

# RECLAMATION

*Managing Water in the West*

FONSI No. 2016-02

Final Environmental Assessment- 2014-119

## Estes Park Transit Facility Parking Structure

Finding of No Significant Impact

Colorado-Big Thompson Project, Larimer County, Colorado

Approved: signed J Signe Snortland Date: May 4, 2016



U.S. Department of the Interior  
Bureau of Reclamation  
Great Plains Region  
Eastern Colorado Area Office

May 2016

## **FINDING OF NO SIGNIFICANT IMPACT**

In accordance with the National Environmental Policy Act of 1969, as amended, and the Council on Environmental Quality's Regulations for implementing the procedural provisions of the National Environmental Policy Act (40 CFR Part 1500-1508), the Bureau of Reclamation (Reclamation) has prepared an Environmental Assessment for issuance of a 50-Year Special Use Permit (SUP) to authorize the Town of Estes Park (Estes Park) to construct, operate and maintain a parking structure on Reclamation lands. The Environmental Assessment analyzed the No Action and Proposed Action alternatives. Based on the following, Reclamation has determined that the Proposed Action will not result in a significant impact on the human environment.

### **Background**

In 2006, Estes Park requested Reclamation's approval to expand an existing Estes Park parking lot to include adjacent Colorado-Big Thompson (C-BT) Project lands for public parking. This request was in association with construction of a new Estes Park Visitors' Center. The public parking accommodates both local recreational parking needs and visitation associated with nearby Rocky Mountain National Park. Reclamation approved the request by issuing SUP No. 6-LM60-7270. The current parking lot includes both Estes Park and Reclamation-owned lands and provides 102 parking spaces. The parking lot was designed to accommodate continued Reclamation operation and maintenance (O&M) access for dredging and maintenance of the Big Thompson River above Lake Estes Stream (BTABESCO) Gage.

### **Proposed Action**

Estes Park has requested authorization from the Reclamation to construct and maintain the Estes Park Transit Facility Parking Structure (parking structure) on C-BT Project lands along the Big Thompson River west of Lake Estes. The proposed parking structure includes a multi-level parking structure with two adjacent small parking areas. The parking facilities would replace an existing parking lot. In exchange for granting Estes Park the use of lands owned by the United States, Reclamation would continue to have unrestricted O&M access to the BTABESCO Gage. Estes Park proposes to use grant funds from the Federal Transit Administration's (FTA) Paul Sarbanes Transit in Parks Program to fund a majority of the parking structure.

### **Purpose and Need**

Estes Park has requested a SUP for the proposed parking structure to meet current and future transportation and parking needs as identified in the 2013 Estes Valley Transportation Alternatives Study. The parking structure will provide additional parking for the Estes Park Transit Hub, while the 102 ground level parking stalls will continue to be shared for users of the transit shuttles, the Estes Park Visitor Center, and existing recreational trails.

The Estes Park Transit Hub provides access to free shuttle services throughout the Estes Valley and Rocky Mountain National Park. The proposed project assists meeting current and future parking needs to promote use of the shuttle services and the objectives of the Paul S. Sarbanes

Transit in the Parks Program. The program’s purpose is to enhance protection of Federal parks and public lands, and to increase the enjoyment of those visiting these Federal lands. It funds capital and planning expenses for alternative transportation systems in, and near, federally owned or managed parks and public lands as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA\_LU, Public Law 109-59) enacted on August 10, 2005 (FTA 2007).

## **Project Alternatives**

### **No Action Alternative**

Under this No Action Alternative, Reclamation would not approve the SUP for a parking structure on Reclamation lands.

Estes Park may request approval from Reclamation to continue the operation and maintenance of the existing parking lot on Reclamation lands as authorized in SUP No. 6-LM60-7270. This SUP expired on April 17, 2016. Under the No Action Alternative, Estes Park could also construct the parking structure on parcels owned by Estes Park east of the Visitor Center and north of the Big Thompson River. FTA has previously determined approving construction at this location is categorically excluded from NEPA in accordance with 23 CFR Part 771.117(d). No Reclamation action would be required if constructed at this location.

### **Proposed Action**

Under the Proposed Action, Reclamation would authorize Estes Park to construct and maintain a parking structure on C-BT Project lands along the Big Thompson River west of Lake Estes. The proposed parking structure would be designed to meet American with Disabilities Act (ADA) standards for State and Local Government Facilities [28 Code of Federal Regulations (CFR) 35.151]. In exchange for Estes Park’s use of Reclamation lands, Reclamation would continue to have unrestricted access for O&M of the BTABESCO Gage. Estes Park would also assist Reclamation in finding suitable upland sites for disposal of dredged material from routine maintenance of the gage.

Because the complete project involves both Reclamation and Estes Park properties, the entire parking structure is described below. It does not differentiate land ownership in an attempt to describe the project as a whole. The full project would provide approximately 412 parking spaces including the parking structure and the surface parking areas as described below.

Final project designs will be reviewed and approved by Reclamation prior to authorizing construction. Preliminary designs for the parking structure would consist of:

- **Parking Structure** – The parking structure would initially consist of a one-plus ground-level structure with up to 159 parking stalls. The structure would provide an estimated 151 standard and eight Americans with Disabilities Act accessible parking stalls. When additional funding is available, the parking structure would be expanded up to a four-level building with the roof of the main stair tower extending to a height of 32 feet above

grade. The final parking structure would provide up to 353 standard and eight ADA accessible parking stalls with a total square footage of 126,655. If Estes Park secures additional funding prior to contract award, the three-plus-ground-level parking structure would be built. Otherwise, the parking structure would be built in phases. Preliminary parking structure designs are included as Attachment D.

- **East Parking Area** – The existing parking area along the roadway would be expanded to in provide 23 parking spaces (8 existing and 15 new parking spaces). Four stalls have been identified as electronic vehicle charging spaces.
- **West Parking Area** – The proposed parking structure would remove a large portion of the existing parking area. The remaining parking area is owned by Estes Park and would be reconfigured to provide 28 parking stalls including three designated handicap accessible spaces. The existing landscape island would be removed and paved to better accommodate Reclamation’s periodic river dredging operation.
- **Highway 36 Access** – The parking structure would utilize the existing parking lot’s access from Highway 36. A new paved, gated access southwest of the parking structure would be constructed for fire and maintenance access only.
- **C-BT O&M Access** – Continued access for maintenance to the Big Thompson River upstream of BTABESCO Gage is maintained by providing looped access. In addition to the Lake Estes recreational trail (concrete), permeable pavers would be added to accommodate continued C-BT Project O&M and fire truck access around the parking structure.
- **Utilities** – The parking structure will not disturb the existing electric vault as shown in Figure 2. A new 8-inch water line crossing the Big Thompson River from the Visitor Center to the parking structure is included to service two fire hydrants near the parking structure.
- **Lake Estes Trail** – Approximately 400 feet of existing concrete trail would be rerouted to accommodate the new parking structure. The trail would be moved about 60 feet to the northeast of its current alignment. A vegetative screening approximately 200 feet in length would be established between the trail and the golf course’s 7<sup>th</sup> green to minimize potential conflicts between trail users and golfers.
- **Stormwater Control and Treatment** – The existing water quality pond would be resized to accommodate additional stormwater runoff but would remain in the same general location.

The SUP would authorize the use of Reclamation lands by Estes Park. The permit area is shown in Figure 3 and would authorize the following:

- Constructing, operating, and maintaining up to a three-plus-ground-level parking structure and associated lots for approximately 361 parking stalls depending on final stall dimensions.
- Constructing, operating, and maintaining up to 15 additional parking stalls at the east parking area.
- Constructing and operating and maintaining associated stormwater drainage system and 8-inch waterline for two fire hydrants.

- Relocating approximately 100 feet of the existing asphalt driveway to the parking area and realigning approximately 400 feet of recreational trail around the golf course.
- Installation and maintenance of approximately 200 feet of vegetative screening.
- Installation and maintenance of 250 feet of hardened surface to accommodate Reclamation's O&M of the BTABESCO Gage.

## Findings

In the attached Environmental Assessment, Reclamation evaluated environmental consequences associated with the No Action and Proposed Action alternatives. Reclamation has selected the Proposed Action. A brief summary of the direct, indirect and cumulative environmental effects for each evaluated resource are listed below.

There would be no impacts to threatened and endangered species, historic properties, paleontological resources, Indian Trust Assets and environment justice.

**C-BT Project & Water Rights:** Reclamation would secure continued O&M access to the BTABESCO Gage and Estes Park would assist Reclamation in identifying sites suitable for disposal of dredged material. Water rights will not be affected.

**Socio-economic Conditions:** There would be a short-term loss of parking spaces during construction. However, once complete, the proposed action would provide a net increase of up to 310 additional parking spaces if additional funding is obtained to construct the four-level parking structure. A total of 412 spaces would be available at this site upon project completion. The first phase ground plus one-level structure would yield about 108 additional parking spaces and a site total of 210 parking spaces. This will have a significant positive economic benefit to Estes Park.

**Wetlands & Water Quality:** Under the Proposed Action, best management practices (BMPs) would be implemented during construction and the existing water quality ponds would be resized to maintain and protect the existing water quality. An oil/separator would be included to treat stormwater runoff from the parking area and designed to meet Larimer County Stormwater Design Standards and the Denver Urban Drainage and Flood Control District Manual. The proposed action would have no effect on jurisdictional wetlands.

For construction of the water line extension that crossed the Big Thompson River, Estes Park would follow the conditions associated with the Army Corps of Engineer's Nationwide Permit No. 12, Utility Line Activities and obtain authorization from the State of Colorado under the Colorado Discharge Permit system for construction sites that disturb one acre or greater. No measurable changes in water quality when compared to the No Action Alternative are predicted under the Proposed Action.

**Fisheries:** During construction, fisheries habitat would be temporarily affected during installation of the water line across the Big Thompson River. Fish movement upstream and downstream could be affected during construction. However, construction would occur during

low flows and impacts would be temporary. The implementation of stream crossing BMPs are included as environmental commitments and would limit temporary impacts to a nonsignificant level.

**Wildlife & Land Use:** Wildlife may temporarily avoid using the project area during construction but local wildlife have adapted to the existing land uses. The proposed action would result in the loss of about 0.25 acres of habitat resulting from construction of the parking structure and trail relocation. Estes Park would replace the 0.25 acres of lost wildlife habitat by constructing 0.56 acres of habitat enhancement associated with pond repairs at the Scott Ponds Natural Area. The enhancement project would be implemented concurrently with restoration of the ponds damaged during the 2013 Floods. Estes Park received grant funding for dam modifications from the Colorado Department of Homeland Security and Emergency Management. Colorado Parks and Wildlife will recommend appropriate seed mixes for revegetation.

**Recreation:** A small portion of the Estes Lake Recreation Trail that connects to the Estes Park Visitor Center would be temporarily closed during construction activities and permanently relocated closer to the 7<sup>th</sup> green of the Lake Estes Golf Course. Once construction was completed, the parking facility would provide additional parking adjacent to the trail.

The proposed action is predicted to change the way some visitors access Rocky Mountain National Park. The parking structure is designed to increase use of the adjacent transit hub, which provides shuttle services to Rocky Mountain National Park and downtown Estes Park. Record increases in visitation to Rocky Mountain National Park in both 2014 and 2015 have resulted in visitors filling the Park's interior parking lots by 8 am on many weekends throughout the year. Reductions in the number of vehicles traveling to Rocky Mountain National Park would assist with reducing traffic congestion, which is predicted to enhance the recreational experience for visitors for both Rocky Mountain National Park and Estes Park.

**Air Quality & Noise:** There would be a temporary increase in noise levels associated construction activities. However, these increases would not exceed Estes Park or Larimer County noise ordinance levels. The Estes Park Transit Hub and Parking Structure would produce an estimated reduction in 1,400 kg of ozone precursor compounds and 489,000 kg of carbon dioxide per year associated with decreased vehicle usage.

**Visual Resources:** The Proposed Action is located outside the designated Stanley Historic District but would have a minor effect on views when looking from Highway 36. Vehicles traveling on Highway 36 adjacent to the parking structure would briefly lose sight of the Stanley Hotel as they drive past the fully built parking structure. The parking structure incorporates stone veneer and heavy timber and meets community-wide policies outlined in the Estes Valley Comprehensive Plan. The existing grade on site will naturally screen most of the first two levels from the public street, thus creating much less of a visual impact. Based on Estes Valley Planning Department review of Estes Park City Code 17.44, and the Planning Commission and Board of Adjustments approvals, the Proposed Action would not result in significant impacts to visual resources.

**Cumulative Impacts:** When considering the environmental commitments, construction, operation, and maintenance of the Proposed Action would not result in significant cumulative impacts.

## **Environmental Commitments**

The following measures would be implemented and followed by Reclamation and its managing partners. All agreement and contracts will require that these commitments be followed and met.

The following measures would be implemented and followed by Estes Park and their contractors. The SUP will also require that these commitments be followed and met. An environmental commitment plan will be prepared by Reclamation to document how environmental commitments and mitigation measures will be implemented during design, construction, and operation of the parking structure.

### General Commitments

1. Existing access roads will be used to access the construction areas.
2. All construction equipment shall be power-washed and free of soil and debris prior to entering the construction site to reduce the spread of noxious and unwanted weeds.
3. Estes Park will be responsible for noxious weed control within the limits of the SUP for the life of the project. Estes Park is responsible for consultation with Reclamation for acceptable weed control methods, including pesticides/herbicides approved for use on public land. Use of herbicides will comply with the applicable Federal and state laws. Herbicides will be used only in accordance with their registered uses and within limitations imposed by the Secretaries of the Interior and Agriculture. Disturbance to nearby shrubs and other ground cover will be kept to a minimum, with disturbance occurring only in those areas which are absolutely necessary for project construction.
4. Topsoil, where available, will be stockpiled during construction for later use in re-vegetation. Disturbed areas will be contoured to reduce erosion and facilitate re-vegetation. Disturbed areas will be re-seeded. The plan for re-vegetation and related erosion control/re-contouring will be coordinated with EVRPD and require approval by Reclamation.
5. Estes Park must request and receive permission from Reclamation a minimum of five working days prior to any earth disturbing activities to insure that all environmental commitments have been met or are in compliance.

### C-BT Project & Water Rights

6. The construction and operation of the Estes Park Transit Facility Parking Structure must not interfere with the irrigation supplies or maintenance of the C-BT Project.
7. Reasonable maintenance access upstream of the BTABESCO Gage must be maintained during construction and operation of the parking structure. Reclamation and Estes Park would continue to coordinate construction and scheduled maintenance activities.

### Wetlands & Water Quality

8. Erosion-control BMPs for drainage and sediment control will be implemented to prevent or reduce nonpoint source pollution during and following construction. Examples are included in Attachment G of the EA.
9. Fuel storage, equipment maintenance, and fueling procedures will be developed to minimize the risk of spills and the impacts from these incidents. No fuel storage, equipment maintenance, or fueling will occur within 100 feet of wetlands or waters of the U.S. A Spill Prevention Control and Countermeasure Plan will be prepared prior to construction.
10. Estes Park or its contractor will be responsible for obtaining all required Federal, state, or local permits to construct and operate the project, including permits under the Clean Water Act (Section 402 and 404 permits), which may be needed for construction dewatering or other activities.
11. The new water quality pond would follow the EPA's *Guiding Principles for Constructed Wetlands: Providing for Water Quality and Wildlife Habitat* (EPA 2000) and would replace the existing wetland. The stormwater treatment system will incorporate an oil/water separator. The system will be designed to meet Larimer County Stormwater Design Standards and the Denver Urban Drainage and Flood Control District Manual and comply with Larimer County's MS4 permit. There will be no net loss of wetlands under the Proposed Action.

### Wildlife Habitat and Land Use

12. To reduce impacts from the loss of 0.25 acres of elk habitat, Estes Park would replace lost wildlife habitat by 0.56 acres habitat enhancement associated with pond repairs at the Scott Ponds Natural Area. The enhancement project would be implemented concurrently with restoration of the Scott Ponds Natural Area damaged during the 2013 Floods. Colorado Parks and Wildlife will recommend appropriate seed mixes for revegetation.
13. Reseeding all disturbed areas and revegetating with native grasses and shrubs. Reclamation would encourage using pollinator friendly plant species recommended as by the national strategy to promote the health of honey bees and other pollinators. More information on the strategy is available at: <https://www.whitehouse.gov/sites/default/files/microsites/ostp/Pollinator%20Health%20Strategy%202015.pdf>.

### Threatened & Endangered Species

14. In the event of discovery of threatened or endangered species, Estes Park and their contractors will immediately cease all ground-disturbing activities in the vicinity and notify Reclamation. Work will not be resumed until approved by Reclamation.

### Historic Resources

15. No ground-disturbing activities associated with the Proposed Action shall begin prior to the completion of National Historic Preservation Act compliance.
16. In the event that possible human remains or cultural/paleontological resources are discovered during ground-disturbing activities associated with the Proposed Action, whether on the surface or subsurface, all ground-disturbing activities in the vicinity of the discovery shall cease and Reclamation's Eastern Colorado Area Office archaeologist

shall be notified immediately. Ground-disturbing activities in the vicinity of the discovery shall not be resumed until approved by Reclamation.

17. If any additional areas of impact (for example: borrow pits or waste areas) are identified during the course of the Proposed Action, Class III cultural resource and any other appropriate resource inventories and consultations and NEPA compliance must be completed prior to approving any additional ground-disturbing activities.

#### Air Quality & Noise

18. Dust abatement BMPs will be undertaken in all areas disturbed during construction.

#### Visual Resources

19. The parking structure must be designed to blend with the Project Area background as approved by the Estes Valley Planning Commission and view corridor requirements contained in the Stanley Historic Master Plan and Estes Park Ordinances.

#### Special Use Permit Conditions

All special conditions included in the final 50-Year SUP are incorporated as environmental commitments, including but not limited to:

- A. The Permittee will not use the area as permanent storage and activities may not occur outside of permitted area, as shown in Exhibit C.
- B. Reclamation owns and operates the Colorado Big-Thompson (C-BT) Project as described in Senate Document 80. Act of August 9, 1937, Ch. 570, 50 Stat. 564, 595. The permit area is part of C-T Project lands and is used for Project purposes. Reclamation authorizes the Permittee to use the permit area for approved activities for the term of the permit; however, the Permittee will remove the constructed parking structure and associated facilities without cost to Reclamation after reasonable advance notice in the event the lands within the permit area are needed for C-BT Project purposes.
- C. The Permittee must comply with conditions of the FTA grant CO-20-X006-00. Non-compliance may be justification for permit revocation as described in General Conditions No. 6 (a).
- D. The Permittee will provide Reclamation with final design plans and drawings for review and evidence of liability insurance that covers Reclamation against default and performance deficiencies for the construction and continuing operation of the parking structure and associated facilities and restoration of the disturbed areas prior to construction. After insurance and final design is approved, Reclamation will provide Permittee with notice to proceed.
- E. The Permittee will contact the Reclamation Estes Facility Manager (970-586-4151) 72 hours prior to starting construction to obtain a Special Work Permit.

- F. The Permittee will comply with all Federal, State, and local laws and regulations for health and safety and all other applicable laws and regulations.
- G. During construction, the Permittee will be held responsible for maintaining existing service (electrical and communication service) at the BTABESCO Gage (flume structure).
- H. During construction, the Permittee will comply with Reclamation and Estes Valley Recreation and Park District (EVRPD) conditions regarding the following items:
- The Permittee will coordinate with Reclamation to provide reasonable maintenance access upstream of the BTABESCO Gage during construction of the parking structure.
  - The Permittee will coordinate with EVRPD to give 72-hour notice to the public of any Lake Estes recreational trail closures due to construction.
  - The Permittee will refer any questions or complaints from the public regarding trail closures or the golf course to EVRPD. (970-586-8191).
  - The Permittee will provide a project schedule and point of contact prior to start of project activity via email to EVRPD. (970-586-8191).
- I. The Permittee will not create new roads or permanent access (in addition to roads and permanent access submitted and approved in final design) as a result of permitted use of equipment on Reclamation lands.
- J. The Permittee will be responsible for the control of all Federal, State, and County listed noxious weeds that occur as a result of disturbance within the permit area. Construction equipment shall be pressure washed to remove all dirt and vegetative matter prior to arriving on Reclamation lands to limit the spread of noxious weeds. This includes but is not limited to, cars, pickups, trailers, off road vehicles, and all construction equipment brought into Reclamation lands.
- K. No blasting is allowed for the proposed work without prior approval from Reclamation and a pre-approved blasting plan.
- L. If any fences or gates or other structures within the permit area are unexpectedly damaged or removed during permitted activities, the Permittee will restore said facilities at equal cost to original replacement or replace at Reclamation's and EVRPD's preference.
- M. The Permittee will clean up and remove any flagging, survey markers, and trash from permit area within 30 days of completion of work.
- N. The Permittee is responsible for establishing and maintaining a Reclamation and EVRPD approved landscape buffer between edge of realigned Lake Estes recreational

- trail and proposed fence to be installed along Green # 7 mow line (See Exhibit D-Sheet 13).
- O. To the extent lawfully allowed, the Permittee agrees to indemnify and hold harmless EVRPD from and against all claims, liabilities, and demands on the account of injury, loss or damage which arises out of use of the recreational trail, if such injury, loss or damage, is caused by or claimed to be caused by the location of the relocated recreational trail near Lake Estes Golf Course Green #7 in the permit area.
- P. The Permittee is responsible for costs associated with the realignment of EVRPD's underground irrigation system (irrigation line and associated heads) at Green #7 so that the irrigated area includes Green #7 and up to within eight (8) feet of the future fence/mow line.
- Q. The Permittee will repair any cracked or damaged asphalt, permeable pavers, bollards, or planters in the permit area from result of activities related to Reclamation's O&M of the C-BT Project.
- R. After construction, the Permittee will be responsible for any costs associated with O&M and replacement of improvements, including all hardened surfaces and landscaping within the permit area except in case of gross neglect or misuse by Reclamation personnel. The Permittee is also responsible for any improvements associated with Reclamation's O&M access, including but not limited to gate structure and access road.
- S. The Permittee will provide Reclamation with a signage plan that reflects the identity of both the Permittee and Reclamation. All identifying signage within the permit area will indicate that the Estes Park Transit Facility Parking is operated by the Permittee and include Reclamation name and logo. The signage plan must follow Reclamation's visual identity requirements (<http://www.usbr.gov/vip/>) and Reclamation has final approval on any signage with the permit area. See Exhibit E for concept.
- T. Reclamation is responsible for maintaining the hydraulic characteristics of the channel in order to assure reliable discharge measurements. Routine maintenance includes periodic channel dredging, temporary staging on the parking lot (See Exhibit C), and permanent disposal of removed materials to an upland location. The dredged materials will be removed from an area within 200 feet of the BTABESCO Gage pursuant to the U.S. Army Corps of Engineers Nationwide permit for maintenance. The Permittee will assist Reclamation in obtaining a suitable upland location(s) leased or owned by the Permittee and/or other location(s) approved by Reclamation for disposal of dredged materials associated with routine maintenance. The location of the upland site shall be identified by April 30<sup>th</sup> each year and to the extent possible, reoccurring locations will be identified for disposal or stockpile. The amount of dredged materials removed is dependent upon the amount of sediment that is deposited and will vary from year to year. Routine maintenance dredging typically

- requires up to 500 cubic yards of materials per year. If the Permittee desires to use any of the dredged material, it will assume ownership.
- U. Reclamation routine and non-routine maintenance of the BTABESCO Gage may require extended periods of access and closure of permitted area. Reclamation will coordinate these activities with Permittee at least one week in advance by email notification to the Permittee's Public Works Department (publicworks@estes.org). Reclamation will use best efforts to avoid high visitor event dates during the summer months or special events. The Permittee will provide a list of events annually. Reclamation maintains the right for emergency access at any time.
- V. The Permittee is responsible for closing the Estes Park Transit Facility Parking Structure and entrance roads when Reclamation needs to perform maintenance or dredging operations at the BTABESCO Gage.
- W. The Estes Park Transit Facility Parking Structure will offer free public parking. The Permittee may not collect any fees related to the Estes Park Transit Facility Parking Structure.
- X. Within 90 days of competition of the work, the Permittee shall provide as-built drawings of their facilities.
- Y. Permittee will inform the FTA of request for any additional permits for the same premises.
- Z. Prior to January 1, 2066, the Permittee shall notify Reclamation of its desire to extend the SUP for an additional fifty (50) year term. Reclamation has the option to amend the permit every ten (10) years to accommodate any federal regulation or Reclamation policy changes that may occur. At its expiration, Reclamation would thoroughly consider the Permittee's request for extension of the permit and it may be reissued for additional term(s) at Reclamation's discretion.
- AA. If any cultural resources, graves, or human remains are encountered during ground-disturbing activities on Reclamation lands, all activity must be stopped in the immediate area of the discovery site. The Permittee must secure the site and notify Reclamation of the discovery immediately by calling 970-962-4410. In the event a discovery is made, the Permittee will develop and implement a Reclamation-approved Discovery Plan.
- BB. The Permittee and its contractors will follow the above Special Conditions on Reclamation lands. Reclamation may suspend any activities by the Permittee and its contractors for non-compliance with the above Special Conditions, including activities that in any way interfere with or threaten to interfere with the use of Reclamation's subject lands, easements, O&M, EVRPD facilities, or administration of the C-BT Project.

CC. Prior to amending this Special Use Permit No. 15-LM-60-2207 or issuance of a new use authorization to the Permittee, Reclamation will determine upon review of the above Special Conditions A through BB, that full compliance has been completed.

EA:

[http://ibr6gprsp002/sites/ECA/Resources/RM/Outgoing%20Mail%20Routing%20Library/CBT/Final\\_EA\\_Estes\\_Parking\\_Complex.docx](http://ibr6gprsp002/sites/ECA/Resources/RM/Outgoing%20Mail%20Routing%20Library/CBT/Final_EA_Estes_Parking_Complex.docx)