

Planning and Economic Development Commission Agenda Action Sheet

Title: Mammoth Main Base Redevelopment Project (Evolving Main) Discussion (Mammoth Mountain Main Lodge Area) (GPA 22-001, DZA 22-001)

Commission Meeting Date: 1/10/2024

Prepared by: Jen Murillo, Contract Planner

Recommended Motion: Receive Town staff presentation and provide feedback on the Main Base Redevelopment Project to inform the development of the draft specific plan.

Summary:

The Town and United States Forest Service (USFS) are jointly reviewing the Mammoth Main Base Redevelopment Project (Evolving Main). The project is a comprehensive redevelopment of the Mammoth Mountain Main Lodge area, including improvements on publicly owned (USFS) land and privately owned land. The Town has jurisdiction over the private land portions of the proposed project, consisting of the two parcels shown in red below (Figure 2 – Town Context) (GPA 22-001, DZA 22-001). A summary of the proposed project is included as Attachment 1.

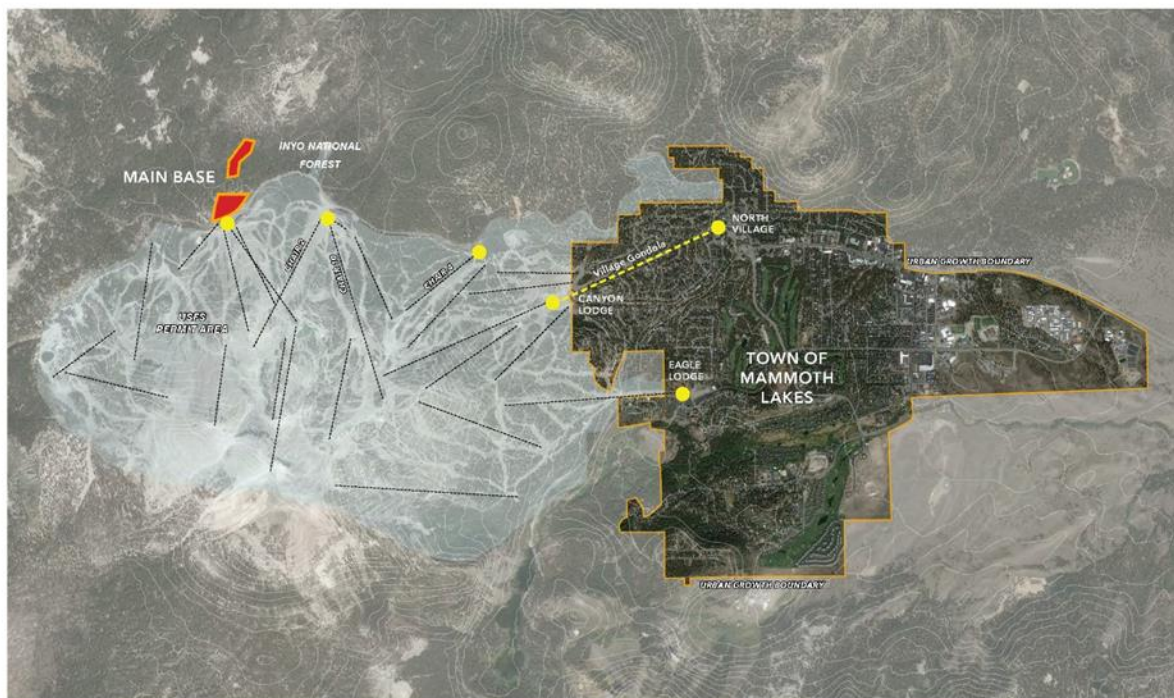


Figure 2 - Town Context

Mammoth Main Base October 17, 2022

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The applicant is preparing a specific plan that would establish zoning and development standards for the private parcels (i.e., Parcels A and B) (see Figure 4 – Existing Conditions, below). The Town Council is the approval authority for the specific plan, with a recommendation from the Planning and Economic Development Commission. The draft specific plan has not been prepared

or submitted to the Town. Input provided at this stage will be considered by the applicant team as they develop the draft specific plan. A draft specific plan is needed to inform the draft environmental analysis (EIR/EIS) required for this project.



Figure 4 - Existing Conditions

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Town staff prepared a project considerations sheet (Attachment 2) identifying various topics and issues to be addressed as the specific plan is developed and project review proceeds. The considerations sheet is a working draft that will be updated and expanded as necessary throughout the Town's review process.

Future public meetings and input opportunities will be offered, including when the draft specific plan and draft EIR/EIS are available. A draft project outreach plan is included as Attachment 3. Public review of the draft EIR/EIS is expected in late 2024. Town staff will continue to provide project updates to the Planning and Economic Development Commission and Town Council.

Relevant project links:

- Town's project webpage - www.townofmammothlakes.ca.gov/1155/Mammoth-Main-Base-Redevelopment
- USFS project webpage - www.fs.usda.gov/project/?project=62406
- Applicant's project webpage - www.evolvingmain.com/

Attachments:

Attachment 1: Mammoth Main Base Redevelopment Project Summary (October 17, 2022)

Attachment 2: Mammoth Main Base Redevelopment Project Considerations Sheet (Working Draft)

Attachment 3: Draft Project Outreach Plan

Attachment 4: Town Council November 29, 2023, Workshop Summary

MAMMOTH MOUNTAIN SKI AREA

MAMMOTH MAIN BASE REDEVELOPMENT PROJECT SUMMARY

17 OCTOBER 2022

**Prepared for -
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1.0 – Introduction

As a result of the United States Forest Service (USFS) approval of the 2019 Mammoth Base Land Exchange, Mammoth Main Base Parcel A and Parcel B together, consisting of approximately 35.7 acres of land within the Town of Mammoth Lakes (Town) municipal boundary, became fee simple land now owned by Mammoth Main Lodge Redevelopment LLC (MMLR). Mammoth Mountain Ski Area, LLC (“MMSA”) is the designated Permittee of the Special Use Permit issued by the United States Forest Service (USFS) authorizing the operation of the ski area on public owned land. Elements of the proposed project are on both the private land and the permit land. Within this document the term “Applicant” will be applicable to both entities.

The Land Exchange parcels currently include commercial uses and associated infrastructure including, but not limited to, the Mammoth Mountain Inn, the Yodler Restaurant, gondola and ski lift bases, skier services (including food and beverage, retail, and associated operations), mountain operations support offices and facilities, a snowmobile and snow cat rental and tour service, wastewater treatment ponds, operational facilities of Disabled Sports Eastern Sierra, and several parking areas.

As stated in the Mammoth Base Land Exchange Final Environmental Impact Statement (Final EIS), one of the purposes of the exchange was to facilitate redevelopment of the parcels to increase the intensity of uses and modernize or replace outmoded and decrepit facilities that have reached the end of their useful life. New or updated amenities may include skier facilities, visitor lodging, and fractional and whole ownership. As no specific redevelopment plans were contemplated when the Land Exchange was approved, the Final EIS explains that “redevelopment would be contingent on Town of Mammoth Lakes and CEQA review processes, which would analyze plans for redevelopment...” (Final EIS p. 5.) As stated in the Town’s response to the EIS, the Town recognizes proposed development may contribute to “significant economic benefits, community values, and other amenities that would flow to the Town of Mammoth Lakes and its visitors” and conveys continued support by both the Town Council and community.

The Applicant seeks approval of a Mammoth Main Base Specific Plan to holistically plan for redevelopment of both Land Exchange parcels. As discussed in further detail in this document, the Applicant proposes to redevelop the parcels with hospitality and lodging products, multi-family and single-family resort residences that may be owned by the resort or sold to individuals and managed by the resort to provide a variety of short-term rental offerings. In addition, commercial services including food, beverage, entertainment and retail offerings, skier service facilities, parking and associated infrastructure and support improvements including reclaimed water storage ponds. Realignment of State Route 203 also will be part of the project.

Proposed redevelopment of the parcels will also require connected actions on USFS land including, but not limited to, relocation of existing skier service facilities, lifts and gondola modifications, mountain operations offices, realignment of a portion of State Route 203, modified and added ski terrain and new surface parking facilities. Because of the relationship between the proposed development and improvements on both USFS Land and Parcels A and B, a joint NEPA /CEQA analysis is necessary; environmental review will proceed in a joint

Environmental Impact Report/Environmental Impact Statement (EIR/EIS). This document will primarily focus on the improvements on Parcels A and B. For more detailed information on the proposed improvements on USFS Land, refer to Appendix A- Project Proposal Letter.

1.1 – Site Background

In the 1930s, Dave McCoy was a hydrographer with the Los Angeles Department of Water and Power, measuring snow in the Eastern Sierra region to predict how much water would be available in the spring and summer months. Some days, McCoy would ski up to 50 miles for work. During this time, McCoy learned that Mammoth Mountain received the most snow in the Eastern Sierra and that it lasted longer than any other mountain in the region. In the 1940s, McCoy first obtained permits from the USFS to install rope tows at the base of the mountain, in the area now called Main Lodge, and eventually secured a special use permit with the Inyo National Forest in 1953, officially founding Mammoth Mountain Ski Area (“MMSA”). The Main Lodge area has been through a series of expansions since those first rope tows. McCoy followed his dream of bringing skiing to the people, building Mammoth Mountain into a world-class ski area and year-round high-alpine playground, becoming one of the most visited ski resorts in North America.

The initial core of the Main Lodge was a small wood building with a fireplace, adjacent to the first chairlift. That core was later subsumed within progressively larger expansions of the building. In roughly 1958, an unrelated company constructed the Mammoth Mountain Inn “across the street” from the Main Lodge. Soon to follow, the Yodler Restaurant was built by the head of the Ski School, using materials and blueprints straight from chalet builders in Switzerland. In 1967, the installation of the lower section of its first gondola was completed, extending from the Main Lodge to the summit of Mammoth Mountain at 11,053 feet in elevation in 1968. In the late 1960’s to mid-1970’s additional lodging was constructed, including the Yodler Haus and Ski Lift Apartments. In 1983, the last addition to the Main Lodge was completed with the construction of the fourth-floor ski area operations offices above the original gondola structure, and around the same time McCoy purchased the Mammoth Mountain Inn and began integrating its operations into those of the ski area. Development remained quiet for some time afterwards until the early 2000’s saw the replacement of several chairlifts and the construction of the new Panorama Gondola and Bottom Terminal Building.

By the late 2000’s the need to replace much of the lodging and dated skier services became apparent to meet the needs and expectations of guests. With this in mind, the Applicant embarked on an initiative to rebuild the Main Lodge Base. In order to facilitate this proposed redevelopment, the Applicant and the USFS jointly initiated a strategy of transitioning the base area land from United States Forest Service public land to private ownership through a land exchange with the Forest Service. The Inyo National Forest first accepted the proposal for the Mammoth Base Land Exchange in 2011. However, in 2012, it was determined that the exchange would require Congressional legislation to accommodate certain non-conforming aspects of the exchange to move forward. Passage of facilitating legislation finally occurred in December 2014 with the signing of the “National Defense Appropriations Act for Fiscal Year 2015” (NDAA), P.L. 113-291, Section 3005. Authorizing legislation allowed for the acquisition of parcels outside the National Forest System (NFS) boundary and the acceptance of cash

equalization exceeding 25 percent of the appraised federal land values. An Agreement to Initiate was executed between the Applicant and the USFS in January 2015, and work to carry out the Mammoth Base Land Exchange formally commenced.

In the five years that followed an Environmental Impact Statement was processed, property appraisals and other required due diligence were completed, culminating in the execution of a final Land Exchange Agreement in December 2019. The final exchange value of \$11,560,000 was confirmed and 1,213 acres of private lands in Mono, Inyo, Plumas and Tuolumne Counties, California were exchanged for 35.7 acres of intensely developed federal lands lying at the Main Lodge Base, along with \$3,960,000 in cash equalization, which was earmarked for future federal land acquisitions within California.

The land exchange was officially finalized on March 3, 2020. The completion of the land exchange makes possible transformational improvements to Mammoth's Main Base.

1.2- Project Location and Context

The Mammoth Main Base is located approximately 3.2 miles west of the center of the Town of Mammoth Lakes and 1.3 miles east of the Sierra Crest in Mono County, California. It is approximately 190 miles east of San Francisco and 250 miles north of Los Angeles.

Parcel A and Parcel B

The Mammoth Main Base property consists of two parcels of land (Parcel A and Parcel B) that are mapped as two distinct parcels being linked by a service access road. The majority of the Mammoth Main Lodge Base (the entirety of Parcel A and the majority of Parcel B) is within the Town of Mammoth Lakes Municipal Boundary.

Parcels A and B are entirely surrounded by the Inyo National Forest. Adjacent to the west of the property is the Mammoth Mountain Ski Chalets, part of a separate USFS permit area. Further west is the Ansel Adams Wilderness and Devils Postpile National Monument west of the Sierra Crest, within the San Joaquin River watershed. The south boundary of the Owens River Headwaters Wilderness is located roughly 200 feet north of the property that extends north to June Mountain. The Inyo National Forest is located to the east of the property north of State Route 203 as well as the area between the parcels. The USFS permit boundary is located to the east and south of State Route 203 and south of Parcel A. The westerly edge of the Town of Mammoth Lakes is located just east of Canyon Lodge about 2.2 miles away. Refer to Figure 1- Regional Context, Figure 2- Town Context and Figure 3- Ownership.

Surrounding Land Uses

USFS Permit Area: The USFS Permit Area (also known as the MMSA Special Use Permit Area) encompasses over 3,300 acres mainly bordering State Route 203 on the north except for Woolly's Tube Park and a small materials storage yard which extend north of State Route 203. The ski area is operated year-round and includes a mountain bike park in the summer typically from mid-June to September as well as the ski area in the winter from November through May most years while extending to July in years of heavy snowfall. The ski area extends west to

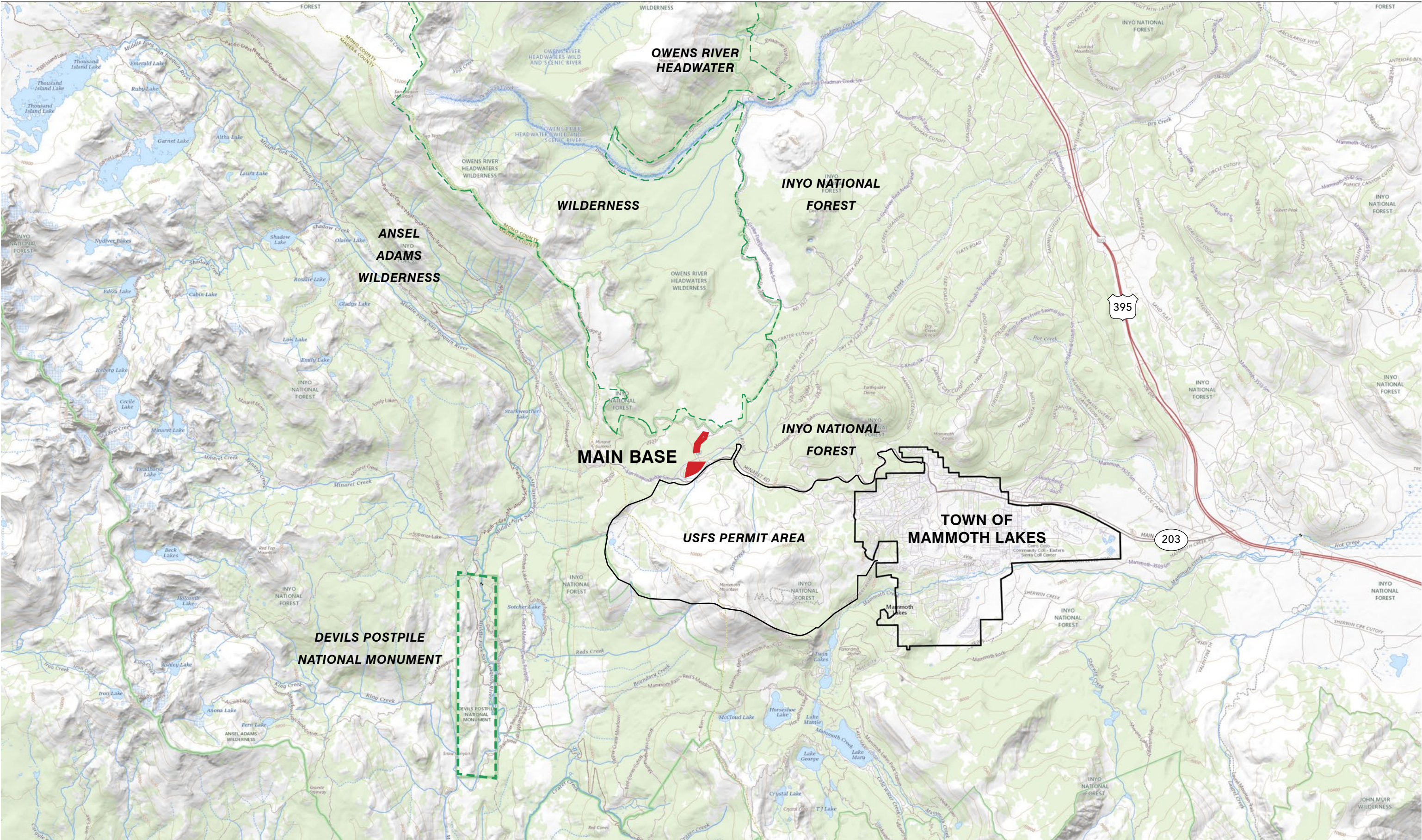


Figure 1 - Regional Context

Mammoth Main Base October 17, 2022

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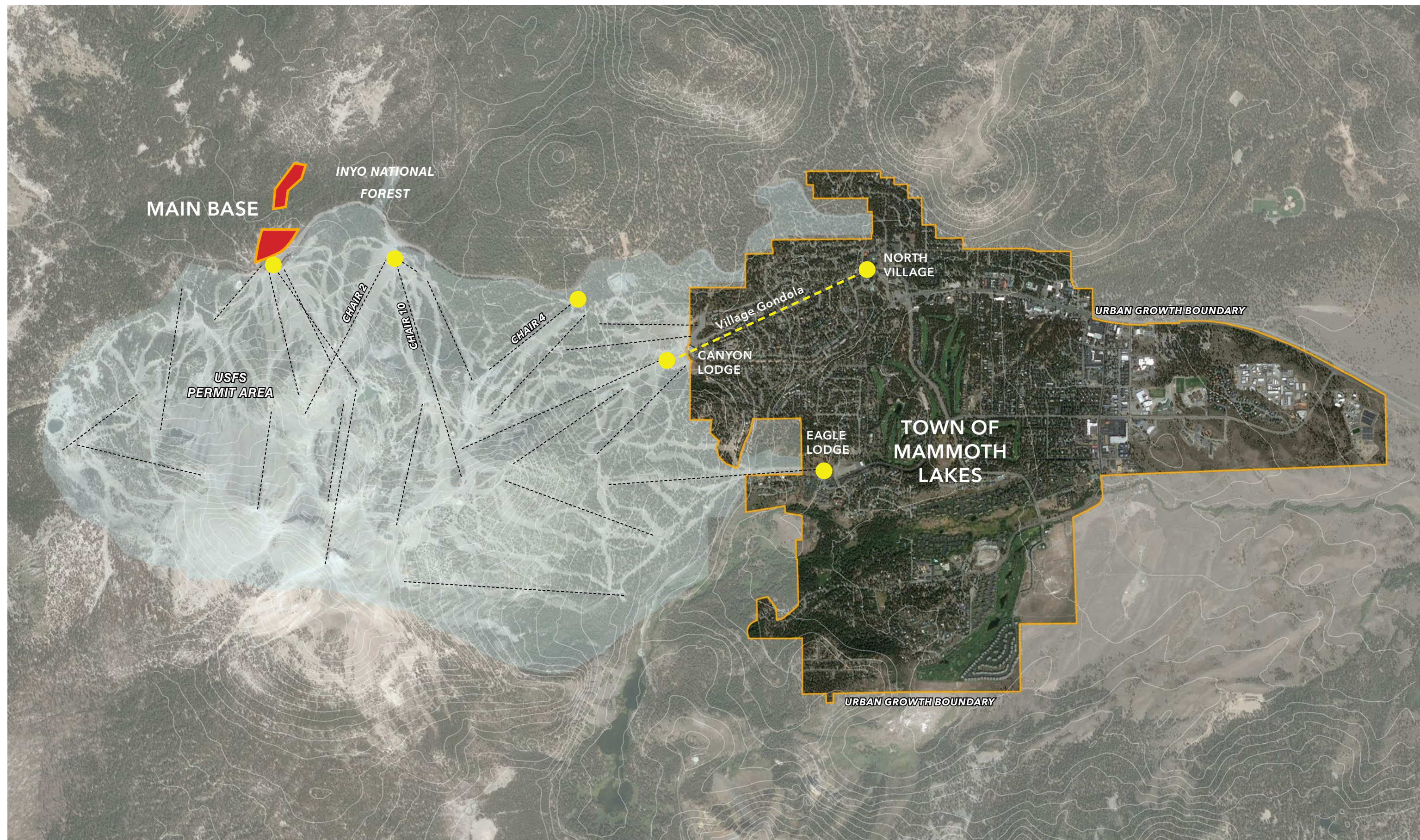


Figure 2 - Town Context

Mammoth Main Base October 17, 2022

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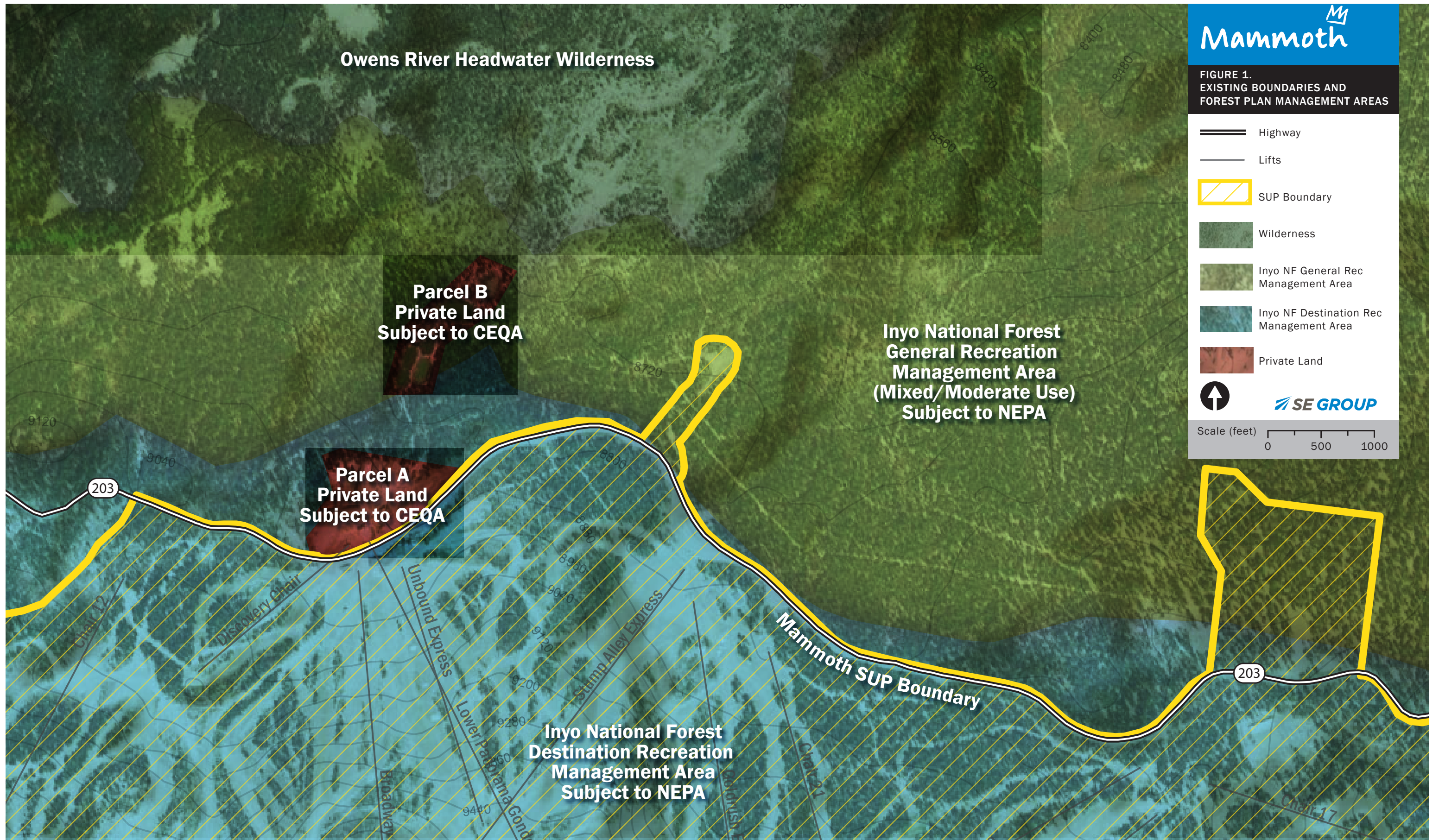


Figure 3 - Ownership

include Reds Lake on the west side of the Sierra Crest and south along the top of Mammoth Mountain to the edge of the Mammoth Lakes basin. The east side of the ski area is bounded by the Town of Mammoth Lakes where skiers and cyclists access the ski area at Canyon and Eagle Lodges. The Main Lodge was the original access point for the ski area along State Route 203 with additional access points at Stump Alley (Chair Lift 2/10) and Chair Lift 4. A gondola located at the Village at Mammoth provides access for Village lodging to the Canyon Lodge Portal.

Mammoth Mountain Chalets Permit Area: The Mammoth Mountain Chalets are located directly west of the Mammoth Mountain Inn within USFS lands. The Chalets encompass approximately 13.2 acres of USFS land operated under a Special Use Permit. There are currently 25 cabins and a management office located on the easterly two thirds of the property. The Chalets are accessed via State Route 203 just west of the current Mammoth Mountain Inn parking. The existing access point is proposed to remain as part of the Mammoth Main Lodge Base Redevelopment Plan. Potable water is provided by the Applicant, and sewage from the Chalets is piped to the existing treatment ponds serving the Main Lodge area. After redevelopment, the Applicant will maintain access and utilities to the Chalets as stipulated in the 2019 Land Exchange.

Public Forest Recreation Areas: The Inyo National Forest (INF) lies to the north, east, west and south of the project site with the Chalets and USFS permit areas within the INF. State Route 203 continues from the project site to Minaret Summit located approximately 1.1 miles west. This is the access point to the Devils Postpile National Monument and the Ansel Adams Wilderness. Devil's Postpile is a popular destination for summer tourists with an average annual visitation of more than 130,000 people. The Ansel Adams wilderness surrounding the monument is a popular access point for hikers and backpackers to the John Muir and Pacific Crest Trails. To the north of the project is the Owens River Headwater Wilderness area, which encompasses 14,700 acres bounded on the west by the San Joaquin Ridge and the north by June Mountain. The wilderness area extends east to mountain bike and off-road INF roads that are accessed by mechanized vehicles. The east boundary of the wilderness is 0.7 miles east of the project site. The INF east of that location includes Inyo Craters and the Scenic Loop, a paved road providing access to the Inyo Craters and INF dirt roads west of US Route 395. Inyo Craters is a short-day hike while the INF roads are popular for off-road vehicle use in the summer. The INF and Mammoth Mountain groom the snow-covered roads during the winter months for snowmobile and cross-country ski use on the west and east sides of US Route 395 north of State Route 203. Mammoth Snowmobile Adventures (operated by the Applicant under special use permit) currently accesses the groomed trails being staged in the northeast portion of Parcel A, although this use is anticipated to be relocated to the Woolly's Tube Park. To the south within the INF is the Mammoth Lakes Basin, a popular summer fishing, kayaking and camping area. Tamarack Lodge & Resort (operated by the Applicant under special use permit), located adjacent to Twin Lakes, is an all-season lodge. The resort operates a cross-country ski center that includes over 19 miles of groomed trails in the winter.

1.3 – Existing Conditions

Parcel A is located in sections 30 and 31 in Township 3 South, Range 27 East and is 20.46 acres in area. It is bounded on the south by State Route 203, a 66 foot-wide Caltrans easement over

USFS lands. Parcel B consists of 15.26 acres approximately 510 feet north of Parcel A in Section 30. Refer to Figure 4- Existing Conditions.

Parcel A

Parcel A currently houses the Mammoth Mountain Inn, the East & West Annex buildings, the Yodler Haus and Yodler Restaurant that cover 2.74 acres of the site, comprising approximately 188,000 square feet of resort lodging and related facilities. Additionally Parcel A contains the Lower Panorama Gondola Building which houses the Disabled Sports Eastern Sierra, Woollywood Kids Ski School in the winter season and the Adventure Center in the summer season as well as the lower terminal of the Panorama Gondola. The lower terminal of the Discovery Chairlift (Lift 11) also lies within the south boundary of Parcel A. Existing surface parking areas and access drives cover an additional 5.27 acres of impervious surface on the parcel. Refer to Figure 5- Parcel A Existing Conditions.

Parcel B

Parcel B houses (5) open wastewater settling ponds serving as the wastewater management for Parcel A improvements, the Main Lodge and several on-mountain facilities. The ponds currently occupy approximately 50% of Parcel B, the balance remains natural lodgepole pine forest and access routes for the ponds. Refer to Figure 6- Parcel B Existing Conditions.

USFS Permit Area

The existing Mammoth Mountain Main Base area currently provides approximately 145,250 square feet of skier service facilities in the Main Lodge and slope-side Ski Team Headquarters. It is the intention of the Applicant to distribute uses between both the USFS permit area and on Parcel A. The existing Mammoth Mountain Main Lodge provides an additional 26,350 square feet of administrative space and another 4,400 square feet for employee facilities.



Figure 4 - Existing Conditions



Figure 5 - Parcel A Existing Conditions

Mammoth Main Base October 17, 2022

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Figure 6 - Parcel B Existing Conditions

2.0 – Project Overview

2.1 Objectives

The project seeks to provide a transformation of the Main Base that will initiate a renaissance of Mammoth Mountain Ski Area and the entire Mammoth Lakes region.

Specific objectives include:

- Increase the intensity of use of the parcels and modernize or replace existing facilities that have reached the end of their useful life. New or updated amenities may include skier facilities, visitor lodging, fractional and whole ownership resort residential products
- Create a structure of land use designations and development standards which will facilitate structured and orderly redevelopment.
- Relocate State Route 203 to the northerly side of Parcel A to engage the new development with the base of the mountain, creating 1,450 ft of frontage to the mountain amenity (“ski beach”).
- Elevate the quality and variety of lodging products available to guests.
- Provide a variety of appealing year-round guest amenities, such as restaurants, cafes, entertainment, retail shops, day spa, conference space and a central Adventure Center, all which elevate the guest experience far above existing conditions and programming.
- Replace dated and inefficient water facilities and infrastructure with new facilities including water retention for snowmaking, irrigation, and fire suppression.
- Create new and diverse lodging and resort residential options.
- Expand the ski-out base of the mountain by redevelopment of the skier services building(s) allowing for improved skier staging in conjunction with the new expanded ski beach.
- Redevelop skier services building(s) to better serve the needs of today’s guest with modern, energy efficient and technology-advantaged new construction.
- Improve and expand the available lift queuing space at the base of Chair Lifts 1 and 6 which are currently encroached upon by the existing Main Lodge building.
- Vastly improve pedestrian circulation and safety by providing a skier service plaza on one level that is separated from vehicular traffic flow, facilitated by the relocation of State Route 203 to the north within Parcel A.
- Create a robust and purpose-built transit hub at the arrival to the new Main Base to better serve guests in both the winter and summer seasons.
- Utilize sustainable design and practices in keeping with the ski area’s Climate Collaborative Charter pledge.

2.2 Vision

The proposed redevelopment of Mammoth Main Base builds upon Mammoth's spirit of adventure and is rooted in the history of the mountain, the Town of Mammoth Lakes and the surrounding Eastern Sierra. The proposed plan combines diverse overnight accommodations, resort residences, retail, entertainment, food and beverage options and facilities for skiers and summer visitors seeking adventure on-site and throughout the areas beyond.

Parcel A and Parcel B

Parcel A includes a mix of uses that foster a welcoming environment for all, including hotel guests, resort residents, and day visitors. Parcel A includes 2 hotels, a range of resort residences and resort residential amenities. A mix of retail, dining, entertainment, skier services and recreation options are located within a low-density, pedestrian-scaled core. A series of pedestrian pathways connect to community gathering spaces, outdoor lounges and interactive amenities. A skating track will be centrally located along with an Adventure Center where guests can learn about available recreational activities within the resort as well as in the adjacent forest areas.

Transportation and circulation improvements will include a transit arrival plaza on the eastern corner of Parcel A; emergency access for ski patrol will be easily accessed off the arrival plaza from the adjacent Skier Services building located on the USFS permit area. In addition, Parcel A will include a bus turnaround to the west and over 900 underground parking spaces located beneath proposed hotel and resort residential buildings.

Located downhill from Parcel A, Parcel B is envisioned as a lower intensity complement to Parcel A. Parcel B includes a range of low to medium density resort residential with a small amount of community-serving commercial uses. Utility uses proposed on Parcel B include a state-of-the-art wastewater treatment and reclamation facility and 2 new reclaimed water storage ponds that will be utilized for snowmaking, summer irrigation and fire suppression.

In total, new and existing development on Parcels A and B, will include up to 209 resort residential units (up to 560,000 square feet of sellable space), up to 250 lodging keys distributed between several locations, up to 100,000 square feet of commercial space, and up to 105,000 square feet of skier services and support areas. Refer to Figure 7- Illustrative Concept Plan and Figure 9- Program Summary.

USFS Permit Area

Proposed supporting improvements on USFS permit area include relocation of the existing Main Lodge skier services facility, new and modified lifts and gondola, additional ski trails, and new mountain operation offices and a new surface parking lot. The Project Proposal Letter, attached as Appendix A, characterizes these related improvements in more detail and was accepted by the USFS on August 2, 2022.

Collectively, the proposed redevelopment and improvement aims to celebrate Mammoth's legacy and establish a framework for modernization and continued sustainable operation of the mountain.



Figure 7 - Illustrative Concept Plan

3.0 Land Use and Program

Parcel A

Parcel A will be comprised of a mix of uses (as shown on Figure 8- Proposed Land Use), all of which are described below. In total, up to 1,000,000 square feet of development, including up to 250 hotel keys, 164 resort residential units, 95,000 square feet of commercial facilities, and 105,000 square feet of skier services facilities are proposed on Parcel A. Refer to Figure 10- Parcel A Illustrative Concept Plan, Figure 11- Parcel A Conceptual Building Uses and Figure 12- Parcel A Main Base.

Hotel

The plan includes 2 hotels on Parcel A, each intended to complement one another and provide differentiation from current lodging. An iconic resort hotel at the southwest corner of the site grounds the opposite end of the ski beach. This resort hotel may have as many as 100 lodging units plus 40 associated “branded” resort residences.

The second hotel on Parcel A will be a more approachable product with as many as 150 hotel rooms and 24 resort residential units. A Residents’ Club and additional resort residential throughout the site provide opportunities for varying levels of ownership, complete with club amenities and programming.

Resort Residential

The plan includes 4 for-sale resort residential buildings on Parcel A. The Parcel A resort residential buildings will have as many as 73 units in aggregate. Additionally, there are three mixed-use Main Base buildings that will have as many as 27 units in aggregate. Including 64 “branded” resort residential units, Parcel A is programmed for as many 164 total resort residential units.

Commercial

The proposed plan allows for a maximum of 95,000 square feet of commercial space on Parcel A. Parcel A commercial uses will include food and beverage outlets, entertainment options, locker club and recreation facilities, and a variety of retail offerings supplemental to the primary skier services building located on USFS permit area.

Amenity

A maximum of 105,000 square feet of skier and guest services and amenities provided on Parcel A will supplement the main skier services provided in the central skier services building on the snow front USFS permit area. Uses may include specialty rentals, concierge, and skier lockers.

Building Height and Massing

Smaller, pedestrian-scaled buildings are concentrated within the core of Parcel A with taller buildings located on the periphery. Buildings are designed oriented to optimize views, take advantage of sun angles, and respond to sun orientation. Buildings will be positioned to facilitate safest and most efficient snow management practices. Refer to Figure 13- Parcel A Conceptual Building Height and Figure 14- Parcel A Conceptual Massing.

PROJECT SUMMARY

PARCEL A			
Use	Area (SF)	Max. Hotel Keys	Max. Units
HOTEL	175,000	250	
RESORT RESIDENTIAL - A	425,000		164
AMENITY			
Hotel Amenity	85,000		
Skier Services	20,000		
COMMERCIAL			
Locker Club	10,000		
Retail	35,000		
Food and Beverage	50,000		
BOH/Circulation	200,000		
Parcel A Subtotal	1,000,000	250	164
Developable Area (Acres) ⁽¹⁾	17.77		
F.A.R. ⁽²⁾	1.3		
Minaret Road (Acres) ⁽³⁾	2.69		
Parcel A Total Acreage	20.46		
⁽¹⁾ Minaret Road not included in acreage.			
⁽²⁾ F.A.R. includes Resort Residential-A square footage.			
⁽³⁾ Minaret Road section assumed to be 56' wide. Refer to road section on page 21.			
PARCEL B			
Use	Area (SF)	Max. Hotel Keys	Max. Units
RESORT RESIDENTIAL - B	135,000		45
Site Area (Acres)	11.77 acres		
Density	4.0 du/acre		
COMMERCIAL	5,000		
Parcel B Subtotal	140,000		45
UTILITY			
Site Area (Acres)	3.49 acres		
F.A.R.	0.3		
Parcel B Utility Subtotal	45,000		
Parcel B Subtotal	185,000		45
Parcel B Total Acreage	15.26		
PARCEL A+B TOTAL	1,185,000 sf	250	209

USFS PERMIT AREA

USFS PERMIT AREA	
Use	Area (SF)
AMENITY	
Skier Services	51,200
COMMERCIAL	
Retail	4,700
Food & Beverage	25,200
Mountain Operations	24,000
BOH/Circulation	21,131
USFS TOTAL	126,231

Figure 9 - Program Summary



Figure 10 - Parcel A Illustrative Concept Plan



Figure 11 - Parcel A Conceptual Building Uses



Figure 12 - Parcel A Main Base

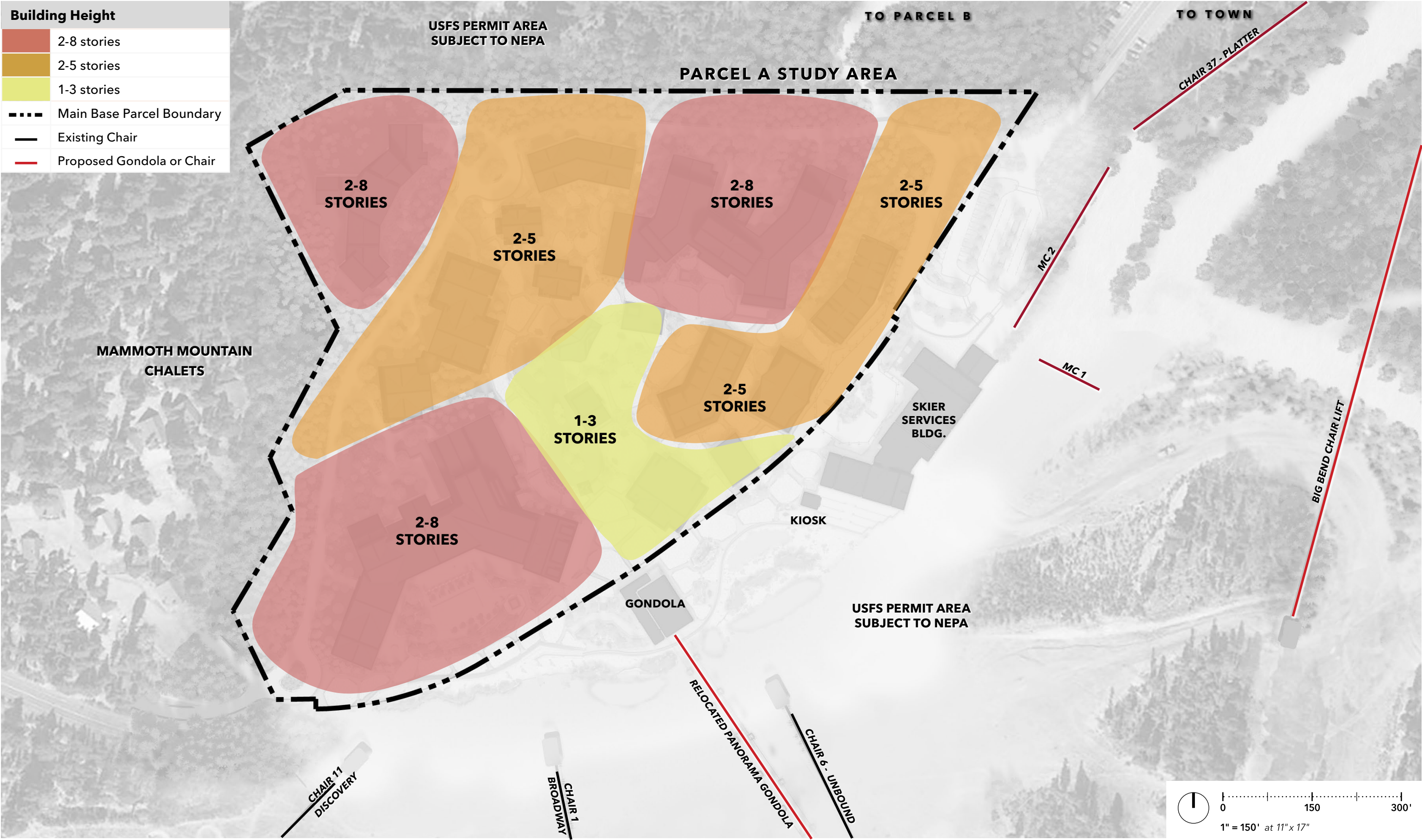


Figure 13 - Parcel A Conceptual Building Height



Figure 14 - Parcel A Conceptual Massing Plan

Parcel B

Set into the forest north and downhill of Parcel A, Parcel B is envisioned as a lower intensity complement to Parcel A's Mixed-Use core. Parcel B will be connected to Parcel A with a new roadway and utility corridor on forest service land.. Parcel B is envisioned to accommodate low to medium density resort residential with a small amount of commercial uses serving this area. Parcel B includes up to 45 resort residences ranging from single-family to multi-family residences (contained in 15 separate buildings), a maximum of 5,000 commercial square feet that may include community-serving uses, and up to 45,000 square feet of utility uses including wastewater treatment and reclamation facilities (collectively, approximately 135,000 square feet). The existing wastewater settling ponds on Parcel B will be remediated and replaced by a state-of-the-art wastewater treatment and reclamation facilities. Two new reclaimed water storage ponds will be utilized for snowmaking, summer irrigation and in the event needed, fire suppression. Refer to Figure 15- Parcel B Illustrative Concept Plan.

Building Height and Massing

Compact, resort residential buildings within Parcel B are designed oriented to optimize views, take advantage of sun angles, and respond to sun orientation. Resort Residential Buildings will range from 1 to 3 stories. Refer to Figure 16- Parcel B Conceptual Building Height.

USFS Permit Area

Additional development on USFS permit area land adjacent to the site will optimize the use of the site and provide the required skier services allowing Mammoth Mountain to efficiently support anticipated skier throughput in the future. The relocated gondola and Chair Lift 11, the new Big Bend Parking Area and Mountain Operations Building, and several kiosks located along the promenade would sit on USFS permit area within the existing Special Use Permit Area.

Panorama Gondola

The Panorama Gondola lower terminal and Chair 11 lower terminal are both relocated along their respective alignments, creating more unobstructed area for the ski beach and walkable Base Camp Core. Several kiosks line the ski beach and pedestrian core providing additional convenience retail and "grab'n'go" food options.

Skier Services Building

While the plans are still in formulation, the newly proposed Skier Services Buildings lies at the eastern boundary of the new snow front (about 250' northeast of the new position for the lower Panorama Gondola). Ski school facilities will be located slope-side in the Skier Services Building adjacent to the drop-off area.

The proposed Skier Services Building will be two to three-stories and will be comprised of the following uses:

- Loading & Receiving Dock
- Ski Patrol
- Public Lockers
- Public Restrooms
- Ski School Facilities
- Disabled Sports School Facilities
- Retail
- Food and Beverage Services

- Ski Team Training and Locker Facilities

The replacement of the existing Main Lodge building with new skier services buildings is proposed to minimize impacts to on-going operations. It will be a complex undertaking constructed over several years.

Mountain Operations at Big Bend

The new Mountain Operations Building will include 24,000 square feet of dedicated administration and employee facilities adjacent to a 360-stall surface parking lot at Big Bend. Employees (including Mountain Operations personnel, ski instructors, and other administrative staff) may arrive either by public transit or private vehicle as allowed by available parking. The new facility would include a lunch/breakroom, lockers, training/meeting rooms and administrative offices to support operations.

The Mountain Operations Administration Building would be developed concurrently with the Big Bend Parking Lot. Completion of this work will allow for the demolition of the existing Main Lodge without disrupting mountain operations and critical skier services.

A new above ground water storage reservoir will be constructed to the south and west of Parcel A to provide water for potable and fire suppression infrastructure for buildings on Parcel A, B and permit areas.



Figure 15 - Parcel B Illustrative Concept Plan

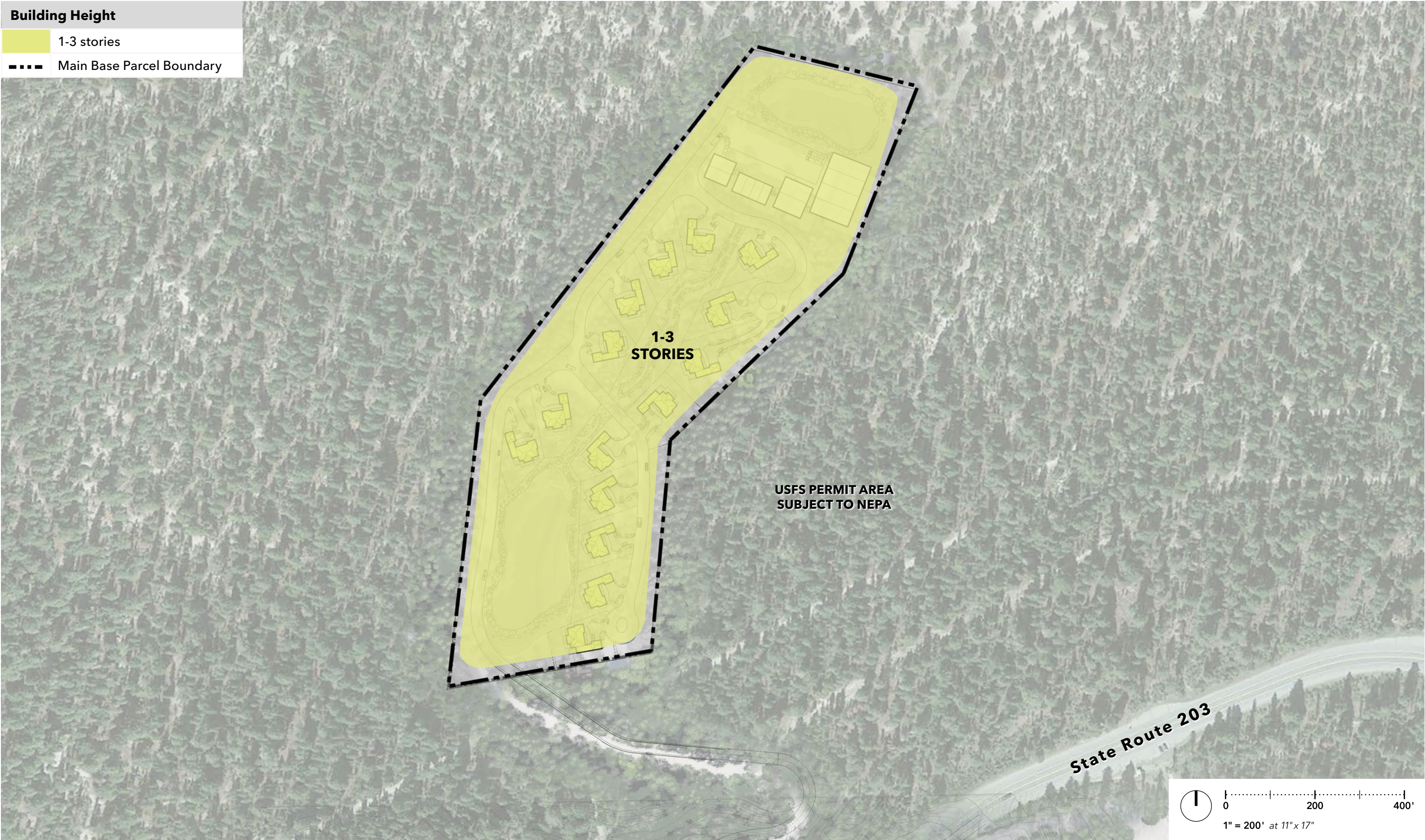


Figure 16 - Parcel B Conceptual Building Height

4.0 Circulation and Parking

Transportation

A central transportation hub is located immediately at the eastern arrival point of Parcel A. The new transit plaza would be the primary access portal to the Main Base year-round, improving transit convenience for skiers arriving at the mountain and maintaining transit service for those continuing to Devil's Postpile and Red's Meadow in the summer. It will be the point of drop-off and pickup for all resort shuttle services, community public transit and private vehicles drop-off or arriving for day use.

A new turn-around and controlled intersection will be located at the west end of Parcel A, adjacent the Mammoth Mountain Chalets and resort hotel. This turn-around would facilitate year-round turnaround of tourist buses and delivery trucks and could also potentially serve as an optional drop-off location for the Red's Meadow shuttle in the summer. Refer to Figure 17- Circulation.

Roadways

The project and northerly skier parking, gondola and chair lifts are accessed from State Route 203, which also serves as access to the Town of Mammoth Lakes from US Route 395. State Route 203 is a two-lane road from Village at Mammoth near the northwest corner of the Town to the site and continues beyond to Minaret Summit. The road is paved and consists of eastbound and westbound 12' wide lanes with 3' paved shoulders from Forest Trail at the north end of the Village to the Applicant's vehicle maintenance building about 1.6 miles east of the Mammoth Main Lodge Base project site.

The road widens at that point to accommodate skier parking with paved shoulders widening to 8 feet for parallel parking increasing to 20' in width for pull in parking west of the Stump Alley Express parking area about 3300' east of the project site. State Route 203 climbs at grades of 5 to 6 percent, climbing 800' to the site from the intersection of Forest Trail.

State Route 203

State Route 203 currently is located adjacent to Parcel A to the south and easterly with a frontage of approximately 1,330' in length. The project will realign the road to the north and west within Parcel A and is anticipated to become Town of Mammoth Lakes right-of-way. The Applicant currently plows the road during winter months from the Caltrans maintenance facility to the Main Lodge. The same operations are anticipated to continue along with plowing of the new interconnecting road between Parcel A and Parcel B, and all interior circulation roads.. The proposed roadway will consist of a 38' pavement width that will include two 14' wide travel lanes and two 5' wide bike paths. Refer to Figure 18- Road Sections. A Town of Mammoth Lakes standard 6" rolled curb and gutter will be located on either side of the paved roadway to convey street runoff. The road will be aligned along the north and west of Parcel A reconnecting to State Route 203 at the southwest corner of Parcel A. A three-way intersection at that location will provide continued access to Minaret Summit and Devils Postpile to the west and the Mammoth Mountain Ski Chalets to the north. It is anticipated that this will be a stop sign controlled intersection. Refer to Figure 17- Circulation.

The roadway grade will be a maximum of 6% along the north side of Parcel A with the grade flattening to 4% at driveway intersections. The roadway along the west side of the property will generally run at the shallower grade of approximately 2%.

Parcel B Access Road

Parcel B will be accessed by a paved road with two 12' travel lanes, a 5' uphill bike lane and a 1' downhill shoulder. The grade down to Parcel B will be a maximum of 6% to the entry location into Parcel B. The road will increase in grade will vary within Parcel B with a 9% maximum grade due to the existing ground slope. The new road will also act as the utility corridor for all utility services provided to Parcel B. The interconnecting roadway between Parcel A and Parcel B will be a realignment of the current service road and is proposed to be accommodated by a USFS Special Use Permit. Refer to Figure 18- Road Sections.

Arrival/Entries

Vehicular arrivals and entries into buildings are proposed to consist of a 26' pavement width that includes (2) 13' travel lanes and a 6' sidewalk on one side.

Emergency Vehicle Access

A 26' wide emergency vehicle access (EVA) road is proposed along the existing State Route 203 alignment. Additional EVA connections are proposed through Parcel A, connecting to the realigned State Route 203. Refer to Figure 17- Circulation for proposed EVA locations.

Parking

Guest parking for daily private vehicles will be provided by roadway shoulder parking along State Route 203 as currently exists eastwardly from the Main Lodge Base. Additionally, 30 short-term parking stalls and 28 handicap-parking stalls will be provided adjacent to vehicle drop-off on USFS permit area immediately adjacent to the new Skier Services Building. In addition, Big Bend, a new dedicated mountain operation office located to the east of Parcel A on USFS permit area will include 360 employee and visitor surface parking spaces and will be served by the resort shuttle system. Overnight lodging, resort resident, amenity and commercial parking on Parcel A will be provided in under structure garages commensurate with the requirements of each building use and size. No parking is proposed on either side of the proposed realignment of State Route 203/Minaret Road in Parcel A. Required parking on Parcel A will be accommodated by underground structured parking garages located within the hotel and resort residential buildings, and at a skier drop-off area. Refer to Figure 19- Parking and Figure 20- Parking Summary.

Trail Network

Outdoor gather spaces and pedestrian pathways within Parcels A and B will connect to the regional and local open spaces and trail network. As shown on Figure 21- Open Space and Trail Network, multi-use paths within the proposed development will connect to a variety of existing trails, including both winter and summer trails.

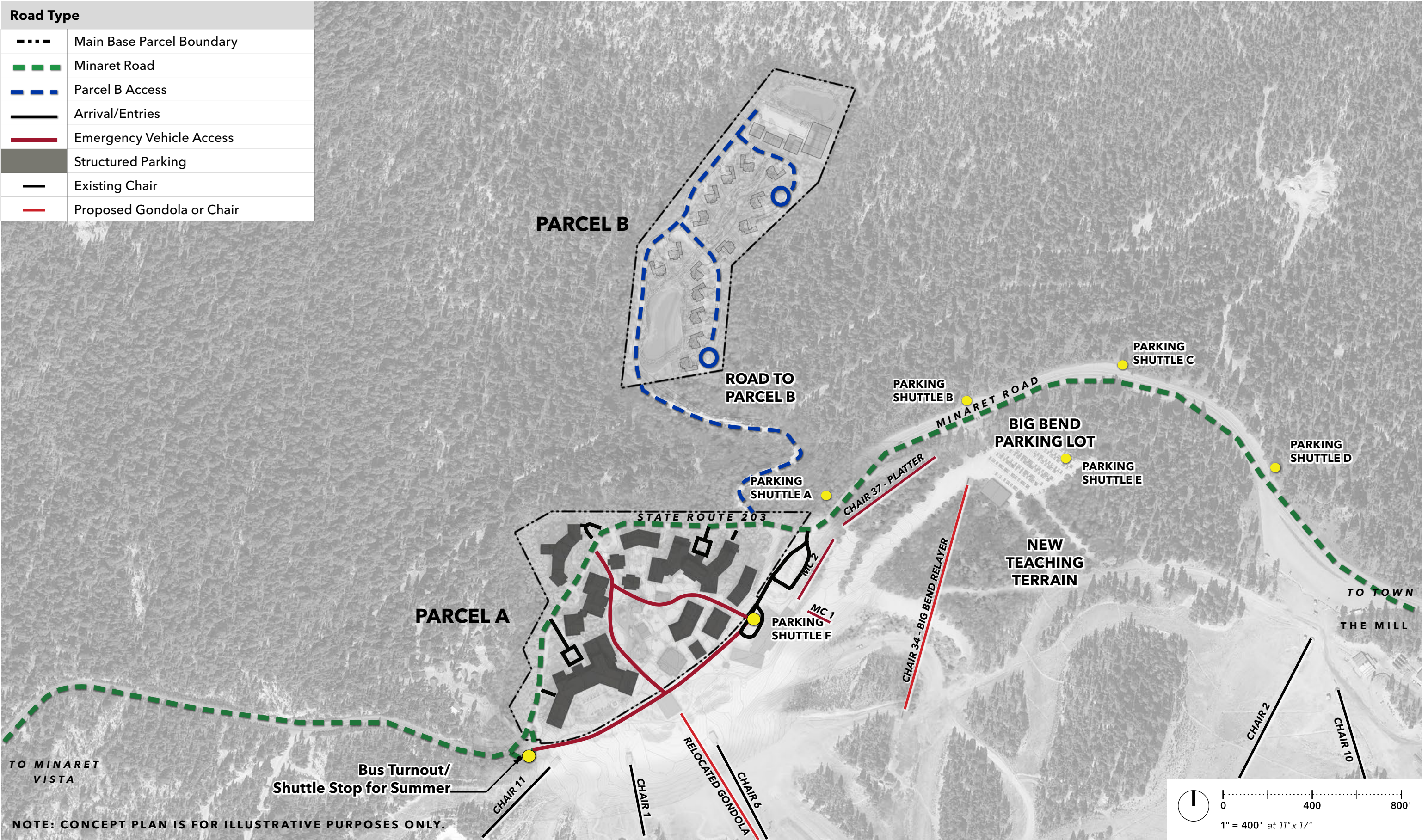


Figure 17 - Circulation

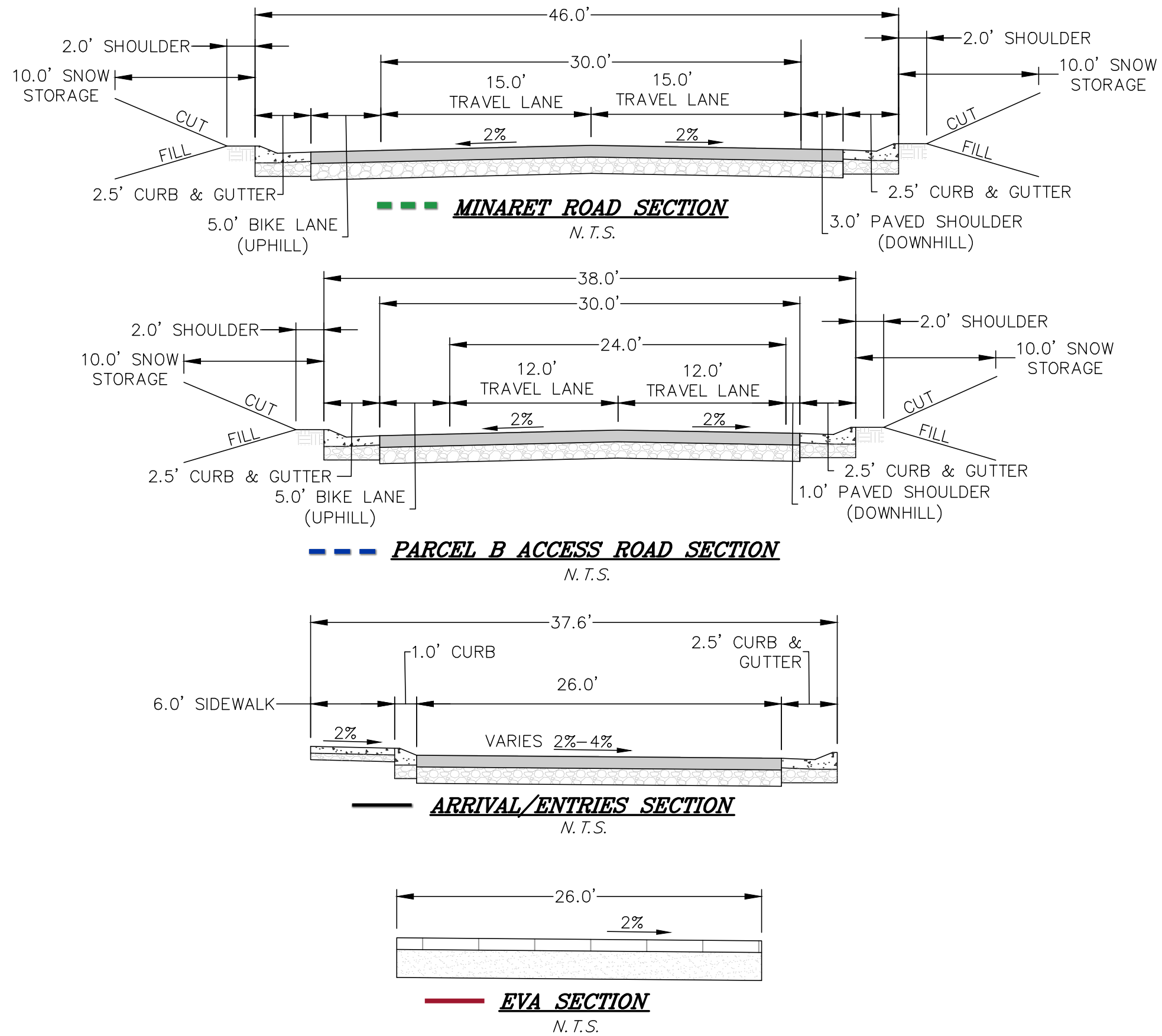


Figure 18 - Road Sections

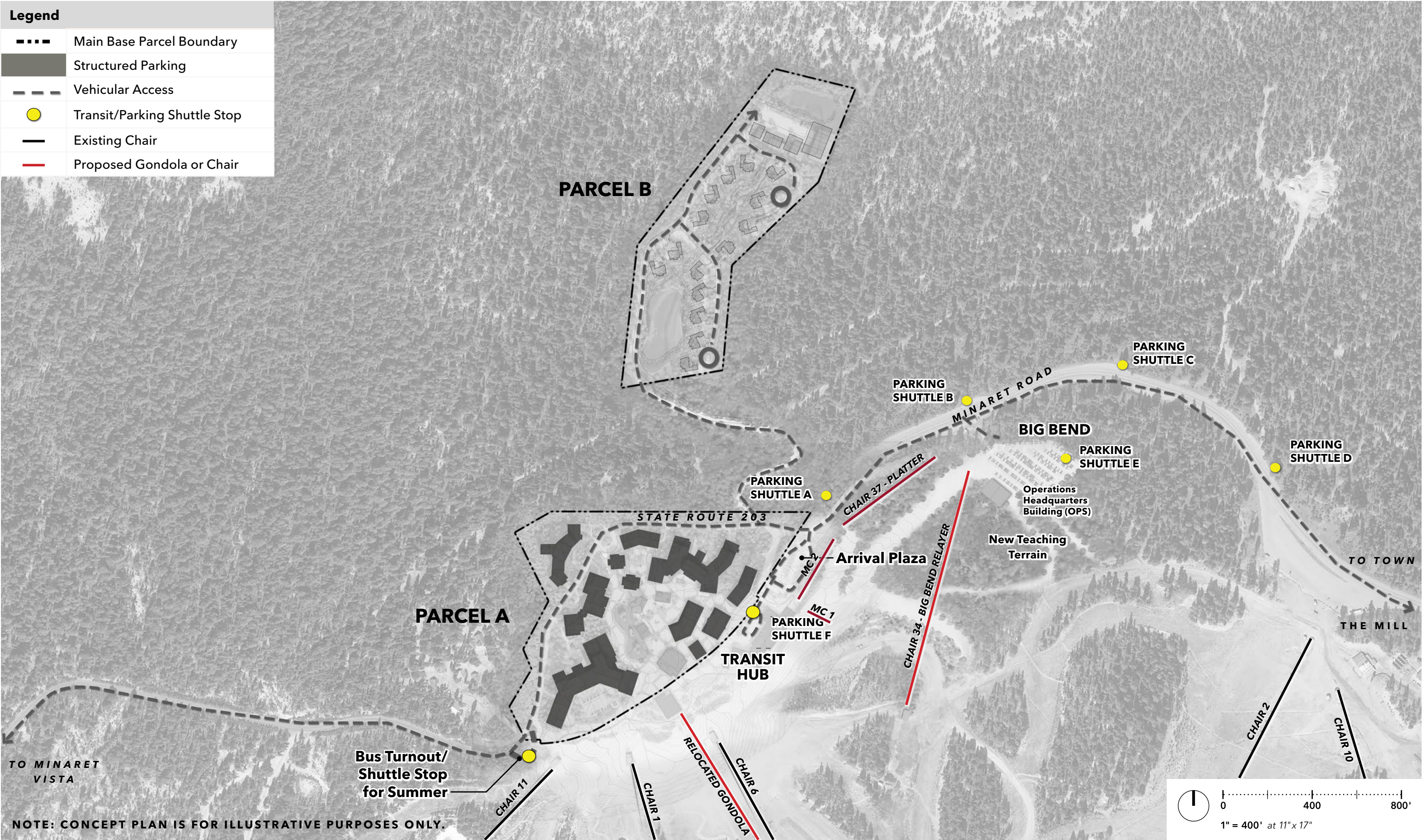


Figure 19 - Parking

Parcel A				
Use	Area	Units (2)	Parking Ratio	Parking Required
Hotel (1)	175,000 sf		1.1 per unit	480
Resort Residential A (1)	425,000 sf			
Amenity				
Hotel amenity	85,000 sf		0.5 per 1,000 sf	43
Skier Services	20,000 sf		0.5 per 1,000 sf	10
Commercial				
Locker Club	10,000 sf		10.0 per 1,000 sf	100
Retail	35,000 sf		1.48 per 1,000 sf	52
Food and Beverage	50,000 sf		4.38 per 1,000 sf	219
BOH/Circulation	200,000 sf			
Sub-Total Parcel A	1,000,000 sf			904
Parcel B				
Resort Residential B	135,000 sf	45	4.0 per unit	180
Commercial	5,000 sf		4.38 per 1,000 sf	22
Utility	45,000 sf			
Sub-Total Parcel B	185,000 sf	45		202
Parcel A and B Total				
TOTAL	1,185,000 sf	45		1,084

(1) Assumed average parking ratio by unit type provided at hotel and residential.

(2) Applies only to Parcel B

USFS (FOR REFERENCE ONLY)			
Use	Area	Parking Ratio	Parking Required
Amenity			
Skier Services	52,000 sf		
Commercial			
Retail	5,000 sf	0.46 per 1,000 sf	2
Food and Beverage	26,000 sf	0.88 per 1,000 sf	23
Mountain Operations	25,000 sf	3.0 per 1,000 sf	75
BOH/Circulation	22,000 sf		
TOTAL USFS	130,000 sf		100

Figure 20 - Parking Summary

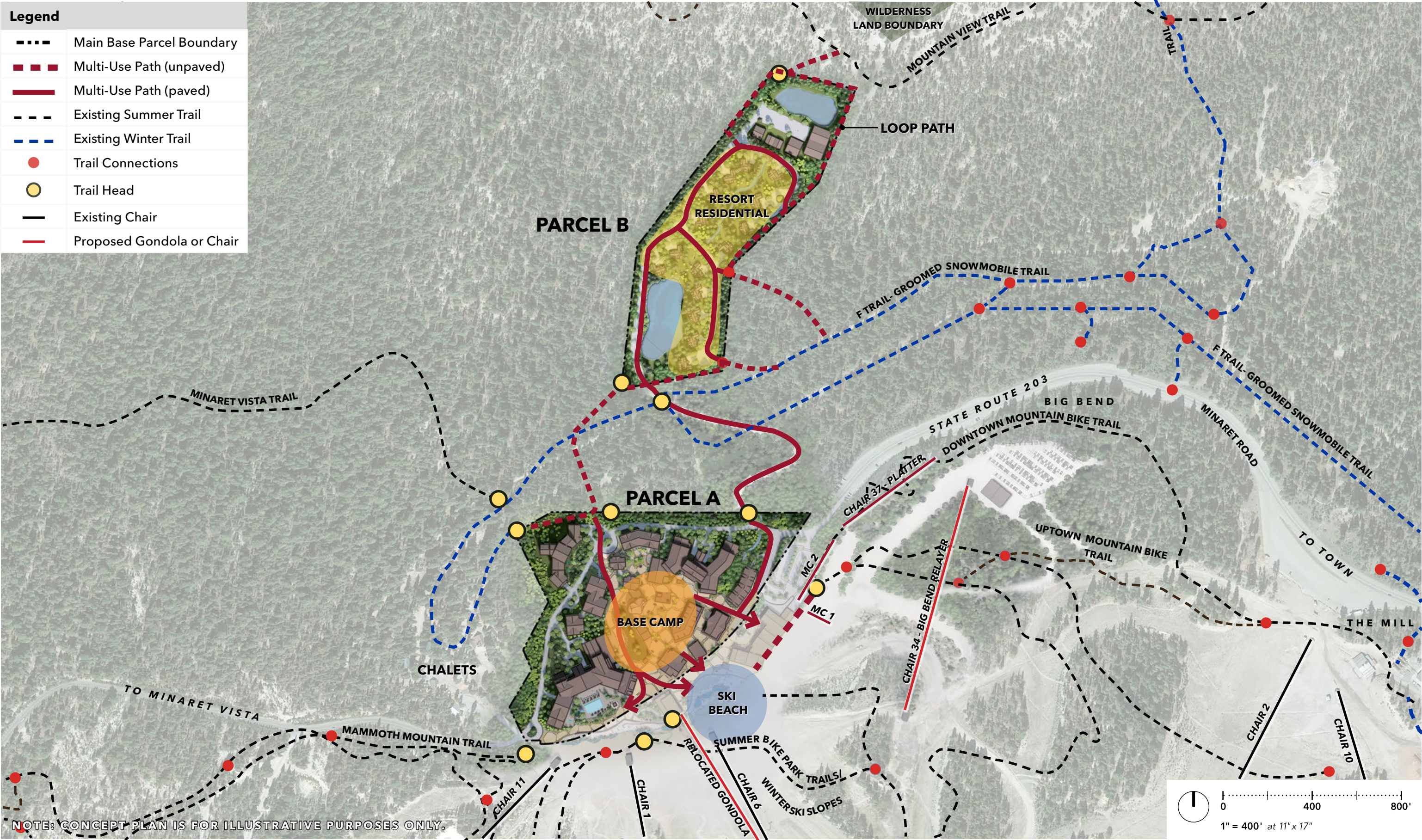


Figure 21 - Open Space and Trail Network

5.0 Infrastructure and Utilities

5.1 - Drainage

Existing Drainage

Approximately 660 acres of the ski area, Main Lodge, and south half of Parcel A is tributary to a drainage channel that exits within Parcel A near the northeast corner of the property. Stormwater, primarily created by snowmelt runoff, is conveyed to the drainage channel via storm drain piping beneath the existing parking area between the Main Lodge and the Yodler restaurant. The storm drain branches out to intercept stormwater from the south side of the Main Lodge and from the decorative stream bed that flows for a short distance from the east side of Mammoth Mountain Inn parking lot across the south side of the existing gondola base building. The stream is fed by two storm drains, one conveying stormwater under the Mammoth Mountain Inn parking area from a channel that comes through the Mammoth Mountain Chalets property. The other drain intercepts runoff from a channel originating near the top of Chair Lift 11.

Runoff from the northerly half of Parcel A exits Parcel A via sheet flow to a swale draining to the northeast and east of Parcel B.

Runoff from Parcel B is directed away from the wastewater treatment ponds which are roughly located down the middle of the parcel. The runoff drains via sheet flow to the northwest and to the northeast.

Proposed Drainage Plan

In order to alleviate runoff from the developed Parcels A & B, stormwater is proposed to be conveyed to new retention facilities. The retention facilities are anticipated to be a series of large diameter perforated pipes surrounded by gravel located throughout the project in open space and under the plaza walkway areas. The volume retention system is expected to be sized to accommodate runoff from impervious surfaces during a one-inch storm event lasting one hour. This is the same stormwater retention volume requirement for development projects within the Town of Mammoth Lakes. Overflow from the retention system is proposed to be directed to existing drainage channel that conveys runoff onto USFS lands from Parcel A in the northeasterly portion of the site. Overflow from the Parcel B retention system is proposed to outlet at the northeast corner of the property and flow overland to an existing swale located east of Parcel B.

Stormwater from runoff coming from the ski area is anticipated to be intercepted and conveyed via a storm drain system to outlet into a surface drainage feature between the retail plaza and the R1, R3, H2 building on the northerly side of Parcel A. The drainage feature is proposed to be conveyed via storm drain to outfall into the existing drainage channel near the northeast corner of Parcel A. A parallel storm drain may be necessary depending on the dimensions of the drainage feature to convey flows exceeding the capacity of the channel. Runoff from the ski area will not be attenuated within the project area to improve water quality as the ski area has those facilities in place on the mountain.

5.2 - Water

Potable and fire suppression water is proposed to come from wells currently serving the Main Lodge and Mammoth Mountain Inn. The wells will supply a new proposed water storage reservoir located within the Applicant's permit boundary. The above ground water storage reservoir will provide proposed storage for the Mammoth Lakes Fire Department fire suppression requirement of 1,500 gpm for a 2-hour duration or 120,000 gallons. In addition to that storage volume, the reservoir will be sized to provide maximum day demand storage from domestic usage from all lodging and commercial uses on Parcels A and B, estimated to be approximately 500,000 gallons. The reservoir is proposed to be located adjacent to the top terminal of Chair 11, on ski area permit land at an elevation sufficient to provide a minimum operating pressure of at least 40 psi to serve domestic use at the highest level of the H1 hotel structure. A proposed distribution system sized to provide the fire demand at any fire hydrant located in Parcel A. Proposed services to each building will be sized and installed to provide fire sprinkler and peak hour domestic demands. (Refer to Appendix A – Project Proposal Letter for additional details).

5.3 - Sewer

Currently sewage from the Main Lodge and Mammoth Mountain Inn is conveyed to the treatment ponds on Parcel B. The ponds are maintained by the Applicant under a waste discharge permit from the Lahontan Regional Water Quality Control Board. Wastewater from the proposed developments on parcel A and B, the skier service buildings on the ski area permit land as well as the new administration building at the Big Bend parking area are proposed to be conveyed to an onsite wastewater treatment plant (WWTP).

The proposed onsite WWTP will be modular in design with the capability of being expanded as the overall redevelopment project is executed in phases. The reclaimed water effluent will be used for winter snowmaking, summer irrigation and fire-fighting water supply for wildfire suppression if needed. Two proposed ponds will store up to 10 million gallons of reclaimed water onsite. When the ponds reach capacity, the reclaimed water will be pumped to the 25-million gallon snowmaking reservoir at McCoy Station, from which it can be distributed for snowmaking or irrigation. If all reservoirs fill to capacity, then the reclaimed water will be directed into the Dry Creek basin on Forest Service lands north-east and adjacent to the proposed WWTP facility on Parcel B.

5.4 - Power

Power currently is provided by Southern California Edison to the Main Lodge, Mammoth Mountain Inn, and mountain facilities, from a substation located near Chairlift 4. Power for the Mammoth Main Lodge Base will continue to be provided by SoCalEd. (Refer to Appendix A – Project Proposal Letter for additional details).

5.5 - Propane

Propane is proposed to be provided by Amerigas via a central tank farm proposed near Chairlift 4/ vehicle maintenance facility. A proposed distribution main will be installed from the tank farm site up to the main lodge base along existing ski area service roads parallel and adjacent to State Route 203.. (Refer to Appendix A – Project Proposal Letter for additional details).

5.6 - Internet and Communications

The Main Lodge redevelopment proposes fiber optic service from Inyo Networks to be distributed throughout the development and skier services buildings. It is anticipated that an expansion and upgrade of the fiber optic delivery capacity now serving much of the ski area will be completed in order to serve the project. Underground fiber optic cable is proposed to be run in a joint trench with the propane gas utility line described above. (Refer to Appendix A – Project Proposal Letter for additional details).

5.7 - Fire Protection and Emergency Medical Services

Fire protection and Emergency Medical Services are proposed to be provided by the Mammoth Lakes Fire Protection District (MLFPD), currently serving all facilities in the ski and project areas. Access to each parking garage will be designed to provide the needed MLFPD ladder truck turning movement where the length of the driveway exceeds 150'. A fire truck lane of 26' in width with an inside turning radius of 40' will be included when designing building drop off areas. Where hose lengths from the fire truck exceed 150 feet to the back of building, a dry hydrant system with a connection bulkhead will be installed near the fire truck staging location. It is anticipated that a dry hydrant system will be necessary for building R2. Proposed fire hydrants will be situated at the locations required by MLFPD as part of their plan review.

5.8 - Storm Drainage

As mentioned in the drainage section, proposed storm drains are to be installed to intercept runoff from the site that will be directed to stormwater retention facilities located throughout the project. The existing drainage outfalls of the retention facilities will be maintained to ensure the site does not increase runoff at any current location of stormwater discharge. Stormwater runoff from offsite is proposed to be conveyed through the site discharging at the same locations that stormwater currently leaves the site. Stormwater discharge will continue to be regulated under a National Pollutant Discharge Elimination Systems Permit (NPDES) administered through Lahontan Regional Water Quality Control Board.

5.9 - Snow Storage

Snow storage areas are proposed in the western and northeastern portions of the site as shown on the Proposed Snow Management plate for Parcel A. A proposed snowmelt system will be located throughout the plaza area that will reduce the amount of snow needing to be stored, however the majority of the snow will be pushed into temporary piles to provide access then moved to the stockpile areas. Snow along the new 203 alignment is proposed to be cleared off to each side of the roadway either by plow or blower. The snow storage areas shown will be for the stockpiling of snow from the drop off parking area and the transit arrival plaza. Refer to Figure 22- Parcel A Proposed Snow Management.

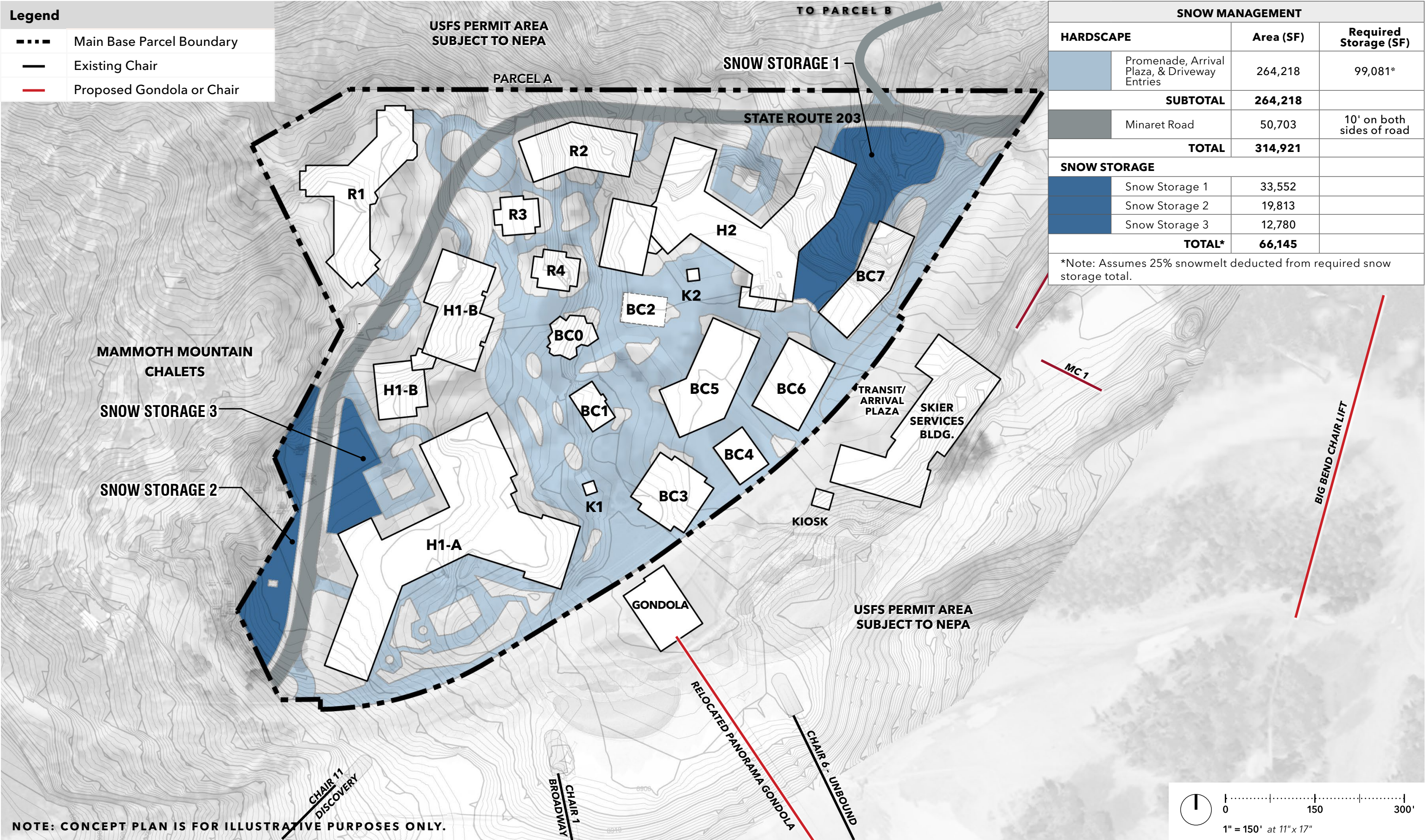


Figure 22 - Parcel A Proposed Snow Management

6.0 Environmental Impact Report/Environmental Impact Statement and Project Approvals

Prior to completion of the Land Exchange, the parcels were located within the Town's Municipal Boundary limits, but outside the Town's designated "Urban Growth Boundary" (See Town General Plan, Land Use Chapter, p. L-6 [Figure 4]). However, with the parcels now privately owned by Mammoth Main Lodge Redevelopment LLC, General Plan Land Use Policy L.6.E provides that "National Forest lands that are exchanged into private ownership will be included within the UGB whether or not they are contiguous with the UGB."

Mammoth Main Lodge Redevelopment LLC requests that the Town amend its General Plan to include the parcels within the Town's UGB as provided for in Policy L.6.E and also requests the Town approve General Plan and Municipal Code amendments in order to create a Mammoth Main Base Redevelopment Specific Plan (MMBRSP) land use designation and zoning district. The purpose of the MMBRSP land use designation and zoning district will be to establish a base density, permitted uses and associated development standards that are consistent with the development plan contemplated in the proposed MMBRSP.

Mammoth Main Lodge Redevelopment LLC anticipates that the Town of Mammoth Lakes and United States Forest Service, as part of the CEQA and NEPA processes, will use the joint Environmental Impact Report and Environmental Impact Statement (EIR/EIS) to disclose potential environmental effects, and mitigation measures and alternatives that may reduce the significance of potential effects, when considering the Mammoth Main Lodge Base Specific Plan project, development anticipated by the Specific Plan, connected actions, and alternatives thereto.

Mammoth Main Lodge Redevelopment LLC also intends for the EIR/EIS to identify and evaluate potential environmental impacts associated with all subsequent federal, state, regional and/or local government discretionary approvals that may be required to develop the Project so that the agencies can use the EIR/EIS for their subsequent actions.

Mammoth Main Lodge Redevelopment LLC anticipates that the Mammoth Main Lodge Base Specific Plan will require the following approvals from the Town:

- General Plan amendment
- Zoning Code amendment
- Specific Plan approval
- Development Agreement

Additionally, as development proposed in the Mammoth Main Lodge Base Specific Plan moves forward, Mammoth Main Lodge Redevelopment LLC anticipates the following additional discretionary and ministerial approvals will be required from the Town:

- Tentative Subdivision Maps
- Use Permit/ Design Review
- Grading Permit
- Building Permits

7.0 Scoping Process

Mammoth Main Lodge Redevelopment LLC anticipates that the proposed project will require preparation of a joint Environmental Impact Report (EIR) / Environmental Impact Statement (EIS). A Notice of Intent (NOI) and Notice of Preparation (NOP) will need to be issued to commence preparation of the EIR/EIS. The Applicant anticipates using the scoping process to:

- Identify potentially significant issues to be analyzed in the EIR/EIS and, if appropriate, eliminate from detailed study non-significant issues associated with the proposed project;
- Identify people or organizations who are interested in the proposed project and the associated environmental review process;
- Determine the roles and responsibilities of lead and cooperating agencies including trustee and responsible agencies;
- Identify any related prior environmental review conducted pursuant to CEQA and NEPA;
- Identify gaps in data and informational needs relevant to the environmental review process;
- Identify other environmental review and consultation requirements so they can be integrated with the EIR/EIS; and
- Discuss the relationship between the EIR/EIS process and the relevant agencies' actions on the proposed project.

Mammoth Main Lodge Redevelopment LLC anticipates the Town will provide a thirty (30) day scoping period for members of the public and agencies to comment on the NOI and NOP. During this 30-day scoping comment period, Mammoth Main Lodge Redevelopment LLC anticipates that the Town and the Forest Service will participate in meetings with other responsible and trustee agencies to assist in determining the scope and content of the EIR/EIS.

In addition to agency meetings, Mammoth Main Lodge Redevelopment LLC anticipates that the Town will hold a public scoping meeting during the scoping period to provide an additional opportunity for public input on the scope of the EIR/EIS for the proposed project.

8.0 Agency Roles and Impacts

Federal, state and regional agencies that may have jurisdiction over the Mammoth Main Lodge Base Specific Plan may include, but are not necessarily limited to:

Federal

- United States Forest Service: Approval of connected actions on USS lands.
- U.S. Army Corps of Engineers: Compliance with Section 404 of the Clean Water Act for discharge of fill to Waters of the U.S. and/or fill of any wetlands that cannot be avoided.
- U.S. Environmental Protection Agency: Concurrence with Clean Water Act Section 404 permit if waters of the United States and wetlands cannot be avoided.
- U.S. Fish and Wildlife Service: Compliance with Section 7 of the federal Endangered Species Act for federal agency approvals if there is potential take of listed species.

State

- California Department of Transportation (CalTrans): Approvals related to the proposed realignment of State Route 203 (Minaret Road) and potential encroachment permits for any activities in the State Route 203 right of way.
- California Department of Fish and Wildlife: Compliance with streambed alteration agreement requirements (California Fish and Game Code Section 1602) for any construction activities that occur within the bed or bank of a stream or creek, and Section 2081 of the Fish and Game Code if take of State listed species is likely to occur.
- California Department of Forestry and Fire Protection: Timber Harvest Plan and potentially a Timberland Conversion Permit for tree removal associated with project implementation.
- Lahontan Regional Water Quality Control Board (Lahontan RWQCB): National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than one acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

Local

- Great Basin Unified Air Pollution Control District (Air District): Issuance of authority to construct (for devices that emit air pollutants), permit to operate, and Air Quality Management Plan consistency determination if required.
- Mammoth Community Water District (MCWD): Provides water and wastewater service to the Town.
- Mammoth Lakes Fire Protection District (MLFPD): Provides fire protection and emergency response services to the Town.
- Town of Mammoth Lakes Police Department: Provide police services to the Town.
- Mono County, California: Location of small undeveloped area of north Parcel B.

- Mono County Local Agency Formation Commission (LAFCO): Approves annexations into local agency service districts if required.

APPENDIX A

PROJECT PROPOSAL LETTER

Introduction

This appendix includes helpful background information, the general purpose and need for the project, and detailed descriptions of the proposed project components. To facilitate both Forest Service and Town of Mammoth Lakes review of this information, we have structured this appendix in a way that describes projects with regard to their location on private or National Forest System (NFS) lands. Unless specified, all other information is pertinent to both parties.

Background

The private parcels involved in this project are those that were transferred out of federal ownership in the recently completed Mammoth Base Land Exchange. The exchange was completed in March 2020 and included an exchange of 35.7 acres of United States Forest Service (Forest Service) land for 1,213.2 acres of private land. This land exchange included two parcels of land, Parcel A (20.45 acres) and Parcel B (15.25 acres), which are located on what was previously an area of NFS land within the Mammoth Mountain Ski Area (MMSA) Special Use Permit (SUP) boundary. Parcels A and B are now private land owned by Mammoth Main Lodge Redevelopment, LLC (MMLR, a wholly-owned subsidiary of MMSA) as a result of the land exchange. These parcels contain existing parking lots, guest service facilities, lodging, and sewage treatment ponds and would be redeveloped as part of the currently proposed Main Lodge Redevelopment project. Refer to **Figure 1** for a depiction of existing land ownership boundaries and Forest Plan Management Areas.

The Land Exchange Environmental Impact Statement (EIS) states that the “redevelopment of the base area currently on Federal lands would be a Reasonably Foreseeable Future Action if the exchange were to be approved.”¹ The goals of the Mammoth Base Land Exchange were to improve administrative needs of MMSA and the Forest Service and to enhance the economic and community needs within Mammoth Lakes and Mono County, California. MMLR’s plan to develop parcels A and B as part of the Mammoth Main Lodge Redevelopment project aligns with the goals of the Land Exchange EIS by improving the visitor experience at MMSA (a visitor experience which heavily involves visits to National Forest lands), improving guest services and technical operations, and in turn offering economic benefits to MMSA, the Town of Mammoth Lakes, the Forest Service, and Mono County.

Purpose and Need

The [Land Management Plan for the Inyo National Forest](#) (Forest Plan) allocated the Mammoth SUP area as a *Destination Recreation Area*, a designation within *Sustainable Recreation Management Areas*. The theme of this management area states, “*Iconic destinations and well [known] attractions create a high demand for recreation experiences at specific locations [...] These places, along with the close proximity to other attractions, make these destinations highly desirable.*” Desired conditions for *Destination Recreation Areas* state that “*Available infrastructure and amenities are consistent with user capacity.*” Additionally, a large portion of land adjacent to the existing MMSA SUP area is designated *General Recreation Area* by the Forest Plan. The desired conditions for *General Recreation Areas* state, “*This area offers opportunities for expansion of recreational opportunities.*”

¹ https://opr.ca.gov/docs/NEPA_CEQA_Handbook_Feb2014.pdf

In accordance with the desired conditions of these management areas and their focus on meeting recreation demands, MMLR proposes to improve its recreational offerings with the proposed action. The proposed action is consistent with all management direction provided by the Forest Plan within the existing SUP area.

The **purpose** of the proposed action is to enhance the guest experience of MMSA's day-use and overnight clientele.

The proposed action is **needed** to:

1. Renew and improve guest services, guest circulation, accommodations, and portal staging capacity in the Main Lodge Base area;
2. Replace aging infrastructure;
3. Expand guest services offerings to meet increased demands; and
4. Offer learning progression opportunities for lower ability level skiers through enhanced skier services, improved terrain, and additional lifts.

To meet these needs and best utilize the public and private lands within the Main Lodge Base area, key infrastructural changes are being proposed. These changes include roadway realignments, lift realignments, additional utility corridors, parking areas with improved access to lifts, a water tank with a gravity fed system to comply with building codes and provide fire suppression capabilities, and water storage facilities for snowmaking, irrigation, and fire prevention/suppression. These proposed changes are necessary to address aging infrastructure, meet anticipated recreation demands, and create the desired conditions for this management area. To best utilize lands in the base area, certain project components would be located on NFS land or relocated from private land to NFS land. These changes are intended to improve guest circulation, operational efficiencies, fire safety, and ski area access. All infrastructural changes are described in detail in the following paragraphs.

Federal and State Guidance

The proposed improvements in this document constitute a federal action, which has the potential to affect the quality of the human environment on public lands administered by the United States Forest Service (Forest Service). Therefore, these projects must be analyzed pursuant to the National Environmental Policy Act of 1969 (NEPA). Under NEPA, federal agencies must carefully consider environmental concerns in their decision-making processes and provide relevant information to the public for review and comment.

The California Environmental Quality Act (CEQA) is similar to NEPA in its intent and review process. CEQA applies to all California state, regional, or local agencies who propose a project that "may have a significant effect on the environment" (per Public Resources Code § 21082.2(a) & (d)).² CEQA does not apply to federal agencies. The projects described in this document that would occur on private land are subject to CEQA and are appropriate to be addressed in the Specific Plan through CEQA as well as in this EIS.

Lead NEPA and CEQA agencies have the authority to determine which level of environmental review is appropriate for a project. In some cases, a joint NEPA/CEQA process will be pursued if a project will clearly have one or more significant impacts. This document focuses primarily on the proposed projects on NFS land, however, because of the impacts of and relationship between the proposed projects on NFS lands and the proposed projects on private land, a joint NEPA/CEQA analysis is necessary for these

² <https://www.fs.usda.gov/project/?project=30428>

projects. The separate “Project Description” described in the CEQA Specific Plan provides more details of all improvements planned on parcels A and B. The projects proposed on private land and the specific project components that are considered *connected actions* with private land development are identified in the following sections.

Private Land Development

The Main Lodge area experiences a high volume of guests across all four seasons. It is a popular entry point onto the mountain and the surrounding public lands but in many cases has dated and limited infrastructure to support the influx of guests. MMLR plans to address these issues by developing Parcel A and Parcel B and providing redeveloped and additional lodging and guest services facilities. These facilities are needed to meet the anticipated guest demand at build-out. Refer to **Figure 4** for a depiction of existing conditions and to **Figures 8 and 9** for a depiction of proposed conditions on the private parcels.

The existing buildings and parking lots within Parcel A would be replaced by improved lodging and skier service facilities and supporting infrastructure to create a cohesive base area village. The new configuration of Parcel A would remove the numerous existing architectural barriers and replace them with a seamless connection between a pedestrian plaza in the center of the village and the improved ski frontage (the “ski beach”) described in the *Projects on NFS Lands* section below. The existing wastewater treatment facilities within Parcel B would be reconfigured to accommodate the development of limited residential lots on the parcel as well as a Reclaimed Water Treatment Plant (RWTP) and up to 15 million gallons of on-site tertiary treated effluent storage to serve MMSA’s needs. The neighboring Mammoth Mountain Chalets that currently exist under a separate Forest Service SUP unrelated to MMSA or MMLR would remain subject to the terms and conditions of their respective permits, but will be benefitted by the provision of upgraded utilities and access. This section provides a brief description of the projects proposed on the private parcels for context, however, as mentioned earlier, more detailed descriptions of the private parcel development projects will be included in the CEQA Specific Plan.

RESIDENTIAL

Plans for Parcel A development include eight buildings that would offer accommodations in addition to other services. At buildout, these facilities would accommodate up to 2,000 overnight guests in 482 planned lodging and residential units (refer to **Figure 8**). Additionally, Parcel B would be developed with 15 residential lots (refer to **Figure 9**). The lodging improvements on parcels A and B would increase the accommodation capacity in the Main Lodge area up to approximately 2,000 overnight guests from the existing 784 overnight guests, a maximum net increase of approximately 1,216 overnight guests.

COMMERCIAL

Commercial facilities are proposed in all buildings within Parcel A. Services in these facilities include mercantile retail outlets, a fitness and spa center, food and beverage, entertainment and event space, and an adventure center. Most skier services such as ticketing, ski school, and rentals would be located off of Parcel A in the Skier Services Building (SSB) on NFS lands, described under the *Projects on NFS Lands* section below. This configuration of commercial space with Parcel A and the location of the SSB would allow for an optimized arrival experience for day-guests and also meet the demands of overnight guests. Commercial activity for overnight guests would be centralized within Parcel A, while the SSB is located at the bottom of ski terrain, adjacent to the shuttle stop and short-term parking area (discussed in the following *Parking* and *Transit* sections), and on the eastern side of the base area for guests parking along

Highway 203. This would allow day-guests to easily access this building while also providing convenient access for overnight guests accessing the resort from the private parcels.

HIGHWAY 203 RELOCATION

In order to optimize vehicle flow, avoid congestion, and improve pedestrian safety, MMLR proposes to reroute Highway 203. The reroute would only move the section of the highway that passes along the southern boundary of Parcel A, which would be rerouted within the northern and western portions of Parcel A. The road would be a two-lane stretch of roadway with two 15-foot travel lanes and a 5-foot uphill bike lane. The proposed plan includes several access points into parking, residential, and lodging facilities on Parcel A. A shuttle stop and temporary parking area would also be constructed between Parcel A and the proposed skier services building within the existing SUP area. Additionally, MMLR proposes to construct a pedestrian walkway on the southern side of the road to provide safe pedestrian access into and around Parcel A. The realigned roadway would provide improved year-round access to the Mammoth Mountain Chalets SUP area as well.

This project would provide space for improved parking areas and shuttle stops along the road to improve skier and traffic circulation (refer to **Figure 5**). Additionally, it would allow for a portal between the ski beach and the main village area in the winter and summer seasons (refer to **Figure 8**). The realignment would greatly improve the arrival experience of guests while complimenting other projects that are intended to enhance the Main Lodge staging capacity. In order to construct and maintain the roadway, MMLR would collaborate with CalTrans, Town of Mammoth Lakes and the Forest Service. To facilitate this cooperation, MMLR anticipates that CalTrans and the Town of Mammoth Lakes will be engaged in the environmental review process as cooperating agencies. Further details on the technicalities regarding ownership and maintenance will be developed with stakeholder agreements as the NEPA/CEQA process continues.

ARRIVAL

Parking

Under the proposed development plan for parcels A and B, all of the existing private vehicle spaces on the private land parcels would be replaced by facilities and accommodations that are intended to improve the guest experience. Several new underground parking garages are proposed to provide parking for guests in the Main Lodge Base Area. Most of these spots are planned primarily to serve as spaces for overnight guests, but some may be available for day users and employees depending on usage patterns. Short-term and drop-off parking would also be provided immediately to the east of the newly proposed SSB described under the following *Projects on NFS Lands* section.

Additional parking facilities would support increased portal staging capacity, which accounts for private vehicle parking as well as transit, private vehicle drop-off, and skiers within walking distance.

Transit

As seen in **Figure 8**, there is an arrival plaza proposed on the eastern edge of Parcel A for short-term parking as well as transit and charter bus drop offs. It would also provide a turn-around area for large vehicles (such as semi-trucks) that reach the end of the road by inadvertently driving past the end of the redevelopment. Under this configuration, Charter buses could park at either Big Bend Parking Lot for the day or Parcel B as space may allow. Currently, MMSA is using a similarly located Reds Meadow Transit drop-off to minimize the congestion of off-loading and loading guests on transit shuttles. This project

would support additional employee and guest arrival capacity, reduce the potential for increased vehicle miles traveled, and would help to improve transit services at MMSA.

INDUSTRIAL USES

MMLR proposes the inclusion of the following industrial uses on Parcels A and B to help support the other proposed uses of the site. This includes: RWTP facility, Facilities Maintenance Shop, Sign Shop, Telecom Shop, Mercantile Distribution, Equipment Maintenance Garage, Fleet Fueling Station, Solid Waste Recycling Facility, and Laundry Facility. Facilities of these types currently exist in some form on Parcels A and B.

SUPPORTING INFRASTRUCTURE AND UTILITIES

The proposed projects on Parcels A and B would increase the demand for utilities such as sewage, electric, water, and communications. Plans for Parcel A include a new utility distribution sub-station to supply power to the proposed village and upgrades to existing propane tanks and lines to accommodate additional infrastructure at MMSA. Refer to the *Projects on NFS Lands* section below for more information on these projects and the associated utilities proposed on NFS lands. Additionally, MMLR is currently researching the viability of developing a geothermal heat source within the boundaries of parcels A and B for purposes of both building heating and snowmelt systems, as well as a heat source for domestic water uses.

Snow removal from parcels A and B would be stored within the boundaries of the parcels and will be fully detailed and defined in the CEQA documents.

Reclaimed Water Treatment Plant

On Parcel B, existing wastewater treatment is accomplished through open retention and settlement ponds entirely located within the parcel. The proposed development projects would use Parcel B for residential development, while also creating a need for an RWTP in the area. MMLR proposes to reconfigure its existing wastewater treatment facilities within Parcel B to serve wastewater management needs within the private parcels and from facilities on NFS lands, including the SSB and mid-mountain lodges as well as the Chalets.

The proposed on-site wastewater treatment, reclamation, storage, and reuse would use approximately 7 acres of land within Parcel B. Components of this project include on-site packaged water treatment plant modules housed within a new building, pump stations, irrigation and equalization systems, disposal sites, odor and FOG control systems, a spray irrigation system, and an effluent storage reservoir (refer to **Figure 9**). Reclaimed water would then be reused for snowmaking and summer irrigation purposes or discharged into the nearest ephemeral stream, as described in the following sections and shown in **Figure 5**.

Permitting for the RWTP would follow the Water Reclamation Requirements for Recycled Water Use (Order WQ 2016-0068-DDW), adopted on June 7, 2016 by the California State Water Board. The Order establishes standard conditions for recycled water use and conditionally delegates authority to an Administrator to manage a Water Recycling Program and issue Water Recycling Permits to recycled water users. Only treated municipal wastewater for non-potable uses can be permitted, such as landscape

irrigation, crop irrigation, dust control, industrial/commercial cooling, decorative fountains, etc. Potable reuse activities are not authorized under this Order.³

Two ponds with a combined capacity of 15 million gallons are also planned on Parcel B for additional reclaimed water storage. As described in the following *Projects on NFS Lands* section, this water could be used for irrigation, snowmaking and wildfire fighting response purposes.

Connected Actions

The Council on Environmental Quality (CEQ) has regulations for implementing NEPA that require federal agencies to consider the following types of actions and impacts in an environmental document.⁴

Actions

1. *Connected Actions*: actions that are dependent on each other for their utility.
2. *Cumulative Actions*: actions which, when viewed with other proposed actions, have cumulatively significant impacts and should, therefore, be discussed in the same impact statement.
3. *Similar Actions*: actions which, when viewed with other reasonably foreseeable or proposed actions, have similarities that provide a basis for evaluating their environmental consequences together.

There are several projects within this proposal that would be considered *connected actions* with the private land development described above. These are projects that would not have utility without the development of projects on private parcels. Projects on NFS land that are connected to the development of parcels A and B are:

- Removal of the existing road and construction of the new road connecting parcels A and B
- Construction of a snowmobile crossing under the road connecting parcels A and B
- Modifications to and construction of utility lines serving both private parcels
- Construction of effluent discharge pipe from the RWTP to Dry Creek

Projects on NFS land that are connected to the development of Parcel A only and that would occur regardless of whether the development of Parcel B is approved:

- Modifications to and construction of utility lines serving Parcel A
- Installation of a gravity-fed water tank
- Construction of the Big Bend Parking Lot
- Construction of the Mountain Operations and Administration Headquarters
- Construction of the new Skier Services Building
- Shortening the Discovery Chairlift and replacing the Panorama Gondola in a new parallel alignment from the Main Lodge to McCoy Station and then to the Top Gondola Station
- Development of beginner ski terrain adjacent to the new Skier Service Building down to the Big Bend Parking Lot, including the Big Bend Relay Chairlift, Surface Platter Lift, and two moving carpet lifts.

Each project component is described in detail in the following sections.

³ https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/requirements.html

⁴ 40 CFR 1508.25

Projects on NFS Lands

The following proposed projects would be located on existing NFS lands and are necessary in conjunction with the private land development described above to improve the guest experience, portal staging, and skier circulation in the Main Lodge area; accommodate more beginner skiers at ski school; and strengthen skier services and administrative operations at the resort.

ROAD CONNECTING PARCELS A AND B

In order to facilitate access to the water storage ponds, RWTP, and private residential parcels on Parcel B, MMLR proposes to build a new roadway connecting Parcel A and Parcel B. The existing service road in this area is a gravel-surfaced road that is steeper than the acceptable gradient for public roads. The existing road has an 18 percent grade. The new roadway would follow more gradual contours and would have a less steep gradient, generally 6 percent or less. It would be approximately 1,200 feet long and 100 feet wide, to allow for proper grading, drainage, and shoulder snow storage during the winter months. The road would be paved and designed for two 15-foot travel lanes with a 5-foot uphill bike lane and 1-foot downhill paved shoulder. As described in the following *Snowmobile Trails* section, the new roadway construction would incorporate an underpass to facilitate continued operation of the existing USFS designated “F” snowmobile trail traversing the roadway line. Construction of this road would require vegetation clearing as well as grading in this approximately 3-acre area of disturbance. The existing gravel service road would be removed following construction of the new roadway, and relevant proposed utilities including snowmaking described in the following *Underground Utilities* section would be placed in the road corridor during the construction process.

TRAILS

Snowmobile Trails

The existing snowmobile trails are routed between parcels A and B and are designated Trail “F” of the USFS designated snowmobile trail system. The proposed road connection between parcels A and B would intersect the existing snowmobile trails. To accommodate the trails, MMLR proposes to construct an underpass for safe snowmobile crossing.

Pedestrian Paths

To create a connection between parcels A and B, pedestrian paths are proposed (refer to **Figure 10**). These natural surface paths would tie into the existing trail network and benefit the public by improving connectivity between Parcel B and the rest of the mountain during snow-free months. The construction of designated pathways in this area is also intended to prevent user-created trails on NFS lands. An easement or similar agreement would be necessary for the development of these pedestrian connections.

Additionally, a raised, paved sidewalk with curb and gutter that is approximately 8-feet in width is proposed along the uphill side of the roadway connecting parcels A and B to facilitate safe year-round pedestrian access between Parcel A and Parcel B.

NEW LIFTS, LIFT REPLACEMENTS AND RELOCATIONS

Magic Carpets

MMSA proposes to construct two magic carpets (surface conveyor lifts) in the Gus’s Pasture area, directly northeast of the existing Main Lodge (refer to **Figure 5**). One carpet, MC1, would be 100 feet

long and would have a lower slope angle for first-time skiers. The other carpet, MC2, would be 300 feet long and would have slopes with 10 percent grade to aid skier progression. This would enable skiers to start their lessons at MC1 and eventually progress to MC2, further promoting the overall suite of beginner learning opportunities in and around the base area. An extension of existing underground power lines would be required to power these magic carpets.

Currently, one magic carpet exists near the bottom of the Lower Panorama Gondola terminal. It serves skiers from the Main Lodge Base Area and Lifts 2/10 and experiences high ridership. Beginners then progress to the Discovery Chair, which provides most of the beginner terrain on the mountain. The proposed magic carpets would supplement the existing beginner terrain under the Discovery Chair and would support a more gradual skier progression. These lifts would also support higher volumes of guests that would result from other proposed Main Lodge projects. Their location would become the primary teaching area for ski school, called Gus's Pasture, and would be adjacent to the proposed ski school building, SSB3. More information about SSB3 is discussed in the following *Facilities* section.

These magic carpet projects are independent of the Private Land Development, as they would serve the MMSA guest experience, and more specifically the purpose of offering learning progression opportunities for lower ability level skiers, with or without the base area redevelopment.

Lift 37 Surface Platter

Proposed Lift 37 would also be located in Gus's Pasture and would be accessible from each of the proposed magic carpets. MMSA proposes this lift to support the learning progression within the Gus's Pasture teaching area. The lift would be a surface platter lift 500 feet in length and would provide access to slopes of 12 percent grade. After skiers progress from MC1 to MC2, they would be able to take the platter lift to continue their learning progression. An extension of existing underground electric lines near the base area would be required to supply electricity for this lift as well.

This lift project is independent of the Private Land Development, as it would serve the MMSA guest experience, and more specifically the purpose of offering learning progression opportunities for lower ability level skiers, with or without the base area redevelopment.

Big Bend Relayer Lift

MMSA proposes to install a new detachable four-person lift, the Big Bend Relayer or Lift 36, from the base of Gus's Pasture to the intersection of *Jill's Run* and *St. Moritz* trails. It would be approximately 1,100 feet in length and would provide direct access from the proposed Big Bend Parking Area and Mountain Operations and Administrations Headquarters to the Main Village Base Area for better skier circulation and access to and from these key staging portals. It would also service skiers using new beginner terrain, as described in greater detail below. The arrival experience and staging capacity of the proposed Big Bend Parking Area is further discussed under the following Terrain and Infrastructure heading. This lift would also receive electricity from an extension of the existing lines near the base area. The proposed lift alignment would require an approximately 40-foot-wide tree-cleared corridor and some associated grading work at the bottom and top terminals.

Existing Lift 11 Discovery Chair

The existing Discovery Chair (Lift 11) is 1,975 feet long and has a design capacity of 2,400 people per hour. It was built in 1999. It is one of the most heavily used lifts at the resort because it provides access to

beginner terrain for ski school and beginner skiers. The existing bottom terminal and one lift tower are currently within Parcel A.

In order to best utilize the private land configuration, MMSA proposes to shorten the lift by moving the bottom terminal 350 feet southwest within the current alignment. This change will open up space for additional guest service facilities on private lands and help provide an enhanced arrival and accommodation experience when coupled with other private lands projects. Further, the proposed location of bottom terminal will ensure that skier circulation within the base area is not compromised.

The bottom lift terminal would be relocated within the existing MMSA SUP boundary. The shortened lift would be approximately 1,600 feet long and the lift capacity would remain at 2,400 people per hour. Construction would require approximately 20,000 yards of cubic cut and approximately 27,000 yards of cubic fill and would occur on previously disturbed lands near the base area. Existing underground electric lines that currently supply power to the lift will be rerouted to provide electricity to the proposed bottom terminal location.

Panorama Gondola

The existing Panorama Gondola is approximately 3,645 feet long and has a design capacity of 2,400 persons per hour. It was built in 1999. Similar to the existing Discovery Chair, the bottom terminal of the Panorama Gondola is currently located on private land. MMSA proposes to move the bottom terminal approximately 200 feet south into the existing SUP area. Similar to the Discovery Chair project described under the previous heading, this change will open up space for additional guest service facilities on private lands and help provide an enhanced arrival and accommodation experience when coupled with other private lands projects. Further, the proposed location of bottom terminal will ensure that skier circulation within the base area is not compromised. The new bottom terminal building is anticipated to be two stories with a 45-foot maximum building height.

In addition to moving the bottom terminal of the Lower Panorama Gondola, MMSA proposes to replace both stages of the Panorama Gondola with a higher-capacity 10-passenger detachable gondola. The Panorama Gondola is one of the most popular lifts at MMSA in the summer and winter and is reaching the end of its operational life. This replacement would address both capacity and aging infrastructure needs. For this project, MMSA proposes to further study and analyze several initial alignment options. These include the following:

- Option 1: Align the new gondola in the existing alignment along both the lower and upper stage, utilizing the existing mid-gondola terminal and top-gondola terminal building with modifications to the existing buildings
- Option 2: Align the gondola approximately 70 feet immediately east of the existing gondola for both the lower and upper stage. Includes terminal building additions to both the McCoy Station mid-gondola station and the top gondola building with modifications to the existing buildings as well
- Option 3: Align the gondola approximately 70 feet immediately east of the existing gondola for the lower stage and land the upper stage to the immediate west of the top gondola terminal. Includes terminal building additions to both McCoy Station and the top gondola building with modifications to the existing buildings as well

All scenarios are displayed in **Figure 12**. In all scenarios, the new gondola would have a design capacity of 3,000 pph and would increase the combined capacity of both gondola stages by 390 guests per day.

Similar to the Discovery Chair, underground electricity would be rerouted from the existing line that currently powers the lift. Lift installment efforts would require grading in the areas for the proposed terminals and tree removal along the lower stage of the proposed lift alignment. Under Alternative #1, the construction of the new lift would require the decommissioning of existing gondola in successive years to allow construction of the new gondola, thus losing gondola access on the lower and upper stages in the two successive years of construction. Under options 2 and 3, the new lift would be installed parallel to the existing lift such that the existing lift could stay in operation throughout the duration of construction. The existing lift would be removed after the installation of the new lift and grading would be required to create smooth surfaces at the removed towers. The bottom terminal footprint would be remediated as a component of Base Area redevelopment that would occur on private lands. Finally, the existing maintenance service road along the east side of the mid-gondola station would be rerouted around the north end of McCoy Station to maintain access to the operational facilities to the east of McCoy Station.

TERRAIN AND INFRASTRUCTURE

Expanding terrain and infrastructure is critical to MMSA's operations over the next decade. The development of additional terrain and infrastructure would help MMSA provide an enhanced guest experience by creating better skier circulation and connectivity between key areas of the SUP area. Additionally, parking related improvements discussed in this section are intended to improve the arrival experience by creating an additional employee parking lot in the Big Bend area to ensure operational capability and improve the employee experience.

Terrain Development

MMSA proposes to construct approximately 8 acres of new ski trails within the existing SUP area, including approximately 2 acres of trail connections between the Big Bend Parking Area and Lifts 2 and 10. The ski trails would provide additional beginner terrain at the base of the mountain in the Gus's Pasture area and facilitate connections between the proposed Big Bend parking area and the rest of the mountain. Construction of these trails would require clearing and associated grading within the proposed area and would include associated snowmaking improvements.

More specifically, the proposed ski trails within the SUP area include four new beginner trails providing additional Ski School terrain and connecting existing trails to the Big Bend Parking Area to provide egress back to the proposed parking area. The projects are depicted in **Figures 3 and 5**.

Ski Beach Improvements

The ski beach is a relatively flat area between the Main Lodge and lifts. It experiences heavy ski traffic as well as congestion from guests milling and staging throughout the day. The area currently extends 60 feet between the existing Main Lodge building and Broadway Express and has only a small area where skiers can enter the mountain to access lifts, causing issues with skier access and circulation. With the previously approved replacement of Broadway Express, proposed shortening of the Discovery Chair, proposed upgrade of the Panorama Gondola, and the proposed reconstruction of the Main Lodge, the ski beach would have a snow front of over 1,530 feet and the area would have approximately 165 feet between the snow front and the Broadway Express terminal. This would provide better access for skiers from the main village onto the mountain and would create more space for skiers to gather as they begin and end their day on the mountain, directly improving skier circulation and staging capabilities. The snow front would be on the perimeter of the village plaza, creating a portal between the mountain and the

village and the transit hub. Minimal grading would be required to create a comfortable slope in the ski beach.

In the summer, MMSA would incorporate terracing and a daylighted creek between the proposed Lower Panorama Gondola terminal and the proposed SSBs. The old 203 corridor would be graded and vegetation would be incorporated for a seamless entry into the village from the mountain.

Snowmaking

Snowmaking is proposed along the improved ski beach, magic carpets and platter, and on the proposed ski trails near the Big Bend Relayer lift. In total, this would amount to approximately 9 acres of new snowmaking coverage. Snowmaking would provide better snow surface and early season conditions for skiers and on the ski beach area. By improving the snow surface, skier circulation and the guest arrival experience would benefit.

Expanding the snowmaking in these areas would use all existing snowmaking infrastructure but would require the installation of additional snowmaking pipes (see **Figure 7**). Five additional lines would be installed as extensions of the existing pipe system. Each pipe would be buried at a depth of approximately five feet and would have a 40-foot disturbance corridor. This additional coverage could be accommodated by MMSA's existing wells and those that were previously approved in the 2019 Environmental Assessment, which are anticipated to be constructed by the 2023/24 season.

In addition to expanding its snowmaking coverage, MMSA proposes to route reclaimed water from the RWTP in Parcel B, along the proposed roadway connecting parcels A and B, and to the existing mid-mountain snowmaking reservoir by McCoy Station via a 12-inch pipeline. This would provide additional water for snowmaking and summer irrigation and would make use of recycled water generated by the RWTP. It is anticipated that reclaimed water will significantly reduce the overall use of fresh groundwater for snowmaking (and for irrigation).

Parking

Current parking facilities at the Main Lodge Base Area accommodate up to 270 cars and 30 buses. In order to accommodate the increased guest capacity anticipated by the proposed Main Lodge Base Area improvements and improve employee access to the resort, a new parking lot, the Big Bend Parking Area, is proposed to be constructed on NFS land. The parking lot would contain approximately 360 stalls and would be located on the southern side of Highway 203 between the Main Lodge Base Area and the Chair 2 Base Area. This area would not offer guest services but would likely have a public restroom for guests parking here. The new lot would primarily be utilized by employees starting their shifts in the proposed Mountain Operations and Administration Headquarters building described under the *Facilities* section below and would have dedicated parking for employees on an as-needed basis. By providing more spaces for employees, they would no longer need to utilize the existing guest parking along Highway 203 between the Chair 2 base and the Main Lodge Base Area. This would ultimately improve the guest experience at the Main Lodge staging portal by leaving more parking spots available for guests and would significantly improve the employee experience by locating employee parking in an area adjacent to their dedicated facilities. A consolidated employee parking area will also enhance operational efficiency on snow days/nights, allowing planned use of parking in a manner coordinated to permit 24-hour snow removal operations. MMSA acknowledges that the existing Uptown and Downtown mountain bike trails would be displaced and relocated to immediately adjacent forested areas to accommodate the planned Big Bend Parking Area described below (see **Figure 10**).

Utilities

MMSA and MMLR propose to upgrade existing utilities in order to serve a higher capacity of guests. Refer to **Figure 6** for a depiction of existing and proposed utility lines. Specific utilities are discussed in greater detail in the following sections.

Propane

MMSA currently serves the Main Lodge Base Area with one 20,000-gallon and one 10,000 gallon tank within Parcel A as well as propane lines that serve the existing buildings (refer to **Figure 6**). The proposed projects would require an upgrade to the existing tanks or an additional propane tank as well as extensions of the existing propane lines to serve the proposed Parcel A development. Additional or upgraded tanks and lines would be primarily located within Parcel A. Propane would also be routed along the road connecting parcels A and B to serve the Parcel B development.

Communications

The Main Lodge Base Area has several communications lines which include both fiber optic and copper telephone lines collectively serving ski area operations and guest accommodations. New lines would be required to connect the proposed development projects to these existing lines. MMLR proposes to install a new line to provide improved service to the Main Lodge Base area on NFS lands parallel to the existing water line that connects to Woolly's (refer to **Figure 6**).

Water

There are currently several underground water lines serving the Main Lodge Base area at MMSA. These lines are predicted to be adequate to serve the proposed projects on the SUP, however, the proposed projects on parcels A and B would require a separate storage tank. The 2022 MDP determined that proposed projects on parcels A and B and Skier Services Buildings on NFS lands would require a minimum 686,000-gallon storage tank to meet Average Daily Demand (ADD) and fire flows to comply with California Fire Code.

In order to meet the additional domestic water storage needs of the proposed projects, MMLR proposes to construct a gravity fed water tank system. A gravity fed system would be more reliable than a pressurized system as it would not require pressure pumps or additional electricity. The closest location for the tank to provide adequate pressure for the flows anticipated for the Main Lodge base development would be near the top of the Discovery Chair, on NFS land (refer to **Figure 6**). The location would be approximately 500 feet northwest of the lift's top terminal in a forested area between two existing ski trails on NFS land. This location is at an elevation of 9,080 feet and would provide 75 psi pressure to the Main Lodge base area. The reservoir would be an above-ground Superior bolted or welded steel reservoir 16 feet tall and 95 feet in diameter. The tank would be painted to blend in with the surrounding forest canopy in the area in accordance with the approved Inyo National Forest prescribed Color Palette. The plan would also include an approximately 1,800-foot-long pipe trench for both tank fill and gravity flow pipelines back to the Main Lodge base routed along the Apple Pie ski run and towards the base of the Discovery Chair. Installation of the water storage tank and associated water mains would create approximately 2 acres of disturbance.

Wastewater Management

As mentioned previously, MMLR proposes to reconfigure and upgrade its WWTP on Parcel B as part of the Main Lodge Redevelopment. The new RWTP is contemplated to reclaim water which could be utilized for both snowmaking and irrigation purposes on NFS lands. Further, in addition to proposed sewage lines, a reclaimed water line is proposed along the road between parcels A and B and up the Broadway Ski Run to route reclaimed water from the RWTP into the snowmaking reservoir at mid-mountain for winter snowmaking and summer irrigation purposes (refer to **Figure 6**). Also, 15 million gallons of combined reclaimed water storage is planned on Parcel B to bolster overall snowmaking capacity of MMSA. Finally, in the event storage capacities are reached on both Parcel B and at the mid-mountain snowmaking reservoir, the RWTP would discharge tertiary treated effluent to surface flows of Dry Creek on NFS lands on an as-needed basis. The discharge point to Dry Creek would require the burial of approximately 75 feet of pipe on NFS lands from the private land boundary. The pipe and discharge point locations would allow reclaimed water to gravity flow to Dry Creek.

Electricity

The Main Lodge Base Area is the site of four electric lines serving its lifts and facilities. As described in the previous sections, several proposed lifts would require an extension of existing lines or new dedicated underground power lines. These projects include Lift 37, the proposed magic carpets, snowmaking, and the private land development in the Main Base area. The proposed Main Lodge Base Area would also most likely require a new substation and reticulation to supply power to parcels A and B, as described above. This would be located within Parcel A and would serve the private land development projects as well as service loads from elsewhere in MMSA. Proposed power lines would be installed on NFS lands underground and along roads when possible, including under the proposed road connecting parcels A and B.

In addition to the improvements noted above, preliminary evaluation indicates a 12kV line extension from the Minaret Substation adjacent to the Woolly's Adventure Summit site would need to be installed in the HWY203 right-of-way to service the proposed redevelopment on parcels A and B. This may include trenching an installation of a new duct bank of approximately two miles and associated pull structures in the asphalt shoulder of the roadway from the Minaret Substation to Parcel A. This potential alignment is displayed in **Figure 6**.

FACILITIES

Within the SUP boundary, MMSA proposes to create three skier services facilities and one Mountain Operations and Administration Headquarters facility to better support guests and MMSA operations. MMSA (and its parent company, Alterra Mountain Company) is committed to reduce energy and waste and incorporate sustainability into its operations and infrastructure. All proposed facilities would be designed to honor this pledge. Employee housing would also be developed offsite to support additional employee capacity, however, these would not be built on NFS lands.

Skier Services

MMSA proposes to provide additional skier services in some buildings on private land, including a number of kiosks. Four kiosks are proposed on NFS lands on the improved ski beach. These kiosks are intended to provide convenience retail and food and beverage outlets for guests, appropriate to seasonal uses (see **Figure 8**).

In addition to the buildings proposed on private land, MMSA proposes to construct a new Skier Services Building (SSB) on NFS land to replace the existing Main Lodge and operations. The proposed building has been designed by Hart Howerton to serve a variety of skier services purposes. The building would have a total area of approximately 88,500 square feet and would be sectioned into three distinct areas, SSB1, SSB2, and SSB3. The building would be adjacent to the proposed magic carpets and ski beach area, directly northeast of the existing Main Lodge (see **Figure 5**). SSB1 would primarily offer food and beverage services and would also be the site of public lockers. SSB2 would be three stories and would include rentals, food and beverage space, and ski school facilities. SSB3 would have facilities for emergency and service vehicle access, administrative services, executive and coach offices, disabled sports, and the ski team. Overall building heights of SS1, SSB2 and SSB3 would range from 35 feet to 75 feet (refer to the **Height Analysis Exhibit**). The building would be three stories and would be accessible from the village plaza and from the snow so that ski school can easily access lifts and terrain (see **Figure 8**). All skier services buildings would be designed to meet Forest Service Built Environment Image Guide standards. This will ensure that materials and surfaces blend with the natural surroundings and are consistent with other components of the built environment at MMSA. These buildings would also be ADA accessible.

MMSA intends to construct this new skier services building in an effort to upgrade the existing 162,036 square feet of base area facilities in the Main Lodge, Mammoth Mountain Inn, Woollywood Ski School, Yodler Restaurant, and the slope-side Ski Team headquarters to more modern and efficient buildings. Some of these services would remain on Forest Service land in the proposed skier services building and some would be moved onto the private land into the proposed commercial services buildings on Parcel A. In total, the skier services building would create approximately 88,500 square feet of guest service area on NFS land. The proposed building would disperse skiers and improve guest satisfaction by consolidating guest services, increasing restaurant seats and locker space, and dedicating more space to ski school and operations, thus providing more efficient MMSA services.

Mountain Operations and Administration Headquarters

MMSA proposes constructing a Mountain Operations and Administration Headquarters building adjacent to the proposed Big Bend Parking Area that would be dedicated to mountain operations and administration. This building would follow Forest Service Built Environment Image Guide standards to ensure that materials and surfaces blend with the natural surroundings and are consistent with other components of the built environment at MMSA. The building will be ADA accessible. This would be a three-story building with a height of approximately 50 feet. The footprint would be approximately 8,000 square feet and total interior space for the three stories would be 24,000 square feet. Employees would be able to park in the proposed Big Bend Parking Area or take public transit to access the building. Water and electricity would be supplied via existing lines between the Main Lodge Base Area and Chair 2 base. Wastewater and optic fiber lines would be supplied via proposed lines between the Town and the Main Lodge Base Area as previously described.

SUMMER ACTIVITIES

In an effort to create an integrated and holistic summer experience, developed summer activities such as mountain coasters, zip lines, and ropes courses would be located at Woolly's Adventure Summit rather than at the Main Lodge Base Area. These activities have been previously analyzed and approved in a separate NEPA process. In addition to these activities, MMSA intends to focus on improving passive summer activities in the Main Lodge Base Area. Passive activities in the area include scenic gondola

rides, transit hub activity of the Reds Meadow/Devils Postpile shuttle bus service, and access to the mountain bike park and hiking trails.

The proposed Main Lodge redevelopment projects would also require existing summer operations to be slightly adjusted due to grading and construction processes. To accommodate the Parcel A development, MMLR would relocate the existing EuroBungy trampoline and upgrade the existing climbing wall. Additionally, the lower portion of the MegaZip would be removed and not replaced. Existing mountain biking and hiking trails on NFS lands that terminate in the Main Lodge Base Area would also be shortened or rerouted to accommodate the proposed Parcel A development.

DEFENSIBLE SPACE AND FIRE PROTECTION

Catastrophic wildfire events are becoming increasingly common and pose a risk to developed areas across the U.S., including many ski resorts. Due to the high risk of wildfire occurring within forested lands throughout California in particular, MMLR proposes to implement best contemporary forestry practices. This includes reducing the forest fuel load in and around the project area to mitigate the risk of catastrophic wildfire. This would provide protection to MMSA guests and staff as well as to MMSA's valuable infrastructure, particularly if the proposed projects are constructed.

Defensible space would be created in and around parcels A and B to enhance the safety of the wildland-urban interface (WUI; see **Figure 11**). MMLR proposes defensible space strategies such as shaded fuel breaks and mechanical/hand thinning units along all roads and between proposed infrastructure. Shaded fuel breaks strategically within specific area(s) for the strict objective of reducing, modifying, and managing fuels within designated areas in order to enhance mitigation efforts in the event of a wildland fire situation. A shaded fuel break does not remove all vegetation in a given area, but rather intensively thins existing trees and removes the bulk of the surface fuels, such that fire cannot spread vertically or horizontally within the treatment area. Where infrastructure does not occur, treatment units will be established by analyzing forested areas most at risk to wildfire. These defensible space strategies not only create more resilient forests but also ensure access and egress is protected in the event a wildfire would occur. MMLR would approach these projects by coordinating with forestry professionals and local fire agencies familiar with the specific site conditions. Known evacuation routes, population density, and other site-specific factors are important considerations to determine the most appropriate way to achieve the project's goals.

Additionally, the proposed configuration of Parcel B includes two water ponds. These proposed water storage areas would benefit MMSA by providing up to an additional 15 million gallons of water for wildfire fighting response. This water could be used by responding wildfire agencies and could also be distributed through MMSA's mountain-wide snowmaking system, potentially providing substantial protection for the ski area and the Town in the event of a prevailing wind wildfire approaching from the west.

**FIGURE 1.
EXISTING BOUNDARIES AND
FOREST PLAN MANAGEMENT AREAS**

-  Highway
-  Lifts
-  SUP Boundary
-  Wilderness
-  Inyo NF General Rec Management Area
-  Inyo NF Destination Rec Management Area
-  Private Land



Scale (feet)
0 500 1000

Owens River Headwater Wilderness

**Parcel B
Private Land
Subject to CEQA**

**Parcel A
Private Land
Subject to CEQA**

**Inyo National Forest
General Recreation
Management Area
(Mixed/Moderate Use)
Subject to NEPA**

**Inyo National Forest
Destination Recreation
Management Area
Subject to NEPA**

Mammoth SUP Boundary

FIGURE 2.
EXISTING MOUNTAIN CONDITIONS

- Highway
- SUP Boundary
- Snowmobile Trail
- Private Land
- Trail Centerlines
- Lifts
- Gladed Skiing
- USFS Permit Cabins

SE GROUP

Scale (feet)
0 500 1000

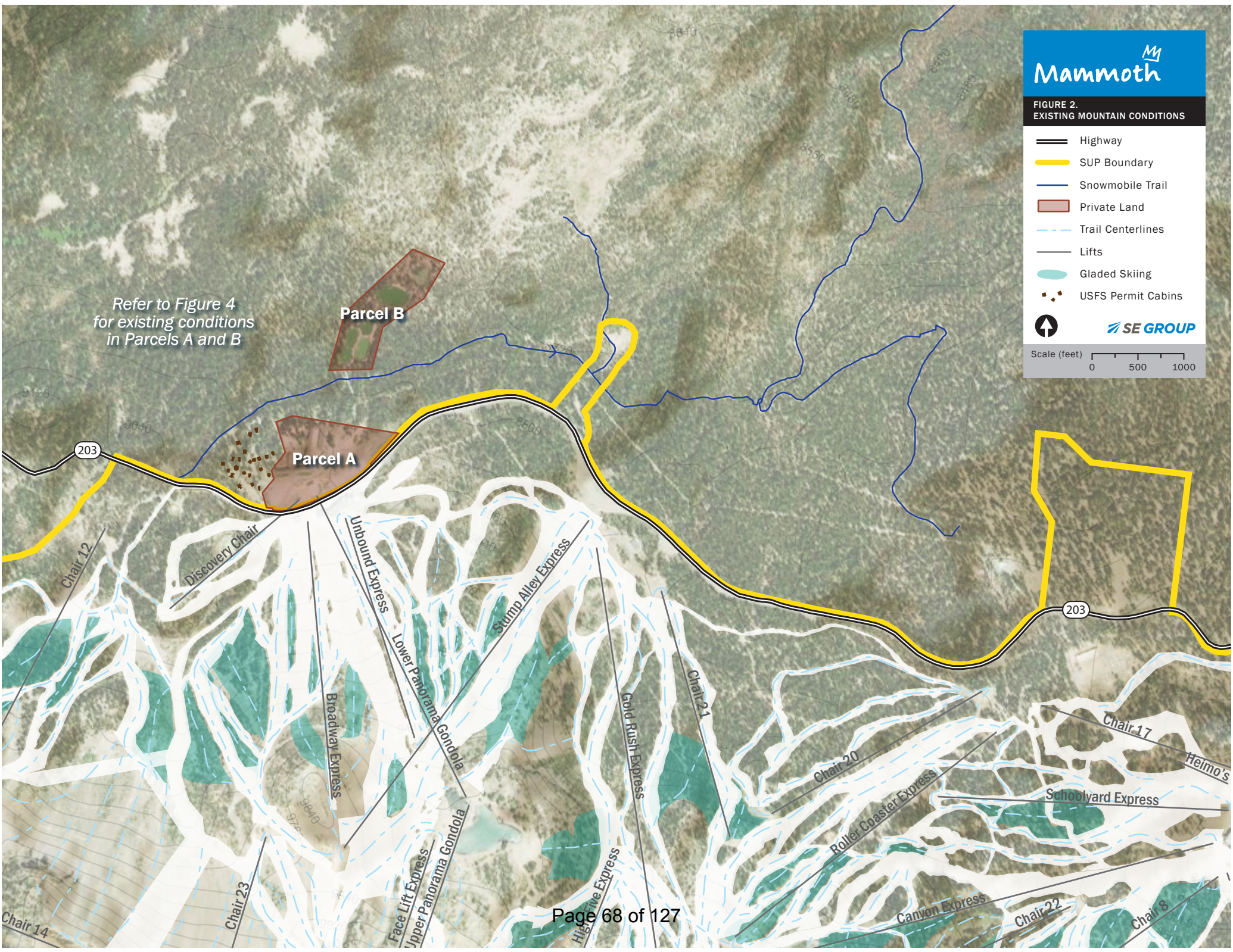


FIGURE 3.
PROPOSED MOUNTAIN CONDITIONS

EXISTING

-  Highway
-  SUP Boundary
-  Snowmobile Trail
-  Lifts
-  Gladed Skiing
-  USFS Permit Cabins

PROPOSED

-  Highway
-  Highway to be reclaimed
-  Road
-  Trails
-  Trail Centerlines
-  Proposed Lift
-  Lift Relocations
-  Previously Approved Lift




Scale (feet)

1000

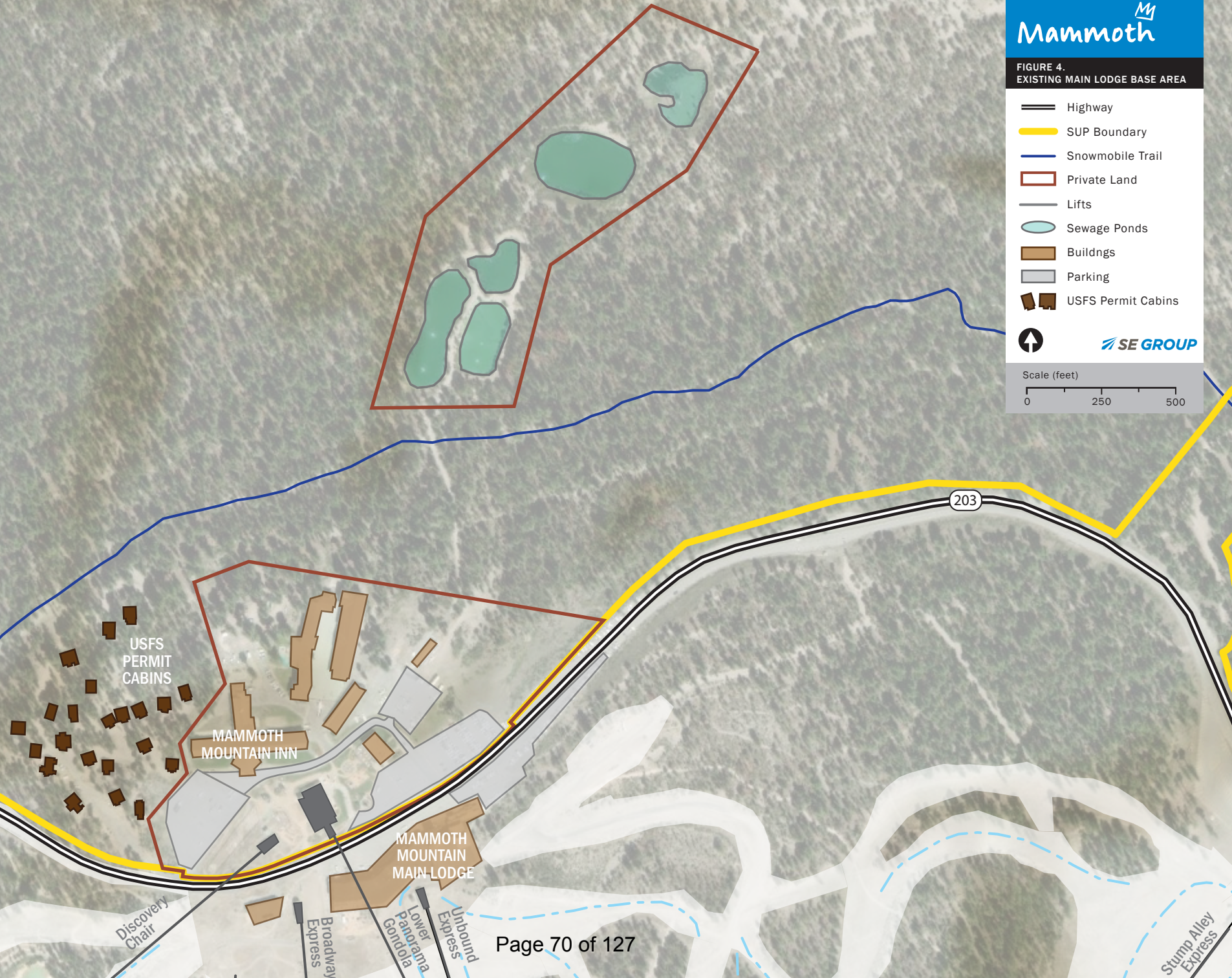
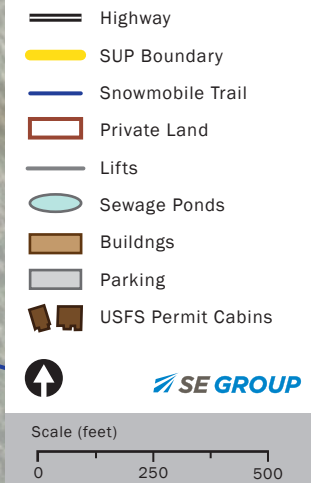
0

500

REFER TO FIGURE 5
FOR PROPOSED PROJECTS
IN PARCELS A AND B

REFER TO FIGURE 12 FOR
PROPOSED ADDITIONS TO THE
PANORAMA GONDOLA TERMINALS

FIGURE 4.
EXISTING MAIN LODGE BASE AREA



EXISTING	PROPOSED
 SUP Boundary	 Highway
 Snowmobile Trail	 Road
 Lifts	 Trails
 Streams	 Trail Centerlines
 USFS Permit Cabins	 Buildings
	 Parking
	 Water Bodies
	 Proposed Lift
	 Lift Upgrades
	 Previously Approved Lift

Scale (feet)

0 250 500

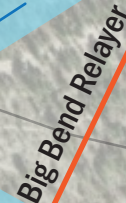
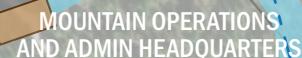
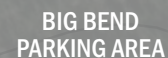
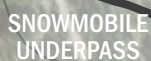


FIGURE 6. EXISTING AND PROPOSED UTILITIES

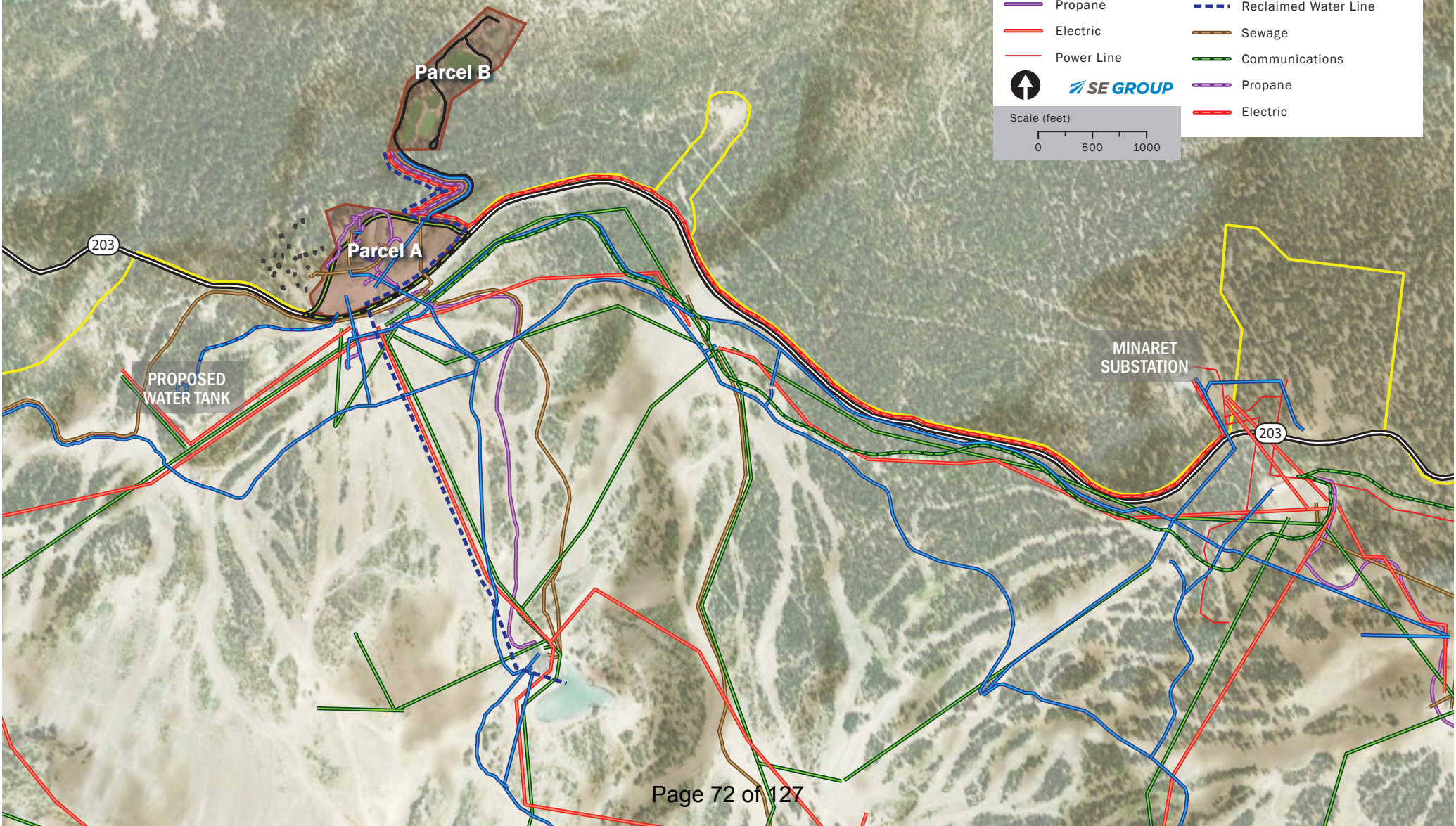
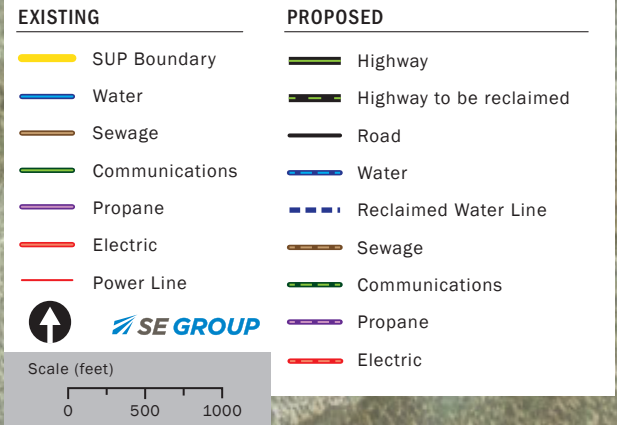
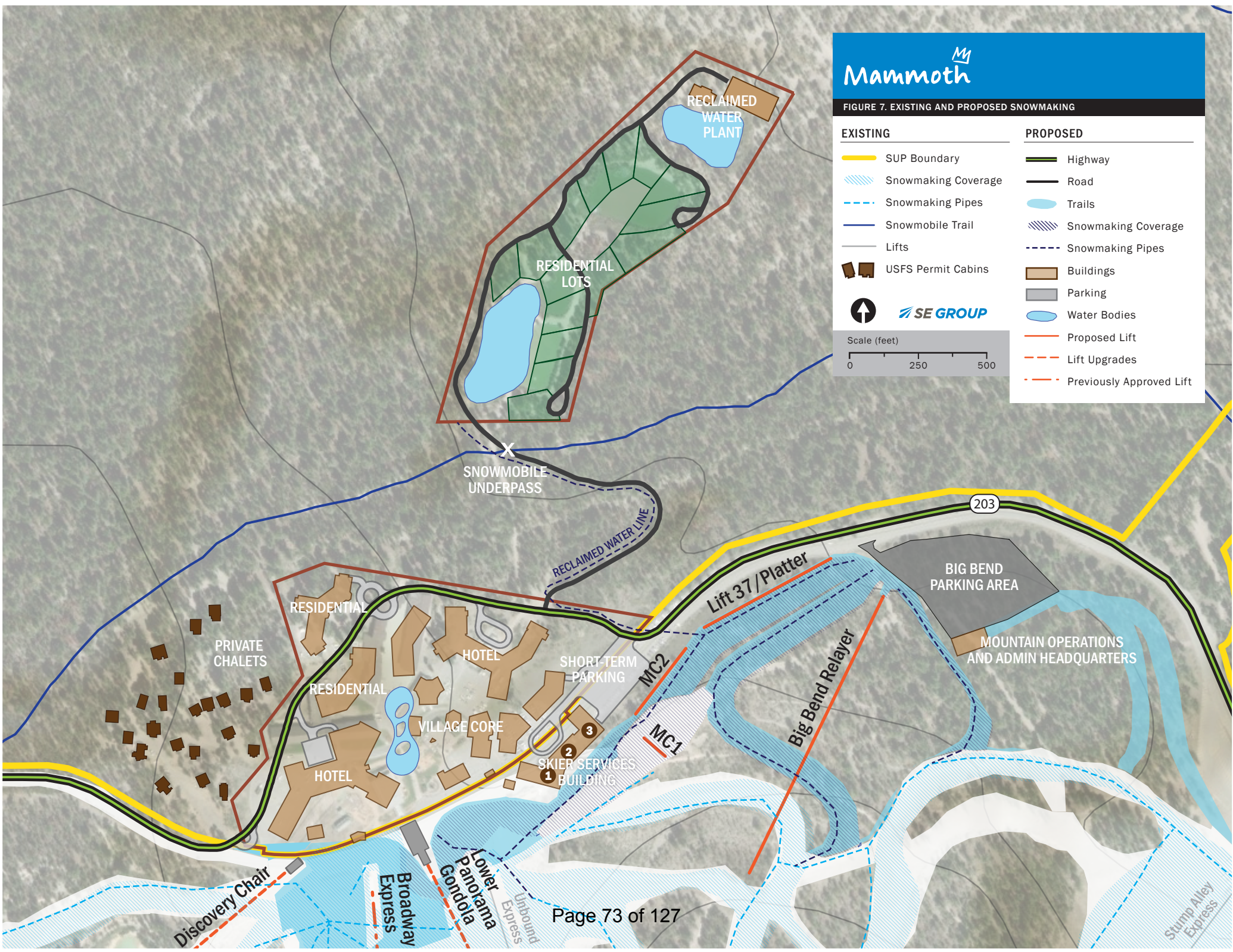


FIGURE 7. EXISTING AND PROPOSED SNOWMAKING

EXISTING	PROPOSED
SUP Boundary	Highway
Snowmaking Coverage	Road
Snowmaking Pipes	Trails
Snowmobile Trail	Snowmaking Coverage
Lifts	Snowmaking Pipes
USFS Permit Cabins	Buildings
SE GROUP	Parking
Scale (feet) 0 250 500	Water Bodies
	Proposed Lift
	Lift Upgrades
	Previously Approved Lift



PARCEL A DRAFT - ACCOMMODATIONS		
	UNITS	
H1-A		147 units
H1-B		40 units
H2		180 units
R1		43 units
R2		33 units
V5		6 units
V6		12 units
V7		21 units
TOTAL		482 units



Figure 8 | Draft Parcel A Site Plan

Mammoth Main Lodge April 14, 2022

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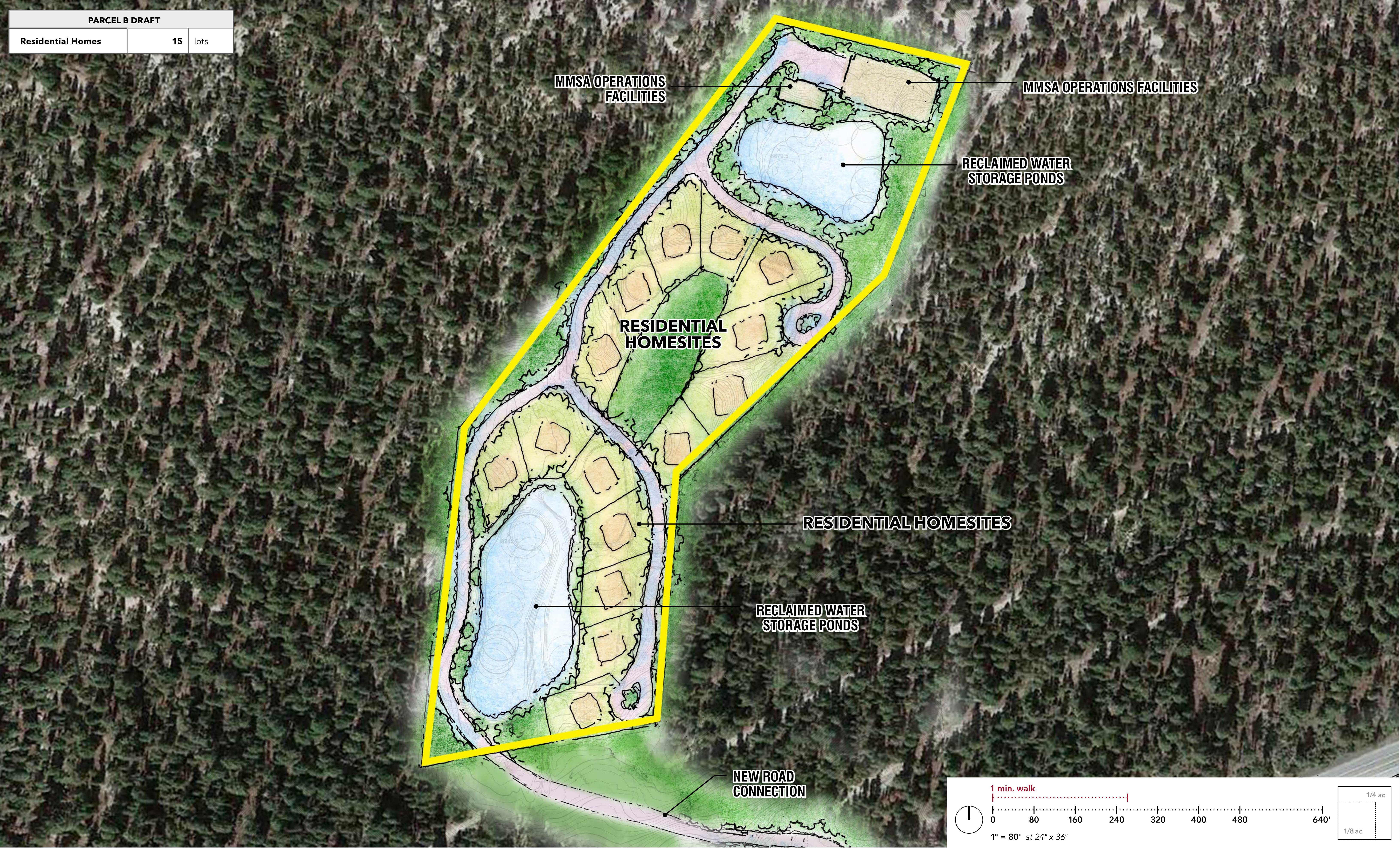


Figure 9 | Draft Parcel B Site Plan

Mammoth Main Lodge April 14, 2022

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EXISTING	PROPOSED
 SUP Boundary	 Highway
 Snowmobile Trail	 Road
 Mountain View Trail	 Paved Sidewalk
 Biking Trails	 Natural Surface Paths
 Hiking Trails	 Bike Trail Reroutes
 Mountain Roads	 Buildings
 Lifts	 Parking
 USFS Permit Cabins	 Water Bodies
	 Summer Lift Upgrades
	 Proposed Lift
	 Previously Approved Lift

Scale (feet)

0 250 500

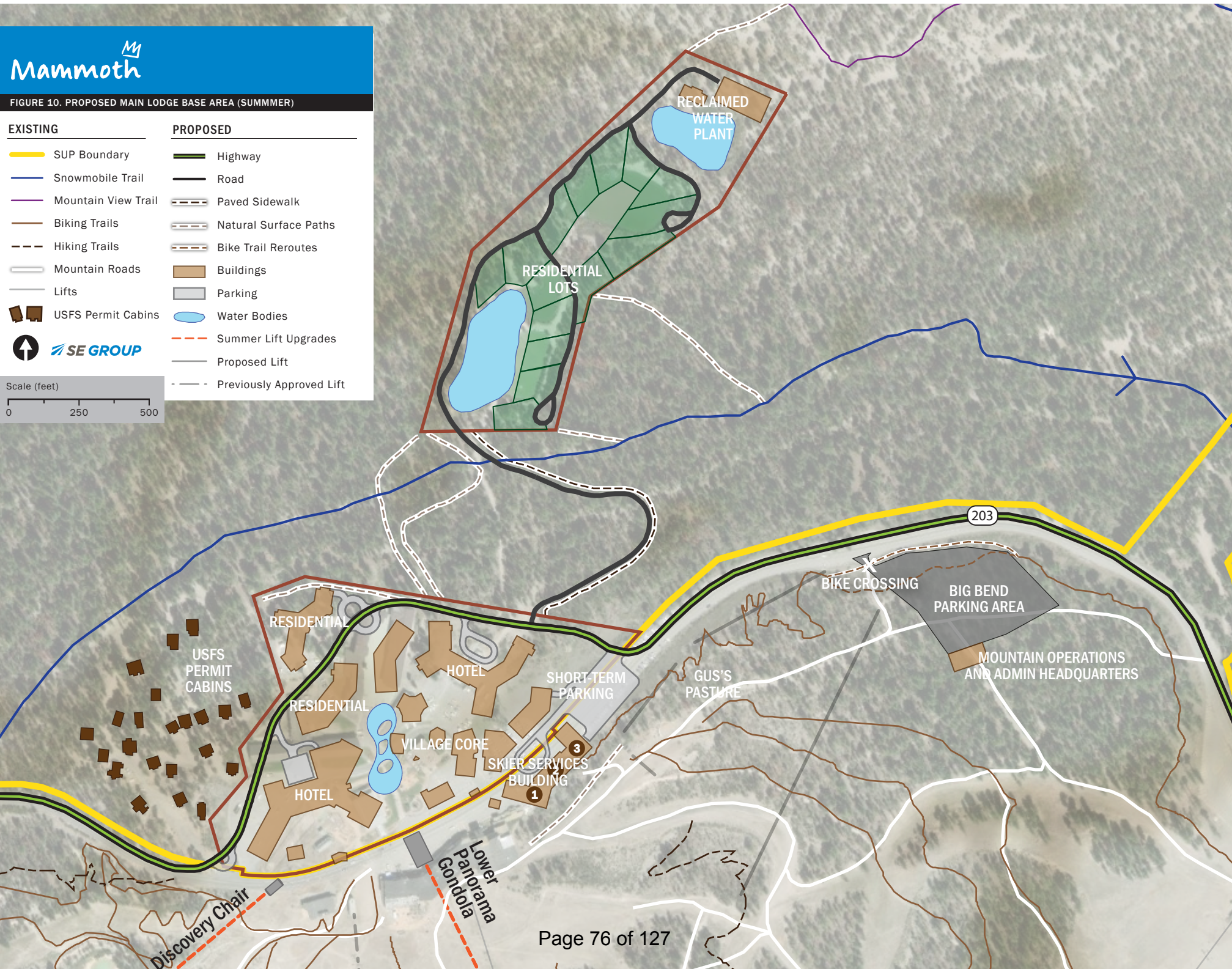


FIGURE 11.
PROPOSED DEFENSIBLE SPACE

EXISTING

- Highway
- SUP Boundary
- Snowmobile Trail
- Lifts
- Gladed Skiing
- USFS Permit Cabins

PROPOSED

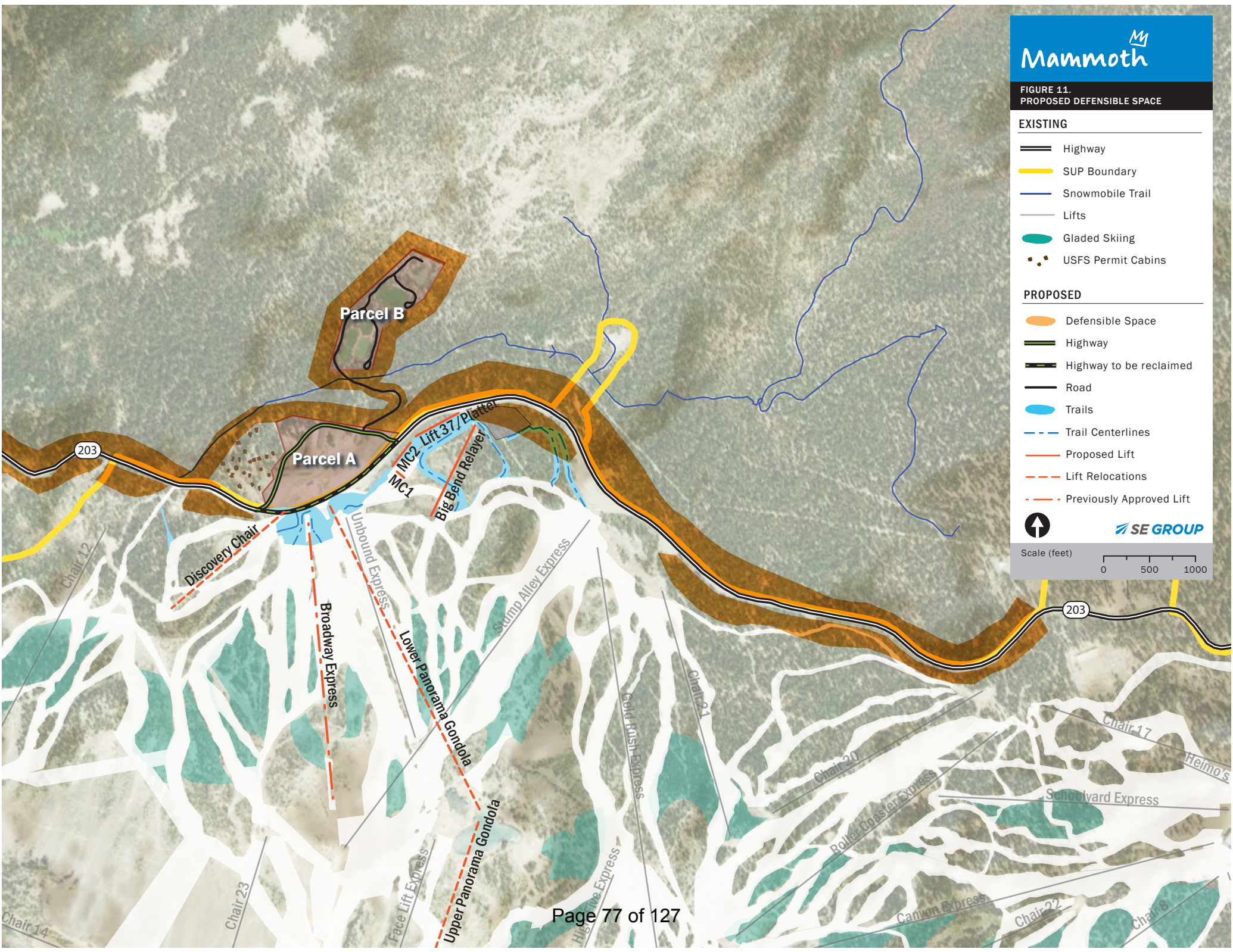
- Defensible Space
- Highway
- Highway to be reclaimed
- Road
- Trails
- Trail Centerlines
- Proposed Lift
- Lift Relocations
- Previously Approved Lift



SE GROUP

Scale (feet)

0 500 1000



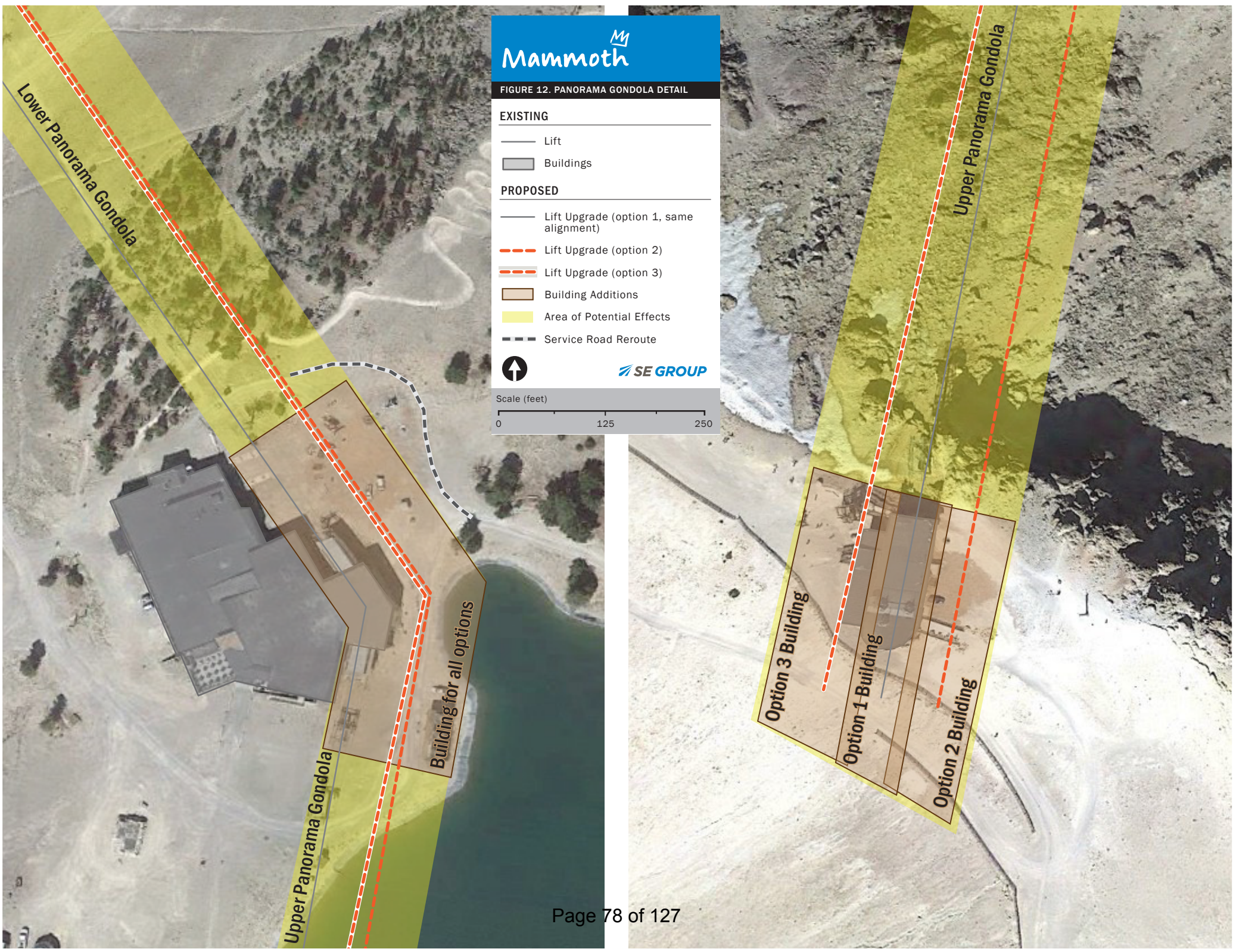




FIGURE 12. PANORAMA GONDOLA DETAIL

EXISTING

- Lift
- ▒ Buildings

PROPOSED

- Lift Upgrade (option 1, same alignment)
- - - Lift Upgrade (option 2)
- - - Lift Upgrade (option 3)
- ▒ Building Additions
- ▒ Area of Potential Effects
- - - Service Road Reroute



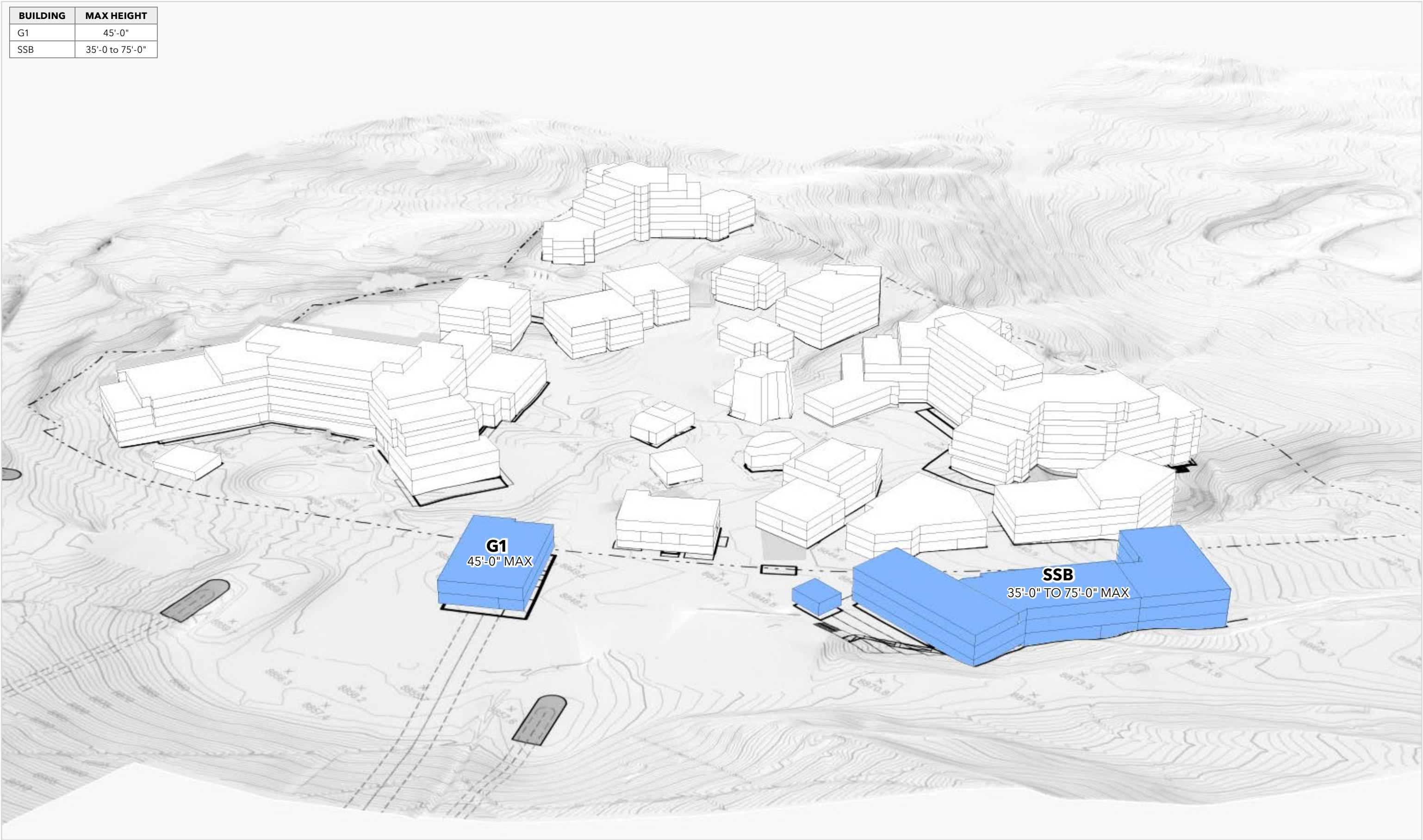
Scale (feet)

0

125

250

BUILDING	MAX HEIGHT
G1	45'-0"
SSB	35'-0 to 75'-0"



Mammoth Main Base Redevelopment Project (Evolving Main) Considerations Sheet

Topic		Consideration		Interested Parties	Discussion/Notes	Status
A	State Route (SR) 203	A1	Alignment	Town, USFS, Caltrans, Devils Postpile	Granite Construction study underway to evaluate alternative alignments. USFS to follow up on whether further analysis is needed. See A2.	Open – USFS and see A2
		A2	Design – must comply with Caltrans standards (including truck route design standards per SB 606 (A3))	Town, USFS, Caltrans, Devils Postpile	Granite Construction/Triad coordinating on design to show where are unable to meet Caltrans standards (per 12/1/23 call). Although must meet Caltrans standards, Town's design standards provided to applicant Oct 2022. Future needs/projects that may influence road design?	Open – Applicant (Granite/Triad coordinating)
		A3	SB 606 – Monitor and keep Town Council informed	Town, USFS, Caltrans	Governor signed; bill will become effective 1/1/24. Streets and Highways Code §503.	Closed
		A4	Ownership	USFS, Caltrans, Town, FHWA	USFS owns land. Caltrans easement for road. Federal Highway Administration authority too. If Town were to own road, must at minimum be Parcel A to the summit (so no orphaned portion), Relinquishment Assessment Report (RAR) to be prepared by Caltrans; Town requested RAR 12/7/23.	Open – Caltrans to prepare RAR
		A5	Maintenance, snow removal	See A4	If Town were to own road, permanent funding source must be in place for Town to operate and maintain road in perpetuity (regardless of whether redevelopment occurs) before taking ownership	See A4
		A6	Snow removal	MMSA, USFS, Caltrans, Town	Agreement currently in place between MMSA and Caltrans – will that shift to Town if Town owns road?	See A4
		A7	Construction phasing	USFS, Caltrans, Town, Devils Postpile	Consider related projects (roads to Reds Meadow, fuels reduction, etc.). Anticipate will build rerouted road while existing road (or a temporary alignment) is in operation.	See other A issues

Mammoth Main Base Redevelopment Project (Evolving Main) Considerations Sheet

Topic		Consideration		Interested Parties	Discussion/Notes	Status
B	Access/ Egress	B1	Direct/emergency access; evacuation planning	Town, USFS, Devils Postpile, MLFPD, MLPD	See Project Summary Figure 17 – Circulation for proposed emergency vehicle access. Working Group w/ MLPD & MLFPD 12/8/23.	Open
		B2	Transit access	Town, USFS, Devils Postpile, ESTA	Bus and shuttle routes, stops/turnarounds – including for Reds Meadow bus. Working Group w/ ESTA 12/8/23.	Open
C	Traffic	C1	Concern with traffic impacts	Town, Caltrans	Forest Trail at the Village especially with other new developments Traffic study looking at 203 from 395 to Main Lodge; what about Bishop Airport traffic? Need to make sure all appropriate intersections are included in LOS study as expect community concerns re indirect impacts across town.	Open – Traffic study scope being developed
D	Parking	D1	Sufficiency of proposed parking	Town, USFS, Caltrans	What is net change (# spaces, free parking)? Evaluate proposed (Figure 19 Parking & Figure 20 Parking Summary) vs. Town standards (17.44) Parking on SR 203 ROW - will that be allowed if transitioned to Town? Big Bend aimed more at employees vs. visitors (walkability)? More bed capacity on-site could reduce some demand.	Open
E	Housing	E1	Affordable housing compliance (MC 17.136)	Town (Nolan), MLH	Code allows compliance via fees, on-site, off-site, conveyance of land, or alternate housing mitigation plan. Credits may be used. Application is a legislative request, subject to Town discretion.	Open - No housing proposal from Applicant yet
		E2	Incremental employee demand	See E1	237 net new employees estimated by Applicant's EPS analysis. Consider need for both permanent/seasonal workforce and temporary (construction) workers.	See E1
		E3	Housing Needs Assessment / Housing Element	Town	Relation to Housing Needs Assessment and Housing Policies (housing mitigation requirements)?	Open - See E1

Mammoth Main Base Redevelopment Project (Evolving Main) Considerations Sheet

Topic		Consideration		Interested Parties	Discussion/Notes	Status
F	Water/ Wastewater (MCWD)	F1	Connect to MCWD or independent	Town, MCWD, LAFCO	If not connected to MCWD, would need to determine governing structure and long-term operational sustainability (e.g., special district fees, potential impacts to Town, MCWD, County if an independent system is not sustainable in the future, etc.). Town, MCWD, Applicant 8/11/23 call – agreement to include option for MCWD connection in CEQA. Not in MCWD service area now.	Open - Applicant to provide MCWD connection info for CEQA analysis
G	Trails/ Public Access	G1	Existing trails/public access conditions will be altered by project. Ensure conditions are improved with project (public access to non-fee recreation). Staging areas, signage/wayfinding, etc.	USFS, Town (Lawson Reif, Devils Postpile	See Project Summary Figure 21 Open Space and Trail Network - need more information on project design details. Applicant anticipates providing some facilities on private land (e.g., bathrooms) (9/21/22 Council workshop notes). Staging areas for Parcel B trail connections (snowmobile, bike/multi-use summer). Signage/wayfinding (trails, Reds Meadow bus, RVs, etc.). Ebikes? Vista Scenic Overlook may need increased capacity/improvements.	Open
		G2	Trail System Master Plan	See G1	Is project consistent? What is the impact of the project on the Town's trail network? How will new trails tie into Town's network? Trails MOU between USFS & Town.	Open
		G3	Other Mobility Planning documents	See G1	Is project consistent? District Planning documents, Walk, Bike, Ride and Mobility Hub study.	Open
H	Height	H1	Building height relative to surrounding tree canopy	Town, USFS	Tree canopy here is shorter/wind stunted. See Project Summary Figure 13 – Parcel A Conceptual Building Height & Figure 14 – Parcel A Conceptual Massing Plan. GP Policy C.2.X re limit building height to tree canopy.	Open – get area tree height; CEQA Aesthetics

Mammoth Main Base Redevelopment Project (Evolving Main) Considerations Sheet

Topic		Consideration		Interested Parties	Discussion/Notes	Status
I	Tree Removal	I1	Concern with tree removal on Parcel B	Town	Town MC 17.36.140 threshold of 12" DBH. Requires tree removal and protection plan and replacement planting at Director's discretion. Consider fuels reductions efforts too.	Open – Applicant to provide tree survey
J	Renewable Energy	J1	Geothermal	USFS, BLM, MCWD, CalGEM	Geothermal was not included/accepted in USFS MDP or PPL. BLM retained subsurface rights in land exchange; applicant does not have rights to propose use of geothermal.	Closed; consider other alternative sources (see J2)
		J2	Ground source heat pump, other renewable energy (solar, etc.)	USFS, Town, Utilities	Discuss for inclusion in specific plan. Use of propane vs. transitioning to all electric.	Open
K	Discharge into Dry Creek	K1	Consider getting preliminary feedback from Lahontan ahead of Draft EIR/EIS	Lahontan, USFS	Current ponds discharge into Dry Creek (confirm), but WWTP would alter discharge. MCWD suggested getting preliminary feedback from Lahontan (8/11/23). USFS to be involved in any of these discussions. Lahontan will comment on Draft EIR/EIS.	Open
L	Snow Storage	L1	Sufficiency of snow storage	Town, USFS	See Project Summary Figure 22 – Parcel A Proposed Snow Management) vs. Town standards (17.36.110) Roadways, versus pedestrian, versus parking area versus buildings. Specific requirements for designated snow storage areas.	Open
M	Equity	M1	Prioritizing wealthy skiers (those that can afford to stay on site) vs. day skiers	Town, USFS	Day use/seasonal lockers, walking to lifts from transit users vs on-site guests	Open
N	EIFD	N1	Desire for Town to capture increased portion of the property tax increase. Purpose for Town: • Fuels Reduction	Town, County	Anticipate to be part of the Development Agreement discussions. Town/County joint meeting 10/17/23.	Open

Mammoth Main Base Redevelopment Project (Evolving Main) Considerations Sheet

Topic		Consideration		Interested Parties	Discussion/Notes	Status
			Housing			
O	Economic Impacts	O1	Economic impacts of project on the region and the town	Town, MLT, Chamber	Concern re cannibalize existing businesses/facilities – hotels/TOT, Community Recreation Center/ice rink, etc. How will project phasing affect TOT?	Open – NEPA includes socio-economic analysis
P	Historic Buildings/ Elements	P1	Retain/incorporate historic buildings/elements into redevelopment	Town, USFS	Comments re preserving the Yodler and Mammoth Mountain Inn elements.	Open – CEQA will analyze
Q	Tribal Consultation	Q1	Tribal consultation	Town, USFS, tribes	Town AB 52 consultation underway (records search negative for indigenous sites)	Open
R	LAFCO	R1	Potential district annexations	LAFCO / MCWD	Potential for annexation into the Mammoth Community Water District.	Open
S	Survey Bust	S1	Survey bust at northern end of Parcel B – a portion is outside of the Town’s boundary	Town	Anticipate go through LAFCo to address this survey bust after specific plan adopted (noted in 10/13/22 completeness letter).	Open
T	General Plan	T1	General Plan consistency	Town	Thorough consistency analysis underway; Project Impact Evaluation Criteria (PIEC) analysis in process. What other amendments are required (e.g., maps, new land use designation(s), buildout table, etc.)?	Open
U	Hazards/ Wildfire	U1	Consistency w/ multi-jurisdiction hazard mitigation plan? Community wildfire protection plan?	Town, MLFPD, USFS	Consider fuels reductions efforts too.	Open
V	Design Guidelines	V1	Design Guidelines consistency	Town	Is project consistent? USFS has separate guidelines too. ADP review?	Open
W	Green Infrastructure/ Low Impact Development	W1	Town General Plan Policies for green infrastructure/LID S.3.M.1 , S.3.M.2, S.3.M.4	Town	What expectations will Town place on project? Green Infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle.	Open

Mammoth Main Base Redevelopment Project (Evolving Main) Considerations Sheet

Topic		Consideration		Interested Parties	Discussion/Notes	Status
					General Plan policies related to improving flood control, surface retention, subsurface water storage, and stormwater capture.	
X	Stormwater/ Drainage	X1	Sufficient stormwater/ drainage approach and infrastructure	Town	Potential Impacts to Waters of the State or Waters of the US. On site versus off site mitigation? Water quality considerations? Town and Water Board requirements in alignment? May need to review MOU between Town and Water Board.	Open
Y	Development Agreement	Y1	Community benefits/terms negotiation		Keyser Marston Associates (KMA) on contract to peer review Applicant's fiscal impact analysis and prepare value enhancement analysis to inform negotiations. Involve Council early (per 11/29/23 Workshop).	Not started
Z						
AA						
AB						
AC						
AD						
AE						
AF						
AG						

Mammoth Main Base Redevelopment Project (DZA 22-001) Outreach Plan

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Outreach/Engagement Events

Department Updates – Town Council and Commission

Purpose/Objective: Provide informal updates to Town Council and Planning & Economic Development Commission (PEDC) as needed. Consider including updates to the Parks & Recreation Commission as appropriate.

Format: 1-page update sheet included in agenda packet under Department Reports. In-person attendance by Community & Economic Development Director/staff. Virtual attendance available.

Timing: Monthly or as needed when appropriate to communicate project milestones, upcoming events, or other information.

Roles:

Town Staff

- Prepare 1-page update sheet
- Provide oral update at meetings
- Post action update to the Town's project webpage
- Report back to project team

Applicant Team

- Review draft 1-page update sheet prior to inclusion in packet

Working Group

Purpose/Objective: Provide feedback and input throughout the project from key Town staff. Members may include:

- Community & Economic Development Director
- Public Works Director (Jason Drew, NCE)
- Administrative Services/Finance Director
- Town Manager

The first round of group meetings will focus on providing guidance to the applicant for developing the draft specific plan submittal.

Anticipate initial discussion topics will include:

- Outreach plan
- Development program
- State Route 203 (e.g., realignment, design, potential ownership scenarios, etc.)
- Site layout and circulation
- Emergency access/egress
- Transit

- Public access/connectivity
- Recreation
- Workforce housing
- Parking
- Snow storage
- Renewable energy/sustainability

Additional Town staff will be invited to meetings when relevant topics are discussed (e.g., Trails Coordinator, Engineering Manager, Housing Coordinator, Police Chief, etc.). Similarly, key stakeholders will be invited based on discussion topics. This may include representatives or staff from:

- Mammoth Lakes Tourism (MLT)
- Mammoth Lakes Housing (MLH)
- Mammoth Lakes Recreation (MLR)
- Eastern Sierra Transit Authority (ESTA)
- Mammoth Lakes Fire Protection District (MLFPD)
- Mammoth Lakes Police Department (MLPD)
- Mammoth Community Water District (MCWD)
- California Department of Transportation (CalTrans)
- United States Forest Service (USFS)
- Southern California Edison
- Amerigas
- Mammoth Disposal
- Parks and Recreation Commission
- Planning & Economic Development Commission
- Town Council
- Town Attorney

Format: Virtual/Hybrid (not open to the public)

Timing: Biweekly (as feasible) or as needed, prior to and after submittal of the specific plan (meetings began in November 2023)

Roles:

Town Staff

- Schedule, facilitate meetings

Applicant Team

- Attend/participate in meetings

Workshops

Purpose/Objective: Provide public opportunities for input, discussion, and comment on the specific plan development for the project. Anticipate, present, and discuss key specific plan topics discussed by the

Working Group. The goal is to have public involvement/input on the development of the specific plan before the release of the draft specific plan and draft EIR/EIS.

Format: Joint Council/PEDC Workshop

Timing: Late 2023 and Early/Mid-2024 (target 1-2 workshops ahead of the draft specific plan and draft EIR/EIS) and as needed

Roles:

Town Staff

- Schedule, facilitate workshops

Applicant Team

- Attend/answer questions during workshops

Advisory Design Panel (ADP) Meetings

Purpose/Objective: Obtain feedback on all areas of proposed project design within the specific plan area (e.g., on-site circulation, building placement, bulk, mass, architectural style, etc.) from professional architects, landscape architects, and other members of the ADP. Anticipate multiple meetings to allow feedback to be incorporated throughout project development/refinement.

Format: Typical ADP meeting format (meetings are open to the public). In-person, but virtual attendance can be available.

Timing: Early 2024 (concept-level review); Spring 2024 (after submittal of specific plan or more detailed project information)

Roles:

Town Staff

- Schedule, facilitate meetings
- Report back to the project team

Applicant Team

- Attend/answer questions during open portion of meetings

Individual or Two Member Briefings – Councilmembers or Commissioners

Purpose/Objective: Communicate information and answer Councilmember or Commissioner questions about the project outside of a formal public meeting. Meetings may be with Town staff and the applicant team, only Town staff, or only the applicant team. Consider meeting with Parks & Recreation Commissioners as appropriate.

Format: In-person or virtual meeting with one or two Councilmembers or Commissioners.

Timing: As needed.

Roles:

Town Staff

- Schedule, facilitate meetings

Applicant Team

- Schedule, facilitate meetings

Public Hearings

Purpose/Objective: Formal public hearings required for Town decision on project, specifically for at least the following actions:

- Certification of the environmental impact report (EIR)
- Adoption of the specific plan
- Adoption of amendments to the General Plan to reflect the specific plan
- Approval of the development agreement

PEDC will consider the requested actions and make a recommendation(s) to the Town Council. Town Council will make the final decision on the requested actions. Anticipate more than one hearing will be necessary for each body.

Format: Typical PEDC and Town Council meeting format (meetings are open to the public). Hybrid (in-person and virtual attendance) available.

Timing: Late 2025

Roles:

Town Staff

- Prepare staff report
- Provide presentation and answer questions at hearings

Applicant Team

- Review draft staff report
- Provide presentation and answer questions at hearings

Consultant Team (Ascent/NCE)

- Attend public hearings and provide staff support for relevant topics

Formal Review Periods

Formal Routing

Purpose/Objective: Obtain formal and detailed input from other Town Divisions (e.g., Engineering, Building, etc.) and outside agencies on the project application (i.e., specific plan submittal). Outside agencies may include agencies listed as stakeholders under Working Group, above. Town staff will clearly communicate with outside agencies and stakeholders regarding various opportunities for input and involvement (e.g., purpose and distinction between Working Group meetings and formal routing, etc.).

Format: Routing packet delivered via email, and mail if appropriate, to outside agencies

Timing: After submittal of specific plan

Roles:

Town Staff

- Prepare routing packet
- Report comments back to project team

Applicant Team

- Discuss/respond to comments provided

Draft Environment Impact Report (EIR) / Environmental Impact Statement (EIS)

Purpose/Objective: Obtain agency and public comments on the environmental analysis of the project consistent with State and federal law (CEQA/NEPA).

Format: 45-day review period; anticipate a workshop/open house during this review period

Timing: Late 2024

Roles:

Town Staff/USFS/Ascent Environmental

- Route Draft EIR/EIS to distribution list
- Prepare for and facilitate a workshop/open house during the review period
- Review comments received
- Prepare Final EIR/EIS based on comments received

Applicant Team

- Attend workshop/open house
- Provide information as needed to address comments received

Outreach/Engagement Tools

Websites

Separate project websites/webpages will be managed by the Town, USFS, and Applicant.

- Town's project webpage - www.townofmammothlakes.ca.gov/1155/Mammoth-Main-Base-Redevelopment
- USFS project webpage - www.fs.usda.gov/project/?project=62406
- Applicant's project webpage - www.evolvingmain.com

Email Updates

The USFS will maintain the email list (opt-in sign up through the USFS webpage for this project). The USFS will send emails related to the CEQA/NEPA process (e.g., when the draft EIR/EIS is available for review, when decisions are scheduled for the project, etc.).

The Town will use the USFS email list to provide additional project information and updates related to Town public events and when key information becomes available separate from the CEQA/NEPA process (e.g., submittal of the specific plan, ADP meetings, etc.).

Additionally, the Town will use other email lists to provide updates to a larger audience, including the Community Updates/E-News from Stuart Brown, Parks & Recreation Director/PIO.



Mammoth Main Base Redevelopment Project (Evolving Main) (GPA 22-001, DZA 22-001)

Town Council Workshop – Summary Notes

Wednesday, November 29, 2023 | 3:00 p.m. (Video online [here](#))

Introduction

On November 29, 2023, the Town of Mammoth Lakes (Town) Council held a workshop to receive a presentation on the Mammoth Main Base Redevelopment Project and provide feedback.

Town Council attendees: Mayor John Wentworth, Mayor Pro Tem Bill Sauser, and Councilmembers Chris Bubser, Sara Rea, and Amanda Rice

Planning & Economic Development Commission attendees: Commissioners Paul Chang and Greg Eckert

Jen Murillo, Town Contract Planner, provided the presentation. After the presentation, Tyler Lee, Inyo National Forest Mountain Resort Specialist, provided an introduction, and Ron Cohen, President/CEO Mammoth Mountain Ski Area, provided additional project context and remarks. Then the Councilmembers and Commissioners asked questions and provided comments.

Comments and Discussion

Comments and discussion from the workshop are summarized below.

Question/Comment	Discussion/Response
State Route (SR) 203	
Why does the applicant want the Town to take responsibility for SR 203? If SR 203 needs to be built to Caltrans standards, there doesn't seem to be a good reason for it not to be maintained by Caltrans.	Applicant described that their proposal moves SR 203 from public land to their private land. Due to concern with this road being privately owned (public access) and the proposed design (more like a local road than state highway), the applicant proposes that SR 203 be owned by the Town. The Town is not obligated to accept any portion of SR 203.
What would SR 203 maintenance and circulation responsibilities like? Concern about SR 203 cost to the Town over time if the Town accepted any portion of the road.	Applicant described that the development agreement to be negotiated as part of the project would (may) include maintenance agreements for SR 203, and that maintenance costs are expected to be paid through an assessment district.

Question/Comment

Discussion/Response

Town staff described that the upcoming Relinquishment Assessment Report (RAR) will evaluate potential impacts of SR 203 relinquishment under State requirements. The RAR will be prepared and paid for by Caltrans.

For potential SR 203 relinquishment, the entirety of SR 203 should be studied, and it should be studied in logical segments.

Town staff noted that the request for Caltrans to prepare the RAR for SR 203 will be considered by Council on 12/6/23.

Outreach/Engagement

Future presentations should be more topic-focused and digestible. The categories of the EIR might be a good way to organize focus sections.

Applicant and Town staff agreed that future topic-focused conversations make sense. Topic level discussions, potentially in line with EIR/EIS areas (but not limited to only those areas), could set a framework for future conversations.

The Council and Commission should be more engaged in this project. Bring issues back to Council and Commission after Working Group discussions.

Town staff agreed that future topic-focused conversations will be brought back after Working Group discussions.

Add Mammoth Lakes Police Department to Working Group stakeholders list.

This change will be made to the Draft Outreach Plan.

What opportunities does the applicant see for community collaboration?

Applicant identified future public discussions when the Draft EIR/EIS is available as that will provide information on potential impacts and opportunity to discuss alternatives.

Is the EIR and EIS one document? When is the estimated delivery of this document?

Town staff identified that the Draft EIR/EIS will be one document. Estimated public release of the Draft EIR/EIS is Fall/late 2024.

Development Program

Is the version of the project presented a year ago (9/21/22 Council Workshop) the same as the one analyzed today?

Applicant confirmed that while the project will continue to get refined, the overall proposal is the same.

“Resort residential” is confusing. These are intended for nightly rentals, not residential.

Applicant responded that “Resort residential” is intentionally used to reflect transient nature of proposed units. All units are proposed to be short-term rentals (condo-hotel, etc.).

Are there single-family homes proposed on Parcel B? Why? Why not a denser housing type?

Applicant described that there are no single-family homes proposed. “Resort residential” units on Parcel B will be aimed at transient rentals and will likely be duplexes or triplexes.

Question/Comment**Discussion/Response****Parking**

The Big Bend parking lot is aimed more for workers on the mountain (far walk to Main Lodge). Will this really result in enough parking for visitors?

Noted for future discussions on parking.

Concern on sufficiency of the number of parking spaces. Adding 90 spaces might not be enough.

Noted for future discussions on parking.

Trails

Ensure underpass proposed for snowmobile trail between Parcels A and B is sufficiently sized for a groomer.

Noted for future discussions on trails.

Address public snowmobile trail grooming between Main Base and Woolly's.

Noted for future discussions on trails.

Show existing trails on maps in addition to proposed.

Noted for future discussions on trails.

How do the proposed trails get integrated into the trail system, given the Trails System MOU between the Town and USFS?

Noted for future discussions on trails.

Other

Adequate housing must be provided for new employees, and it should be housing that allows workers to become permanent community members.

Applicant responded that they are working to find a solution that is sustainable for workers and for the Town.

What are the evacuation plans like for these 1,200 additional guests?

Noted for future discussions on emergency planning.

Why are propane tanks being proposed when they will be phased out in the future (all electric)? Be forward thinking about alternative energy and grants/subsidies that may be available.

Noted for future discussions on energy and sustainability.

The Town should be able to demonstrate to the County Board of Supervisors that this project is beneficial to garner support for an EIFD.

Applicant responded that the project will be a significant addition to the tax base. The applicant is ready to engage in this discussion now.

Involve the Council early in the development agreement discussions and analysis that Keyser Marston will support the Town on.

Town staff described that Keyser Marston is a consultant hired by the Town to help assess the project's fiscal impacts and other factors to inform development agreement negotiations.