



National Park Service
U.S. Department of the Interior
Grand Canyon National Park
Grand Canyon, Arizona

FINDING OF NO SIGNIFICANT IMPACT

MASWIK SOUTH REBUILD

Recommended:


Woody Smeck
Acting Superintendent, Grand Canyon National Park


Date

Approved:


Kate Hammond
Acting Regional Director, Intermountain Region, National Park Service


Date

INTRODUCTION

In compliance with the National Environmental Policy Act (NEPA), the National Park Service (NPS) prepared an Environmental Assessment (EA) to examine alternative actions and environmental impacts associated with the proposed project to demolish and rebuild the Maswik South lodging complex and to construct new sections of roads in the vicinity of Maswik South. The project is needed because:

- The buildings are outdated, inefficient, and do not meet visitor needs and expectations.
- The complex lacks safe and accessible pedestrian routes.
- The buildings and site are not compliant with the Architectural Barriers Act of 1968 (ABA) and Americans with Disabilities Act of 1990 (ADA).
- The existing site configuration and local road network contributes to increased traffic and poor traffic circulation at the complex, which results in high vehicle congestion.
- The existing site configuration and mixed uses (e.g. visitor and non-visitor, commercial buses, commercial laundry facility, propane facility) at the complex cause conflicts and safety concerns between visitors and traffic.
- The existing site and associated infrastructure (e.g. roads, parking, and utilities) are outdated, in poor condition, and do not meet visitor needs and expectations.
- The two routes that provide access between the Village and Rowe Well Road are indirect and impede mobility.

The statements and conclusions reached in this finding of no significant impact (FONSI) are based on documentation and analysis provided in the EA, the errata prepared in response to public comments (see Appendix B), and the associated decision file. To the extent necessary, relevant sections of the EA are incorporated by reference below.

SELECTED ALTERNATIVE AND RATIONALE FOR THE DECISION

Based on the analysis presented in the EA, the NPS selected Alternative B – Demolish and Rebuild the Maswik South Complex and Construct New Roads (the NPS Preferred Alternative).

Maswik South

The selected alternative will rebuild and improve the Maswik South lodging complex (complex), including the lodging buildings, site, and infrastructure. The project will demolish the six existing lodging buildings and construct four new two-story lodging buildings containing 120 guest rooms within the existing site footprint.

The existing roads will be reconstructed (i.e. demolished and new bases and pavement laid) in the same general alignment, with the exception of Maswik Laundry Road. The segment of Maswik Laundry Road within the complex will be shifted approximately 100 feet north, and the segment near the Maswik laundry facility will be slightly realigned. One new section of road will be constructed between Maswik South and Maswik laundry to improve traffic circulation for larger vehicles that must navigate through the complex. Existing parking areas at the site will be reconstructed and new parking areas will be constructed for a total of approximately 163 parking stalls between Maswik South, Maswik Lodge, and Maswik laundry.

The project will require site grading, vegetation removal, drainage modifications, temporary erosion control, landscaping modifications, and utility replacement or installation. Utilities, such as electrical

and sewer, will be replaced where needed, and new utilities, such as reclaimed water and fiber optic cable, will be installed. The site will be revegetated and landscaping elements, including hardscaping, outdoor common areas, and shade structures, will be constructed. Walkways, including ABA-ADA accessible routes, will be constructed throughout the complex, along parking areas, and from Maswik South to the main Maswik Lodge building.

Staging for the project will occur within the project area boundaries and at the Dry Dump. Rock and pavement material excavated from the project site that is suitable for reuse will be hauled to the Dry Dump for crushing, sorting/seining, and stockpiling. Other materials proposed for reuse, such logs for mulch, will be stockpiled onsite or hauled to the dry dump. Additionally, a temporary concrete and/or asphalt batch plant may also be staged at the Dry Dump to provide pavement for the project, if determined to be economically feasible. Spoil material determined unsuitable for reuse and demolished building materials will be hauled outside of the park and disposed of according to applicable federal and local regulations.

The overall project duration is anticipated to be 16 months. Detours, traffic restrictions, and closures may be required at times; the resulting impacts will be minimized by providing notification and signage prior to detours and other traffic restrictions, making reasonable efforts to phase the project to limit the duration and number of detours, maintaining access to all residences and facilities near construction zones, and designating construction routes.

New Road Construction

The selected alternative will improve mobility by constructing new roads to provide alternate access to Rowe Well Road, Maswik South, and the wastewater treatment plant area, which also includes the nursery and kennel. The primary road will extend from Backcountry Road to Kennel Road. Two spur roads will extend from the primary road to provide connections to Maswik South and the wastewater treatment area. The roadways will be two-lane undivided (i.e. with no median), with 12-foot-wide travel lanes and appropriate shoulders. All new intersections will be controlled by stop signs. The new roads will total approximately 0.7 miles; however, this distance may be slightly greater once the design is finalized. Sidewalks, or potentially a paved trail, may be constructed along Bypass Road. Conduit may also be installed along the new roadways to accommodate future underground utilities.

Portions of existing roads, intersections, and parking lots that are located at the termini of the new roads will be modified, including reconstruction (e.g. realigned, widened) or elimination, to accommodate the new roadways and associated traffic. These include Backcountry Road, the south parking lot at the Backcountry Information Center (BIC), Laundry Connector Road, Kennel Road, Sewage Treatment Plant Road, and Rowe Well Road.

The majority of staging will occur onsite. All off-site staging or construction parking areas will be in previously disturbed areas (e.g. existing paved or non-paved parking areas). A temporary concrete and/or asphalt batch plant will be staged at the Dry Dump to provide pavement for the project. Rock material excavated from the site that is suitable for reuse will be hauled to the Dry Dump for crushing, sorting/seining, and stockpiling. Other materials proposed for reuse, such logs for mulch, will be stockpiled onsite or hauled to the dry dump. Spoil material determined unsuitable for reuse will be hauled outside of the park and disposed of according to applicable federal and local regulations.

The overall project duration is expected to be up to 24 months. Detours, traffic restrictions, and closures may be required at times; the resulting impacts will be minimized by providing notification

and signage prior to detours and other traffic restrictions, making reasonable efforts to phase the project to limit the duration and number of detours, maintaining access to all residences and facilities near construction zones, and designating construction routes.

RATIONALE

Alternative B was selected because it best meets the project purpose to improve local mobility, reduce conflicts between pedestrians and vehicles in the Maswik South area, and provide sustainable lodging within the existing site footprint that meets current visitor needs and expectations. Additionally, Alternative B best addresses the project needs (see Introduction, pg. 1).

MITIGATION MEASURES

In consultation with tribes and the Arizona State Historic Preservation Office (AZSHPO), three additional mitigation measures have been incorporated into the EA for the selected alternative:

- Road designs and mitigation plans will be provided to the Havasupai Tribe for review and input throughout the process.
- Advance notification will be provided to the Havasupai Tribe prior to initial ground disturbance related to road construction so they can arrange for a tribal representative to be onsite for monitoring, specifically near known American Indian archaeological sites. Any ground disturbance related to road construction near known American Indian archaeological sites will not commence without the presence of a tribal representative, unless otherwise stated by the Havasupai Tribe.
- The NPS will continue to consult with AZSHPO and appropriate tribes on the new roads as planning and design progresses per 36 CFR 800.5 and in accordance with the October 3, 2013 SHPO confirmation that an agreement document is not needed.

Please refer to Appendix A for a complete list of all mitigation measures that will be implemented for the selected alternative.

TRIBAL CONSULTATION

The park's 11 traditionally associated tribes were sent an email on June 29, 2018 describing the proposed project and requesting comments. Another email was sent on September 5, 2018. Overall, three tribes indicated no further need to consult and three others specifically requested to remain involved and have the opportunity to review documents. Tribes that requested to remain involved or that did not respond were sent a consultation letter and a copy of the EA on October 30, 2018. The Havasupai Tribe was the only tribe to respond; their comments and NPS' responses are summarized below.

The Havasupai Tribe commented that, as noted by NPS during the August 23, 2018 site visit, road construction or improvements may occur within the boundaries of the Supai Camp use and occupancy area, which was established through agreements between NPS and the Havasupai Tribe. One intention for the construction of and improvements to roads is to improve mobility between Supai Camp and Grand Canyon Village. Because the road designs are currently at a conceptual stage, the NPS will continue to work with the Havasupai Tribe to come to an agreement on the road alignments as designs progress.

The Havasupai Tribe requested that a tribal representative be present during initial ground disturbances near the proposed roads. The Havasupai Tribe also requested to review the mitigation plans for the road. These requests from the Havasupai Tribe have been incorporated as mitigation measures in this FONSI. The NPS will continue to consult with the Havasupai Tribe during road design and construction.

FINDING OF NO SIGNIFICANT IMPACT

CEQ regulations at 40 CFR Section 1508.27 identify ten criteria for determining whether the Selected Action will have a significant effect on the human environment. The NPS reviewed each of these criteria given the environmental impacts described in the Maswik South Rebuild EA and determined there will be no significant direct, indirect, or cumulative impacts under any of the criteria.

As described in the EA, the selected alternative has the potential for adverse impacts to Social and Community Considerations and Visitor Use and Experience; however, no potential for significant adverse impacts was identified. The analysis of these impacts is included in the EA, which is incorporated by reference in this FONSI and summarized below.

Construction-related activities will result in short-term adverse impacts to community members and visitors as a result of traffic restrictions (e.g. lane closures), delays, detours, and additional traffic due to construction vehicles. Detours and traffic restrictions may result in greater travel distances and/or travel times, depending upon departure and destination locations. These impacts will be minimized by providing notification and signage prior to detours and other traffic restrictions, making reasonable efforts to phase the project to limit the duration and number of detours, maintaining access to all residences and facilities near construction zones, and designating construction routes. These types of short-term, construction-related travel impacts are typical of many construction projects. These short-term adverse impacts will be mitigated and will cease upon project completion; therefore, these impacts are not considered significant. The selected alternative will also have long-term beneficial effects to travel by improving mobility between Grand Canyon Village and Rowe Well Road, improving access to facilities along the new roads, and removing traffic from the Maswik South lodging complex. Reduced traffic at Maswik South will also benefit visitors lodging at Maswik South by minimizing the potential for conflicts between pedestrians and vehicles.

Construction will result in short-term adverse impacts to visitor use and experience due to temporary area closures, reduction of in-park lodging, temporary and permanent loss of parking, and other construction-related impacts (e.g. construction noise).

In-park lodging will be reduced during construction, resulting in less overnight visitors being able to stay in the park; however, other lodging and camping options will remain available in the park, as well as in the gateway town of Tusayan. The concessioner who operates the Maswik lodging facilities has already made notifications via their website that lodging will be unavailable at Maswik South so that visitors can make other lodging arrangements. Because the majority of other lodging options will remain available within and near the park during construction, the short-term adverse impact of reduced in-park lodging is not considered significant. The selected alternative will also have long-term beneficial impacts to visitor use by improving the lodging facilities (including site conditions) at Maswik South and providing 30 additional guest rooms, allowing more visitors to lodge overnight in the park.

The closure of parking spaces at Maswik South during construction will impact visitors, but because lodging at Maswik South will not be available, the need for parking will be reduced. Temporary adverse impacts resulting from reduced parking will be to those visitors dining at Maswik Lodge or in need of parking in the Village in general. Alternate parking areas near Maswik Lodge will remain open for visitors. Additionally, a shuttle bus stop is located directly in front of Maswik Lodge, so visitors could arrive at the lodge by bus. The short-term reduction of parking at Maswik Lodge and Maswik South is not considered significant because other parking areas and means of arriving at Maswik Lodge will remain during construction. The selected alternative will also have long-term beneficial impacts to visitor use by providing additional parking spaces at Maswik Lodge and Maswik South.

The temporary closure of south parking lot at the BIC during road construction will also have a short-term adverse impact to visitors. However, alternate parking areas near Maswik South and the BIC will remain open, and visitors will also have the option to arrive to or near these locations by bus. Because other parking areas and means of arriving at the BIC will remain during construction, the short-term reduction of parking at the BIC is not considered significant. In addition to the temporary loss of parking at the BIC, visitor parking at the BIC's south parking lot may be permanently reduced; however, the BIC's north parking lot will remain and additional parking will be constructed adjacent to the BIC at Maswik South, which will partly compensate for the lost parking at the BIC. For these reasons, the permanent loss of parking at the BIC is not considered significant.

Road construction near the BIC will also require the temporary closure or relocation of the bus stop. If closed, visitors that would normally use the BIC bus stop will need to walk a short distance to the Maswik Lodge shuttle bus stop (approximately 700 feet walking distance), or use one of the other bus stops that are located throughout the South Rim developed area. Because alternate bus stops will remain available, this impact is not considered significant.

Other temporary construction-related impacts to visitors (e.g. increased noise or dust due to construction) will adversely affect visitor experience, but will be minimized to the extent practicable by implementing mitigation measures. These types of short-term, construction-related impacts are typical of many construction projects. These short-term construction-related impacts to visitor use and experience are temporary and will be mitigated; therefore, these impacts are not considered significant.

Implementing the selected alternative will result in no adverse effects to historic properties. AZSHPO and Grand Canyon's eleven traditionally associated tribes were consulted during the NEPA and Section 106 processes. AZSHPO concurred with the NPS' finding of no adverse effect to historic properties on November 28, 2018. Tribal consultation is noted in the EA and the Tribal Consultation section of this FONSI. The NPS will continue to conduct Section 106 consultation with AZSHPO and tribes on the connector roads as planning and design progresses per 36 CFR Part 800.5. In an email dated October 3, 2018, AZSHPO said that an agreement document is not needed.

NPS has determined that with the implementation of conservation measures, the project may affect, but is not likely to adversely affect California condors, and will have no effect to all other threatened and endangered species or their critical habitat. NPS has also determined that this project is within the framework of GRCA's *2011-2021 Programmatic Consultation Biological Assessment for Parkwide Cyclic Maintenance and Construction Projects* (Programmatic BA). Projects that are within the framework of GRCA's Programmatic BA do not require project-specific consultation with

the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act; therefore, additional consultation was not required at this time. USFWS concurred with the findings and use of the Programmatic BA on January 23, 2012.

The project will not result in significant adverse impacts to Visitor Use and Experience or Social and Community Considerations, nor will there be significant impacts on public health, public safety, or unique characteristics of the region. No highly uncertain or controversial impacts, unique or unknown risks, significant cumulative effects, or elements of precedence were identified. Implementation of the NPS selected alternative will not violate any federal, state, or local environmental protection law.

CONCLUSION

As described above, the selected alternative does not constitute an action meeting the criteria that normally requires preparation of an environmental impact statement (EIS). The selected alternative will not have a significant effect on the human environment in accordance with Section 102(2)(c) of NEPA.

Based on the foregoing, it has been determined that an EIS is not required for this project and, thus, will not be prepared.

APPENDIX A: MITIGATION MEASURES

MASWIK SOUTH REBUILD ENVIRONMENTAL ASSESSMENT

GRAND CANYON NATIONAL PARK DECEMBER 2018

The following mitigation measures will minimize the degree and/or extent of adverse impacts and will be implemented during the project.

Air Quality

- Equipment will not be allowed to idle longer than 2 minutes when not in use.
- All motor vehicles and equipment will have mufflers conforming to original manufacturers' specification that are in good working order and are in constant operation to prevent excessive or unusual fumes or smoke.
- All haul loads will be covered.
- Dust emissions will be controlled using BMPs.

Historic Structures and Cultural Landscapes

- In order to ensure that there is no adverse effect on the Grand Canyon Village National Historic Landmark District, building and site design will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Archaeological and Ethnographic Resources

- All contractors and subcontractors will be informed of the procedures to follow in the event of archaeological and ethnographic resource discovery, as well as the penalties for illegally collecting artifacts or intentionally damaging archaeological sites or historic properties. If previously unknown archaeological resources are encountered during project activities, all necessary steps will be taken to protect them and the park Cultural Resources Program Manager will be notified immediately. The NPS will then consult with the AZSHPO and the traditionally associated tribes in accordance with §36 CFR 800.13, Post Review Discoveries.
- During construction, specifically activities involving earthwork or digging, qualified park staff will monitor work zones to confirm the presence or absence of archaeological or ethnographic resources. Should construction unearth archaeological resources, work will be stopped in the area of discovery and the GRCA Cultural Resources Program Manager will be notified immediately.
- Archaeological sites B:16:0384, B:16:0977, and B:16:0978 will be avoided during road construction, use, and maintenance. The roads will be designed with proper slopes and an adequate buffer so that after construction, road use and maintenance will not affect the aforementioned archaeological sites. These sites are within the area of potential effect (APE) of the proposed two lane roads. If testing determines these sites to be ineligible for listing in the National Register, then through consultation with SHPO and with tribes, these mitigation measures may be able to be modified.
- Areas selected for staging equipment and materials are expected to be located in existing disturbed areas where there is no potential for archaeological resource disturbance. GRCA's Cultural Resource Program Manager will be contacted before creating/utilizing any staging areas not previously addressed or reviewed for this project.
- In the unlikely event that human remains are discovered during construction, provisions

outlined in the Native American Graves Protection and Repatriation Act of 1990 and the 2007 Memorandum of Agreement Regarding Collections, Inadvertent Discovery, and Intentional Excavation of American Indian Human Remains, Funerary Objects, Sacred Objects, and Objects of Cultural Patrimony at Grand Canyon National Park, Arizona will be followed.

- GRCA's Tribal Program Manager will be advised of travel impacts (e.g., detours) during construction so that the appropriate tribes can be notified.
- Consultation with the Havasupai Tribe, as well as other appropriate tribes, will continue as the roadway design progresses. Appropriate measures will be taken with the Havasupai Tribe to identify any sensitive sites that are unknown to GRCA personnel.
- If ethnographic resources are identified in the future, impacts to these resources will be minimized to the extent possible.
- Road designs and mitigation plans will be provided to the Havasupai Tribe for review.
- Advance notification will be provided to the Havasupai Tribe prior to initial ground disturbance related to road construction so they can arrange for a tribal representative to be onsite for monitoring, specifically near known American Indian archaeological sites. Any ground disturbance related to road construction near known American Indian archaeological sites will not commence without the presence of a tribal representative, unless otherwise stated by the Havasupai Tribe.

Section 106 Consultation

- The NPS will continue to consult with AZSHPO and appropriate tribes on the new roads as planning and design progresses per 36 CFR 800.5 and in accordance with the October 3, 2013 SHPO confirmation that an agreement document is not needed.

Lightscape

- Outdoor demolition and construction activities will be limited to daylight hours so that lighting will not be needed.
- Exterior lighting at Maswik South will be compliant with International Dark Skies guidelines and GRCA's lighting policies and guidelines to minimize light pollution.
- To protect dark skies, only the minimum amount of lighting required will be installed along road segments.

Soundscape

- All outdoor construction activities will be restricted to daylight hours.
- Equipment will not be allowed to idle longer than 2 minutes when not in use.
- All motor vehicles and equipment will have mufflers conforming to original manufacturers' specification that are in good working order and are in constant operation to prevent excessive or unusual noise.
- To limit noise impacts, construction vehicles hauling project materials and spoils will only use the designated construction route, unless otherwise approved by GRCA.

Vegetation and Soils

- Construction zones will be identified (i.e. flagging, construction tape, etc.) to confine activity to the minimum work area required.
- Construction equipment will be cleaned before entering the park to minimize the transport of exotic seeds to the site. All equipment entering the park will be inspected and may be required to be pressure washed to remove foreign soil, vegetation, and other materials that may contain

non-native seeds or vegetation.

- Erosion control measures that provide for soil stability and prevent movement of soils will be implemented, such as installing erosion control wattles along the edge of the construction zone.
- Soil will be piled in front of the erosion control measures (e.g. fencing) to avoid creating bare soil and potential for invasive plant species encroachment outside the project area.
- Prior to excavation for the roadway, available topsoil will be removed from the surface and stockpiled in hedge-rows for future reuse on this or other projects at the South Rim.
- Stockpiling of rock or other soil material for future reuse may occur at the Dry Dump or other disturbed areas approved by the NPS.
- Hauling and disposal of unused or unwanted soil and rock spoils will be the responsibility of the contractor.
- Tree removals will be minimized to the extent practicable through engineering design standards and best management practices.
- All trees identified to remain in place that are within or near the project areas will be appropriately protected.
- Pruning necessary for the project, and for any future periodic maintenance in the area, will adhere to the park's pruning guidelines with the goal of retaining health and integrity of trees and shrubs treated. Damage to trees or roots in or adjacent to project areas during construction will be avoided as much as possible, if avoidance is not possible, root pruning guidelines will be followed.
- Firewise landscaping and defensible space will be incorporated around the buildings to lessen the chances of wildfires spreading to the buildings.
- Continue coordination with GRCA's Vegetation Program for revegetation efforts and to determine vegetation that is salvageable.
- Vegetation material removed during the project that is unusable for revegetation efforts will be cut and shredded onsite for use as mulch in the project area. If the material needs to be stored off-site, the project manager will work with the Vegetation Program Management staff to determine the appropriate location.
- Mitigation for tree or other vegetation removal will be required as determined by the NPS GRCA Vegetation Management Program.
- Disturbed areas will be revegetated upon project completion. Revegetated areas will be appropriately irrigated until the vegetation has reestablished, or as directed by GRCA's Vegetation Program.

Wildlife, including Special Status Species

- Consideration will be given to choose plant species for revegetation that will not overly attract larger species of wildlife, such as deer and elk.
- Construction personnel will be oriented on appropriate behavior in the presence of wildlife and proper storage, handling, and disposal of food and/or other attractants.
- The construction area will be properly secured to limit larger wildlife from entering the work zone.
- Wildlife will not be fed or approached.
- Grand Canyon's Parkwide Spill Response Plan will be utilized by park employees and contractors to prevent potential poisoning of condors and other wildlife as well as soil and water contamination. Project Leaders are responsible for signing and implementing this plan.
- The project site will be cleaned up at the end of each day the work is being conducted (i.e. trash disposed of/secured appropriately, scrap materials picked up) to minimize the likelihood of

condors visiting the site. Park wildlife program staff may conduct periodic spot checks to ensure adequate project clean-up measures are being appropriately undertaken.

- Building design elements that reduce the risk of bird strikes will be incorporated.
- The contractor will attempt to remove trees outside of the primary nesting season (early-April to mid-August). If the proposed project will occur during the primary nesting season or any other time which may result in the “take” of migratory birds, a qualified biologist will conduct a field survey for active nests. Vegetation removal within the primary nesting season shall only be allowed after the qualified biologist determines that no nests are present or that they are inactive.
- If using erosion netting, biodegradable matting with a large diameter natural fiber shall be used to prevent entrapment of wildlife.
- If bats are encountered on buildings please cease all activity and contact the wildlife department for assistance and/or advice in removing them safely.
- For any projects involving trenching or digging holes, provisions (generally in the form of ramps; with a slope < 45°) must be made every 20-50' to allow for the escape of animals that may fall into these recesses, and/or they must be covered in such a way as to prevent animals (vertebrates) from falling into them.
- If culverts must be used, they shall be designed and installed/retrofitted to maintain water flow and animal movement.
- Trash receptacles and all dumpsters must be tightly covered to avoid wildlife access
- If a condor arrives at the site, then work will cease until it leaves on its own or until techniques are employed by permitted personnel which results in the individual condor leaving the area.
- Project staff will avoid interaction with condors and will immediately contact GRCA's Wildlife Department or Park Dispatch if and when condor(s) occur at a work site.

Public Health and Safety

- If rodents or rodent material is encountered the protocols for Hantavirus will be followed.
- Lead-based paint (LBP) and asbestos-containing materials (ACM) abatement will be performed by certified and licensed personnel.
- The contractor will be responsible for hauling and disposing of LBP and ACM according to applicable laws and regulations.
- The contractor will be responsible for obtaining any applicable permits and approvals for the abatement, removal, hauling and disposal of LBP and ACM.
- The project area will be properly secured and limited to project personnel throughout demolition and construction

Water Resources and Water Quality

- If required, an Arizona Pollutant Discharge Elimination System (AZPDES) Construction General Permit will be obtained prior to construction. A Stormwater Pollution Prevention Plan (SWPPP) will be required prior to submitting a Notice of Intent (NOI) for an ASPDES permit. All provisions of the SWPPP and conditions of AZPDES permit will be followed.
- Standard erosion control measures such as silt fences, sand bags or equivalent control methods will be used to minimize any potential sediment delivery to streams or other drainages.

Social and Community Considerations

- All reasonable attempts will be made to phase the project so that traffic could be maintained through Maswik South to accommodate travel between Rowe Well Road and the Village.

- Cliffrose Road, Aspen Road, and the segment of Maswik Laundry Road west of Maswik South will remain open for through traffic during the majority of construction at Maswik South.
- Temporary impacts to the traveling public will be mitigated by providing detours and providing signage and information prior to detours and other traffic restrictions.
- One lane of traffic will remain open at all times during construction at Rowe Well Road, Kennel Road, and Sewage Treatment Plant Road as there are no alternate routes to access adjacent sites (e.g. Supai Camp, WWTP).
- Access will be provided for residents and workers temporarily affected by the project through the use of detours.
- Residents with direct access to Aspen Road will be provided access to their homes at all times.
- Construction routes, such as for hauling of materials, will be designated.
- The contractor will reasonably attempt to schedule material deliveries and other hauling activities during a time that will have the least impact to visitors.

Visitor Use and Experience

- Signs, alerts, press releases, and notifications will be issued to inform visitors prior to and throughout the duration of construction.
- Construction zones will be properly secured to prevent visitors from entering construction zone.
- Construction materials staging will be restricted to areas that will not impede vehicle traffic of visitors, contractors, or park staff.
- All practical efforts will be taken to minimize reductions to visitor parking outside of the project areas.

APPENDIX B: ERRATA AND RESPONSE TO PUBLIC COMMENTS

MASWIK SOUTH REBUILD ENVIRONMENTAL ASSESSMENT

GRAND CANYON NATIONAL PARK

DECEMBER 2018

The following errata and response to public comments, together with the Finding of No Significant Impact (FONSI) and the Environmental Assessment (EA), describe the final decision of the National Park Service for the Maswik South Rebuild and New Road Construction projects.

ERRATA

These errata are to be attached to the Maswik South Rebuild EA dated October 2018 and are intended to correct or clarify statements in the EA other than typographical and minor editorial errors and to address substantive comments received on these documents during the public review period.

Other changes were also made to the mitigation measures in the EA resulting from public comments or agency review, in order to further clarify, discuss, or make corrections. This section includes all of these changes. EA text to be deleted is shown as ~~red-strikeout~~, and revised or new text is shown as *red italicized text*.

Page 12. Alternative B – Demolish and Rebuild Maswik South Complex and Construct New Roads (Proposed Action and NPS Preferred Alternative)

Revised Text:

The total footprint of the buildings ~~would~~ *will* increase from approximately ~~14,920~~ *24,000* square feet (sf) to ~~27,400~~ *32,000* sf. Although ~~nearly doubling~~ the building square footage *would increase by approximately 33%*, the redesigned complex would fit within the existing site footprint as depicted on Figure 4 and 5.

Page 20. Mitigation Measures and Best Management Practices – Archaeological and Ethnographic Resources

Revised Text:

- In the unlikely event that human remains are discovered during construction, the provisions outlined in the Native American Graves Protection and Repatriation Act of 1990 *and the 2007 Memorandum of Agreement Regarding Collections, Inadvertent Discovery, and Intentional Excavation of American Indian Human Remains, Funerary Objects, Sacred Objects, and Objects of Cultural Patrimony at Grand Canyon National Park. Arizona* would be followed.

Page 20. Mitigation Measures and Best Management Practices – Archaeological and Ethnographic Resources

Add the following mitigation measures:

- *Road designs and mitigation plans will be provided to the Havasupai Tribe for review.*
- *Advance notification will be provided to the Havasupai Tribe prior to initial ground disturbance related to road construction so they can arrange for a tribal representative to be onsite for monitoring, specifically near known American Indian archaeological sites. Any ground disturbance related to road construction near known American Indian archaeological sites will not commence without the presence of a tribal representative, unless otherwise stated by the Havasupai Tribe.*

Page 20. Mitigation Measures and Best Management Practices

Add the following mitigation measure after Archaeological and Ethnographic Resources:

Section 106 Consultation

- *The NPS will continue to consult with AZSHPO and appropriate tribes on the new roads as planning and design progresses per 36 CFR 800.5 and in accordance with the October 3, 2013 SHPO confirmation that an agreement document is not needed.*

RESPONSE TO PUBLIC COMMENTS

The EA was released for public review from October 25, 2018 to November 25, 2018. The public, media, various agencies, and Grand Canyon's eleven traditionally associated tribes were notified of the EA's availability. A public meeting was held on November 8, 2018 to give the public an opportunity to ask questions or submit comments about the EA.

In response to the EA, 12 written comments were received from the public: 11 individuals and one tribe. Many comments address issues already adequately covered in the EA. The NPS identified three comments that warranted response; these consists of future lodging costs at Maswik South and two comments received from the Havasupai Tribe. These comments are summarized and responded to below.

No comments warranted development of an additional alternative or reconsideration of alternatives that were considered but dismissed. Therefore, the alternatives remain as described in the EA and no changes were made in the assessment of environmental consequences other than minor word-processing edits and correction to sentences in response to review comments, as presented in the errata.

Public comments and responses are as follows:

Comment: Several commenters expressed concern about the future affordability of rooms at Maswik South due to the projected increase in room rates once lodging complex is rebuilt.

Response: Concessioner's rates and charges to the public are set in accordance with the *National Parks Omnibus Management Act of 1998 (Public Law 105-391)*, *Director's Order 10.2.4.2*, and NPS Concession Rate Administration Program guidelines. As stated in *Public Law 105-391*,

concessioner's rates and charges are approved by the Secretary of the Interior, and are only approved if determined to be reasonable and appropriate. Reasonableness and appropriateness of rates are determined by market comparisons, as well as other factors deemed relevant by the Secretary. To implement the requirements of the law, the NPS Concessions Rate Administration Program aims to ensure that rates charged to the public for concessioner-provided facilities and services are fair to concessioners, reasonable for visitors, and set in accordance with law and policy. The NPS Concessions Rate Administration Program and Grand Canyon National Park's Commercial Services Division will continue to establish appropriate rates at Maswik South that adhere to applicable laws and policies.

Comment: The Havasupai Tribe commented on the potential construction that may occur within the Supai Camp use and occupancy area. The Havasupai Tribe also expressed interest in road design elements and construction activities that could have the potential to effect archaeological sites.

Response: Please see the Tribal Coordination section in the FONSI for a summary of the tribal comments and the NPS' responses. Based on the tribal comments, additional mitigation measures have been incorporated into this FONSI (reference the Mitigation Measures section in the FONSI and Archaeological and Ethnographic Resources in Appendix A).

APPENDIX C: NON-IMPAIRMENT DETERMINATION MASWIK SOUTH REBUILD ENVIRONMENTAL ASSESSMENT

GRAND CANYON NATIONAL PARK DECEMBER 2018

This non-impairment determination has been prepared for the selected alternative, as described in the Finding of No Significant Impact for the Maswik South Rebuild Environmental Assessment (EA).

By enacting the NPS Organic Act of 1916 (Organic Act), Congress directed the U.S. Department of the Interior and the National Park Service (NPS) to manage units "to conserve the scenery, natural and historic objects, and wild life in the System units and to provide for the enjoyment of the scenery, natural and historic objects, and wild life in such manner and by such means as will leave them unimpaired for the enjoyment of future generations" (54 U.S.C. 100101).

NPS Management Policies 2006, Section 1.4.4, explains the prohibition on impairment of park resources and values:

"While Congress has given the Service the management discretion to allow impacts within parks, that discretion is limited by the statutory requirement (generally enforceable by the federal courts) that the Park Service must leave park resources and values unimpaired unless a particular law directly and specifically provides otherwise. This, the cornerstone of the Organic Act, establishes the primary responsibility of the National Park Service. It ensures that park resources and values will continue to exist in a condition that will allow the American people to have present and future opportunities for enjoyment of them."

An action constitutes impairment when its impacts "harm the integrity of park resources or values, including the opportunities that otherwise will be present for the enjoyment of those resources or values" (NPS 2006, Section 1.4.5). To determine impairment, the NPS must evaluate the "particular resources and values that will be affected; the severity, duration, and timing of the impact; the direct and indirect effects of the impact; and the cumulative effects of the impact in question and other impacts. An impact on any park resource or value may constitute impairment, but an impact would be more likely to constitute an impairment to the extent that it affects a resource or value whose conservation is:

- necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park;
- key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park; or
- identified in the park's general management plan or other relevant NPS planning documents as being of significance (NPS 2006, Section 1.4.5)."

Fundamental resources and values for Grand Canyon National Park (park) are identified in the enabling legislation and Grand Canyon National Park's General Management Plan (1995) and Foundation Document (2017). The resource impact topics carried forward and analyzed for the NPS selected alternative in the EA are social and community considerations and visitor use and experience. A non-impairment determination is not made for these two resource impact topics

because they are not generally considered to be park resources or values subject to the non-impairment standard established by the Organic Act and clarified further in Section 1.4.6 of NPS Management Policies 2006. All other resource impact topics were dismissed from detailed analysis in the EA. Therefore, impairment to fundamental resources and values for the park will not occur.

Conclusion

In conclusion, as guided by this analysis, good science and scholarship, advice from subject matter experts and others who have relevant knowledge and experience, and the results of public involvement activities, it is the Superintendent's professional judgment that there will be no impairment of park resources and values from implementation of the selected alternative. The NPS has determined that implementation of the selected alternative will not constitute an impairment of the resources or values of Grand Canyon National Park. This conclusion is based on consideration of the park's purpose and significance, a thorough analysis of the environmental impacts described in the EA, comments provided by the public and others, and the professional judgment of the decision maker guided by the direction of NPS Management Policies 2006.