



## **Phase 1: Projects for NEPA + CEQA Analysis**

### **Documents**

- Letter from TOML Town Manager to District Ranger – January 28, 2015
- Challenge Cost Share Agreement – May 23, 2013

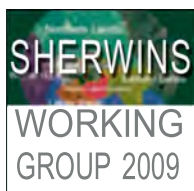
### **SHARP - Phase 1 Summer Projects**

- ID# S01
- ID# S06
- ID# S07
- ID# S08
- ID# S13
- ID# S18

### **SHARP - Phase 1 Winter Projects**

- Winter Trails Disclaimer
- Winter Map
- ID# W01
- ID# W02
- ID# W03
- ID# W05b
- ID# W05c
- ID# W06
- ID# W09a
- ID# W10a

**January 11, 2016**





January 28, 2015

Jon Rugelbrugge, District Ranger  
Mammoth and Mono Lake Ranger Districts  
Inyo National Forest  
P.O. Box 148  
2110 Main Street  
Mammoth Lakes, CA 93545

Dear: Mr. Rugelbrugge,

I am writing this letter as a follow up to the recent SHARP Refresher meeting held in Suite Z on January 15, 2015 and several previous meetings. This letter will also serve as a formal proposal by the Town of Mammoth Lakes requesting the USFS move forward with additional NEPA documentation and development decision for the first phase of the overall SHARPs Plan per the Trails/Projects as described within SHARP and as listed below (in no order of priority):

- #1 Borrow Pit Staging Area
- #6 MUP (paved and/or unpaved)
- #7 MUP Backbone Trail (paved and/or unpaved)
- #8 Mammoth Meadow Loop with winter grooming
- #13 Mammoth Rock Trail to Borrow Pit Staging Area
- #18 Mammoth Rock Trail to Meadow Loop Trail (realigned easterly as necessary)
- #11 both sides of Mammoth Creek

The Town requests the NEPA process include the potential use of appropriate trails from the list above for winter use as well, specifically where those uses are “nested” on the same trail alignments, and the cumulative impacts of all trails in the SHARP document.

**This proposal is supported by the following background:**

The Sherwin Area Trails Special Study (SATSS) was initiated in 2008 to collaboratively and proactively address issues of recreational use, natural resources conservation, and real estate development as they interface along the southerly boundary of the Town of Mammoth Lakes.

In 2009 the SATSS Working Group was convened to bring together outdoor recreation user groups, private land-business owners, local agencies, and other interested parties to work together with the USFS.

The November 2009 Final Draft provided potential trail locations for both a “Summer Proposal” and a “Winter Proposal” with narrative descriptions and illustrative maps.

In 2010 the SHARP Trails Technical Committee (TTC) conducted field visits to set preliminary trail alignments and locations for consideration. That work culminated in the Summer 2010 and 2011 Final Field Report with 13 different trail alignments, staging area, and opportunities reviewed. The reports were transmitted to the USFS District Ranger and the Town of Mammoth Lakes on December 14, 2011.

The Final Trail System Master Plan, with the Sherwin Area Special Study (SATS) and the Final Sherwin Area Recreation Plan (SHARP) as attachments, was adopted by the Town Council on October 11, 2011. The Town has entered into a Memorandum of Understanding (MOU) with the USFS related to the Mammoth Lakes Trail System. The Town also entered into a Challenge Cost Share Agreement with the USFS to fund a "Sherwin Trail Additions, Planning and Decision Making" process, including performing environmental (NEPA) Review work related to the Sherwin Area in 2013. The Town funding was provided from the annual commitment trail funding, which was being overseen by the Mammoth Lakes Trails Coordinating Committee (MLTSCC).

Environmental resource work was performed over the summer of 2013 and the general results presented to the Mammoth Lakes Trails Coordinating Committee in the winter and spring of 2014. On May 21, 2014 the Town Council approved the MLTSCC 2014-2015 Budget Tracking List which includes the above SHARP NEPA Project.

On June 4, 2014, the MLTSCC met and considered available information. This meeting resulted in an initial list of trails intended to be forwarded to USFS. Since that time, Mammoth Lakes Recreation (MLR) has been formed. In December 2015, the Town requested MLR review the status of this SHARP issue and provide a report back to Town Council.

As a result of this request, MLR assisted the Town in planning a SHARP Refresher Meeting that was held at 5:00 PM on January 15, 2015. Over twenty interested individuals participated in that meeting, including stakeholders from MLTSCC, MLTPA, MLR, Town Recreation Commission, DSES, Friends of the Inyo, Mammoth Mountain Ski Area, Mono County, the Sierra Club and others. The list of trails above resulted from that meeting.

Thank you for your consideration of this proposal by the Town of Mammoth Lakes to further the goals and objectives of the Mammoth Lakes Trail System by providing trails, facilities and programs in the Sherwin Area Recreation Plan (SHARP) area. If you need any additional information please contact me.

Sincerely,

Daniel C. Holler  
Town Manager

Included by reference:

- Sherwin Area Trails Special Study (SATSS)
- 2009 Final Draft Summer Proposal and Winter Proposal
- SHARP Trails Technical Committee (TTC)
- Final Trail System Master Plan (TOML)
- Town of Mammoth Lakes/USFS Memorandums of Understanding (MOUs)
- Town Council approved (Agenda Item #10) MLTSCC 2014-2015 Budget Tracking List, May 21, 2014
- MLTSCC Staff Report for Agenda Item 4 from June 4, 2014

Cc: Town Council  
MLR  
Recreation Commission





**CHALLENGE COST SHARE SUPPLEMENTAL PROJECT AGREEMENT  
13-CS-11050400-035**

To  
**MASTER CHALLENGE COST SHARE AGREEMENT 13-CS-11050400-032**

Between  
**TOWN OF MAMMOTH LAKES**  
And The  
**USDA, FOREST SERVICE**  
**INYO NATIONAL FOREST**

This Supplemental Project Agreement (SPA) is hereby made and entered into by and between the Town of Mammoth Lakes, hereinafter referred to as "TOML," and the USDA, Forest Service, INYO NATIONAL FOREST hereinafter referred to as the "U.S. Forest Service," as specified under the provisions of Master Agreement 13-CS-11050400-032.

**Title:** Mammoth Lakes Trail System - Sherwins Trail Additions Planning and Decision Making

**I. GENERAL PROJECT DESCRIPTION:** In 2009, the Town of Mammoth Lakes, a local non-profit "Mammoth Lakes Trails and Public Access," (MLTPA) and the U.S. Forest Service participated in a community driven collaborative trail planning exercise called the "Sherwins Working Group" (SWG). The SWG was comprised of community members who represented diverse recreation interests and participated in a series of professionally facilitated recreation planning meetings that built off of concepts developed in the "Sherwin Area Trails Special Study" commissioned by TOML the previous year. The final outcome was a list of recommended trail additions, improvements and management strategies for the "Sherwins" area near Mammoth Lakes. These recommendations were submitted to the U.S. Forest Service for consideration, further studied by MLTPA, and recommended by the Mammoth Lakes Trail System Coordinating Committee for consideration by the U.S. Forest Service in 2012, and subsequently proposed by TOML to the U.S. Forest Service for planning and construction. This project is focused on the requisite planning efforts (NEPA and CEQA) to approve and construct new trails on national forest lands in the area known as the "Sherwins."

**II. RESPONSIBILITIES:**

**A. The TOML shall:**

1. Preform in accordance with the financial plan.
2. Upon presentation of a Bill for Collection, Deposit with the U.S. Forest Service the amount agreed upon in the Financial Plan.
3. Present to the U.S. Forest Service a prioritized list of projects proposed to be added to the Mammoth Lakes Trail System and identify the level of development and any



facilities associated with each project.

4. Contract for services not provided by the U.S. Forest Service or TOML. This may include, but is not limited to, engineering surveys, architecture, and graphic design.
5. Provide engineering and planning support to the project planning processes. Planning support will include guidance and assistance with CEQA requirements and processes.
6. Provide the U.S. Forest Service with financial resources, as specified in the attached financial plan, to complete the tasks associated with design, planning, resource inventories, and decision making support.
7. Organize team meetings, track progress, and ensure timely completion of project deliverables.

**B. The U.S. Forest Service shall:**

1. **ADVANCE BILLING.** The U.S. Forest Service shall bill TOML prior to commencement of work for deposits sufficient to cover estimated costs for the specific payment period. Overhead shall not be assessed.

**Billing Method:** A single lump sum advance bill.

2. Provide staff, using financial resources granted by TOML, to complete resource inventories, plan projects, guide decision making processes, conduct public meetings and fulfill the requirements of the National Environmental Policy Act.
3. Assess trail project proposals for their feasibility, practicality, recreation opportunity, and potential resource and social impacts and make recommended adjustments as necessary.
4. Attend and participate in MLTS coordinating meetings, recreation commission meetings, and other TOML planning and coordination meetings as requested by TOML.
5. Issue decisions in accordance with rules, policies and regulations of the U.S. Forest Service.

**III. CONTACTS & TIME LIMITS:**

- A. **PRINCIPAL CONTACTS.** Individuals listed below are authorized to act in their respective areas for matters related to this agreement.

**Principal Cooperator Contacts:**

<b>Cooperator Program Contact</b>	<b>Cooperator Administrative Contact</b>
Ray Jarvis, Public Works Director PO Box 1609 Mammoth Lakes, CA 93546 Telephone: 760-934-8989, ext. 257 FAX: 760-934-8608 Email: rjarvis@ci.mammoth-lakes.ca.us	Stuart Brown Recreation Manager Mammoth Lakes, CA 93546 Telephone: 760-934-8989, ext. 210 FAX: 760-934-8608 Email: sbrown@ci.mammoth-lakes.ca.us

**Principal U.S. Forest Service Contacts:**

<b>U.S. Forest Service Program Manager Contact</b>	<b>U.S. Forest Service Administrative Contact</b>
Jon Kazmierski, District Recreation Officer PO Box 148 Mammoth Lakes, CA 93546 Telephone: 760-924-5503 FAX: 760-924-5537 Email: jkazmierski@fs.fed.us	Aaron Stout 631 Coyote Street Nevada City, CA 95959 Telephone: 530-478-6825 FAX: 530-478-6161 Email: asstout@fs.fed.us

- B. **ASSURANCE REGARDING FELONY CONVICTION OR TAX DELINQUENT STATUS FOR CORPORATE ENTITIES.** This agreement is subject to the provisions contained in the Department of Interior, Environment, and Related Agencies Appropriations Act, 2012, P.L. No. 112-74, Division E, Section 433 and 434 regarding corporate felony convictions and corporate federal tax delinquencies. Accordingly, by entering into this agreement TOML acknowledges that it: 1) does not have a tax delinquency, meaning that it is not subject to any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, and (2) has not been convicted (or had an officer or agent acting on its behalf convicted) of a felony criminal violation under any Federal law within 24 months preceding the agreement, unless a suspending and debarring official of the United States Department of Agriculture has considered suspension or debarment is not necessary to protect the interests of the Government. If TOML fails to comply with these provisions, the U.S. Forest Service will annul this agreement and may recover any funds TOML has expended in violation of sections 433 and 434.



- C. COMMENCEMENT/EXPIRATION DATE. This agreement is executed as of the date of the last signature and is effective through December 31, 2016, at which time it will expire, unless extended by an executed modification, signed and dated by all properly authorized, signatory officials.
- D. AVAILABILITY FOR CONSULTATION. Both parties will make themselves available at mutually agreeable times, for continuing consultation to discuss the conditions covered by this agreement and agree to actions essential to fulfill its purposes.

#### IV. APPROVAL

- A. AUTHORIZED REPRESENTATIVES. By signature below, each party certifies that the individuals listed in this document as representatives of the individual parties are authorized to act in their respective areas for matters related to this agreement. In witness whereof, the parties hereto have executed this agreement as of the last date written below.

RAY C. JARVIS, Public Works and Transportation  
Director  
Town of Mammoth Lakes

5/22/13

Date

EDWARD E. ARMENTA, Forest Supervisor  
U.S. Forest Service, Inyo National Forest

5/23/13

Date

The authority and format of this agreement have been reviewed and approved for signature.

KELLIE L. HAMILTON  
U.S. Forest Service Grants Management Specialist

5/14/13

Date



## Burden Statement

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0217. The time required to complete this information collection is estimated to average 4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

## U.S. Forest Service

OMB 0596-0217

FS-1500-17C

Attachment: A

USFS Agreement No.: 13-CS-11050400-035

Mod. No.

Cooperator Agreement No.:

This Financial Plan may not be used to collect funds AND disburse funds on the same agreement. Separate agreements must be used in this situation.

## Agreements Financial Plan (Medium Form) with Program Income

## 1. Financial Plan Matrix:

Note: All columns may not be used. Use depends on source and type of contribution(s).

COST ELEMENTS (Direct Costs)	FOREST SERVICE CONTRIBUTIONS		COOPERATOR CONTRIBUTIONS				(g) GROSS TOTAL BY LINE
	(a) Noncash	(b) Volunteer Labor (In-Kind)	(c) Noncash	(d) In-Kind	(e) Cash to FS	(f) Other Federal	
Salaries/Labor	\$32,634.45	\$0.00	\$0.00	\$0.00	\$152,072.09	\$0.00	\$184,706.54
Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Equipment	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30,000.00
Supplies/Materials	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Printing	\$1,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal	\$63,884.45	\$0.00	\$0.00	\$0.00	\$152,072.09	\$0.00	\$215,956.54
Cooperator Indirect Costs			\$0.00				\$0.00
FS Overhead Assessment	\$0.00				\$0.00		\$0.00
Gross Total	\$63,884.45	\$0.00	\$0.00	\$0.00	\$152,072.09	\$0.00	\$215,956.54

Matching Costs Determination	
Total Forest Service Share =	(h)
(a+b)/(g) = (h)	0.29582086
Other Federal Contribution =	(i)
(f)/(g) = (i)	0.00%
Total Federal Share =	(j)
(h+i) = (j)	29.58%
Total Cooperator Share	(k)
[(c+d+e) = (k)	70.42%
Total	(l)
(j+k) = (l)	100.00%

## WORKSHEET FOR

### FS Non-Cash Contribution Cost Analysis Column

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g.  $\text{cost/day} \times \# \text{ of days} = \text{total}$ , where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by  $\text{cost/day} \times \# \text{ of days}$ , costs may be calculated simply by a contracted value that is not dependent on days worked, such as  $1 \text{ employee} \times \$1,200/\text{contract} = \$1,200$ . Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

#### Salaries/Labor

##### Standard Calculation

Job Description	Cost/Day	# of Days	Total
Line Officer Oversight	\$496.58	30.00	\$14,897.40
Heritage Program Mgr	\$362.39	15.00	\$5,435.85
Forest Rec Officer	\$456.36	5.00	\$2,281.80
District Rec Officer	\$333.98	30.00	\$10,019.40
			\$0.00

##### Non-Standard Calculation

#### Total Salaries/Labor

**\$32,634.45**

#### Travel

##### Standard Calculation

Travel Expense	Employees	Cost/Trip	# of Trips	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00

##### Non-Standard Calculation

#### Total Travel

**\$0.00**

#### Equipment

##### Standard Calculation

Piece of Equipment	# of Units	Cost/Day	# of Days	Total
				\$0.00
				\$0.00

##### Non-Standard Calculation

Vehicle Use	\$30,000.00
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#### Total Equipment

**\$30,000.00**



Supplies/Materials				
Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				
Total Supplies/Materials				\$0.00

Printing				
Standard Calculation				
Paper Material		# of Units	Cost/Unit	Total
		250.00	\$5.00	\$1,250.00
Non-Standard Calculation				
Total Printing				\$1,250.00

Other Expenses				
Standard Calculation				
Item		# of Units	Cost/Unit	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				
Total Other				\$0.00

<b>Subtotal Direct Costs</b>	<b>\$63,884.45</b>
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Forest Service Overhead Costs				
Current Overhead Rate	Subtotal Direct Costs			Total
	\$63,884.45			\$0.00
Total FS Overhead Costs				\$0.00

<b>TOTAL COST</b>	<b>\$63,884.45</b>
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## WORKSHEET FOR

### Cash to FS Cost Analysis Column

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g.  $\text{cost/day} \times \# \text{ of days} = \text{total}$ , where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by  $\text{cost/day} \times \# \text{ of days}$ , costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee  $\times \$1,200/\text{contract} = \$1,200$ . Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor					
Standard Calculation					
Job Description		Cost/Day	# of Days		Total
<a href="#">Trails Specialist, GS-09</a>		\$263.51	55		\$14,493.05
<a href="#">Engineering, GS-11</a>		\$370.85	10		\$3,708.50
<a href="#">Hydrology Oversight, GS-12</a>		\$418.43	22		\$9,205.46
<a href="#">Heritage Oversight, GS-09</a>		\$272.71	42		\$11,453.82
<a href="#">Botany Surveys and Reports, GS-05</a>		\$141.61			
<a href="#">Biotech</a>			75		\$10,620.75
<a href="#">Hydro Surveys, Reports and Permits, GS-05 Hydro Tech</a>		\$141.61	75		\$10,620.75
<a href="#">Heritage Surveys and Reports, GS-06</a>		\$196.26			
<a href="#">Heritage Tech</a>			75		\$14,719.50
<a href="#">Recreation Residence, GS-09 Special Uses</a>		\$249.96	0		\$0.00
<a href="#">Lands, GS-11 Lands</a>		\$328.02	8		\$2,624.16
<a href="#">Recreation Management, NEPA Lead, GS-11 Rec Officer</a>		\$333.98	160		\$53,436.80
<a href="#">Wildlife, GS-11</a>		\$396.52	15		\$5,947.80
<a href="#">Landscape Architecture, GS-09</a>		\$271.63	40		\$10,865.20
<a href="#">Fisheries/Amphibians, GS-11</a>		\$356.53	2		\$713.06
<a href="#">Botany Oversight, GS-09</a>		\$305.27	12		\$3,663.24
Non-Standard Calculation					

<b>Total Salaries/Labor</b>		<b>\$152,072.09</b>
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Travel					
Standard Calculation					
Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
Non-Standard Calculation					

Total Travel		\$0.00
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<b>Equipment</b>					
<b>Standard Calculation</b>					
Piece of Equipment	# of Units	Cost/Day	# of Days	Total	
					\$0.00

<b>Non-Standard Calculation</b>					
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Total Equipment		\$0.00
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<b>Supplies/Materials</b>				
<b>Standard Calculation</b>				
Supplies/Materials		# of Items	Cost/Item	Total
				\$0.00
				\$0.00

<b>Non-Standard Calculation</b>				
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Total Supplies/Materials		\$0.00
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<b>Printing</b>				
<b>Standard Calculation</b>				
Paper Material		# of Units	Cost/Unit	Total
				\$0.00

<b>Non-Standard Calculation</b>				
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Total Printing		\$0.00
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<b>Other Expenses</b>				
<b>Standard Calculation</b>				
Item		# of Units	Cost/Unit	Total
				\$0.00
				\$0.00

<b>Non-Standard Calculation</b>				
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Total Other		\$0.00
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<b>Subtotal Direct Costs</b>	<b>\$152,072.09</b>
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<b>Forest Service Overhead Costs</b>				
Current Overhead Rate	Subtotal Direct Costs		Total	
	\$152,072.09			\$0.00
Total FS Overhead Costs				\$0.00

<b>TOTAL COST</b>	<b>\$152,072.09</b>
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## **Attachment B**

### **Statement of Work – Town of Mammoth Lakes, Sherwins Trail Projects**

**The Town of Mammoth Lakes (TOML) has partnered with the U.S. Forest Service to deliver, maintain, and manage a network of trails and facilities referred to as the “Mammoth Lakes Trail System (MLTS).” TOML has proposed adding several new trails to the MLTS and has asked the U.S. Forest Service to partner on studying these trails, defining the alignment, conducting resource inventories and studies, and completing NEPA for trails, as approved by the District Ranger.**





## Summer 2010 Final Report

Alignment Proposals for the Inyo National Forest and the Town of Mammoth Lakes

Map ID #S01

Map ID #W01

November 18, 2010



PO Box 100 PMB# 432  
Mammoth Lakes, CA 93546  
760 934 3154  
mltpa.org



**Map ID #S01 and #W01 Key Agreements  
As of November 16, 2010**

**KEY AGREEMENTS:** *The group agreed to the following statements, which further explain the ideas presented in the accompanying final site plan.*

**Suggested facility name:** Sherwins Gateway

- The verbiage found in the original SHARP proposal is the guiding language to be followed when considering further detail for any portion of this staging area, particularly the desire to separate motorized and non-motorized use and staging via development of separate areas at the south (non-motorized) and north (motorized) ends.
- Public-transit connectivity to this area is a high priority, regardless of the level of development of the facility, as use will continue to remain high.
- The Borrow Pit Staging Area will undergo phased implementation. Further study is required to determine the volume of use and other issues, which will inform the development of more detailed construction plans for different amenities as funding permits.
- The highest priority for summer Phase 1 is to establish the southern parking area with its recommended facilities, interpretive opportunities, and connections to SHARP Map ID #s 6, 7, and 13, which are trails that come together at the very southern edge of this area. This parking area can be casual and unpaved until funding presents itself for improving the surface and adding striping.
- Development of certain features of the site plan may trigger or precede the development of others; for example, it is important to construct the southern staging area before implementing SHARP Map ID #7 so that a motorized road does not run through a non-motorized staging area.
- The highest priority for winter Phase 1 is to maintain the separation of uses (non-motorized vs. motorized) as described earlier in this document.



SHARP TTC: Map ID #S01 and #W01

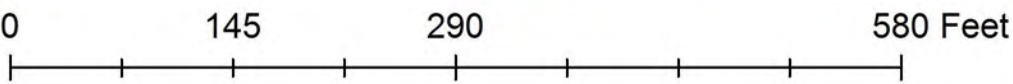
Map Draft Date 11/17/10

### Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
-  Control Points

Please see the SHARP TTC Project Coversheet and Key Agreements Documents for project details and Control Point definitions, as well as the Sherwins Area Recreation Plan (SHARP) for detailed concept and rationale.

- SHARP TTC**
- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwins Working Group, and will therefore not revisit or revise any part of any recommendation unless warranted by agency sideboards or other opportunities or constraints as identified by land management agencies such as the INF.
  - This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.







## Project Cover Sheet: Map ID# S01

<b>SHARP CONCEPT</b>	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).
<b>SHARP RATIONALE</b>	<p>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.</p> <p>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.</p>
<b>RELATED PROJECTS</b>	SHARP W1. See SHARP Winter Proposal for details. Turner Propane Tank Farm Proposal Mammoth Motocross



## Project Cover Sheet: Map ID# S01

WORKFLOW CHECKLIST TASK		DATE COMPLETED
Group overview in-house meeting to present work plan and desired deliverables		May 19, 2010
Group overview field trip and technical analysis in-house		Field trip: N/A. Technical review of site plan first draft: July 21, 2010.
Drafting/staking		N/A
Technical review field trip		N/A
Draft revision		August 25, 2010
Final review meeting		November 16, 2010
Presentation to USFS		November 18, 2010
<b>AGENCY SIDEBOARDS</b>	Mammoth Motocross use permit Turner Propane Tank Farm use permit USFS Travel Management implementation <b>May 19, 2010:</b> OHV use will not be permitted at this time; the management level of Sherwin Creek Road will remain the same.	
<b>DESIRED OUTSIDE PARTICIPANTS</b>	Turner Propane, user groups, Mammoth Mountain Ski Area (Mike Colbert), Town of Mammoth Lakes, USFS (Katy Kabbe and Jon Kazmierski)	
<b>KEY AGREEMENTS/ ENVIRONMENTAL REVIEW</b>	See attached.	
<b>OTHER NOTES</b>	None.	
<b>PARTICIPANTS</b>	Mark Davis, Robin Morning, Mary K. Prentice, Jen Girard, Lesley Bruns, John Walter, Malcolm Clark, Maggie Palchak, Brian Knox, Hans Ludwig, Stacy Corless, Jeff Marsolais, Tammy Nguyen, Bill Sauser, Katy Kabbe, Jon Kazmierski, Chuck Megivern, John Wentworth, Steve Speidel, Drew Blankenbaker, Kim Stravers	





## Project Cover Sheet: Map ID# W01

<b>SHARP CONCEPT</b>	<p><b>Major multi-use staging area at the borrow pit</b></p> <p>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).</p>
<b>SHARP RATIONALE</b>	<p>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.</p> <p>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.</p>



## Project Cover Sheet: Map ID# W01

<b>RELATED PROJECTS</b>	SHARP W1. See SHARP Winter Proposal for details. Turner Propane Tank Farm Proposal, Mammoth Motocross	
<b>WORKFLOW CHECKLIST TASK</b>	<b>DATE COMPLETED</b>	
Group overview in-house meeting to present work plan and desired deliverables	May 19, 2010	
Group overview field trip and technical analysis in-house	Field trip: N/A. Technical review of site plan first draft: July 21, 2010.	
Drafting/staking	N/A	
Technical review field trip	N/A	
Draft revision	August 25, 2010	
Final review meeting	November 16, 2010	
Presentation to USFS	November 18, 2010	
<b>AGENCY SIDEBOARDS</b>	Mammoth Motocross & Turner Propane Tank Farm use permis, USFS Travel Management implementation <b>May 19:</b> OHV use will not be permitted at this time; the management level of Sherwin Creek Road will	
<b>DESIRED OUTSIDE PARTICIPANTS</b>	Turner Propane, user groups, Mammoth Mountain Ski Area (Mike Colbert), Town of Mammoth Lakes, USFS (Katy Kabbe and Jon Kazmierski)	
<b>KEY AGREEMENTS/ ENVIRONMENTAL REVIEW</b>	See attached.	
<b>OTHER NOTES</b>	None.	
<b>PARTICIPANTS</b>	Mark Davis, Robin Morning, Mary K. Prentice, Jen Girard, Lesley Bruns, John Walter, Malcolm Clark, Maggie Palchak, Brian Knox, Hans Ludwig, Stacy Corless, Jeff Marsolais, Tammy Nguyen, Bill Sauser, Katy Kabbe, Jon Kazmierski, Chuck Megivern, John Wentworth, Steve Speidel, Drew Blankenbaker, Kim Stravers	



## Summer 2010 Final Report

Alignment Proposals for the Inyo National Forest and the Town of Mammoth Lakes

Map ID #S06

November 18, 2010



PO Box 100 PMB# 432  
Mammoth Lakes, CA 93546  
760 934 3154  
mltpa.org



**Map ID# S06 Key Agreements  
As of July 13, 2010**

**A. Alignment:** This trail is meant primarily as a connector between the Borrow Pit Staging Area and the Town Loop at Hayden Cabin Museum. The alignment described below is still in draft form, and the SHARP TTC looks forward to working more closely with USFS trail specialists to improve the trail's sinuosity and aesthetics.

- 1. Trailhead and Destination:** Borrow Pit Staging Area/Town Loop
- 2. Naming:** Hayden Cabin Path
- 3. Control Points/Narrative:** The trail begins at the South Borrow Pit Trailhead (1), which also provides access to Map ID #S07 and Map ID #S13, and heads north-northeast. Two hundred forty-three feet up the trail, two alternatives exist to move the user into a shallow drainage east of the Borrow Pit Staging Area (2), with the goal of minimizing visual impacts from the Turner Propane Tank Farm and maximizing views of the surrounding natural area. The preferred alignment (258 feet at varying grades) is shorter while still conforming to ADA standards and orients the user away from the Turner Propane Tank Farm. The alternative alignment (416 feet at approximately 3% grade) delivers the user via a longer route at a gentler, more constant grade, but places the Turner Propane Tank Farm in the user's direct line of sight. Once the drainage has been reached (258 feet), the trail connects the user to a crossing at Sherwin Creek Road via a pleasant, meandering alignment (3) that avoids the low point of the drainage. Avoidance of the low point will assist with managing drainage of the facility itself. The trail crossing (4) should be aligned to avoid the cross-slope presented by the hill to the northeast of the intersection so that ADA standards may continue to be met. The alignment should optimize the sightlines of vehicles traveling eastbound on Sherwin Creek Road. Once users have crossed the road, the alignment (5) will closely parallel the existing equestrian facilities (Inyo National Forest stables and Sierra Meadows Ranch) to avoid crossing multiple equestrian-use trails, which become more abundant farther east. When the alignment must cross an equestrian trail, it will do so perpendicularly and will strive to provide good sightlines for all users at those intersections. The trail will eventually reach a point of interest at the Hayden Cabin Museum (6)—a distance of 2,446 feet from the crossing at Sherwin Creek Road—at the museum's parking area near its entrance. It will continue 432 feet to the existing bridge over Mammoth Creek (7) via an alignment that parallels Mammoth Creek and allows the user to experience this unique environment while avoiding the sensitive riparian area along the actual creek bank. The bridge, which will



require improvements to accommodate ADA use, will deliver the user to the trail's ultimate destination: the Town Loop (8).

**4. Map Reference:** SHARP TTC: Map ID #S06, 08/03/2010

**B. Design Specifications:**

- 1. Trail Type:** Paved multi-use path (preferred) or Type 4 (shared multi-use trail; alternative) as described in the *Town of Mammoth Lakes Trail System Master Plan (2009)*
- 2. Users:** Non-motorized and ADA-accessible; equestrians prohibited.
- 3. Width:** See "Trail Type."
- 4. Grade:** See "Trail Type."
- 5. Surface:** Asphalt (preferred) or other firm and stable ADA-accessible surface (alternative). The use of asphalt will prevent equestrians from using this facility and therefore assist with facility upkeep and maintaining ADA standards. Equestrians could be accommodated with another alignment stemming from the Borrow Pit Staging Area (Map ID #S01) or by the development of a parallel bridle path. See also "Trail Type."
- 6. Features:** The facility will feature rest areas at natural features such as boulders when possible and desired; an ADA-accessible turnout is desired for at least one of these features.
- 7. User Experience/Aesthetics:** This trail is intended to be transitional in nature, taking the user from urban to more front-country experiences via a meandering alignment that blends into the town's existing trail system. It will be family-friendly and guide users directly to a point of interest (Hayden Cabin Museum, at map control point #6).
- 8. Trail Amenities:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*

**C. Winter/Summer Interface:** See Map ID #W01 (Borrow Pit Staging Area), Map ID #W02 (snowplay area), Map ID #W10a (groomed non-motorized connector aligned over Map ID #S06), and Map ID #W10b (dog play area).

**D. Signage and Wayfinding Special Considerations:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*, with the inclusion of possible interpretive opportunities at "rest rocks." Vehicular and trail signage will be needed at the crossing of Sherwin Creek Road. Trail-etiquette signage will be useful at the trail's intersection(s) with equestrian use trails.

**TO BE COMPLETED BY AGENCIES/JURISDICTIONS**

**A. Environmental Review**

**B. Construction & Maintenance**



### **C. Funding Considerations & Ownership**

### **D. Construction Cost Estimator**

- a. Total linear feet of new trail construction:** 4,482 feet for the preferred alignment; 4,642 feet for the alternative alignment.
- b. Total estimated cost per linear foot:** Approximately \$1 million per mile
- c. Rehabilitation cost estimate:** None
- d. First-guess cost estimate:**
  - i. Preferred alignment:** \$1,030,860 (paved surface consistent with the *Town of Mammoth Lakes DRAFT Trail System Master Plan 2009*, at \$230 per linear foot)
  - ii. Alternative alignment:** \$1,067,660






### **E. Other Special Considerations**



SHARP TTC: Map ID #S06

Map Draft Date 11/17/10

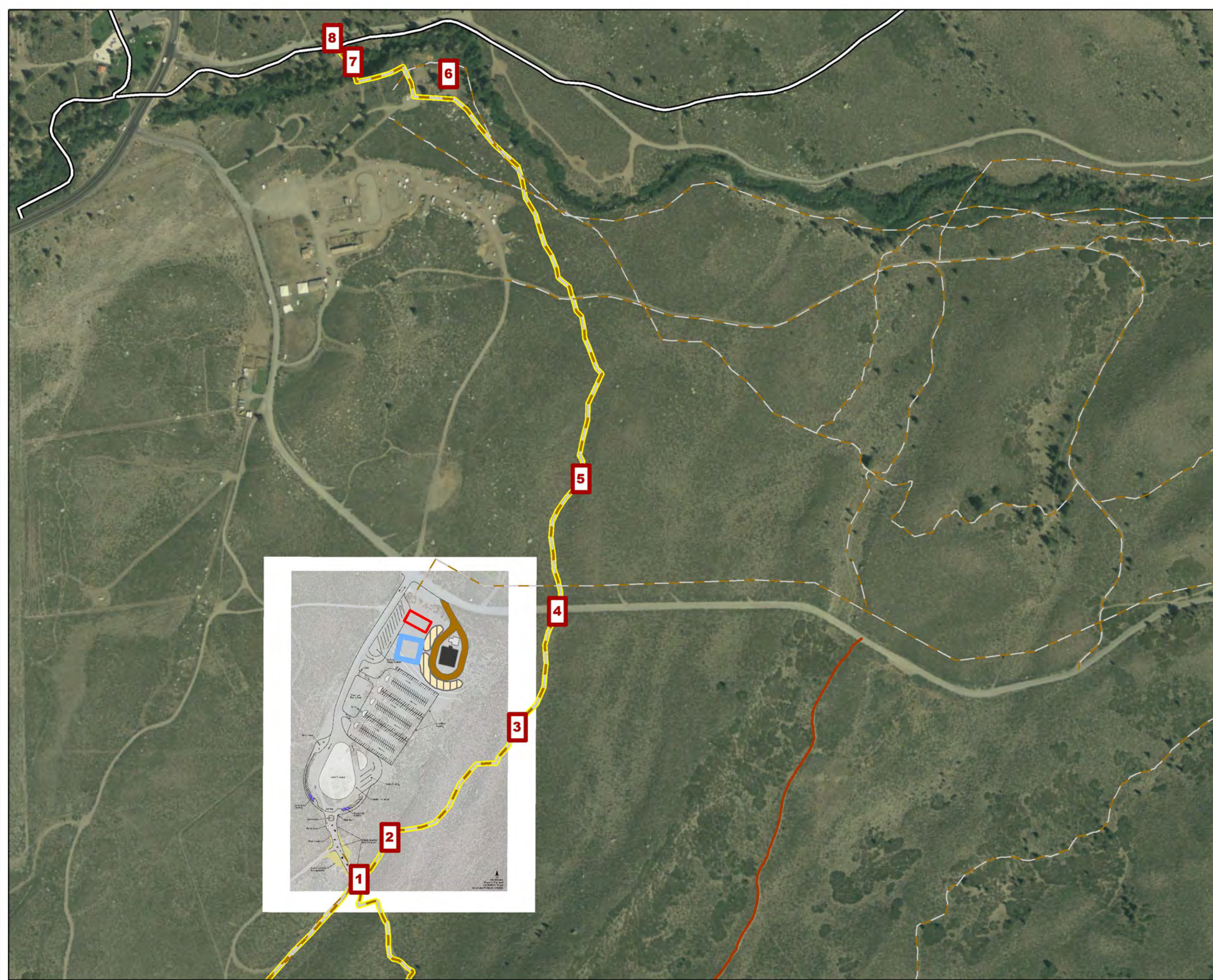
## Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
-  Control Points

Please see the SHARP TTC Project Coversheet and Key Agreements Documents for project details and Control Point definitions, as well as the Sherwins Area Recreation Plan (SHARP) for detailed concept and rationale.

## SHARP TTC

- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwins Working Group, and will therefore not revisit or revise any part of any recommendation unless warranted by agency sideboards or other opportunities or constraints as identified by land management agencies such as the INF.
- This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



0 437.5 875 1,750 Feet







## Project Cover Sheet: Map ID# S06

<b>SHARP CONCEPT</b>	<p><b>Hard-surface or paved non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge</b></p> <p>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.</p>
<b>SHARP RATIONALE</b>	<p>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.</p>
<b>RELATED PROJECTS</b>	<p>SHARP W10. See SHARP Winter Proposal for details.</p> <p>SHARP S1. See SHARP Summer Proposal for details.</p>





## Project Cover Sheet: Map ID# S06

<b>WORKFLOW CHECKLIST TASK</b>		<b>DATE COMPLETED</b>
Group overview in-house meeting to present work plan and desired deliverables		June 12, 2010
Group overview field trip and technical analysis in-house		Field trip: June 12, 2010
Drafting/staking		June 29, 2010
Technical review field trip		N/A
Draft revision		N/A
Final review meeting		July 13, 2010
Presentation to USFS		November 18, 2010
<b>AGENCY SIDEBOARDS</b>	Historic Sites along Mammoth Creek	
<b>DESIRED OUTSIDE PARTICIPANTS</b>	Town of Mammoth Lakes, Inyo National Forest	
<b>KEY AGREEMENTS/ ENVIRONMENTAL REVIEW</b>	See attached.	
<b>OTHER NOTES</b>	None.	
<b>PARTICIPANTS</b>	Robin Morning, Lesley Bruns, Maggie Palchak, Malcolm Clark, John Walter, Greg Norby, Tammy Nguyen, Megan Mahaffey, Linsey Duddridge, Chuck Megivern, Kim Stravers, Drew Blankenbaker, Steve Speidel, Keith Dawley, Jon Kazmierski, John Wentworth	

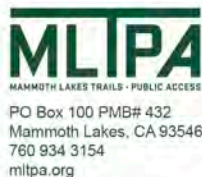


## Summer 2010 Final Report

Alignment Proposals for the Inyo National Forest and the Town of Mammoth Lakes

Map ID #S07

November 18, 2010





**Map ID# S07 Key Agreements  
As of July 13, 2010**

**A. Alignment:** This trail is meant primarily as a connector/commuter route between the Borrow Pit Staging Area and the Tamarack Street Trailhead. The alignment described below is still in draft form, and the SHARP TTC looks forward to working more closely with USFS trail specialists to improve the trail's sinuosity and aesthetics.

- 1. Trailhead and Destination:** Borrow Pit Staging Area/Tamarack Street Trailhead
- 2. Naming:** Meadow Trail; Meadow Path; Sherwins Meadow Path.
- 3. Control Points:** The trail begins at the South Borrow Pit Trailhead (1), which also provides access to Map ID #S06 and Map ID #S13, and heads southwest on existing USFS Trail 27E201 (open to all vehicles), which will be closed to general motor-vehicle use. Moving 2,710 feet down the trail, the user arrives at Kerry Meadow, which is a popular location for special events such as weddings. This area will feature a turnaround on the south side of the trail (2) to accommodate special-event service vehicles. The alignment then heads west (3) to allow for meadow restoration and delivers the user to the crest of the hill (4) in ADA-accessible fashion (the details of which are yet to be determined and will likely be worked out with the assistance of an ADA trail specialist). At the top of the hill (4), the route rejoins USFS Trail 27E201. After 185 feet, the route intersects with another existing USFS road (USFS Closed Road N1257) (5). The alignment will continue on USFS Trail 27E201 for 275 feet, where it will depart the existing trail (6) and continue west. The remainder of USFS Trail 27E201 will be converted to a non-motorized trail. The alignment will continue west, away from the trees to the south, and offer views of Mammoth Rock and the meadow (7). Another 760 feet down the trail, the user will come to a natural band of rocks that will serve as a rest/view point (8). From here, the trail descends 204 feet to the existing use trail and the edge of the Bodle Ditch (9). The alignment will cross Bodle Ditch (10), possibly via a boardwalk, staying as northerly as possible without getting close to Snowcreek V so as to avoid sensitive wildlife habitat in the willows and to keep users out of the wettest areas. After crossing the ditch, the alignment will continue west for 1,135 feet in a way that meanders to maximize aesthetics and the trail-use experience while minimizing impacts (11). The trail will then join the existing Mammoth Community Water District well-access road at the grouping of trees (12), then head north to the proposed easement that leads to Tamarack Street from the adjacent private property (13)
- 4. Map Reference:** SHARP TTC: Map ID #S07, 08/03/2010



## **B. Design Specifications**

1. **Trail Type:** Paved multi-use path (preferred) or Type 4 (shared multi-use trail; alternative) as described in the *Town of Mammoth Lakes Trail System Master Plan (2009)*
2. **Users:** Non-motorized, ADA-accessible, special events; equestrians prohibited.
3. **Width:** See "Trail Type."
4. **Grade:** See "Trail Type."
5. **Surface:** Asphalt (preferred) or other firm and stable ADA-accessible surface (alternative). The use of asphalt will prevent equestrians from using this facility and therefore assist with facility upkeep and maintaining ADA standards. Equestrians could be accommodated with another alignment stemming from the Borrow Pit Staging Area or by the development of a parallel bridle path. See also "Trail Type."
6. **Features:** 1.) The potential exists for an ADA-preferred parking area on federal land at the connection to the meadow (map control point #14). This is already a moderately disturbed area due to the golf course and Mammoth Community Water District well access and will become more so with the development of Terry Plum's property. This feature may appease neighborhood residents opposed to parking installed on Tamarack Street and acts as an alternative to Map ID #S02. The parking will be available year-round. 2.) The bridle path is intended to develop organically through persistent use and run parallel to the trail on either side, but it is noted that this concept needs further study. 3.) The trail crossing at Bodle Ditch may require a boardwalk. 4.) A turnaround for service vehicles will be created at Kerry Meadow. 5.) One possible solution to the ADA-accessibility issue identified in map control point #3 is a blend of stairs with pathway switchbacks.
7. **User Experience/Aesthetics:** This facility is intended to be a destination/showcase trail that is family-friendly, ADA-accessible, and offers views of the Sherwins meadow and Mammoth Rock. As a connector to the Tamarack Street trailhead, it also will act as a commuter pathway for the Old Mammoth Road neighborhood. Due to its location in a diverse landscape, interpretive opportunities abound along the trail.
8. **Trail Amenities:** Doggie stations, trash cans, and other facilities as dictated by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*. Proximate facilities such as Snowcreek VIII will also influence the type and location of amenities.

**C. Winter/Summer Interface:** Map ID #W09a (groomed trail for snow travel)—which, when implemented, will become part of Map ID #W18 (developed winter recreation zone)—is proposed to be routed over this alignment. The boardwalk at Bodle Ditch, if installed, presents a potential conflict in winter in terms of snowmobile use.



- D. Signage and Wayfinding Special Considerations:** As dictated by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*, with the inclusion of interpretive signage for wildlife and watershed information that will connect into the larger interpretive experience at the Borrow Pit Staging Area.

## **TO BE COMPLETED BY AGENCIES/JURISDICTIONS**

### **A. Environmental Review**

### **B. Construction & Maintenance**

### **C. Funding Considerations & Ownership**

### **D. Construction Cost Estimator**

- a. **Total linear feet of preferred alignment:** 6,800 feet
- b. **Total estimated cost per linear foot:** Approximately \$1 million per mile
- c. **Rehabilitation cost estimate:** 2,600 linear feet
- d. **First-guess cost estimate:** Approximately \$1.5 million






- E. Other Special Considerations:** A Forest Order will be needed for the road-to-trail conversion; the recent Inyo National Forest Travel Management Plan implementation may have some implications for road closures in the area.



SHARP TTC: Map ID #S07

Map Draft Date 11/17/10

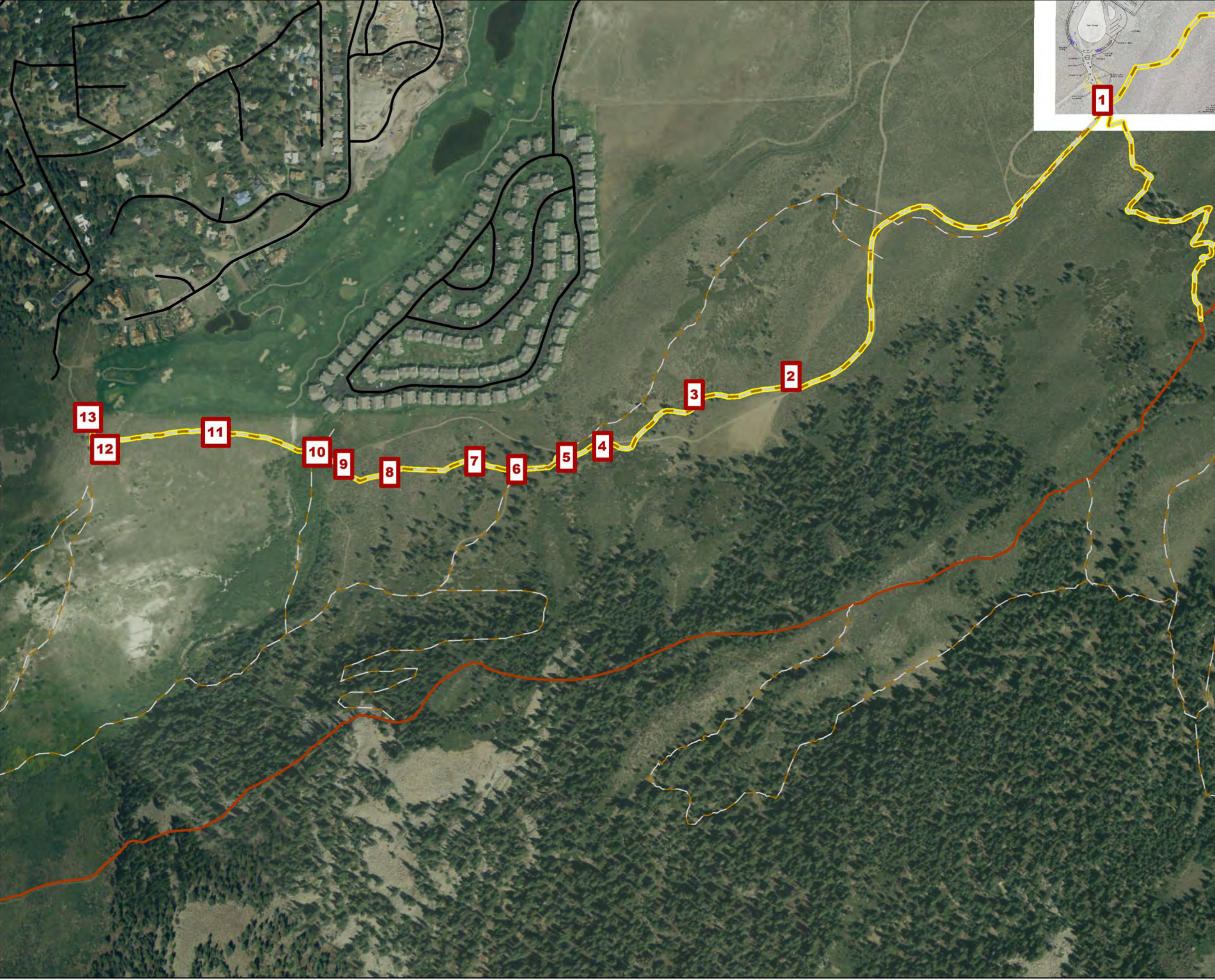
## Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
-  Control Points

Please see the SHARP TTC Project Coversheet and Key Agreements Documents for project details and Control Point definitions, as well as the Sherwins Area Recreation Plan (SHARP) for detailed concept and rationale.

## SHARP TTC

- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwins Working Group, and will therefore not revisit or revise any part of any recommendation unless warranted by agency sideboards or other opportunities or constraints as identified by land management agencies such as the INF.
- This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



0 550 1,100 2,200 Feet







## Project Cover Sheet: Map ID# S07

<b>SHARP CONCEPT</b>	<p><b>Non-motorized “backbone” trail connections from the borrow pit staging area to the Tamarack Street trailhead</b></p> <p>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 nonmotorized use only, with specific use dependent on trail surface.</p>
<b>SHARP RATIONALE</b>	<p>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.</p> <p>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.</p>



## Project Cover Sheet: Map ID# S07

<b>RELATED PROJECTS</b>	SHARP S1. See SHARP Winter Proposal for details. SHARP S2. See SHARP Summer Proposal for details.
<b>WORKFLOW CHECKLIST TASK</b>	<b>DATE COMPLETED</b>
Group overview in-house meeting to present work plan and desired deliverables	June 12, 2010
Group overview field trip and technical analysis in-house	Field trip: June 12, 2010
Drafting/staking	June 17, 2010
Technical review field trip	June 24, 2010
Draft revision	N/A
Final review meeting	July 13, 2010
Presentation to USFS	November 18, 2010
<b>AGENCY SIDEBOARDS</b>	Mammoth Meadow Restoration Project
<b>DESIRED OUTSIDE PARTICIPANTS</b>	Town of Mammoth Lakes, Inyo National Forest
<b>KEY AGREEMENTS/ ENVIRONMENTAL REVIEW</b>	See attached.
<b>OTHER NOTES</b>	None.
<b>PARTICIPANTS</b>	Robin Morning, Lesley Bruns, Maggie Palchak, Malcolm Clark, John Walter, Greg Norby, Tammy Nguyen, Megan Mahaffey, Linsey Duddridge, Chuck Megivern, Kim Stravers, Drew Blankenbaker, Steve Speidel, Keith Dawley, Jon Kazmierski, John Wentworth





## Fall 2015 Draft Report

Alignment Proposal for the Inyo National Forest and the Town of Mammoth Lakes

ID #S08

December 30, 2015





**Map ID #S08 Key Agreements  
As of December 30, 2015**

**A. Alignment:** This trail is intended to create a non-motorized “stacked-loop” or “nested” trail system from the borrow pit staging area (see SHARP Map ID #1), along the base of the Sherwins to the Tamarack Street trailhead (see SHARP Map ID #2) and back to the borrow pit staging area.

**1. Trailhead and Destination(s):** Borrow pit staging area (SHARP Map ID #1), the Tamarack Street trailhead (SHARP Map ID #2), the Meadow Path (SHARP Map ID #7), and the Sherwins Meadow Connector Trail (SHARP Map ID #18).

**2. Naming:** Sherwins Meadow Trail; Sherwins Meadow Loop Trail.

**3. Control Points/Narrative:** TBD

**B. Design Specifications:**

**1. Trail Type:** Type 2 (tread narrow—less than 36 inches; minimal allowance for passing. See Chapter 6.6 Soft-Surface Trail Design Guidelines from TSMP).

**2. Users:** Non-motorized users: mountain bikers, day hikers, equestrian

**3. Width:** See “Trail Type.”

**4. Grade:** See “Trail Type.”

**5. Surface:** Soft-surface. See “Trail Type.”

**6. Features:** The primary feature is to provide a non-motorized “stacked-loop” trail system in order to offer multiple route and surface options to a variety of summer users. Mammoth Community Water District needs for access to Hidden Lake will be considered and coordinated with the design process.

**7. User Experience/Aesthetics:** This trail is intended to be a non-motorized trail connecting: SHARP MAP ID #1, SHARP MAP ID #2, SHARP MAP ID #7, and SHARP Map ID #18 to create a “stacked-loop” trail system at the base of the Sherwins.

**8. Trail Amenities:** Signage both wayfinding and interpretive, nuisance bag stations, and benches as appropriate.

**C. Winter/Summer Interface:** TBD

**D. Signage and Wayfinding Special Considerations:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*. Additionally, there is a possibility to implement interpretive signage related to the variety of natural features in the areas, which could connect into a larger interpretive experience at the Borrow Pit Staging Area (SHARP Map ID #S01).



**TO BE COMPLETED BY AGENCIES/JURISDICTIONS**








- A. Environmental Review:** "SHARP Projects – Phase 1 NEPA" as submitted to USFS
- B. Construction & Maintenance:** Town of Mammoth Lakes under CCS and Potentially SUP.
- C. Funding Considerations & Ownership:** TBD
- D. Construction Cost Estimator**
  - a. Total linear feet of new trail construction: TBD
  - b. Total estimated cost per linear foot: TBD
  - c. Rehabilitation cost estimate: TBD
  - d. First-guess cost estimate: TBD
    - i. Preferred Alignment: TBD
    - ii. Alternative alignment: TBD
- E. Other Special Considerations:** TBD



## SHARP TTC: Map ID #08

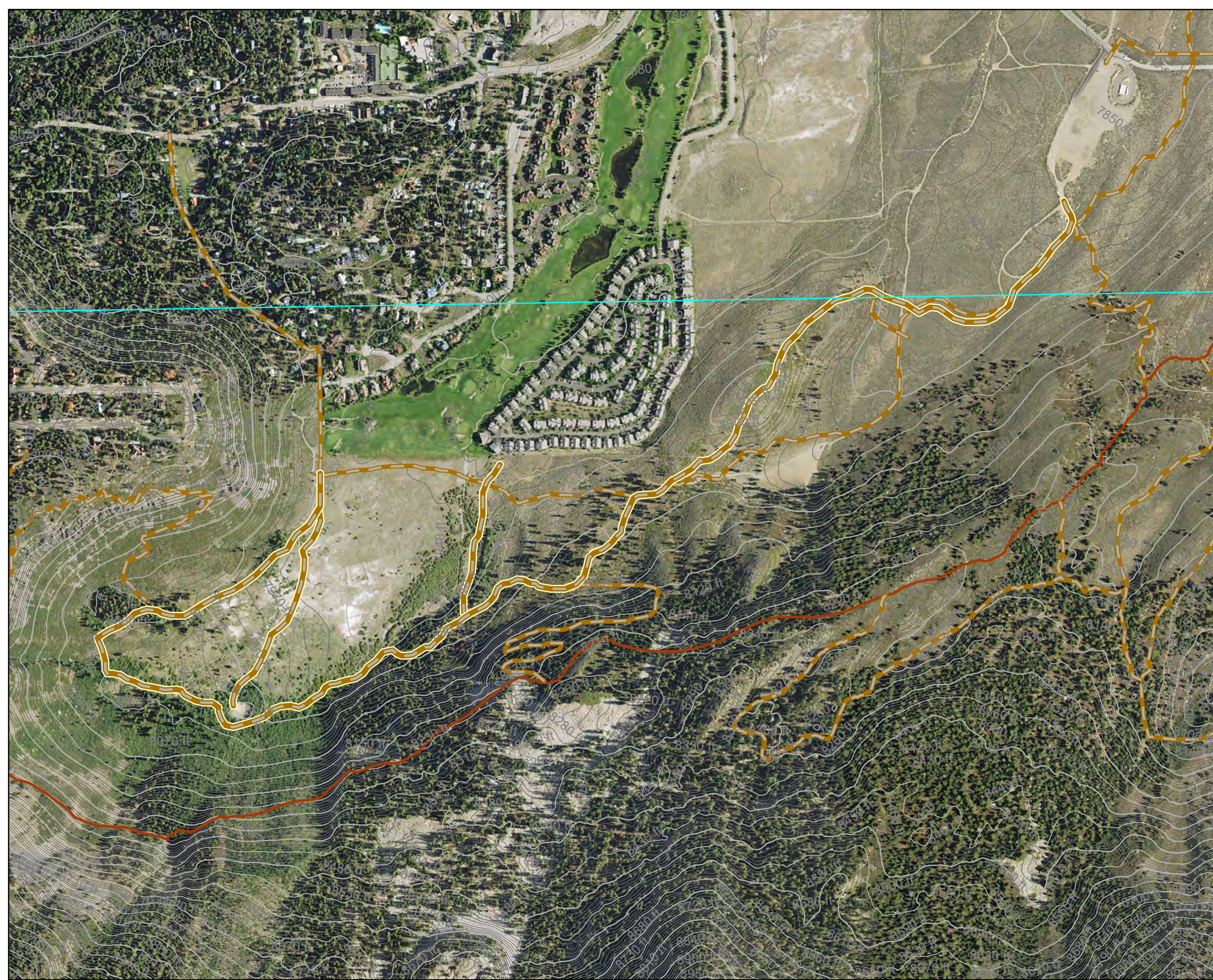
**CONCEPT:** Non-motorized stacked-loop trail system in the meadow. Articulate a stacked-loop trail system from the borrow pit staging area (see Summer Map ID #1), along the base of the Sherwins to the Tamarack Street trailhead (see Summer Map ID#2), and back to the borrow pit staging area. Facilities 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. See The Sherwin Area Recreation Plan (SHARP) for detailed concept and rationale. Map Draft Date 12/31/15

## Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
- 10ft Contours**
  -  Contour Line, Major
  -  Contour Line, Minor
  -  Contour Line, Intermediate

### SHARP TTC

- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwins Working Group, and will therefore not revisit or revise any part of any recommendation unless warranted by agency sideboards or other opportunities or constraints as identified by land management agencies such as the INF.
- This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



0 1,000 2,000 4,000 Feet







## Project Cover Sheet: Map ID #S08

<b>SHARP CONCEPT</b>	<b>Non-motorized stacked-loop trail system in the meadow.</b> 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.
<b>SHARP RATIONALE</b>	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.
<b>RELATED PROJECTS</b>	SHARP project ID #1 - See the SHARP Summer Proposal for details. SHARP project ID #2 - See the SHARP Summer Proposal for details. SHARP project ID #7 - See the SHARP Summer Proposal for details. SHARP project ID #18 - See the SHARP Summer Proposal for details.
<b>WORKFLOW CHECKLIST TASK</b>	<b>DATE COMPLETED</b>
Group overview in-house meeting to present work plan and desired	





## Project Cover Sheet: Map ID #S08

Group overview field trip and technical analysis in-house		
Drafting/staking		
Technical review field trip		
Draft revision		
Final review meeting		
Presentation to USFS		
<b>AGENCY SIDEBOARDS</b>	TBD	
<b>DESIRED OUTSIDE PARTICIPANTS</b>	TBD	
<b>ENVIRONMENTAL REVIEW</b>	"SHARP Projects – Phase 1 NEPA"	
<b>OTHER NOTES</b>	TBD	
<b>PARTICIPANTS</b>	Alan Jacoby; Joel Rathje; Jamie Rathje; John Wentworth; Kelly Workman	



## Summer 2010 Final Report

Alignment Proposals for the Inyo National Forest and the Town of Mammoth Lakes

Map ID #S13

November 18, 2010



PO Box 100 PMB# 432  
Mammoth Lakes, CA 93546  
760 934 3154  
mltpa.org



**Map ID# S13 Key Agreements  
As of July 13, 2010**

**A. Alignment:** This trail is meant primarily as a connector to the Mammoth Rock Trail. The alignment described below is still in draft form, and the SHARP TTC looks forward to working more closely with USFS trail specialists to improve the trail's sinuosity and aesthetics.

- 1. Trailhead and Destination(s):** Borrow Pit Staging Area/Mammoth Rock Trail
- 2. Naming:** Sherwin Gateway Trail; Rock Trail Express.
- 3. Control Points:** The trail begins at the South Borrow Pit Trailhead (1), which also provides access to Map ID #S06 and Map ID #S07, and heads south up the existing closed USFS Road 4S106. At the start of the trail, two options exist (2) to maintain desired grades and control downhill speed into the trailhead. The preferred alignment heads south and switches back to the east to rejoin the existing closed road, providing pleasing views to the south and west at the beginning of the trail experience and connecting directly into Map ID #S06. The alternative alignment (Alternative A) heads east and then switches back to the south to rejoin USFS Road 4S106. Where the two options rejoin USFS Road 4S106 (3), the trail then continues south, following USFS Road 4S106 for 256 feet, at which point the trail veers east (4) to reach a grouping of trees that provides pleasing aesthetics and shade while avoiding the steep grade present on USFS Road 4S106 (5). The alignment then heads southwest for 310 feet to an opening in the grouping of trees (6), again avoiding the steep grade present on USFS Road 4S106 and presenting pleasing aesthetics and shade. At this point the alignment converges with and follows an existing game trail (7), heading east toward a large tree (8). The trail will dip below the tree to maintain the desired grade, protect the tree from potential erosion from impact upslope, and prepare for an optimal crossing back over USFS Road 4S106 toward a large boulder (9). Once the trail crosses USFS Road 4S106, it will continue east to a switchback point (10) that bends southwest to maintain the desired grade. The trail continues southwest for 216 feet, again crossing USFS Road 4S106, to another switchback point (11). The alignment then heads east to the top of the ridge (12), which offers a pleasing viewpoint. From this point there are two options to join this connector with Mammoth Rock Trail. The preferred alignment continues south along the ridgeline to a decision point just north of an existing use trail (13), then descends due south for 88 feet to join an existing use trail (14) that continues 159 feet to intersect with Mammoth Rock Trail (15). The alternative alignment (Alternative B) heads south for 118 feet and joins an existing use trail (16) that continues 185 feet to Mammoth Rock Trail (17). A third alternative alignment (Alternative C) departs the preferred alignment at



the decision point (13) and continues southwest up the ridge for 546 feet (18) before turning south and descending 310 feet to Mammoth Rock Trail (19).

**4. Map Reference:** SHARP TTC: Map ID #S13, 08/03/2010

**B. Design Specifications**

- 1. Trail Type:** Type 2 (preferred mountain bike)
- 2. Users:** Non-motorized
- 3. Width:** See "Trail Type."
- 4. Grade:** See "Trail Type."
- 5. Surface:** See "Trail Type."
- 6. Features:** See control points. Preventative measures will be taken to prevent cutting of switchbacks and use of the existing unsustainable use trail and USFS Road 4S106.
- 7. User Experience/Aesthetics:** This trail exhibits good examples of manzanita communities on the east side of the Sierra, provides excellent views of Mammoth Rock, rehabilitates the existing road "scar," and offers an introduction to the backcountry/soft-surface trail experience.
- 8. Trail Amenities:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*

**C. Winter/Summer Interface:** No winter facilities are in apparent conflict with this project, though it is proximate to the proposed snowplay area. If possible, it is desirable to compact snow in this area at the beginning of the trail to access the snowplay area. In this case, accommodation of a snowcat should be considered when planning rehabilitation of USFS Road 4S106 in this area.

**D. Signage and Wayfinding Special Considerations:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*. Additionally, there is the possibility to implement interpretive signage related to the variety of vegetation and other natural features of the area, which could connect into a larger interpretive experience at the Borrow Pit Staging Area (Map ID #S01).

**TO BE COMPLETED BY AGENCIES/JURISDICTIONS**

**A. Environmental Review**

**B. Construction & Maintenance**

**C. Funding Considerations & Ownership**

**D. Construction Cost Estimator**

- a. Total linear feet of preferred alignment:** Approximately 2,000 feet
- b. Total estimated cost per linear foot:** \$4–\$6 per linear foot



c. **Rehabilitation cost estimate:** Approximately 1,600 linear feet

d. **First-guess cost estimate:** \$25,000






E. **Other Special Considerations:** Possible Inyo National Forest Travel Management Plan implications for road closures in the area



SHARP TTC: Map ID #S13

Map Draft Date 11/17/10

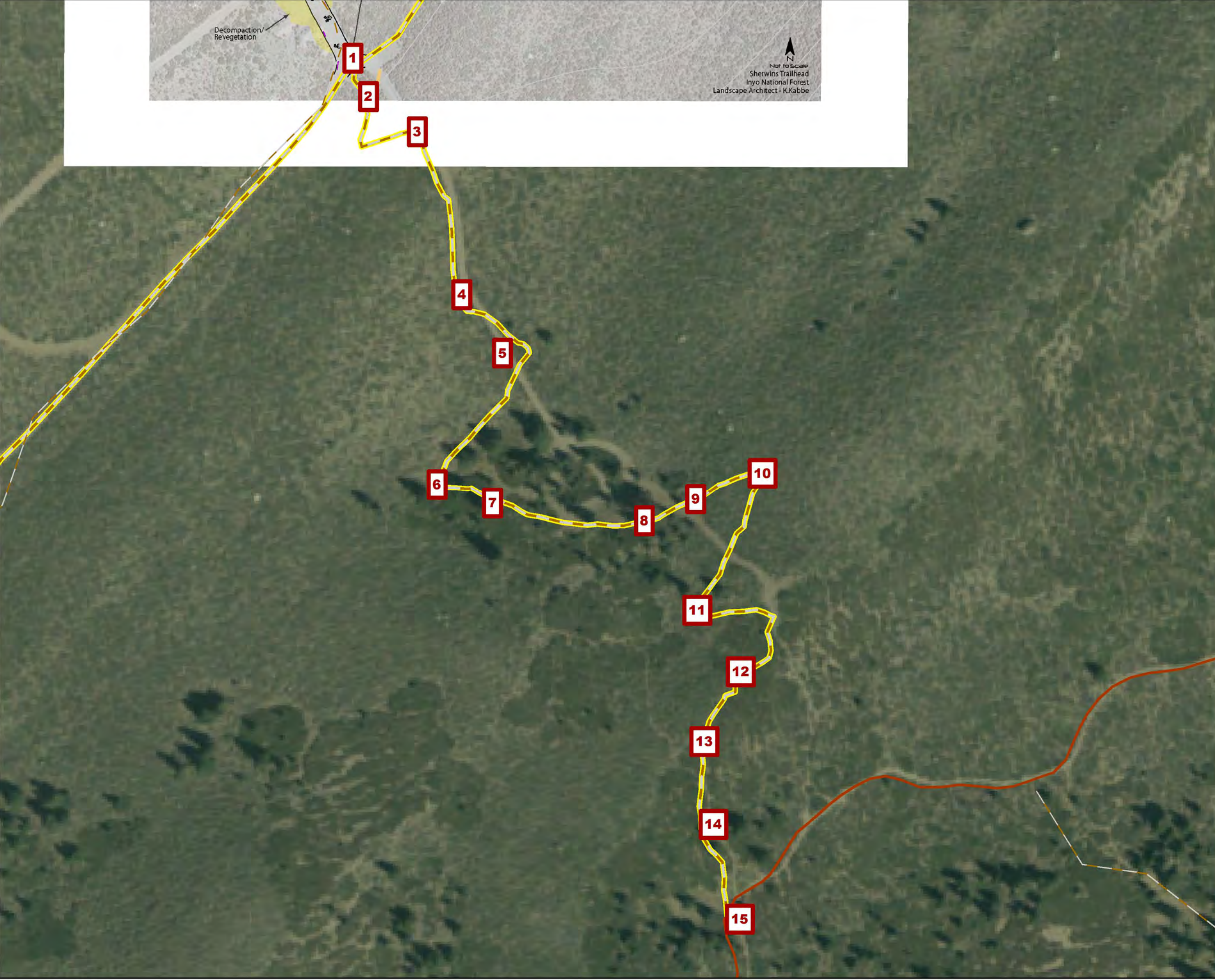
## Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
-  Control Points

Please see the SHARP TTC Project Coversheet and Key Agreements Documents for project details and Control Point definitions, as well as the Sherwins Area Recreation Plan (SHARP) for detailed concept and rationale.

## SHARP TTC

- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwins Working Group, and will therefore not revisit or revise any part of any recommendation unless warranted by agency sideboards or other opportunities or constraints as identified by land management agencies such as the INF.
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0 145 290 580 Feet







## Project Cover Sheet: Map ID# S13

<b>SHARP CONCEPT</b>	<p><b>Soft-surface non-motorized connector from the borrow pit staging area (see Summer Map ID #1) to Mammoth Rock Trail</b></p> <p>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.</p>
<b>SHARP RATIONALE</b>	<p>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.</p>
<b>RELATED PROJECTS</b>	<p>SHARP S1. See SHARP Winter Proposal for details.</p> <p>SHARP S2. See SHARP Summer Proposal for details.</p> <p>SHARP S6. See SHARP Summer Proposal for details.</p> <p>SHARP S7. See SHARP Summer Proposal for details.</p>



## Project Cover Sheet: Map ID# S13

WORKFLOW CHECKLIST TASK		DATE COMPLETED
Group overview in-house meeting to present work plan and desired deliverables		June 12, 2010
Group overview field trip and technical analysis in-house		Field trip: June 12, 2010
Drafting/staking		June 12, 2010
Technical review field trip		N/A
Draft revision		N/A
Final review meeting		July 13, 2010
Presentation to USFS		November 18, 2010
AGENCY SIDEBOARDS	N/A	
DESIRED OUTSIDE PARTICIPANTS	Town of Mammoth Lakes, Inyo National Forest	
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.	
OTHER NOTES	None.	
PARTICIPANTS	Robin Morning, Lesley Bruns, Maggie Palchak, Malcolm Clark, John Walter, Greg Norby, Tammy Nguyen, Megan Mahaffey, Linsey Duddridge, Chuck Megivern, Kim Stravers, Drew Blankenbaker, Steve Speidel, Keith Dawley, Jon Kazmierski, John Wentworth	



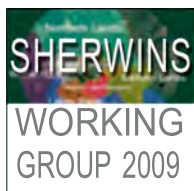


## Fall 2015 Draft Report

Alignment Proposal for the Inyo National Forest and the Town of Mammoth Lakes

ID #S18

December 30, 2015





**Map ID #S18 Key Agreements  
As of December 30, 2015**

**A. Alignment:** This trail is intended to reroute and formalize the existing and unsustainable social trail connection that currently links the eastern section of the Mammoth Rock Trail to the proposed loop trail around the meadow (SHARP Project #08).

- 1. Trailhead and Destination(s):** Mammoth Rock Trail and SHARP Map ID#8
- 2. Naming:** Sherwins Meadow Connector Trail
- 3. Control Points/Narrative:** The northern terminus of the proposed trail will be at the southern loop of SHARP Map ID #08 at the existing social trail (1). The trail proceeds in an easterly direction at an approximate 5% grade south of SHARP Map ID #08 and crosses the first of several existing use trails (2). The trail then makes a wide radius turn using the natural contours of the landscape to the south and then to the west (3). The alignment then crosses another use trail to the east of the proposed trail which may be retained and improved as a connector to a potential parking area (4). A large rock on this section of the trail may provide a possible side feature for mountain bikes (5). From there the trail maintains a gentle uphill grade through a manzanita grove with rolling contour trail at 2%-3% grade. The alignment then crosses an existing use trail which will require signage to keep users on the "official" trail as it continues along the contour (6). A grove of old growth juniper trees (7) is on display near a rock outcropping with a framed "window" view of Mammoth Mountain and Mammoth Rock as the trail continues to roll along the contour at 5% grade. The trail alignment then meets a large boulder which provides an opportunity to create an interesting turn using the natural shape of the rock (8). The trail then meets a rock slide area with big views (9). There is an opportunity for an alternate rocky alignment above the main route for added interest for more experienced trail users. The trail continues along the contour, which is now on a steep side slope. The trail will cross the same downhill use trail again (10) near a stand of old growth juniper trees. From there the trail finds a natural opportunity for a wide radius turn into a grove of trees (11). Another wide radius turn yields a big view (12), followed by yet another wide turn (13). The last uphill turn curves around a large tree (14) and the final approach gently merges at a confluence with the Mammoth Rock Trail (15). Signage will be needed to encourage users to stay on the new trail and to not stray onto existing use trails.



**B. Design Specifications:**

1. **Trail Type:** Type 2 (preferred mountain bike; tread narrow—less than 36 inches; minimal allowance for passing. See Chapter 6.6 Soft-Surface Trail Design Guidelines from TSMP)
2. **Users:** Non-motorized users: mountain bikers, day hikers, equestrian
3. **Width:** See “Trail Type.”
4. **Grade:** See “Trail Type.”
5. **Surface:** Soft-surface. See “Trail Type.”
6. **Features:** The primary feature is to provide a sustainable alternative to existing use/social trails connecting the Mammoth Rock Trail to the Sherwins Meadow and the Sherwins Meadow Trail. Opportunities exist to potentially take advantage of existing social trails and temporary parking areas in the northeastern section of the proposed alignment.
7. **User Experience/Aesthetics:** This trail is intended to be an easy-to-moderate two-way (uphill and downhill) non-motorized trail connecting SHARP Map ID #08 with the Mammoth Rock Trail. This rolling contour trail with 3%-5% grades will provide an easy to moderate multi-use trail with scenic views and rock features for mountain bikers, day hikers, and equestrians. Making the trail “two-way” helps to prevent and mitigate possible user conflict between riders coming downhill at higher speeds and users traveling more slowly uphill. 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 connect them back to Town via the Tamarack Street or the Borrow Pit trailheads. This will open up loop opportunities in the Sherwins area and on the Mammoth Lakes Trail System for all trail users.
8. **Trail Amenities:** Viewpoints exist along the route that could be utilized for pullouts taking advantage of the unique geography and scenic opportunities.

**C. Winter/Summer Interface:** N/A

**D. Signage and Wayfinding Special Considerations:** As noted earlier, specific signage will be needed to keep users on the new trail and not distracted by existing use trails which will need to be rehabilitated by appropriate land management agencies. Signage and wayfinding will be minimal and consistent with the “MLTS Wayfinding and Signage Standards Manual”.

**TO BE COMPLETED BY AGENCIES/JURISDICTIONS**












- A. Environmental Review:** "SHARP Projects – Phase 1 NEPA" as submitted to USFS
- B. Construction & Maintenance:** Town of Mammoth Lakes under CCS and Potentially SUP.
- C. Funding Considerations & Ownership:** TBD
- D. Construction Cost Estimator**
  - a. **Total linear feet of new trail construction:** approx. 5000
  - b. **Total estimated cost per linear foot:** approx. \$5.00
  - c. **Rehabilitation cost estimate:** approx. \$2,500
  - d. **First-guess cost estimate:** \$27,500
    - i. **Preferred Alignment:** \$27,500
    - ii. **Alternative alignment:** TBD
- E. Other Special Considerations:** SHARP ID #8 needs to be formalized as a USFS System Trail prior to construction of this particular trail. Hand tools will likely be the primary means of construction for this trail, and are desired to reinforce the character of the finished product.



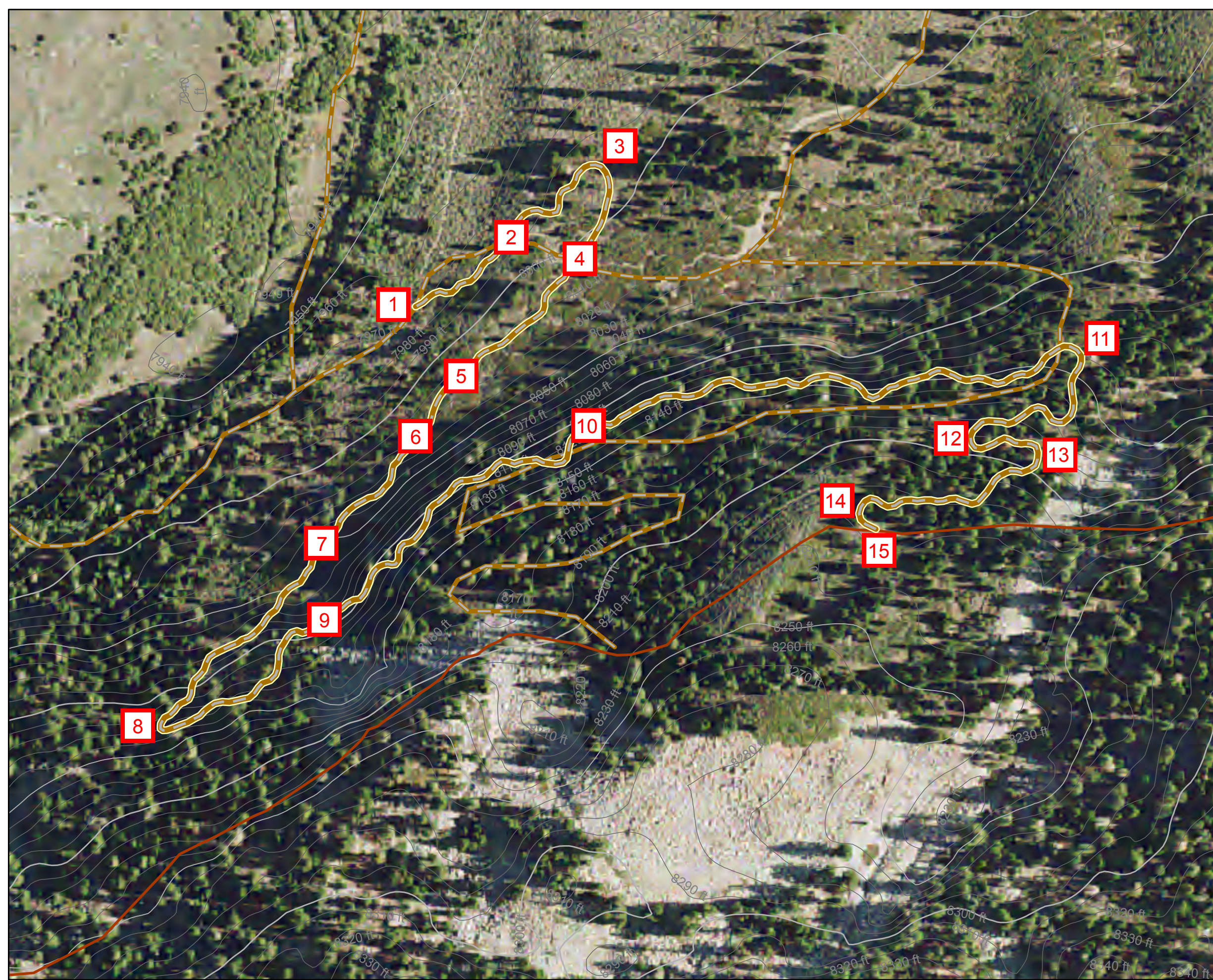
**SHARP TTC: Map ID #18**  
**CONCEPT:** Improved soft-surface  
 non-motorized connector from Mammoth  
 Rock Trail to proposed meadow loop trail.  
 (see Summer Map ID #8).  
 See The Sherwin Area Recreation Plan  
 (SHARP) for detailed concept and  
 rationale  
 Map Draft Date 11/05/15

## Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
- 10ft Contours**
-  Contour Line, Major
-  Contour Line, Minor
-  Contour Line, Intermediate

## SHARP TTC

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0 250 500 1,000 Feet







## Project Cover Sheet: Map ID #18

<b>SHARP CONCEPT</b>	<b>Improved soft-surface non-motorized connector from Mammoth Rock Trail to proposed meadow loop trail (See Summer Map ID #8).</b> 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.
<b>SHARP RATIONALE</b>	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.
<b>RELATED PROJECTS</b>	SHARP project ID #1 - See the SHARP Summer Proposal for details. SHARP project ID #2 - See the SHARP Summer Proposal for details. SHARP project ID #7 - See the SHARP Summer Proposal for details. SHARP project ID #8 - See the SHARP Summer Proposal for details.
<b>WORKFLOW CHECKLIST TASK</b>	<b>DATE COMPLETED</b>
Group overview in-house meeting to present work plan and desired	17-Sep-15
Group overview field trip and technical analysis in-house	23-Sep-15





## Project Cover Sheet: Map ID #18

Drafting/staking	16-Oct-15	
Technical review field trip	1-Nov-15	
Draft revision	2-Nov-15	
Final review meeting	30-Dec-15	
Presentation to USFS	4-Jan-16	
<b>AGENCY SIDEBOARDS</b>	TBD	
<b>DESIRED OUTSIDE PARTICIPANTS</b>	TBD	
<b>ENVIRONMENTAL REVIEW</b>	"SHARP Projects – Phase 1 NEPA"	
<b>OTHER NOTES</b>	TBD	
<b>PARTICIPANTS</b>	Alan Jacoby; Joel Rathje; Jamie Rathje; John Wentworth; Kelly Workman	



## **Notes of Phase 1 Winter Alignments from SHARP**

The following pages represent the Winter recommendations by the Sherwins Working Group as documented in SHARP. They are complements to the Summer recommendations identified as “Phase 1” for environmental analysis.

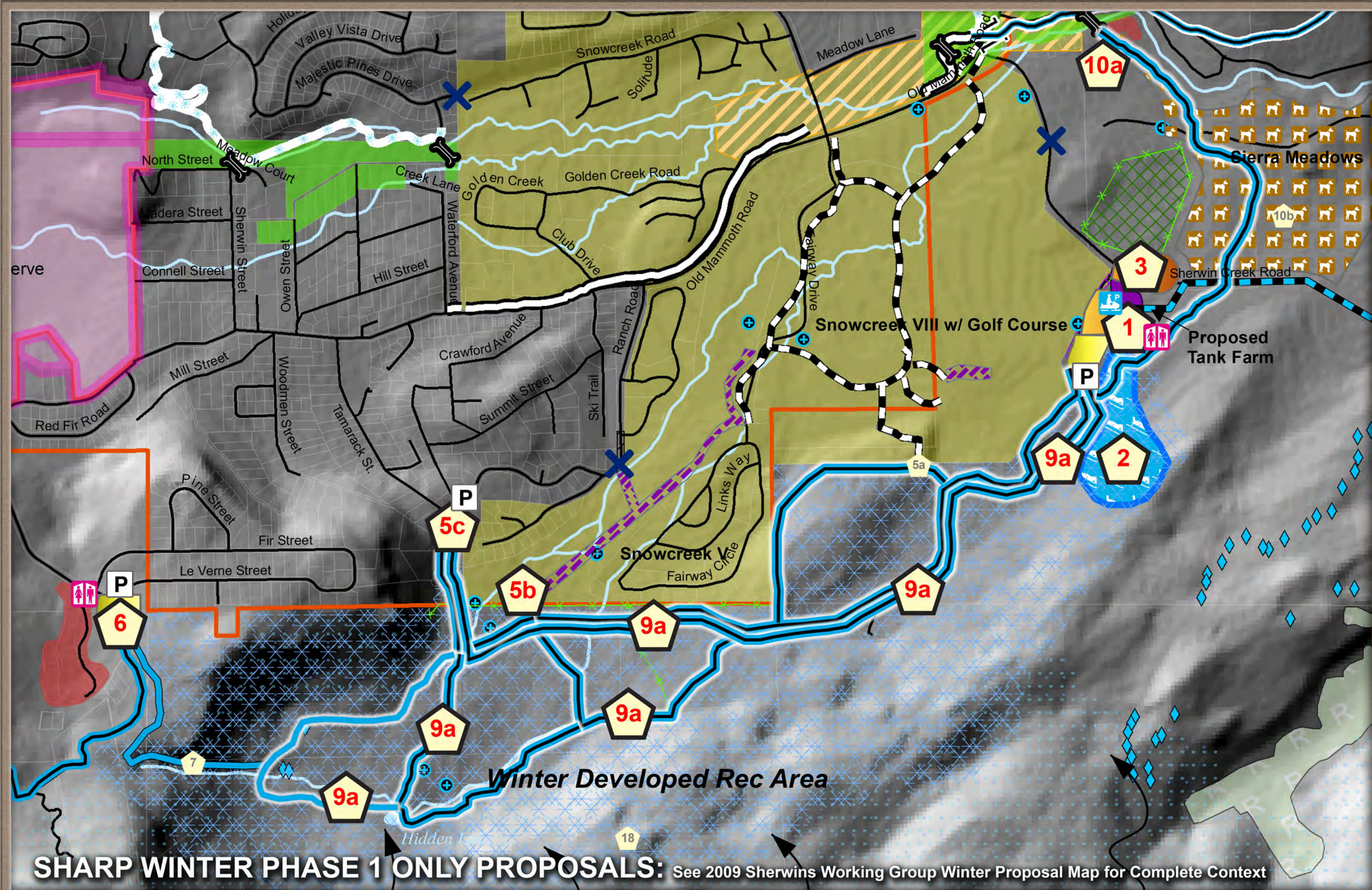
The recommended Winter trails and facilities do not share the same numbering and naming conventions as their non-snow partners, but are “nested” within the Phase 1 recommendations for Summer trails and facilities.

The map, which follows, has been prepared as an excerpt from the original map produced for SHARP that documents the Winter recommendations from the Sherwins Working Group. For the complete list of all the Summer and Winter recommendations, be sure to review the complete SHARP document.

### **Phase 1 Winter Recommendations**

- SHARP ID W01
- SHARP ID W02
- SHARP ID W03
- SHARP ID W05b
- SHARP ID W05c
- SHARP ID W06
- SHARP ID W09a
- SHARP ID W10a









**Map ID #W01  
As of January 04, 2016**

**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.



**Map ID #W02**  
**As of January 04, 2016**

**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 (northfacing, 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.



**Map ID #W03**  
**As of January 05, 2016**

**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.





**Map ID #W05b  
As of January 05, 2016**

**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 #W05c**  
**As of January 04, 2016**

**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 #W06**  
**As of January 05, 2016**

**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.





**Map ID #W09a**  
**As of January 04, 2016**

**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.

**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.



**Map ID #W10a  
As of January 05, 2016**

**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.