



Town of Mammoth Lakes Trail System Master Plan

Amendment 2011-01 Additions and Modifications

Prepared: July 14, 2011
Adopted: _____

Trail System Master Plan Additions and Modifications

The following additions and modifications shall be attached as an amendment and adopted in conjunction with the TSMP. If this errata sheet is adopted as an amendment, the date on the plan may remain the same and the amendment should use the appropriate numbering scheme (i.e., TSMP Amendment 2011-01). All recommended new text is italicized here so that changes may be easily identified.

Attachments

The following attachment shall be added on p. viii:

Attachment C: Sherwins Area Recreation Plan (SHARP)

Executive Summary

The following shall be added as a new paragraph to follow the third paragraph on p. 1:

*An initial public draft of the TSMP was released in August 2008. Several hundred comments on the draft were submitted, which were incorporated into a February 2009 Draft TSMP. Work to complete the CEQA-required EIR on the TSMP was begun in mid-2010, which **will be/was** complete in mid- to late 2011. In the interim period since release of the February 2009 Draft TSMP, progress has been made on a number of the items recommended in the Plan. Changes needed to the TSMP to reflect that progress were cataloged as a series of errata and update items which were brought before the Recreation Commission, Mobility Commission and Planning Commission for review prior to adoption of the TSMP.*

The second page of the Executive Summary of the Town of Mammoth Lakes Trail System Master Plan describes the following as the Plan's primary goal:

“Goal 1: Develop a plan for an integrated year-round trail network that provides for a seamless transition between the Town of Mammoth Lakes, the Mammoth Mountain Ski Area Mountain Bike Park, and the surrounding federal lands overseen by the USFS.”

The “integrated year-round trail network” described above shall be henceforth referred to as the *Mammoth Lakes Trail System (MLTS)*.

Chapter 1: Vision, Goals & Objectives

The following shall replace the second and third sentences in the first paragraph on p. 15:

This document also carries forward projects from the General Bikeway Plan and the Sherwins Area Recreation Plan (SHARP). Elements of the

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2006 Physical Development and Mobility Study, the 2008 Draft Park and Recreation Master Plan and other planning efforts are brought together in order to create the vision of an integrated trails network—the Mammoth Lakes Trail System—that enhances recreation and mobility in the Mammoth Lakes area.

The following shall be added at the end of Section 1.3.7. on p. 23 to reflect progress on Neighborhood District Planning:

A number of Neighborhood District Plans (NDPs) have been completed and accepted since 2007 when the General Plan was adopted. In General, the NDPs reflect the recommendations of the TSMP with regard to trails and related facilities, and articulate similar goals as the TSMP with regard to improved mobility for pedestrians and bicyclists through an enhanced and interconnected trails network.

The following shall be added as Section 1.3.11 on p. 24 to describe the relationship of SHARP to the TSMP:

Sherwins Area Recreation Plan (SHARP) – November 2009

A Sherwins Area Trails Special Study (SATSS) was developed concurrently with the TSMP, and was included in the February 2009 Draft TSMP. The SATSS resulted in a technical report which was then used as a reference document for the Sherwins Working Group (SWG), a citizen based collaborative planning effort formed at the invitation of regional partners the United States Forest Service/Inyo National Forest, the Town of Mammoth Lakes, and MLTPA. The group worked throughout the course of 2009 and 2010 to review and build upon the concepts outlined in the SATTs. The resulting Sherwins Area Recreation Plan (SHARP) is the final deliverable of the SWG process; it was developed for inclusion in the TSMP and intended to serve as a resource document for the USFS, the TOML, private property and real estate development interests, and any other effort with an interest in trails and recreation infrastructure development in the Sherwins region. While a number of the SHARP recommendations are developed to a relatively high level of detail, other concepts are expected to be further refined through additional planning and study. All are subject to review and approval by the US Forest Service, and may be modified through that process. SHARP is included as Attachment C to this TSMP.

The following projects were initiated after the Draft 2009 Town of Mammoth Lakes Trail System Master Plan (TSMP) was completed. These projects—and their subsequent recommendations and outcomes—shall be considered by the Town of Mammoth Lakes, its contractors and its agency/community partners as TSMP projects and programs are designed and implemented. The following sections are described in chronological order of implementation and shall follow

Section 1.3.11 on p. 24, as amended.

Sherwins Egress – October 2009

During the winter of 2005-2006, conflicts between local backcountry skiers/snowboarders, homeowners, and private-property interests threatened to permanently close the safest and most convenient winter egress route from the base of the Sherwin Range to the town of Mammoth Lakes. Today, thanks to a partnership between The Chadmar Group (developer of Snowcreek VIII), the Town of Mammoth Lakes, and MLTPA, an approved, legal route leading outdoor recreationists home from the base of this well-loved frontcountry ski amenity has been secured and marked with directional signage. The Snowcreek egress route is the result of a two-year decision-making process and is formalized as a component of the adopted Snowcreek VIII Master Development Plan.

Snowcreek VIII Master Plan – January 2010

Snowcreek VIII will be the largest single real estate development project in Mammoth Lakes in coming years; its development, including trails and public access through the project area will play a significant role in defining the interface between the Town of Mammoth Lakes and U.S. Forest Service lands along the Town's southern boundary. The trails and access points identified in the Snowcreek VIII Master Plan are incorporated by reference into the MLTS.

Lakes Basin Special Study (LABSS) – September 2010

Thanks to a grant from the Sierra Nevada Conservancy, the Inyo National Forest (INF) partnered with the Town of Mammoth Lakes (TOML), the Mammoth Lakes Trails and Public Access Foundation (MLTPA), and Friends of the Inyo (FOI) to study mobility and outdoor-recreation patterns in the Mammoth Lakes Basin. As one of Mammoth's most popular amenities, the area sees thousands of visitors every summer who come to experience a wide diversity of recreation experiences. The Mammoth Lakes Basin is also a critical watershed providing water resources to Mammoth Lakes and other downstream communities. Proper planning and management will ensure that the Lakes Basin can continue to provide exceptional recreational experiences while protecting and sustaining the natural resources of the area. Based on public input gathered during 2010 and 2011, the study will identify a series of concepts for the future management of the Mammoth Lakes Basin. The Inyo National Forest will consider these concepts as they develop formal management planning for the area.

Mammoth Scenic Loop Road Reconstruction – October 2010

The Mammoth Scenic Loop project is a 5.847-mile road construction project on the Mammoth Scenic Loop from the Town of Mammoth Lakes north to the intersection with US 395. The project work includes minor grading, drainage, pulverization, aggregate base, hot asphalt concrete

pavement, and the addition of Class II Bike Lanes along both sides of the road. Road construction was accomplished in two phases in 2010 with temporary road closures to facilitate construction efforts. Opportunities for new MLTS nodes as well as enhanced recreation opportunities - including snowplay – are outcomes of this project.

**Recreation Vision and Strategies for Mammoth Lakes:
RECSTRATS – November 2010**

The RECSTRATS process was designed to deliver a recreation vision and strategy for Mammoth Lakes while also identifying opportunities that might be realized by formalizing the Town's relationship with the Inyo National Forest. This first phase of the process was completed in November 2010 with the delivery of the vision and seven core strategies for recreation as articulated in the RECSTRATS document to the Mammoth Lakes Town Council, which unanimously accepted the plan. Final delivery of the RECSTRATS project is anticipated for delivery in August of 2011.

Inyo National Forest Shady Rest Motorized Staging Project – March 2011

The Inyo National Forest received an OHV grant from the State of California to support recreation planning efforts for the "Shady Rest" area within the Town of Mammoth Lakes. The planning process is designed to address year round motorized use while considering the needs of non-motorized users in the immediate and surrounding area and the potential impact of proposed geothermal development. The desired outcome of the planning process is to design, review, and approve the development of a new year-round motorized staging area.

Mammoth Lakes Trail System Standards Manual – Draft March 2011

The purpose of the MLTS Standards Manual is to guide the various agencies and organizations with identified roles in the management and/or implementation of the Mammoth Lakes Trail System, and to ensure a consistent experience and level of service for trail users. MLTPA has taken the lead in developing the first draft of this document, which will be a living document that is updated as necessary, and conforms to the needs and expectations of the MLTS management and implementation partners. The Standards Manual includes sections on the design and implementation of recreation nodes, signage and wayfinding, soft-surface trails, multi-use paths, on-street bikeways, easements, trail amenities, and pedestrian facilities. In many cases those standards will tier from, but reflect refinements to, the advisory or guideline design concepts outlined in this Master Plan. The Standards Manual when adopted will be the authoritative document with regard to implementation of specific facilities and improvements within the MLTS.

Chapter 2: Existing Conditions

The following note shall be added at the end of the introductory paragraph of the node type definitions on p. 29:

(Note: These nodal types and definitions are subject to change and will be defined in more detail in the forthcoming Mammoth Lakes Trail System Standards Manual.)

Chapter 4: Future Trail System Recommendations

The following paragraph shall be added after the last paragraph on p. 111, to reflect the MLTS Standards Manual:

A number of the recommendations in this Chapter make reference to standards for naming conventions, design, and management and maintenance of facilities within the MLTS. All such developed standards shall reside in the MLTS Standards Manual, and projects identified in this TSMP implemented in accordance with them.

The following change shall be made to Recommendation G9 on p. 115 to reflect mobility planning as a concern of the entire Town organization and not solely the Mobility Commission:

Recommendation G9: Trails and Mobility Needs

The recommended trail system provides both recreational and mobility benefits. However, access to the trail system is part of a larger mobility issue and should be addressed *in all Town planning efforts related to land use and mobility*. Recommendations in this plan regarding bus access to recreation nodes and winter maintenance of sidewalk and trail facilities should be considered by the *Town Council and its Commissions* for inclusion in future mobility planning efforts.

The following change shall be made to Recommendation G10 on p.116 to reiterate Municipal Code requirements for dedication of easements for public access:

Recommendation G10: Future Access Easements

The Town of Mammoth Lakes should study the potential to acquire additional easements to improve recreational access to public lands. An analysis of land ownership and recreational access potential at all GIC points along the UGB would be an important first step in this process. *Consistent with the Municipal Code (Subdivision Ordinance Section 17.32.160) and as supported by the finding made in the adoption of this Code section, the Town may require dedication of easements for public access for trails and other facilities identified in this TSMP or other adopted policy documents as a condition of approval associated with approval of a tentative map.*

The following recommendations shall be added to the existing items included in Section 4.1: General Recommendations of the TSMP, as shown in Table E-1 on p. 5 and to the text of Section 4.1, pp. 112-116:

Recommendation G14: Action Plan

Develop a detailed action plan for the implementation of the Mammoth Lakes Trail System. The plan will be integrated and coordinated with the 5-year Capital Improvement Plan (CIP), and will include prioritization and phasing of all MLTS projects and programs, detailed cost estimates of near term projects, identification of funding sources to be pursued for each project, and a description of the roles and responsibilities of each partner in the implementation and management of the trail system.

Recommendation G15: Trail System Management MOU

Develop a management partnership through any appropriate combination of informal and/or formal agreement(s) or other governance structure, e.g., amendment to the MLTPA MOU, clearly identifying roles and responsibilities of each of the participating agencies for the further development and management of the Mammoth Lakes Trail System. The action plan (or sections thereof) indentified in Recommendation G14 may be referenced and included as an attachment to any such agreement(s).

Recommendation G16: Mammoth Lakes Trail System (MLTS)

Recognize and support—through technical support, funding, inter-jurisdictional cooperation, and adherence to uniform standards and conventions—the development of an integrated regional Mammoth Lakes Trail System that incorporates the components identified in this Trails System Master Plan. The components and boundaries of this system will be developed in cooperation with the USFS/INF and other relevant jurisdictional partners.

The following note shall be added at the bottom of Figure 4-1: Recommended Nodal Typing, as depicted on p.118:

Note: These nodal types and definitions are subject to change and will be defined in more detail in the forthcoming Mammoth Lakes Trail System Standards Manual.

On Maps 4-1 through 4-7, the reference to SATSS in the text box at bottom right shall be replaced with a reference to SHARP. Assuming that SATSS would remain as Attachment B, SHARP shall be added as Attachment C and the text box would read as follows:

Refer to SHARP: Attachment C

Section 4.12, Long-Term Vision, pp. 157-163, shall be amended to delete the concepts for median parkways on Main Street and on Meridian Boulevard. Both are considered infeasible at this time, and were not included in the relevant Neighborhood District Planning concepts developed since publication of the Draft TSMP.

Chapter 5: Signage and Wayfinding

The design guidance provided in this chapter is considered subject to change. It will be incorporated into the Signage and Wayfinding section of the Mammoth Lakes Trail System Standards Manual and/or the Town of Mammoth Lakes Public Works Standards Manual, as appropriate, and available for use by the USFS if determined appropriate by that agency. The Standards Manual will be a living document intended to provide uniform guidance for the development of the Mammoth Lakes Trail System.

Chapter 6: Design Guidelines

The design guidance provided in this chapter is considered subject to change. It will be incorporated into the appropriate section of the Mammoth Lakes Trail System Standards Manual, and/or the Town of Mammoth Lakes Public Works Standards Manual, as appropriate. The Standards Manual will be a living document intended to provide uniform guidance for the development of the Mammoth Lakes Trail System.

Although the design guidance provided in this chapter will be incorporated into the appropriate section of the Mammoth Lakes Trail System Standards Manual, and/or the Town of Mammoth Lakes Public Works Standards Manual, the following sections shall be amended as follows:

Section 6.3.2., Bike Routes with Shoulders, p. 207, the text and graphic shall be corrected to show a minimum 5' width for bike lanes.

Section 6.3.6., Bicycle Detection at Signalized Intersections, p. 212, the first sentence of the introductory paragraph shall be amended as follows:

Traffic detectors for traffic-actuated signals including video *or* embedded loop detectors should be set to detect bicycles.

Section 6.5.2., Curb Extensions, as shown on Figure 6-30, p. 221, the last sentence of the third paragraph shall be amended as follows:

Curb extensions in Mammoth should be accompanied by reflective posts suitable for local snow depths *and careful design for drainage*.

The following section shall be added to Section 6.6, Soft-Surface Trail Design Guidelines, p. 229:

Soils and Erosion Control

Evaluation of soils types, topography and drainage patterns should be used to inform trail routing and design to minimize erosion and potential runoff impacts to stormwater systems and adjacent water bodies. Best Management Practices for erosion control, both during construction and operation of the trails should be implemented to minimize potential impacts.

The first sentence of Section 6.7, Easements, p. 116 shall be amended as follows:

Where required for public access or trail/pathway development, the minimum easement width shall be 20 feet *when feasible*.

Chapter 7: Operations and Maintenance

The following note shall be added at the end of the introductory paragraph on p. 245:

Note: The guidance provided in this chapter will be incorporated into the Mammoth Lakes Trail System Operations and Maintenance Manual, which will be a living document, intended to provide uniform guidance for the ongoing management of the Mammoth Lakes Trail System.

Chapter 8: Implementation Strategy – Costs & Funding

The following funding source shall be added for consideration in addition to those described in Section 8.3.1, Local Funding Sources, p. 273:

Tax Measure U

Measure U extended the Utility Users Tax (UUT) and redirected UUT funds to pay for mobility, recreation, and arts and culture projects throughout the Town of Mammoth Lakes.

Additional Alignments for Potential Inclusion in TSMP:

Development of the Draft TSMP occurred simultaneously with district planning for some areas of town, or preceded completion of other district planning efforts. Through district planning, a number of conceptual trails alignments were identified, which may be appropriate for inclusion in the TSMP. In all cases, these alignments are considered conceptual, and would be subject to further review and refinement through more detailed planning, design and community discussion to determine their feasibility and priority. A number are also dependent on further site planning in conjunction with specific development applications.

Should the Town chose to bring any of these items forward through the

applicable Commission and Council review process, the following table and accompanying rationale could be added to Section 4.3., Paved Multi-Use Paths:

Additional Long-Range and Conceptual Multi-Use Path Projects

Project No.^a	Name	From	To	Length
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
MUP 3-13	Eagle Path	Eagle Lodge	Lake Mary Road	3,964 LF
MUP 4-5	Sherwin/Snowcreek Connector	Old Mammoth Road	Snowcreek VIII Access/Egress Point	3,964 LF
			Total Length	14,485 LF (2.7 miles)

^a Project Nos. correspond to numbers on Figure A-2 and/or Figure A-3 adopted from TOML TSMP Project Draft Initial Study.

^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.

MUP 3-7: Lodestar Drive to Bear Lake Connector

Rationale: Pedestrian connection to be developed in conjunction with Lodestar/Sierra Star Master Plan. Included in Mobility Diagram and South Districts Neighborhood District Plan. This is a conceptual alignment only with precise alignment to be determined with development of Lodestar Master Plan.

MUP 3-8: Hidden Valley to Minaret Road Connector

Rationale: Improved pedestrian connectivity between Hidden Valley residential neighborhood and Minaret Road pedestrian and bike facilities. Included in Mobility Diagram as conceptual connection, and in North Village Neighborhood District Planning Study. This is a conceptual alignment only, with precise

alignment to be determined with development of properties in the southwest part of the NVSP Area.

MUP 3-9 and 3-10: Shady Rest Tract Connectors

Rationale: Provide formalized pedestrian connections through Shady Rest Tract to connect future residential development and existing Sierra Valley Sites to Downtown District and to Main Street, via existing connector from Manzanita Road. Included in Downtown Concept for Main Street. This is a conceptual alignment only, with precise alignment to be determined with development of Shady Rest Master Plan.

MUP 3-11: Manzanita Road MUP

Rationale: Improve pedestrian safety along Manzanita by providing a separate ped/bike facility along one side of the street. Included in Mobility Diagram. (Note: This concept may be revised or eliminated pending outcome of Sierra Valley NDP)

MUP 3-12: North Village to St. Anton Connector

Rationale: Create a formal pedestrian/bike connection via Town-owned parcel to connect Community Center Park/Forest Trail to Knolls neighborhood at St. Anton Circle. Included in Mobility Diagram and North Village Neighborhood District Planning Study. (Note: an existing informal path exists through this property, but additional right-of-way would be needed to construct a full width Multi-Use Path in this location).

MUP 3-13: Eagle Path

Rationale: Create summer only pedestrian/bike connection from Eagle Lodge to Lake Mary Road. Included in Mobility Diagram and 1991 TSMP.

MUP 4-5: Snowcreek Public Access Route (Old Mammoth Road to Snowcreek Access/Egress)

Rationale: Per Snowcreek Master Plan, publicly accessible pedestrian/bike connection to be available to connect Old Mammoth Road to access/egress point at south boundary of Snowcreek property. Included in Snowcreek 8 Master Plan. Conceptual alignment only; precise location to be determined with development of Snowcreek 8 project.