

Introduction

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

Background

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

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

Purpose and Need

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

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

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

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

The proposed action is **needed** to:

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

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

Federal and State Guidance

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

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

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

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

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

Private Land Development

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

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

RESIDENTIAL

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

COMMERCIAL

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

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

HIGHWAY 203 RELOCATION

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

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

ARRIVAL

Parking

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

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

Transit

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

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

INDUSTRIAL USES

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

SUPPORTING INFRASTRUCTURE AND UTILITIES

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

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

Reclaimed Water Treatment Plant

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

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

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

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

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

Connected Actions

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

Actions

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

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

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

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

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

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

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

⁴ 40 CFR 1508.25

Projects on NFS Lands

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

ROAD CONNECTING PARCELS A AND B

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

TRAILS

Snowmobile Trails

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

Pedestrian Paths

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

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

NEW LIFTS, LIFT REPLACEMENTS AND RELOCATIONS

Magic Carpets

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

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

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

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

Lift 37 Surface Platter

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

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

Big Bend Relayer Lift

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

Existing Lift 11 Discovery Chair

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

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

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

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

Panorama Gondola

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

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

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

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

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

TERRAIN AND INFRASTRUCTURE

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

Terrain Development

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

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

Ski Beach Improvements

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

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

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

Snowmaking

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

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

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

Parking

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

Utilities

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

Propane

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

Communications

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

Water

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

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

Wastewater Management

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

Electricity

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

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

FACILITIES

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

Skier Services

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

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

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

Mountain Operations and Administration Headquarters

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

SUMMER ACTIVITIES

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

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

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








DEFENSIBLE SPACE AND FIRE PROTECTION

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

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

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

FIGURE 1.
EXISTING BOUNDARIES AND
FOREST PLAN MANAGEMENT AREAS

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



SE GROUP

Scale (feet)
0 500 1000

Owens River Headwater Wilderness

**Parcel B
Private Land
Subject to CEQA**

**Parcel A
Private Land
Subject to CEQA**

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

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

Mammoth SUP Boundary

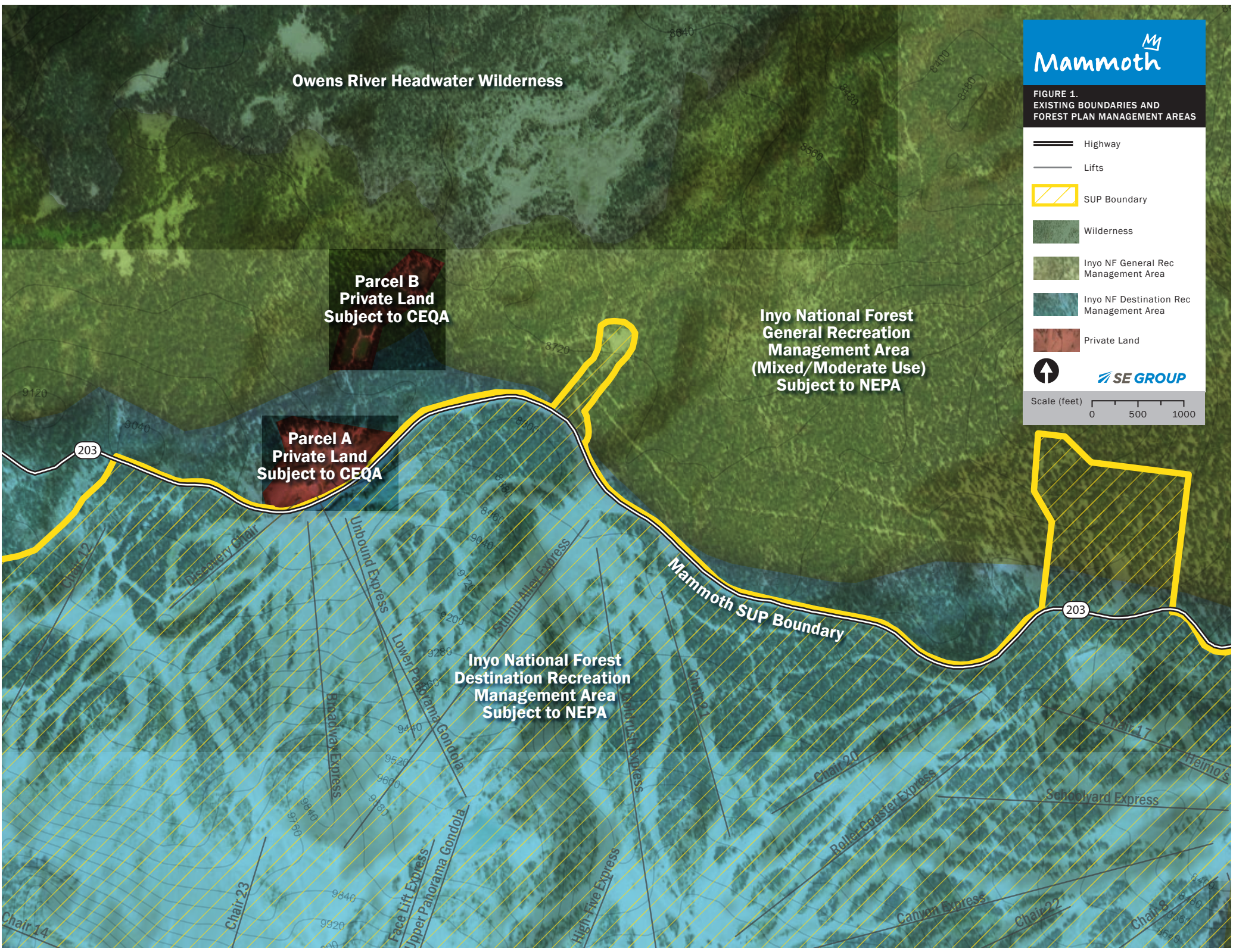


FIGURE 2.
EXISTING MOUNTAIN CONDITIONS

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

SE GROUP

Scale (feet)
0 500 1000

Refer to Figure 4
for existing conditions
in Parcels A and B

Parcel B

Parcel A

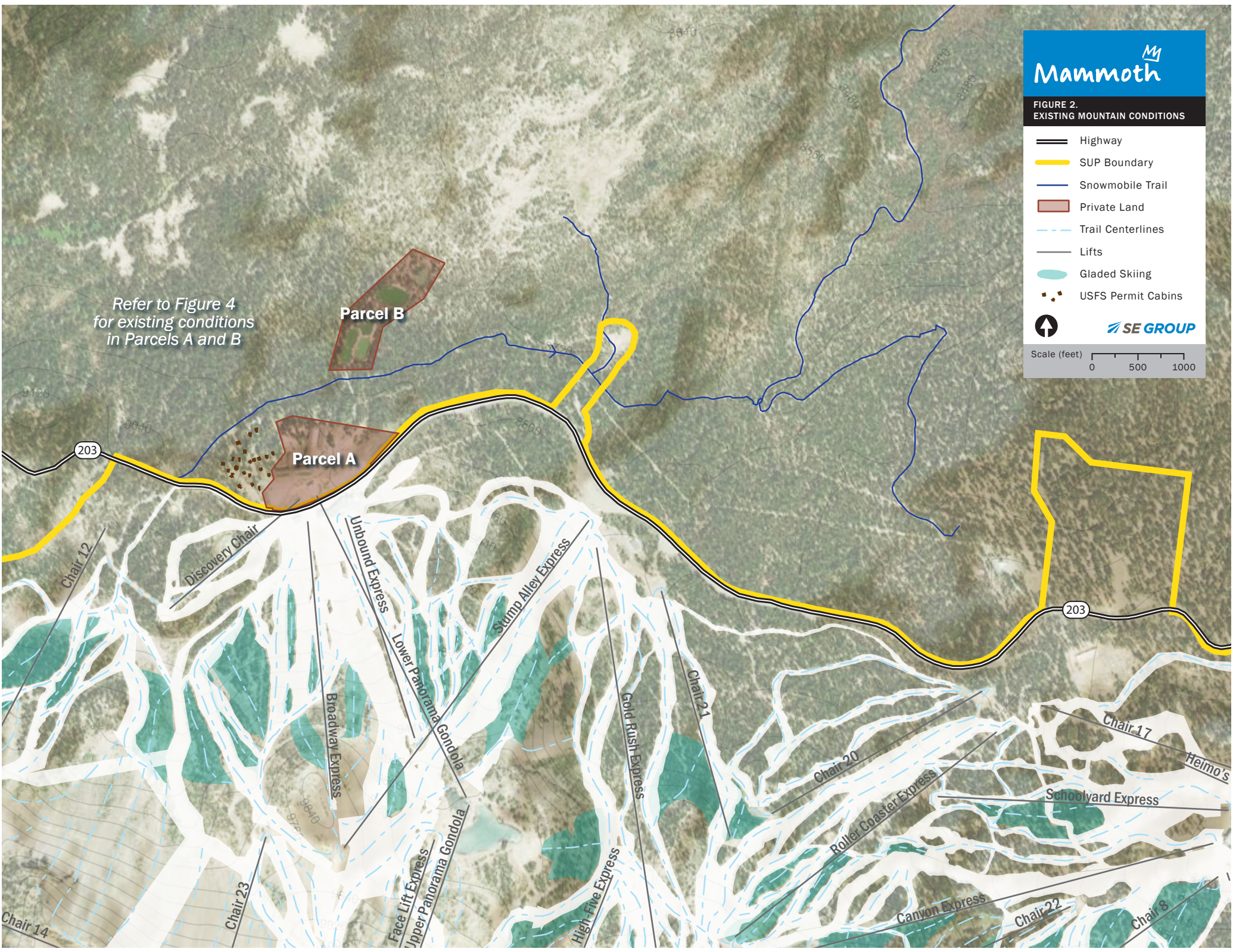








FIGURE 3.
PROPOSED MOUNTAIN CONDITIONS

EXISTING

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

PROPOSED

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




Scale (feet)

1000

0

500

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

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



FIGURE 4.
EXISTING MAIN LODGE BASE AREA

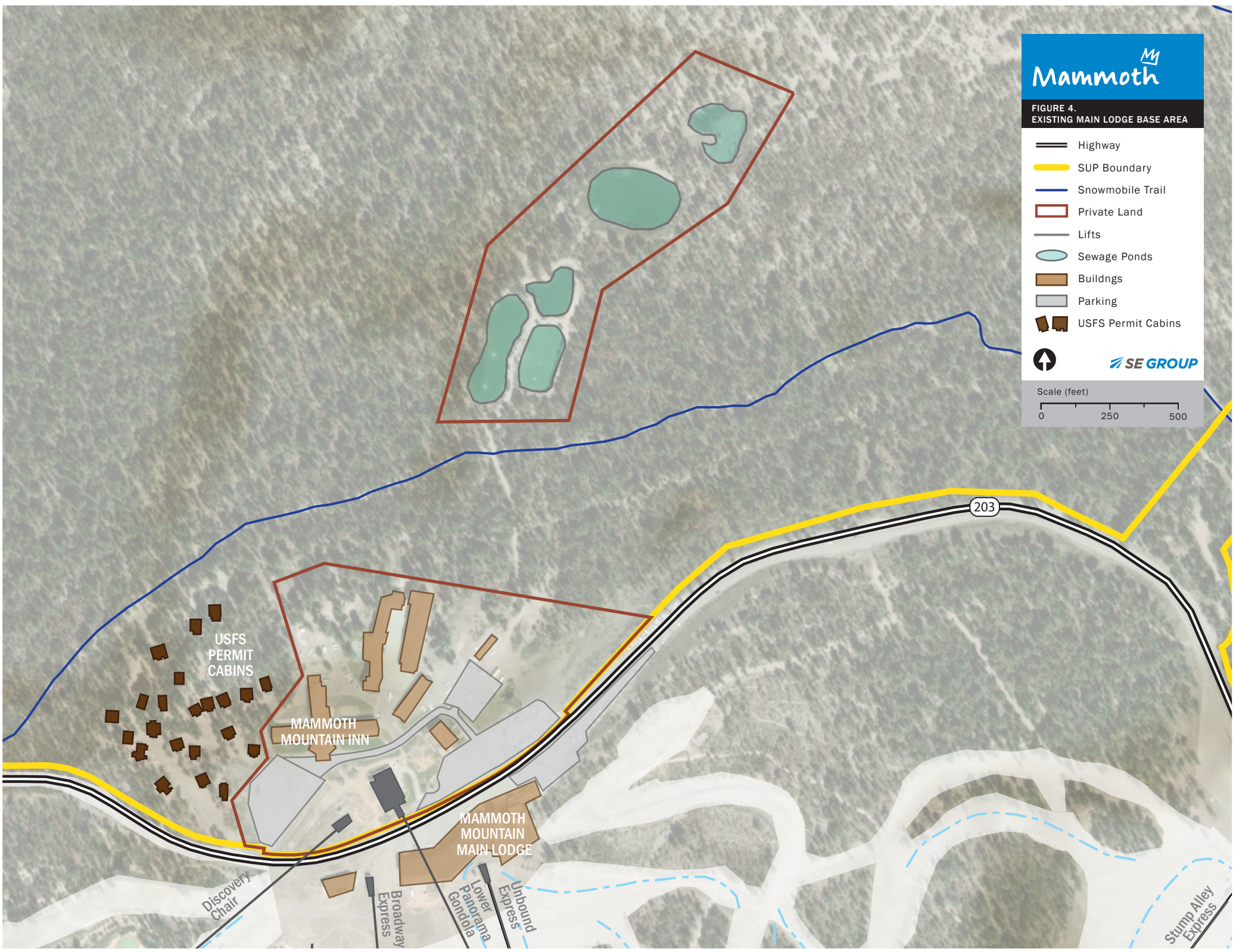
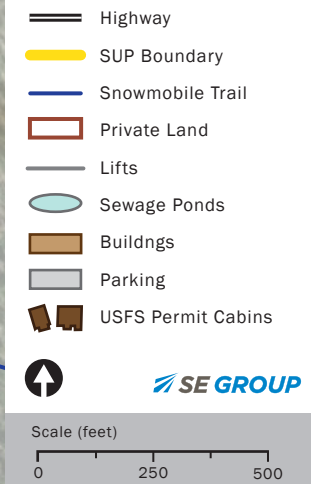
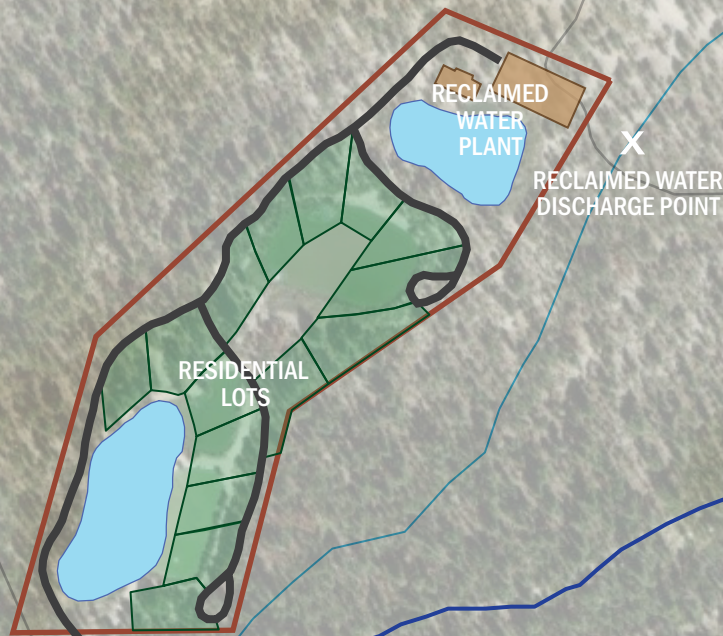


FIGURE 5. PROPOSED MAIN LODGE BASE AREA (WINTER)

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

Scale (feet)
0 250 500



SNOWMOBILE
UNDERPASS

RESIDENTIAL
LOTS

RECLAIMED
WATER
PLANT

RECLAIMED WATER
DISCHARGE POINT

203

BIG BEND
PARKING AREA

MOUNTAIN OPERATIONS
AND ADMIN HEADQUARTERS

Lift 37 /Platter

GUS'S
PASTURE

Big Bend Relayer

RESIDENTIAL

HOTEL

SHORT-TERM
PARKING

MC2

MC1

VILLAGE CORE

RESIDENTIAL

HOTEL

SKIER SERVICES
BUILDING

1

2

3

Lower
Panorama
Gondola

Broadway
Express

Discovery Chair

Unbound
Express

Stump Alley
Express

FIGURE 6. EXISTING AND PROPOSED UTILITIES

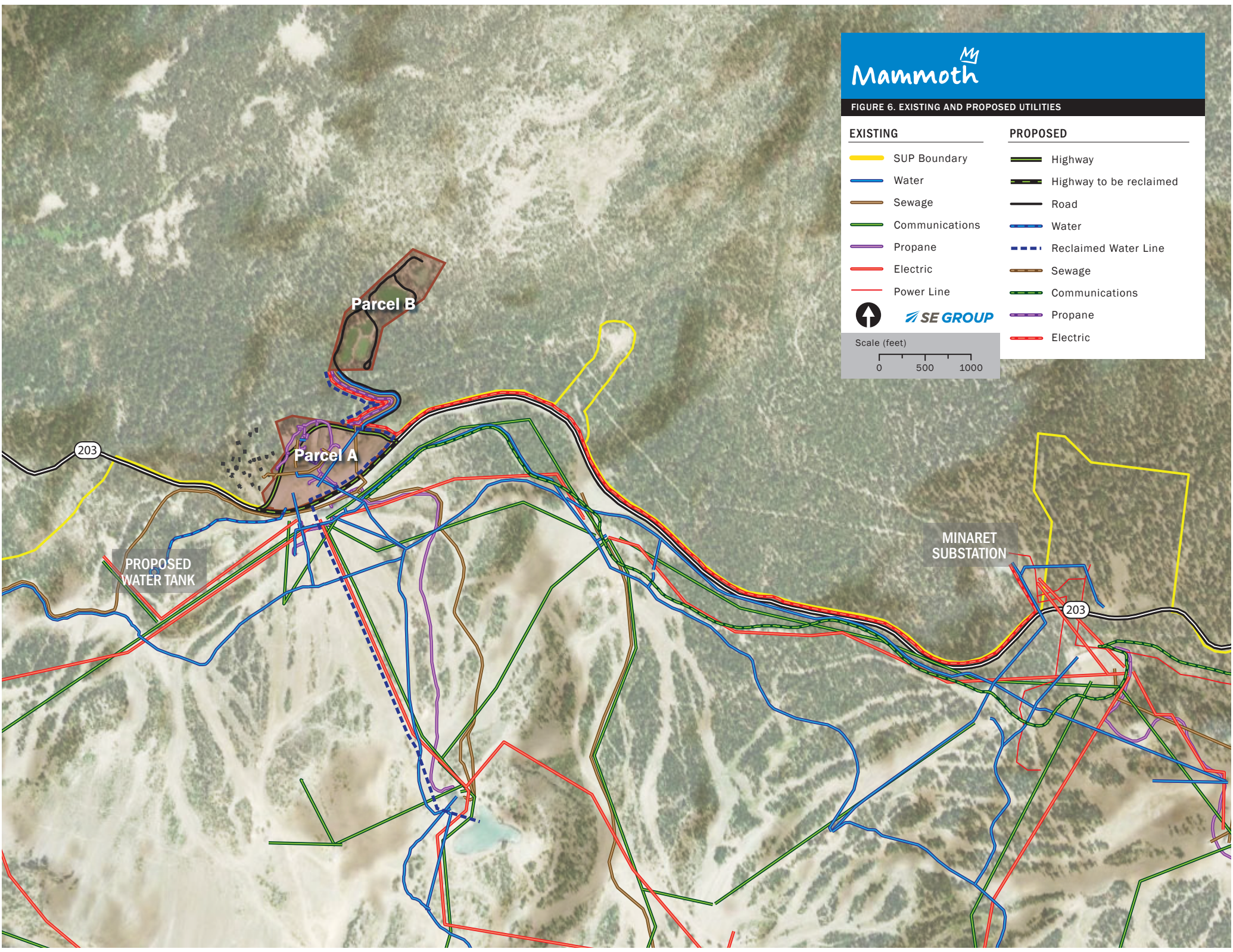
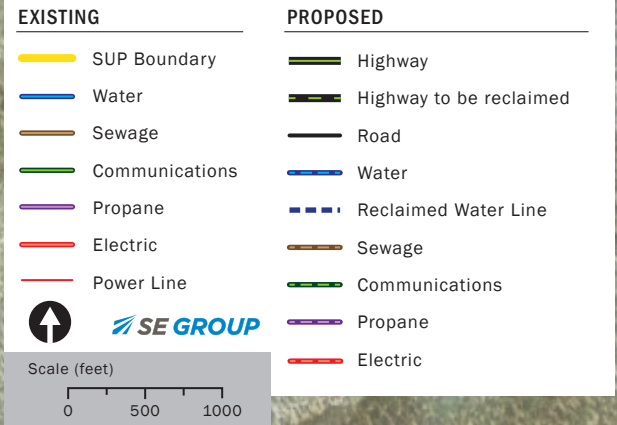
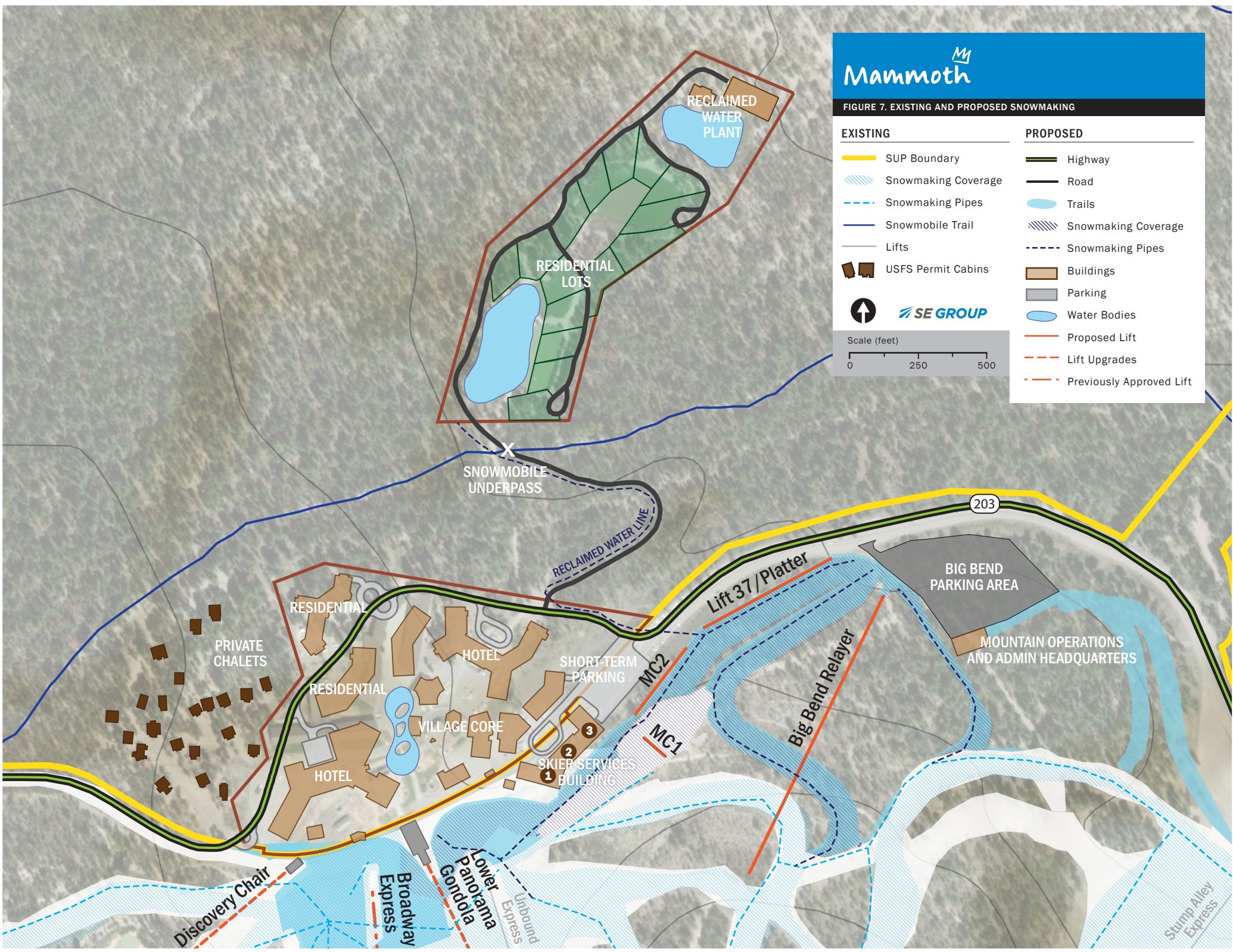


FIGURE 7. EXISTING AND PROPOSED SNOWMAKING

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



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



Figure 8 | Draft Parcel A Site Plan

Mammoth Main Lodge April 14, 2022

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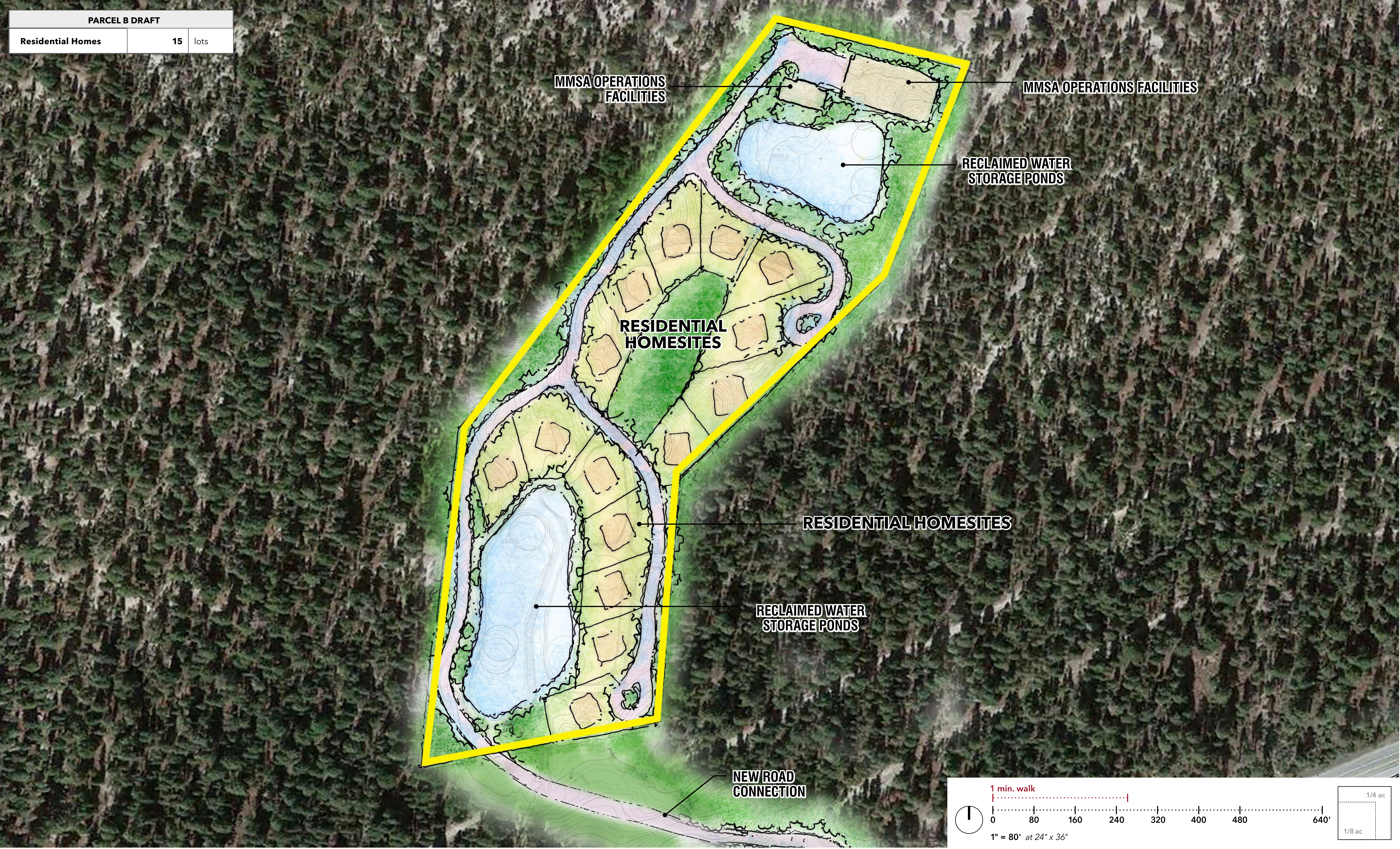










Figure 9 | Draft Parcel B Site Plan

Mammoth Main Lodge April 14, 2022












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FIGURE 10. PROPOSED MAIN LODGE BASE AREA (SUMMMER)

EXISTING

-  SUP Boundary
-  Snowmobile Trail
-  Mountain View Trail
-  Biking Trails
-  Hiking Trails
-  Mountain Roads
-  Lifts
-  USFS Permit Cabins

PROPOSED

-  Highway
-  Road
-  Paved Sidewalk
-  Natural Surface Paths
-  Bike Trail Reroutes
-  Buildings
-  Parking
-  Water Bodies
-  Summer Lift Upgrades
-  Proposed Lift
-  Previously Approved Lift

Scale (feet)

0 250 500



SE GROUP

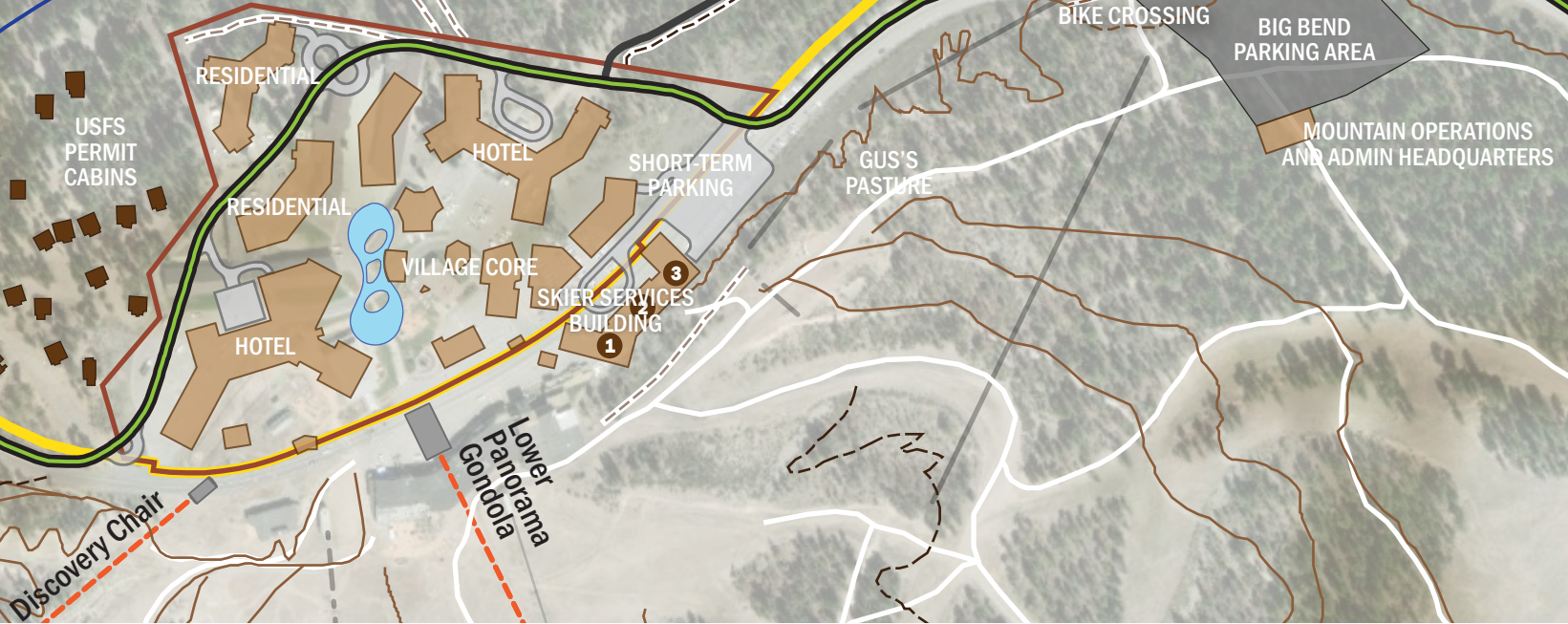
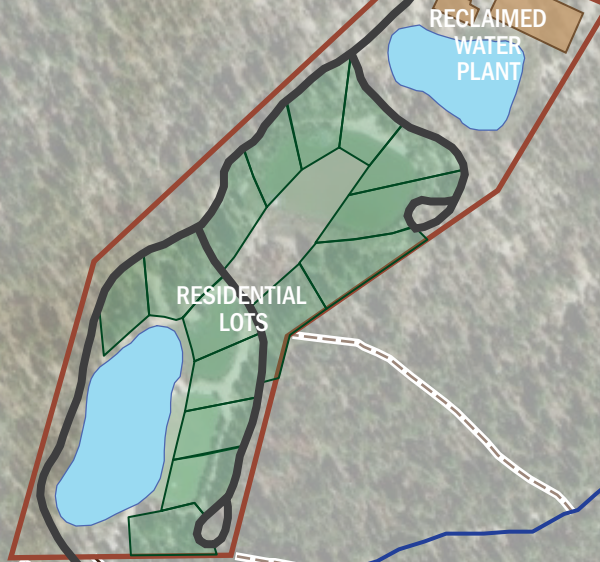








FIGURE 11.
PROPOSED DEFENSIBLE SPACE

EXISTING

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

PROPOSED

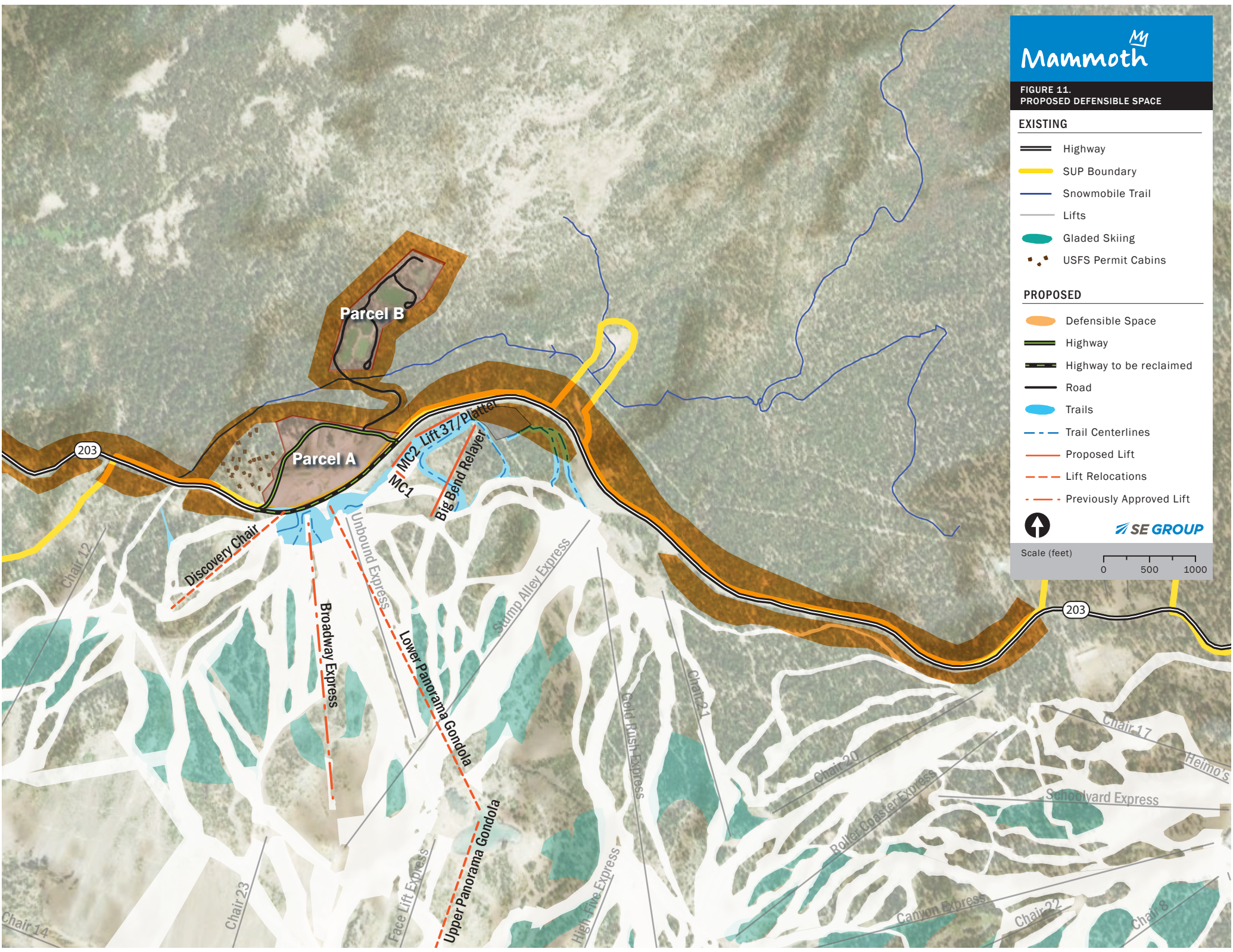
-  Defensible Space
-  Highway
-  Highway to be reclaimed
-  Road
-  Trails
-  Trail Centerlines
-  Proposed Lift
-  Lift Relocations
-  Previously Approved Lift



 SE GROUP

Scale (feet)

0 500 1000










FIGURE 12. PANORAMA GONDOLA DETAIL

EXISTING

- Lift
- ▒ Buildings

PROPOSED

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



Scale (feet)

0 125 250

