

DRAFT INITIAL STUDY

**TOWN OF MAMMOTH LAKES
TRAILS SYSTEM MASTER PLAN PROJECT**

TOWN OF MAMMOTH LAKES, CALIFORNIA



NOVEMBER 2010

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Prepared For:

Town of Mammoth Lakes
Community Development Department
P.O. Box 1609
Mammoth Lakes, California 93546

Prepared By:

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NOVEMBER 2010

Funding for this project has been provided by the
Sierra Nevada Conservancy,
an agency of the State of California.

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ENVIRONMENTAL CHECKLIST FORM

ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Town of Mammoth Lakes Trails System Master Plan Project
2. **Lead agency name and address:** Town of Mammoth Lakes
Community Development Department
P.O. Box 1609
Mammoth Lakes, California 93546
3. **Contact person and phone number:** Ellen Clark - Senior Planner (760) 934-8989
4. **Project location:** The Town of Mammoth Lakes Trails System Master Plan (TSMP) includes trail system components within the Town's Municipal Boundary (Town) which includes a mix of urbanized uses within the Town's adopted Urban Growth Boundary (UGB), and generally undeveloped open space and recreational lands extending beyond the UGB to the Town Limits. The Sherwins Area Recreation Plan (SHARP) area is defined as the general area in the southern part of the Town, extending south of the UGB between the Hayden Cabin site and Sherwin Creek Road on the east and Old Mammoth Road on the west, and up to Lake Mary Road. Please refer to Attachment A, *Project Description*, for illustrations of the Project Area.
5. **Project sponsor's name and address:** Same as Lead Agency, above.
6. **General plan designation:** All
7. **Zoning:** All
8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

The TSMP is a comprehensive trails and public access plan that updates the Town's 1991 Trails System Plan. In addition to new trails, paved pathways, soft-surface trails, signage and wayfinding, and associated amenities, the TSMP recommends action to improve sidewalks, crosswalks, bus stops, bike lanes, bicycle parking, summer maintenance, and snow removal. The TSMP will also integrate and adopt the Sherwins Area Recreation Plan (SHARP) as a component of the TSMP. The SHARP includes proposals for trails, public access, and recreation facilities for winter and summer use within the Sherwins area.
9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

The trail components of the TSMP are located throughout the urbanized area of the Town, and beyond beyond the Town's UGB into undeveloped National forest lands that lie within the Municipal Boundary. The Sherwins area is undeveloped with limited existing trailheads or facilities. Generally, land to the east, south and west of the Sherwins area is undeveloped National forest lands. To the north is a mix of open space, rural residential uses, and resort uses.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

The agencies with the most direct jurisdiction over the facilities discussed in the plans are the Town of Mammoth Lakes, the United States Forest Service (USFS), and Caltrans. Other agencies with jurisdiction over individual components of the plans may include, but are not limited to: California Department of Fish and Game, United States Army Corps of Engineers, United States Fish and Wildlife Service, Lahontan Regional Water Quality Control Board, and the Great Basin Unified Air Pollution Control District.

PURPOSE OF THE INITIAL STUDY

The proposed Town of Mammoth Lakes TSMP Project is analyzed in this Initial Study, in accordance with the California Environmental Quality Act (CEQA), to determine if approval of the Project would have a significant impact on the environment. This Initial Study has been prepared pursuant to the requirements of CEQA, under Public Resources Code 21000-21177, of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387) and under the guidance of the Town of Mammoth Lakes. The Town of Mammoth Lakes is the Lead Agency under CEQA and is responsible for preparing the Initial Study for the proposed project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

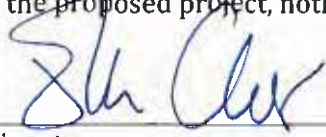
- | | | |
|--|---|--|
| ☒ Aesthetics | ☐ Agriculture and Forestry Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Greenhouse Gas Emissions | ☒ Hazards/Hazardous Materials | ☒ Hydrology/Water Quality |
| ☒ Land Use/Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population/Housing | ☒ Public Services | ☒ Recreation |
| ☒ Transportation/Traffic | ☐ Utilities and Service Systems | ☒ Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

10-29-10

Date

ELLEN CLARK, SENIOR PLANNER

Printed Name

TOWN OF MAMMOTH LAKES

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 2) A list of "Supporting Information Sources" should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 3) Impact Columns Heading Definitions:
 - "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
 - "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.
 - "Less Than Significant Impact" applies where the project creates no significant impacts, only Less Than Significant impacts.
 - "No Impact" applies where a project does not create an impact in that category. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project falls outside of a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- 4) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
- Earlier Analysis Used. Identify and state where they are available for review.
 - Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 5) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 6) The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>I. AESTHETICS</u> – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
<u>II. AGRICULTURE AND FORESTRY RESOURCES</u> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire protection regarding the state's inventory of forest land, including the Forest and Range Assessment of and the Forest Legacy Assessment Project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project::				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☒	☐	☐	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>VII. GREENHOUSE GAS EMISSIONS -</u>				
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	☒	☐	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
<u>VIII. HAZARDS AND HAZARDOUS MATERIALS -</u>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☒	☐	☐	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY –				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☒	☐	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☒	☐	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

X. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☒	☐	☐	☐
<u>XI. MINERAL RESOURCES</u> – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
<u>XII. NOISE</u> – Would the project result in:				
a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
<u>XIII. POPULATION AND HOUSING</u> – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XIV. PUBLIC SERVICES</u>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
<u>XV. RECREATION</u>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐
<u>XVI. TRANSPORTATION/TRAFFIC</u> – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities??	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A - PROJECT DESCRIPTION

A. INTRODUCTION

The Project involves adoption and implementation of the Town of Mammoth Lakes (Town) Trails System Master Plan (TSMP).¹ A primary goal of the TSMP is to create an integrated year-round trail network, within the Town's Municipal Boundary that provides a seamless transition between the Town's urbanized area, the Mammoth Mountain Ski Area (MMSA), and National Forest lands within and beyond the Municipal Boundary managed by the United States Forest Service (USFS). An additional goal of the plan is to enhance year-round mobility in a manner that is consistent with the Town's "Feet First" strategy. The TSMP includes proposals for trails, paved Multi-Use Paths (MUPs), and Recreational Nodes, as well as goals, objectives, guidelines and various other recommendations that direct implementation and management of the plan. A component of the TSMP is the "Sherwin Area Recreation Plan," (SHARP) which includes more detailed concepts for the Sherwin Area, in the southern part of the Town's municipal area. SHARP reflects the first of several more focused planning efforts that are anticipated for the area addressed by the "Soft-Surface Trails Concept" (SSTC), included as Appendix to the February 2009 Draft TSMP Plan. Among the individual projects presented within the TSMP and the SHARP, the Town has also identified a number of "Priority Projects" that are well defined and intended for near-term implementation. The priority projects identified within the SHARP reflect more in-depth analysis and study completed by the SHARP Trails Technical Committee (SHARP TTC), to develop refined proposals from those described in the November 2009 SHARP document.

For purposes of this Initial Study, the TSMP, SHARP, and Priority Projects are collectively referred to as the "Project," and are the focus of the environmental analysis included in Attachment B, *Explanation of Checklist Determinations*, of this Initial Study. With the exception of the Priority Projects, the recommendations and projects included in TSMP and SHARP are conceptual in nature and are therefore evaluated at a program-level, recognizing that subsequent more focused environmental review will occur as future project-specific development proposals are initiated under the TSMP. Also, the area encompassing trail components and/or facilities as part of the TSMP and the SHARP is collectively referred to as the "Project Area" in this Initial Study, unless stated otherwise.

B. BACKGROUND

The Town adopted a Trails System Plan in 1991 which includes the Town's "Main Path," a hard surface trail which loops around and through the town, including some sections on National forest land, and a series of "future/alternative" connector trails. Since 1991, a number of major sections of the Main Path and some connectors have been completed, with others remaining to be built. The TSMP will update and supersede the 1991 Trails System Plan. The proposed TSMP was developed through a collaborative effort between the Mammoth Lakes Trails and Public Access Foundation (MLTPA) which is a local non-profit organization, the Town of Mammoth Lakes, MMSA, and the USFS. Development of the TSMP included extensive outreach efforts in the community to determine and identify the trail needs of the community. Upon completion of the Draft TSMP in February 2009, a diverse coalition of volunteer citizens in collaboration with and technical

¹ The focus of the environmental analyses included in this Initial Study and the pending Draft EIR are based on the Draft TSMP. The Final TSMP, which may be refined based on public input during the CEQA process, is expected to be adopted following certification of the Final EIR for the TSMP.

assistance from the Town of Mammoth Lakes, USFS and MLTPA, known as the Sherwins Working Group (SWG), worked to prepare the SHARP.

C. PROJECT LOCATION AND SURROUNDING USES

1. Trails System Master Plan

Mammoth Lakes is a resort community of approximately 7,500, located in Mono County in California's Eastern Sierra region. The Town's Municipal Boundary encompasses over 25 square miles; however, the urbanized area of the town is contained within a much smaller area of about 4.5 square miles, defined by the Urban Growth Boundary (UGB). The UGB was adopted in 1993, as a growth management tool to ensure the Town retained its compact urban form, and to prevent sprawl that would threaten surrounding natural and recreational resources. Land outside of the UGB is primarily in public ownership managed by the USFS. Beyond the Town's Municipal Boundary is the Town's Planning Area. **Figure A-1, Mammoth Lakes Area Jurisdictional Boundaries**, illustrates the jurisdictional boundaries of the Town.

The TSMP addresses the entire area within the Town's Municipal Boundary. This includes trail components within the Town's UGB, which is comprised of a mix of urbanized uses, as well as system components that extend beyond the Town's UGB into mostly undeveloped National forest lands. There are a number of existing facilities that are located mainly north of the Town's UGB within the Shady Rest Park area. As described below, the Soft Surface Trail Concept and related Sherwin Area Trails Special Study (SATSS), both included as appendices to the TSMP, anticipate future trails system components in the Sherwin Area; the SSTC also anticipates future trails within Shady Rest and Mammoth Knolls areas to the north, and the Lakes Basin to the west of the Town's urbanized area.

The SSTC planning area includes a number of trail components. The SSTC provides initial concepts, planning and design guidance for a system of trails for the "donut" of land that is outside of the Town's UGB but within the Town Limits, and which for the most part, is managed by the US Forest Service. The SSTC covers lands within an approximately one mile radius of the Town's UGB, which are easily accessible from these more developed areas. The SSTC serves as a starting point for additional, more detailed trails planning for these areas, to be conducted in partnership with the US Forest Service, and other partner organizations.

2. Sherwin Area Recreation Plan

The SHARP was developed in 2009 as a follow-on planning effort from the Draft TSMP and the concepts outlined in the SSTC and SATTS. The SHARP process to date reflects a collaborative process among diverse groups to discuss recreation priorities, resolve potential conflicts and planning issues. It has resulted in the development of a broad program of trails and related facilities, and, through the work of the SHARP TTC, the refinement and more detailed articulation of certain proposals.

SHARP addresses an area within the southern part of the Town limits, generally bounded to the north by the UGB, by the Town Municipal boundary to the east, and Lake Mary Road to the west. While virtually all of the area included in the SHARP area is within the Town's Municipal Boundary, it entirely comprises National forest lands administered by the USFS, including businesses operating under special-use permit. Generally, land to the east, south and west of the Sherwins area is undeveloped federal public land administered by the USFS. To the north is a mix of open space, rural residential uses, and resort uses, including the existing Snowcreek V subdivision and proposed Snowcreek VIII resort area.

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D. EXISTING CONDITIONS

1. Trails System Master Plan

Consistent with the Town's 1991 Trail System Plan, the nucleus of the existing trail system within the UGB consists of a system of paved multi use paths, on-street bicycle facilities, and sidewalks. The trails network also includes very limited soft-surface trails within the UGB, including a private foot trail through the Snowcreek Meadow. The following discusses the primary components of the Town's trails network.

(a) Paved Multi-Use Paths (Class I)

Often referred to as a "bike path", a multi-use path (MUP) provides for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway. The California Highway Design Manual (HDM) refers to these facilities as "Class I Bike Paths." The Town's Main Path and other paved paths have generally been built in conformance with the 1991 Trail System Plan and the 2008 General Bikeway Plan. Some alignments have changed slightly, but the general concept of a Main Path loop with connections to other paths extending inward or toward the center of town (i.e. Meridian Trail) and outward or away from town (i.e. Shady Rest Park Trail) has been maintained. Some MUPs are located within National forest lands, and were built and are managed under a Special Use Permit with the Inyo National Forest. The "Main Path" envisioned in the 1991 Trail System Plan is incomplete, but its existing segments still serve as the backbone of the current off-street bikeway network. **Figure A-2, Existing and Future Trails System - Summer**, and **Figure A-3, Lakes Basin: Existing and Future Trails System - Summer**, illustrate the existing paved MUPs within the Town during non-snowfall conditions.

Winter snow cover creates an entirely different system and set of recreational opportunities along the paved multi-use path system. The Town's paved MUP facilities may be cleared for winter mobility and recreation, groomed for cross-country skiing, or unmaintained (snow-covered) during the winter months. At the present time, most existing MUPs are not cleared or groomed during the winter. **Figure A-4, Existing and Future Trails System - Winter**, and **Figure A-5, Lakes Basin: Existing and Future Trails System - Winter**, illustrate the existing paved MUPs within the Town during snowfall conditions.

(1) MUP Crossings: At Grade and Grade Separated

The Town currently has 16 at-grade crossings along existing paved MUPs. There is significant variation in the treatments used at these crossings. Some at-grade crossings use abundant treatment to enhance safety while others have very limited safety features. The only grade-separated crossings currently in the Town consist of under crossings or tunnels. The Town's tunnels vary in width and height. Currently, many of the existing tunnels do not accommodate full-sized grooming equipment for cross-country skiing.

(b) On-Street Bikeways

Bicycle facilities play a much larger recreational role in the summer season. The weather is favorable, the MMSA Mountain Bike Park is open, and the roadways, bike paths, and trails are generally clear of snow and debris. The following discussion focuses on the Town's existing paved on-street bikeways, which are illustrated in Figures A-2 to A-5. Mammoth's existing summer and winter bicycle networks consist of both on- and off-street facilities. Currently, all on-street bike lanes and bike routes are cleared of snow along with the roadways, but conditions caused by snow and ice accumulation in the bike lanes or shoulders can be

hazardous. In addition, winter conditions and snow removal operations cause damage to road surfaces and make maintenance of clear bike lane marking and signage difficult.

(1) Bike Lanes (Class II)

Referred to in the California Highway Design Manual (HDM) as “Class II” bikeways, bike lanes provide a striped and stenciled lane for one-way travel on both sides of a typical street or highway. The Town has bike lanes on Minaret Road between Main Street and Old Mammoth Road; on Meridian Boulevard between Sierra Park Road and Majestic Pines Drive; on Canyon Boulevard from Hillside Drive to the Canyon Lodge parking lot; and along the length of the Mammoth Scenic Loop Road. Shorter segments are in place on Old Mammoth Road between Mammoth Creek Park and Minaret Road.

(2) Bike Lanes (Class III)

Referred to in the HDM as “Class III” bikeways, bike routes provide for shared use with bicyclists and motor vehicle traffic and are typically identified only by signing. Bike routes exist on Main Street/Hwy 203, portions of Canyon Boulevard, Forest Trail, and Lakeview Boulevard, and along the length of Majestic Pines Drive and Kelley Road.

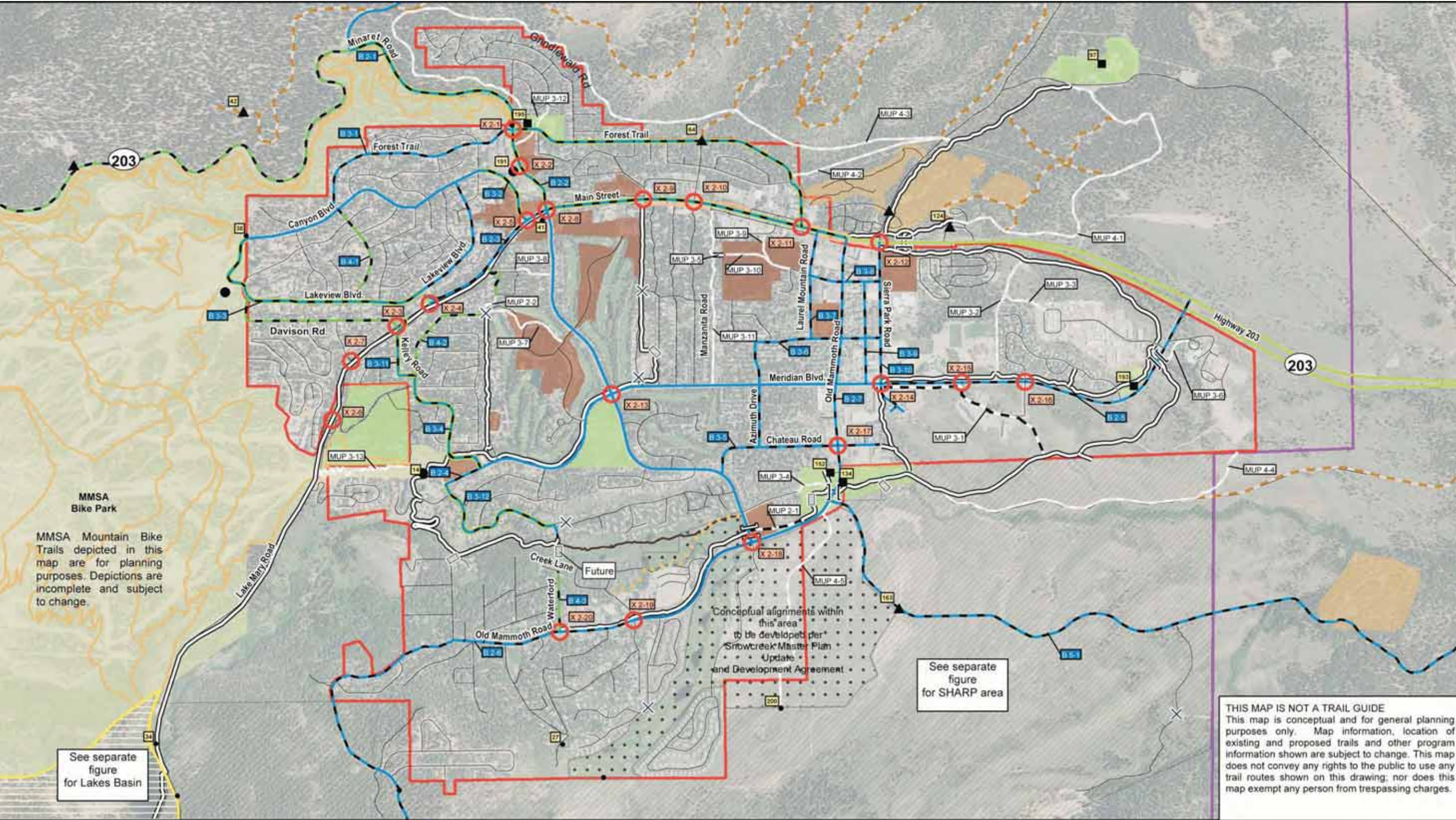
(c) Soft-Surface Trails

Most opportunities for soft-surface trail development within the Municipal Boundary are on National forest lands outside the UGB. The only existing (summer) soft-surface trail that falls completely within UGB is the walking trail through Snowcreek Meadow (see “private dirt trail” in Figure A-2). The trail extends from Waterford Avenue near Majestic Pines and follows Mammoth Creek on the North side to Minaret Road. The trail is on private property and is currently maintained by the Snowcreek Meadow Committee. The Town currently has an easement in the area and could potentially construct a low-impact wooden boardwalk and take over responsibility for maintaining a trail segment within the easement.

Most facilities currently used for winter recreation activities such as snowmobiling and backcountry skiing are located outside the UGB. Groomed, non-motorized trails are concentrated in the Lakes Basin and Shady Rest areas. Tamarack Resort in the Lakes Basin has the most extensive network of groomed cross-country trails near Town and charges a fee for use. Lake Mary Road is groomed and provides public access to the Lakes Basin without a fee. The Shady Rest area is open to the public and consists of motorized and non-motorized trails. Sawmill Cutoff Road is groomed and designated for motorized and non-motorized use and provides access to an extensive network of over-snow vehicle (OSV) trails. Groomed cross-country ski trails exist to the east and west of Sawmill Cutoff Road, primarily using the blue diamond system. Figures A-4 and A-5 illustrate the existing winter soft-surface trails within the Town and Lakes Basin, respectively.

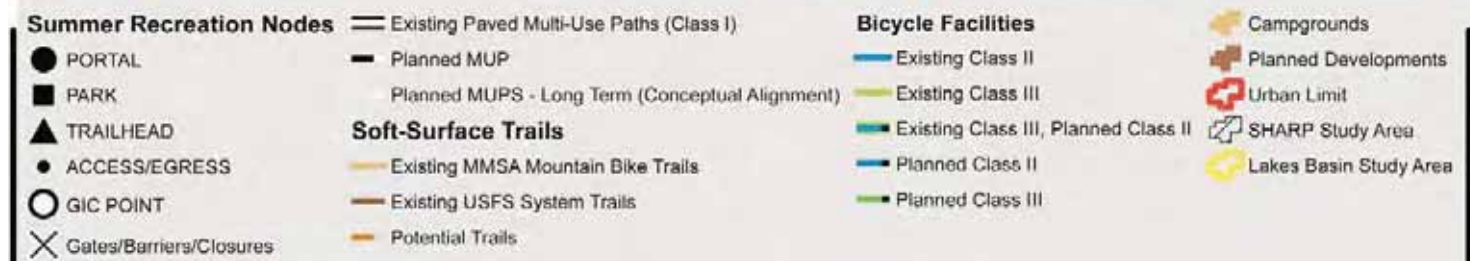
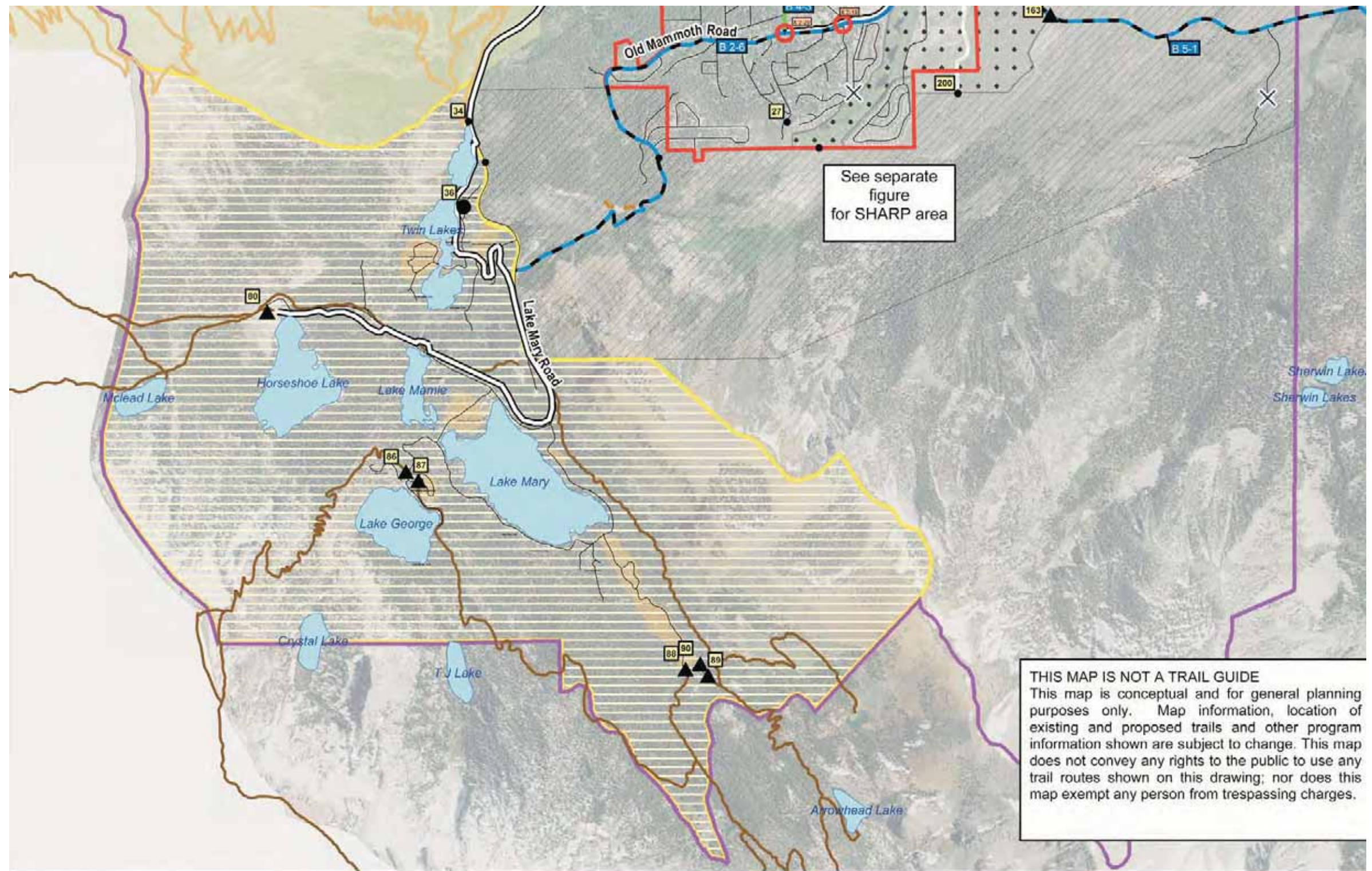
(d) Recreation Nodes and Activity Centers

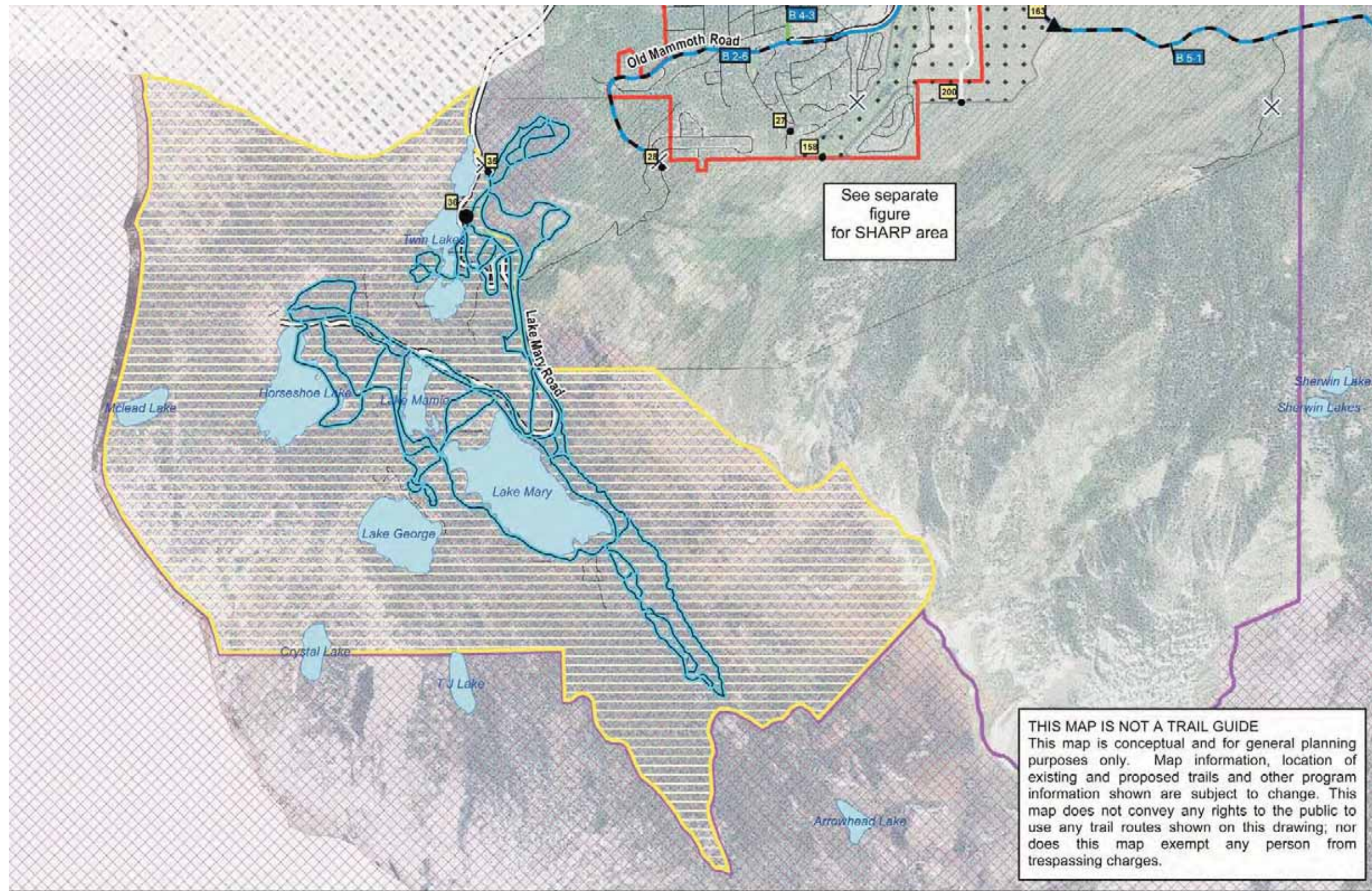
In addition to trail-related facilities described above, the TSMP identifies key areas where the trails network should facilitate access for in-town, short-distance recreation, linked recreational/utilitarian trip-making, and provide points of connection, access, egress and dispersion to the broader network of formal and informal recreational trails. Such locations are described in the TSMP as “recreational nodes” for which, in many cases, the TSMP identifies specific desired improvements and facilities. The TSMP also considers



Existing and Future Trail System - Summer

Trails System Master Plan Project
Source: Town of Mammoth Lakes, 2010.





“activity centers,” which are existing, established locations that form a point of origin or destination for trails system users.

Recreation nodes throughout the TSMP planning area were identified early in the process through an extensive data gathering effort. They are locations with existing or potential significance for outdoor recreation, which can facilitate recreational experiences. At many of these locations, residents and visitors already congregate (and disperse) in pursuit of recreational opportunities both within and beyond the Town’s UGB. In some cases a node may represent a point where a recreational experience starts (i.e. where you get off the bus or park your car). In other cases, the node may represent a point of transition in an ongoing recreational experience (i.e. from a paved MUP to narrow foot path). The TSMP identifies and categorizes recreation nodes based on the level of amenities provided.² Further, the TSMP characterizes recreation nodes as winter or summer nodes, and for each, specifies recommended facilities and improvements (see Section E.1e, below).

Activity centers are locations that attract significant levels of human activity or trips (civic buildings, schools, shopping centers, areas of high employment, etc). Major activity centers in the Town include places such as North Village (MMSA Portal), the Main Street Retail Area, Minaret Village Mall, Gateway Center Mall, Industrial Park, and the Welcome Center, in addition to public schools, the hospital and medical center, post office, hotels, etc. Current access to activity centers varies greatly from one activity center to another and is also influenced by mode of transportation.

Both nodes and activity centers are a key consideration in the related development of a signage and wayfinding program that currently includes signage and wayfinding for trails, but may be expanded to include municipal facilities.

2. Sherwins Area Recreation Plan

The Sherwins Area is a diverse high-desert landscape that contains such features as Mammoth Rock, the Sherwin Range, Hidden Lake, Panorama Dome, Solitude Canyon, and Mammoth Meadows as well as forests, wetlands, bodies of water, and wildlife. Topography varies from flat meadowlands to glacial moraines to the chutes and cirque of the Sherwin Range. The landscape includes areas of evergreens, sage, aspens, and other native plants rooted primarily in till and talus. While recreation use in the Sherwins has traditionally been high, no formal trailheads or facilities exist at this time and the area receives no maintenance. The area has a mix of trails, some of which are part of the Inyo National Forest trail system, others that have been user created, and some that are remnants of historical use. Facilities in this area include USFS recognized trails (such as the Mammoth Rock Trail), USFS and TOML roads (such as 4S100 and Sherwin Creek Road), a portion of the legacy Blue Diamond Trail System, and unofficial social trails.

E. DESCRIPTION OF THE PROPOSED PROJECT

1. Trails System Master Plan

The proposed TSMP includes various recommendations intended to enhance the in-town network of multi-use paths, trails and bikeways and improved access to trails and backcountry experiences beyond the

² *Recreational nodes are categorized as GIC points (GIS Inventory Contract), access/egress points, trailheads, parks and portals.*

Town's UGB. The recommendations are intended to guide development of a comprehensive trail system within the Town. As previously noted, the February 2009 Draft TSMP incorporates the Soft Surface Trails Concept and Sherwin Area Trails Special Study; elements of both of these components of the Draft TSMP have since been the subject of additional planning through the SHARP process, and are described separately below.

(a) General Recommendations

The TSMP includes a number of "general" trail system recommendations that cover a variety of topics which are not location specific. Examples of "general" recommendations include providing or identifying: consistent naming conventions; updated trail maps; uniform trail signage; interpretive signage; trail-oriented development; pedestrian-oriented development; data management; design guidelines; trails and mobility needs; and future access easements.

(b) Paved Multi-Use Path Recommendations

The TSMP includes recommendations that will enhance the in-town environment for recreational and transportation purposes on paved multi-use paths during all seasons. A key recommendation is to complete the Main Path Loop by suggesting gap closure projects along the Main Path that would close all existing gaps. In addition to completing the Main Path Loop the TSMP recommends numerous in-Town and outside the UGB MUPs that would reduce the distance of trips while improving mobility and providing enjoyment for non-motorized users. The TSMP also considers issues of winter maintenance of MUPS, including possible future grooming (for cross-country ski use), or snow clearing to enable use by pedestrians and bikes. **Table A-1, TSMP Multi-Use Paths Projects**, identifies the MUPs proposed by the TSMP, which are also identified on Figures A-2 to A-5.

(c) Crossing Improvement Recommendations

The TSMP includes recommendations for crossings intended to ensure the safety of MUP users and enhance access to the trail system as a whole. The recommendations focus on the design of crossings along existing and future MUPs and providing crossing improvements that will enhance access to the trail system from residential areas and activity centers. **Table A-2, TSMP Crossing Improvement Projects**, identifies the crossing improvement locations proposed by the TSMP, which are also identified on Figures A-2 and/or A-3.

(d) On-Street Bikeways Recommendations

The TSMP identifies a number of bike lane projects on arterial, collector and local streets to be included as part of the trail system network. **Table A-3, TSMP On-Street Bike Lane Projects**, identifies the on-street bike lane projects proposed by the TSMP, which are also identified on Figures A-2 to A-5.

Table A-1

TSMP Multi-Use Path Projects

Project No. ^a	Name	From	To	Length
MUP 2-1	Main Path (4a) – Town Loop	Mammoth Creek Park	Minaret Road	921 LF ^b
MUP 2-2	Lodestar Connector	Majestic Pines Drive	Hidden Valley Road	441 LF
MUP 3-1	College Connector	Sierra Park Road	Main Path	3,769 LF
MUP 3-2	Elementary School Connector	Meridian Boulevard	Main Path	426 LF
MUP 3-3	Industrial Park Connector	Elementary School Connector	Commerce Circle	2,275 LF
MUP 3-4	Mammoth Creek Park Connector	Meadow Lane	Main Path	602 LF
MUP 3-5	Manzanita Connector	Manzanita Road	Hidden Creek Development	480 LF
MUP 3-6	MCWD Access	Main Path	MCWD Facility	677 LF
MUP 3-7	Lodestar to Bear Lake Connector	Lodestar Connector	West Bear Lake Drive	1,601 LF
MUP 3-8	Hidden Valley to Minaret Connector	Hidden Valley Road	Minaret Road	589 LF
MUP 3-9	Center Street to Hidden Creek Connector	Center Street	Hidden Creek Connector	430 LF
MUP 3-10	Manzanita to Tavern Connector	Manzanita	Tavern Road	1,140 LF
MUP 3-11	Manzanita Path	Main Street	Meridian Boulevard	3,044 LF
MUP 3-12	North Village to St. Anton Connector	East of Minaret	St. Anton Circle	872 LF
MUP3-13	Eagle Path	Eagle Lodge	Lake Mary Road	2,845 LF
MUP 4-1	Shady Rest Park path Extension	N. Terminus of Shady Rest Path	Main Path at Hwy 203/Meridian Blvd.	6,769 LF
MUP 4-2	Forest Trail to Shady Rest Connector	Forest Trail	Shady Rest Park Path	2,792 LF
MUP 4-3	Knolls Path (south route)	Community Center park	Shady Rest Path at Sawmill Cutoff Road	14,098 LF
MUP 4-4	Mammoth Creek Path	Main Path	MCWD Facility	5,596 LF
MUP 4-5	Sherwin/Snowcreek Connector	Old Mammoth Road	Snowcreek VIII Access/Egress Point	3,964 LF
Total Length				53,331 LF (10.1 miles)

^a Project Nos. correspond to numbers on Figure A-2 and/or Figure A-3.

^b LF = Linear Feet

Source: Draft Town of Mammoth Lakes Trails System Master Plan, Table 8-3, February 2009; and Town of Mammoth Lakes, September 2010.

Table A-2

TSMP Crossing Improvement Projects

Project No. ^a	Street	Location	Description
X 2-1	Minaret Road	Forest Trail	Existing unsignalized intersection. Proposed by Town as roundabout. Connects future bike lanes on Forest Trail and Minaret Road and provides access to the North Village area.
X 2-2	Minaret Road	North Village (Mid Block)	Existing mid-block crossing with flashing beacons. Needs lighting improvements to illuminate pedestrians in the crosswalk. Potentially convert to HAWK signal.
X 2-3	Lake Mary Road	Davison Road	No existing crossing. Provides access to Lake Mary Path from high and low-density residential areas.
X 2-4	Lake Mary Road	Lakeview Road	No existing crossing. Provides access to Lake Mary Path from future bike route/lanes on Lakeview Boulevard.
X 2-5	Lake Mary Road	Canyon Boulevard	Existing signalized intersection. Provides access to Lake Mary Path from future bike lanes on Canyon.
X 2-6	Lake Mary Road	Bridges Lane	No existing crossing. Provides access to Lake Mary Path from a residential and resort area.
X 2-7	Lake Mary Road	Lee Road	No existing crossing. Provides access to Lake Mary Path from a high and low-density residential area.
X 2-8	Main Street	Minaret Road	Existing signalized crossing. Terminus of Lake Mary Path. High pedestrian volumes expected with new development. Bicycle signal head should be considered to allow for diagonal crossing.
X 2-9	Main Street	Mountain Blvd./Callahan Way	No existing crossing. Connects Mammoth View and Mammoth Heights to Main Path on Callahan Way.
X 2-10	Main Street	Sierra Blvd./Mono Street	No existing crossing. Provides pedestrian access from high-density Sierra Valley district to proposed Recreation Node on Forest Trail.
X 2-11	Main Street	Forest Trail	No existing crossing. Connects Forest Trail bike lanes with Main Street bike lanes. Full traffic signal may be required, especially with new roadway construction in Hidden Creek.

Table A-2 (Continued)

TSMP Crossing Improvement Projects

Project No. ^a	Street	Location	Description
X 2-12	Main Street (Hwy 203)	Sierra Park Road	No existing crossing. Connects future Sierra Park bike lanes and school zone with Shady Rest. Will be especially important in winter after storm events when tunnel has not been cleared/groomed.
X 2-13	Meridian Boulevard	Minaret Road	Proposed by TOML as roundabout. Connects existing/future bike lanes on Minaret and Meridian.
X 2-14	Meridian Boulevard	Sierra Park Road	Existing 4-way stop with crosswalks and School Zone.
X 2-15	Meridian Boulevard	College Parkway	No existing crossing. Provides connection between college and schools.
X 2-16	Meridian Boulevard	Wagon Wheel Road	No existing crossing. Provides connection between college, residential area and Meridian Path.
X 2-17	Old Mammoth Road	Chateau Road	No existing crossing. Connects future Sierra Park bike lanes and school zone with Shady Rest. Will be especially important in winter after storm events when tunnel has not been cleared/groomed.
X 2-18	Old Mammoth Road	Minaret Road	Proposed by TOML as roundabout. Connects existing/future bike lanes on Minaret and Meridian.
X 2-19	Old Mammoth Road	Ski Trail	No existing crossing. Connects residential area on south side of Old Mammoth Road to Main Path and Athletic Club.
X 2-20	Old Mammoth Road	Waterford Avenue	No existing crossing residential area on south side of Old Mammoth Road to Main Path and Eagle Lodge via Waterford.

^a Project Nos. correspond to numbers on Figure A-2 and/or Figure A-3.

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 4-8, February 2009; and Town of Mammoth Lakes, September 2010.*

Table A-3

TSMP On-Street Bike Lane Projects

Project No. ^a	Street	From	To	Length
B 2-1	Minaret Road	Mammoth Scenic Loop	Mammoth Knolls Drive	3,096 LF
B 2-2	Minaret Road	Mammoth Knolls Drive	Main Street	2,058 LF
B 2-3	Lake Mary Road	Davison Road	Minaret Road	2,713 LF
B 2-4	Meridian Boulevard	S. Majestic Pines Drive	N. Majestic Pines Drive	649 LF
B 2-5	Meridian Boulevard	Sierra Park Road	Highway 203	6,936 LF
B 2-6	Old Mammoth Road	Red Fir Road	Minaret Road	7,419 LF
B 2-7	Old Mammoth Road	Main Street	Mammoth Creek Park	4,396 LF
B 3-1	Forest Trail	Minaret Road	Canyon Blvd.	5,599 LF
B 3-2	Canyon Blvd.	Lake Mary Road	Hillside Drive	5,624 LF
B 3-3	Lakeview Bld.	Rainbow Lane	Canyon Blvd.	2,635 LF
B 3-4	Majestic Pines Drive	Silver Tip Lane	Lodestar Drive	2,459 LF
B 3-5	Chateau Road	Minaret Road	End	2,991 LF
B 3-6	Sierra Nevada Road	Azimuth Drive	Sierra Park Road	764 LF
B 3-7	Laurel Mountain Road	Main Street	Sierra Nevada Road	1,826 LF
B 3-8	Tavern Road	Laurel Mountain Road	Sierra Park Road	1,183 LF
B 3-9	Sierra Manor Road	Tavern Road	Meridian Blvd.	1,716 LF
B 3-10	Sierra Park Road	Main Street	End	3,190 LF
B 3-11	Kelley Road	Lake Mary Road	Majestic Pines	1,254 LF
B 3-12	S. Majestic Pines	Meridian Boulevard	Waterford Street	2,622 LF
B 4-1	Forest Trail	Canyon Boulevard	Lakeview Blvd.	3,115 LF
B 4-2	Majestic Pines Drive	Silver Tip Lane	Lodestar Drive	1,903 LF
B 4-3	North Waterford Avenue	Majestic Pines Drive	Old Mammoth Road	1,268 LF
B 4-5	Davison Road	Lake Mary Road	Lakeview Boulevard	3,130 LF
B 5-1	Sherwin Creek Road	Borrow Pit	Highway 395	26,177 LF
Total Length				94,723 LF (17.9 miles)

^a Project Nos. correspond to numbers on Figures A-2 to A-5.

^b LF = Linear Feet

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 8-5, February 2009; and Town of Mammoth Lakes, September 2010.*

(e) Recreational Node Recommendations

Many of the trail and bikeway projects listed above will have a direct impact on access to the Town's activity centers and recreation nodes. Thus, the TSMP recommends improvements and projects that are specific to individual recreation nodes. Improvements at specific recreation nodes include amenities such as signage, parking, and restroom facilities. In addition, the TSMP recommends that bus/trolley stops be provided, where feasible, at or near all active summer and winter recreation nodes in order to improve mobility, alleviate congestion, and reduce demand for parking. **Table A-4, Recommended Amenities at Summer Recreation Nodes**, identifies the summer recreation node projects and proposed amenities at each node location. **Table A-5, Recommended Amenities at Winter Recreation Nodes**, identifies the winter recreation node projects and proposed amenities at each node location. The locations of the recreation nodes are also identified on Figures A-2 to A-5.

Table A-4

Recommended Amenities at Summer Recreation Nodes

GIC ^a	Name/Description	Season	Node Type	Amenities ^b							
				Lodging	Restaurant	Parking ^c	Restroom	Lift	Bus	Trail Access	Signage
46	Main Lodge (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
191	North Village (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
36	Tamarack Lodge (MMSA)	Year-Round	Portal	X	X	X	X		X	X	F
195	Community Center	Year-Round	Park			X	X		F	F	F
134	Mammoth Creek Park, East	Year-Round	Park			X,F	X		X	X	F
152	Mammoth Creek Park, West	Year-Round	Park			X	X		X	X	F
97	Shady Rest Park	Year Round	Park			X	X		F	X	F
193	Trails End Park	Year-Round	Park			X	X		F	X	F
88-90	Coldwater Campground	Summer	Trailhead			X	X		F	X	F
42	Earthquake Fault	Year-Round	Trailhead			X	X		F	X	F
80	Horseshoe Lake	Summer	Trailhead			X	X		X	X	F
86-87	Lake George	Summer	Trailhead			X	X		F	X	F
163	Sherwin Creek Road, USFS gravel borrow pit	Year-Round	Trailhead			F	F		F	X	F
64	Sierra Blvd at Forest Trail	Year-Round	Trailhead			F	F		F	X	F
67	Highway 203 Motorized Access	Year-Round	Trailhead			F	F				
124	Welcome Center	Year-Round	Trailhead			X	X		F	X	F
38	MMSA at Austria Hof parking lot	Summer	Access/Egress							X	F
14	Eagle Lodge – temp (MMSA)	Year-Round	Access/Egress	X	F	X	F	F	X	X	F
41	Lake Mary Bike Path NE Terminus	Summer	Access/Egress				F		F	F	F
27	Tamarack Street	Year-Round	Access/Egress							X	F
34	Twin Lakes Parking	Summer	Access/Egress			X			F	X	F
21	Uptown/Downtown	Summer	Access/Egress						X	X	F
200 ^d	Snowcreek 8 Access/Egress Point	Year Round	Access/Egress							F	F

^a Project Nos. correspond to numbers on Figures A-2 to Figure A-5.

^b “X” indicates an existing amenity. “F” indicates future (recommended) amenity.

^c Future parking spaces are Recreation Node Nos. 64 134, and 163 are anticipated to include up to approximately 15 new parking spaces.

^d To be developed per Snowcreek Master Plan Update and Development Agreement.

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 4-2, February 2009; and Town of Mammoth Lakes, September 2010.*

Table A-5

Recommended Amenities at Winter Recreation Nodes

GIC ^a	Name/Description	Season	Node Type	Amenities ^b							
				Lodging	Restaurant	Parking ^c	Restroom	Lift	Bus	Trail Access	Signage
13	Canyon Lodge (MMSA)	Winter	Portal	X	X	X	X	X	X	X	F
14	Eagle Lodge – temp (MMSA)	Year-Round	Access/Egress	X	F	X	F	F	X	X	F
46	Main Lodge (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
36	Tamarack Lodge (MMSA)	Year-Round	Portal	X	X	X	X		X	X	F
191	North Village (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
195	Community Center	Year-Round	Park			X	X		F	F	F
134	Mammoth Creek Park, East	Year-Round	Park			X,F	X		X	X	F
152	Mammoth Creek Park, West	Year-Round	Park			X	X		X	X	F
97	Shady Rest Park	Year Round	Park			X	X		F	X	F
193	Trails End Park	Year-Round	Park			X	X		F	X	F
42	Earthquake Fault	Year-Round	Trailhead			X	X		F	X	F
44	Power Plant	Winter	Trailhead			F	F		F	F	F
192	Shady Rest Sawmill Cutoff Road	Winter	Trailhead			X	F		F	X	F
163	Sherwin Creek Road, USFS gravel borrow pit	Year-Round	Trailhead			F	F		F	X	F
124	Welcome Center	Year-Round	Trailhead			X	X		F	X	F
35	Lake Mary Winter Terminus	Winter	Access/Egress			X			F	X	F
158	Path along Snowcreek V Fenceline	Winter	Access/Egress							F	F
28	Mill City	Winter	Access/Egress			X			F	X	F
64	Sierra Blvd at Forest Trail	Year-Round	Trailhead			F	F		F	X	F
67	Highway 203 Motorized Access	Year-Round	Trailhead			F	F				
27	Tamarack Street	Year-Round	Access/Egress							X	F
52	Sledz	Winter	GIC Point			X	X	X	X		
200 ^d	Snowcreek 8 Access/Egress Point	Year Round	Access/Egress							F	F

^a Project Nos. correspond to numbers on Figures A-2 to Figure A-5.

^b “X” indicates an existing amenity. “F” indicates future (recommended) amenity.

^c Future parking spaces at Recreation Node Nos. 44, 64, 134 and 163 are anticipated to include up to approximately 15 new parking spaces.

^d To be developed per Snowcreek Master Plan Update and Development Agreement.

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 4-3, February 2009; and Town of Mammoth Lakes, September 2010.*

(f) Soft-Surface Trails Recommendations

The TSMP incorporates a Soft Surface Trails Concept (SSTC) as Attachment 1. The SSTC presents a series of conceptual alignments (also shown in the body of the TSMP) for trails outside of the UGB. Some of these alignments have been carried forward from the 1991 Trails Plan, and some are newly proposed. The SSTC also looks at various options for a winter trails and staging system in the Shady Rest campground area, and at potential guidelines for soft surface trail design and construction. It is anticipated that more detailed

collaborative planning and analysis, similar to the SHARP process, will be completed for various planning areas within the SSTC study area, including Shady Rest, Mammoth Knolls, and the Lakes Basin, to develop refined trails and facilities concepts. The conceptual trail alignments presented in the SSTC are presented in Figures A-2 and A-4.

(g) Other TSMP Components

The TSMP includes a series of components that would help implement the project recommendations described above. The TSMP includes recommendations for education, encouragement and enforcement programs. The TSMP includes a chapter describing a variety of recommendations for signage and wayfinding associated with the trails system. The TSMP also includes Design Guidelines for various trails system components, guidance for operations and maintenance, and recommendations for implementation, including planning level cost estimates and potential funding sources.

2. Sherwin Area Recreation Plan

The SHARP recommends winter and summer projects regarding trails, public access, and recreation facilities for implementation in the Sherwins area. The SHARP identifies 31 summer and 19 winter projects. All of the trails identified within SHARP are located on National forest lands; some or all of the existing and proposed trails and facilities may remain or become official USFS system trails, others may be constructed, operated and maintained by the Town under Special Use Permit from Inyo National Forest, or under collaborative programs developed between the two agencies. Examples of existing trails include, but are not limited to, Mammoth Rock Trail, Panorama Dome Trail, and the Sherwin Lakes Trail. All trails and facilities proposed in this plan are subject to review under the National Environmental Policy Act and would require approval by the US Forest Service to move forward. At this time, only a select number of the proposals have been accepted by the US Forest Service for further environmental review and consideration. Additional proposals included in the SHARP document may or may not be considered by the US Forest Service as future projects.

Please refer to Appendix A, *SHARP Plan: Summer and Winter Projects*, for a description and location of the proposed summer and winter projects included in the SHARP. Please note that these descriptions are drawn from the November 2009 SHARP Summer and Winter Narratives. In the case of facilities identified as Priority Projects which reflect refinements developed through the work of the SHARP TTC, descriptions have been updated and may differ from those included in Appendix A. The reader is referred to the descriptions in Section 3.E for the most complete summary of those specific proposals.

3. Priority Projects

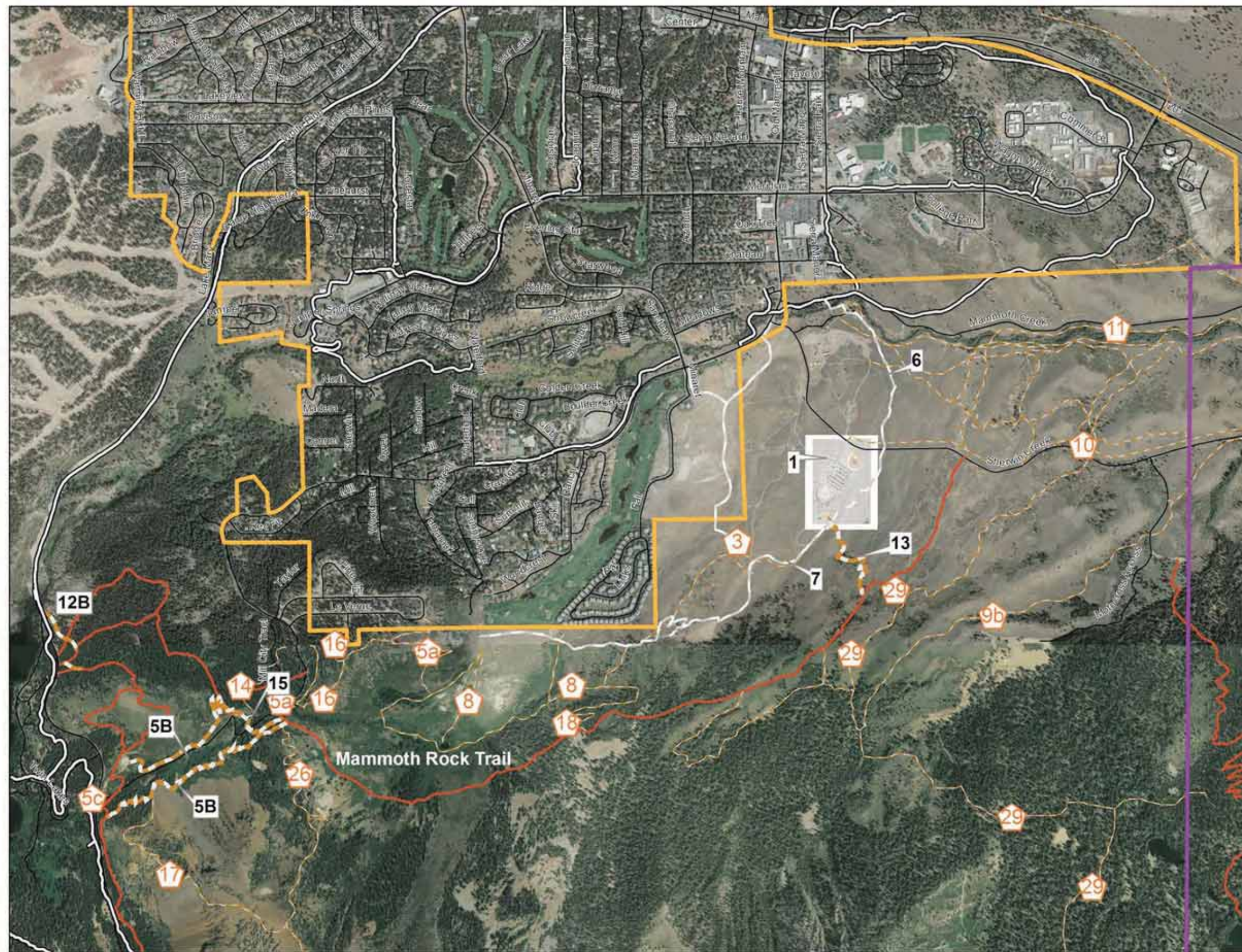
As described above, most of the projects included in the TSMP and SHARP are conceptual; however, some projects are more fully developed and have a high priority for implementation in the short-term (i.e., next 1-5 years). These projects are considered "Priority Projects" by the Town.

The Priority Projects are described below. The Priority Projects included within the TSMP are illustrated on Figure A-2 (Project Nos. 1 and 2, below). **Figure A-6, SHARP Area Priority Projects**, illustrates the locations of the Priority Projects in the SHARP area (Project Nos. 3-9, below).

- No. 1. **MUP 2-1 - Main Path (4a) – Town Loop.** This MUP would fill in a gap on the Main Path along Old Mammoth Road between Mammoth Creek Park and Minaret Road (921 linear feet).
- No. 2. **MUP 3-1 - College Connector.** This MUP, partially located along Meridian Boulevard and College Parkway, would connect Sierra Park Road to the Main Path (3,769 linear feet).
- No. 3. **SHARP No. 1 (Summer and Winter)** – Major multi-use staging area at the borrow pit. This will be the primary staging area for the Sherwins area and therefore the most developed. Facilities will include parking, bathrooms, an education/interpretive area, and signage. Additionally, the USFS Maintenance Level on Sherwin Creek Road will need to be changed to allow off-highway vehicles (OHVs) to travel eastbound along the entire length of Sherwin Creek Road to Highway 395 (across both USFS and Department of Water and Power [DWP] land) to access appropriate OHV routes. This staging area will be open year-round to all users and will be served by public transit.
- No. 4. **SHARP No. 5B (Summer)** – Parallel soft-surface non-motorized connections—one on the north side of Old Mammoth Road, one on the south side—from the Old Mammoth Road safe crossing (refer to Summer Map ID #15 in the SHARP) to the intersection of Old Mammoth Road and Lake Mary Road. This Priority Project would include a set of parallel soft-surface non-motorized trail connections between the Old Mammoth Road safe crossing and the road’s intersection with Lake Mary Road. Facilities will be limited to signage. One connection will be open to all non-motorized use, and its complement will be open to non-mechanized use only. (2,800 linear feet (north); 4295 linear feet (south))
- No. 5. **SHARP No. 6 (Summer)**–Hard-surface or paved non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge. This Priority Project would include a hard-surface or paved ADA-compliant multi-use path (MUP) from the borrow pit staging area (see SHARP No. 1 above) to the bridge at Mammoth Creek Park East. Specific routing would take users from the borrow pit staging area, east of the USFS stables, and deliver them to a connection with the existing MUP at Mammoth Creek Park East. This connector could route beneath the winter alignment (refer to Winter Map ID #10 in the SHARP) and would be open to non-motorized use only. The exact surface is to be determined. (4,482 linear feet)
- No. 6. **SHARP No. 7 (Summer)** – Non-motorized “backbone” trail connections from the borrow pit staging area to the Tamarack Street trailhead. This Priority Project would articulate two separate non-motorized routes that connect the borrow pit staging area (see SHARP NO. 1 above) to the Tamarack Street trailhead (see Summer Map ID #2 in the SHARP) and also connect into the summertime stacked-loop trail system (see Summer Map ID #8 in the SHARP). The hard-surface or paved trail would be ADA-accessible and would be aligned over the existing USFS 4S100 road, which will require closure to motorized use. Construction should accommodate service- and maintenance-vehicle access to Kerry Meadow for special events such as weddings. The complementary trail would be soft surface and aligned over the existing trail to the south, near the base of the Sherwins. Accommodation of equestrian use would be included in the design process, which may include an equestrian-only bridle path. These trails would be open to non-motorized use only, with specific use dependent on trail surface. (7,565 linear feet)

Legend

- Trail Alignments (SHARP TTC)
- Multi-Path Alignments (SHARPTTC & SnowcreekMP)
- SHARP Proposed Trails
- INF Trails
- Existing Paved Multi-Use Path
- Roads
- TOML Urban Growth Boundary
- TOML Municipal Boundary
- 12B SHARP TTC Project
- 2 SHARP Proposals



SHARP Area Priority Projects

TSMP and SHARP Project
Source: SHARP Trails Technical Committee, 2010.

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- No. 7. **SHARP No. 12b (Summer)** – Soft-surface non-motorized trail connecting the Lake Mary Road staging area to the Panorama Vista Trail, Panorama Dome Trail, and the Lake Mary Road Bike Path. This Priority Project would include a soft-surface non-motorized trail that connects from the end of the Lake Mary Road Bike Path at the bridge and continues on the east side of the road to connect to Panorama Dome Trail. The northern end of Panorama Vista Trail would be realigned to parallel the road, with a connection to the Lake Mary Road winter closure staging area (see Summer Map ID #12a in the SHARP) and the south end of the trail. A bridge would be built that connects the Lake Mary Road Bike Path to the soft-surface trail described here. This would be constructed on the east side of the existing bridge where the Lake Mary Road Bike Path currently ends. (1,074 linear feet)
- No. 8. **SHARP No. 13 (Summer)** – Soft-surface non-motorized connector from the borrow pit staging area (see Summer Map ID #1) to Mammoth Rock Trail. This Priority Project would include a soft-surface non-motorized connector trail from the Mammoth Rock Trail to the south side of the borrow pit staging area. Design concerns may necessitate rehabilitation of the two existing use-trails into one system trail that connects to the existing road on the south side of the borrow pit. (2,019 linear feet)
- No. 9. **SHARP No. 15 (Summer)** - Old Mammoth Road soft-surface non-motorized safe crossing. This Priority Project would include a soft-surface non-motorized safe crossing of Old Mammoth Road. A trail would be built roughly from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of the existing use trail/mine road, then turn parallel to the road and continue to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill (west) of the turn. The crossing would be open to non-motorized use only. (1,106 linear feet)

F. Management and Maintenance

Management and maintenance activities may include activities such as vegetation clearing, surface repair, and winter grooming or clearing of existing and proposed trails. It is generally assumed that trails, bike facilities and MUPs located within the Urban Growth Boundary, and within Town rights-of-way on easements within private property would be managed and maintained by the Town of Mammoth Lakes, as would facilities operated by the Town under Special Use Permit from the Inyo National Forest. Details of which system components within National forest lands would be operated or managed by the Town, US Forest Service, or some other entity will be developed as specific projects move forward.

G. Construction Activities

Since the construction season typically lasts approximately six months (May to October), it would be likely that most Priority Projects would take at least two years to complete, although short sections (e.g., MUPS 2-1 and 3-1) may be completed in a single season. Construction on at least some projects could begin as early as summer 2011, though ultimately will be contingent on funding. It is anticipated all of the priority projects would be built within 5 years, with some degree of overlap in terms of projects under concurrent construction.

For other trail components of the TSMP and SHARP plans, construction of individual projects will occur as funding and resources become available over time with the duration of construction dependent on individual project types.

H. Jurisdictional Agencies/Approvals

The Town of Mammoth Lakes is the lead agency under CEQA for the TSMP and will adopt the TSMP. The agencies with the most direct jurisdiction over the facilities discussed in the plans are the Town of Mammoth Lakes, the USFS, and Caltrans. Other agencies with jurisdiction over individual components of the plans may include, but are not limited to: California Department of Fish and Game, United States Army Corps of Engineers, United States Fish and Wildlife Service, Lahontan Regional Water Quality Control Board, and the Great Basin Unified Air Pollution Control District. Approvals from agencies with jurisdiction over trail-related components will be obtained on a project-by-project basis.

As previously described, a number of components of the TSMP are proposed on lands under the jurisdiction of the USFS. Although a large number of such projects are included in the TSMP and SHARP to be adopted by the Town, the USFS, at its discretion, may determine that individual projects located on National forest lands may or may not move forward. All such projects will be subject to USFS review and approval, including conformance with Forest Service procedures, protocols and design standards. NEPA review will also be required of any and all proposals for which USFS approval or action is required. Since the USFS does not propose to adopt the TSMP itself, the agency has determined that NEPA review of the TSMP is not required at this time, but will be completed as and when specific project proposals are brought forward for lands under its jurisdiction.

ATTACHMENT B

EXPLANATION OF CHECKLIST DETERMINATIONS

ATTACHMENT B - EXPLANATION OF CHECKLIST DETERMINATIONS

For purposes of this Initial Study, the TSMP (including the SSTC), SHARP, and Priority Projects are collectively referred to as the “Project,” unless stated otherwise. Also, the area encompassing trail components and/or facilities as part of the TSMP (including the SSTC planning area and the landscape defined by the Municipal Boundary of the Town) and the SHARP is collectively referred to as the “Project Area,” unless stated otherwise.

I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The varying topography in the Project Area supports long-range views of undeveloped, natural landscape from various public vantages. In general terms, the various trails and improved access to natural areas that will be realized through the TSMP will increase public access to scenic vistas. Nonetheless, the introduction of trails, parking facilities or small structures such as restrooms, could have an adverse effect on scenic vistas. Although it is anticipated that such impacts would be avoided or minimized through site-specific design considerations, including location, materials and landscaping, for the purposes of this Initial Study, impacts on scenic vistas are considered potentially significant and will be further analyzed in the EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

Potentially Significant Impact. The Town’s General Plan identifies several major view corridors that provide scenic views of natural features such as Mammoth Mountain and the Sherwins Range.³ The major view corridors include Old Mammoth Road and Lake Mary Road. Views of scenic resources from these roadways are considered valuable to the public. The Project’s proposed trail system components are anticipated to be implemented in a manner that would avoid or minimize removal of trees, avoid direct or indirect impacts on historic buildings, and avoid adverse effects on important natural features. Nonetheless, for the purposes of this Initial Study, impacts on scenic resources are considered potentially significant and will be further analyzed in the EIR.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. As discussed above, the Project could introduce new trail system components that could degrade the existing visual character of the area. Accordingly, potential impacts on visual character will be further evaluated in the EIR.

³ Town of Mammoth Lakes General Plan, Figure 1, Major View Corridors and Vistas. 2007.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. Lighting would be considered for segments of MUPs that are not currently illuminated by adjacent street lighting. Due to the cost of installing and maintaining lighting, segments would be prioritized based on their potential demand for nighttime use. For example, a path segment connecting the library and student housing may be considered a high priority for lighting to accommodate students traveling between these facilities after sunset. Other segments that show demand for nighttime use would also be considered. The extent of potential lighting impacts will be further evaluated in the EIR.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire protection regarding the state's inventory of forest land, including the Forest and Range Assessment of and the Forest Legacy Assessment Project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact (a-b). There are no prime or unique farmlands or other agricultural operations within the Project Area that would be impacted by implementation of the proposed Project. In addition, the Project would not conflict with the existing zoning for an agricultural use, or a Williamson Act Contract. Thus, no impact would occur in these regards. Further analysis of this issue is not necessary in the EIR.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Less Than Significant Impact. Project implementation could introduce trail system components within forested areas, particularly outside of the UGB. However, the proposed trail system components are anticipated to be implemented in a manner that would avoid or strictly limit removal of individual trees avoiding significant loss or conversion of forest land. Thus, project implementation would not result in changes to or cause rezoning of forest land, timber land or timberland zoned for Timberland Production. Thus, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

Less Than Significant Impact. Project implementation could introduce trail system components within forested areas, particularly outside of the UGB. However, the proposed trail system components are

anticipated to be implemented in a manner that would avoid or strictly limit removal of individual trees avoiding significant loss or conversion of forest land. Thus, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Less Than Significant Impact. As discussed in Response No. II (a-b), above, the Project would not result in a significant conversion of farmland to a non-agricultural use. A less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

III. AIR QUALITY

Where available, the significance criteria established by the Great Basin Unified Air Pollution Control District (GBUAPCD) or air quality management plan may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the AQMP or Congestion Management Plan?**
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**
- d. Expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact (a-d). The Project would implement a variety of trail system components and recommendations that direct implementation and management of the trail system network. The construction and operation of the trail system components could increase air pollution emissions and exposure of air pollutants to sensitive receptors. Due to the potential for significant short- and long-term local and regional air emission impacts, a full analysis of air quality impacts will be provided within the EIR.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. During Project-related construction activities, various diesel-powered vehicles and equipment could create minor odors. These odors are not likely to be noticeable beyond the immediate vicinity and would be temporary and short-lived in nature. Therefore, construction odor impacts would be less than significant. Long-term odors are typically associated with industrial projects involving use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The Project involves no elements related to these types of uses. Nonetheless, it is acknowledged that over snow vehicles, such as snowmobiles, can create odors during their operation. However, snowmobiles typically operate in areas outside of the UGB in open areas or at distances from existing populated areas (i.e., residential uses) where substantial numbers of people are not exposed to objectionable odors. Therefore, less than significant long-term odor impacts would occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

IV. BIOLOGICAL RESOURCES

Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact (a-f). A variety of biological resources are known to exist in portions of the Project Area. Implementation of the Project's proposed trail system components would occur on existing undeveloped land in some areas which may have the potential to impact sensitive species and habitats including wetlands and riparian lands, and could interfere with wildlife corridors and wildlife nursery sites. Furthermore, the Project may conflict with one or more of the local policies or ordinances protecting biological resources in the Project Area. As there may be potentially significant impacts associated with these issues, further analysis of biological resources will be included in the EIR.

V. CULTURAL RESOURCES

Would the project:

- a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?
- b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact (a-d). The Project Area has been occupied by humans in historic times. As a result, archaeological resources may be present in undeveloped lands within the Project Area. In addition,

there are known historic resources in the Project Area. Future implementation of the Project's proposed trail system components would occur on existing undeveloped land in some areas, including areas that may contain archaeological resources or be proximate to historic resources. Additionally, implementation of proposed trail system components could disturb paleontological resources and unique geological features, and disturb human remains. Accordingly, due to the potential for significant impacts on historic, archaeological and paleontological resources, the EIR will include further analysis of these issues.

VI. GEOLOGY AND SOILS

Would the project:

- a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

No Impact. Damage due to surface rupturing is limited to the actual location of the fault line break, unlike damage from ground shaking, which can occur at great distances from the fault. According to the Town's General Plan EIR, the potential for surface rupture in the Town is considered to be low.⁴ There are no known Alquist-Priolo Earthquake Fault Zones within the Project Area. Thus, no impacts regarding fault rupture are anticipated to occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

- ii. Strong seismic ground shaking?**
- iii. Seismic-related ground failure, including liquefaction?**
- iv. Landslides?**

Potentially Significant Impact (a ii-iv). The Mono Lake Long Valley region is part of one of the most active seismic regions in the U.S. In addition, the Project Area contains areas of varied topography that could be susceptible to landslide hazards. Although, structures proposed as part of the Project are few and of limited size, the proposed trail system components could be subject to a range of geologic phenomena, such as earthquakes or earthquake-induced events, which could expose people and property to hazards, such as seismic ground shaking, liquefaction, and other unstable conditions (i.e. landslides). A potentially significant impact associated with these issues could occur and further analysis of impacts regarding seismic-related issues will be included in the EIR.

- b. Result in substantial soil erosion or the loss of topsoil?**

Potentially Significant Impact. Implementation of the Project's proposed trail system components has the potential to compact and/or otherwise disturb soils that could contribute to substantial soil erosion and/or the loss of topsoil. This impact is considered to be potentially significant and the potential for soil erosion or loss of topsoil impacts will be evaluated in the EIR.

⁴ Town of Mammoth Lakes Final General Plan EIR, Chapter, 4.4 - Geology, Seismicity, Soils, and Mineral Resources, May 2007.

- c. **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Potentially Significant Impact. Soils in the Project Area are sensitive to disturbance from development and exhibit moderate to high erosion potential depending on the grade of the slope. Consequently, depending on the location of a particular trail component and/or facility, collapsible/loose sandy soils could present hazards to people or structures. A potentially significant impact associated with these issues could occur and further analysis of impacts regarding geologic and soil stability issues will be included in the EIR.

- d. **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

No Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. According to the Town's General Plan EIR, no expansive soils have been mapped or encountered in the Town.⁵ Regardless, implementation of the Project's proposed trail system components would generally include diminutive structures such as restroom facilities and signage and not include habitable structures that would expose people or property to risks associated with expansive soils. Therefore, no impacts in this regard would occur in this regard. Further analysis of this issue is not necessary in the EIR.

- e. **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Potentially Significant Impact. The Project could involve the use of septic systems associated with restroom facilities. Given the variety of soils types that occur within the Town, some restroom facilities may be located in areas that could be unsuitable for operation of a septic system. A potentially significant impact associated with this issue could occur and further analysis of impacts regarding septic system issues will be included in the EIR.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- a. **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?**
- b. **Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact (a-b). The Project would implement a variety of trail system components and recommendations that direct implementation and management of the trail system. The construction and operation of the of trail system components could increase greenhouse gas emissions. Due to the potential for significant short- and long-term greenhouse gas emission impacts, further analysis of greenhouse gas impacts will be provided in the EIR. In addition, the EIR will evaluate the Project's

⁵ *Ibid.*

consistency with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Hazardous materials may be used during the construction phase of trail system components. Hazardous materials that may be used during construction of trail system components may include, but are not limited to, fuels (gasoline and diesel), paints and paint thinners and possibly herbicides and pesticides. Generally these materials would be used in concentrations that would not pose significant threats during the transport, use and storage of such materials. Furthermore, it is assumed that potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, including California Occupational Safety and Health Administration requirements, and Title 8 and 22 of the Code of California Regulations. Accordingly, risks associated with hazards to the public or environment posed by the transport, use or disposal of hazardous materials during construction are considered less than significant due to compliance with applicable standards and regulations.

Over the long-term, the Project would not involve facilities that include substantial storage, use, disposal, or generation of hazardous materials or wastes. However, routine maintenance activities associated with proposed of trail system components may involve the occasional use of hazardous materials. Potentially toxic or hazardous compounds associated with maintenance activities typically consist of readily available solvents, cleaning compounds, paint, herbicides, and pesticides. These compounds are regulated by stringent federal and state laws mandating the proper transport, use, and storage of hazardous materials in accordance with product labeling. The use and storage of these substances is not considered to present a health risk when used in accordance with manufacturer specifications and with compliance to applicable regulations. In addition, facilities surrounding proposed trail system components regularly handling or storing hazardous materials in substantial quantity are required to prepare Risk Management Plans and are subject to monitoring and reporting requirements mandated by State law.

Overall, construction and operation of the Project would result in a less than significant impact with regard to routine transport, use, or disposal of hazardous materials relative to the safety of the public or the environment. Further analysis of this issue is not necessary in the EIR.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. As discussed in Response No. VIII.a, the Project does not include facilities or land uses typically associated with hazardous materials handling, storage, or use. Further, existing federal, State and local regulations exist to ensure hazardous materials use, storage, and disposal associated with any proposed maintenance activities or adjacent facilities would not result in significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Given the limited use of hazardous materials associated with the

Project, and anticipated compliance with associated federal, State, and Town regulations and requirements, impacts related to the accidental release of hazardous materials would be less than significant. Further analysis of this issue is not necessary in the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Project implementation would involve improvements to existing and/or new trail system components within proximity of existing and potentially future school sites. However, as discussed above, Project implementation would not involve the development of facilities or land uses typically associated with hazardous materials handling, storage, or use. Further, it is assumed that the limited use of hazardous materials that would occur would be carried out in conformance with manufacture guidelines and applicable federal, State and local regulations that exist to ensure hazardous materials use, storage, and disposal would not result in a significant hazard to the public or the environment, including exposure of school sites to hazardous materials or emissions. Accordingly, impacts related to the exposure of school sites to hazardous materials or emissions would be less than significant. Further analysis of this issue is not necessary in the EIR.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. No sites within the Project Area have been included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.⁶ Accordingly, Project implementation would not be subject to existing hazards from such a site. No impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. None of the Project's proposed trail system components would be located within two miles of a public airport or public use airport. The nearest contemplated (soft-surface) trail facility by the Project near the intersection of SR-203 and US-395 would be located over three miles west of the Mammoth Lakes Airport. Thus, no safety hazards for people residing or working in the area would occur as a result of the Project and no impact would occur. Further analysis of this issue is not necessary in the EIR.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the Project Area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

⁶ California Environmental Protection Agency official website. Cortese List: Section 65962.5(a). <http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm> Accessed September 8, 2010.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Although specific locations for some of the proposed trail system components are currently conceptual or unknown, proposed trail facilities would be subject to compliance with emergency access standards and requirements specified by State Fire Code and the Town's Municipal Code, as well as the Town's General Plan, where appropriate. In addition, it is acknowledged that the Town has an adopted Emergency Operations Plan (EOP) (2001) for emergency response within the Town. Threats and emergency response are thoroughly described and outlined in the Town's Emergency Operations Plan. Key points of the plan include the identification of critical areas in the town that represent hazards, areas for meeting and staging in an emergency event, communications, and emergency evacuation. Parks and other large areas are identified as emergency shelter and meeting locations. Project implementation would not impair implementation or physically interfere with the EOP, because no circulation changes are being proposed which conflict with the procedures set forth in the plan. In fact, the addition of trail facilities would increase access to areas for meeting and staging in an emergency event, particularly if roadways are blocked or unavailable. Thus, the addition of trail facilities would be a beneficial impact regarding emergency access.

Based on the above, impacts regarding emergency are considered to be less than significant. Further analysis of this issue is not necessary in the EIR.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact. Mammoth Lakes is located in an area that has a significant amount of forested land and has been rated as having a very high fire potential. Some of the Project's proposed trail system components may be placed in areas where the risk of wildfire is particularly acute. In addition, new trail system components could increase the number and variety of potential ignition sources for wildland fires including illegal or inappropriate burning, fires started by recreational vehicles, improper disposal of cigarettes, barbecues, and other sources. Accordingly, impacts associated with wildland fires are considered potentially significant, and this issue will be further evaluated in the EIR.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Project implementation would result in various trail system components in areas throughout the Town that could alter existing site characteristics and cause runoff to adversely affect water quality. Accordingly, impacts on water quality are considered potentially significant and will be further analyzed in the EIR.

- b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?**

Less Than Significant Impact. The Mammoth Community Water District (MCWD) provides water supply to the Town. Existing sources of water available to the MCWD include both surface water and groundwater. The primary source of water comes from surface water diverted from the Mammoth Creek watershed, plus eight ground water production wells within the Town.

Groundwater will not be significantly impacted during construction of the Project's proposed trail system components, because only minimal surface grading will be required to construct the trail system components, and impervious surfaces will be relatively small in size and therefore, would not substantially affect groundwater recharge.

Development of trail system components would result in the creation of impervious and semi-pervious surfaces. An increase in the amount of impervious surfaces can reduce the amount of water that recharges the local groundwater basin. A reduction in aquifer recharge can subsequently result in a depletion of groundwater supplies. However, the increase in the amount of impervious surfaces as a result of implementation of the Project is considered insignificant due to the limited surface area of such improvements and therefore significant impacts on the recharge characteristics of the local groundwater basin are not expected. Further, the Project would not include large subsurface features or wells and therefore would not affect the direction or rate of flow of groundwater. It is acknowledged that restroom facilities at a limited number of recreation nodes (at six locations) and maintenance activities could minimally increase water demand. However, given the limited extent of proposed restroom facilities and the likelihood that trail users would already be in the area, any nominal increase in water would not be substantially deplete groundwater supplies such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Overall, based on the considerations stated above, less than significant impacts regarding groundwater supply and recharge would occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**

- e. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- f. **Otherwise substantially degrade water quality?**

Potentially Significant Impact (c-f). Future trail system components could result in soil erosion due to increased amounts of impervious surfaces, trail use and/or construction activities which may alter existing drainage patterns; result in flooding; and degrade water quality. A potentially significant impact associated with these issues could occur and such issues will be analyzed in the EIR.

- g. **Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. Project implementation would not involve the development of residential land uses or the construction of housing; therefore no impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

- h. **Place within a 100-year flood plain structures which would impede or redirect flood flows?**
- i. **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

Potentially Significant Impact (h-i). According to the Town's General Plan EIR, there are several potential flood hazard areas in the Town, including Murphy Gulch and the Mammoth Creek drainage.⁷ Although structures that substantially impede flood flows, such as dams and levees, would not be constructed under the Project, trail system components could impede or redirect flood water flows. In addition, trail system components could be situated near areas prone to flooding, which could expose people to flooding hazards. These issues will be further explored in the EIR.

- j. **Inundation by seiche, tsunami, or mudflow?**

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Area is not subject to tsunami hazards. Potential impacts from mudflows are considered to be negligible given the varying topography and heavily vegetated nature of the Town and surrounding area. Also, the Project does not propose any habitable structures near a large body of water that would be subject to hazards created by a seiche. Thus, less than significant impacts associated with inundation by seiche, tsunami, or mudflows would occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

⁷ Town of Mammoth Lakes Final General Plan EIR, Chapter, 4.6 – Hydrology and Water Quality, May 2007.

X. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

No Impact. The Project's proposed trail system components would be located in various locations throughout the Project Area and are intended to provide recreational, as well as alternative transportation amenities that would encourage neighborhood residents and community members to interact and participate in recreational activities. Given that the proposed facilities are anticipated to increase social interactions among Town residents as well as visitors, no impact related to the physical division of an established community would result from Project implementation. Further analysis of this issue is not necessary in the EIR.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project would update and supersede the Town's existing 1991 Trails System Plan. Although it is expected that the TSMP will be in general conformance with and will not conflict with applicable land use plans, analysis of the project's consistency with applicable land use plans, policies, and regulations will be addressed in the EIR.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Potentially Significant Impact. The Project's potential to conflict with any Habitat Conservation Plan or Natural Community Conservation Plans will be evaluated in the EIR.

XI. MINERAL RESOURCES

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact (a-b). Mineral resources in the Project Area include industrial minerals (clay, aggregate, cinders, etc.) and precious metals associated with volcanic rocks and hot spring and geothermal activity. The Project does not incorporate heavy industrial uses of any type or propose mineral development activities. Further, implementation of the Project's proposed trail system components would not impede the potential for direct use or future exploration of mineral resources. Therefore, the Project would result in no impact regarding mineral resources. Further analysis of these issues is not necessary in the EIR.

XII. NOISE

Would the project result in:

- a. **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
- b. **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**
- c. **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d. **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact (a-d). Construction of the Project's proposed trail system components could create periodic and short-term noise, including groundborne vibration and groundborne noise, which could exceed established noise standards. New and/or existing trail system components could also increase noise levels due to new or increased use of trail facilities by motorized and non-motorized uses. Accordingly, potential increases in construction and operational noise are considered significant, and a noise analysis will be included in the EIR. The analysis will include discussion of both temporary construction and operational noise increases and the potential for significant impacts on Town's residents and other sensitive receptors.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The Project Area is not located within an airport land use plan area or within two miles of a public airport or public use airport. The nearest contemplated (soft-surface) trail facility by the Project near the intersection of SR-203 and US-395 would be located over three miles west of the Mammoth Lakes Airport. Therefore, Project implementation would not expose people to excessive airport related noise levels. No impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

- f. **For a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The Project does not propose trail system components located within the vicinity of a private airstrip, or heliport or helistop. Therefore, the Project would not expose people residing or working in the project area to excessive noise levels from such uses. No impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

XIII. POPULATION AND HOUSING

Would the project:

- a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. Project implementation would not result in the construction of new homes or businesses. The Project was prepared for the purpose of providing recreational opportunities and promoting the Town's "feet first" strategy to a population that is anticipated to grow. While the Project is expected to improve recreational experiences for residents and visitors, in and of themselves, the Project's proposed trail system components are not expected to meaningfully change or substantially increase the number of visitors or residents in the Town in the near- or long-term. Accordingly, the Project's proposed trail system components are not expected to induce substantial population growth directly or indirectly and no impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

- b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?**

- c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

No Impact (b-c). Project implementation would not displace existing housing. Therefore, no impact would occur to existing housing. Further analysis of this issue is not necessary in the EIR.

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a. Fire protection.**

Potentially Significant Impact. As discussed in Response No. VIII.h, fire protection services are provided by Mammoth Lakes Fire Protection District. Mammoth Lakes is located in an area that has a significant amount of forested land and has been rated as having a very high fire potential. Some of the Project's proposed trail system components may be placed in areas where the risk of wildfire is particularly acute. In addition, new trail system components could increase the number and variety of potential ignition sources for wildland fires including illegal or inappropriate burning, fires started by recreational vehicles, improper disposal of cigarettes, barbecues, and other sources. The ability of the Mammoth Lakes Fire Protection District to provide adequate fire protection services during Project implementation will be further explored in the EIR.

b. Police protection.

Less Than Significant Impact. The Mammoth Lakes Police Department provides police services to the Project Area. Since the Project's proposed trail system components would not in and of itself add to the resident population served by the Police Department, the Project is not expected to significantly increase demand for police services. While future trail system components could be subject to vandalism and would bring recreational users into new areas, these factors are not expected to significantly increase the Police Department's workload or to result in the need for new or physically altered police facilities. Further, Recommendation E6 in the TSMP proposes to establish a trail patrol, where the Town would work with local organizations to establish a volunteer trail patrol to supplement official enforcement and maintenance efforts. As part of this effort, the Town could establish a volunteer-based trail patrol through MLTPA, the Mammoth Snowmobile Association, Mammoth Nordic, or other local organizations to supplement official law enforcement and maintenance efforts. Patrol services could range from general public assistance to trained backcountry search and rescue operations. The Town could also reactivate the existing "Adopt-a-Trail" program for paved paths and Nordic trails for litter control and limited light maintenance purposes. Given that any increase in demand for police services associated with the Project is expected to be small, and the recommendation for a volunteer trail patrol in the TSMP, impacts regarding police protection services would be less than significant. Further analysis of this issue is not necessary in the EIR.

c. Schools.

No Impact. The Project would not increase demand for school facilities or services. In fact, by proposing additional trail system components throughout the Town, the availability and safety of school routes would be increased. This is considered to be a beneficial impact of the Project. Further analysis of this issue is not necessary in the EIR.

d. Parks.

Less Than Significant Impact. The Project does not propose any land uses (i.e., residential) that would create a new source of demand for park facilities. It is acknowledged that the Project's trail system components would improve access to park facilities and use of parks may incrementally increase. However, the Project's proposed trail system components are not expected to materially change the number of Town residents and visitors foreseen in existing long-range plans. While park use may marginally increase due to improved access, the anticipated increase would not be substantial enough to result in the need for new parks that would cause physical impacts due to the provision of new or physically altered facilities. Therefore, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR. Direct impacts to park facilities are addressed under Response No. XIV.a, below.

e. Other governmental services (including roads).

Less Than Significant Impact. A key objective of the TSMP is the creation of an operations and maintenance plan that promotes responsible use of the trail system throughout all four seasons. The TSMP identifies roles and responsibilities for maintenance activities and maintenance guidelines for MUPs, bikeways, and sidewalks. In addition, maintenance policy recommendations are provided in the TSMP, which include priority maintenance activities for winter snow removal and grooming activities. Maintenance activities would primarily fall under the purview of the Town's Public Works Department and the Recreation Department. However, it is acknowledged that other agencies such as the USFS and Caltrans may have maintenance responsibilities within Project Area. In particular, the USFS may solely or jointly provide

maintenance of trail facilities within the SHARP area. A variety of local, State and/or federal funding sources would be considered to implement and fund maintenance activities for the Project. Maintenance activities regarding the proposed trail system components are not anticipated to result in significant physical impacts associated with the provision of new or physically altered governmental facilities. Therefore, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

XV. RECREATION

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Potentially Significant Impact. The Project's proposed trail system components would improve access to existing park and recreational facilities including the broader landscape of recreational facilities within National forest lands. The improved access could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility could occur or be accelerated. Potential direct and indirect impacts to parks and recreational facilities, including impacts to National forest land, will be further explored in the EIR.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The environmental impacts of the Project's proposed trail system components are analyzed throughout this document. As concluded in this document, the Project has the potential to result in significant aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology/water quality, land use/planning, noise, hazards (fire), and traffic impacts. These potentially significant impacts will be evaluated in the EIR.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact (a-b). The Project does not propose land uses that would increase or materially change the number of residents and visitors to the Town that generate traffic. Nonetheless, traffic conditions within the Town could be altered with Project implementation. A traffic study is being prepared that will evaluate the Project's potential to result in traffic impacts. Specific locations where the Project's

proposed trail system components could potentially have a significant impact on traffic operations (such as at trail crossings, staging areas, or trailheads) will be identified. The results of the traffic study will be presented in the EIR.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project does not propose any structures that would interfere with air traffic patterns; nor is the Project expected to increase use of the Mammoth Lakes Airport to a level that would significantly increase air traffic levels or require a change in air traffic patterns thereby increasing traffic levels. Thus, no impact regarding air traffic patterns would occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The TSMP proposes intersection crossing improvements throughout the Town. The traffic study being prepared for the Project will evaluate the proposed crossing improvements, including an evaluation of safety and driver sight distance at trail crossing locations. The results of the traffic study will be presented in the EIR.

e. Result in inadequate emergency access?

Less Than Significant Impact. Existing transportation facilities, and areas where most of the Project's proposed trail system components would be implemented, are considered to have adequate emergency access. New trail system components would take into consideration access for emergency vehicles, as appropriate, and would not impede existing emergency access. The appropriate agencies that provide emergency services would be given an opportunity to review site plans during the environmental review process for specific projects. Thus, a less than significant impact regarding emergency access would occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The Project is being implemented per the Town's General Plan's goals to develop and an integrated year around trails network and provide guidance for enhancing year-around mobility in a way that is consistent with the Town's "Feet First" strategy. Therefore, Project implementation would support policies, plans and programs related to transit, bicycle and pedestrian facilities by encouraging the use alternative transportation. Thus, the Project is considered to have a beneficial impact with regard to alternative transportation.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Project implementation would not meaningfully change or substantially increase the number of visitors or residents in the Town that generate wastewater. Accordingly, the Project would not generate wastewater volumes that would require the construction of new wastewater treatment facilities or result in unusual wastewater exceeding the wastewater treatment requirements of the Mammoth Community Water District (MCWD) and/or the Lahontan Regional Water Quality Control Board. Compliance with the existing regulations established by the MCWD and/or Lahontan Regional Water Quality Control Board would ensure that impacts regarding wastewater treatment are less than significant. Further analysis of this issue is not necessary in the EIR.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The MCWD provides water to the Town and owns, operates and maintains the sewage collection systems for the Town. As discussed in Response No. XVII.b, the Project is not anticipated to generate sufficient wastewater volumes to require the construction of new wastewater treatment facilities. Also, as discussed in Response No. XVII.d, the Project, with its proposed trail components, will not in and of itself materially change the resident and visitor populations forecasted in the Town's long-range plans. Accordingly, the Project would not generate a new water demand that would require the construction of new water treatment facilities or expansion of existing facilities. Minor infrastructure improvements may be required to provide connections from the existing water and wastewater services to the new residences. These minor improvements would not have the potential to cause significant environmental impacts. Overall, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. An update to the Mammoth Lakes Storm Drainage Master Plan (SDMP) prepared by the Mono County Public Works Department SDMP was completed in May 2005. The SDMP provides storm drainage facility improvements designed to accommodate development under the existing General Plan. It is anticipated that for most of the Project's proposed trail system components the existing off-site storm water system or improvements identified in the SDMP would accommodate runoff under proposed Project conditions. Nonetheless, it is acknowledged that some of the Project's proposed trail system components were not considered in the SDMP. Given the limited extent of impervious surface and linear nature of trails, the Project's proposed trail system components are not anticipated to require or result in the construction of significant new stormwater drainage facilities or a sizeable expansion of existing facilities that could cause significant environmental effects. Should minor storm drain facility upgrades or expansion of existing facilities be determined necessary, compliance with applicable federal, state and local construction requirements, including the National Pollutant Discharge Elimination System (NPDES) Program, would ensure that less than significant environmental effects occur. Further analysis of this issue is not necessary in the EIR.

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Less Than Significant Impact. The MCWD provides water supply to the Town. Existing sources of water available to the MCWD include both surface water and groundwater. The primary source of water comes from surface water diverted from the Mammoth Creek watershed, plus eight ground water production wells within the Town. As discussed in Response No. IX,a, the increase in the amount of impervious surfaces as a result of Project implementation is considered insignificant and is not expected to affect the recharge characteristics of the local groundwater basin. The Project, with its proposed trail components, will not in and of itself materially change the resident and visitor populations forecasted in the Town's long-range plans. Accordingly, the Project would not generate a new water demand such that new or expanded entitlements would be needed. In addition, trail-related maintenance activities would require periodic use of minimal amounts of water over. Such limited water use is not expected to require new or expanded water entitlements. Based on these considerations, less than significant impacts regarding water supply would occur with Project implementation. Further analysis of this issue is not necessary in the EIR.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in Response XVII.a, Project implementation would not meaningfully change or substantially increase the number of visitors or residents in the Town that generate wastewater. Accordingly, the Project would not generate wastewater volumes that would require the construction of new or expansion of existing wastewater treatment facilities. Thus, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Project implementation would not meaningfully change or substantially increase the number of visitors or residents in the Town that generate solid waste. Accordingly, the Project would not generate solid waste volumes that exceed those currently anticipated to occur within the Town. Thus, a less than significant impact would occur in this regard. Further analysis of this issue is not necessary in the EIR.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. As indicated above, Project implementation would not meaningfully change or substantially increase the number of visitors or residents in the Town that generate solid waste. Accordingly, the Project would not generate solid waste volumes that exceed those currently anticipated to occur within the Town. As part of ongoing operations in the Project Area, the Town and/or USFS would comply with applicable federal, State, and local statutes related to solid waste recycling and no impact associated with the Project would occur in this regard. Further analysis of this issue is not necessary in the EIR.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As discussed above, the Project could potentially affect aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards (wildland fires), hydrology and water quality, land use and planning, noise, public services (fire protection), recreation, and transportation/traffic. Additionally, impacts to any of the issue areas described above (which have potentially significant impacts identified) could be considered to affect the quality of the environment. This impact is considered potentially significant and will be further analyzed in the EIR.

- b. Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. As discussed above, the Project could potentially affect aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards (wildland fires), hydrology and water quality, land use and planning, noise, public services (fire protection), recreation, and transportation/traffic. The EIR will assess potential cumulative impacts associated with these issues.

With regards to population/housing, public services (excluding fire protection), and utilities, since the Project would not meaningfully change or substantially increase the number of visitors or residents in the Town, it does not have the potential to result in significant cumulative impacts in these regards. The Project would result in the limited use of hazardous materials. Such use of hazardous materials is assumed to comply with all applicable local, State and federal regulations which would ensure that hazardous materials impacts are less than significant. Compliance with applicable regulations by the Project and cumulative projects would preclude significant cumulative impacts regarding hazardous materials. Because the Project would have no impacts regarding mineral resources, there is no potential for the Project to result in cumulative impacts in this regard. The Project would result in no impacts to agricultural areas and as such does not have the potential to result in cumulative agricultural impacts. Also, the Project is anticipated to be implemented in a manner that would avoid or strictly limit removal of individual trees avoiding significant loss or conversion of forest land. While the project could add a limited number of trails within forested areas, it would not convert significant areas of forested land to a non-forested land use. Given the limited number of trails that could be added to forested areas by the Project, less than significant cumulative impacts regarding the conversion of forest land to non-forest use would occur with Project implementation.

- c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. Due to the potentially significant impacts associated with implementation of the Project, the Project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. A potentially significant impact associated with this issue could occur. These issues will be discussed in the relevant sections of the EIR.

REFERENCES

California Environmental Protection Agency official website. Cortese List: Section 65962.5(a).
<http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm> Accessed September 8, 2010.

Town of Mammoth Lakes General Plan, 2007.

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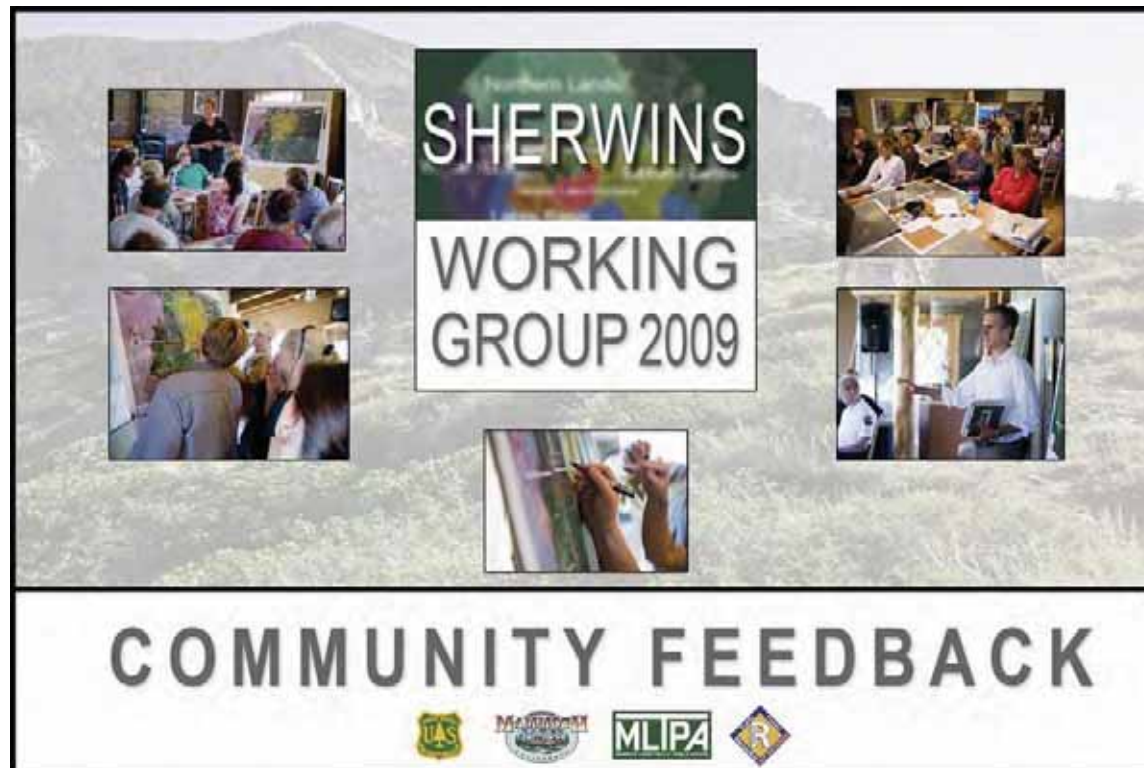
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APPENDIX A

SHARP: SUMMER AND WINTER PROJECTS



SUMMER NARRATIVE

Final Draft

November 3, 2009

Sherwins Working Group: Summer Map ID Descriptions



Map ID

Description

1

CONCEPT: Major multi-use staging area at the borrow pit

This will be the primary staging area for the Sherwins area and therefore the most developed. Facilities will include parking, bathrooms, an education/interpretive area, and signage. Additionally, the U.S. Forest Service (USFS) Maintenance Level on Sherwin Creek Road will need to be changed to allow off-highway vehicles (OHVs) to travel eastbound along the entire length of Sherwin Creek Road to Highway 395 (across both USFS and Department of Water and Power [DWP] land) to access appropriate OHV routes. This staging area will be open year-round (see Winter Map ID #1) to all users and will be served by public transit (see Summer Map ID #28).

RATIONALE: This area has traditionally been, and continues to be, a popular staging area for recreationists. The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened surface from its intersection with Old Mammoth Road to the borrow pit, which will provide for improved vehicular travel; construction of the tank farm will allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. An education/interpretive area would be an excellent addition to this staging area due to the expected high volume of users.

OHV use is currently prohibited in open areas and on some routes within the Sherwins area, including much of Sherwin Creek Road. Changing the USFS Maintenance Level on Sherwin Creek Road will allow OHV users to ride directly from the borrow pit staging area and then along Sherwin Creek Road to routes open to them in the east without needing to stage farther down the road.

NOTE: Maintenance Levels are defined by the USDA Forest Service Handbook as the level of service and maintenance for a specific road. When roads are maintained, Maintenance Levels must be consistent with road-management objectives and maintenance criteria.

Map ID

Description

2

CONCEPT: Non-motorized trailhead at Tamarack Street

Develop an ADA-accessible non-motorized trailhead at the end of Tamarack Street. Facilities will be limited to signage and the creation of three to six parking spaces, at least one of which will be an ADA-only spot. This trailhead will be open year-round to non-motorized use only (see Winter Map ID #5c) and is intended to serve as a secondary, neighborhood-centric access/egress point

RATIONALE: Tamarack Street is an access/egress point popular with neighborhood residents and others. Improving the site with parking and signage will increase ease of use and accessibility while respecting the private-property owner. Formalizing it as a trailhead creates an important link within the stacked-looped trail system in the meadow (see Summer Map ID #7). This trailhead will provide an alternate access/egress point for non-motorized users, including equestrians, wishing total separation from OHV staging at the borrow pit staging area and will primarily serve neighborhood residents. This trailhead is intended to support a relatively low volume of users as compared to formal staging areas such as the borrow pit, Mill City, and the Lake Mary Road winter closure, which will help to keep traffic levels low in the neighborhood and alleviate safety concerns of residents regarding increased traffic on this narrow street.

NOTE: The private-property owner's future development plans will influence the exact location of this trailhead as well as potential usage, signage, and parking, but also may provide opportunity for site improvement concurrent with private construction.

3

CONCEPT: Formal non-motorized access/egress point at Snowcreek VIII

Formalize the access/egress point at Snowcreek VIII as identified in the Snowcreek VIII Master Plan. Facilities will be limited to signage and the area will be served by public transit (see Summer Map ID #28). This point will be open year-round to non-motorized use only (see Winter Map ID #5a).

RATIONALE: Formalization of this access/egress point will allow residents of, and visitors to, the Snowcreek VIII development access to the borrow pit staging area, the stacked-loop trail system (see Summer Map ID #7), and other amenities and destinations nearby, such as Cerro Coso Community College and the Mammoth Lakes Library, while also allowing users to travel through Snowcreek VIII to visit the planned hotel and retail amenities.

Sherwins Working Group: Summer Map ID Descriptions



Map ID

Description

4

CONCEPT: Multi-use staging area at Mill City

Develop a multi-use staging area at Mill City, located at the Old Mammoth Road winter closure. Facilities will include signage, expanded parking, and bathrooms. This staging area will be open year-round to non-motorized use (see Winter Map ID #6) and will be served by public transit (see Summer Map ID #28).

RATIONALE: This facility will provide an alternative to the borrow pit staging area, which will relieve pressure on the main parking/staging areas at the eastern end of the Sherwins and will provide an alternate access/egress point to the Sherwins area for non-motorized users wishing total separation from OHV staging. It also will provide additional staging opportunities for the Lakes Basin, Mammoth Rock Trail's western endpoint, and Panorama Vista Trail/Panorama Dome Trail's eastern endpoints. An adequate turnaround for public transit will need to be constructed at this location, but transit availability will reduce overcrowding at parking areas and supports the Town of Mammoth Lakes General Plan vision of public-transit mobility.

Map ID

Description

5a

CONCEPT: Soft-surface non-mechanized connector from the Hidden Lake meadow to the Mill City staging area (see Summer Map ID #4 and #16), Panorama Dome, and the Lakes Basin

Articulate a soft-surface non-mechanized connector between the Mill City staging area and the stacked-loop system present within the Hidden Lake meadow on the west end of the Sherwins area (see Summer Map ID #8). The connector will be signed to indicate the level of difficulty and will also connect to La Verne Street, possibly via an existing drainage easement. The trail will be articulated beneath the winter trail where possible (see below and Winter Map ID #7) and will be open to non-mechanized use (no bicycles) year-round.

The trail will follow this rough alignment: Beginning in the Hidden Lake meadow, the trail will head up the south side of The Bluffs through the manzanita, gain the ridge along the firebreak, present a spur to the proposed Mill City staging area, and continue to the west end of the Mammoth Rock Trail.

RATIONALE: This connector satisfies an existing need to provide efficient, marked travel between the popular Lakes Basin amenities and the frequently used meadow at the west end of the Sherwins that avoids conflict with mountain bikes for hikers and equestrians. This feature will provide an important link directly into the stacked-loop trail system (see Summer Map ID #8) and also will allow equestrians and hikers a bike-free alternative to using the Mammoth Rock Trail to access the Lakes Basin. Signage and trail construction (a series of tight switchbacks) will be designed to deter “poaching” by downhill mountain bikers.

The specific routing of this trail offers the following benefits: avoidance of the steep existing drainage; spectacular views; good sun exposure, which will allow more rapid snowmelt and therefore early access in the spring; reduction of visual impact via placement in manzanita; and connection to the safe crossing at Old Mammoth Road (see Summer Map ID #15), the Mill City staging area (see Summer Map ID #4), the Tamarack Street trailhead (see Summer Map ID #2), and the Mammoth Rock Trail. Additionally, the trail’s aspect allows the ridge to be gained using only three or four switchbacks, which will make construction easier and result in a gentler, more user-friendly grade.

Map ID

Description

5b

CONCEPT: Parallel soft-surface non-motorized connections—one on the north side of Old Mammoth Road, one on the south side—from the Old Mammoth Road safe crossing (see Summer Map ID #15) to the intersection of Old Mammoth Road and Lake Mary Road

Develop a set of parallel soft-surface non-motorized trail connections between the Old Mammoth Road safe crossing and the road's intersection with Lake Mary Road. Facilities will be limited to signage. One connection will be open to all non-motorized use, and its complement will be open to non-mechanized use only.

RATIONALE: Routing these connections along Old Mammoth Road will offer the following benefits: quick snowmelt due to aspect, and therefore early spring accessibility; reduction of visual impact via placement in manzanita; existing topography and vegetation require less-intensive development; good views; avoidance of boggy/wet areas and dense stands of lodgepole pine and aspen; historical/interpretive opportunities as the trails pass through the Mammoth City site; and increased user safety via the off-road location. Additionally, creation of parallel trails will mitigate potential user conflict between equestrians, hikers, and mountain bikers as well as trail deterioration from heavy multiple use.

The trail on the north side of Old Mammoth Road will connect users to the Lake Mary Road Bike Path, crossing Lake Mary Road and encouraging use of that path and the Mammoth Lakes Trail System as a continuous system. The connection to the trail at Summer Map ID #26 encourages and makes accessible recreation and vista opportunities at and near Mammoth Rock. Facilities will be limited to signage, and the Lake Mary Road Bike Path connector will be closed to equestrians.

NOTE: Further study is needed to determine an optimal road crossing for equestrians.

5c

CONCEPT: Soft-surface pedestrian and bike connections from the intersection of Old Mammoth Road and Lake Mary Road to the Lake Mary Road Bike Path

Develop surface-appropriate, safe connections for hikers and mountain bikers who wish to access the new Lake Mary Road Bike Path from the Sherwins area.

RATIONALE: Currently there are no formal, safe points of connection between the new paved multi-use Lake Mary Road Bike Path and the intersection of Lake Mary Road and Old Mammoth Road. Providing these connections will increase safety by avoiding user presence on Lake Mary Road and will encourage use of the new bike path, which connects into the larger paved Mammoth Lakes Trail System.

Map ID

Description

CONCEPT: Hard-surface or paved non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge

Develop a hard-surface or paved ADA-compliant multi-use path (MUP) from the borrow pit staging area (see Summer Map ID #1) to the bridge at Mammoth Creek Park East. Specific routing will take users from the borrow pit staging area, east of the USFS stables, and deliver them to a connection with the existing MUP at Mammoth Creek Park East. This connector can route beneath the winter alignment (see Winter Map ID #10) and will be open to non-motorized use only. The exact surface is to be determined.

6

RATIONALE: This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate staging area and provide connectivity between the park, the borrow pit staging area, the stacked-loop trail system, and formal access/egress points along the meadow's northern boundary. Routing of the trail as described above will increase user safety by keeping users separated from Sherwin Creek Road and Old Mammoth Road traffic, enhance the user experience by presenting less noise and visual impact (vehicular traffic), mitigate potential conflict with the two stock operations in the area (primarily Sierra Meadows Equestrian Center), and provide a direct connection to an existing portion of the Mammoth Lakes Trail System that leads to the Mammoth Lakes Library, Cerro Coso Community College, and other destinations. The park-side endpoint of this connection also will facilitate easier access to the Hayden Cabin (see Summer Map ID #25), which presents historical opportunities and can increase visitor traffic to this amenity.

Map ID

Description

CONCEPT: Non-motorized “backbone” trail connections from the borrow pit staging area to the Tamarack Street trailhead

Articulate two separate non-motorized routes that connect the borrow pit staging area (see Summer Map ID #1) to the Tamarack Street trailhead (see Summer Map ID #2) and also connect into the summertime stacked-loop trail system (see Summer Map ID #8). The hard-surface or paved trail will be ADA-accessible and will be aligned over the existing USFS 4S100 road, which will require closure to motorized use. Construction should accommodate service- and maintenance-vehicle access to Kerry Meadow for special events such as weddings. The complementary trail will be soft surface and aligned over the existing trail to the south, near the base of the Sherwins. Accommodation of equestrian use will be included in the design process, which may include an equestrian-only bridle path. Environmentally appropriate trail design is critical. These trails will be open to non-motorized use only, with specific use dependent on trail surface.

7

RATIONALE: Accommodating multiple uses is important to the diverse Mammoth Lakes community, and providing one hard-surface trail and one soft-surface trail that link the borrow pit staging area to the Tamarack Street trailhead and the greater stacked-loop trail system allows users a choice of experience. The hard-surface or paved trail will enable disabled users and those desiring a compacted surface to enjoy the Sherwins area. It also will provide direct connections to other points on the Mammoth Lakes Trail System by way of the Tamarack Street trailhead (see Summer Map ID #2), the Snowcreek VIII access/egress point (see Summer Map ID #3), and the borrow pit staging area (see Summer Map ID #1). The soft-surface trail allows equestrians who have property on Tamarack Street to cross the meadow and access the borrow pit staging area and beyond, or to head up to the Lakes Basin if coming from the east. It also furthers connectivity for mountain bikers and hikers and discourages use-trail proliferation by providing an easy, clear route. The meadow area is flat and open, which provides excellent visibility for equestrians, hikers, and mountain bikers sharing the soft-surface trail and can help curb user conflict and increase user safety. Proper trail engineering will allow for restoration of the wet meadows by closing other, less-sustainable use trails. Ensuring continued, though modified, access to Kerry Meadow will sustain special-event business there and also offer interpretive opportunities.

NOTE: The exact alignment of the backbone trails has not yet been determined, but will be positioned to avoid possible conflict with golf balls hit from the nearby Snowcreek fairway.

Sherwins Working Group: Summer Map ID Descriptions



Map ID

Description

CONCEPT: Non-motorized stacked-loop trail system in the meadow

Articulate a stacked-loop trail system from the borrow pit staging area (see Summer Map ID #1), along the base of the Sherwins to the Tamarack Street trailhead (see Summer Map ID #2), and back to the borrow pit staging area. Facilities will include signage. The southern half of the perimeter trail of this system will be soft surface; the northern half will be hard surface or paved (see Summer Map ID #7). The entire system will be open to non-motorized use only. An equestrian crossing across Bodle Ditch will be necessary.

8

RATIONALE: To improve the existing non-motorized opportunities in the meadow, a “stacked-loop” or “nested” trail system will be created to offer multiple route and surface options to a variety of summer users. The primary section of trail, out from which the smaller, nested loops will branch, will connect to the access points identified in Summer Map ID #2 (Tamarack Street trailhead) and #3 (Snowcreek VIII access/egress point) via the hard-surface or paved northern half of the loop, providing consistent and easy access/egress across the area to the loop system, the borrow pit staging area, and points of connection farther north and east. Creating a soft-surface southern half will provide an option for equestrians unable to use a hard-surface or paved trail as well as those seeking a more “wild” or “natural” experience.

NOTE: The possibility of adding a hiking-only trail around the meadow should be considered.

NOTE: Mammoth Community Water District needs for access to Hidden Lake will be considered and coordinated with the design process.

CONCEPT: Convert existing USFS roads 4S104 and 4S110 to non-motorized use

Convert existing USFS roads 4S104 and 4S110, at the eastern end of the study area, to non-motorized use only. The routes run roughly from Sherwin Creek Road north to just short of Mammoth Creek.

9a

RATIONALE: The existing roads are currently open to motorized use but lack connectivity to other motorized opportunities and experience minimal use. The conversion would help to protect the existing mule deer habitat in the area, which is a tourism amenity (to see deer on the trail is a unique experience). Additionally, this road is part of the existing Sierra Meadows Equestrian Center lease-area trail inventory.

QUESTION: Should the area through which these existing roads run be open or closed to mountain bikes?

Sherwins Working Group: Summer Map ID Descriptions



Map ID

Description

9b

CONCEPT: Non-motorized stacked-loop trail system located in the eastern portion of the study area
Develop a stacked-loop trail system based on existing trails in the area that will address the needs of visitors who go on day rides, equestrians who board both long- and short-term at Sierra Meadows Equestrian Center, and those who use the trails for hiking, running, biking, and dog walking. Trails will be designed and maintained as equestrian-preferred, but will remain open to all non-motorized users.

RATIONALE: This trail system has traditionally been and continues to be used by both locals and out-of-town visitors who enjoy this area. The trails represent a stacked-loop system that offers the opportunity for users to walk their dogs, hike, run, mountain bike, and horseback ride. The stacked loops provide for great variety in length of experience and can be used in different directions and configurations, such as figure eights, to enhance enjoyment of the area. The trail system provides essential connectivity between Sierra Meadows Equestrian Center and other system trails, including the Mammoth Rock and Sherwin Lakes trails.

Additionally, designing the trails as equestrian-preferred provides an opportunity for a safe equestrian experience for novice riders and children. For the most part, the trails are on relatively gentle terrain over soils that are soft and sandy and provide excellent line of sight, minimizing the potential for conflict with other users.

Map ID

Description

10

CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area across Mammoth Creek to Shady Rest Park

Develop a soft-surface non-motorized trail connector from the borrow pit staging area (see Summer Map ID #1) across Mammoth Creek and on to Shady Rest Park. The trail would run adjacent to Sherwin Creek Road to Sherwin Creek Campground, then head east to the footbridge and northwest toward Mammoth Community Water District and the existing MUP system leading to Shady Rest Park. Facilities will include signage and doggie-bag stations along the main trail. Improvements to the existing footbridge or a new creek crossing will need to be built. This trail will be open to non-motorized use only; once clear of the borrow pit staging area, dogs may be off-leash if under voice control (see Summer Map ID #22).

RATIONALE: This trail achieves connectivity between two heavily used recreation areas without forcing users onto Old Mammoth Road, which improves user safety and the user experience by avoiding traffic hazards, visual impact, and noise. This trail allows dog owners to walk their pets leash-free and provides clear sightlines between equestrian users in the area and mountain bikers on the trail, reducing potential safety hazards and user conflict. The creek crossing will be simple and minimal, such as a flat-log crossing, to reduce cost, and signage indicating a “slow zone” will further assist with user-conflict mitigation and safety concerns (see Summer Map ID #30).

NOTE: Both the crossing at Highway 203 and the side of Sherwin Creek Road on which the trail will be aligned have yet to be determined.

11

CONCEPT: Soft-surface non-motorized trails along Mammoth Creek

Consolidate the multiple use-trails along Mammoth Creek into two parallel system trails: the north-bank trail will be open to all non-motorized use, while the south-bank trail will be designated as non-mechanized (no bicycles). Each trail will begin from Mammoth Creek Park East and head east toward Sierra Meadows Equestrian Center.

RATIONALE: Consolidation of the many existing use-trails into two clearly signed routes on either side of the creek will allow for rehabilitation of the creek’s banks and will prevent further proliferation of social trails. Creating one trail that permits bikes and one that prohibits them allows users a choice of experience and to avoid potential conflict with other trail users. Situating the trails on opposite sides of the creek will assist with enforcement of use restrictions; further, the trail on the north side of the creek can link directly into the connector trail to Shady Rest Park (see Summer Map ID #10). Additionally, the north-side trail provides connectivity for bicycles from the park to Hayden Cabin, a point of historical interest (see Summer Map ID #25).

Sherwins Working Group: Summer Map ID Descriptions



Map ID

Description

12a

CONCEPT: Non-motorized staging area at the Lake Mary Road winter closure

Develop a formal non-motorized staging area at the Lake Mary Road winter closure, east of Lake Mary Road and above the bridge. Facilities will include signage and parking. The staging area will be open to non-motorized use year-round (see Winter Map ID #16). The Panorama Vista Trail would be rerouted to start from this staging area (see Summer Map ID #12b), and a safe crossing at the staging area itself would need to be constructed. This staging area will be served by public transit (see Summer Map ID #28).

RATIONALE: This staging area will relieve existing pressure on the current Lake Mary Road parking used to access the Sherwins, Panorama Dome, and other Lakes Basin recreation amenities, as well as on the Mill City staging area (see Summer Map ID #4). It also will help to eliminate pullout parking that is currently happening along Lake Mary Road (a high-traffic, high-speed road). The safe crossing could include use of a four-way stop at the intersection, speed bumps, and diagonal parking along the staging area, which could also slow traffic.

12b

CONCEPT: Soft-surface non-motorized trail connecting the Lake Mary Road staging area to the Panorama Vista Trail, Panorama Dome Trail, and the Lake Mary Road Bike Path

Develop a soft-surface non-motorized trail that connects from the end of the Lake Mary Road Bike Path at the bridge and continues on the east side of the road to connect to Panorama Dome Trail. Realign the northern end of Panorama Vista Trail to parallel the road, with a connection to the Lake Mary Road winter closure staging area (see Summer Map ID #12a) and the south end of the trail. Build a bridge that connects the Lake Mary Road Bike Path to the soft-surface trail described here. This would be constructed on the east side of the existing bridge where the Lake Mary Road Bike Path currently ends.

RATIONALE: User safety will be increased by keeping users off of Old Mammoth Road. Panorama Vista Trail realignment will eliminate use of the dangerous southern end of the trail at its intersection with Lake Mary Road. The bridge will allow bike-path users to utilize the safe crossing to the Lake Mary Road winter closure staging area (see Summer Map ID #12a). The trail connection will connect users in the lower Sherwins area and Panorama Dome with the Lake Mary Road Bike Path as well as provide safe and accessible connectivity between the Lakes Basin, the Mammoth Mountain Ski Area (MMSA) Bike Park, and Panorama Dome.

Map ID #	Description
13	CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area (see Summer Map ID #1) to Mammoth Rock Trail Develop a soft-surface non-motorized connector trail from the Mammoth Rock Trail to the south side of the borrow pit staging area. Design concerns may necessitate rehabilitation of the two existing use-trails into one system trail that connects to the existing road on the south side of the borrow pit.
	RATIONALE: This connection will enable users, particularly mountain bikers, to exit the Mammoth Rock Trail and make a direct connection to the Mammoth Creek Park East connector trail (see Summer Map ID #6) and the larger Mammoth Lakes Trail System, or to one of the two “backbone” trails connecting the borrow pit staging area to the Tamarack Street trailhead (see Summer Map ID #2 and #7). Consolidation of the two existing use-trails will reduce visual impact. This connection will deliver users from Mammoth Rock Trail directly into the borrow pit staging area, which is a major node featuring an array of facilities.
14	CONCEPT: Soft-surface non-motorized connector from the Mill City staging area (see Summer Map ID #4) to the end of the Panorama Vista Trail Improve and formalize the existing use-trail or build a new soft-surface non-motorized trail to connect the system trail at Mill City to the end of the Panorama Vista Trail at the Mill City staging area. This trail will be open to non-motorized use only.
	RATIONALE: This trail connects the MMSA Bike Park, Lake Mary Road Bike Path, and Panorama Dome Trail back to town without needing to take Mammoth Rock Trail or create downhill traffic on the Lake Mary Road Bike Path, which will improve user safety and relieve some pressure on Mammoth Rock Trail. It creates the opportunity for a firebreak on Panorama Dome, creates an option for trail users to stay off of Old Mammoth Road, and eliminates some road crossings, also contributing to increased user safety. This trail provides connectivity to the larger Mammoth Lakes Trail System and public transit (see Summer Map ID #28) via the Mill City staging area, and also connects to and presents interpretive opportunities at the Mill City historical site.

Map ID

Description

15

CONCEPT: Old Mammoth Road soft-surface non-motorized safe crossing

Develop a soft-surface non-motorized safe crossing of Old Mammoth Road. A trail would be built roughly from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of the existing use trail/mine road, then turn parallel to the road and continue to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill (west) of the turn. The crossing will be open to non-motorized use only.

RATIONALE: This crossing provides continuity of the soft-surface system described in Summer Map ID #14 and elsewhere in this proposal. It avoids having bikers cross Old Mammoth Road in a blind hairpin, as is the current configuration, thereby dramatically increasing public safety both for trail users and drivers. This is a safe crossing point because uphill traffic has a 180-degree turn to negotiate; therefore, traffic is slow and downhill traffic has a long straightaway on which to see oncoming cars or pedestrians. Cars are naturally slowing here in anticipation of the hairpin turn. Additionally, this crossing will minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road.

NOTE: The exact alignment of the safe crossing is yet to be determined but could include a below-grade crossing.

Map ID

Description

-
- CONCEPT:** Soft-surface non-motorized connector from the Mill City staging area (see Summer Map ID #4) to the trail connecting it to the western end of the meadow (see Summer Map ID #5a) and Mammoth Rock Trail, with additional connectivity to La Verne Street
- Develop a soft-surface non-motorized connector trail that will link into Mammoth Rock Trail and the meadow via the trail connection described in Summer Map ID #5a. This spur, which will be ADA-accessible, should be aligned with the identified existing use-trails/roads if possible and will include an ADA-accessible constructed overlook/scenic vista area. ADA access may terminate at the vista point. A spur to La Verne Street should be developed as well.
- 16** **RATIONALE:** This trail provides an essential, though short, link between the Mill City staging area and the trail that connects it to the meadow. As an ADA-accessible trail with a constructed scenic-overlook point, it will offer vista opportunities from The Bluffs to disabled users. This connection provides access to potential public transportation (see Summer Map ID #28) and to Mill City, which is a historic point of interest that has further connections to other area trails. Additionally, this alignment will take pedestrian and bicycle traffic off of Old Mammoth Road and help to minimize the use of unsafe roadside turnouts along Old Mammoth Road. There is good visibility in this area, which will help to prevent or mitigate conflict between users. A trail to La Verne Street will provide neighborhood residents easy access to the larger trail system in the meadow as well as to the Lakes Basin.
- NOTE:** A La Verne Street spur alignment will require further study and will take into account private-property opportunities and constraints.
-
- CONCEPT:** Sherwin Ridge access from Mill City, Mammoth Rock Trail, and the meadow
- Construct a soft-surface non-motorized trail from Mammoth Rock Trail heading west, wrapping around the base of the Sherwins before connecting with the trail identified in Winter Map ID #17 to access the Sherwin Ridge.
- 17** **RATIONALE:** This connection creates safe access to the existing Sherwin Ridge use trail during the summer by eliminating the need for parking on unsafe turnouts along Lake Mary Road. Users will be able to access the Sherwins from a variety of proposed facilities, including the historic Mill City site (which also presents interpretive opportunities), the Mammoth Rock Trail, the meadow, and the borrow pit staging area (see Summer Map ID #1). The option to explore further connectivity from this trail back to the borrow pit staging area, Solitude Canyon, and other destinations will be addressed by a Solitude Canyon/Panorama Dome Study Group (see Summer Map ID #19).
-

Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
18	CONCEPT: Improved soft-surface non-motorized connector from Mammoth Rock Trail to proposed meadow loop trail (see Summer Map ID #8) Improve the existing trail connection that links the eastern section of Mammoth Rock Trail to the loop trail around the meadow (see Summer Map ID #8). The connector will be clearly delineated and marked as two-way (uphill and downhill), utilize the existing use-trail, which is currently in good shape except for the top portion, and will be open to non-motorized use only. Equestrian use will be accommodated per appropriate and sustainable design needs of the topography and terrain, which could include a second trail. RATIONALE: This connector will allow mountain bikers to exit the Mammoth Rock Trail before reaching the sandy eastern end (an undesirable soil type for mountain bikers) and can connect them via the backbone trails to the Tamarack Street trailhead (see Summer Map ID #2 and #7). This link will open up loop opportunities both within the Sherwins area and on Mammoth Lakes Trail System facilities accessible from the Tamarack Street trailhead and the borrow pit staging area (see Summer Map ID #1). Making the trail two-way helps to prevent and mitigate user conflict between riders coming downhill at higher speeds and users traveling more slowly upslope.
19	CONCEPT: Recommendation for further study/assessment of Solitude Canyon and Panorama Dome areas While no specific trail or facility recommendations are offered, further study of the Solitude Canyon and Panorama Dome areas should be undertaken to analyze opportunities for future trail access, connectivity, and development. Site-specific, community-based working groups should be formed to conduct these studies within the next 12 months. RATIONALE: Possibilities exist for connectivity from the Solitude Canyon area to Mammoth Rock Trail, the Lakes Basin, the motocross track area, and Sherwin Ridge. The motocross track area could be considered for a mountain bike–race staging area, which would offer an alternative to races at the MMSA Bike Park. Possibilities for connectivity also exist on Panorama Dome.
20	OMITTED

Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
21	CONCEPT: Summer biathlon course Develop a summer biathlon course in the motocross track area. RATIONALE: The motocross track is far enough away from the borrow pit staging area (see Summer Map ID #1) to avoid heavy use conflict. Potential conflict with mountain-bike races or the annual motocross event can be resolved with advance notice and scheduling.
22	CONCEPT: Dog-leash policy Dogs may be off-leash on soft-surface trails in the Sherwins area if under voice command. Dogs must be on-leash on hard-surface trails and at all trailheads and staging areas. RATIONALE: With leash policies at areas such as Horseshoe Lake and Shady Rest Park being increasingly enforced, dog owners should be offered an option to walk or exercise their pets without a leash. Requiring dogs to be under voice control will help to prevent conflict and safety hazards between users, as will an on-leash policy at trailheads and staging areas and on hard-surface trails, where use may be more concentrated.
23	OMITTED
24	CONCEPT: Preservation of Old Mill site Develop a walking/interpretive trail at the Old Mill site. This trail will be limited to pedestrians and will be separated from the nearby bike path. RATIONALE: The Old Mill site offers many interpretive opportunities to explore the area's history. Limiting the path to foot traffic will allow visitors to enjoy and experience those opportunities without conflict with those on bikes or horses.
25	CONCEPT: Promote local historic elements at Hayden Cabin Though no specific recommendations are being put forth at this time, it was agreed that interpretive opportunities at Hayden Cabin should be explored and expanded. Utility of the proposed connector from the borrow pit staging area (see Summer Map ID #1) to Mammoth Creek Park East at the bridge (Summer Map ID #6) should be considered in this assessment. RATIONALE: Hayden Cabin is a unique historical point of interest in Mammoth Lakes and should be better promoted to visitors and residents. The current entrance, despite existing signage, is not intuitive, as several routes are present.

Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
26	CONCEPT: Soft-surface non-motorized trail to Mammoth Rock Develop a soft-surface non-motorized trail to Mammoth Rock from the western end of Mammoth Rock Trail. Alignment should follow and/or improve the existing use-trails. RATIONALE: This area provides excellent views and incorporates one of the iconic features of the area and of the town; Mammoth Rock should be highlighted as a recreation destination and remain open to new recreation opportunities. Formalization of a trail will create a sustainable alignment where several use trails currently exist. This trail can also form a connection up and over the Sherwin Ridge to the improved Sherwins access trail that intersects with Lake Mary Road on the south side of the crest (see Summer Map ID #17), or over to Solitude Canyon (see Summer Map ID #19). NOTE: Wildlife and view-shed preservation are concerns; this concept requires further study.
27	OMITTED
28	CONCEPT: Public-transit stops near staging areas and trailheads Public-transit stops should be located within reasonable walking distance of the following staging areas and trailheads: the Mill City staging area (see Summer Map ID #4); the borrow pit staging area (see Summer Map ID #1); the Lake Mary Road winter closure staging area (see Summer Map ID #12a); and the Snowcreek VIII access/egress point (see Summer Map ID #3). See also the public-transit proposal described in Winter Map ID #12. RATIONALE: Public-transit stops close to staging areas and trailheads will make it easy for those who do not have a vehicle available to them (or a driver's license) to access the Sherwins zone via formal access/egress points with facilities of some kind. Expanded routes support the Town of Mammoth Lakes General Plan vision for public-transportation mobility and can help alleviate potential traffic congestion both on the roads and at the parking areas. Adding stops near these points also supports the area's internal connectivity (i.e., the stacked-loop system described in Summer Map ID #8) by enabling users to enter or exit from the location that is most desirable or convenient. NOTE: The turnaround for public transit at the Mill City staging area could be built at the same time that the parking area is expanded.

Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
29	CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area (see Summer Map ID #1) to the Sherwin Lakes area Develop a soft-surface non-motorized connector (non-preferred equestrian) from the borrow pit staging area east to the Sherwin Lakes area that routes south of the motocross track.
	RATIONALE: This connection would provide a direct route to link into alternative non-motorized recreation experiences at and near the popular Sherwin Lakes area, as well as to Mammoth Rock Trail and Solitude Canyon (see Summer Map ID #19), without incorporating the Sherwin Lakes trailhead as its endpoint.
	NOTE: The dashed line indicating Summer Map ID #29 on the map is not a specific proposal, but is a general concept to promote dialogue about this opportunity. The preferred route alignment is yet to be determined and requires further study.
	NOTE: Signage and trail engineering are important to executing this recommendation.
	NOTE: Develop further study of Solitude Canyon (see Summer Map ID #19) using Summer Map ID #29 as primarily a bike- and hike-only trail continuing on and up to Solitude Canyon.
30	NOTE: Maintain separate hiking/biking and equestrian facilities, including a hiker-only trail connecting to the existing Sherwin Lakes Trail.
	CONCEPT: Signage and wayfinding system A comprehensive signage and wayfinding system should be installed throughout the study area, including educational and interpretive opportunities. See also the signage and wayfinding proposal described in Winter Map ID #13.
30	RATIONALE: A uniform and comprehensive signage and wayfinding system will enhance the user experience by providing specific information (trail length, degree of difficulty, etc.), more general information (overview of stacked-loop system, public-transit schedules, etc.), interpretive opportunities (anatomy of a meadow, mining-town history, etc.), and education that will assist with enforcement of policies (on- and off-leash areas, motorized/non-motorized use, etc.).

Sherwins Working Group: Summer Map ID Descriptions



Map ID

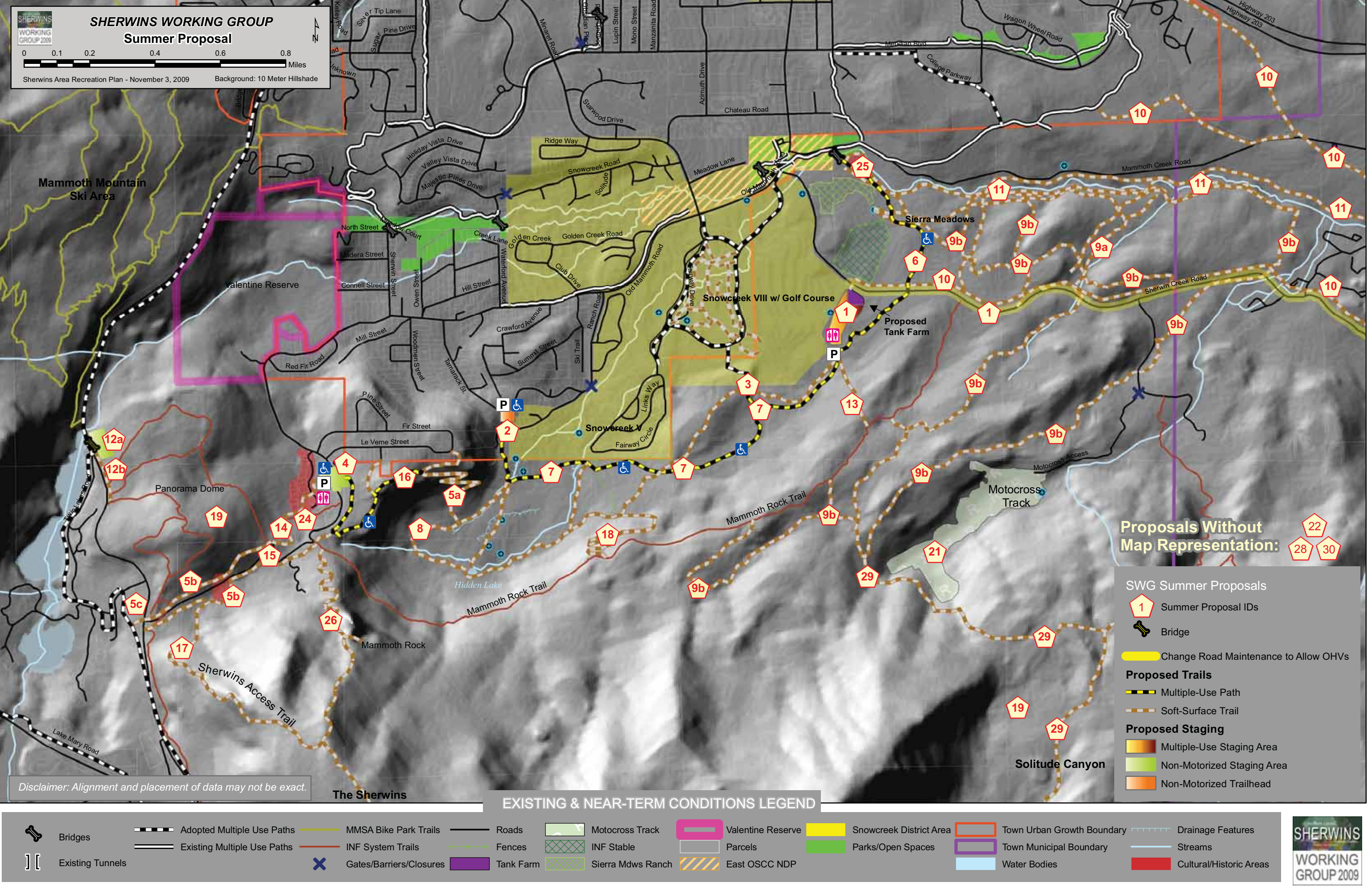
Description

31

CONCEPT: Retain trails depicted as USFS system trails on the Summer map as part of the SWG Summer Proposal

Retain trails depicted as USFS system trails on the Summer map as part of the SWG's overall summertime proposal, including Mammoth Rock Trail, the Panorama Dome trails, and the Sherwin Lakes Trail.

RATIONALE: The SWG did not separately propose or consider trails depicted as USFS system trails on the Summer map while drafting their Summer Proposal, as they assumed that, as official trails recognized as part of the Inyo National Forest inventory, these trails would not be restored or lose system status if not specifically identified in the Summer Proposal. It is the intent and assumption of the group that these trails will remain or become official USFS system trails and will be included as part of their Summer Proposal.





SHERWINS WORKING GROUP
Summer Proposal

00.10.20.40.60.8

Miles

Sherwins Area Recreation Plan - November 3, 2009Background: 10 Meter Hillshade

Proposals Without Map Representation: 22, 28, 30

SWG Summer Proposals

1

Summer Proposal IDs

Bridge

Change Road Maintenance to Allow OHVs

Proposed Trails

Multiple-Use Path

Soft-Surface Trail

Proposed Staging

Multiple-Use Staging Area

Non-Motorized Staging Area

Non-Motorized Trailhead

Bridges

Existing Tunnels

Adopted Multiple Use Paths

Existing Multiple Use Paths

MMSA Bike Park Trails

INF System Trails

Gates/Barriers/Closures

Roads

Fences

Tank Farm

Motocross Track

INF Stable

Sierra Mdws Ranch

Valentine Reserve

Parcels

East OSCC NDP

Snowcreek District Area

Parks/Open Spaces

Town Urban Growth Boundary

Town Municipal Boundary

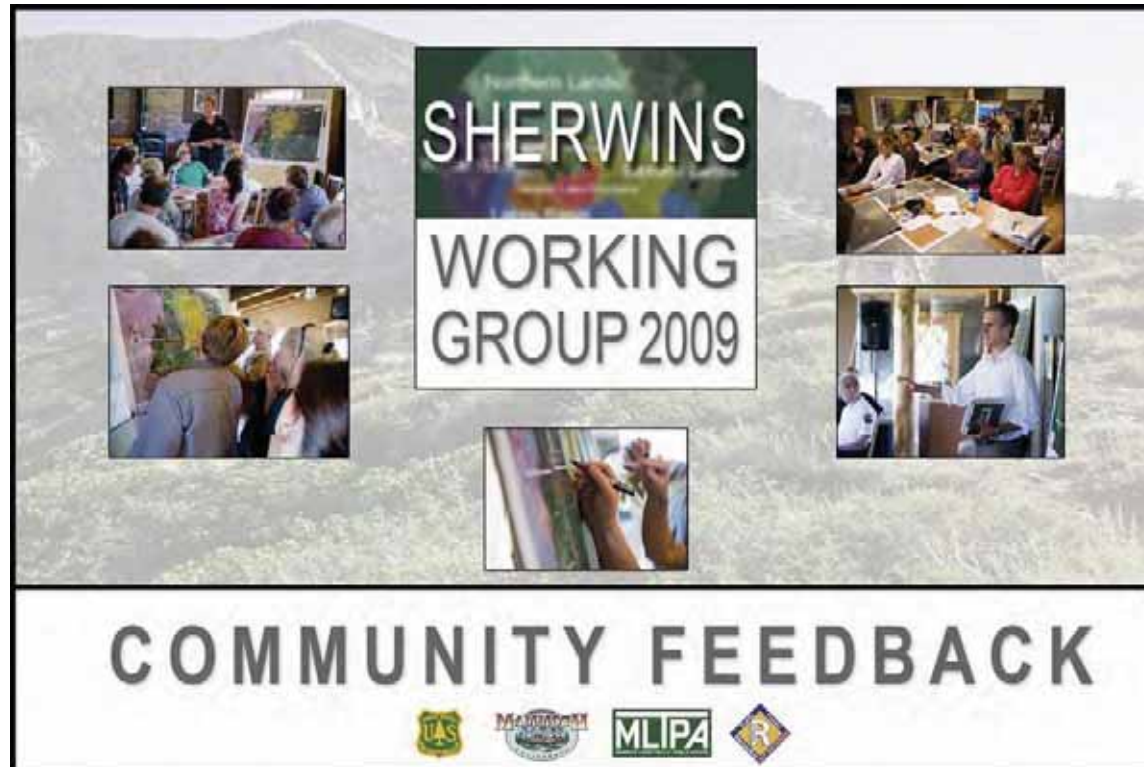
Water Bodies

Cultural/Historic Areas

Drainage Features

Streams

Cultural/Historic Areas



WINTER NARRATIVE

Final Draft

November 3, 2009

Map ID

Description

1

CONCEPT: Major multi-use staging area at the borrow pit

This will be the primary staging area for the Sherwins area and therefore the most developed. Facilities, which will be shared between both parking areas (non-motorized at the southern end, motorized turnaround and/or parallel roadside parking at the northern end; see also Winter Map ID #3), will include bathrooms, a beacon basin/interpretive area, and signage. This staging area will be open year-round (see Summer Map ID #1) to all uses and will be served by public transit (see Winter Map ID #12).

RATIONALE: The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened surface from its intersection with Old Mammoth Road to the borrow pit, which must be plowed in the winter and therefore will provide for improved vehicular travel; construction of the tank farm will allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. This area has traditionally been, and continues to be, a popular staging area for recreationists, as evidenced by existing winter conditions (crowded vehicle parking along Sherwin Creek Road). A beacon basin/interpretive area would be an excellent addition to this staging area due to the expected high volume of users.

Creating a separate parking area with over-snow vehicle (OSV)—specific design allows for separation of motorized and non-motorized staging, which mitigates noise and air pollution, reduces potential safety hazards and/or conflicts between snowmobiles and children, dogs, or others, and provides an easy loading/unloading area for those with trailers. Locating the non-motorized parking area farther south allows for better access to the proposed snowplay area (see Winter Map ID #2) for families with children too small to walk a long distance as well as for proximity to non-motorized recreation opportunities to the west.

2

CONCEPT: Non-motorized snowplay area adjacent to the borrow pit staging area

Situate a non-motorized snowplay area on the moraine that is nearest the borrow pit staging area (see Winter Map ID #1) to provide sledding and other complementary wintertime recreation opportunities. This area will be open to non-motorized snowplay only.

RATIONALE: This area is ideal for snowplay due to its moderate slope, gentle terrain, and aspect (north-facing, which best retains snow). Its proximity to the borrow pit staging area makes it highly visible and therefore attractive to potential users, enables them to access the snowplay area via a very short walk, and offers bathrooms and other facilities nearby, which is important for families with small children.

Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
3	CONCEPT: Additional off-loading area for OSV users near the borrow pit staging area Extend a spur from the borrow pit staging area along Sherwin Creek Road that ends in a turnaround that can accommodate a pickup truck with a trailer, but is not limited to or reserved strictly for OSV users. Facilities will be limited to signage; users will access additional facilities at the main borrow pit staging area (see Winter Map ID #1). RATIONALE: Providing an additional off-loading area with a turnaround will help to relieve potential congestion at the formal borrow pit staging area, enabling drivers to drop off or pick up both motorized and non-motorized users more efficiently and with ease. The proposed site's distance from the main staging area will naturally contribute to separation of use.
4	OMITTED
5a	CONCEPT: Formal non-motorized access/egress point at Snowcreek VIII Formalize the access/egress point at Snowcreek VIII as identified in the Snowcreek VIII Master Plan. Facilities will include signage and the area will be served by public transit (see Winter Map ID #12). This point will be open year-round to non-motorized use only (see Summer Map ID #3). RATIONALE: Formalization of this access/egress point will allow residents of, and visitors to, the Snowcreek VIII development access to the borrow pit staging area (see Winter Map ID #1) as well as to other amenities recommended in this proposal, such as the groomed portion of the stacked-loop trail system (Winter Map ID #9a), while also allowing users to travel through Snowcreek VIII to visit the planned hotel and retail amenities.
5b	CONCEPT: Formal non-motorized access/egress point at the Snowcreek golf course Formalize the access/egress point at the Snowcreek golf course as consistent with the Snowcreek VIII Master Plan. Facilities will be limited to signage. This point will be open to non-motorized winter use only. RATIONALE: Formalization of this point will facilitate clear egress across the Snowcreek golf course and back to town for skiers and snowboarders exiting the Sherwins, a very popular frontcountry ski and snowboard amenity, avoiding conflict with private-property owners while providing a direct and easy-to-use route. This point will also connect to Snowcreek VIII—area transit stops (see Winter Map ID #12). NOTE: The exact location of this point will be determined by construction phasing of the Snowcreek VIII project.

Map ID

Description

5c

CONCEPT: Non-motorized trailhead at Tamarack Street

Develop an ADA-accessible non-motorized trailhead at the end of Tamarack Street. Facilities will be limited to signage and the creation of three to six parking spaces, at least one of which will be an ADA-only spot. The trailhead will remain ungroomed. This trailhead will be open year-round to non-motorized use only (see Summer Map ID #2) and is intended to serve as a secondary, neighborhood-centric access/egress point.

RATIONALE: Tamarack Street is an access/egress point popular with neighborhood residents and others. Improving the site with parking and signage will increase ease of use and accessibility while respecting the private-property owner. Formalizing it as a trailhead creates an important link within the stacked-looped trail system in the meadow (see Winter Map ID #9a). This trailhead will provide an alternative access/egress point to the Sherwins area for non-motorized users wishing total separation from OSV staging at the borrow pit staging area (see Winter Map ID #1) and will primarily serve neighborhood residents. This trailhead is intended to support a relatively low volume of users as compared to formal staging areas such as the borrow pit, Mill City (see Winter Map ID #6), and the Lake Mary Road winter closure (see Winter Map ID #16), which will help to keep traffic levels low in the neighborhood and alleviate safety concerns of residents regarding increased traffic on this narrow street.

NOTE: Signage regarding avalanche danger should be considered at this spot.

NOTE: The private-property owner's future development plans will influence the exact location of this trailhead as well as potential usage, signage, and parking, but also may provide opportunity for site improvement concurrent with private construction.

Map ID

Description

6

CONCEPT: Multi-use staging area at Mill City

Develop a multi-use staging area at Mill City, located at the Old Mammoth Road winter closure. Facilities will include signage, expanded parking, and bathrooms. This staging area will be open year-round to non-motorized use (see Summer Map ID #4) and open to OSV use after April 17, when snowmobiles are permitted in the Lakes Basin. This staging area will be served by public transit (see Winter Map ID #12).

RATIONALE: This facility will provide an alternative to the borrow pit staging area (see Winter Map ID #1), which will relieve pressure on the main parking/staging areas at the eastern end of the Sherwins and provide an alternative access/egress point to the Sherwins area for non-motorized users wishing total separation from OSV staging prior to April 17. It also will relieve pressure on the existing Lake Mary Road winter closure staging area. Parking along Old Mammoth Road will continue to be permitted per Town of Mammoth Lakes policy until the parking area is completed.

7

CONCEPT: Non-motorized connector from the Mill City staging area (Winter Map ID #6) to Hidden Lake meadow

Articulate a non-motorized connector between the Mill City staging area and the stacked-loop system within the Hidden Lake meadow on the west end of the Sherwins area (see Winter Map ID #9a). The connector will be ungroomed and receive no maintenance, but will be signed to indicate the level of difficulty. The trail will be articulated over a summer trail and will be open to non-mechanized use (no bicycles) year-round (see Summer Map ID #5a).

RATIONALE: This connector satisfies an existing need to provide efficient, marked travel for cross-country skiers and snowshoers from popular Lakes Basin amenities such as Tamarack Cross-Country Ski Center and the frequently used meadow at the west end of the Sherwins. This feature will provide an important link directly into the stacked-loop trail system (see Winter Map ID #9a). Lack of grooming will make the trail less visible, keeping use to a minimum, and the steeper slope angle and cautionary signage will deter less-skilled skiers and snowshoers.

Map ID

Description

8

CONCEPT: Grooming on Old Mammoth Road from the Mill City staging area (Winter Map ID #6) to the Lakes Basin

Groom over the existing Old Mammoth Road alignment from the Mill City staging area to the intersection of Old Mammoth Road and Lake Mary Road. This will be corduroy only (no Nordic track) that will be open to non-motorized use only until April 17, when the Lakes Basin opens for OSV use.

RATIONALE: Grooming this portion of Old Mammoth Road will facilitate connectivity to the Lakes Basin for non-motorized users, as it will provide an easier surface on which to cross-country ski, snowshoe, or skin. Following the existing road alignment will allow grooming to occur with a low snow threshold, keeping this access/egress corridor open longer than would be possible if it were groomed over vegetation.

CONCEPT: Non-motorized stacked-loop trail system in the meadow

Articulate a stacked-loop trail system from the borrow pit staging area (see Winter Map ID #1), along the base of the Sherwins to the Tamarack Street trailhead (see Winter Map ID #5c), and back to the borrow pit staging area. Facilities will include signage and some maintenance; a specific grooming program will be developed to provide a quality experience for multiple uses, which may include separate trails or delineation as appropriate. The westernmost loop is intended to be left ungroomed, while the section connecting the borrow pit staging area and the Tamarack Street trailhead is intended to be groomed. This system will be aligned, if possible, over the summertime system (see Summer Map ID #8) and will be open to non-motorized use only. This system will be contained within the developed recreation area described in Winter Map ID #18 and will provide connectivity to the Lakes Basin via the connector described in Winter Map ID #7.

9a

RATIONALE: To improve the existing non-motorized opportunities in the meadow (the legacy blue-diamond signage system, as one example), a “stacked-loop” or “nested” trail system with partial grooming will be created to offer multiple route options to a variety of winter users, including a quality groomed cross-country skiing experience. The primary section of trail (aligned over the multi-use path, or MUP, identified in Summer Map ID #7), out from which the smaller nested loops will branch, will connect to the access points identified in Winter Map ID #5a (formal non-motorized access/egress point at Snowcreek VIII), #5b (formal non-motorized access/egress point at the Snowcreek golf course), and #5c (non-motorized trailhead at Tamarack Street), providing consistent and easy access/egress across the area to the loop system, the borrow pit staging area, and points of connection farther north and east. Grooming will provide a packed surface for dog-walkers, snowshoers, pedestrians, cross-country skiers, and others and will allow these users a lengthy maintained-route option. Leaving the western loop ungroomed (but signed) will provide an option for those seeking a more “wild” or “natural” experience.

Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
9b	CONCEPT: Dog policy for stacked-loop trail system in the meadow Dog owners are free to have their pets off-leash on ungroomed non-motorized trails and in open areas, but dogs must be under voice control. Dogs must be leashed on groomed non-motorized trails, at the snowplay area (see Winter Map ID #2), and at all trailheads and staging areas. Facilities will include signage and doggie-bag stations along the main trail. RATIONALE: As on-leash policies are increasingly enforced at other areas, such as Shady Rest Park, an alternative should be provided to those who would like to take their pets for a walk leash-free. Clear signage outlining this policy and providing trail-etiquette education is essential (see Winter Map ID #13). The doggie-bag facilities installed along the trail at regular intervals will help to ensure cleanup compliance, which will not only keep the area tidy, but also will reduce potential conflict between dog-walkers and other users.
10a	CONCEPT: Non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge Develop a groomed connector (corduroy, but no Nordic track) between the borrow pit staging area (see Winter Map ID #1) and Mammoth Creek Park East at the bridge near Hayden Cabin (see Summer Map ID #25). This connector will be open to non-motorized use only and will be consistent with the alignment of the connector described in Summer Map ID #6. RATIONALE: This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate staging area and will provide connectivity between the park, the borrow pit staging area, the stacked-loop trail system (see Winter Map ID #9a), the Mammoth Lakes Trail System, and formal access/egress points along the meadow's northern boundary.

Sherwins Working Group: Winter Map ID Descriptions



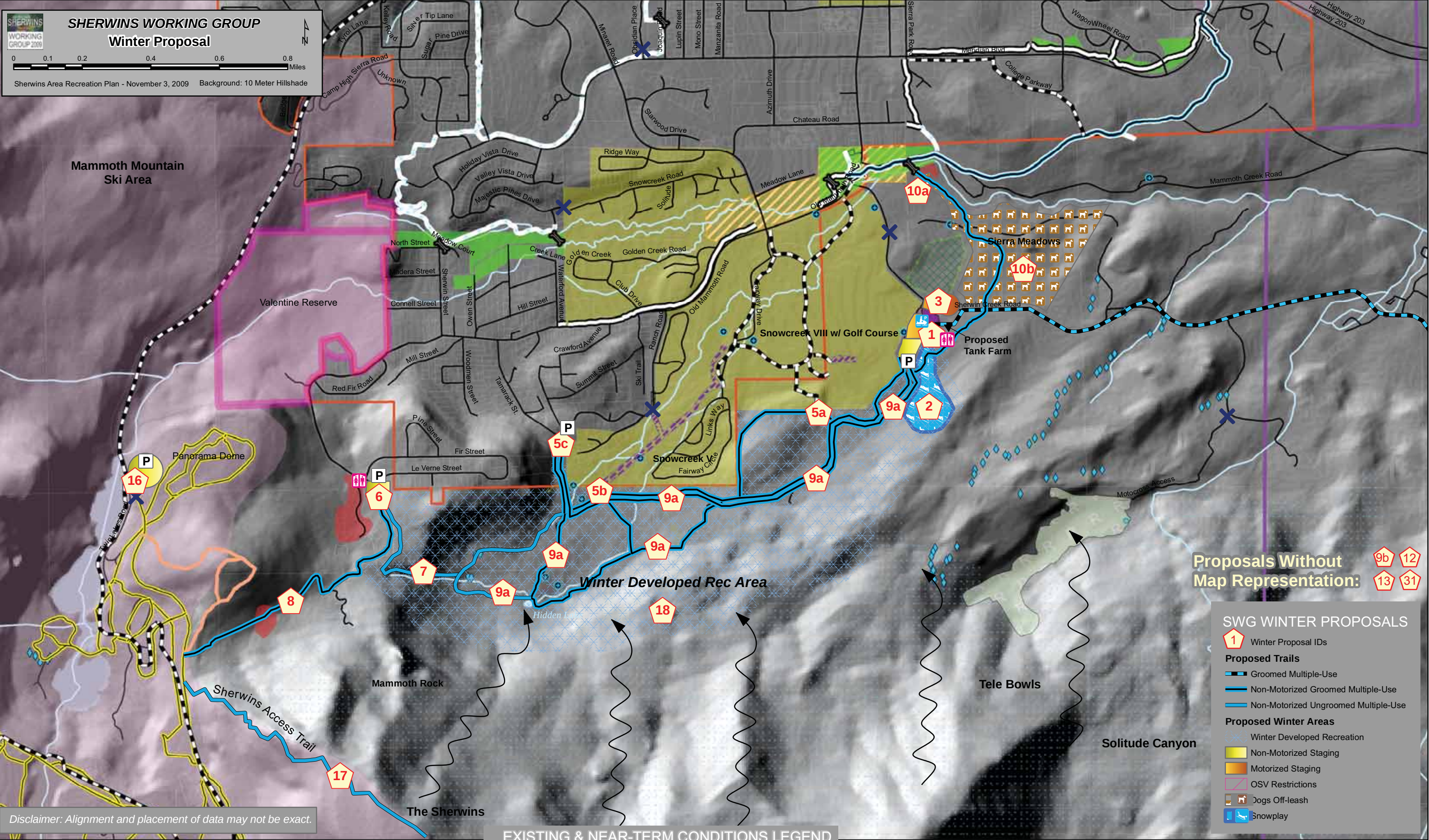
Map ID #	Description
10b	CONCEPT: Off-leash dog area north of Sherwin Creek Road Designate a zone that is north of Sherwin Creek Road and east of the U.S. Forest Service (USFS) stables where dogs may be off-leash and are not required to respond to voice command. Facilities will include signage and doggie-bag stations, and the area will not be groomed or fenced. Dogs must be leashed, however, at all trailheads and staging areas. RATIONALE: As on-leash policies are increasingly enforced at other pet-play areas, such as Shady Rest Park, an alternative should be provided to those who would like to walk, play with, or exercise their pets leash-free. This specific area is a logical choice due to its proximity to the borrow pit staging area parking (easy and quick to access; see Winter Map ID #1), its lack of groomed trails (reduces potential conflict with other users), and the tendency for this area to become packed down relatively quickly due to foot traffic and OSV use.
11	OMITTED
12	CONCEPT: Public-transit stops near staging areas and trailheads Public-transit stops should be located within reasonable walking distance of the following staging areas and trailheads: the Mill City staging area (see Winter Map ID #6); the borrow pit staging area (see Winter Map ID #1); the Lake Mary Road winter closure staging area (see Winter Map ID #16); and the Snowcreek VIII access/egress point (see Winter Map ID #5a). See also the public-transit proposal described in Summer Map ID #28. RATIONALE: Public-transit stops close to staging areas and trailheads will make it easy for those who do not have a vehicle available to them (or a driver's license) to access the Sherwins zone via formal access/egress points with facilities of some kind. Expanded routes support the Town of Mammoth Lakes General Plan vision for public-transportation mobility and can help alleviate potential traffic congestion both on the roads and at the parking areas. Adding stops near these points also supports the area's internal connectivity (i.e., the stacked-loop system described in Winter Map ID #9a) by enabling users to enter or exit from the location that is most desirable or convenient. NOTE: The turnaround for public transit at the Mill City staging area could be built at the same time that the parking area is expanded.

Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
13	CONCEPT: Signage and wayfinding system A comprehensive signage and wayfinding system should be installed throughout the study area, including educational and interpretive opportunities. See also the signage and wayfinding proposal described in Summer Map ID #30. RATIONALE: A uniform and comprehensive signage and wayfinding system will enhance the user experience by providing specific information (trail length, degree of difficulty, etc.), more general information (overview of stacked-loop system, public-transit schedules, etc.), interpretive opportunities (anatomy of a meadow, mining-town history, etc.), and education that will assist with enforcement of policies (on- and off-leash areas, motorized/non-motorized use, etc.).
14	OMITTED
15	OMITTED
16	CONCEPT: Multi-use staging area at the Lake Mary Road winter closure Develop a formal multi-use staging area east of Lake Mary Road, above the bridge. Facilities will include signage and parking. The staging area will be open to non-motorized use year-round (see Summer Map ID #12a) and to OSV use only after April 17, when snowmobiles are permitted in the Lakes Basin. This staging area will be served by public transit (see Winter Map ID #12). RATIONALE: This staging area will relieve existing pressure on the current Lake Mary Road parking used to access the Sherwins, Panorama Dome, Tamarack Cross-Country Ski Center, and other Lakes Basin recreation amenities.
17	CONCEPT: Improved trail to the Sherwins from Lake Mary Road Create a more visible, guided connection between Lake Mary Road and the Sherwins by installing a set of simple signage. This route will not be groomed and will be open to non-motorized use only. RATIONALE: The trail currently used to access the Sherwin Ridge from Lake Mary Road, though heavily used, is not formally recognized by the USFS. Making it “legal” will allow the trail to be aligned to address erosion and other environmental concerns and will enable a simple, small set of signage to be installed at the trailhead (and other spots where necessary) to guide users up the most sustainable route.

Map ID #	Description
18	CONCEPT: Developed, partially groomed non-motorized recreation zone extending from the borrow pit staging area (see Winter Map ID #1) to Old Mammoth Road, including the non-motorized snowplay area (Winter Map ID #2), the formal non-motorized access/egress point at Snowcreek VIII (Winter Map ID #5a), the formal non-motorized access/egress point at the Snowcreek golf course (Winter Map ID #5b), the non-motorized trailhead at Tamarack Street (Winter Map ID #5c), the multi-use staging area at Mill City (Winter Map ID #6), the non-motorized connector from the Mill City staging area to Hidden Lake meadow (Winter Map ID #7), and the non-motorized stacked-loop trail system in the meadow (Winter Map ID #9a) Define and articulate a developed, partially groomed non-motorized recreation zone as shown on the SWG Winter map extending roughly from the borrow pit staging area south to Mammoth Rock Trail and west to Old Mammoth Road. The Town of Mammoth Lakes Urban Growth Boundary will form the northern boundary. RATIONALE: Defining and articulating a developed, partially groomed non-motorized recreation area will offer a “quiet recreation” experience for those who wish to snowshoe, walk, cross-country ski, or enjoy snowplay by providing a sight and sound buffer from OSV use. The establishment of a grooming plan as described in Winter Map ID #9a will preclude motorized use of this area; however, OSV use will continue to be permitted in this area until the grooming plan is established. The location of this zone will allow for direct OSV access to Solitude Canyon via the Tele Bowls. The SWG recognizes that implementation of this feature will likely limit OSV access to the face of the Sherwins; however, the intent is to allow OSV access to Solitude Canyon via a sustainable route that takes into account variable snow conditions and topography and that maintains a clear demarcation between activity areas. Further study is required to determine the exact boundary alignment that will achieve the goals described above.
19	CONCEPT: Retain trails depicted as USFS system trails on the Summer map as part of the SWG Winter Proposal Retain trails depicted as USFS system trails on the Summer map as part of the SWG’s overall wintertime proposal, including Mammoth Rock Trail, the Panorama Dome trails, and the Sherwin Lakes Trail. RATIONALE: The SWG did not separately propose or consider trails depicted as USFS system trails on the Summer map while drafting their Winter Proposal, as they assumed that, as official trails recognized as part of the Inyo National Forest inventory, these trails would not be restored or lose system status if not specifically identified in the Winter Proposal. It is the intent and assumption of the group that these trails will remain or become official USFS system trails and will be included as part of their Winter Proposal, regardless of their seasonal use and accessibility.



Proposals Without Map Representation: 9b 12 13 31

SWG WINTER PROPOSALS

- 1

Winter Proposal IDs
- Proposed Trails

Groomed Multiple-Use

Non-Motorized Groomed Multiple-Use

Non-Motorized Ungroomed Multiple-Use
- Proposed Winter Areas

Winter Developed Recreation

Non-Motorized Staging

Motorized Staging

OSV Restrictions

Dogs Off-leash

Snowplay

[]

Existing Tunnels

Bridges

Blue Diamond Trail Marker

Gates/Barriers/Dead Ends

MCWD Sherwins Area Wells

Backcountry Area

OSV Restriction Area

Snowshoe Trails

Existing Groomed Fee Trails

Groomed MUP

Snow-Removed MUP

Snow-Covered MUP

Streets

Planned Multi-Use Paths

Fences

Cultural/Historic Areas

Backcountry Ski/Snowboard

Parks/Open Spaces

Valentine Reserve

INF Stable

Borrow Pit

Proposed Tank Farm

Motocross Track

Town Municipal Boundary

Town Urban Growth Boundary

East OSCC NDP

Ranch Rd Easement

Parcels

Winter Access - SnowCrk Master Plan

Snowcreek District Area

Streams

Water Bodies

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