



LABSS Supplemental Materials

Existing Conditions Report



Existing Conditions Report - Draft

prepared by

The Mammoth Lakes Trails and Public Access Foundation

for the

“State of the Lakes Basin” Public Meeting

September 30, 2010





Introduction

Thanks to a generous grant from the Sierra Nevada Conservancy, the Inyo National Forest (INF), the Town of Mammoth Lakes (TOML), the Mammoth Lakes Trails and Public Access Foundation (MLTPA), and Friends of the Inyo (FOI) are working together to study mobility and outdoor-recreation patterns in the Mammoth Lakes Basin. As one of Mammoth's most popular amenities, the area sees thousands of visitors every summer who come to experience a wide spectrum of recreation activities. The Mammoth Lakes Basin is also a critical watershed, providing water resources to Mammoth Lakes and other downstream communities. Proper planning and management will ensure that the Lakes Basin can continue to provide exceptional recreational experiences while protecting and sustaining the natural resources of the area.

Over the last 18 months, the above partner organizations have been collecting data and information to better inform this collaborative planning process known as the Lakes Basin Special Study (LABSS). Jurisdiction over the Lakes Basin is shared between the two prominent partners of LABSS: the Town of Mammoth Lakes (TOML) and the Inyo National Forest (INF). A challenging feature of the administration of the Lakes Basin is this shared jurisdiction; however, it also provides great opportunities for collaborative efforts, such as this project, to pool resources, capacities, and knowledge and to determine the best possible outcomes for water quality, watershed protection, and recreation opportunities in the Lakes Basin.

The summer-specific data collected for this effort includes transportation data, including collection of vehicle turning movements and length of stay information, bicycle and pedestrian counts, a visitor recreation survey, stakeholder interviews, amenity data collection, and INF system-trail and user-created trail networks. Data was collected at 12 distinct nodes within the Lakes Basin, identified for their frequent use and relatively even dispersal throughout the Lakes Basin. These nodes include the following: Horseshoe Lake Parking Area, Twin Lakes Overlook, Lake George Parking Area, Coldwater Parking Area, Lake Mary Day-Use Parking Lot, Pokonobe Lodge, Lake Mary Marina, Pack Station, Upper Twin Lake Picnic Area, Tamarack Lodge, Twin Lakes Vista, and Panorama Dome Trailhead. These nodes are depicted on Map 1.0.

Representing the first component of this collaborative effort, this *Existing Conditions Report* establishes baseline existing-conditions data for the LABSS collaborative process as well as for future management and/or planning efforts in the Lakes Basin. The *Existing Conditions Report* provides a baseline review of the history and background, study area and geography, transportation infrastructure, lakes and day-use areas, trails and trailheads, and campgrounds and lodges of the Lakes Basin. As the LABSS process unfolds, future components will offer opportunities for the public to examine and explore in greater detail the recreation, mobility, and transportation issues facing the Lakes Basin.

History and Background

The Town of Mammoth Lakes, located in California's Eastern Sierra, is a major recreation destination in both the summer and winter seasons. While Mammoth Mountain Ski Area absorbs the largest influx of visitors during ski season, the Lakes Basin sees its heaviest use



during the summer months for diverse recreation activities that include but are not limited to boating, camping, equestrian, fishing, hiking, mountain biking, road biking, rock climbing, swimming, trail running, and wildlife viewing. The impacts of this visitation are keenly felt in the Lakes Basin, a system of tiered high-country lakes and streams contained within the southwest quadrant of the Town of Mammoth Lakes municipal boundary and framed by the compelling drama of the 11,000-foot Mammoth Crest.

Due to its inherent beauty and the mineral wealth of the area, the Lakes Basin has a long history of use. An excavation of the Mammoth Creek Cave from 1962–1963 found evidence that Native Americans have been present in the Lakes Basin for at least 700 years. More recently, mining claims were established between 1878 and 1880, leading to the development of Mammoth City, Pine City, and Mill City. The first road to the Lakes Basin was built in the 1920s, with construction of the present road network beginning in 1937.¹ Modification of the lakes themselves also occurred around this period, with dam construction enlarging Lake Mary, Lake Mamie, and Twin Lakes in 1933.²

The Forest Service has undertaken a number of studies and management plans since the 1970s. These documents provide an excellent timeline of challenges faced in the Lakes Basin as well as changes in conditions and patterns of use over time. A management plan from 1970 looked to identify recreational and scenic resources, with emphasis on how to develop these resources.³ In 1975, a new management plan was written with the intention of regulating the previously unrestricted growth of the Basin through a cooperative planning effort between the Forest Service and Mono County. This plan was meant to channel growth in such a way as to increase recreation in the Lakes Basin by 30 percent by 1984 while focusing on the sustainable capacities of the landscape and its resources.⁴

In 1996 and again in 2000, studies were undertaken to look at recreation opportunities in and visitor satisfaction with the Lakes Basin.⁵ These studies highlighted issues with traffic congestion and the conflict between recreation activities and public safety that existed at that time. The 1996 study noted that 96 percent of visitors traveled into the Lakes Basin in a personal vehicle; it also presented survey-takers with questions about potential changes in their traveling habits if a trolley system were made available.⁶

A common theme among all of these studies and management plans is the desire to protect the natural environment while providing recreationists with a quality experience in the Lakes Basin. LABSS builds on these significant past efforts with the intention of balancing the natural health and beauty of the Lakes Basin and the desire to allow as many people as possible to experience this beauty. The following narrative describes the current and existing conditions of the Lakes Basin with the goal of setting the stage for discussion about recreation and

¹ Inyo National Forest. "USFS Mammoth Lakes Recreation Area, Recreation Management Plan." 1970.

² Inyo National Forest. "1970 Mammoth Lakes Basin Composite." 1970.

³ Inyo National Forest. "1970 Mammoth Lakes Basin Composite." 1970.

⁴ Inyo National Forest. "1975 Mammoth Lakes Basin Composite." 1975.

⁵ Ross, Erin. "2000 Visitor Characteristics and Service Quality of the Mammoth Lakes Basin." Inyo National Forest. 2000.

⁶ Inyo National Forest. "1996 Inyo National Forest Visitor Survey." 1996.



transportation opportunities in the Lakes Basin and, ultimately, improvements and changes that could serve as the foundation for management planning to enhance the user experience while preserving the environment.

Study Area and Geography

The Lakes Basin study area, as shown in Map 1.0, is defined by the southern and western boundaries of the Town of Mammoth Lakes, existing completely within the Town's municipal boundary. The study area borders the Mammoth Mountain Ski Area to the north as well as two wilderness areas: the Ansel Adams Wilderness to the west and the John Muir Wilderness to the south. Water is an important element of this area due to the large number of lakes and streams that are included within, or flow through, the study area. The study area sits in the Upper Owens watershed and is the headwaters to Mammoth Creek, which feeds the Owens River. Coldwater Creek and a number of other, unnamed creeks are also included in the study area. The lakes within the study area are Upper and Lower Twin Lakes, Lake Mary, Lake George, Crystal Lake, TJ Lake, Barrett Lake, Lake Mamie, Horseshoe Lake, and McLeod Lake. Because the Lakes Basin provides much of the Town's water supply, the Mammoth Community Water District (MCWD) has a large amount of infrastructure and access needs in the area. See Map 1.1 for watershed information.

Like much of the surrounding land, the Lakes Basin was created through a combination of volcanic and glacial processes that resulted in numerous high-mountain lakes in and around the Lakes Basin.⁷ The volcanic nature of the Lakes Basin has also created a unique environment at Horseshoe Lake in the form of carbon dioxide (CO₂) discharges and sinks. Currently, CO₂ is being monitored by the United States Geological Survey (USGS), and while levels have been considered "high" since 1996, the danger associated with exposure is minimal as long as one avoids digging near the natural collapse pits around the lake or lying facedown directly on the ground. CO₂ also affects the vegetation of the Horseshoe Lake area, creating a large tree-kill zone near the northern shore of the lake.⁸

Another feature of the Lakes Basin that affects vegetation is the potential for wildfire and the management practices undertaken to decrease this risk. The current vegetative conditions of the Lakes Basin have led to the need for significant fuels-management planning efforts. These efforts have the potential to significantly alter the visual landscape of the Lakes Basin, as evidenced by the recent fuels-reduction project taking place near the Panorama Dome Trailhead. Wildlife habitat is also an important component of the LABSS collaborative process, due to the constant interaction between wildlife and recreationists in the Lakes Basin. This *Existing Conditions Report* recognizes the interconnectedness of the Lakes Basin's natural resources and recreation opportunities; as a result, the LABSS collaborative process necessitates a discussion about natural features such as vegetation, wildfire management, and

⁷ Inyo National Forest. "1970 Mammoth Lakes Basin Composite." 1970.

⁸ USGS. "Carbon Dioxide and Helium Discharge from Mammoth Mountain, Long Valley caldera, California." 09 Oct. 2009. 19 Sept. 2010 < <http://volcanoes.usgs.gov/lvo/activity/monitoring/co2.php>>.



wildlife habitat and their relationship to any future management and/or planning efforts in the Lakes Basin.

Transportation Infrastructure

Transportation infrastructure within the Lakes Basin consists of two-lane, two-way paved roads, developed and unimproved parking areas, and a free public-transportation system that runs from the town of Mammoth Lakes to the Lakes Basin in the summer. The Lakes Basin is only accessible to vehicle traffic by two roads. Lake Mary Road, a two-lane paved road, is the primary entrance to the Lakes Basin and the main roadway through the Lakes Basin, running from the North Village area of Town to Horseshoe Lake. Old Mammoth Road, a narrow substandard paved road, serves as a secondary access to the Lakes Basin, connecting the Old Mammoth area of Town to the Lakes Basin.

Two other roadways, which connect to Lake Mary Road, serve campgrounds, trailheads and day-use areas within the Lakes Basin. These are Twin Lakes Road, which provides access to Twin Lakes Campground and Tamarack Lodge, and Lake Mary Loop Road, which circles Lake Mary and provides access to Coldwater Campground and Lake George. With the exception of Lake Mary Road, the main roadway through the Lakes Basin, all other roads are considered to be substandard in terms of width for two-way traffic. Pedestrians, bicyclists, and other non-motorized users often share these narrow roadways with vehicles, creating potential safety hazards that can be exacerbated during periods of high visitation.

Parking in the Lakes Basin varies in capacity by location. While there are a total of 393 paved spaces throughout the Lakes Basin (not including parking spaces associated with the campgrounds), with an additional 16 ADA spaces and 3 spaces for trailers, there are also a number of unimproved dirt spaces. Some of these dirt spaces are officially designated, such as those at Pokonobe Lodge and the Twin Falls Overlook; however, many spaces are user-created due to lack of officially sanctioned parking. These user-created, off-road parking spaces damage soil and vegetation and encourage other drivers to mimic such behavior, thus propagating and perpetuating the problem.⁹ See Map 1.2 and Table 1.0.

The Town of Mammoth Lakes provides a free trolley that begins in the North Village area of Town and travels throughout the Lakes Basin. The trolley runs each summer from July 1 through Labor Day weekend approximately every 25 minutes between 8:00 a.m. and 6:00 p.m. daily. Each trolley is equipped with a bike trailer that can accommodate up to 12 bikes.¹⁰ The trolley's current route includes 11 stops within the Lakes Basin, including stops along Twin Lakes Loop, Lake Mary Road, and Lake Mary Loop Road. However, the trolley does not currently provide service to the popular Coldwater and Twin Lakes Campgrounds or to the Lake George Parking Area.

⁹ National Park Service. "The State of the Park." 16 Sept. 2010 <<http://www.nps.gov/yell/parkmgmt/upload/protectresrc.pdf>>.

¹⁰ Town of Mammoth Lakes – Tourism and Recreation Department. "Summer Local Transportation." 2007. 16 Sept. 2010. <<http://www.visitmammoth.com/local-transportation/>>.



Lakes and Day-Use Areas

The Lakes Basin, as the name suggests, is characterized by its access to an abundance of mountain lakes. Much of the recreation in the Lakes Basin is focused on activities that occur in and around the lakes, including boating, fishing, swimming, and hiking to more remote lakes. The established day-use areas in the Lakes Basin are the Twin Lakes and Twin Falls picnic areas, Lake George, Lake Mary, the Twin Lakes Vista, and the Twin Lakes Overlook. The day-use areas vary greatly in the number of amenities offered. The Twin Lakes Overlook and the Northeast Lake Mary Day-Use Area are examples of areas with limited amenities, providing 11 parking spaces and a solitary bench, respectively. The more established day-use area at Lake George provides a restroom, parking, picnic tables, a water spigot, benches, bear boxes, a monofilament collector for used fishing line, and a dumpster. Horseshoe Lake accommodates 105 parking spaces with an additional 4 ADA spaces and has 4 open restroom stalls, 1 trashcan, and 1 dumpster. Horseshoe Lake is the only lake in the Lakes Basin in which swimming is allowed, as the other lakes provide an important source of the Town's domestic drinking-water supply. As such, the preservation of water quality is a particularly important management issue. See Table 1.1.

Lake Mary and Lake George both host marinas and facilities for launching boats. The Lake Mary Marina provides a number of amenities, including the most paved parking spaces of any marina. Pokonobe Lodge, on the other end of Lake Mary, also has a variety of amenities, including an unimproved parking lot. While the Lake George Marina does not offer any specifically designated parking or other amenities to the public, the larger day-use area at this location has many services. Interestingly, none of these marinas has monofilament collectors, and the Lakes Basin as a whole lacks a public boat launch. See Table 1.2 and Map 1.3.

Trails and Trailheads

The Lakes Basin has an extensive network of mixed trails that includes unofficial user-created trails, INF system trails, bike trails, and equestrian/packer trails. While there are approximately 25 miles of INF system trails and more than 21 miles of equestrian trails, the Lakes Basin study area also contains more than 22 miles of unofficial user-created trails. As illustrated in Map 1.4, these "use trails," which are unsanctioned by the Forest Service, provide much of the connectivity between the official system trails and the wide variety of recreation amenities in the Lakes Basin. Cross-country travel can create a network of social trails that leads to areas of soil erosion and vegetative damage.¹¹ Over time, such erosion leads to significant deposition of sediment into streams, which can affect fish habitat and waterflow.¹² The most-developed and newest addition of trails to the Lakes Basin is the Lakes Basin Path, a paved multi-use path that is scheduled for completion in November 2010. The bike trails in the Lakes Basin range from

¹¹ Montana Fish, Wildlife, and Parks. "Draft Environmental Assessment: Lone Pine State Park Hiking Trail Project." 14 Sept. 2009. 16 Sept. 2010 < <http://fwpiis.mt.gov/content/getItem.aspx?id=40202>>.

¹² U.S. Department of Transportation: Federal Highway Administration. "Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds." 29 Sept. 2009. 16 Sept. 2010 < <http://www.fhwa.dot.gov/environment/fspubs/07232816/page20.htm>>.



this paved path to a soft-surface trail that covers approximately 3.8 miles around Horseshoe Lake. The INF system trails of the Lakes Basin are all soft surface and some also accommodate multiple types of users.

While hiking and equestrian trails typically do not offer any amenities (with the exception of the Horseshoe Lake Loop, which has two restrooms currently closed due to CO₂ gas emissions), the trailheads in the Lakes Basin offer a wide range of amenities. Panorama Dome Trailhead is the least developed, providing no amenities to the user other than signage. The TJ/Barrett Trailhead and the Crystal Lake Trailhead are both part of the Lake George Parking Area, which has several amenities, but the only service attributable to the trailheads themselves is parking. Three trailheads exist at the end of Coldwater Creek Road: the Coldwater/Duck Pass Trailhead, the Emerald/Barrett Trailhead, and the Mammoth Consolidated Mine/Heart Lake Trailhead. This combined area has the most parking and amenities, such as picnic tables, dumpsters, and restrooms, of any other trailhead. See Map 1.4 and Table 1.3.

The Horseshoe Lake Parking Area, which accesses three trailheads (McLeod Lake, Horseshoe Lake Loop, and Mammoth Pass) and hosts a heavily utilized day-use area, has approximately the same number of parking spaces as the Coldwater area, but has only one-fifth the amount of restroom stalls. The Coldwater area (including all trailheads and the campground) has 1.7 spaces for every 1 space at the larger Lake George area (trailheads, campground, day use, marina, lodge with guest cabins, and cabin tract). Similarly, Coldwater has 2.9 restroom stalls for every 1 stall at Lake George. Furthermore, it should be noted that access to wilderness areas is confined to the Coldwater, Lake George, and Horseshoe Lake parking areas, possibly influencing the popularity and intensive use of these areas.

Campgrounds and Lodges

The Lakes Basin has five campgrounds (Twin Lakes, Lake Mary, Lake George, Coldwater, and Pine City), four established lodges with overnight guest cabins (Tamarack Lodge, Woods Lodge, Wildyrie Lodge, and Crystal Crag Lodge), and six cabin tracts leased from the Forest Service for private residences. Of the campgrounds, Twin Lakes is the largest with 95 campsites, while Coldwater is the second largest with 79 campsites. Lake Mary has 51 campsites, while Lake George and Pine City are both considerably smaller with 16 and 10 campsites, respectively. See Table 1.4. While Twin Lakes serves more campers, Coldwater generally has a larger proportion of amenities. Coldwater has one dumpster for every 11 sites, while Twin Lakes has one dumpster for every 16 sites. Coldwater also has a water spigot for every 4 sites, while Twin Lakes has only one for every 10 sites. Likewise, Coldwater has a recycling bin for every 26 campsites, while Twin Lakes has a bin for every 48 sites. All campgrounds offer a number of restroom stalls that exceeds the standards based on published sources.^{13 14}

¹³ "Rules and Regulations Governing Campgrounds." *Virginia Department of Health*. 31 Jan. 2007. 02 Sept. 2010 <<http://www.vdh.state.va.us/EnvironmentalHealth/Food/Regulations/CampGrounds/index.htm>>. Note: Require 2 toilets for less than 16 campsites and 8-14 toilets for 50-100 campsites.

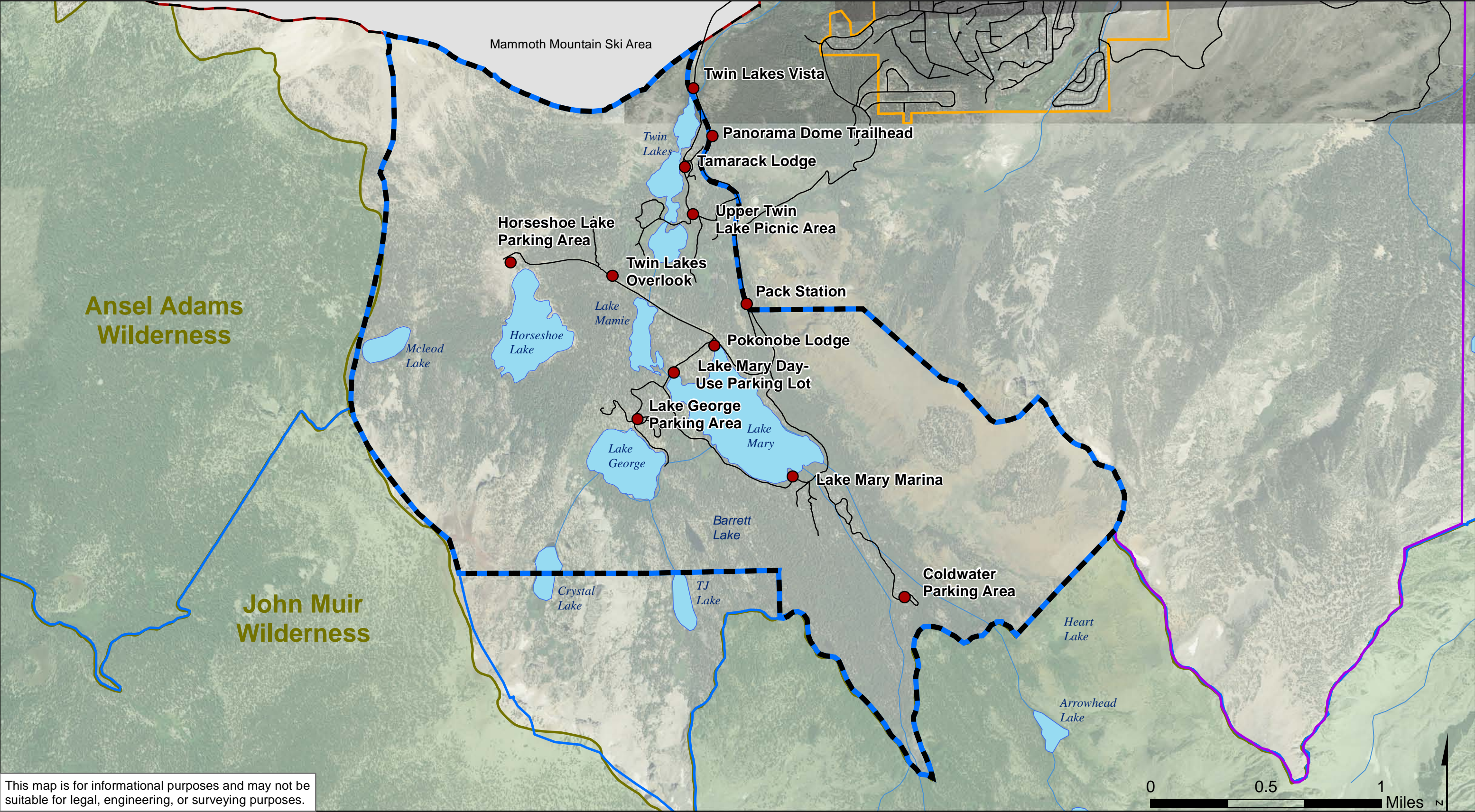


The four lodges and the six cabin tracts, which are under special-use permit, have few obvious amenities. However, since these buildings are not available to the general public, it is more difficult to quantify their amenities. Tamarack Lodge and the associated cabins provide the largest number of lodge rooms (combination of cabins and rooms in the main lodge) at 46. Tamarack Lodge also has the most parking, with 39 regular spaces, 1 ADA space, and 3 spaces to accommodate trailers. Woods Lodge and its cabins, as well as Crystal Lodge and its cabins, have the next-largest number of lodge rooms at 24 and 23, respectively. Wildyrie Lodge has 19 lodge rooms. See Map 1.5 and Tables 1.5 and 1.6.

Conclusions

This *Existing Conditions Report* establishes a common dataset and vocabulary for use in discussion throughout the entire LABSS process. The information collected here provides a foundation for further exploration and dialogue about recreation, mobility, and transportation in the Lakes Basin. The summation of this process will inform future management and/or planning efforts to ensure the continuation of exceptional recreational experiences while protecting and sustaining the natural resources of the area.

¹⁴ "Minnesota Administrative Rules." *Minnesota Office of the Revisor of Statutes*. 08 Feb. 2005. 02 Sept. 2010 <<https://www.revisor.mn.gov/rules/?id=4630.0900>>. Note: Require 2 toilets for less than 16 campsites and 7-9 toilets for 50-100 campsites.



Legend

LABSS Nodes

LABSS Study Area

Wilderness

Lakes

Streams

Centerlines

TOML Municipal Boundary

TOML Planning Area

TOML Urban Limit

Lakes Basin Special Study (LABSS)

Existing Conditions - Study Area, Geography and Jurisdictions

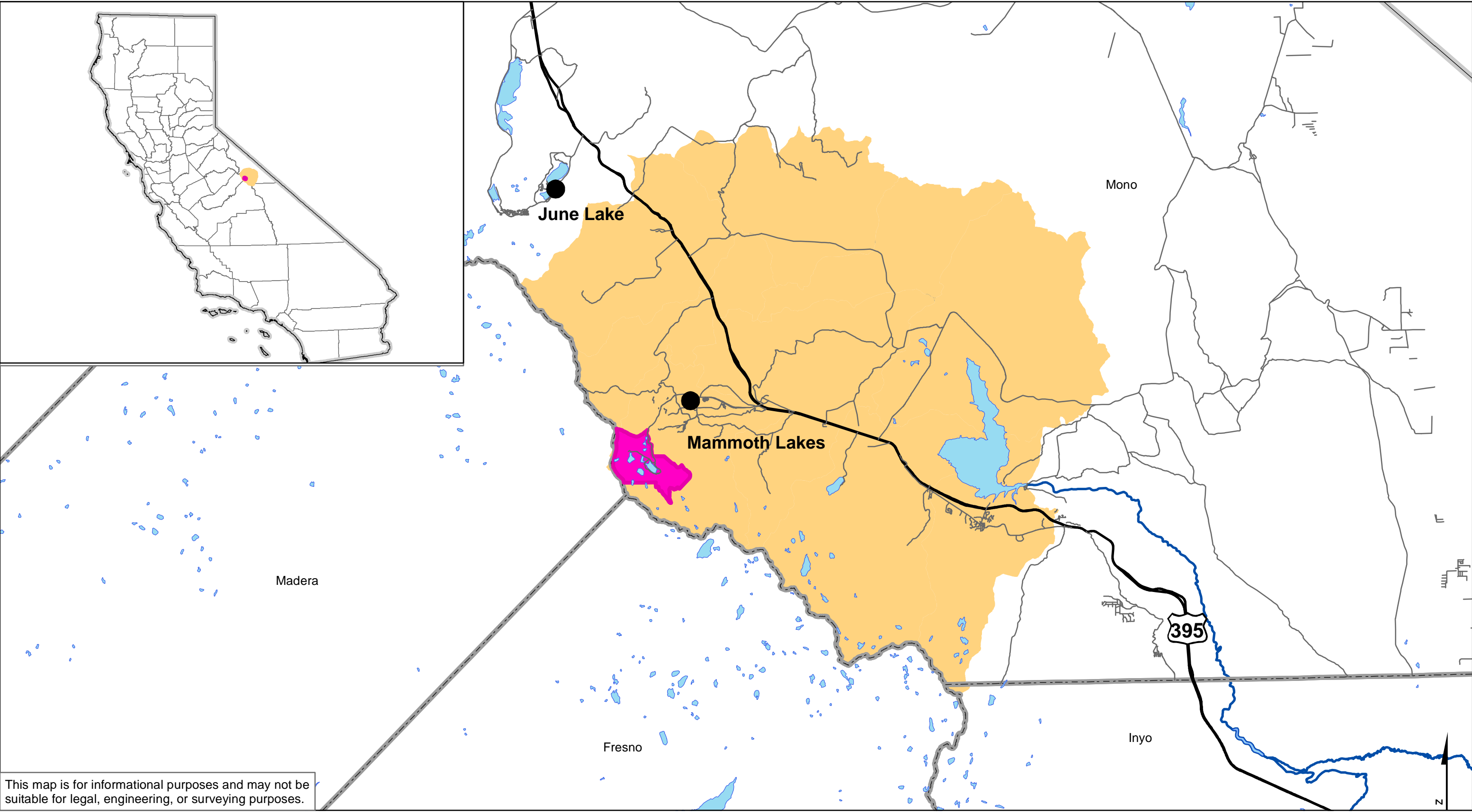
Map 1.0

Map Draft Date 09/27/10

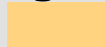

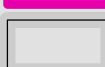
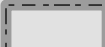
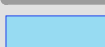
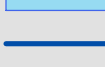

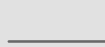
LAKES BASIN

Special Study

LABSS



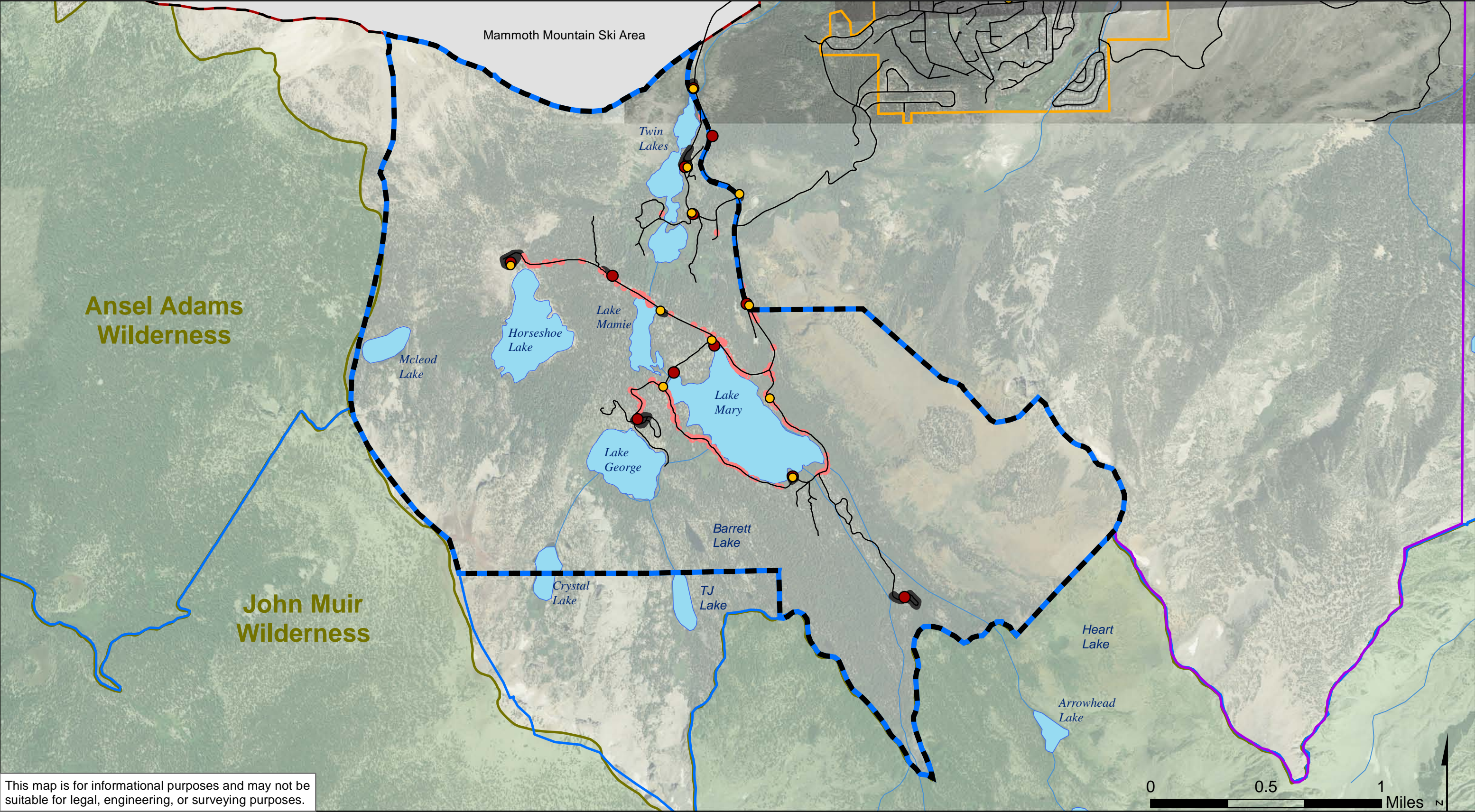
Legend

-  Hot Creek-Owens River Watershed
-  LABSS Study Area
-  State of California
-  California Counties
-  Lakes
-  Owens River and Canal
-  US Highways
-  Roads

Lakes Basin Special Study (LABSS)
Existing Conditions - Watershed/Locator
Map 1.1

Map Draft Date 09/27/10





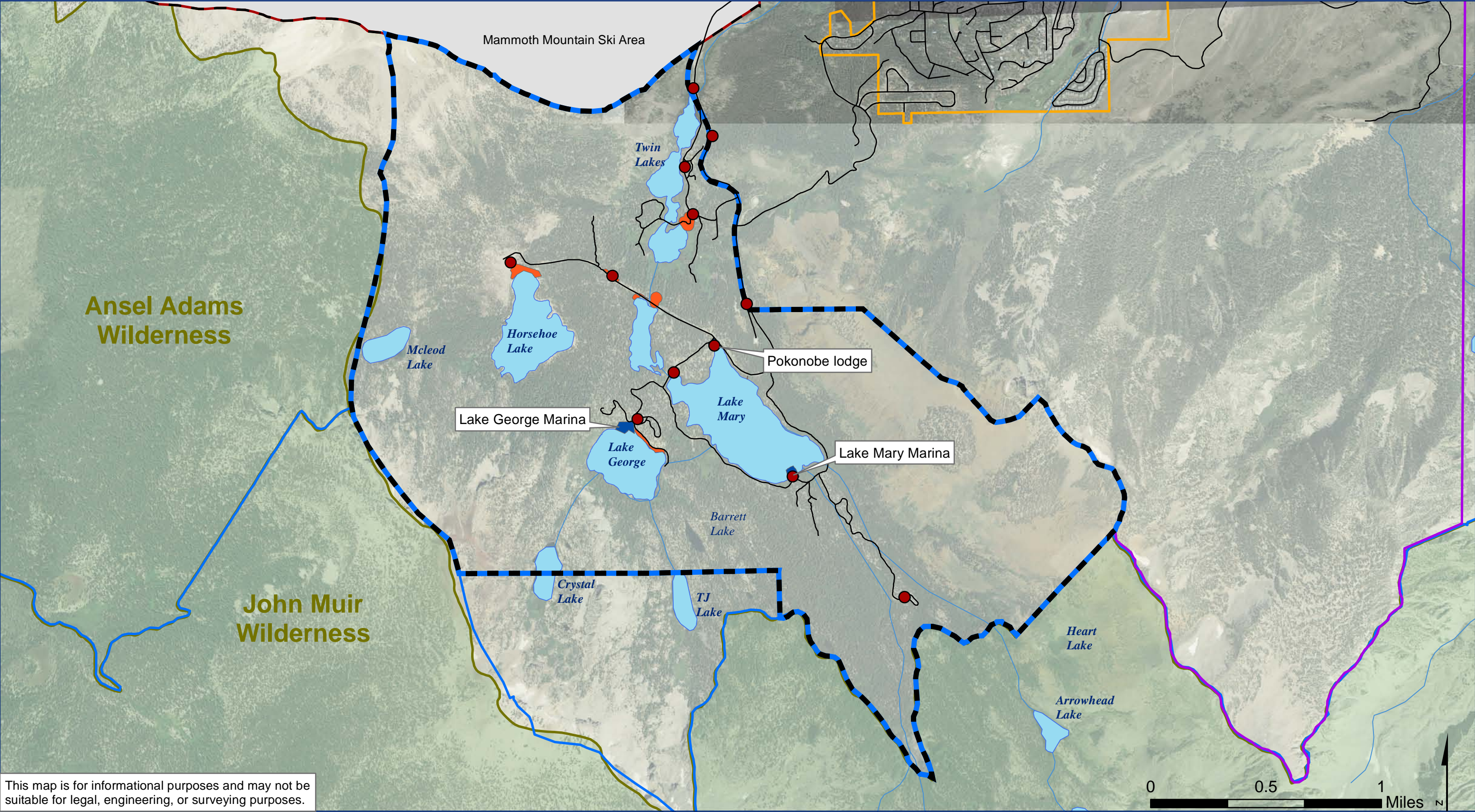
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|------------------|------------------|-------------|-------------------------|
| LABSS Nodes | Bus Stops | Lakes | TOML Municipal Boundary |
| LABSS Study Area | Off-Road Parking | Streams | TOML Planning Area |
| Wilderness | Paved Parking | Centerlines | TOML Urban Limit |












Lakes Basin Special Study (LABSS)
Existing Conditions - Transportation Infrastructure
Map 1.2

Map Draft Date 09/27/10





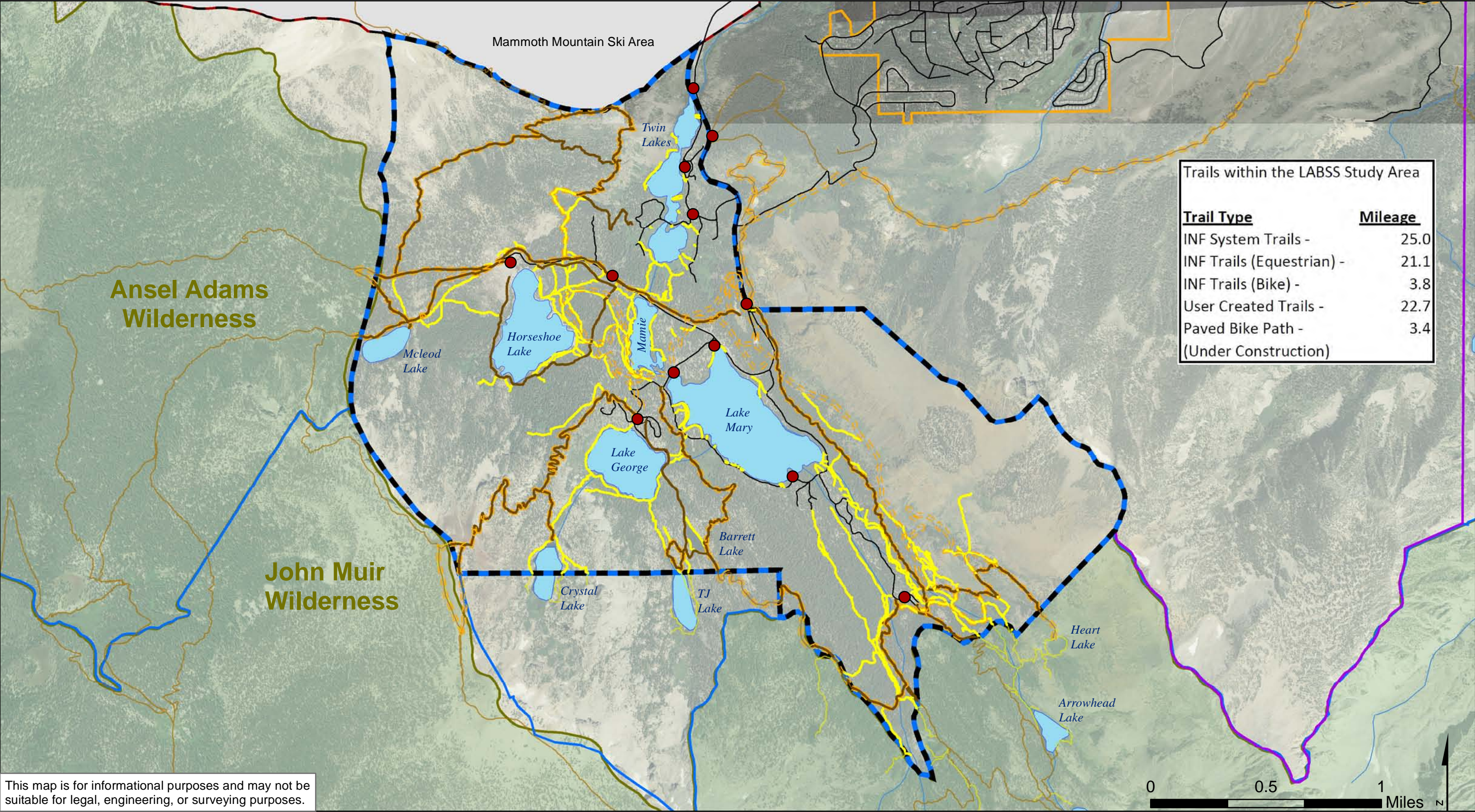
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|---|---|--|--|
|  LABSS Nodes |  Streams |  TOML Planning Area |  Day-Use Area |
|  LABSS Study Area |  Centerlines |  TOML Urban Limit |  Lakes |
|  Wilderness |  TOML Municipal Boundary |  Marina | |

**Lakes Basin Special Study (LABSS)
Existing Conditions - Lakes and Day-Use Areas
Map 1.3**

Map Draft Date 09/27/10





LABSS Nodes

LABSS Study Area

Wilderness

INF System Trails

User Created Trails

Equestrian Trails

Lakes

Streams

Centerlines

TOML Municipal Boundary

TOML Planning Area

TOML Urban Limit

Lakes Basin Special Study (LABSS)

Existing Conditions - Trails and Trailheads

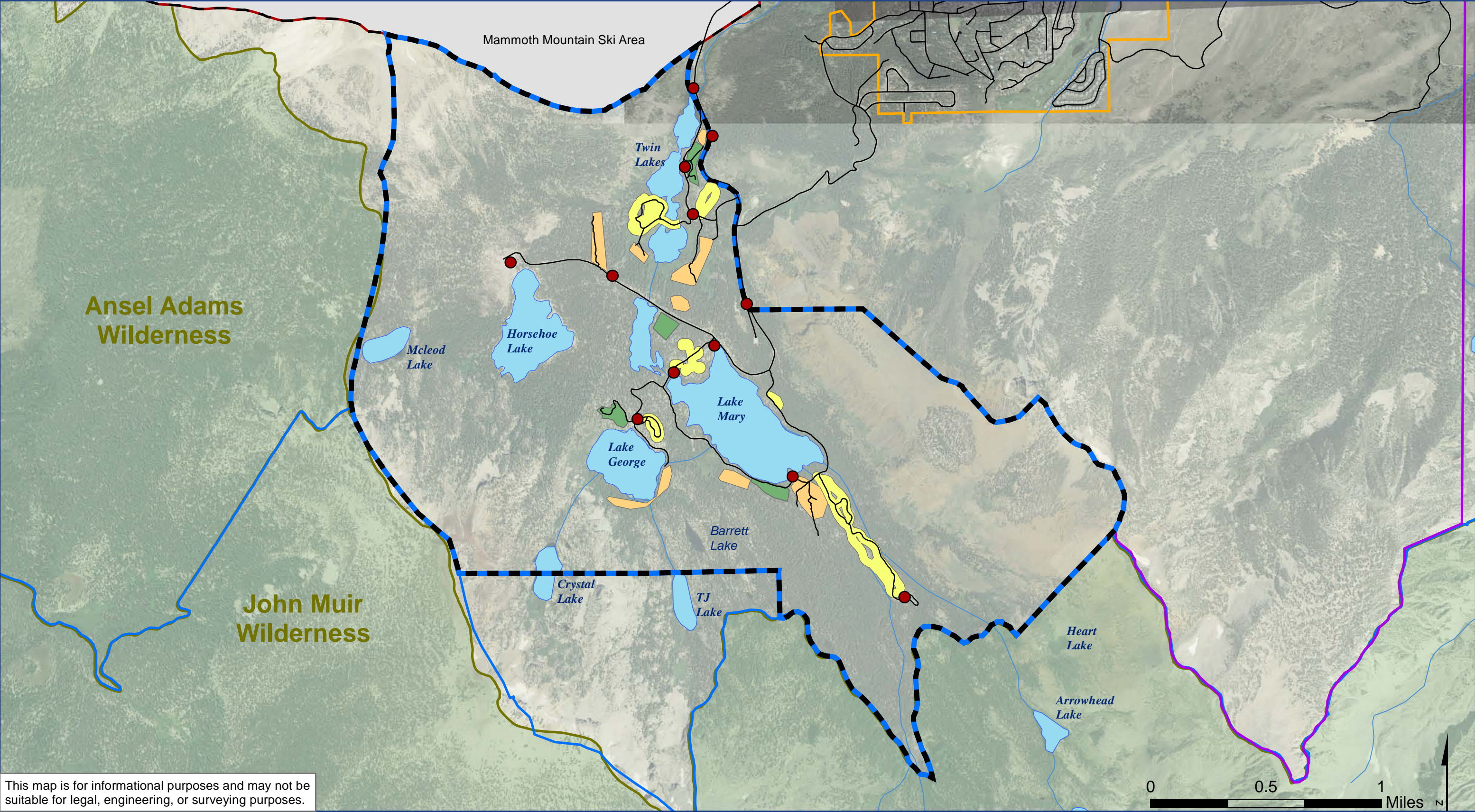
Map 1.4

LAKES BASIN

Special Study

LABSS

Map Draft Date 09/27/10



Legend

- LABSS Nodes
- LABSS Study Area
- Wilderness
- Lakes
- Streams
- Centerlines
- TOML Municipal Boundary
- TOML Planning Area
- TOML Urban Limit
- Lodge
- Cabin Tracts
- Campground

Lakes Basin Special Study (LABSS)
Existing Conditions - Campgrounds and Lodges
Map 1.5

Map Draft Date 09/27/10

LAKES BASIN
Special Study
LABSS

Parking Areas	Paved Parking	ADA Parking	Equestrian Parking	Trailer Parking	Bike Rack
Identified Nodes					
Twin Lakes Overlook	11	0	0	0	0
Lake Mary Day Use Parking Lot	7	1	0	0	0
Twin Lakes Vista	14	1	0	0	0
Horseshoe Lake Parking Area	105	4	0	0	0
Lake George Parking Area	58	2	0	0	0
Panorama Dome Trailhead	0	0	0	0	0
Upper Twin Lake Picnic Area	0	0	0	0	0
Coldwater Parking Area	102	5	0	0	0
Lake Mary Marina	21	1	0	0	0
Pokonobe Lodge	0	0	0	0	0
Tamarack Lodge	39	1	0	3	1
Pack Station	0	0	?	0	0
Other					
Lake George Boat Ramp/Marina	0	0	0	0	0
NE Lake Mary Day Use Area	0	0	0	0	0
Horseshoe Lake Loop	0	0	0	0	0
Twin Falls Overlook/Twin Falls Picnic Area	7	1	0	0	0
Crystal Crag Lodge and Cabins	0	0	0	0	0
Woods Lodge and Cabins	2	0	0	0	0
Wildyrie Lodge and Cabins	13	0	0	0	0
Twin Lakes Campground	0	0	0	0	0
Pine City Campground	0	0	0	0	0
Coldwater Campground	0	0	0	0	0
Lake George Campground	0	0	0	0	0
Lake Mary Campground	3	0	0	0	0
Twin Lakes Store	5	0	0	0	0
Art Gallery	6	0	0	0	0
NW corner of Lake Mamie (outlet)	0	0	0	0	0
Slash Pit	0	0	0	0	0
Horseshoe Lake Equestrian Parking	0	0	?	0	0
TOTAL	393	16	0	3	1

Table 1.0. Parking availability at identified nodes in the Lakes Basin.

Day-Use Area	Rest room	Stall	ADA Stall	Paved Parking	ADA Parking	Equestrian Parking	Trailer Parking	Picnic Table	Trash	Recycle	Phone	Water Spigot	BBQ Grill	Bike Rack	Bench	Bear Box	Mono filament Collector	Dumpster
Twin Lakes Picnic Area	0	0	0	0	0	0	0	9	0	0	0	0	6	0	0	0	0	0
Lake George	1	1	0	40	1	0	0	7	0	0	0	1	0	0	6	8	1	1
Lake Mary	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
NE Lake Mary Day-Use Area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Horseshoe Lake	3	4	0	105	4	1	0	9	1	0	0	0	1	0	0	0	0	1
Twin Lakes Vista	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Twin Falls Overlook/Twin Falls Picnic Area	2	2	1	7	1	0	0	3	1	0	0	0	0	0	0	0	1	0
Twin Lakes Overlook	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 1.1. Amenities available at each day-use area in the Lakes Basin.

Marina	Rest room	Stall	ADA Stall	Paved Parking	ADA Parking	Equestrian Parking	Trailer Parking	Picnic Table	Trash	Recycle	Phone	Water Spigot	BBQ Grill	Bike Rack	Bench	Bear Box	Mono filament Collector	Dumpster
Lake Mary Marina	1	2	0	21	1	0	0	0	1	1	0	0	0	0	0	0	0	0
Lake George Boat Ramp/Marina	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pokonobe Lodge	1	2	0	0	0	0	0	1	2	1	0	0	0	0	3	0	0	1

Table 1.2. Amenities available at each marina in the Lakes Basin.

Trailhead	Rest room	Stall	ADA Stall	Paved Parking	ADA Parking	Equestrian Parking	Trailer Parking	Picnic Table	Trash	Recycle	Phone	Water Spigot	BBQ Grill	Bike Rack	Bench	Bear Box	Mono filament Collector	Dumpster
Panorama Dome	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Emerald / Barrett	1	2	0	30	2	0	0	3	0	1	0	0	0	0	1	0	0	1
Coldwater / Duck Pass	1	2	0	23	3	0	0	0	0	0	0	1	0	0	0	0	0	1
Crystal Lake	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TJ / Barrett	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake George	0	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Mammoth Pass (includes Horseshoe Lake)	3	4	0	105	4	0	0	9	1	0	0	0	1	0	0	0	0	1
Horseshoe Lake Loop	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mammoth Consolidated Mine	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 1.3. Amenities available at each trailhead in the Lakes Basin.

Campsites

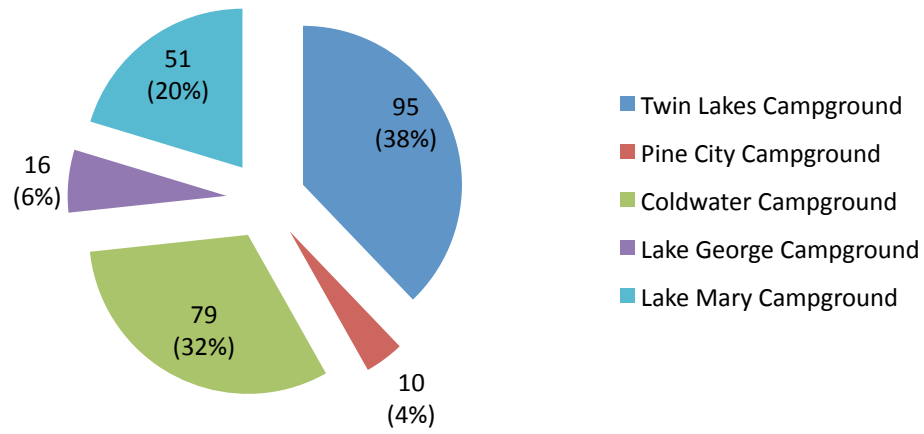


Table 1.4. Percentage of campsites for each campground in the Lakes Basin .

 Lodge	Rest room	Stal l	ADA Stall	Cabin/ Lodge Room	Paved Parking	ADA Parking	Equestrian Parking	Trailer Parking	Picnic Table	Trash	Recycle	Phone	Water Spigot	BBQ Grill	Bike Rack	Bench	Bear Box	Mono filament Collector	Dumpster
Tamarack Lodge and Cabins	0	0	0	46	39	1	0	3	0	0	1	0	0	0	1	0	0	0	2
Crystal Crag Lodge and Cabins	0	0	0	23	0	0	0	0	1	0	1	0	1	0	0	0	0	1	1
Woods Lodge and Cabins	0	0	0	24	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Wildyrie Lodge and Cabins	0	0	0	19	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 1.5. Amenities available at each lodge and its associated cabins in the Lakes Basin.

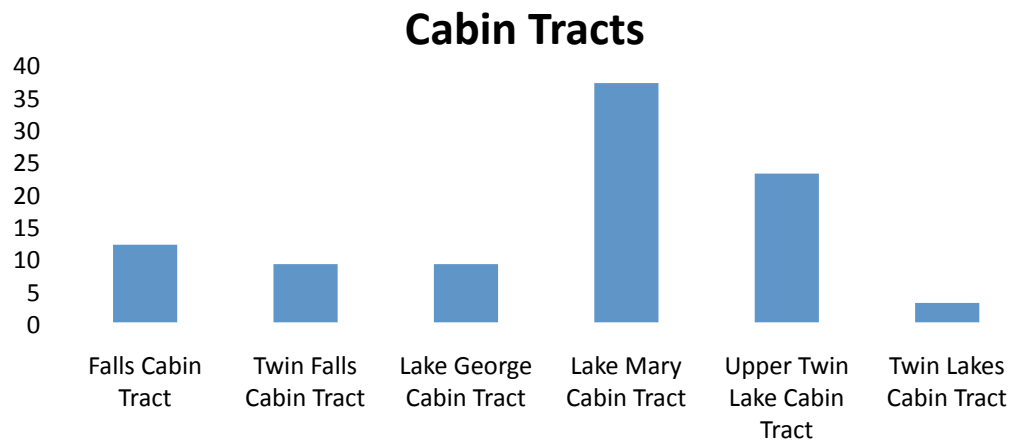


Table 1.6. Total number of Cabin Parcels associated with each cabin tract in the Lakes Basin.