All notices shall conform to specified address and mailing procedures.
- SCE shall maintain all rights, title and interest in the ROW.
- The applicant shall bear all costs incurred by SCE for the project.

5.5.4 MITIGATION MEASURES

The following mitigation measure would reduce land use impacts to a level that is less than significant.

1. The project application shall be revised to include an amendment to the General Plan that would amend Policy 2.2 (which calls for an amendment to the Mammoth Lakes/Yosemite Airport Land Use Plan to allow only resource extraction at the project site and other quarries in the planning area).

5.6 TRAFFIC & AIRPORT SAFETY

The following discussion of traffic and circulation is condensed from a detailed analysis prepared for the project by Traffic Safety Engineers (TSE). TSE's full report is provided in Appendix E.

5.6.1 EXISTING CONDITIONS

5.6.1.1 Street Conditions

Highway 395 is the only paved street serving the project site. This route is a major highway carrying about 5,500 vehicles per day during the regular season, increasing to 9,000 vehicles per day during the peak month of the year (in February). Access to the site can be taken directly from both the northbound and southbound lanes of 395; the site access is located immediately across

from Hot Creek Fish Hatchery Road, which is also the access road into Mammoth Lakes/Yosemite Airport.

5.6.1.2 Airport Operations

The project site is located directly across from the Mammoth Lakes/Yosemite Airport, and less than 1 mile from the western airport runway terminus. According to the existing ALUC (Airport Land Use Compatibility) Airport Safety Zone Plan for Mammoth Lakes/Yosemite Airport, the site falls within two designated safety zones, including Zones 3 (the Inner Turning

Zone) and Zone 6 (the Traffic Pattern Zone), as depicted in Exhibit 10.

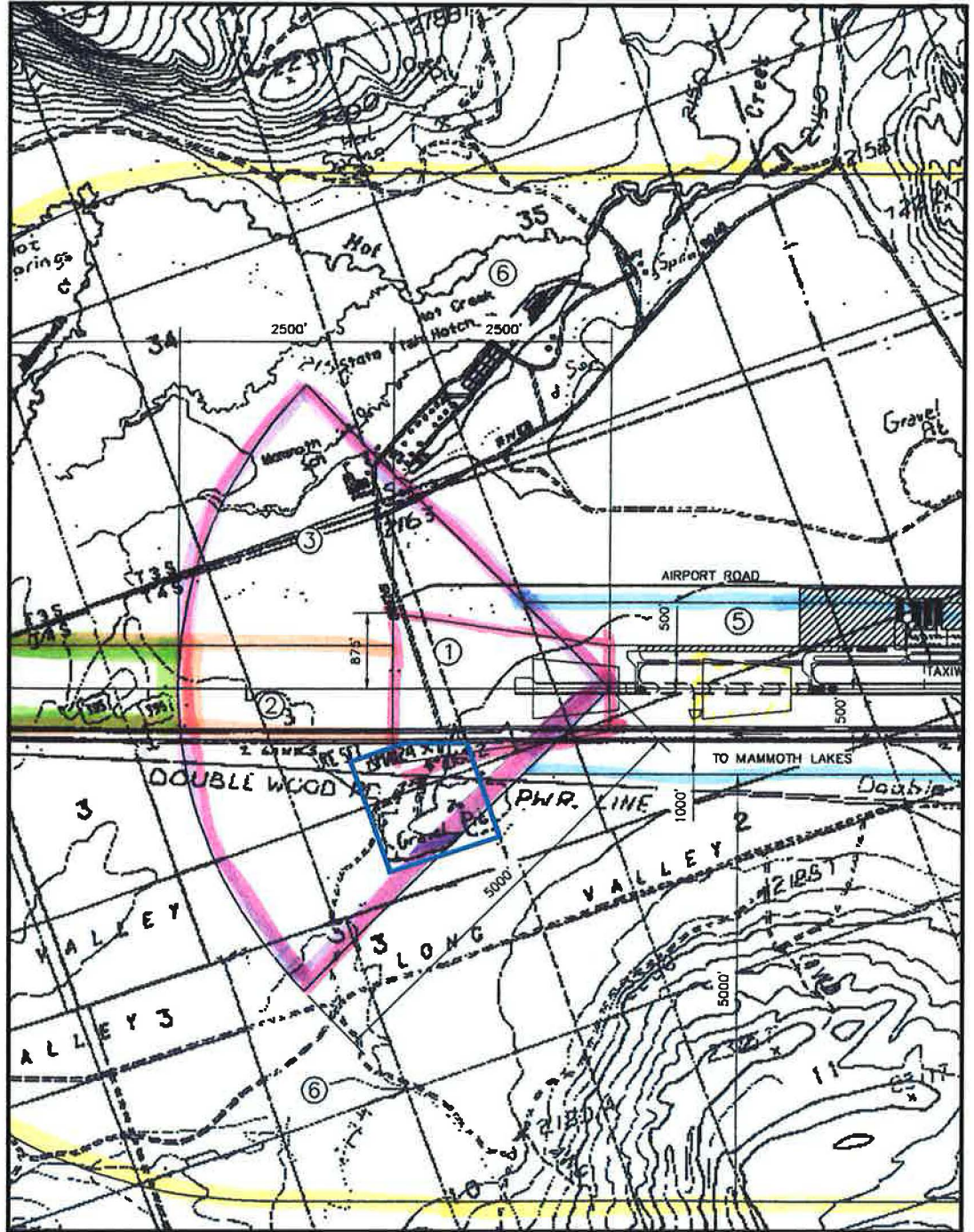
The site is less than 1 mile from the western runway terminus of Mammoth Lakes/Yosemite Airport, and falls within both the Inner Turning Zone and the Traffic Pattern Zone of the airport.

Table 11 identifies the land use recommendations established for existing safety zones at the Mammoth Lakes/Yosemite Airport.

**Table 11
ALUC LAND USE RECOMMENDATIONS FOR MAMMOTH AIRPORT³³**

Zone Number	Safety Zone Name	Population Density	Residential Land Use	Special Functions
1	Runway Protection Zone	0-10/acre	Prohibited	Prohibited
2	Inner Safety Zone	40-60/acre	10 ac./dwelling	Prohibited
3	Inner Turning Zone	40-60/acre	2-10 ac./dwelling	Prohibited
4	Outer Safety Zone	60-100/acre	2-5 ac./dwelling	Avoided
5	Sideline Safety Zone	40-60/acre	2-5 ac./dwelling	Avoid assemblies over 60/acre
6	Traffic Pattern Zone	<150/acre	4-6 dwellings/ac.	Avoid assemblies over 150/acre

³³ ALUC (Airport Land Use Compatibility) Airport Safety Zone Plan for Mammoth Airport



Source: Reinard W. Brandley
Consulting Airport Engineer

March 10, 1997

ALUC LAND USE RECOMMENDATIONS

ZONE	SAFETY ZONE NAME	POPULATION DENSITY OF USE	RESIDENTIAL LAND USE	SPECIAL FUNCTIONS
1	RUNWAY PROTECTION ZONE	0-10/ACRE	PROHIBITED	PROHIBITED
2	INNER SAFETY ZONE	40-60/ACRE	10 ACRES/DWELLING	PROHIBITED
3	INNER TURNING ZONE	40-60/ACRE	2-10 ACRES/DWELLING	PROHIBITED
4	OUTER SAFETY ZONE	60-100/ACRE	2-5 ACRES/DWELLING	AVOIDED
5	SIDELINE SAFETY ZONE	40-60/ACRE	2-5 ACRES/DWELLING	AVOID ASSEMBLIES OVER 60/ACRE
6	TRAFFIC PATTERN ZONE	<150/ACRE	4-6 DWELLINGS/ACRE	AVOID ASSEMBLIES OVER 150/ACRE



0 ft 2000 4000 6000
SCALE: 1" = 2000'

EXHIBIT 10 Airport Land Use Zones

PROPOSED SIERRA BUSINESS PARK

According to the Airport Land Use Planning Handbook,³⁴ the Inner Turning Zone encompasses locations where aircraft typically are making the final landing approach or where departing aircraft complete the transition from takeoff to climb mode. This zone reflects the historical distribution of accident sites. The Handbook recommends that uses in this zone be the same as for the Inner Safety Zones, which limits uses to those that attract relatively few people with maximum concentrations of no more than 40-60 people per acre. The Handbook recommends that the following uses be prohibited: shopping centers, eating establishments, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants.

The Traffic Pattern Zone encompasses a broad area around the airport zone, and represents portions of the outer airport that are routinely overflown by aircraft. The Handbook notes that the potential for aircraft accidents is relatively low in this zone, and therefore the need for land use restrictions is minimal. Only very large assemblies of people (with 150 persons or more per acre) need be avoided in the traffic pattern zone. Existing land uses on the project site are compatible with recommendations for the existing airport safety zone designations.

The Airport is currently preparing an update to the Airport Plan. If approved, the changes would somewhat modify the location of the safety zones. In particular, the entire Inner Turning Zone would be shifted 1,200 feet to the west, which would increase the portion of the project site that is outside of (easterly of) the designated Inner Turning Zone. The project site would remain wholly within the Traffic Pattern Zone, which

³⁴ CalTrans, Division of Aeronautics, Airport Land Use Planning Handbook, May 1994.

encompasses a 5,000-foot radius around the length of the runway.³⁵

5.6.2 SIGNIFICANCE CRITERIA

Significant impacts related to traffic safety would occur if implementation of the project elements would cause one or more of the following effects:

- Cause a Level of Service on Highway 395 of "C" or lower.
- Permit land uses or land use densities that are inconsistent with Airport Land Use Compatibility planning criteria.

5.6.3 ENVIRONMENTAL IMPACTS

5.6.3.1 Street Conditions

Traffic volumes associated with the proposed Sierra Business Park would depend on the uses actually constructed. As indicated in the Specific Plan (see Section 4), the permitted uses cover a wide range of tenants with diverse traffic generation characteristics. To assess the full range of possible impacts, the traffic analysis examined trip generation for both industrial park and business park use. According to the Institute of Transportation Engineers,³⁶ industrial parks are characterized by manufacturing, service and warehouse facilities, while business parks include offices, retail and wholesale stores, warehousing, manufacturing, light industrial uses and research, with a mix that is about 20-30% office/commercial and 70-80% industrial. Table 12 summarizes the trip generation rates, directional orientation, and morning evening traffic volumes for

³⁵ Sources: Bill Manning, Airport Manager, 26 April 2000; Reinard Brandley, Consulting Airport Engineer, 26 April 2000; Tom Burkman, Recondo & Associates, 14 July 2000.

³⁶ Source: Institute of Transportation Engineers, Trip Generation, 6th Edition.

industrial park use, and Table 13 summarizes this information for business park use at the project site. As shown, business park use generates approximately twice as many trips as industrial park use, and thus provides

not only the “worst case” assessment used herein, but also represents the use patterns most representative of future occupancy on the site.

**Table 12
PROJECT TRIP GENERATION
FOR INDUSTRIAL PARK USES (Trips/Acre)**

	<u>A.M. PEAK HOUR</u>			<u>P.M. PEAK HOUR</u>			<u>TOTAL TRAFFIC</u>
	<u>Inbound</u>	<u>Outbound</u>	<u>Total</u>	<u>Inbound</u>	<u>Outbound</u>	<u>Total</u>	
Generation Rate Industrial Park	8.5	1.7	10.2	2.2	8.2	10.4	65.9
Traffic Generated by Industrial Park	306	61	367	79	295	374	2,372
Less Existing 2.8ac. Concrete Plant	(-24)	(-5)	(-29)	(-6)	(-23)	(-29)	(-185)
Net Additional Traffic Generated By Industrial Park	282	56	338	73	272	345	2,187

**Table 13
PROJECT TRIP GENERATION
FOR BUSINESS PARK USES (Trips/Acre)**

	<u>A.M. PEAK HOUR</u>			<u>P.M. PEAK HOUR</u>			<u>TOTAL TRAFFIC</u>
	<u>Inbound</u>	<u>Outbound</u>	<u>Total</u>	<u>Inbound</u>	<u>Outbound</u>	<u>Total</u>	
Generation Rate Industrial Park	16.4	2.9	19.3	3.4	13.47	16.8	151.3
Net Additional Traffic Generated By Industrial Park	545	96	641	112	447	599	5,022

Under both scenarios, the majority of trips (70%) are anticipated to originate from the north, with 30% originating from the south. Even assuming site use as a business park, the estimated trip volume is well within the service levels of Highway 395, both at present and in combination with future expansion of the

Mammoth Lakes/Yosemite Airport. Projected volume-to-capacity ratios and levels of service, based on the business park traffic estimates, are shown in Table 14. The Preliminary Road Improvement Plan is shown in Exhibit 11.

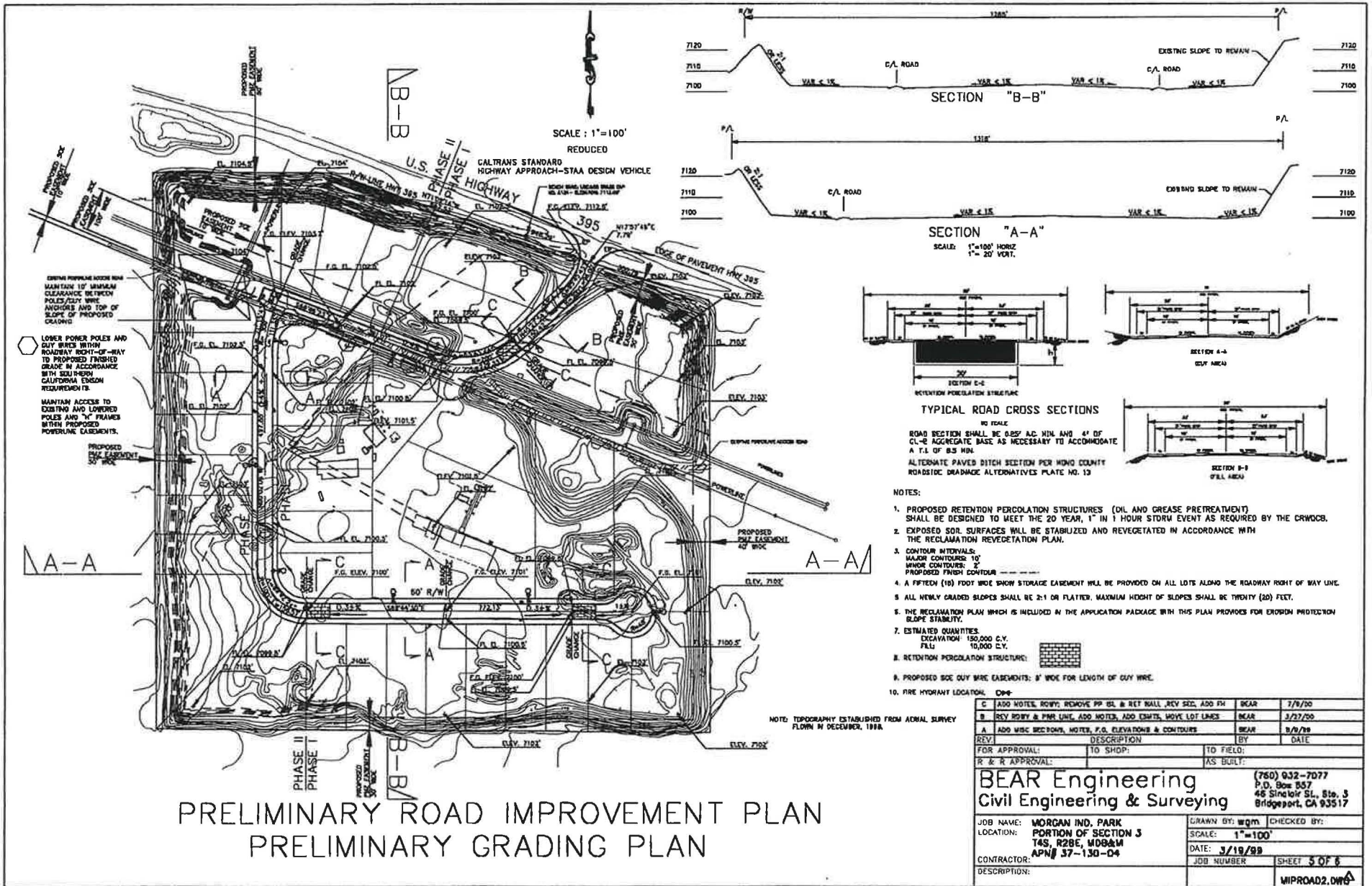


EXHIBIT 11 Preliminary Road Improvement Plan

PROPOSED SIERRA BUSINESS PARK

**Table 14
TRAFFIC LEVELS ON HIGHWAY 395**

EXISTING TRAFFIC CONDITIONS				EXISTING PLUS PROJECT PLUS CUMULATIVE AIRPORT TRAFFIC			
Peak Hourly Volume	Hourly Design Capacity	Volume/ Capacity Ratio	Level of Service	Peak Hour Volume	Hourly Design Capacity	Volume/ Capacity Ratio	Level of Service
900	4,000	0.23	"A"	1,901	4,000	0.48	"A"

The analysis indicates that Highway 395 would continue to maintain a Level of Service "A" with the additional traffic generated by Sierra Business Park, and would also maintain the "A" Level of Service with cumulative build-out of the Mammoth Lakes/Yosemite Airport Expansion Plan.

The analysis indicates that Highway 395 would continue to maintain a Level of Service "A" with the project and cumulative build-out of the Airport.

5.6.3.2 Airport Operations

As noted in the Airport Land Use Planning Handbook, a key element in the determination of land use compatibility is compliance with the density-of-use criteria. The Handbook recommends that the calculations are based on maximum densities at any given time, and use gross rather than net acreage. Table 15 provides standard employment generation factors for the types of land uses proposed in Sierra Business Park.

**Table 15
STANDARD EMPLOYMENT GENERATION FACTORS³⁷**

LAND USE	EMPLOYMENT FACTOR
Light Industrial	1 employee per 700 square feet
Office	1 employee per 250 square feet
Retail	1 employee per 450 square feet

Sierra Business Park as a whole is proposed to have a maximum floor area of 573,250 square feet. If the entire site were to develop in light industrial uses, the resulting employment would be 820 individuals. Development as office uses would generate 2,293 employees, and retail development would generate

1,274 employees, not including patrons. According to advisory recommendations in the ALUC Land Use Plan for Mammoth Lakes/Yosemite Airport as well as the Airport Land Use Planning Handbook, average concentrations on site should be no greater than 40-60 persons per gross acre. These

³⁷ California Office of Planning and Research, Economic Practices Manual, 1979.

recommendations indicate a maximum density of 1,440-2,160 for the 36-acre project site as a whole. The proposed uses are generally consistent with these density recommendations. The results indicate, however, that the project site may be unsuitable for higher-density office development and for intensive retail land uses (i.e., other than those that are ancillary to the primary light-industrial occupants). A mitigation measure is provided below that would require the Planning Director to review each building permit application for consistency with these guidelines, and to require changes where necessary to remain within the population densities recommended above.

Because it is in the Inner Turning Zone, the site may be unsuitable for higher density office development or retail land uses other than those ancillary to the industrial uses.

5.6.4 MITIGATION MEASURES

1. In order to accommodate the northbound vehicles making a left-turn into the project site, it is recommended that a 200-foot left-turn storage lane with a 200-foot deceleration lane be constructed on Highway 395.
2. In order to accommodate the southbound vehicles making a right-turn into the project site, it is recommended that a 300-foot right-turn storage lane with a 200-foot deceleration lane be constructed on Highway 395.
3. The Planning Director shall review each building permit application for consistency with Airport Land Use Planning Handbook recommendations calling for average population densities on the site that are no greater than 40-60 persons per gross acre (i.e., a maximum density of 1,440-2,160 for the 36-acre project site as a whole). The

Planning Director shall have authority to deny issuance of a building permit to any application that would result in population densities exceeding these limits.

5.7 AIR QUALITY

The following discussion of air quality is condensed from a detailed analysis prepared for the project by Giroux & Associates. The analysis is contained in its entirety as Appendix F.

5.7.1 EXISTING CONDITIONS

The project is located in the Great Basin Air Basin, which is within the jurisdiction of the Unified Air Pollution Control District (GBUAPCD). The air monitoring station closest to the site is located in Mammoth Lakes. Published monitoring data from this site indicate that the area complies with all pollutant standards except for those governing particulates (PM-10). The elevated particulate levels result from the use of wood-burning fireplaces and stoves, and are generally limited to the winter months. It is anticipated that particulate levels would be lower at the project site, which is located outside of the developed area.

5.7.2 SIGNIFICANCE CRITERIA

Potential air quality impacts associated with the proposed Sierra Business Park would be considered significant if project activities would:

- Conflict with established air quality standards
- Substantially worsen an existing violation
- Expose sensitive receptors to significant pollutant concentrations
- Create objectionable odors affecting a substantial number of people

5.7.3 ENVIRONMENTAL IMPACTS

Impacts on air quality would include temporary emissions associated with construction, and long-term emissions associated with project operation and associated traffic.

Construction impacts would be phased in synchrony with development of Phases I and II, of which Phase I would be more intensive. Equipment exhaust emissions during both construction phases would be well below significance thresholds. However, grading dust emissions are expected to exceed relevant thresholds unless best-available control measures (BACM) are implemented for dust control. A mitigation measure is provided below that provides for supplemental BACM. These measures will reduce construction-related air quality impacts to a level that is less than significant.

Following project construction, air quality impacts would derive primarily from traffic generated by the project, as well as use of energy and heating supplies. With respect to energy and heating, all project tenants will be required to comply with mandatory GBUAPCD regulations governing the use of fireplaces and wood stoves, as well as California Energy Commission standards governing the efficiency of energy supply sources. No supplemental mitigation is required.

With respect to traffic-related project impacts on air quality, even assuming worst-case traffic conditions (i.e., 5,022 new daily trips), the long-term project emissions would be well below relevant thresholds of significance. Microscale air quality impacts (for example, multiple "cold-start" vehicle operation and localized congestion) would also be less than significant based on computer modeling. No mitigation is required.

5.7.4 MITIGATION MEASURES

1. The project applicant shall comply with best-available dust control measures (BACM) that call for watering of all active construction areas at least twice daily throughout project construction phases, and shall comply with at least two of the following additional BACM: (a) require that all haul trucks be covered, or that a minimum freeboard of 2 feet be maintained at all times; and/or (b) Pave all parking and staging areas, or water such areas at least 4 times daily; and/or (c) Sweep or wash public access points within 30 minutes of dirt deposition; and/or (d) Cover all on-site dirt/debris stockpiles, or water the stockpiles a minimum of twice daily; and/or (e) Suspend all construction operations on any unpaved surface when winds exceed 25 mph; and/or (f) Hydroseed or otherwise stabilize all cleared areas that would remain inactive for more than 96 hours after clearing is completed.

5.8 NOISE

Information in this section was prepared in part by Hans Giroux and Associates (addressing noise impacts associated with project traffic), and drawn in part from an assessment prepared for the Initial Study and Proposed Mitigated Negative Declaration prepared by Mono County Planning Dept. in May 1995 for the batch plant application. The 1995 Initial Study (including the assessment of noise as prepared by Chuck Satterfield) is available for review at the Mono County Planning offices.

5.8.1 EXISTING CONDITIONS

The background noise environment in the vicinity of the Sierra Business Park is characteristic of rural areas. Sounds emanating from distant locations, which would be unnoticeable in more urbanized areas, can be heard on the

site. On-site contributors to noise include batch plant operations and the kennel facilities.

The dominant off-site noise sources are road traffic along Highway 395, and aircraft flying in and out of the adjacent regional airport. Airport noise can be a constraint to noise-sensitive development. Neither industrial parks nor business park projects are considered to be a noise-sensitive use. Furthermore, because airport noise patterns are aligned with runway orientation and prevailing wind patterns, and because the airport runway is north-south, any elevated existing or future airport noise will almost exclusively constrain potential development east of Highway 395. Airport noise is not a constraint to either industrial or business park use of the project site.

5.8.2 SIGNIFICANCE CRITERIA

Noise control over a number of sources (such as on-road vehicles or aircraft from the nearby airport) is preempted by state or federal regulations. However, Mono County does establish noise and land use standards to insure that noise receivers are adequately protected in terms of the noise sensitivity of various land uses. A substantial worsening of the noise environment due to project-related traffic would thus be a potentially significant impact. "Substantial" in acoustic analyses generally refers to an impact that is clearly perceptible. For human under ambient conditions, "Clearly perceptible" is +3 dB. With this background, noise impacts would be considered significant if:

- Project activities would cause an increase in noise levels of 3dB or more in an area where noise/land use standards are exceeded.

- For noise sensitive land uses, a level of 65 dB Community Noise Equivalent Level (CNEL) would be considered excessive.

5.8.3 ENVIRONMENTAL IMPACTS

Noise impacts include short-term noise associated with project construction, and long-term impacts associated with the uses on-site.

Noise levels would increase during the two improvement phases. Noise levels during construction would depend on the type of construction activity. Earth moving equipment sources are noisiest, with levels of 75-90 dB(A) (and upwards of 100 dB(A) for pile drivers) at 50 feet from the source. Lower noise levels are typical of foundation and parking lot construction as well as finish construction work.³⁸ These noise levels would cease when construction is complete.

Project implementation would result in a long-term increase in ambient noise levels on the site and in the surrounding area. The site was studied in 1994 for potential impacts on noise-sensitive areas outside of the project site based on an assessment of the dominant noise sources and transmission paths from source to receiver.

The analysis was based on operation of a variety of equipment used at the batch plant, including the Clark loader, with a maximum reading of 112.2 dB(A) at the source. The analysis concluded that sound levels at the 4 property boundaries would not exceed a maximum reading of 55.15 dB(A), and that average noise levels at the property boundary would be 54.7 dB(A). These projected noise levels are within the Exterior Noise Limits permitted by Mono County Code §10.16.070, which allows

³⁸ Source: Giroux & Associates, February 2000.

up to 70 dB(A) at the boundary of lands zoned for industrial use. Project-related traffic will increase noise levels along Highway 395 north and south of the site. Increased areawide growth will mask project noise increases through

increased background noise levels. The project traffic contribution to the Highway 395 traffic noise environment is shown in Table 16.

**Table 16
PROJECT TRAFFIC NOISE LEVELS**

Use Scenario and Traffic Location	Noise Increase Vs. Existing Levels	Vs. Existing+ Cumulative Growth	Cumulative
Industrial Park Use			
N of Hot Ck. Road	+0.7	+0.5	+1.7
S of Hot Ck. Road	+0.3	+0.2	+1.4
Business Park Use			
N of Hot Ck. Road	+1.4	+1.1	+2.3
S of Hot Ck. Road	+0.7	+0.5	+1.7

As indicated in Table 16, traffic noise will not substantially increase noise levels along Highway 395, either individually or cumulatively.

5.8.4 MITIGATION MEASURES

The project is not associated with significant adverse impacts on noise. No mitigation is required or proposed.

5.9 UTILITIES & SERVICES

The relevant utility service systems have been addressed in other sections of this EIR. The reader is referred to the following sections:

- WATER SUPPLIES: Please refer to Section 5.2, Hydrology/Water Quality.
- SANITATION SERVICES: Please refer to Section 5.2, Hydrology and Water Quality.

- SOLID WASTE: Please refer to Section 5.2, Hydrology and Water Quality.
- ENERGY SUPPLIES: Please refer to Section 5.10.
- FIRE PROTECTION: Please refer to Section 5.10.

5.10 RISK EXPOSURE, SERVICES AND HAZARDOUS MATERIALS

5.10.1 EXISTING CONDITIONS

Hazardous Materials

A number of materials are used on site at present as part of the batch plant operations. Table 17 identifies chemicals in use and their purpose, as listed on the Materials Safety Data Sheet filed with the Environmental Health Department.

**Table 17
CHEMICALS USED ON SITE FOR BATCH PLANT OPERATIONS**

<i>PRODUCT</i>	<i>USES</i>	<i>TRANSPORTATION HAZARD CLASS</i>
Neutralized Resin Acids And Rosin Acids	Concrete Air Entraining Agent	Nonhazardous
Aqueous Solution of Calcium Chloride with Triethanolamine	Concrete Plasticizer and Water Reduced	Nonhazardous
Carboxylated Polyether	Concrete Additive	Nonhazardous
Propylene Glycol Ether	Concrete Shrinkage Reduction Admixture	Nonhazardous

Although none of the chemicals currently in use are rated as hazardous for transportation, all pose a threat to human health and ecological safety, and all are prohibited from entering drinking water supplies or streams.

Fire Safety

The project site is located within the Long Valley Fire Protection District, which is staffed by volunteer firefighters. There are no fire fighting pumps or hydrants located on the site at present. The site does have an operating well (as described below) that is available for fire protection of existing land uses.

Power Supplies

Energy requirements at the project site are currently supplied by SCE. Existing demands are limited to operation of the batch plant and tenants.

Disinfection Chemicals

The existing on-site well is located in the southeast part of the site (in proposed Lot 20). This well was constructed in 1979, and used for sand and gravel operations through 1984. More recently, the well has been used for the dog sled operation, and for the concrete

batch plant. Drill logs indicate that the water level in the well casing is about 20 feet below ground level. Periodic well monitoring by the United States Geological Service has consistently yielded water depths of 25-feet below ground surface. The well is capable of producing potable water flows of approximately 200gpm. No disinfection is provided at this time.

5.10.2 SIGNIFICANCE CRITERIA

Criteria used in this EIR to determine the significance of potential hazardous substances associated with the proposed Sierra Business Park include:

- The project creates a substantial risk of explosion, fire or natural disaster that poses a substantial threat to human safety.
- The project creates a substantial risk of exposing the public or sensitive habitats to hazardous substances.

5.10.3 ENVIRONMENTAL IMPACTS

Project Construction

Construction of the proposed industrial project may generate a variety of hazardous substances. Construction is

particularly associated with hydrocarbons and with sediments, which readily bind with other contaminants. The use of these substances is governed by numerous regulatory requirements imposed and monitored by the California Regional Water Quality Control Board – Lahontan Region, and other agencies. Compliance with relevant standards would include preparation of a Storm Water Pollution Prevention Plan to govern construction operations on the site. Compliance with this program would reduce potential effects to a level that is less than significant.

Project Power Supplies

Energy demands on the site would be met by a combination of electricity supplied by SCE, wood stoves for heating, and propane tanks to provide stand-by power for well operation (the propane would be stored on site) as well as individual propane tanks for heating of buildings on the site.

Propane is a volatile gas, and use of propane as a back-up energy supply source would represent a health and safety risk. Moreover, propane is heavier than air and would tend to settle in the excavated basin where the opportunity for dilution is restricted. Measures are provided below that require additional safeguards for the storage and use of hazardous substances on the site. Implementation of these measures is required to reduce potential impacts to a level that is less than significant.³⁹

Fire Safety⁴⁰

The Long Valley Fire Protection District would require a pump and well system capable of producing a minimum flow of

³⁹ Source: Fred Stump, Chief, Long Valley Fire Protection Dist., 28 February 2000.

⁴⁰ Discussions of fire safety and well operation are drawn from Appendix C, Site Geology and Hydrology, June 2000, op cit.

500gpm for 2 hours. In combination with a baseline project demand of 11gpm, the total minimum flow requirement for the project would be 511gpm. Based on aquifer recharge estimates and pump tests on nearby wells, it is anticipated that the proposed new onsite well will be capable of producing a 511gpm flow for 2 hours, as required. However, this conclusion will not be verifiable until the well is constructed. If post-construction pump tests indicate that the required flow cannot be maintained, it will be necessary to construct onsite water storage, including a pressure tank system sized to meet the peak hourly flow rate. Mitigation measures are provided below for verification of adequate fire flow.

The well pump system would be fueled by electricity, with a propane-powered stand-by generator to maintain flow in the event of power failure. A total of 8 fire hydrants would be provided on the site, at locations shown on Exhibit 11 (the Preliminary Road Improvement Plan). All hydrants would be placed in conformance with the requirements and standards of the Fire Protection District, including a maximum hydrant spacing of 500-feet. Fire sprinklers would be required in all structures on the project site.

Well Operation

Well water produced for domestic and industrial consumption on the site would require no disinfection, and no chemicals are proposed to be used onsite or stored onsite for this purpose.⁴¹ However, the applicant plans to use suitable materials and provide sufficient space in the well housing structure to allow for future storage and use of disinfection chemicals in the event that

⁴¹ Sources: John Langford, Bear Engineering, 22 February 2000.

regulations change. All disinfection chemicals would pose a potential risk to humans on the site; however, the risk to sensitive habitats is minimal due to the fact that the property is below grade and would tend to contain contaminants on site. The measures provided below would reduce the potential impact on humans of future disinfectant use to a level that is less than significant.

Hazardous Materials

Hazardous materials specific to the Sierra Business Park site would not be identified until individual lots are developed. Industrial developments are associated, however, with a typical profile of hazardous materials⁴² that includes sediments (particularly during construction), nutrients (from cleansers), hydrocarbon compounds (from engines, spills, overfilled tanks, and improper waste disposal), heavy metals (including lead, zinc, cadmium, copper, chromium and nickel), and priority pollutants used in industrial processing (including phenols and polynuclear or polycyclic aromatic hydrocarbons).

Industrial developments are associated with a typical profile of hazardous materials that includes sediments, nutrients, hydrocarbons, heavy metals and pollutants used in industrial processing.

Due to the industrial character of the proposed uses, heavy metals and priority pollutants are of particular concern on this site. Many of these chemicals pose a risk to human health and safety, are toxic to aquatic organisms, can bioaccumulate, and

have the potential to contaminate drinking water supplies.

In direct response to the concerns above, industrial users are heavily regulated. As noted previously, industrial wastes will be regulated by the Mono County Health Department through the Certified Unified Program Agency, which provides for comprehensive hazardous waste management and review addressing air quality and sanitation. CUPA regulations mandate that business plans and annual inventories be maintained by all businesses using hazardous materials. The program also provides for County permitting and inspection, including on-site review of material storage facilities and disposal procedures.

Other regulations may also apply. Many categories of industrial users are required to obtain an NPDES Industrial General Permit for the protection of stormwater flows. To prevent the accidental release of hazardous substances, industries that use regulated substances are subject to reporting and monitoring requirements set by the California Accidental Release Program, the California Department of Occupational Health and Safety PSM Program, and the Joint Accidental Release Program. The Department of Transportation regulates suppliers and transporters of hazardous materials. The Hazardous Waste Source Reduction and Management Review program requires hazardous waste generators to identify ways in which all hazardous waste streams can be reduced at the source. The Hazardous Materials, Storage and Emergency Response Program requires all hazardous materials users to maintain an inventory of materials used, including estimates of the volumes, and a plan for emergency response. Finally, all employees working with hazardous substances have access to material safety data sheets, material labeling,

⁴² Storm Water Quality Task Force, California Storm Water Best Management Practices Handbooks, Industrial/Commercial, March 1993.

and training programs of the potential for contact with hazardous substances and appropriate response.

These programs and regulations do not eliminate the risks to human and ecological health and safety, but would reduce the risks to a level that is less than significant. Supplemental mitigation is provided below to require voluntary compliance with National Fire Protection Association Rule 704M, (posting of hazardous materials identification).

5.10.4 MITIGATION MEASURES

1. In the event that chemical disinfectants are in the future required for domestic well water supplies, only liquid or solid phases shall be stored and used on the site. Gaseous chemicals shall not be used or stored on site.
2. All structures within the Sierra Business Park shall comply with National Fire Protection Association Rule 704M, which provides for the external posting of color-coded placards that identify all hazardous substances in terms of flammability, reactivity, health risks and any special factors (such as radioactive substances).
3. All structures within the Sierra Business Park shall contain fire sprinkler systems that conform to Fire Protection District standards.
4. A pump test shall be performed on the production well in order to measure drawdown, pump rates, hydraulic conductivity and aquifer transmissivity. If results indicate that minimum fire flow cannot be maintained for the required 2-hour period, then pressurized onsite water storage shall be provided. The onsite water storage would be

designed and sized to meet minimum fire flow requirements.

5. All onsite propane tanks shall be sited and maintained in a manner that is satisfactory to the Fire Protection District.
6. The Deed to each lot within Sierra Business Park shall contain a prohibition against the dumping of any industrial and hazardous wastes into the onsite septic system and onsite drainage system.

5.11 AESTHETICS AND LIGHTING

5.11.1 EXISTING CONDITIONS

The project site is located immediately adjacent to Highway 395, the entire length of which has recently been designated by the California Department of Transportation as a Scenic Highway of statewide significance.⁴³ The Scenic Highway designation rests heavily on the presence of exceptional natural beauty unimpeded by visual intrusion.

The entire length of Highway 395 has recently been designated as a Scenic Highway of statewide significance. This designation rests heavily on the presence of exceptional, unspoiled natural beauty, and is not applied indiscriminately.

Accordingly, the scenic highway designation is not readily applied; it entails a detailed nomination process, public participation, implementation of a Scenic Corridor Protection Program, and monitoring to assure that standards are maintained.⁴⁴

⁴³ Source: R. Kaiser, CalTrans Scenic Highway Coordinator, June 2000. A portion of Highway 395 (including the segment adjacent to this site) was designated before the recent listing.

⁴⁴ Source: CalTrans, Guidelines for the Official Designation of Scenic Highways, March 1996.

The study region is defined by extraordinarily scenic, 360-degree views of the Sierra Nevada Mountains to the south and west, and the White Mountains to the north and east. Elevations along this reach of the Long Valley are higher and the valley narrower than is found south of the Sherwin Grade, qualities that amplify the immediacy of the views and underscore the dramatic escarpment of the adjacent mountain ranges.

Visibility of the site is most strongly influenced by (1) the differential elevations of surrounding lands, (2) the impact on site topography of past mining activities, and (3) the configuration of existing concrete batch plant and SCE power lines. Each is discussed below, with reference to the existing site photographs presented in Exhibits 12a, 12b and 12c.

1. Elevations of Surrounding Lands

The elevation of the valley floor generally increases from the southeast to the northwest in the Mammoth Basin. Elevations at the junction of Highway 395 and McGee Creek are about 6,800 feet. The Sierra Nevada Aquatic Research Laboratory (SNARL), located on Convict Creek just about 2 miles to the southeast, is at an elevation of about 7,075. The western project site boundary is at an elevation of about 7,125. The site is not visible from the Mammoth Lakes/Yosemite Airport (the runway of which is located at an elevation of about 7,065 feet), but good site views can be obtained from the airport exit road where it intersects Highway 395. For motorists traveling north on Highway 395, the first view of the site occurs at a distance less than 1000-feet from the southeastern property boundary. Project photographs Nos. 13 through 18 show existing views of the site vicinity as taken from Highway 395 from the east.

Unlike views from the southeast, the site is generally visible from valley locations to the west and south. As shown in Project Photographs Nos. 1-8 and 10, motorists traveling south can see the property along much of the Highway 395 route from the junction with State Route 203, at an elevation of about 7,300 feet, to the site entry (at about 7,110 feet).

The site is also visible from vantages in the adjacent Sierra Nevada and White Mountains.

2. Site Topography

The project site is not uniformly visible within the context of the observations above. In particular, the site perimeter and partial berm is at elevations higher than the excavated site interior and, in some areas, also slightly higher than the surrounding land. Additionally, part of the concrete batch plant penetrates into the airspace about 15-20 feet above the elevation of the site perimeter. Consequently, views of the site as described above generally focus on the site perimeter, and generally exclude views of the site interior.

The visibility of the site perimeter is influenced by the presence or absence of snow cover. The site is least visible when the valley is blanketed in snow or free of snow altogether. At these times, the property is largely indistinct from the surrounding land. Under conditions of partial snow cover, however, a snow bank often defines the interior and exterior slopes of the perimeter berm. The contrast between the snow bank and the surrounding land is visually prominent, and the site boundaries are visible in sharp relief. The contrast is illustrated in existing Project Photos No. 4, 6-8 and 19.

3. Batch Plant Configuration and Power Lines

The project site is largely vacant at present. The notable exceptions include a dog kennel that cannot be seen from outside the property, and a concrete batch plant. The batch plant occupies about 2 acres of land in the excavated center of the site and is largely concealed from view by the surrounding berm. The batch plant is painted a sage color that generally blends well with the surrounding land. However, part of the 40' high vertical stack and belt assembly are evident to the naked eye from a distance of several miles from the northwest, and from about one-half mile to the south as well.

The batch plant is painted a sage color that generally blends well with the surrounding land. Nevertheless, the vertical stack and belt assembly are evident to the naked eye from a distance of several miles.

In addition to the site features above, two power lines cross the project site on an alignment parallel to Highway 395, including a taller dual pole series on the north side and a shorter single-pole series on the south. The power poles are highly visible from a distance of several miles, including views from the south. The batch plant and power lines are shown in a number of the existing Project Photographs, including Nos. 6-8, 10-12, and 16-19 (see Exhibits 12a-c).

Recent and on-going construction at the adjacent Mammoth Lakes/Yosemite Airport has substantially increased the visibility of this adjacent feature. The airport structures are prominent, and the new color scheme uses a high-profile combination of bright reds and greens that serve to heighten rather than minimize the visibility of this facility. The airport uses a routine night-lighting system that incorporates a series of high-intensity light standards along the

apron and tie-down area. The airport also operates a high-intensity signal strobe light at each end of the runway whenever an aircraft is approaching or departing during night hours.

In addition to the issues described above, visibility is influenced by lighting and atmospheric conditions. Backlighting from the sun generally tends to wash out detail and increase the visual prominence of surrounding ridgelines. Foreground lighting tends to increase detail, texture and color differences. Cloud cover can increase contrast, while haze can decrease visibility. Atmospheric conditions in the Mammoth area tend to be clear a large percentage of the time, increasing the visual prominence of landscape features.

5.11.2 SIGNIFICANCE CRITERIA

Impacts on aesthetic resources would be considered significant and adverse if the project would:

- Represent a major intrusion to the scenic environment, as defined by CalTrans for the Scenic Highway Program,
- Cause substantial light pollution.

5.11.3 ENVIRONMENTAL IMPACTS

5.11.3.1 Introduction

This evaluation of project impacts on aesthetic values is based on the criteria established by the State of California, Department of Transportation, for Scenic Highways.⁴⁵ The CalTrans approach assesses visual changes according to three levels of impact:

- *Minor:* Intrusions that are either complementary to the landscape or

⁴⁵CalTrans, op cit., March 1996.



View from HWY 203



View from west along HWY 395, 2 miles from the site.



View from west at HWY 203 & 395



View from west along HWY 395



View from west at Mammoth Road & HWY 395



View from west, near the site on HWY 395.
Selected for project overlay

Concrete batch plant at center of site marked by red arrow (∨)

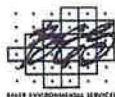


Photo Source: Mono County, Spring 2000

EXHIBIT 12a Existing Site Photographs #1-6

PROPOSED SIERRA BUSINESS PARK



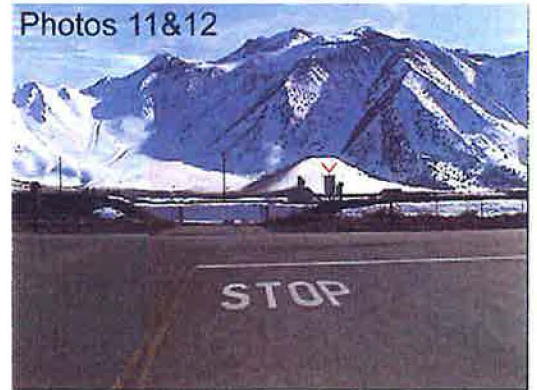
View from west along HWY 395 near NW corner of site.



View from west along HWY 395, at the NW corner of the site.
Selected for project overlay.



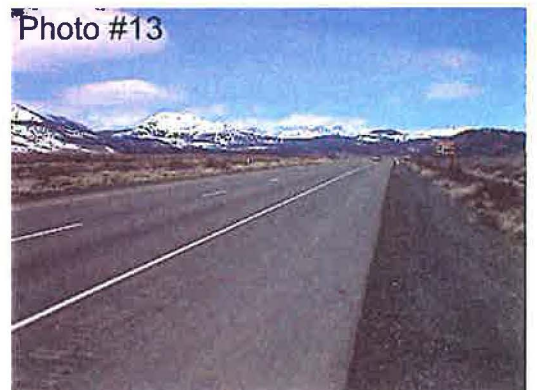
View from west along HWY 395 near NW corner of site. Similar to photo #7.



View from north to entry of site.
Selected for project overlay.



View from north along HWY 395 at northern boundary of site at edge of road.



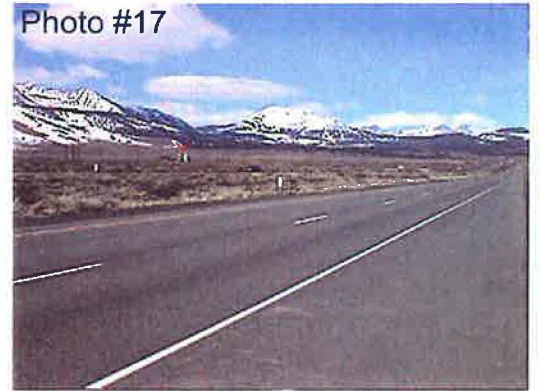
View from the east along HWY 395. Site not in view.

Concrete batch plant at center of site marked by red arrow (✓)





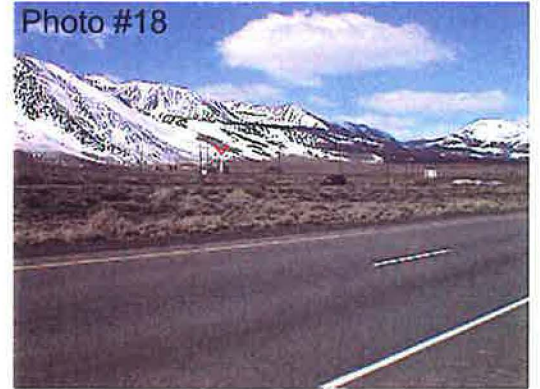
View from east along HWY 395. Flat view of site 3000' to east of entry road.



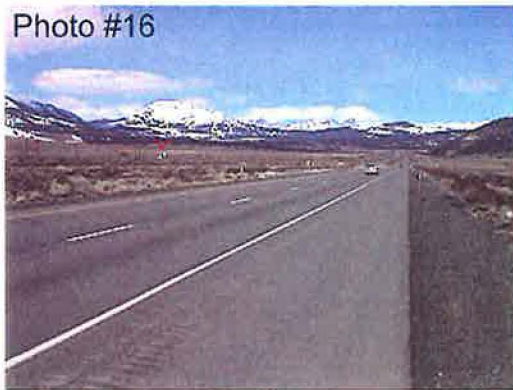
View from east along HWY 395.



View from east along HWY 395. Partial view of site.



View from east along HWY 395 near NE corner of site.
Selected for project overlay.

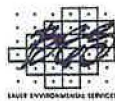


View from east.
Selected for project overlay.



View from the north along HWY 395 near NE corner of site.

Concrete batch plant at center of site marked by red arrow (v)



have recognized cultural or historical significance.

- *Moderate:* Intrusions that are integrated into the landscape and do not degrade or obstruct scenic views.
- *Major:* Intrusions that dominate the landscape, degrading or obstructing scenic views.

The impacts are assessed in terms of three categories of visual composition and value, including:

- *Vividness:* The extent to which the landscape is memorable, including distinctiveness, diversity and contrast. A vivid landscape makes an immediate and lasting impression on the viewer.
- *Intactness:* The integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions. Not more than 1/3 of the highway should be impacted by major intrusions (i.e., those that dominate the landscape, degrading or obstructing scenic views).⁴⁶
- *Unity:* The extent to which intrusions are sensitive to and in harmony with the natural landscape.

To evaluate project impacts, several of the existing site photographs were selected for visual simulations, including Photograph #6 (see Exhibits 13a-b), #10 (Exhibits 14a-b), #11/12 (Exhibits 15a-b), #16 (Exhibits 16a-b) and #18 (see Exhibits 17a-b). The simulations depict project elements as superimposed over the baseline setting. The added project elements are dimensionally correct and

⁴⁶ Appendix J contains examples of visual intrusions along Scenic Corridors as defined by CalTrans in its Scenic Highway Guidelines.

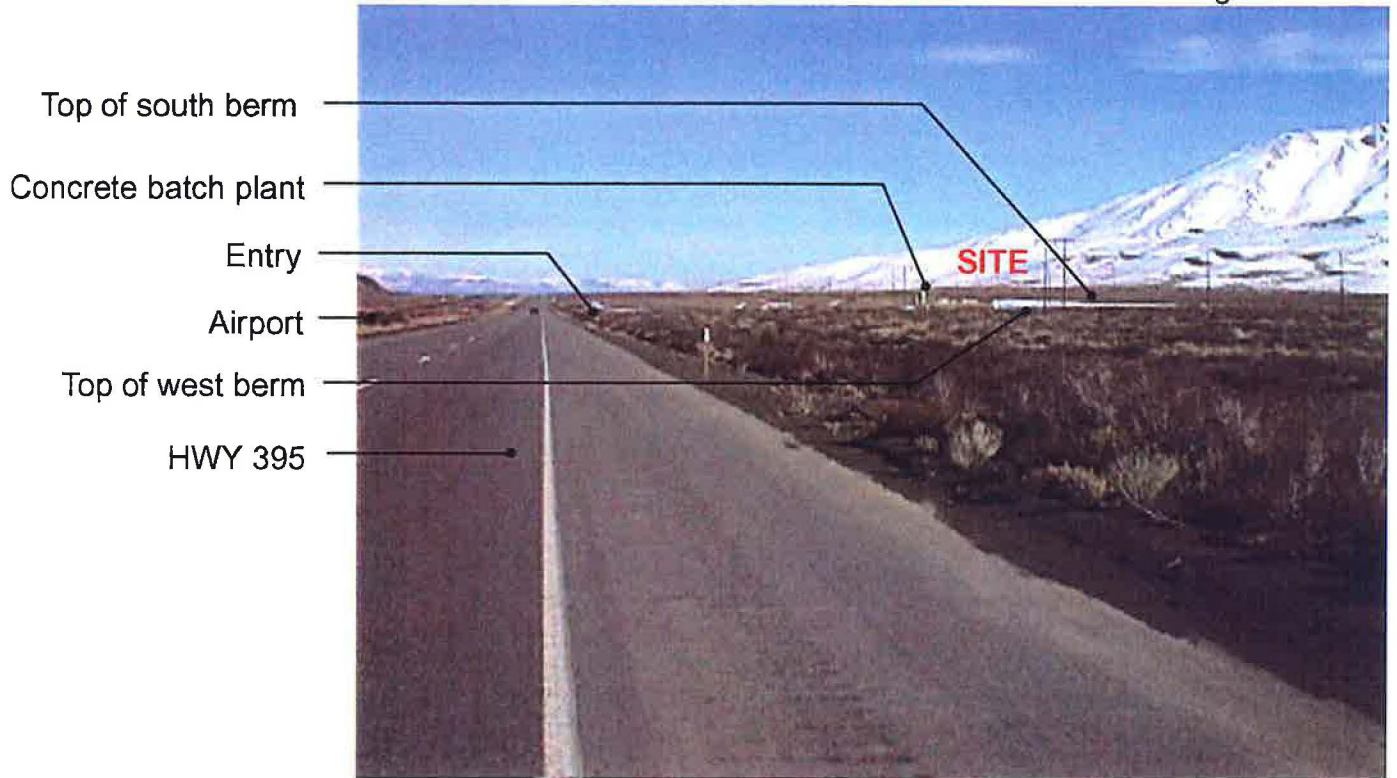
incorporate color schemes, roof heights and orientations consistent with standards contained in the Specific Plan.

The simulations show both the effects associated with construction of business structures, an access road and signage, as well as the mitigating effects associated with proposed modification of the perimeter berm. The proposed berm modifications include contour landscaping of the entire berm frontage along Highway 395, most of the western property boundary, and a small portion of the eastern boundary. The modifications also include landscape plantings along the recontoured berm, with use of native plant species typical of the big sagebrush communities and adapted to the local region.

Proposed berm modifications include contour landscaping of the entire frontage along Highway 395, the western boundary and part of the eastern boundary, as well as landscape plantings with use of native plant materials.

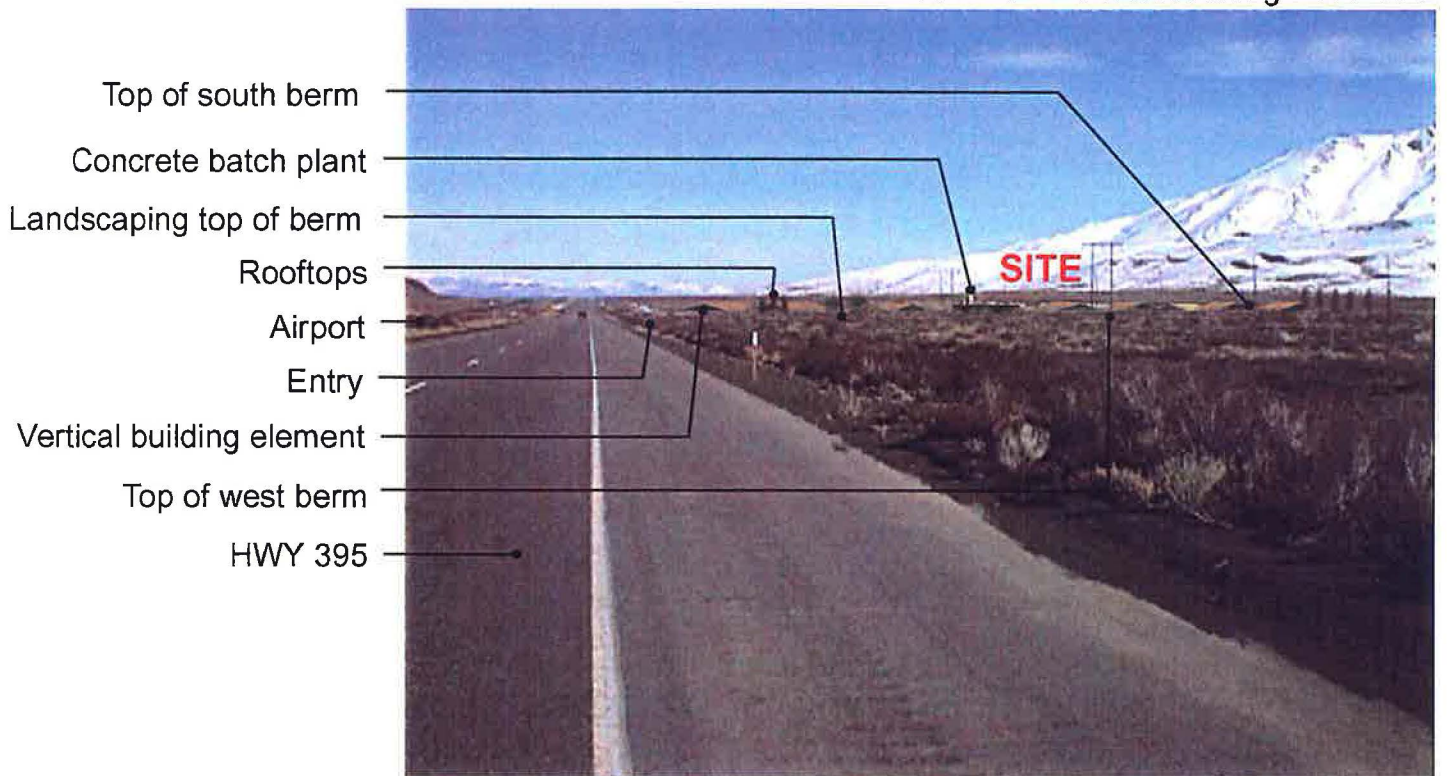
The photographs reflect several key points. First, the maximum permitted roof height in Sierra Business Park (per the Specific Plan) is 30 feet. Certain structures with flat roofs have a maximum roof height of 25 feet. Second, the finished floor elevation of the excavated site interior would vary slightly, ranging from about 7,100 feet to about 7,104.5 feet in the northwest corner. The ridgeline of the recontoured berm would also vary in elevation, ranging from about 7,115 feet to about 7,125 feet. Thus, the minimum floor-berm differential would be 10.5 feet, and the maximum differential would be 25 feet. For the site as a whole, structural exposures above the level of the screening berm would thus range from 0 feet to 19.5 feet.

Photo #6 : View from west along HWY 395



Original photograph #6 without project overlay.

Photo #6 : View from west along HWY 395



Original photograph #6 with project overlay.



EXHIBIT 13a
Visual Simulation Photo #6

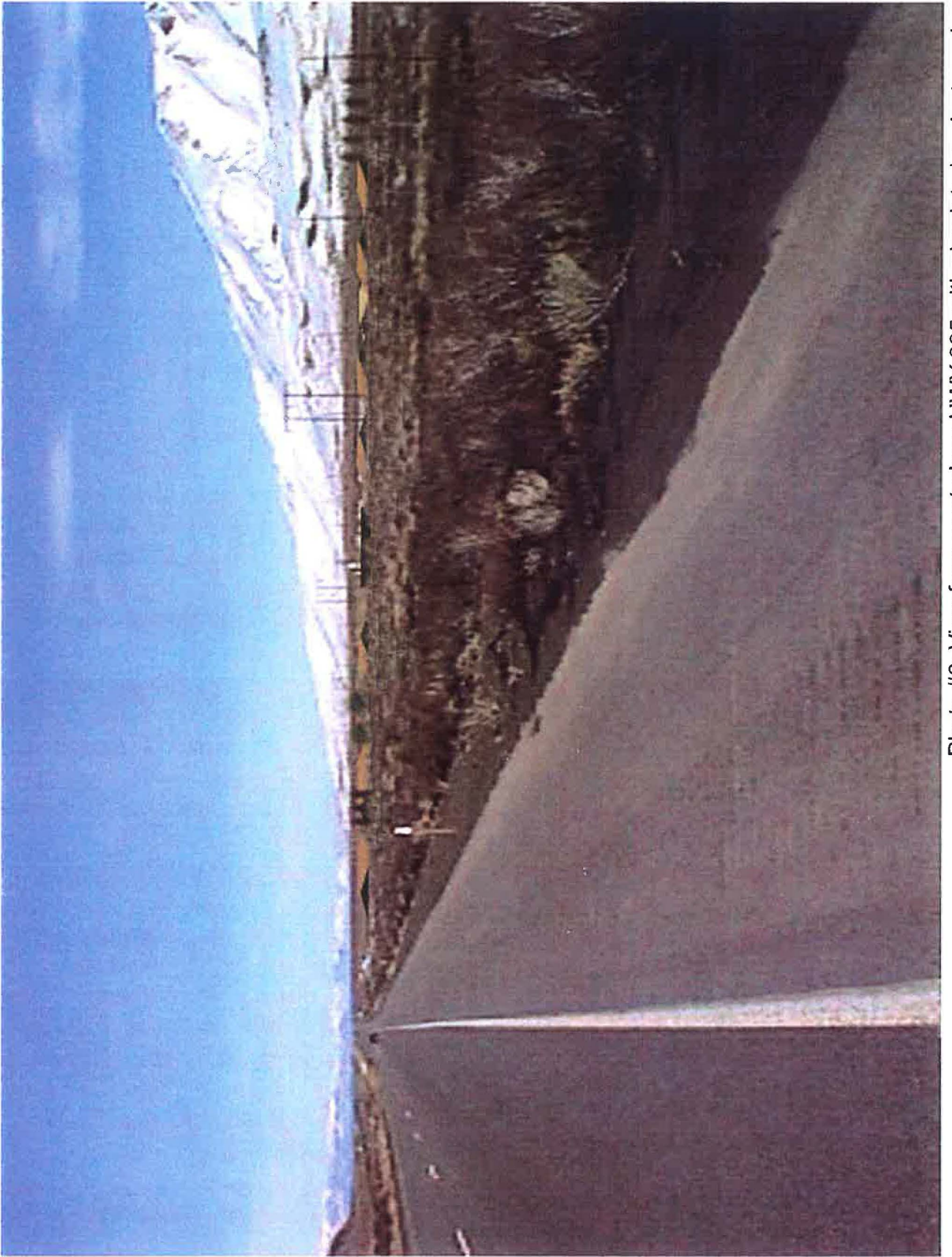


Photo #6: View from west along HWY 395 with simulated project overlay

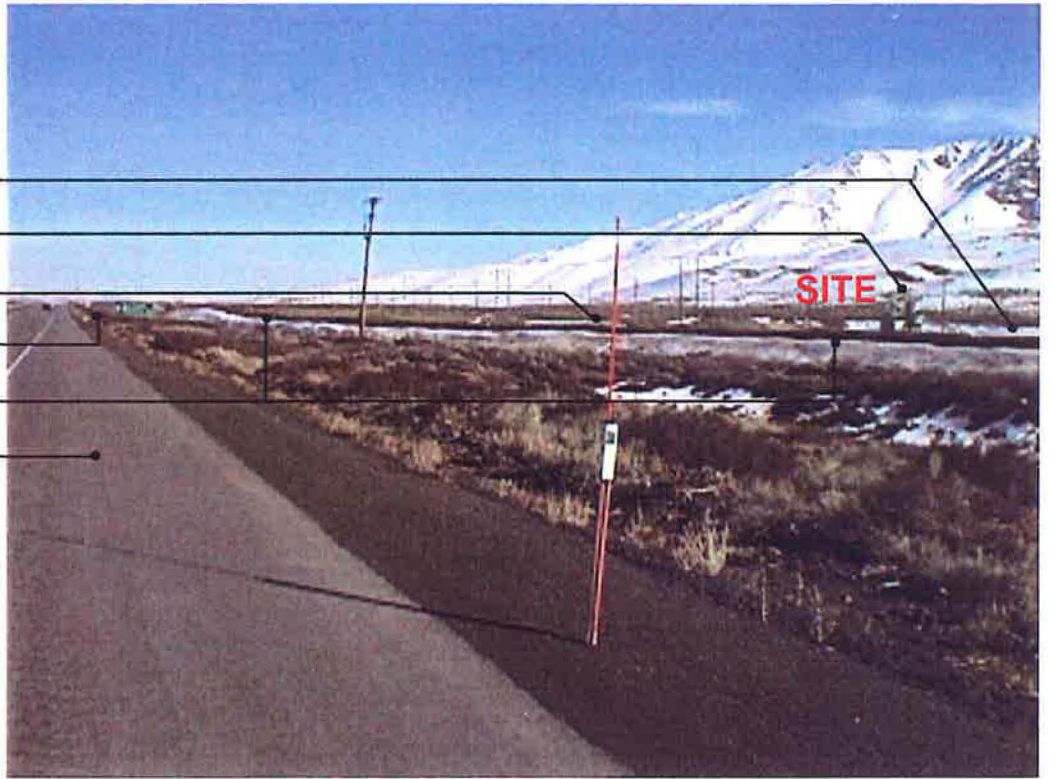


EXHIBIT 13b
Visual Simulation Photo #6

PROPOSED SIERRA BUSINESS PARK

Photo #10 : View from west along HWY 395, at the NW corner of the site

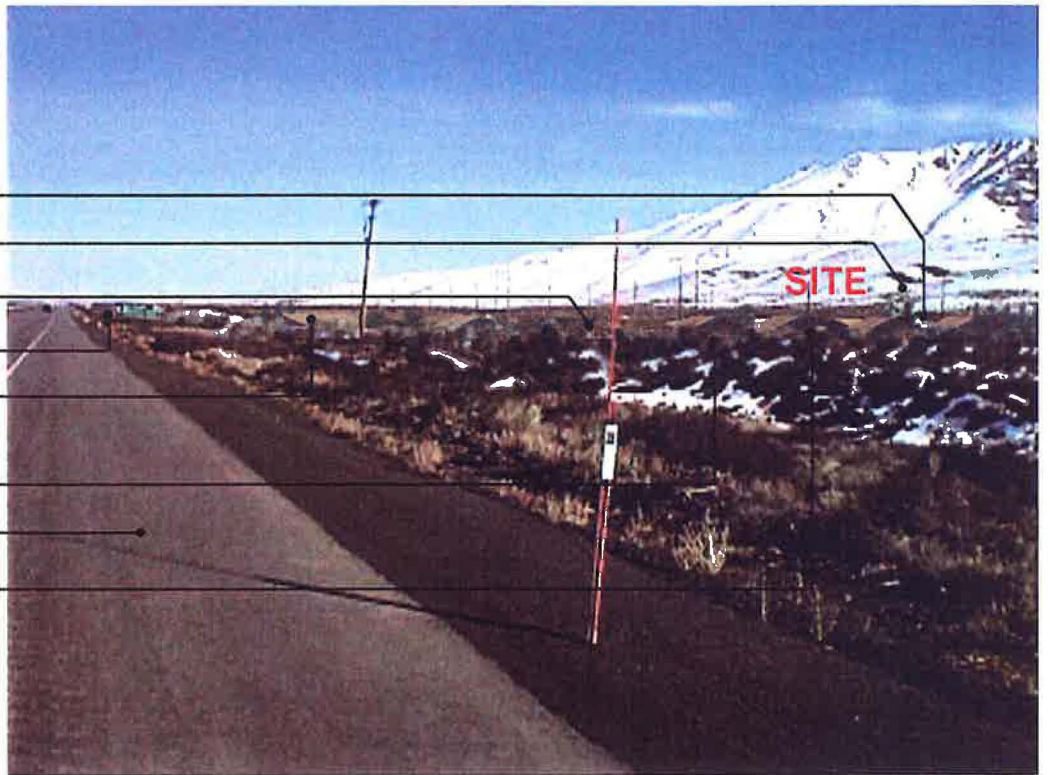
- Inside of south berm
- Concrete batch plant
- Inside of east berm
- Entry
- Top of north & west berm
- HWY 395



Original photograph #10 without project overlay

Photo #10 : View from west along HWY 395, at the NW corner of the site

- Inside of south berm
- Concrete batch plant
- Inside of east berm
- Entry
- Tops of roofs at elevation 7127'
- Landscaping top of berm
- HWY 395
- Vertical building element



Original photograph #10 with project overlay



EXHIBIT 14a Visual Simulation Photo #10

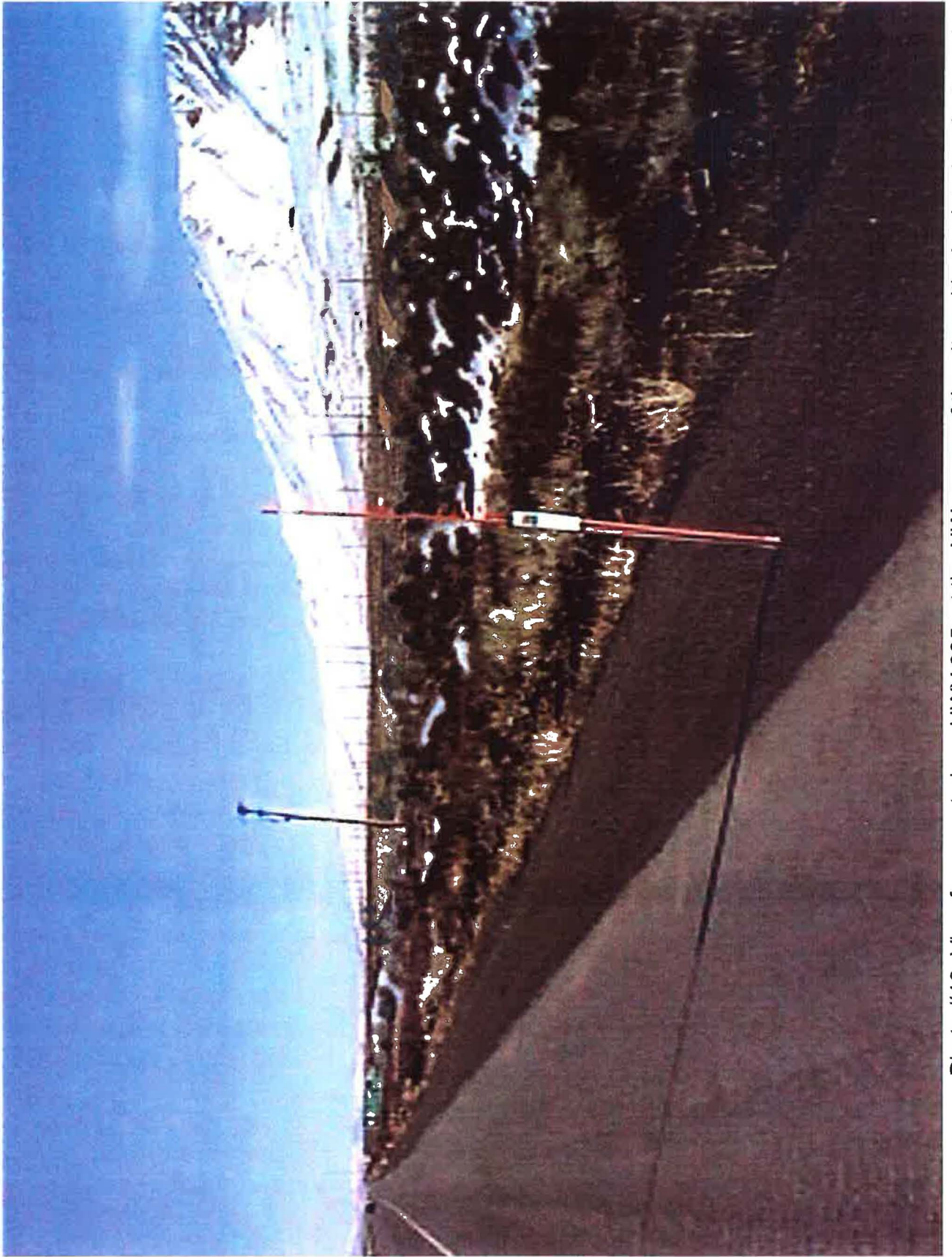


Photo #10: View from west along HWY 395, at the NW corner of the site, with simulated project overlay

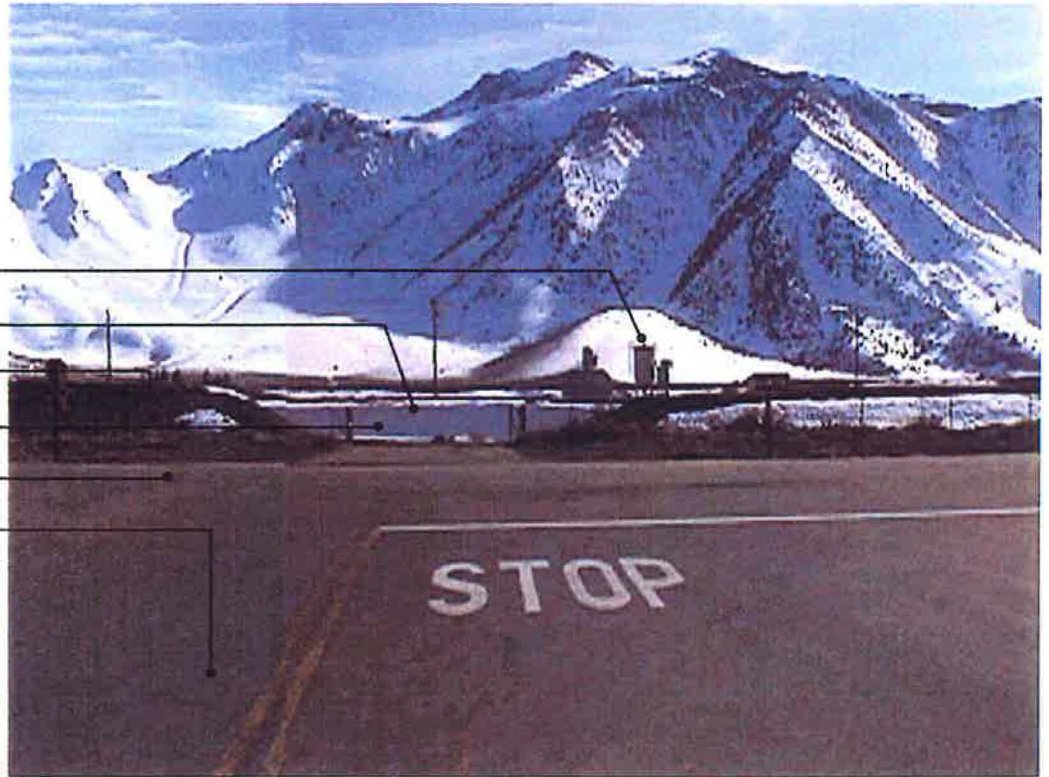


EXHIBIT 14b
Visual Simulation Photo #10

PROPOSED SIERRA BUSINESS PARK

Photos #11&12 : View from north to entry of site

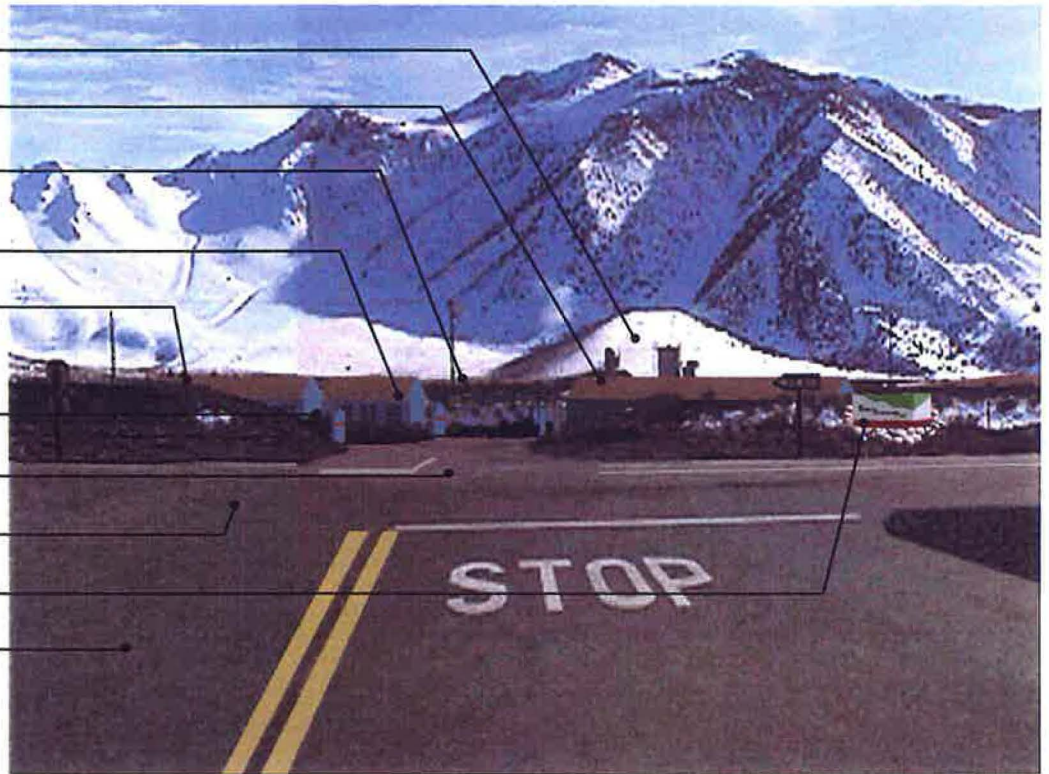
- Concrete batch plant
- Center berm
- Top of north berm
- Entry to site & gate
- HWY 395
- Road to airport



Original photographs #11&12 without project overlay

Photos #11&12 : View from north to entry of site

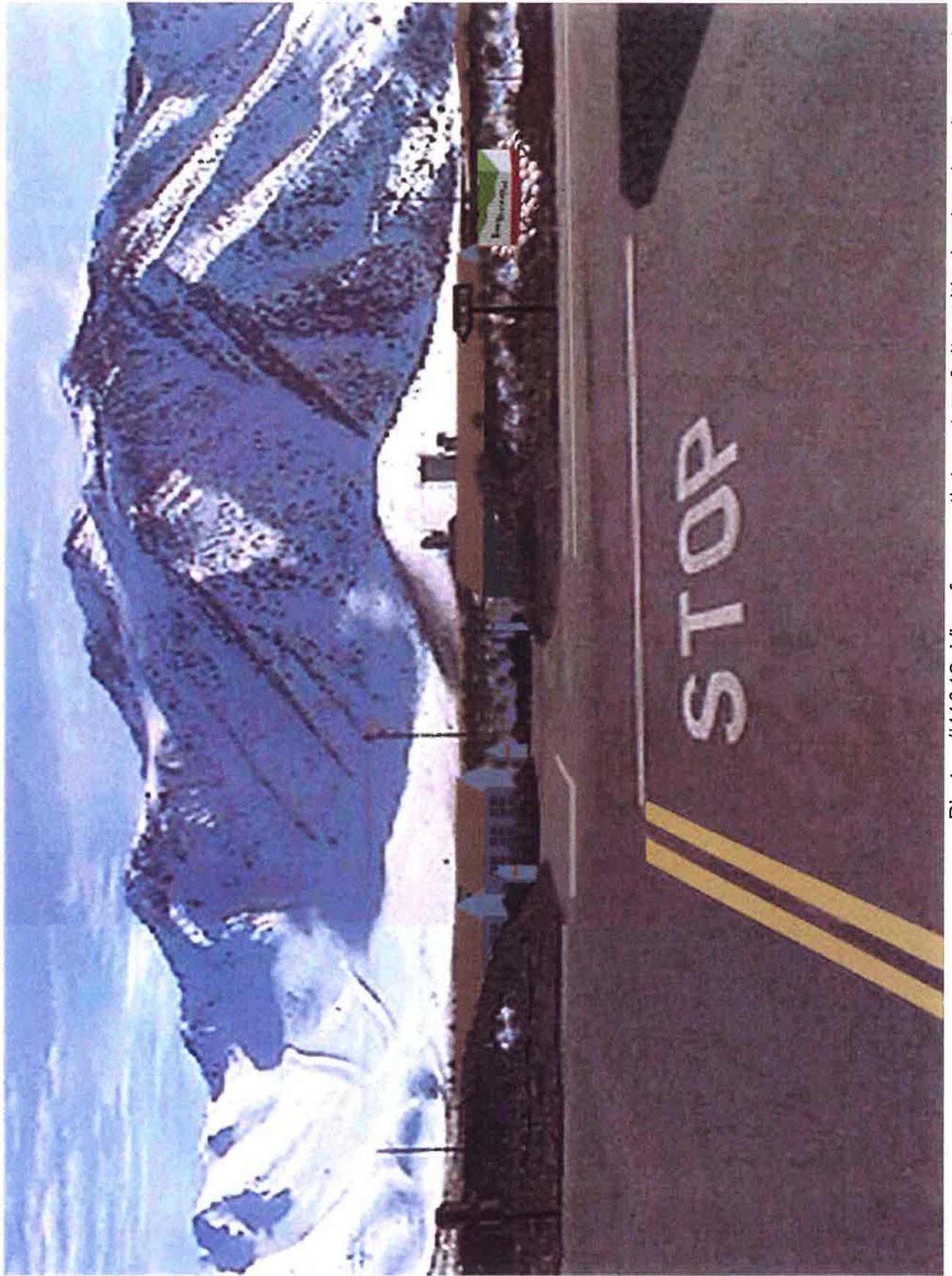
- Concrete batch plant
- Rooftops
- Landscaping top of center berm
- Vertical building element
- Landscaping top of north berm
- Building monument sign
- Entry to site
- HWY 395 (eastbound)
- Project entry sign
- Road to airport



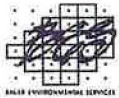
Original photographs #11&12 with project overlay



EXHIBIT 15a
 Visual Simulation Photos #11&12



Photos #11&12: View from north to entry of site, with simulated project overlay



MILLER ENVIRONMENTAL SERVICES

EXHIBIT 15b Visual Simulation Photos #11&12

PROPOSED SIERRA BUSINESS PARK

Photo #16 : View from east

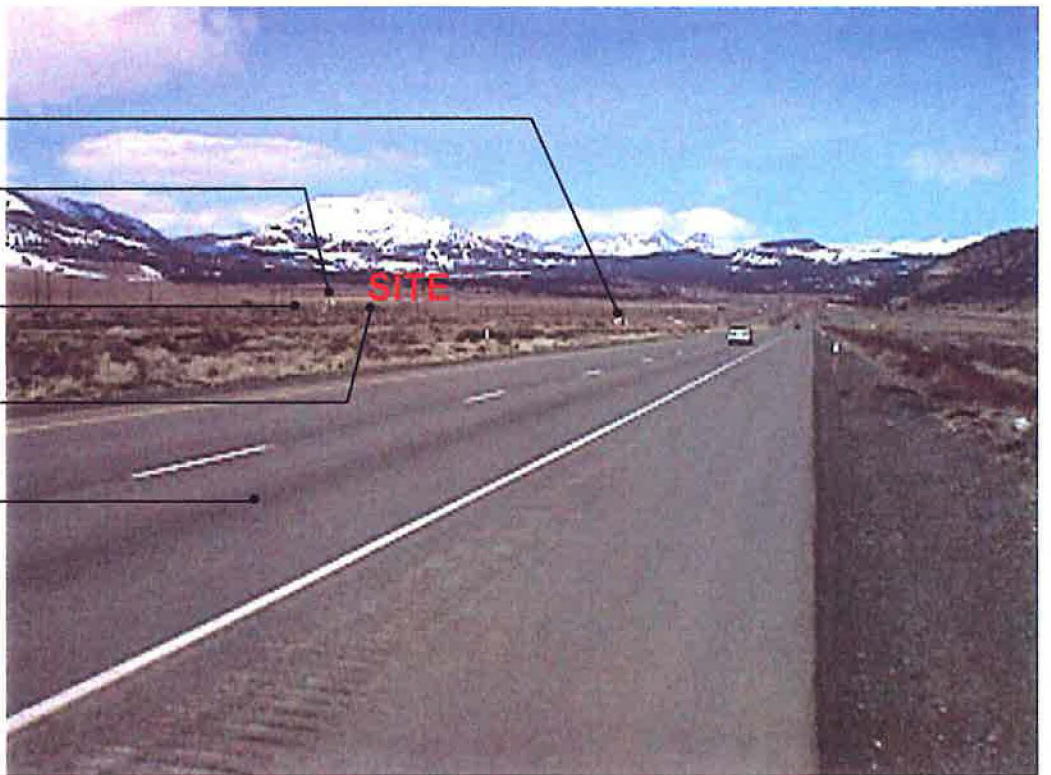
- Concrete batch plant
- HWY 395 (eastbound)
- Top of north and east berm
- HWY 395 (westbound)



Original photograph #16 without project overlay

Photo #16 : View from east

- Entry to site
- Top of concrete batch plant
- Partial view of vertical building element
- Landscaping top of north and east berm
- HWY 395 (westbound)



Original photograph #16 with project overlay

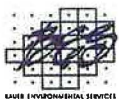


EXHIBIT 16a

Visual Simulation Photo #16

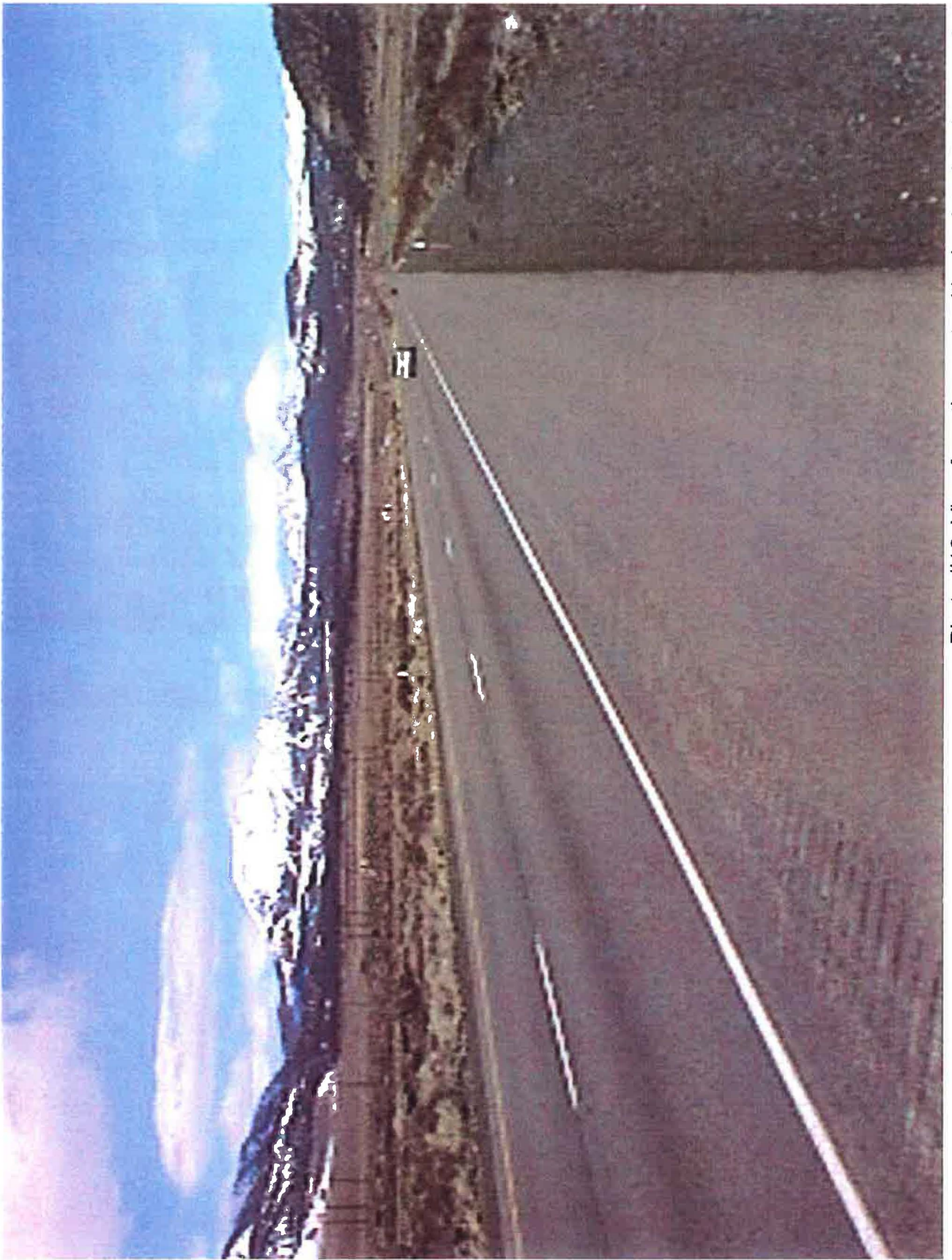


Photo #16: View from the east, with simulated project overlay

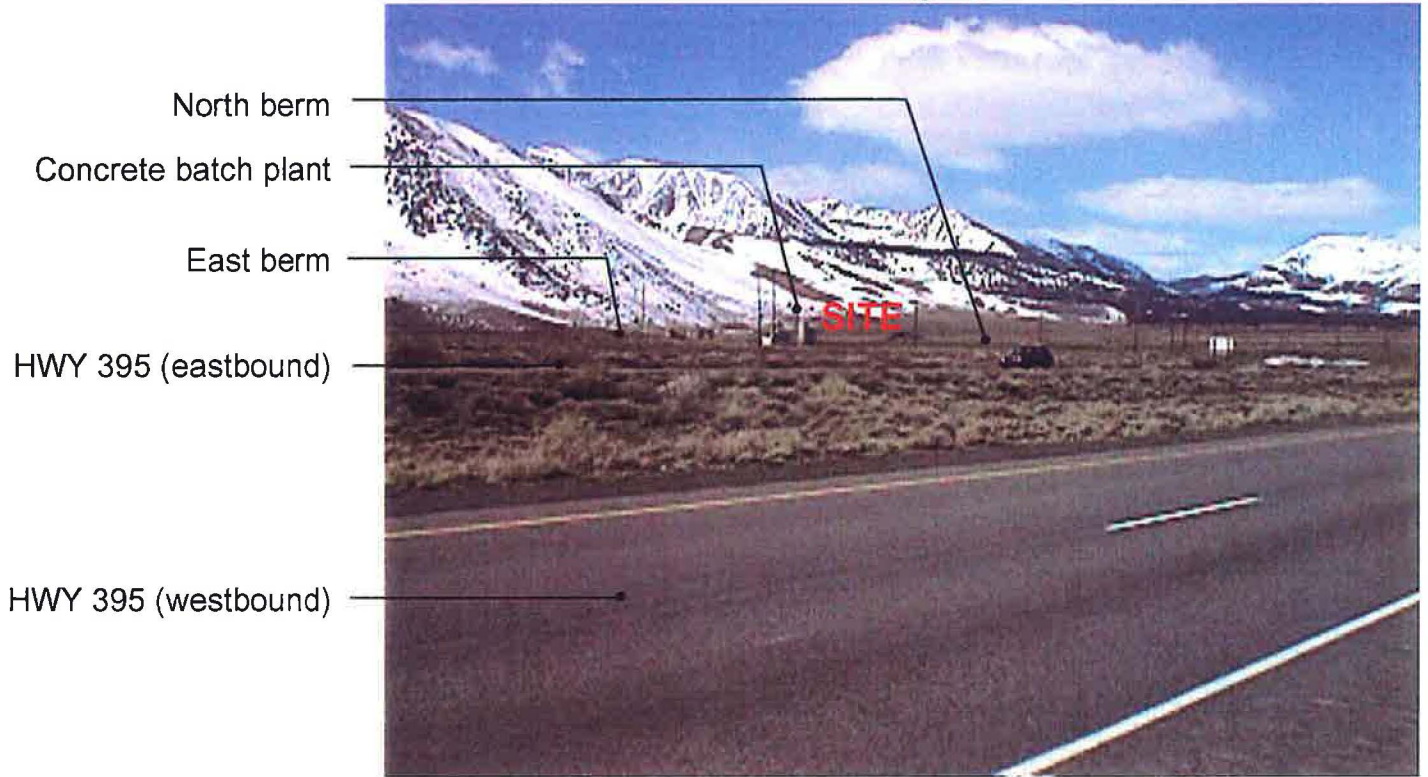


EAGLE ENVIRONMENTAL SERVICE

EXHIBIT 16b
Visual Simulation Photo #16

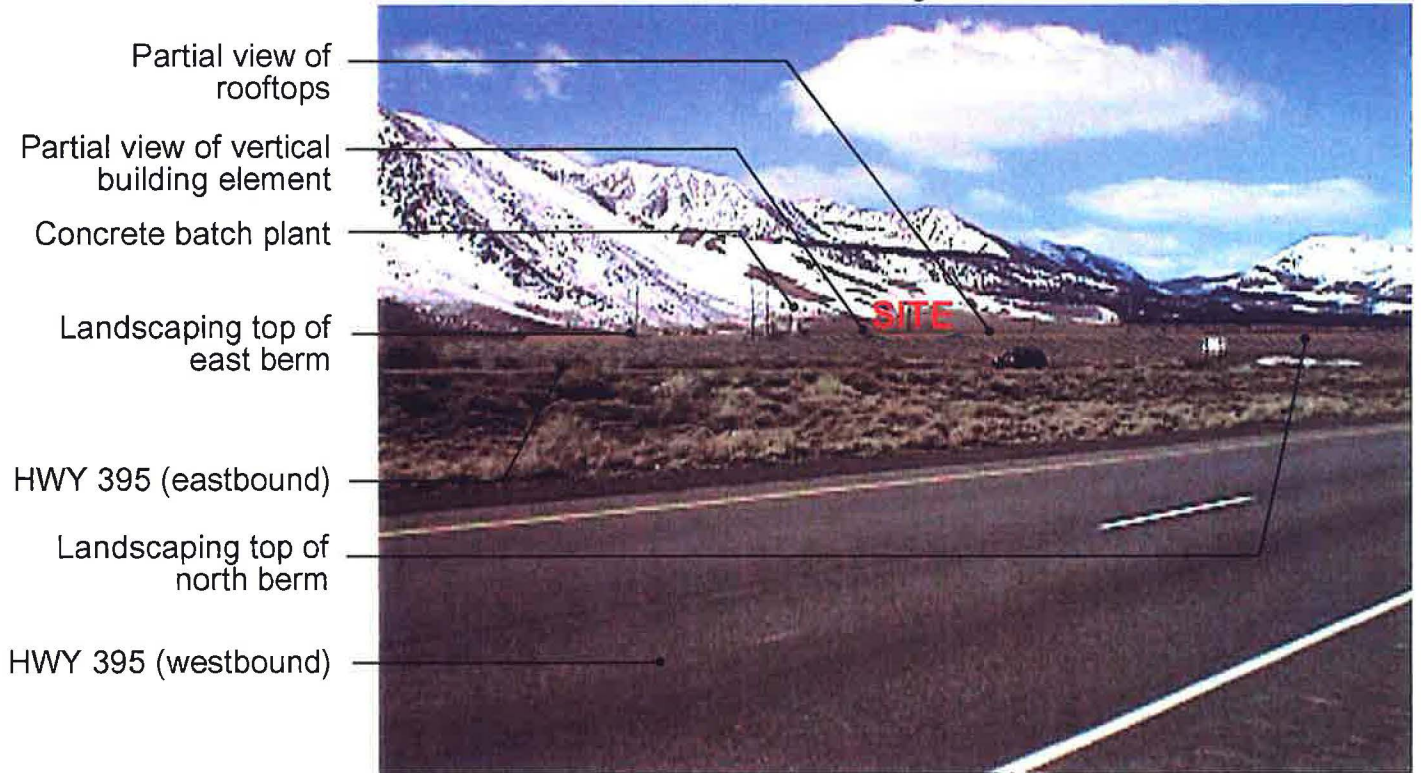
PROPOSED SIERRA BUSINESS PARK

Photo #18 : View from east along HWY 395 near NE corner of site



Original photograph #18 without project overlay

Photo #18 : View from east along HWY 395 near NE corner of site



Original photograph #18 with project overlay



EXHIBIT 17a
Visual Simulation Photo #18

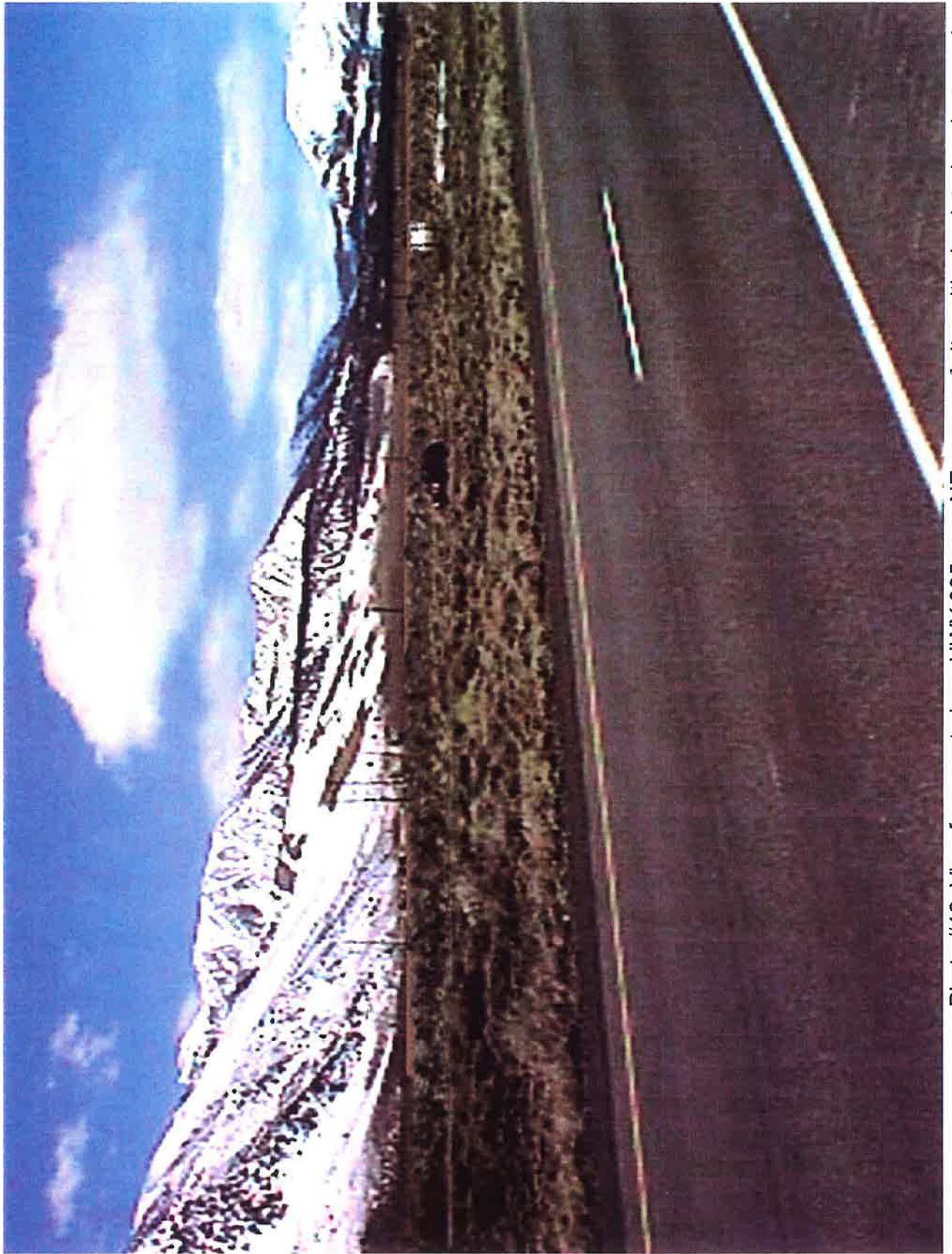


Photo #18: View from east along HWY 395 near NE corner of site, with simulated project overlay



BAKER ENVIRONMENTAL SERVICES

EXHIBIT 17b
Visual Simulation Photo #18

PROPOSED SIERRA BUSINESS PARK

Structural exposures would be lower along the highly visible western and northwestern project boundaries. Finished floor elevations on these frontages would range from 7,102 feet to 7,104.5 feet, and the ridgeline of the recontoured berm would vary from 7,120 feet to 7,125 feet. Thus, the minimum floor-berm differential would be 15.5 feet, and the maximum differential would be 23 feet. Structural exposures above the level of the screening berm would thus range from 2 feet to 14.5 feet, and no flat roof structure would have a structural exposure greater than 9.5 feet. The berm would also incorporate landscaping, using native scrub brush of the big sagebrush community and averaging 1 to 3 feet in height.

Overall, the project area is considered to have high visual quality and high visual sensitivity. The primary viewer groups include motorists along Highway 395, recreational users of the surrounding National Forest and wilderness lands, and air travelers flying in and out of Mammoth Lakes/Yosemite Airport. The project elements include (1) business structures, (2) road improvements outside of the property (including the site entry and acceleration and deceleration lanes on Highway 395 both

into and out of the site), (3) berm modifications (including recontouring and landscaping), and (4) signage (including a project monument on the 395 frontages, and interior signing).

Project impacts are rated according to 4 factors including changes in visual quality, view quality, landform and regional character. *Visual Quality* is defined as the physical elements of the area, including landform, vegetation, color and diversity. *View Quality* is defined as the character of broad panoramas as seen from a distance, including views of ridgelines and geologic features. *Landform* is defined as the degree of change associated with proposed landform alterations, including lot grading, road improvements and berm recontouring. And *Regional Character* is defined as the loss of or modification to notable landmarks, or change in the visual continuity of the region as a whole.

5.11.3.2 Impact Assessment

Table 18 rates project impacts as Minor (L), Moderate (M) or Major (H). The ratings are based on the criteria listed above for the visual simulations provided in Exhibit nos. 13-17. The table is followed by discussion.

**Table 18
VIEWSHED IMPACTS**

VISUAL QUALITY	Photo #6	Photo #10	Photo #11/12	Photo #16	Photo #18
VIVIDNESS					
Distinctiveness	L	L	L	L	L
Diversity	L	L	L	L	L
Contrast	L	L	L	L	L
INTACTNESS					
Visual Integrity	M	M	M	L	L
View Obstruction	L	L	L	L	L
UNITY					
Harmony with Natural Forms	M	M	M	L	L

Photographs 6 and 10 depict the project site from the perspective of a motorist southbound on Highway 395. The visual simulation indicates that structures within the Sierra Business Park site would be clearly visible from this vantage. The simulation indicates that flat-roof structures along the western boundary would present a particularly sharp contrast to the surrounding land. Recontouring of the perimeter berm along the western boundary would reduce the impact on the unity of the visual scene to a moderate level.

Visibility from this perspective is increased not only by the higher elevation to the west, but also by the comparatively low relief of the valley background. The simulation indicates that project construction would not materially impact the dominance of the rising Sierra Nevada slopes on the south, nor would it impact the integrity of the ridgelines, geologic features or overall panorama of this area. Natural landforms would continue to dominate the visual field. The repetitive nature of the visible roofs would have a moderate impact on the unity and continuity of the visual scene, but would also minimize spring season views of the snow-covered interior berm slope that currently dominates long-range and near-horizon views.

For a motorist southbound on Highway 395, the flat-roof structures on the western boundary would have a significant adverse visual impact. The project would not, however, impact the dominance of the Sierra Nevada, or the integrity of the overall panorama.

Recontouring and landscaping of the western berm, in combination with the height limit on flat roof structures along the western perimeter, would reduce the visual impact of roofs and structural walls to a moderate level.

Photograph #11/12⁴⁷ depicts the project site from the perspective of a motorist exiting the Mammoth Lakes/Yosemite Airport access road. The photo indicates that structures would be particularly visible from this vantage due to the opening created by the access road. The entry monument is also quite prominent from this location. Because it is generally compatible in color and materials with the natural tones and character of the backdrop setting, the impact on the visual scene is considered to be moderate.

Photographs #16 and 18 depict the project site from the perspective of a motorist approaching the site northbound on Highway 395. The simulations indicate that site modifications would have little impact on the viewshed as seen from the east. The visible portion of the site improvements would be limited to rooftops and the uppermost wall of structures along the eastern lots. These elements are considered to have a low level of impact on all parameters of the aesthetic environment.

As noted in Section 1.9, the project applicant has proposed to use low intensity, focused lighting on all project identification signs (including the main project identification monument on Highway 395, and the internal project directory and lot identification signs). County staff has indicated that it opposes the use of artificial lighting on any of the identification signs, principally because of their objective to minimize visual intrusion within this designated scenic corridor. The Specific Plan contains a number of conditions governing the placement, orientation and design of lighting within the Sierra Business Park. Key provisions include:

⁴⁷ Photo 11/12 represents a fusion of two separate photos taken from a single location.

1. The source of lighting must be concealed on all exterior lighting.
2. The rays of light must be confined, and may not fall upon a public street, highway, sidewalk, or adjacent lot or land area.
3. The light must be of constant intensity.
4. The lighting fixtures must be of uniform design and materials, and painted a non-reflective color that blends with surrounding environs.
5. All exterior lighting must feature low-intensity lighting.

The potential impacts of sign illumination are addressed below. This assessment is based on the visual impact categories used by CalTrans (i.e., vividness, intactness and unity), and assumes compliance with the lighting requirements identified above.

The assessment also assumes compliance with the sign requirements provided in the Specific Plan. These requirements include (1) a maximum height of 8' for the main project identification sign, which would be located within the PMZ, adjacent to the project entry on the northern site boundary and readily visible from Highway 395; (2) a maximum height of 8 feet for the project directory, which would be located in the site interior at an elevation no greater than 7,105,' and (3) a maximum height of 2' for the lot identification signs, which would be located on the ground-level frontage facing the interior street on each lot. Table 19 rates the sign lighting impacts as Minor (L), Moderate (M) or Major (H) based on the assumptions and criteria identifies above.

**Table 19
SIGN LIGHTING IMPACTS**

VISUAL QUALITY	MAIN PROJECT ID SIGN	PROJECT DIRECTORY SIGN	LOT IDENTIFI- CATION SIGNS
VIVIDNESS			
Distinctiveness	L	L	L
Diversity	L	L	L
Contrast	L	L	L
INTACTNESS			
Visual Integrity	M	L	L
View Obstruction	M	L	L
UNITY			
Harmony with Natural Forms	H	L	L

The assessment indicates that the all of the signs would have a low impact on the vividness of the regional scenery in this area. Lighting of the main project identification sign would have a moderate impact on the intactness of the visual scene (i.e., dominate the landscape, or degrade or obstruct scenic views); illumination of the directory and lot identification signs

would have a low impact in this category, primarily because the latter signs are entirely below the grade of Highway 395. Lighting of the main project identification sign would call attention to the sign and thus to the development. The resulting degree of impact on the unity of the visual scene (i.e., sensitivity to and harmony with the natural landscape), would depend on

the intensity of the lighting. As now proposed, the main project identification sign would incorporate a 40-watt fluorescent downlight on each face of the "V-shaped" sign. The light would be recessed under the copper wave cap. The combination of low wattage, recessed design, and downward focus would result in a muted light that would be visible but not obtrusive, and would have a moderate impact on the unity of the visual scene. The impact would be greatest for motorists traveling southbound on Highway 395, because the site is most visible – and visible for the longest duration – from this direction. The project directory and lot identification signs would have a low impact on unity, again because these signs are wholly below grade and because all lighting is required to be of low intensity.

As noted in Section 1.9 of this EIR, the proposed lighting of project identification signs is an unresolved issue. If the ultimate resolution of this issue is to permit lighting of these signs, the impact will be less than significant provided the lighting design conforms to the proposal described above. Mitigation is provided below that would limit the permitted intensity of the main project identification sign. No mitigation would be required if the ultimate resolution is to prohibit lighting of these signs.

5.11.4 MITIGATION MEASURES

Implementation of the following mitigation measures would reduce project impacts on the aesthetic environment to a level that is less than significant.

1. The maximum building height limit of flat-roof structures shall be thirty-feet (30') for lots 2 through 13, lots 15 through 23, and lot 37. The maximum building height of flat-roof structures shall be twenty-five-feet (25') for lot 1 and lots 24 through 36. The maximum height of pitched-roof structures on all lots (including the ridge of the roof and all appurtenant structures, unless otherwise required by code) shall be thirty-feet (30').
2. If illumination is provided on the main project identification sign, such illumination shall consist of a single recessed fluorescent downlight, with an intensity of 40-watts or lower, on each face of the "V-shaped" sign.
3. If illumination is provided on the project directory sign, such illumination shall consist of a single recessed fluorescent lamp with an intensity of 13-watts or lower on each face of the sign.
4. If illumination is provided on the lot monument signs, such illumination shall consist of a recessed "brick light" with a black louvered faceplate, and with a compact fluorescent lamp having a maximum intensity of 7-watts.

Section 6
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
GROWTH-INDUCING IMPACTS

6.1 INTRODUCTION

Factors that may contribute to the growth inducing potential of a project approval include:

- The creation of an economic stimulus in one area that generates favorable market conditions for development of other areas
- Development in previously isolated or undeveloped areas where the surrounding lands may be
- Construction of new roads, utilities or services with the capacity to serve a population greater than would be used for the specific proposal

6.2 CREATION OF AN ECONOMIC STIMULUS

Implementation of Sierra Business Park would provide material support to the Mammoth area economy. This would occur through expansion of the base of stable, year-round employment opportunities, and through provision of a wider range of goods and services in the local market, reducing the need to obtain such supplies and services from locations outside the region. Additionally, its location places Sierra Business Park in a good position to support activities at the Mammoth Lakes/Yosemite Airport, including shipping, equipment, repair, storage and various services that complement and support airport operations. All of these roles are synergistic; the proposed development is both an outcome of economic development in the region, and a potential stimulus to further

economic development. Its primary role as a support service, however, indicates that the project is less a stimulus for growth than an outcome of recent and planned economic growth in the region.

6.3 DEVELOPMENT IN UNDEVELOPED AREAS

The project is proposed in a location roughly 5 miles outside of the Town of Mammoth Lakes. The project area, along Highway 395 just north of the Convict Creek turnoff, is generally undeveloped. As discussed in EIR Section 5.11 (Aesthetics), Highway 395 is a State-designated Scenic Corridor between Route 14 (near Little Lake) and Route 89 (near Coleville).

Most of the land surrounding the project site is undeveloped. One significant exception is the Mammoth Lakes/Yosemite Airport, which is owned by the Town of Mammoth Lakes. This facility is currently in the process of a major expansion, and plans are under review for additional development. The airport design plan incorporates a visually prominent architecture and color palette.

In this context, approval of the Sierra Business Park project would under most circumstances have significant potential to induce additional growth in the project area. However, the surrounding open space lands are in public ownership. The acreage surrounding the site (as well as the airport) is public land managed by the Inyo National Forest Service. To the southwest is the John Muir Wilderness. The Mammoth Creek Corridor is owned by the City of Los Angeles, as is the land around Lake

Crowley. There are no proximate sites in private ownership, and the nearest privately owned property is more than 2 miles distant.

Under most circumstances, approval of this project would have significant growth-inducing potential. However, the absence of other private parcels in the region reduces the potential impact to a level that is less than significant.

The lack of additional private land in the vicinity of the project site reduces the potential for growth inducement to a level that is less than significant.

6.4 CONSTRUCTION OF NEW ROADS OR UTILITIES

The proposed project would involve a number of road improvements, including modifications to Highway 395 (storage and deceleration lanes), a new access road, and construction of an internal circulation system. All of these improvements are proposed to serve Sierra Business Park, and none would provide access to other lands. The project would also require utility improvements, including individual septic systems for each lot and construction of a new water well. Again, the improvements would be sized and designed to serve only the project site. These facts indicate that neither the roads nor the utility improvements would have the capacity to induce area growth if the project is approved and implemented.

Section 7
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
CUMULATIVE IMPACTS

7.1 GEOLOGY AND SOILS

Regional growth and development will lead to cumulative impacts associated with landform alteration and exposure of larger numbers of people and structures to seismic effects and potential volcanic hazards. Neither the landform modifications nor the seismic effects are expected to have significant adverse ramifications provided standard codes and regulations are enforced. Because no mitigation is available to substantively reduce the impacts associated with volcanic hazards, the cumulative effect of regional development would be to expose larger populations to the risks associated with volcanic events. Though adverse, this is considered by the County to be less than significant at both the project-level and at the cumulative level.

7.2 HYDROLOGY AND WATER QUALITY

Continued development of the Mammoth Region will add to the cumulative impact on water supplies in a number of ways. In particular, increased nutrient loads may have a cumulative adverse impact on already impaired water bodies, and increased demands for water production may over time adversely impact sensitive downgradient resources that depend on minimum surface and groundwater flows and minimum water quality standards. However, the contributions of Sierra Business Park would be below detectable levels and would not impair beneficial uses, and thus the cumulative impact of this project is considered less than significant.

7.3 BIOLOGICAL RESOURCES

Potential cumulative impacts on biological resources are primarily related to the regional and local loss of existing plant communities and habitat. These cumulative effects are considered to be less than significant. A large expanse of sagebrush surrounds the site; because the environs are comprised of publicly owned lands it is not expected that existing habitat would be impacted by development in the foreseeable future.

7.4 CULTURAL RESOURCES

The region is characterized by a rich abundance of cultural resources, including sites of statewide and national importance. Regional development will increase the risk of vandalism as well as the need for excavation and preservation of sites in areas slated for construction. There are no cultural impacts associated with the current project proposal (although resources may have been lost when the site was first excavated in the 1970s). On a regional basis, the cumulative impacts are not considered to be significant because the preventive measures already in place provide adequate protection for cultural resources.

5.5 LAND USE AND RELEVANT PLANNING

The project proposal is consistent with site use designations as well as the majority of relevant planning goals stated in the County General Plan. Assuming that regional developments (including the airport and Town

redevelopment) also reflect intended uses, the cumulative effect on land use planning would be to realize substantial change with impacts that are less than significant by virtue of consistency with the relevant planning programs.

7.6 TRAFFIC AND CIRCULATION

A cumulative impact assessment conducted for the site concluded that travel levels on Highway 395 would remain well within the design service levels for this street, as evidenced in the future Level of Service "A." Thus the cumulative impact on traffic is considered to be less than significant.

The cumulative effects on airport safety are also less than significant, since there are no private parcels other than Sierra Business Park within any of the designated airport safety zones.

7.7 AIR QUALITY

Regional growth and development is expected to contribute to a continuing degradation of the quality of air in the Great Basin. The effects are expected to be most pronounced in terms of particulate matter, and particularly during the problematic winter months. Construction may exacerbate the problem through potential for blowing dust. These cumulative adverse impacts are considered less than significant, however, because the region generally complies with pollutant standards, and because control measures have proven effective in reducing pollutant emissions.

7.8 NOISE

Regional growth and development will add to ambient noise levels, both through construction and long-term increases in noise generators of all types. These cumulative impacts are adverse but again are found to be less

than significant because noise control measures have proven effective.

7.9 UTILITIES AND SERVICES

The relevant utility service systems have been addressed in other sections of this EIR. The reader is referred to the following cumulative impact assessments:

- WATER SUPPLIES: Please refer to Section 7.2, Hydrology and Water Quality.
- SANITATION SERVICES: Please refer to Section 7.2, Hydrology and Water Quality.
- SOLID WASTE: Please refer to Section 7.2, Hydrology and Water Quality.
- ENERGY SUPPLIES: Please refer to Section 7.10.
- FIRE PROTECTION: Please refer to Section 7.10.

7.10 RISK EXPOSURE AND HAZARDOUS MATERIALS

Cumulative growth and development will increase the use frequency and volumes of hazardous materials in the region. This will result in a concomitant increased potential for spills and resulting risks to human health and contamination of natural resources. Similarly, it can be anticipated that the risk of fire will increase. These impacts are considered cumulatively adverse, but are not significant and unavoidable because existing regulations and compliance monitoring are adequate to reduce the effects to a level that is less than significant.

7.11 AESTHETICS AND LIGHTING

Area development will change the visual character of the region. These changes will follow a more dominant human presence, including increased numbers of vehicles, services, and structures; the

developed environment may be more homogeneous in character than in the past. Although the changes are expected to be pronounced, it is expected that they will remain below a level of significance due to the scarcity of privately owned land -- not only around the project site, but also in the project region as a whole.

Section 8
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
PROJECT ALTERNATIVES

8.1 INTRODUCTION

CEQA requires that environmental impact reports describe and examine a reasonable range of alternatives to a proposed project or project location. The assessment should focus on alternatives that could feasibly attain the basic project objectives, and at the same time eliminate or reduce any significant adverse environmental impacts. Feasibility, in turn, means that the project can be accomplished within a reasonable period of time considering economic, environmental, legal, social and technological factors.

8.2 IDENTIFICATION OF ALTERNATIVES

The following discussion of alternatives satisfies the requirements of CEQA. The Alternatives reviewed in this section include (1) the No Action Alternative, (2) Alternative Project Locations, and (3) Alternative Site Uses. For each, the analysis describes the alternative, discusses the impacts of the alternative and the significance of those effects, and compares the alternative to the project proposal in terms of feasibility and potential impacts.

8.3 ANALYSIS OF ALTERNATIVES

8.3.1 NO PROJECT ALTERNATIVE

The No Project Alternative is a required element of the environmental review process. It describes existing conditions and forecasts conditions that might exist in the future if the project is not approved, based on current plans and available resources.

Existing environmental conditions have been discussed throughout this EIR and are summarized below. The No Project Alternative has not been found environmentally superior to the project proposal. The No Project Alternative would maintain existing industrial uses of the site and the associated visual impacts without achieving the project objective and General Plan goal of industrial development in Long Valley area. Moreover, there are no significant unavoidable adverse project effects that would be eliminated by the No Project Alternative.

Soils and Geology: The project site topography has been substantially modified as a result of past mining activities, and the No Project Alternative would be substantially the same as the Proposed Project in terms of site configuration and form. The No Project Alternative would avoid additional site grading, which is estimated at 150,000 cubic yards over the two phases. Elimination of this effect is not considered to be a significant environmental benefit, however, as the volume is comparatively moderate and grading would be phased to ensure that the excess cut materials have a use on the project site (particularly the PMZ berm) or elsewhere in the region.

Hydrology and Water Quality: Under the No Project Alternative, it is anticipated that water needs would continue to be met through an onsite well producing about 200 gallons per day. Drainage would continue to flow to low areas of the site, with ponding and percolation during heavy precipitation. Sanitation would likely continue to be served by a portable facility.

The No Project Alternative would not impact the status of waterbodies that have been included on the 303(d) List of Impaired Water Bodies, nor would it reduce nutrient levels to a level that is less than associated with eutrophication, as these levels are exceeded in the baseline condition.

Biological Resources: Resource conditions on the site have been substantively altered by historic excavation activities. As a result, the impacts of project implementation on biological resources are negligible, and the comparative impacts of the no project alternative are similarly minor.

Cultural Resources: As a result of past sand and gravel mining operations on the site, there is no substantive potential to unearth additional cultural resources on the project site. Consequently, the No Project Alternative would have impacts substantially the same as the project proposal.

Land Use: The No Project Alternative would likely result in a continuation of the land uses presently found on the site, including batch plant operation and sled dog and kennel facilities. Both of these uses are permitted by the existing I-P zoning designation, and would also be permitted by the proposed Specific Plan. The density of the existing land uses is considerably less than would result from project approval, which would be less responsive than the proposed project to the General Plan policy of additional industrial services and employment opportunities in Long Valley. This effect is not considered to be significant, however, as other sites are available for industrial development (as described in Section 8.4.2).

Traffic: Under the No Project Alternative, traffic into and out of the project site would continue to be associated with operation of the batch

plant. Additional traffic may be associated with use by other tenants, at volumes that would depend on the use involved. The existing traffic on site is approximately 250 trip ends per day (based on 65.9 trips per acre for the 2.5-acre batch plant, plus an additional 1 acre for miscellaneous uses).

Air Quality: The No Project Alternative would eliminate the temporary emissions associated with construction, as well as the long-term emissions associated with project traffic and business operations. None of these impacts is anticipated to be significant, however, and thus the No Project Alternative does not offer substantive benefits in terms of air quality.

Noise: The noise levels associated with the existing land uses are not significantly different than the noise levels forecast for the proposed project. Both yield noise levels that are within the Exterior Noise Limits contained in Mono County Code §10.16.070.

Hazards: (1) *Hazardous Materials:* Project implementation would introduce a variety of hazardous materials to the site, some of which may be associated with a substantial risk to human health and environmental safety. The various regulations will reduce potential impacts to below a level of significance. The No Project Alternative would allow continuation of existing on-site uses, including some hazardous materials used as part of batch plant operations.⁴⁸ The No Project Alternative would have fewer potential impacts on hazards than the project proposal, but the difference between the project and the No Project Alternative is not significant.

(2) *Well Disinfection:* Disinfection of well water produced on the site is not

⁴⁸ Note that none of these chemicals are rated as hazardous for transportation, however.

required at this time, either for the existing well or for the proposed new well. If regulations in the future require disinfection, they would apply equally to the existing and proposed uses.

(3) *Fire Safety*: It is anticipated that a number of the future industrial uses would utilize, store and/or sell combustible materials, and that the risk of fire will be substantively higher after project implementation than it is at present. However, the risk is considered less than significant as a result of mandatory code requirements; the mitigations provided in §5.10.4 and the Comprehensive Mitigation Program will further reduce fire potential and associated risks to health and safety.

Aesthetics: The project site is part of a CalTrans-designated Scenic Corridor offering the dramatic escarpment of the Sierra Nevada Mountains to the southwest and the White Mountains to the northeast. Due to prior excavation, only the site perimeter can be seen from within the valley. The site has little visibility for northbound motorists on Highway 395, who are coming from lower elevations, but can be readily seen by southbound motorists beginning at the SR 203 on-ramp. The site is visually prominent during spring, when a snow-bank clings to the perimeter berm. Interior uses are generally screened from view, with the exception of an existing vertical sorting stack and conveyor belt that rises 20-25 feet above the level of the perimeter berm.

Two power lines also cross the site, including a taller dual pole series on the north side, and a shorter single pole series on the south. The lines are highly visible, but not part of the project proposal. Recent, on-going and proposed improvements at Mammoth Lakes/Yosemite Airport incorporate a high-profile color scheme that is also visually prominent.

8.3.2 ALTERNATIVE LOCATIONS

In February of 1997, the applicant applied to the County for approval of an industrial subdivision on the site. The application raised a number of concerns on the part of the County and the community, particularly with respect to site visibility from the Highway 395 scenic corridor, suitability for proposed industrial uses, and other issues similar to those raised in Table 3 of this EIR. In response to the concerns, the County initiated an effort to identify alternative sites, with the objective of achieving a land trade if feasible. The effort extended over a period of almost 30 months, during which time nine sites were identified and evaluated in the vicinity of Crowley Lake, and nine additional sites were considered in the vicinity of Mammoth Lakes. The sites are described in Table 20 (preferred sites are shown in *italicized type*).

Table 20
ALTERNATIVE PROJECT LOCATIONS

Crowley Lake Area

- Site #C1: This was considered to be an ideal location. However, there were concerns that the project would be difficult to screen from view of Highway 395 and the adjacent campground.
- Site #C2: This was considered to be a good site for a small-to-medium size industrial development.
- Site #C3: This was considered to be a moderately good site for a small industrial development.
- Site #C4: This was considered to be a moderately good site for a small industrial development.
- Site #C5: This was considered to be an ideal location. However, there were concerns that the project would be difficult to screen from view of Highway 395.
- Site #C6: This was considered to be a good site, although potentially visible from Highway 395 and Sunny Slopes.
- Site #C7: This was considered to be a good site, although potentially too close to Tom's Place and Rock Creek.
- Site #C8: This was considered to be an ideal location. However, there were concerns that the project would require special construction to maintain the scenic values of the area.

Mammoth Area

- Site #M1: This was considered to be an ideal location. However, there were concerns that the project may encounter problems with the ground materials on the site.
- Site #M2: This was considered to be an ideal location but there were concerns that the site may be too far removed from the Mammoth market area.
- Site #M3: This was considered to be an ideal location. However, there were concerns that the site may be too far removed from the Mammoth market area and also visible from the nearby road.
- Site #M4: This was considered to be an ideal location. However, there were concerns that industrial development on the site may interfere with resort development plans.
- Site #M5: This was considered to be a fair site, but clearly visible from the adjacent Highway 395.
- Site #M6: This was considered to be an ideal location. However, there were concerns that the site may pose problems for winter access.
- Site #M7: This was considered to be a good site, but potentially compromised by slope constraints.
- Site #M8: This site was considered to be small and potentially too close to the Hot Creek fish hatchery.
- Site #M9: This was considered to a good site. However, there were concerns that development at this location may interfere with the Airport safety zone.
- Site #M10: This site, located next to the Water District and near to the existing industrial park, was considered to be well suited to the proposed use.

It was unclear, for a time, whether an exchange of land with USFS might be considered feasible. In correspondence dated August 17, 1999, the Mono County Board of Supervisors corresponded with the Inyo National Forest Supervisor, urging that priority consideration be given to facilitating and processing a land exchange, and identifying two preferred sites (one located near the Mammoth Pacific Geothermal Plant, and one located adjacent to Mammoth Community Water District).

Site #C7 (in the Lake Crowley area near the sewer plant and SCE substation at Rock Creek) was considered to be another promising site. In fact, Site #C7 was the highest rated of all sites considered, receiving 56 out of a maximum of 60 points for environmental characteristics including visual acceptability, ease of access, proximity to the public market, noise, air quality, and minimum impact on recreational resources.

Ultimately, none of the alternative sites was found to be available in a feasible period of time. In a report to the Board of Supervisors, the Planning Department staff indicated that completion of the land trade would require from five to seven years, provided that the unresolved issues could be addressed. The unresolved issues included (a) responsibility for funding of relocation costs for the existing batch plant (conservatively estimated at approximately \$75,000, not including required improvements at a new site); (b) responsibility for funding of archaeological surveys or other technical studies, if required; (c) responsibility for funding of site reclamation; and (d) parcel size (the USFS normally does not pursue land trades for parcels of small size). These were among the concerns that lead the USFS to conclude that it lacked

substantive interest in the proposed trade. Based on their assessment of the efforts made and the resulting outcome, the Board of Supervisors in December of 1999 adopted Minute Order 99-345. Minute Order 99-345 was "to approve the request of the project proponent of the Marzano and Sons Industrial Park to acknowledge that the issue of land trade feasibility has been adequately explored and the applicant will not be asked to repeat similar inquiries and cooperate in exploring this issue any further." The current EIR and Specific Plan were initiated in January of 2000. On the basis of the foregoing history, this EIR concludes that the alternative of relocating the project to another site does not represent a feasible alternative.

8.3.3 ALTERNATIVE SITE USES

Another alternative would be to utilize the project site for land uses other than the industrial uses now proposed. The project area is recognized as an important visual gateway to the Mammoth region, and is part of a CalTrans- and County-designated Scenic Corridor.

Most of the surrounding area is publicly owned land that is managed by the USFS. As noted in EIR Section 5.5, the USFS management prescription for this area identifies 9 primary uses including (1) maintenance of cultural resources, (2) expanded ski facilities, (3) enhance fish productivity, (4) continued geophysical research, (5) land exchanges where appropriate, (6) enhanced recreational uses, (7) protection of the Hwy. 395 and SR 203 viewsheds, and (8) protect and develop water resources where appropriate, and (9) manage wildlife resources. The project site would be compatible with these area uses, but after considerable review the USFS concluded that the site was not sufficiently valuable to pursue

the land exchange. The proposed industrial use is consistent with zoning and general plan designations, and compatible with the adjacent airport land uses.

Residential use of the site would be permissible (at densities of 2-10 acres/dwelling) but this alternative is not considered environmentally superior due to designation of most of the site as being within the Inner Turning Zone for the adjacent airport.

It may also be possible to restore the site to original grade through its use as a fill site for excess cut materials, or concrete by-products from road improvements, or rocks and boulders removed from other construction sites, and the like. At the point when site elevations reach original levels, the property could be transitioned to other uses. Since there is a regional demand for surplus cut materials, however, and since construction by-products can often be beneficial incorporated into new construction (i.e., use as road sub-base), this alternative is not considered environmentally superior.

8.4 IDENTIFICATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In the context of the information available at this time, it is possible that one or more of the alternative project locations evaluated by the County during 1997-99 may have satisfied the project goals and objectives. It is not possible to state, without undue speculation, whether the alternative sites would have involved environmental impacts less than, equal to or greater than those associated with the project as proposed. However, after extensive review it was determined by the County that the alternative project location option was infeasible. Moreover, none of the alternative site uses offers environmental benefits superior to Sierra Business Park, and the project has no significant, unavoidable adverse impacts. On the basis of these considerations, none of the alternatives discussed in this EIR is considered to be environmentally superior to the project as proposed.

Section 9
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
SUMMARY OF UNAVOIDABLE SIGNIFICANT ADVERSE
IMPACTS

The Specific Plan contained in this document incorporates numerous design changes that were made for the express purpose of eliminating adverse elements of the original proposal. Additionally, this EIR incorporates numerous mitigation measures that have been added to avoid environmental impacts, or to reduce those impacts to a level that is less than significant according to the thresholds of significance or CEQA guidelines. Through these changes and mitigations, all of the significant adverse impacts

associated with the proposed Sierra Business Park project have been reduced to a level that is less than significant. No significant, adverse and unavoidable impacts are expected to be associated with implementation of the proposed Sierra Business Park project, provided that the Specific Plan elements contained in Section 4, and the mitigation measures contained in Section 10, are implemented as outlined herein.

Section 10
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
MITIGATION IMPLEMENTATION AND MONITORING PROGRAM

10.1 REGULATORY AND CODE COMPLIANCE STANDARDS

The project would be subject to a number of uniform code requirements and standard conditions of approval. These requirements would be imposed by the County and by other agencies (such as the LRWQCB) with jurisdiction by law over the activities in Sierra Business Park or the resources affected by those activities. Many of these requirements have been established to safeguard environmental resources, and/or to promulgate environmental goals and objectives. If the project is approved, compliance with these measures would be mandatory (i.e., not discretionary); as such, the measures do not conform to the CEQA definition of mitigation measures, and they are not listed here.⁴⁹ Although regulatory standards and codes are not incorporated into this mitigation program, the applicant would be required to comply fully with all relevant requirements before the necessary permits and approvals are obtained.

10.2 ADOPTION

As part of its deliberations concerning the Sierra Business Park Specific Plan and EIR, the County Planning Commission and Board of Supervisors would be required to consider the adoption of mitigation measures. The

⁴⁹ CEQA defines mitigation as the avoidance, reduction, or rectification of adverse impacts by not taking an action, limiting the magnitude of an action, repairing an impacted environment, undertaking enhanced preservation operations, and/or replacing or providing substitute resources or environments.

mitigation measures to be considered are itemized in this section, and cover a variety of subjects ranging from water quality to protection of aesthetic values. If the project were approved, it would be necessary for the County to specify which of these measures are to be formally incorporated into the project as conditions of approval.

10.3 MONITORING AND REPORTING

Upon project approval, the County would become responsible for ensuring that the mitigation measures incorporated into the project are actually implemented during subsequent project design, construction, operation and maintenance. County staff would be responsible for ensuring that mitigation measures are satisfactorily monitored. County staff would also be responsible for reporting to the Planning Commission and to the Board of Supervisors, as needed, regarding progress in implementing the measures.

County staff would be responsible for monitoring compliance with the mitigation measures; the Planning Commission and Board of Supervisors would be responsible for determining whether the measures are accomplishing the desired objectives or require modification.

The Planning Commission and Board of Supervisors would be responsible for considering whether the measures are being implemented as intended in this mitigation program, and determining

whether modifications are required to assure that project impacts remain below a level of environmental significance.

10.4 MITIGATION MEASURES

GEOLOGY AND SOILS

GS1: A slope maintenance program shall be developed and implemented to control erosion and maintain the stability of graded slopes. The program shall be submitted to Mono County for review and approval prior to initiation of any grading activities on the site.

GS2: The applicant shall implement Best Available Control Measures for fugitive dust, as detailed in EIR Section 5.7.4 (Air Quality Mitigation Measures).

GS3: The applicant shall regrade and revegetate the PMZ in accordance with the approved Grading Plan and Reclamation Plan. The regrading program shall provide for varied PMZ slope contours that blend into the surrounding landscape and minimize the visibility of the project boundaries from Highway 395.

The revegetation program shall harmonize with the contours of the graded PMZ slopes, and utilize native plantings representative of the big sagebrush community. Irrigation shall be provided on a temporary basis as needed to assure viability of the PMZ berm plantings. Removal of the temporary irrigation equipment shall require approval by the County. Ongoing maintenance of the PMZ slopes and revegetation

plantings shall be handled through an association formed in keeping with the CC&Rs for each lot on the site.

HYDROLOGY AND WATER QUALITY

WQ1: A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared that addresses the project site as a whole, including all future uses. The SWPPP shall meet all relevant specifications contained in Appendix A of the California Stormwater Best Management Practices Handbook – Industrial (1993), and including a list of BMPs from which buyers of the industrial lots shall select and implement on-site controls.

WQ2: The BMPs selected for the Sierra Business Park SWPPP shall (a) emphasize source controls over treatment controls, (b) provide controls appropriate for the site drainage area (36 acres) and soil composition (principally silty, sandy gravel), (c) incorporate source controls to prevent hazardous chemicals from entering the infiltration structure, and (d) incorporate a maintenance program that includes cleaning and sediment removal each October (before onset of the rainy season) as well as a second cleaning in the spring, and visual inspection no less than once per month during the rainy season.

WQ3: A copy of the SWPPP shall be provided in a handbook to be provided to the purchaser of each lot within the project. The handbook shall also contain a copy of the final Specific Plan, as well as a copy of the Final Mitigation Implementation and

Monitoring Program. A copy of the Plan shall be maintained on site at all times and available for public review.

WQ4: The existing groundwater production well shall be converted to a monitoring well if requested by LRWQCB, and two additional downgradient wells shall also be constructed to monitor the impact of the septic system on water quality downgradient of the site. The monitoring locations and parameters shall be developed in collaboration with LRWQCB, and the results shall be submitted to LRWQCB on a schedule set by the Regional Board.

BIOLOGICAL RESOURCES

BR1: All landscaping within the PMZ shall consist of native plant materials typical of big sagebrush communities and adapted to the region. Where landscaping is derived from seedlings, the seedlings shall be genetically compatible with local plant stock.

CULTURAL RESOURCES

No mitigation measures are required.

LAND USE AND PLANNING

LU1: The project application shall be revised to include an amendment to the General Plan that would delete Policy 2.2 (which calls for an amendment to the Mammoth Lakes/Yosemite Airport Land Use Plan to allow only resource extraction uses at the project site and other existing quarries in the planning area).

TRAFFIC AND CIRCULATION

TC1: In order to accommodate the anticipated 84 northbound vehicles making a left-turn into the project site, it is recommended that a 200-foot left-turn storage lane with a 200-foot deceleration lane be constructed on Highway 395.

TC2: In order to accommodate the anticipated 196 southbound vehicles making a right-turn into the project site, it is recommended that a 300-foot right-turn storage lane with a 200-foot deceleration lane be constructed on Highway 395.

TC3: The Planning Director shall review each building permit application for consistency with the Airport Land Use Planning Handbook recommendations calling for average population densities on the site that are no greater than 40-60 persons per gross acre (i.e., a maximum density of 1,440-2,160 for the 36-acre project site as a whole). The Planning Director shall have authority to deny issuance of a building permit to any application that would result in population densities exceeding these limits.

AIR QUALITY

AQ1: The project applicant shall comply with best-available dust control measures (BACM) that call for watering of all active construction areas at least twice daily throughout project construction phases, and shall comply with at least two of the following additional BACM: (a) require that all haul trucks be covered, or that a minimum freeboard of 2-feet be

maintained at all times; and/or (b) Pave all parking and staging areas, or water such areas a minimum of 4 times daily; and/or (c) Sweep or wash all site public access points within 30 minutes of dirt deposition; and/or (d) Cover all on-site dirt/debris stockpiles, or water the stockpiles a minimum of twice daily; and/or (e) Suspend all construction operations on any unpaved surface when winds exceed 25 mph; and/or (f) Hydroseed or otherwise stabilize all cleared areas that would remain inactive for more than 96 hours after clearing is completed.

NOISE

No mitigation measures are required.

RISK EXPOSURE, SERVICES AND HAZARDOUS MATERIALS

HW1: In the event that chemical disinfectants are in the future required for domestic well water supplies, only liquid or solid phases shall be stored and used on the site. Hazardous chemicals in the gaseous phase shall not be used or stored on site.

HW2: All structures within the Sierra Business Park shall be required to comply with National Fire Protection Association Rule 704M, which provides for the external posting of color-coded placards that identify all hazardous substances in terms of flammability, reactivity, health risks and any special factors (such as radioactive substances).

HW3: All structures within the Sierra Business Park shall contain fire sprinkler systems that conform to Fire Protection District standards.

HW4: A pump test shall be performed on the production well in order to measure drawdown, pump rates, hydraulic conductivity and aquifer transmissivity. If results indicate that minimum fire flow cannot be maintained for the required 2-hour period, then pressurized onsite water storage shall be provided. The onsite water storage would be designed and sized to meet minimum fire flow requirements.

HW5: All onsite propane tanks shall be sited and maintained in a manner that is satisfactory to the Fire Protection District.

HW6: The Deed to each lot within Sierra Business Park shall contain a prohibition against the dumping of any industrial and hazardous wastes into the onsite septic system and onsite drainage system.

AESTHETICS

AE1: The maximum building height limit of flat-roof structures shall be thirty-feet (30') for lots 2 through 13, lots 15 through 23, and lot 37. The maximum building height of flat-roof structures shall be twenty-five feet (25') for lot 1 and lots 24 through 36. The maximum height of pitched-roof structures on all lots (including the ridge of the roof and all appurtenant structures, unless otherwise required by code) shall be thirty-feet (30').

AE2: If illumination is provided on the main project identification sign, such illumination shall consist of a single recessed fluorescent downlight, with an intensity of 40-watts or lower, on each face of the "V-shaped" sign.

AE3: If illumination is provided on the project directory sign, such illumination shall consist of a

single recessed fluorescent lamp with an intensity of 13-watts or lower on each face of the sign.

AE4: If illumination is provided on the lot monument signs, such illumination shall consist of a recessed "brick light" with a black louvered faceplate, and with a compact fluorescent lamp having a maximum intensity of 7-watts.

Section 11
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
ORGANIZATIONS AND PERSONS CONSULTED, AND
PREPARERS OF THE EIR AND SPECIFIC PLAN

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Section 12
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
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Section 13
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
GLOSSARY, ABBREVIATIONS AND CONVERSION FACTORS

A number of abbreviations and acronyms are used throughout this EIR/EA. To facilitate readers' understanding of these terms, a glossary of definitions is provided below along with a table of conversion factors to relate volumetric data.

<u>TERM</u>	<u>DEFINITION</u>
ALUC	Airport Land Use Compatibility, a tool used to evaluate the suitability of land uses in the vicinity of airports.
APCD	Air Pollution Control District, responsible for implementing the Air Quality Management Plan (AQMP) to achieve state and national ambient air quality standards in the Great Basin Air Quality Maintenance Plan.
CC&R	Covenants, Codes and Restrictions
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act of 1970, the state legislation that established the requirement for environmental review of project proposals in California. Note that NEPA (the National Environmental Policy Act) is the federal equivalent of CEQA; there is no federal funding or federal agency involvement in the current project and thus NEPA does not apply.
CGC	California Government Code, the state code that establishes many of the regulations governing land use.
CUP	Conditional Use Permit, a permit that sets additional review requirements for land uses that are provisionally allowed.
CUPA	Certified Unified Program Agency, a County program that consolidates hazardous waste management and review, including air quality and sanitation.
CY, cy	Cubic Yards, used in this EIR in reference to soil quantities and grading volumes. Cy/sf is cubic yards per square foot of area.
dB	Decibels, a measure of loudness. DB(A) is the A-weighted decibel that reflects the sound frequency response of the human ear.
EA	Environmental Assessment, a document prepared pursuant to Federal environmental regulations to determine potential for significant adverse effect.

EIR	Environmental Impact Report, a CEQA document prepared for projects that may have a significant effect on the environment.
FAA	Federal Aviation Administration, the agency responsible for regulating airport activities, flights, and land uses in surrounding areas, including those associated with the Mammoth Lakes/Yosemite Airport.
GBUSPCD	Great Basin Unified Air Pollution Control District, the agency that monitors and regulates air quality within the project region.
gpd, gpm	Gallons per day, or gallons per minute, both of which are rates of flow.
HCCSD	Hilton Creek Community Services District, the agency providing water and sanitation services to the community of Hilton Creek.
LADWP, DWP	Los Angeles Department of Water and Power. Portions of the land near the Sierra Business Park site are owned by the City of Los Angeles and Managed by LADWP.
LRWQCB	Lahontan Regional Water Quality Control Board, one of nine regional boards administered under the State Water Resources Control Board (SWRCB) to implement the Clean Water Act in California.
LVFPD	Long Valley Fire Protection District, the volunteer fire agency responsible for fire safety in the region of Sierra Business Park.
MCWD	Mammoth Community Water District, the agency providing water and sanitation services to the Town of Mammoth Lakes.
mg/L	Milligrams per liter, a measure of concentration of a chemical in water. 1 mg/L is equivalent to 1 part per million parts (1ppm).
NOP	Notice of Preparation, a notice advising agencies and the public that an EIR will be prepared for a project. The NOP for Sierra Business Park was issued on 25 May 1999.
NPDES	National Pollutant Discharge Elimination System, a permit program for discharges (usually point source) to waters of the U. S. The NPDES is designed to protect designated beneficial uses of receiving waters.
PMZ	Perimeter Maintenance Zone, a 4.7-acre easement covering the berm that defines the site perimeter. The PMZ varies in width from 20 to 60 feet.
RTP	Regional Transportation Plan, a document prepared by the County of Mono to guide transportation system improvements throughout the County.

SCE	Southern California Edison. SCE provides electricity in the project region, and also has rights to an easement that crosses the project site and contain high-voltage power lines.
SP	Specific Plan, a document that represents zoning for a site and provides development standards, allowed and conditional uses, regulations, financing methods, and procedures to guide all phases of land development and processing. The Specific Plan contained in this document would regulate development in Sierra Business Park.
SR 203	State Route 203, the road that leads from U.S. Highway 395 into the Town of Mammoth Lakes.
SWPPP	Stormwater Pollution Prevention Plan, a document that outlines measures that will be used to minimize or eliminate contamination from non-point source runoff.
TI	Traffic Index, an index of truck traffic volume used to determine required road thickness.
USFS	United States Forest Service, a federal agency under the Department of Agriculture, responsible for managing publicly owned forest lands. Most of the lands surrounding Sierra Business Park are managed by USFS (Inyo National Forest).

CONVERSION FACTORS

1 million gallons per day (mgd) = 1.547 cubic feet per second (cfs)
 1 mgd = 3.08 Acre-Feet per Day = 1,123.4 AF per Year (AFY)
 1 acre-foot (AF) = 43,560 cubic feet = 324,900 gallons
 1 cfs = 450 gallons per minute = 1.983 AF per 24 hours = .646 mgd
 AF ~ the amount of water needed to supply a family of 4 for 1 year

Section 14
SIERRA BUSINESS PARK SPECIFIC PLAN AND DRAFT EIR
INDEX OF SUBJECTS

- Aesthetics, 17, 81, 92, 105
- Air Quality, 13, 75, 91, 104
- Airport Land Use Commission, 20
- Alternative Project Locations, 95
- Alternative Site Uses, 98
- Alternatives, 7, 19, 21, 27, 39, 93, 115, 117
- Bibliography and Reference List, 107
- Biological Resources, 61, 90, 103
- California Department of Transportation, 20, 82
- California Regional Water Quality Control Board – Lahontan Region, 20, 79
- Cultural Resources, 63, 90, 103
- Cumulative Impacts, 17, 90
- Discretionary Actions, 20
- Drainage, 31, 56, 58, 94
- EIR
 - Methodology, 27
 - Projects of Statewide Significance, 28
 - EIR and Specific Plan Authority, 19
 - Intended Uses, 19
 - Purpose, 19
 - Scoping, 21
- Environmental Impacts, 51, 56, 62, 71, 75, 76, 79, 84
- Environmentally Superior Alternative, 93
- Executive Summary, 6
- Fire Protection, 15, 31, 44, 78, 79, 81, 104, 105, 109, 118
- General Plan Amendment, 6, 7, 20
- Geology and Soils, 9, 50, 90, 102
- Seismicity, 50, 52
- Glossary and Abbreviations, 108
- Growth-Inducing Impacts, 17, 88
- Hazardous Materials, 2, 77, 80, 81
- Hydrology and Water Quality, 10, 53, 90, 102
- Impact Summary, 7, 9
- Incorporation by Reference, 32
- Land Use and Relevant Planning, 11, 64, 90, 103
- Landscaping, Screening and Open Space Standards, 44
- Lead Agency, 1, 20. See . See . See Mono County. See
- Lighting, 48, 81, 92
- List of Exhibits, 5
- List of Tables, 4
- Mammoth Lakes/Yosemite Airport, 4, 6, 7, 11, 26, 29, 33, 35, 37, 64, 66, 67, 70, 73, 74, 82, 83, 85, 86, 88, 95, 103, 108, 114, 115
- Minute Order 99-345. See Alternatives - Mitigation Implementation and Monitoring Program, 101
- Mitigation Measures, 28, 52, 60, 62, 70, 75, 76, 77, 81, 87, 102
- No Project Alternative, 93
- Noise, 13, 76, 91, 104, 119
- Notice of Preparation Comments Received, 22
- NOP, 3, 7, 21, 56, 109
- Organizations and Persons Consulted, 106
- Preparers of the EIR and Specific Plan, 106
- Project Description, 29
- Project Alternatives, 18, 93
- Land Exchange, 24, 26, 27, 68, 98, 99
- Project Applicant, 1
- Project Phasing, 32
- Project Proposal History, 26
- Reclamation Plan, 6, 7, 11, 20, 26, 29, 39, 45, 51, 66, 116, 117
- Related Actions, 32, 34
- Responsible Agencies, 20
- Risk Exposure, Services and Hazardous Materials, 15, 77, 91, 104
- Road System, 31
- Sanitation and Waste Disposal, 56
- Seismic Hazards, 68

Sierra Business Park Specific Plan, 36
 Introduction, 36
 Purpose and Objectives, 36
 Significance Criteria, 51, 56, 62, 63, 65,
 71, 75, 76, 78, 84
 Significant, Unavoidable, Adverse
 Impacts, 7
 Southern California Edison, 15, 21, 22,
 42, 67, 69, 79, 109
 Easement, 27
 Southern California Edison Easement,
 11, 69
 Specific Plan, 2, 6, 10, 11, 17, 19, 20,
 21, 27, 29, 30, 32, 36, 37, 38, 39, 40,
 41, 42, 43, 45, 47, 48, 49, 58, 61, 62,
 64, 65, 66, 67, 72, 75, 85, 87, 94, 98,
 101, 102, 103, 105, 109, 113, 114,
 115, 116, 118
 Approval, 40
 Authority, 36
 Building Materials and Colors, 45
 Concept, 40
 Consistency with General Plan, 38
 Design Guidelines, 45
 Development Standards, 42
 Financing, 49
 General Regulations, 40
 Lighting Standards, 48
 Maintenance and Operations, 48
 Permitted Uses, 42
 Processing Procedures, 48
 Review Process, 40
 Sign Standards, 46
 Site Development Standards, 43
 Site Plans, 36
 Uses Permitted Subject to Director's
 Review, 43
 Uses Requiring a Use Permit, 43
 Zoning Consistency, 40
SPECIFIC PLAN AND DRAFT EIR
 Public Availability, 21
 Specific Plan and EIR
 Introduction, 19
 Stormwater Drainage, 31
STREET AND PARKING STANDARDS
 Street and Parking Standards, 48
 Summary of Significant Unavoidable
 Adverse Impacts, 100
 Table of Contents, 2
 Thresholds of Significance, 27
 Town of Mammoth Lakes, 68
 Traffic and Circulation, 13, 70, 91, 103
 Utilities and Services, 77, 91
 Wastewater Disposal, 3, 30
 Water Conversion Factors, 110
 Water Supply, 2, 4, 11, 15, 20, 22, 24,
 30, 31, 39, 43, 53, 55, 57, 59, 60, 63,
 66, 69, 76, 77, 78, 79, 80, 91, 94, 98,
 106, 107, 109, 117, 118
 Well Operation, 80
 Zoning Amendment, 7, 20, 26

