
IV. ENVIRONMENTAL IMPACT ANALYSIS

A. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

INTRODUCTION

Section 15128 of the *CEQA Guidelines* states:

An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.

An Initial Study (IS) was prepared for the Project in October 2006 (see Appendix A). Based on the analysis contained in the study, it was determined that implementation of the project would not result in significant environmental impacts to the environmental impact topics listed below. These topics, therefore, are not discussed in detail in Section IV of this EIR. (Some potential impacts are discussed in the various sections of Section IV and were determined to be less than significant; those issues are not discussed below.)

AGRICULTURAL RESOURCES

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The Farmland Mapping and Monitoring Program (FMMP) designates the site as “other land” and no important farmland is identified. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Thus there is no impact and no further analysis of this issue is required.

The Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Generally, lands given the Land Use Designation of Agriculture (AG) may be eligible for a Williamson Act Contract, depending on the use of the land. The project site is zoned Resort-R and Open Space-OS and as stated previously, there is no identified prime farmland on the project site. Therefore, the Project would not conflict with existing zoning for agricultural use or Williamson Act Contract. Thus there is no impact and no further analysis of this issue is required.

The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Portions of the Project site have been utilized for cattle grazing in the recent past. However, no such uses are currently in existence at the site. Therefore, the Project would not result in conversion of Farmland to non-agricultural use. Thus there is no impact and no further analysis of this issue is required.

AIR QUALITY

The Project would not create objectionable odors affecting a substantial number of people The types of projects that commonly result in odor impacts include: wastewater treatment plant, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, auto body shops, rendering plants, and coffee roasters. The Project does not include any of these types of uses and therefore the Project would not create objectionable odors that could affect a substantial number of people. Impacts related to objectionable odors would be less than significant.

BIOLOGICAL RESOURCES

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. The Project site and its vicinity are not located within an area covered by a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan.

GEOLOGY AND SOILS

The Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Project does not include the use of septic tanks. No further discussion of this issue is necessary.

HAZARDS AND HAZARDOUS MATERIALS

The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. At the time the Initial Study was prepared the Project included a propane tank storage area for propane distribution to the Town, which would require regular use, transport, and disposal of hazardous materials. Thus, the EIR would have addressed the potential for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, the propane tank farm is no longer a part of the Project. Thus, no further analysis of this issue is required.

The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. See discussion above. Therefore, no impact would occur and no further analysis of this issue is required.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project site is not located within 0.25 mile of an existing or proposed school. Thus, no further analysis of this issue is required.

The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would create a significant hazard to the public or the environment. The Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not result in impacts related to being located on a site that is included on a list of hazardous materials sites. Thus, no further analysis of this issue is required.

The Project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area. The Project site is not within an airport land use plan, nor is it within two miles of a public or private airport. The airport closest to the Project site is the Mammoth Yosemite Airport, located approximately seven miles to the east of the Project site. Therefore, the Project would not expose persons to safety hazards associated with an airport. Thus, no further analysis of this issue is required.

The Project would not be within the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the project area. The Project site is not within two miles of a public or private airport. The airport closest to the Project site is the Mammoth Yosemite Airport, located approximately seven miles to the east of the Project site. Therefore, the Project would not expose persons to safety hazards associated with an airport. Thus, no further analysis of this issue is required.

HYDROLOGY AND WATER QUALITY

The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. No dams or levees are located in the Project site area. Therefore, the Project would not expose people or structures to a significant risk or loss, injury or death involving flooding, as a result of the failure of a levee or dam. Thus, no further analysis of this issue is required.

LAND USE AND PLANNING

The Project would not physically divide an established community. Although the Project site is undeveloped, development and a roadway system already occur in the Project area. Implementation of the Project would not divide an established community and would not preclude the access or future use of any surrounding areas. Thus, no further analysis of this issue is required.

The Project would not conflict with any applicable habitat conservation plan or natural communities conservation plan. The Project site and its vicinity are not located within an area covered by a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. Therefore, development of the Project would not conflict with any habitat conservation plan and no further analysis of this issue is required.

MINERAL RESOURCES

The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There are no known mineral resources at or near the Project site. Thus, the Project would not result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No further analysis of this issue is required.

The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. See discussion above. Therefore, no impact would occur and no further analysis of this issue is required.

NOISE

The Project would not be located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposing people residing or working in the project area to excessive noise levels. The Project site is not within an airport land use plan, nor is it within two miles of a public or private airport. Therefore, the Project would not expose persons to safety hazards associated with an airport. Thus, no further analysis of this issue is required.

The Project would not be within the vicinity of a private airstrip, exposing people residing or working in the project area to excessive noise levels. See discussion above. Thus, no further analysis of this issue is required.

POPULATION AND HOUSING

The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. There are no existing housing units on the Project site. Therefore, the Project would not displace substantial numbers of existing housing, and no further discussion of this issue is required.

The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. See discussion above.

TRANSPORTATION AND TRAFFIC

The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Due to the nature and scope of the Project, implementation of the Project would not have the potential to result in a change in air traffic patterns at any airport in the area. Therefore, no further discussion of this issue is required.

UTILITIES AND SERVICE SYSTEMS

The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The Project site is not served by a private on-site wastewater treatment system, but instead conveys wastewater via municipal sewage infrastructure to a treatment plant operated by the Mammoth Community Water District (MCWD). This treatment facility is a public facility and is therefore subject to the State's wastewater treatment requirements. Additionally, it should be noted that at the time the Project Water Supply Assessment was prepared, MCWD was not proposing to service the Outfitters' Cabin (1,700 sq ft) located at the far eastern boundary of the Project site, near the base of Sherwin Range. This is due to the fact that the Outfitters' Cabin is outside the MCWD service area. However, it has since been determined that MCWD can provide water services to the Outfitters' Cabin. MCWD determined that the nominal volume of water services needed to service the restroom and ancillary needs for the Outfitters' Cabin is available and could be provided through a separate agreement for MCWD customers located outside of the MCWD service area. (see Appendix L) All wastewater from the Project site is therefore treated according to the wastewater treatment requirements enforced by the California Regional Water Quality Control Board, Lahontan Region, and no significant impact would occur. Therefore, no further analysis related to this specific issue is required.

The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. Solid waste disposal service for the Town of Mammoth Lakes is currently contracted to Mammoth Disposal Incorporated. Solid waste is disposed at the Benton Crossing Landfill, which is located within Mono County. The landfill has a remaining capacity of 1.7 million cubic yards of compacted waste and is anticipated to have the capacity to accommodate the Town's waste generation and disposal needs for the next 20 years. In addition, the Town has an option for five years at the Pumice Valley Landfill. With the existing capacity in the Benton Crossing Landfill as well as the option for disposal for five years at the Pumice Valley Landfill, there is adequate landfill capacity for the project population. While the Project will generate an increase in the amount of solid waste disposed of at the

landfill, the Project would not result in the need to construct a new landfill or expand existing facilities. In addition, recycling will be strongly encouraged within the Project and the applicant will be required to comply with municipal laws and regulations regarding provision of recycling collection units.

The Project would comply with federal, state, and local statutes and regulations related to solid waste. The construction and operation of the Project would be required to adhere to all applicable federal, state, and local statutes and regulations related to solid waste. Therefore, Project impacts regarding compliance with federal, state, and local statutes and regulations related to solid waste would be less than significant, and no further discussion of this issue is required.