

MAMMOTH MOUNTAIN SKI AREA

MAMMOTH MAIN LODGE BASE REDEVELOPMENT DRAFT PROJECT DESCRIPTION

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Prepared for -

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TABLE OF CONTENTS

SECTION ONE – PROJECT DESCRIPTION NARRATIVE

- 01. Introduction
- 02. Project Overview
- 03. Project Location
- 04. Site Background
- 05. Area Map
 - a. Exhibit – Area Map
- 06. Existing Conditions
- 07. Access and Circulation
- 08. Land Use and Zoning
- 09. Project Objectives
- 10. Project Characteristics
 - a. Lodging
 - b. Residential
 - c. Commercial
 - d. Skier / Guest Services
 - e. Public Spaces
 - f. Transportation & Parking
- 11. Infrastructure & Utilities
 - a. Drainage
 - 1. Existing Conditions
 - 2. Proposed
 - b. Water
 - c. Sewer
 - d. Power
 - e. Propane
 - f. Data & Communications
 - g. Fire Protection
 - h. Storm Drainage
- 12. Surrounding Land Usage
 - a. MMSA Permit Area
 - b. Mammoth Mountain Chalets Permit Area
 - c. Public Forest Recreational Areas
- 13. Type and Intended Use of EIR and Project Approvals
- 14. Scoping Process
- 15. Agency Roles and Impacts

SECTION TWO – PLANS

- A-1.00 Cover Sheet
- A-1.01 Project Narrative
- A-1.02 Existing Conditions Map Key Sheet
- A-1.03 Existing Conditions Map Parcel A
- A-1.04 Existing Conditions Map Parcel B

A-1.04A	Parcelization Map Key Sheet
A-1.04B	Parcelization Map Parcel A
A-1.04C	Parcelization Map Parcel B
A-1.05	Illustrative Site Plan
A-1.06	Snowfront Area Plan Parcel A & Big Bend
A-1.07	Ski Ranch Plan Parcels A & B
A-1.08	Illustrative Site Plan Parcel A
A-1.09	Ground Floor Plan Parcel A
A-1.10	Ski Beach
A-1.11	Circulation Plan Parcels A & B
A-1.12	Parking Access Plan Parcels A & B
A-1.13	3-D Massing Plan Parcel A
A-1.14	Ski Ranch Plan Parcel B
A-1.15	Development Summary Tables

SECTION ONE – PROJECT DESCRIPTION NARRATIVE

01 - Introduction

As a result of the United States Forest Service (USFS) approval of the 2019 Land Exchange, the Mammoth Main Lodge Base “Parcel A” and an proximal “Parcel B”, together consisting of approximately 35.7 acres of land currently located within the municipal boundary limits of the Town of Mammoth Lakes (Town), are now owned by Mammoth Main Lodge Redevelopment LLC (MMLR). The Land Exchange parcels currently include commercial uses and associated infrastructure including, but not limited to, the Mammoth Mountain Inn, the Yodler restaurant, gondola and ski lift bases, a snowmobile and snow cat rental and tour service, wastewater treatment ponds and several parking areas.

As explained in the Mammoth Base Land Exchange Final Environmental Impact Statement (Final EIS), one of the purposes of the exchange was to facilitate potential future redevelopment of the parcels to “increase the intensity of use of the parcel and modernize or replace outmoded and decrepit facilities that have reached the end of their useful life. New or updated amenities may include skier facilities, visitor lodging, fractional and whole ownership condominiums, and employee housing.” (Final EIS, p. 3.). As no specific redevelopment plans were contemplated when the Land Exchange was approved, the Final EIS explains that “redevelopment would be contingent on Town of Mammoth Lakes and CEQA review processes, which would analyze plans for redevelopment...” (*Id.* at p. 5.)

Pursuant to this Application, MMLR seeks approval of a Mammoth Main Lodge Base Specific Plan to holistically plan for redevelopment of both Land Exchange parcels. As discussed in further detail in this document, MMLR proposes to redevelop the parcels with hospitality and lodging products, multi-family and single-family for-sale residences, commercial services including food, beverage and retail offerings, skier service facilities, parking and associated infrastructure and support improvements. As proposed redevelopment of the parcels will also require connected actions on USFS land including, but not limited to, relocation of existing skier service facilities, lifts and gondola modifications, realignment of a portion of Minaret Road (State Route 203), modified and added ski terrain and new surface parking facilities.

02 – Project Overview

Vision

The proposed redevelopment of Mammoth Main Lodge Base builds upon Mammoth’s spirit of adventure and is rooted in the history of the mountain, Town of Mammoth Lakes and the Eastern Sierras that surround. Ownership of Parcel A (20.47 acres) and Parcel B (15.27 acres) was transferred from the United States Forest Service to Mammoth Main Lodge Redevelopment LLC in March of 2020. These parcels are surrounded by USFS land on all sides, including the current MMSA Permit Land to the south and Mammoth Mountain Chalets Permit Land to the west.

The proposed plan combines overnight accommodations, residential real estate, retail, food and beverage options, and facilities for skiers and summer visitors seeking adventure on-site and throughout the wilderness areas beyond. As part of these improvements, Minaret Road (State Route 203) is proposed to be realigned along the northern edge of Parcel A to facilitate direct

connection of the MMSA permit area to the new village. Supporting improvements are proposed on USFS permit land, including reconstruction of the existing Main Lodge skier services facility, a new visitor parking lot, a new pulse gondola, and additional ski trails. An updated MDP is being submitted to the USFS this spring to characterize these related improvements in more detail.

In total, new and existing development on Parcels A, B, and adjacent ski area permit land will include up to 415 residential units (up to 900,000 square feet of sellable space), up to 450 lodging keys distributed between several locations, up to 156,000 square feet of commercial space, and up to 175,000 square feet of skier services and support areas. Together, the plan for Parcels A and B celebrates the existing Mammoth legacy while creating the necessary framework for the growth of the mountain, and the adventures of all its visitors, in the future.

Parcel A

The plan for Parcel A includes two hotels, for-sale residential, residential club amenities, and a variety of retail, dining, and skier services distributed through a vibrant village core. As summarized in the included table, the plan proposes up to 1,610,000 square feet of total gross area including up to 350 hotel keys, 400 residential units, 100,000 square feet of commercial facilities, and 45,000 square feet of skier services facilities. Basement parking in the various hotel and residence buildings add over 900 parking stalls in total to Parcel A. A loading dock on the east side of Building SSB-3 creates easy access directly off the arrival area and emergency access for ski patrol.

An iconic hotel at the southwest corner of the site grounds the opposite end of the ski beach; the Residents' Club, second hotel, and additional condos throughout the site provide opportunities for varying levels of ownership, complete with unparalleled club amenities and programming. Family-focused condo residences on the hilltop at the northwest corner of the parcel tie directly into the kid-friendly terrain connecting to the "Ski Ranch" with several new ski runs and a pulse gondola to Parcel B. The expanded food and beverage options paired with fragmented buildings activate the pedestrian corridor and create a small-town village feel that optimize views up the mountain.

Parcel B.

The plan for Parcel B includes a mix of visitor accommodations (up to 100 units within 84,500 square feet of a Tamarack-style offering with combined cabins, amenities, and dining options), up to 14 for-sale single family residences (90,000 square feet), 2,500 square feet of commercial facilities, and 3,000 square feet of skier services.

Set into the forest north and downhill of Main Lodge Village, the "ski ranch" is envisioned as a lower intensity complement to the Village. A series of cabins surrounding a lodge building and fitness pavilion constitute a unique family-oriented hospitality offering – the appeal of Tamarack but organized around downhill skiing. These cabins would be complemented by a limited number of single-family homes at the northernmost end of the parcel. Approximately 40 parking stalls are provided at the lodge, in addition to 15 residential visitor stalls, and separate private parking for each cabin.

A new road is proposed to connect Parcel A to Parcel B along the alignment identified in the transfer from USFS. This will be a 26'-wide roadway with two-12' travel lanes, 5' uphill bike lane,

and 1' downhill paved shoulder. A minimum of 10' of snow storage will be provided on either side of the road.

Realignment of Minaret Road.

The proposed realignment of Minaret Road provides for a more seamless connection between new visitor-serving uses in the Village and Mammoth Mountain itself, while also maintaining winter access to the adjacent Chalets and summer access to Devil's Postpile National Monument, John Muir Trail and Red's Meadow. A new transit plaza would be the primary access portal to the Village year-round, improving transit convenience for skiers arriving at the mountain and maintaining transit service for those continuing to Devil's Postpile and Red's Meadow in the summer.

Short-term parking would serve the ski school and other Village uses. "Big Bend, a new 360-stall visitor parking area is proposed just the east of Main Lodge Village on ski area permit land, which will be served by the resort shuttle system. Additionally, below-grade visitor parking spaces will be provided within the footprints of proposed buildings within the Village – for a total of 1,443 stalls across the entire project.

The realigned Minaret Road will be comprised of two-12' travel lanes with a 3' downhill paved shoulder and 5' uphill bike lane to allow for efficient snow removal in the winter, and safe bike travel during the summer.

At the west end of Parcel A, adjacent the Mammoth Mountain Chalets and the hotel, a new turn-around is proposed with limited spaces for pick-up/drop-off. This turn-around would facilitate year-round turnaround of tourist buses and serve as a potential drop-off location for the Red's Meadow shuttle in the summer.

USFS Land

Additional development on USFS permit area land adjacent to the site will optimize the use of the site and provide the required skier services efficiently allowing Mammoth Mountain to support increased skier throughput in the future. Skier services (approximately 126,000 sf) are partially concentrated on the southern edge of Parcel A in several interconnected Skier Services Buildings, the relocated gondola and Chair Lift 11, the new Big Bend Parking Area and Operations Headquarters Building, and several kiosks located along the promenade on ski area permit land within the existing Special Use Permit Area. Additional supplemental skier services (approximately 45,000 sf) are efficiently spread throughout Parcel A, with some skier services located on Parcel B as well. The Panorama Gondola lower terminal and Chair 11 lower terminal are both relocated along their respective alignments, creating more unobstructed area for the ski beach and walkable village. Several kiosks line the ski beach providing additional retail and "grab'n'go" food options.

The plan expands and improves beginner terrain in Gus' Teaching Area, while also positioning ski school facilities slope-side in Building SSB-3 adjacent to the drop-off area. Additional ski terrain from the base of Chair 12 provides direct ski-in access to the Mammoth Mountain Chalets and down to Parcel B. 24,000 square feet of administration and employee facilities and 360 surface parking stalls are located at Big Bend just east of Parcel A along Minaret Road.

03 – Project Location

The Mammoth Main Lodge Base project is located approximately 3.2 miles west of the center of the Town of Mammoth Lakes and 1.3 miles east of the Sierra Crest in Mono County, California. It is approximately 190 miles east of San Francisco and 250 miles north of Los Angeles. The majority of the Mammoth Main Lodge Base (the entirety Parcel A and the majority of Parcel B) is within the Town of Mammoth Lakes Municipal Boundary.

04 – Site Background

In the 1930s, Dave McCoy was a hydrographer with the Los Angeles Department of Water and Power, measuring snow in the Eastern Sierra region to predict how much water would be available in the spring and summer months. Some days, McCoy would ski up to 50 miles for work. During this time, McCoy learned that Mammoth Mountain received the most snow in the Eastern Sierra and that it lasted longer than any other mountain in the region. In the 1940s, McCoy first installed rope tows at the base of the mountain, in the area now called Main Lodge, and eventually secured a special use permit with the Inyo National Forest in 1953, officially founding Mammoth Mountain Ski Area (“MMSA”). The Main Lodge area has been through many developments since those first rope tows. McCoy followed his dream of bringing skiing to the people, building Mammoth Mountain into a world-class ski area and year-round high-alpine playground, becoming one of the most visited ski resorts in North America.

The initial core of the Main Lodge was The Mammoth Mountain Inn. Soon to follow, the Yodler Restaurant was built by the head of the Ski School, using materials and blueprints straight from chalet builders in Switzerland. In 1967, MMSA completed the installation of its first gondola, extending from the Main Lodge to the summit of Mammoth Mountain at 11,053 feet in elevation. In the late 1960’s to mid 1970’s additional lodging was constructed, including the Yodler Haus and Ski Lift Apartments. Finally, in 1983, the last addition to the Main Lodge was completed with the construction of the fourth-floor ski area operations offices above the original gondola structure. Development remained quiet for some time afterwards until the early 2000’s saw the replacement of several chairlifts and the construction of the new Panorama Gondola and Bottom Terminal Building.

By the late 2000’s the need to replace much of the lodging and dated skier services became apparent to meet the needs and expectations of MMSA’s guests. With this in mind, MMSA embarked on an initiative to rebuild the Main Lodge Base. In order to facilitate this proposed redevelopment, MMSA initiated a strategy of transitioning the base area land from United States Forest Service Public Land to private ownership through a land exchange with the forest service was initiated. The Inyo National Forest first accepted the proposal for the Mammoth Base Land Exchange in 2011. However, in 2012, work on the exchange was placed on hold due to certain non-conforming aspects of the exchange at that time. As a result, Congressional legislation was required to allow the exchange to move forward. After failed legislative attempts in the years that followed, passage of facilitating legislation finally occurred in December 2014 with the signing of the “National Defense Appropriations Act for Fiscal Year 2015” (NDAA), P.L. 113-291, Section 3005. Authorizing legislation allowed for the acquisition of parcels outside the National Forest System (NFS) boundary and the acceptance of cash equalization exceeding 25 percent of

the appraised federal land values. A renewed Agreement to Initiate was executed between MMSA and the USFS in January 2015, and work once again commenced on the Mammoth Base Land Exchange.

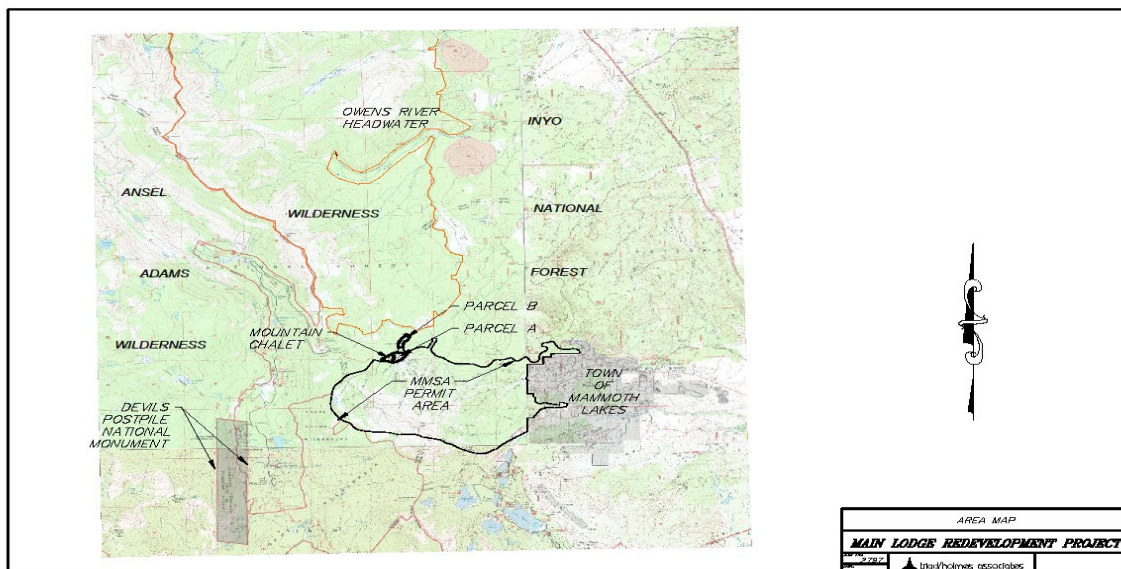
In the five years that followed an Environmental Impact Statement was processed, property appraisals and other required due diligence were completed, culminating in the execution of a final Land Exchange Agreement in December 2019. The final exchange value of \$11,560,000 was confirmed and 1,213 acres of private lands in Mono, Inyo, Plumas and Tuolumne Counties, California were exchanged for 35.7 acres of intensely developed federal lands lying at the Main Lodge Base of MMSA, along with \$3,960,000 in cash equalization, which was earmarked for future federal land acquisitions within California.

The land exchange was officially finalized on March 3, 2020. The completion of the land exchange makes possible transformational improvements to Mammoth’s Main Lodge Base.

05 – Area Map

The Mammoth Main Lodge Base was part of the Mammoth Mountain Ski Area (MMSA) use permit boundary prior to the land exchange that turned the land over to private ownership. The property is entirely surrounded by the Inyo National Forest. Adjacent to the west of the property is the Mammoth Mountain Ski Chalets, a separate USFS permit area not part of MMSA. Further west is the Ansel Adams Wilderness and Devils Postpile National Monument west of the Sierra Crest within the San Joaquin river watershed. The south boundary of the Owens River Headwaters Wilderness is located about 200 feet north of the property that extends north to June Mountain. The Inyo National Forest is located to the east of the property north of State Route 203. The MMSA use permit boundary is located to the east and south of State Route 203 and south of Parcel A. The westerly edge of the Town of Mammoth Lakes is located just east of Canyon Lodge about 2.2 miles away.

Exhibit – Area Map



06 – Existing Conditions

The Mammoth Main Lodge Base property consists of two parcels of land that are mapped as two distinct parcels being linked by a service access road under a USFS Special Use Permit.

The southerly parcel, delineated as Parcel A, is located in sections 30 and 31 in Township 3 South, Range 27 East and is 20.47 acres in area. It is bounded on the south by State Route 203, a 66 foot-wide Caltrans easement over USFS lands.

The northerly parcel, Parcel B, consists of 15.27 acres approximately 510 feet north of Parcel A in Section 30.

Parcel A currently houses the Mammoth Mountain Inn and Yodler Haus and Restaurant that cover 2.74 acres of the site. Existing surface parking areas and access drives cover an additional 5.27 acres of impervious surface on the parcel.

Parcel B houses (5) open sewage treatment ponds serving as the wastewater management for Parcel A improvements, Main Lodge and several on-mountain facilities. The ponds currently occupy approximately 50% of Parcel B, the balance remains natural dense lodgepole pine forest.

07 – Access and Circulation

The project and northerly skier parking, gondola and chair lifts are accessed from State Route 203 which also serves as access to the Town of Mammoth Lakes from US Route 395. State Route 203 is a two-lane road from North Village at the northwest corner of the Town to the site and continues beyond to Minaret Summit. The road is paved and consists of eastbound and westbound 12' wide lanes with 3' paved shoulders from Forest Trail at the north end of the Village to the MMSA vehicle maintenance building about 1.6 miles east of the Mammoth Main Lodge Base project site.

The road widens at that point to accommodate skier parking with paved shoulders widening to 8 feet for parallel parking increasing to 20' in width for pull in parking west of the Stump Alley Express parking area about 3300' east of the project site. State Route 203 climbs at grades of 5 to 6 percent climbing 800' to the site from the intersection of Forest Trail.

State Route 203 currently is located adjacent to Parcel A to the south and easterly with a frontage of approximately 1,330' in length. The project will realign the road to the north and west within Parcel A to become privately owned and maintained by Mammoth Main Lodge Redevelopment LLC. The proposed roadway will consist of two 12' wide travel lanes with a 5' wide uphill bike lane and a 3' wide downhill paved shoulder. The road section will be similar to the recently reconstructed road to Rock Creek Lake. The road will be aligned along the north and west of Parcel A reconnecting to State Route 203 at the southwest corner of Parcel A. A three-way intersection at that location will provide continued access to Minaret Summit and Devils Postpile to the west and the Mammoth Mountain Ski Chalets to the north. It is anticipated that this will be a stop sign controlled intersection.

No parking will be provided on either side of the proposed roadway as parking will be accommodated by underground structures located within the hotel and residence buildings and a skier drop-off area.

The roadway grade will be a maximum of 6% along the north side of Parcel A flattening to 2% along the west side.

Parcel B will be accessed by a paved road with two 12' travel lanes, a 5' uphill bike lane and a 1' downhill shoulder. The grade down to parcel B will be a maximum of 6% to the lodge. The road will increase in grade to up to 9% due to the existing ground slope north of the lodge. The interconnecting roadway will be a realignment of the current service road and will be accommodated by a USFS Special Use Permit.

08 – Land Use and Zoning

Prior to completion of the Land Exchange, the parcels were located within the Town's Municipal Boundary limits, but outside the Town's designated "Urban Growth Boundary" (See Town General Plan, Land Use Chapter, p. L-6 [Figure 4]). However, with the parcels now privately owned by Mammoth Main Lodge Redevelopment LLC, General Plan Land Use Policy L.6.E provides that "National Forest lands that are exchanged into private ownership will be included within the UGB whether or not they are contiguous with the UGB."

As part of this Application, Mammoth Main Lodge Redevelopment LLC requests that Town amend its General Plan to include the parcels within the Town's UGB as provided for in Policy L.6.E and also requests the Town approve General Plan and Municipal Code amendments in order to create a Mammoth Main Lodge Base Specific Plan (MMLBSP) land use designation and zoning district. The purpose of the MMLBSP land use designation and zoning district will be to establish a base density, permitted uses and associated development standards that are consistent with the development plan contemplated in the proposed Mammoth Main Lodge Base Specific Plan.

09 – Project Objectives

The project seeks to provide a transformation of the Main Lodge Base that will initiate a renaissance of Mammoth Mountain Ski Area and the entire Mammoth Lakes region

Specific objectives include –

- Implement the purpose of the USFS Land Exchange to facilitate future redevelopment of the parcels to "increase the intensity of use of the parcels and modernize or replace outmoded and decrepit facilities that have reached the end of their useful life. New or updated amenities may include skier facilities, visitor lodging, fractional and whole ownership condominiums, and employee housing."
- Create a structure of land use designations and development standards which will facilitate structured and orderly redevelopment.
- Relocate Highway 203 to the northerly side of the new development parcel in order to engage the new development with the base of the mountain, creating 1,500 ft of frontage to the mountain amenity ("ski beach").

- Elevate the quality and variety of lodging products available to guests.
- Provide a variety of year-round guest appealing amenities, such as restaurants, cafes, retail shops, day spa, conference space and a central Adventure Center, all which combine to elevate the guest experience far above conditions which exist today.
- Create a variety of residential products accompanied by
- Expand the ski-out base of the mountain by redevelopment of the skier services building(s) allowing for more skier staging in conjunction with the new expanded ski beach.
- Redevelop skier services building(s) to better serve the needs of today's guest with modern, energy efficient and technology-advantaged new construction.
- Improve and expand the available lift queuing space at the base of Chair Lifts 1 and 6 which are currently encroached upon by the existing Main Lodge building.
- Vastly improve pedestrian circulation and safety by providing a skier service plaza on one level that is separated from vehicular traffic flow by the relocation of the highway to the rear of the development parcel.
- Create a robust and purpose-built transit hub at the arrival to the new Main Lodge Base to better serve guest in both the winter and summer seasons.

10 – Project Characteristics

Lodging: The plan includes two lodging products on Parcel A and one on Parcel B, each intended to complement one another and provide differentiation from that currently provided in the Village. The plan includes a luxury 5-star hotel, with associated “branded” residences with as many as 200 lodging units and 100 residential units. The second lodging project on Parcel A will be a more approachable product with as many as 150 hotel rooms and 30 residential units. The third product will be located on Parcel B and will include a central “Lodge” building with 100 units.

Residential: The plan includes three for-sale residential buildings on Parcel A and 14 single-family homesites on Parcel B. The Parcel A residential buildings will have as many as 178 units in aggregate. Additionally, there are four mixed-use “Village” buildings that will have as many as 90 units in aggregate. Including “branded” residential, Parcel A is programmed for as many 398 total residential units. Parcel B will include 14 single family homesites.

Commercial: The proposed plan allows for a total of 98,350 square feet of commercial space on Parcel A, and 2,500 square feet on Parcel B. The commercial area will include food and beverage outlets, a variety of retail outlets and a skier services supplemental to that programmed in the central skier services building located on ski area permit land.

Skier and Guest Services: Skier and guest services provided on Parcels A and B will be supplemental to the main skier services provided in the central skier services building on the snow front ski area permit land. This may include things such as rentals and skier lockers.

Public Spaces: Extensive public spaces, including pathways, interactive amenities, outdoor lounge and gathering spaces, etc. will be specifically created to provide an approachable and

welcoming “resort” environment for all visitors whether staying at a Main Lodge hotel, a residential owner, or any guest visiting the base for the day, après or dining and shopping.

Transportation and Parking: A central transportation hub is located immediately at the arrival point of Parcel A. The transportation hub will be the point of drop-off and pickup for all MMSA shuttle services, community public transit and private vehicles arriving for day use. Parking for daily private vehicles will be provided by roadway shoulder parking as is currently done, an additional potential of 55 stalls in the new skier services building on ski area permit land, as well as 360 stalls at the new “Big Bend” surface lot, also on ski area permit land. Overnight lodging and resident parking will be provided through underground garages commensurate as required for each building use and size.

11 – Infrastructure and Utilities

Drainage:

Existing Drainage Conditions: Approximately 660 acres of the ski area, Main Lodge, and south half of Parcel A is tributary to a drainage channel that exits within Parcel A near the northeast corner of the property. Stormwater, primarily created by snowmelt runoff, is conveyed to the drainage channel via storm drain piping beneath the existing parking area between the Main Lodge and the Yodler restaurant. The storm drain branches out to the intercept stormwater from the south side of the Main Lodge and from the decorative stream bed that flows for a short distance from the east side of Mammoth Mountain Inn parking lot across the south side of the existing gondola base building. The stream is fed by two storm drains, one conveying stormwater under the Mammoth Mountain Inn parking area from a channel that comes through the Mammoth Mountain Chalets property. The other drain intercepts runoff from a channel originating near the top of Chair Lift 11.

Runoff from the northerly half of Parcel A exits parcel A via sheet flow to a swale draining to the northeast and east of Parcel B.

Runoff from Parcel B is directed away from the wastewater treatment ponds which are roughly located down the middle of the parcel. The runoff drains via sheet flow to the northwest and to the northeast.

Proposed Drainage Plan: In order to alleviate runoff from the developed Parcels A & B, stormwater will be conveyed to new retention facilities. The retention facilities are anticipated to be a series of large diameter perforated pipes surrounded by gravel located throughout the project in open space and under the plaza walkway areas. The volume retention system is expected to be sized to accommodate runoff from impervious surfaces during a one-inch storm event lasting one hour. This is the same stormwater retention volume requirement for development projects within the Town of Mammoth Lakes. Overflow from the retention system will be directed to existing drainage channels that convey runoff onto USFS lands from Parcels A & B.

Stormwater from runoff coming from the ski area is anticipated to be intercepted and conveyed via a storm drain system to outlet into a surface drainage feature between the retail plaza and

the R1, R3, H2 building on the northerly side of Parcel A. The drainage feature will be conveyed via storm drain to outfall into the existing drainage channel near the northeast corner of Parcel A. A parallel storm drain may be necessary depending on the dimensions of the drainage feature to convey flows exceeding the capacity of the channel. Runoff from the ski area will not be attenuated within the project area to improve water quality as the ski area has those facilities in place on the mountain.

Water: Potable and fire suppression water will come from wells currently serving the Main Lodge and Mammoth Mountain Inn. The wells will supply a new water storage reservoir located within the MMSA permit boundary south of Parcel A. The reservoir will provide storage for the Mammoth Lakes Fire Department fire suppression requirement of 1,500 gpm for a 2-hour duration or 120,000 gallons. In addition to that storage volume, the reservoir will be sized to provide maximum day demand storage from domestic usage from all lodging and commercial uses on Parcels A and B, the new skier support buildings, as well as the new operations/administration building at the proposed Big Bend parking area, estimated to be approximately 500,000 gallons. The reservoir will be located on ski area permit land at an elevation sufficient to provide a minimum operating pressure of at least 40 psi to serve domestic use at the highest level of the H1 hotel structure. A distribution system sized to provide the fire demand at any fire hydrant located in Parcel A will be installed. Services to each building will be sized and installed to provide fire sprinkler and peak hour domestic demands.

Sewer: Currently sewage from the Main Lodge and Mammoth Mountain Inn is conveyed to the treatment ponds on Parcel B. The ponds are maintained by MMSA under a waste discharge permit from the Lahontan Regional Water Quality Control Board. Wastewater from the proposed developments on parcel A and B, the skier service buildings on the ski area permit land as well as the new administration building at the Big Bend parking area will be conveyed to either an onsite wastewater treatment plant (WWTP) or to the Mammoth Community Water District WWTP for treatment by way of a force main and gravity sewer aligned over ski area permit land.

An onsite WWTP will be modular with the capability of being expanded as the overall redevelopment project is executed in phases. The disposal of the treated effluent will be located on Parcel B which is anticipated to reduce the amount of proposed development on the parcel to accommodate area required for percolation of the effluent.

Should the project be annexed into the MCWD system, a new sewer main will be installed to connect to the existing sewer main that currently conveys sewage from the MMSA vehicle maintenance building and Chair Lift 4 convenience facilities to the existing sewer main located in Forest Trail at the Canyon Lodge parking area.

Power: Power currently is provided by Southern California Edison to the Main Lodge, Mammoth Mountain Inn, and mountain facilities, from a substation located near Chair Lift 4. Power for the Mammoth Main Lodge Base will be continue to be provided by SoCalEd.

Propane: Propane will be provided by Amerigas via a central tank farm proposed near Chair Lift 4/MMSA vehicle maintenance facility. A distribution main will be installed from the tank farm site up to the main lodge base along State Route 203 utility easements.

Internet and Communications: The Main Lodge redevelopment will include fiber optic service from Inyo Networks distributed throughout the development and skier services buildings. It is anticipated that an expansion and upgrade of the fiber optic delivery capacity now serving much of the ski area will be completed in order to serve the project.

Fire Protection and Emergency Medical Services: Fire protection and Emergency Medical Services will be provided by the Mammoth Lakes Fire Protection District (MLFPD), currently serving all facilities in the ski and project areas. Access to each parking garage will be designed to provide the needed MLFPD ladder truck turning movement where the length of the driveway exceeds 150'. A fire truck lane of 26' in width with an inside turning radius of 40' will be included when designing building drop off areas. Where hose lengths from the fire truck exceed 150 feet to the back of building, a dry hydrant system with a connection bulkhead will be installed near the fire truck staging location. It is anticipated that a dry hydrant system will be necessary for building R2. Fire hydrants will be situated at the locations required by MLFPD as part of their plan review.

Storm Drainage: As mentioned in the drainage section storm drains will be installed to intercept runoff from the site that will be directed to stormwater retention facilities located throughout the project. The existing drainage outfalls of the retention facilities will be maintained to ensure the site does not increase runoff at any current location of stormwater discharge. Stormwater runoff from offsite will be conveyed through the site discharging at the same locations that stormwater currently leaves the site. Stormwater discharge will continue to be regulated under a National Pollutant Discharge Elimination Systems Permit (NPDES) administered through Lahontan Regional Water Quality Control Board.

12 – Surrounding Land Usages

MMSA Permit Area: The MMSA USFS Special Use Permit Use Permit area encompasses over 3,300 acres mainly bordering State Route 203 on the north except for Woolly's Tube Park and a small materials storage yard which extend north of State Route 203. The ski area is operated year-round and includes a mountain bike park in the summer typically from mid-June to September as well as the ski area in the winter from November through May most years while extending to July in years of heavy snowfall. The ski area extends west to include Reds Lake on the west side of the Sierra Crest and south along the top of Mammoth Mountain to the edge of the Mammoth Lakes basin. The east side of the ski area is bounded by the Town of Mammoth Lakes where skiers and cyclists access the ski area at Canyon and Eagle Lodges. The Main Lodge was the original access point for the ski area along State Route 203 with additional access points at Stump Alley (Chair Lift 2/10) and Chair Lift 4. A gondola located at North Village provides access for Village lodging to the Canyon Lodge Portal.

Mammoth Mountain Chalets Permit Area: The Mammoth Mountain Chalets are located directly west of the Mammoth Mountain Inn within USFS lands. The Chalets encompass approximately 13.2 acres of USFS land through a Special Use Permit. There are currently 25 cabins and a management office located on the easterly two thirds of the property. The westerly portion of the Chalets Permit Area is not developed and lies within an Alquist-Priolo fault zone. The Chalets are accessed via State Route 203 just west of the current Mammoth Mountain Inn parking. The existing access point is proposed to remain as part of the Mammoth Main Lodge Base

Redevelopment Plan. Sewage from the Chalets is piped to the existing treatment ponds serving the main lodge area. Mammoth Main Lodge Redevelopment LLC will maintain access and utilities to the Chalets as stipulated in the 2019 Land Exchange.

Public Forest Recreation Areas: The Inyo National Forest (INF) lies to the north, east, west and south of the project site with the Chalets and MMSA use permit areas within the INF. State Route 203 continues from the project site to Minaret Summit located approximately 1.1 miles west. This is the access point to the Devils Postpile National Monument and the Ansel Adams Wilderness. Devil's Postpile is a popular destination for summer tourists with an average annual visitation of more than 130,000 people. The Ansel Adams wilderness surrounding the monument is a popular access point for hikers and backpackers to the John Muir and Pacific Crest Trails. To the north of the project is the Owens River Headwater Wilderness area which encompasses 14,700 acres bounded on the west by the San Joaquin Ridge and the north by June Mountain. The wilderness area extends east to mountain bike and off-road INF roads that are accessed by mechanized vehicles. The east boundary of the wilderness is 0.7 miles east of the project site. The INF east of that location includes Inyo Craters and the Scenic Loop, a paved road providing access to the Inyo Craters and INF dirt roads west of US Route 395. Inyo Craters is a short-day hike while the INF roads are popular for off-road vehicle use in the summer. The INF and Mammoth Mountain groom the snow-covered roads during the winter months for snowmobile and cross-country ski use on the west and east sides of US Route 395 north of State Route 203. Snowmobile Adventures currently access the groomed trails being staged in the northeast portion of Parcel A, although this use is anticipated to be relocated to the Woolly's Tube Park. South of MMSA in the INF is the Mammoth Lakes Basin a popular summer fishing, kayaking and camping area. Tamarack Lodge & Resort, located adjacent to Twin Lakes, is an all-season lodge. The resort operates a cross-country ski center that includes over 19 miles of groomed trails in the winter.

13 - Type and Intended Use of EIR and Project Approvals

Mammoth Main Lodge Redevelopment LLC anticipates that the Town of Mammoth Lakes and United States Forest Service, as part of the CEQA and NEPA processes, will use the EIR/EIS to disclose potential environmental effects, and mitigation measures and alternatives that may reduce the significance of potential effects, when considering the Mammoth Main Lodge Base Specific Plan project, development anticipated by the Specific Plan, connected actions, and alternatives thereto.

Mammoth Main Lodge Redevelopment LLC also intends for the EIR/EIS to identify and evaluate potential environmental impacts associated with all subsequent federal, state, regional and/or local government discretionary approvals that may be required to develop the Project so that the agencies can use the EIR/EIS for their subsequent actions.

Mammoth Main Lodge Redevelopment LLC anticipates that the Mammoth Main Lodge Base Specific Plan will require the following approvals from the Town:

- General Plan amendment
- Zoning Code amendment
- Specific Plan approval

- Development Agreement

Additionally, as development proposed in the Mammoth Main Lodge Base Specific Plan moves forward, Mammoth Main Lodge Redevelopment LLC anticipates the following additional discretionary and ministerial approvals will be required from the Town:

- Tentative Subdivision Maps
- Design Review
- Grading Permit
- Building Permits

14 – Scoping Process

Mammoth Main Lodge Redevelopment LLC anticipates that the proposed project will require preparation of a joint Environmental Impact Report (EIR) / Environmental Impact Statement (EIS). A Notice of Intent (NOI) and Notice of Preparation (NOP) will need to be issued to commence preparation of the EIR/EIS. Alterra anticipates using the scoping process to:

- Identify potentially significant issues to be analyzed in the EIR/EIS and, if appropriate, eliminate from detailed study non-significant issues associated with the proposed project;
- Identify people or organizations who are interested in the proposed project and the associated environmental review process;
- Determine the roles and responsibilities of lead and cooperating agencies including trustee and responsible agencies;
- Identify any related prior environmental review conducted pursuant to CEQA and NEPA;
- Identify gaps in data and informational needs relevant to the environmental review process;
- Identify other environmental review and consultation requirements so they can be integrated with the EIR/EIS; and
- Discuss the relationship between the EIR/EIS process and the relevant agencies' actions on the proposed project.

Mammoth Main Lodge Redevelopment LLC anticipates the Town will provide a thirty (30) day scoping period for members of the public and agencies to comment on the NOI and NOP. During this 30-day scoping comment period, Mammoth Main Lodge Redevelopment LLC anticipates that the Town and the Forest Service will participate in meetings with other responsible and trustee agencies to assist in determining the scope and content of the EIR/EIS.

In addition to agency meetings, Mammoth Main Lodge Redevelopment LLC anticipates that the Town will hold a public scoping meeting during the scoping period to provide an additional opportunity for public input on the scope of the EIR/EIS for the proposed project.

15 – Agency Roles and Impacts

Federal, state and regional agencies that may have jurisdiction over the Mammoth Main Lodge Base Specific Plan may include, but are not necessarily limited to:

Federal:

- United States Forest Service: Approval of connected actions on USFW lands.
- U.S. Army Corps of Engineers: Compliance with Section 404 of the Clean Water Act for discharge of fill to Waters of the U.S. and/or fill of any wetlands that cannot be avoided.
- U.S. Environmental Protection Agency: Concurrence with Clean Water Act Section 404 permit if waters of the United States and wetlands cannot be avoided.
- U.S. Fish and Wildlife Service: Compliance with Section 7 of the federal Endangered Species Act for federal agency approvals if there is potential take of listed species.

State:

- California Department of Transportation (CalTrans): Approvals related to the proposed realignment of Minaret Road (State Route 203) and potential encroachment permits for any activities in SR 203 right of way.
- California Department of Fish and Wildlife: Compliance with streambed alteration agreement requirements (California Fish and Game Code Section 1602) for any construction activities that occur within the bed or bank of a stream or creek, and Section 2081 of the Fish and Game Code if take of State listed species is likely to occur.
- California Department of Forestry and Fire Protection: Timber Harvest Plan and potentially a Timberland Conversion Permit for tree removal associated with project implementation.
- Lahontan Regional Water Quality Control Board (Lahontan RWQCB): National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than one acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

Local:

- Great Basin Unified Air Pollution Control District (Air District): Issuance of authority to construct (for devices that emit air pollutants), permit to operate, and Air Quality Management Plan consistency determination if required.
- Mammoth Community Water District (MCWD): Provides water and wastewater service to the Town.
- Mammoth Lakes Fire Protection District (MLFPD): Provides fire protection and emergency response services to the Town.
- Town of Mammoth Lakes Police Department: Provide police services to the Town.
- Mono County, California: Location of small undeveloped area of north Parcel B.
- Mono County Local Agency Formation Commission (LAFCO): Approves annexations into local agency service districts if required.

SECTION TWO – PLANS

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MAMMOTH MAIN LODGE MAMMOTH LAKES, CALIFORNIA

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DRAFT

COVER SHEET

PROJECT #: 20-030
DRAWN BY: JF
CHECKED BY: S
DRAWING NO: **A-1.00**

PROJECT DIRECTORY

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PROJECT SUMMARY

The proposed redevelopment of Main Lodge Village builds upon the Mammoth's spirit of adventure and is rooted in the history of the mountain and town of Mammoth and the Eastern Sierras that surround. Ownership of Parcel A (20.46 acres) and Parcel B (15.26 acres) was transferred from the United States Forest Service to Mammoth/Alterra in March of 2020. These parcels are surrounded by USFS land on all sides, including the current MMSA Permit Land to the south and Chalet neighborhood to the west.

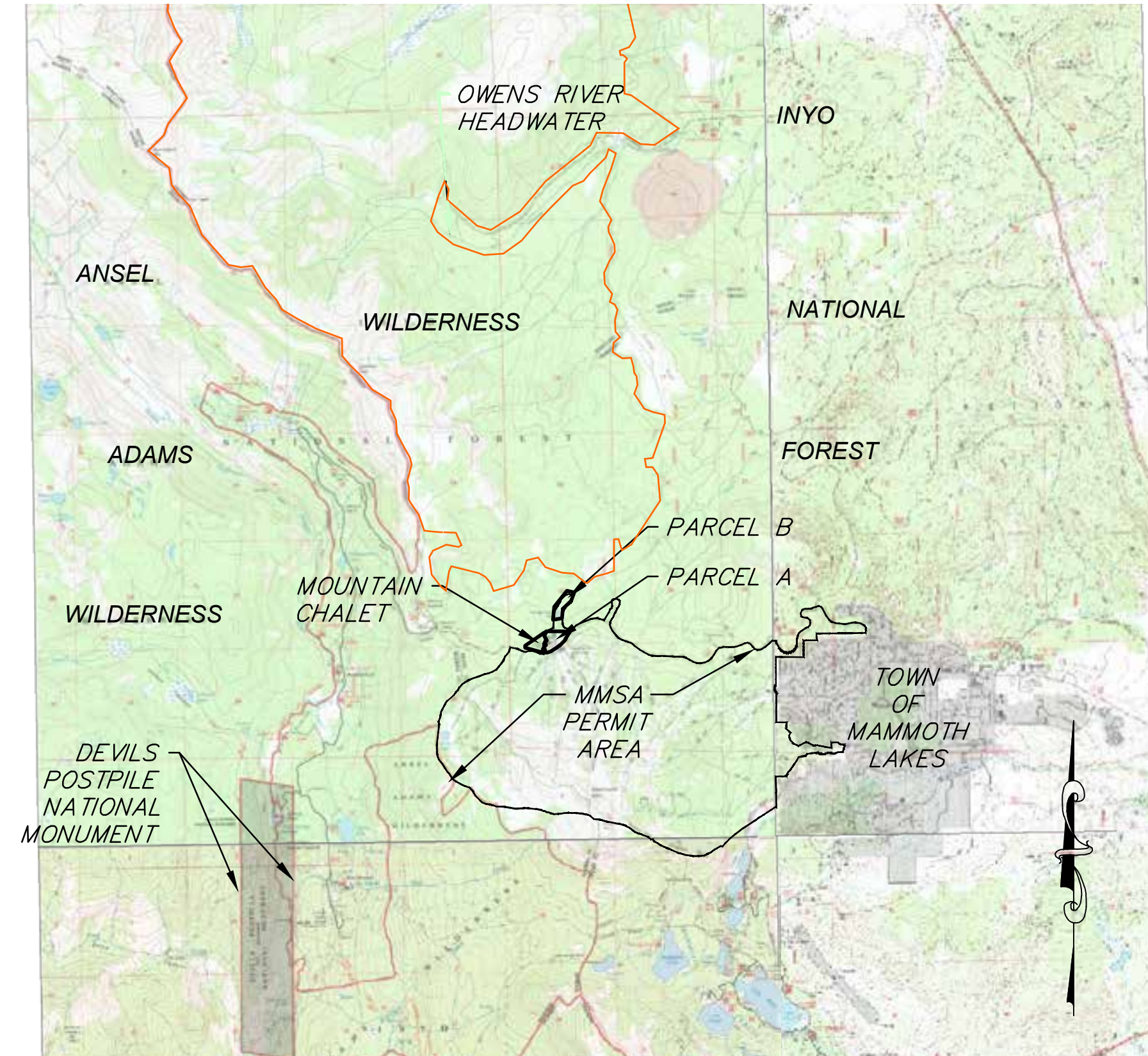
The proposed plan combines overnight accommodations, residential real estate, retail, food and beverage options, and facilities for skiers and summer visitors seeking adventure on-site and throughout the wilderness areas beyond. As part of these improvements, Minaret Road is proposed to be realigned along the northern edge of Parcel A to facilitate connection of the MMSA permit area to the village. Supporting improvements are proposed on USFS permit land, including reconstruction of the existing Main Lodge skier services facility, a new visitor parking lot, a new pulse gondola, and additional ski trails. An updated MDP is being submitted to the USFS this spring to characterize these related improvements in more detail.

In total, new and existing development on Parcels A, B, and adjacent USFS land would include up to 415 residential units (up to 900,000 square feet of sellable space), up to 450 lodging keys distributed between several locations, up to 156,000 square feet of commercial space, and up to 175,000 square feet of skier services and support areas. Together, the plan for Parcels A and B celebrates the existing Mammoth legacy while creating the necessary framework for the growth of the mountain, and the adventures of all its visitors, in the future.

Program	Parcels			
	Parcel A	Parcel B	USFS	Total Area
Lodging	389,410 sf	84,500 sf	-	473,910 sf
<i>Lodging Units</i>	<i>350 units</i>	<i>100 units</i>	-	<i>up to 450 units</i>
Residential	776,650 sf	84,000 sf	-	860,650 sf
<i>Residential Units</i>	<i>398 units</i>	<i>14 units</i>	-	<i>up to 412 units</i>
Commercial Facilities	99,350 sf	2,500 sf	53,500 sf	155,350 sf
<i>Mountain Operated</i>	2,550 sf	-	45,000 sf	47,550 sf
<i>Privately Leased</i>	96,800 sf	2,500 sf	8,500 sf	107,800 sf
Skier Services	44,800 sf	3,000 sf	126,350 sf	174,150 sf
<i>Staging</i>	42,800 sf	2,000 sf	63,850 sf	108,650 sf
<i>Operational Facilities</i>	2,000 sf	1,000 sf	62,500 sf	65,500 sf
Parking	296,650 sf	56,500 sf	-	353,150 sf
<i>Parking Stalls</i>	<i>913 stalls</i>	<i>155 stalls</i>	<i>415 stalls</i>	<i>1,483 stalls</i>
TOTAL GROSS AREA	1,606,860 sf	230,500 sf	179,850 sf	2,017,210 sf

Note: All areas are gross square footages. Surface parking is included in the stall count, but not included in the parking square footage.

Area Plan



Key Plan



Parcel A

The plan for Parcel A includes several hotels, for-sale residential, residential club amenities, and a variety of retail, dining, and skier services distributed through a vibrant village core. As summarized in the included table, the plan proposes up to 1,610,000 square feet of total gross area including up to 350 hotel keys, 400 residential units, 100,000 square feet of commercial facilities, and 45,000 square feet of skier services facilities. Basement parking in various hotel and residence buildings add over 900 parking stalls in total to Parcel A. A loading dock on the East side of Building SSB-3 creates easy access directly off the arrival area and emergency access for ski patrol.

An iconic hotel at the southwest corner of the site grounds the opposite end of the ski beach; the Residents' Club, second hotel, and additional condos throughout the site provide opportunities for varying levels of ownership, complete with unparalleled club amenities and programming. Family-focused condo residences on the hilltop at the north west corner of the parcel tie directly into the kid-friendly terrain connecting to the "Ski Ranch" with several new ski runs and a pulse gondola to Parcel B. The expanded food and beverage options paired with fragmented buildings activate the pedestrian corridor and create a small-town village feel that optimize views up the mountain.

Parcel B

The plan for Parcel B includes a mix of visitor accommodations (up to 100 units within 130,000 square feet of a Tamarack-style offering with combined cabins, amenities, and dining options), up to 14 for-sale residences (90,000 square feet), 2,500 square feet of commercial facilities, and 3,000 square feet of skier services. All proposed improvements are outside of the Owen's River Headwaters Wilderness boundary which lies to the North of Parcel B.

Set into the forest north and downhill of Main Lodge Village, this "ski ranch" is envisioned as a lower intensity complement to the Village. A series of cabins surrounding a lodge building and fitness pavilion constitute a unique family-oriented hospitality offering – the appeal of Tamarack but organized around downhill skiing. These cabins would be complemented by a limited number of single-family homes at the northernmost end of the Parcel. Approximately 40 parking stalls are provided at the lodge, in addition to 15 residential visitor stalls, and separate private parking for each cabin.

A new road is proposed to connect Parcel A to Parcel B along the alignment identified in the transfer from USFS. This will be a 26'-wide roadway with two-12' travel lanes, 5' uphill bike lane, and 1' downhill paved shoulder. A minimum of 10' of snow storage will be provided on either side of the road.

Realignment of Minaret Road

The proposed realignment of Minaret Road creates a more seamless connection between new visitor-serving uses in the Village and Mammoth Mountain itself, while also maintaining winter access to the adjacent Chalets. A new transit plaza would be the primary access portal to the Village year-round, improving transit convenience for skiers arriving at the mountain and also maintaining transit service for those continuing on to Devil's Postpile and Red's Meadows in the summer.

Short-term parking would serve the ski school and other Village uses. A new 360-stall visitor parking lot is proposed on USFS land at Big Bend. Additionally, below-grade visitor parking spaces will be provided within the footprints of proposed buildings within the Village – for a total of 1,443 stalls across the entire project.

The realigned Minaret Road will be comprised of two-12' travel lanes with a 3' downhill paved shoulder and 5' uphill bike lane to allow for efficient snow removal in the winter, and safe bike travel during the summer.

At the west end of Parcel A, adjacent the Chalets and proposed hotel, a new turn-around is proposed with limited spaces for pick-up/drop-off. This turn-around would facilitate year-round turnaround of tourist buses and serve as a potential drop-off location for the Red's Meadow shuttle in the summer.

USFS Land

Additional development on USFS permit area land adjacent to the site optimize the use of the site and provide the required skier services efficiently allowing Mammoth Mountain to support increased skier throughput in the future. Skier services (approximately 126,000 sf) are partially concentrated on the southern edge of Parcel A in several Skier Services Buildings, the relocated gondola, the new Big Bend Operations Headquarters Building, and several kiosks located along the promenade on USFS land within the existing Special Use Permit Area. Additional supplemental skier services (approximately 45,000 sf) are efficiently spread throughout Parcel A, with some skier services located on Parcel B. The gondola and Chair 11 are both relocated along their respective alignments, creating more unobstructed area for the ski beach and walkable village. Several kiosks line the ski beach providing additional retail and grab'n'go food options.

The plan expands and improves beginner terrain in Gus' Teaching Area, while also positioning ski school facilities slope-side in Building SSB-3 adjacent to the drop-off area. Additional ski terrain from the base of Chair 12 provides direct ski-in access to the Chalets and down to Parcel B. 24,000 square feet of administration and employee facilities and 360 surface parking stalls are located at Big Bend just east of Parcel A along Minaret Road.

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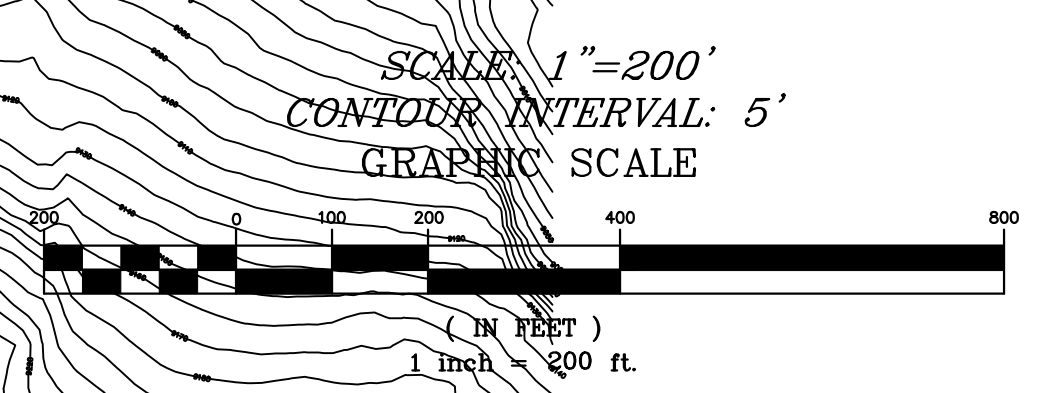
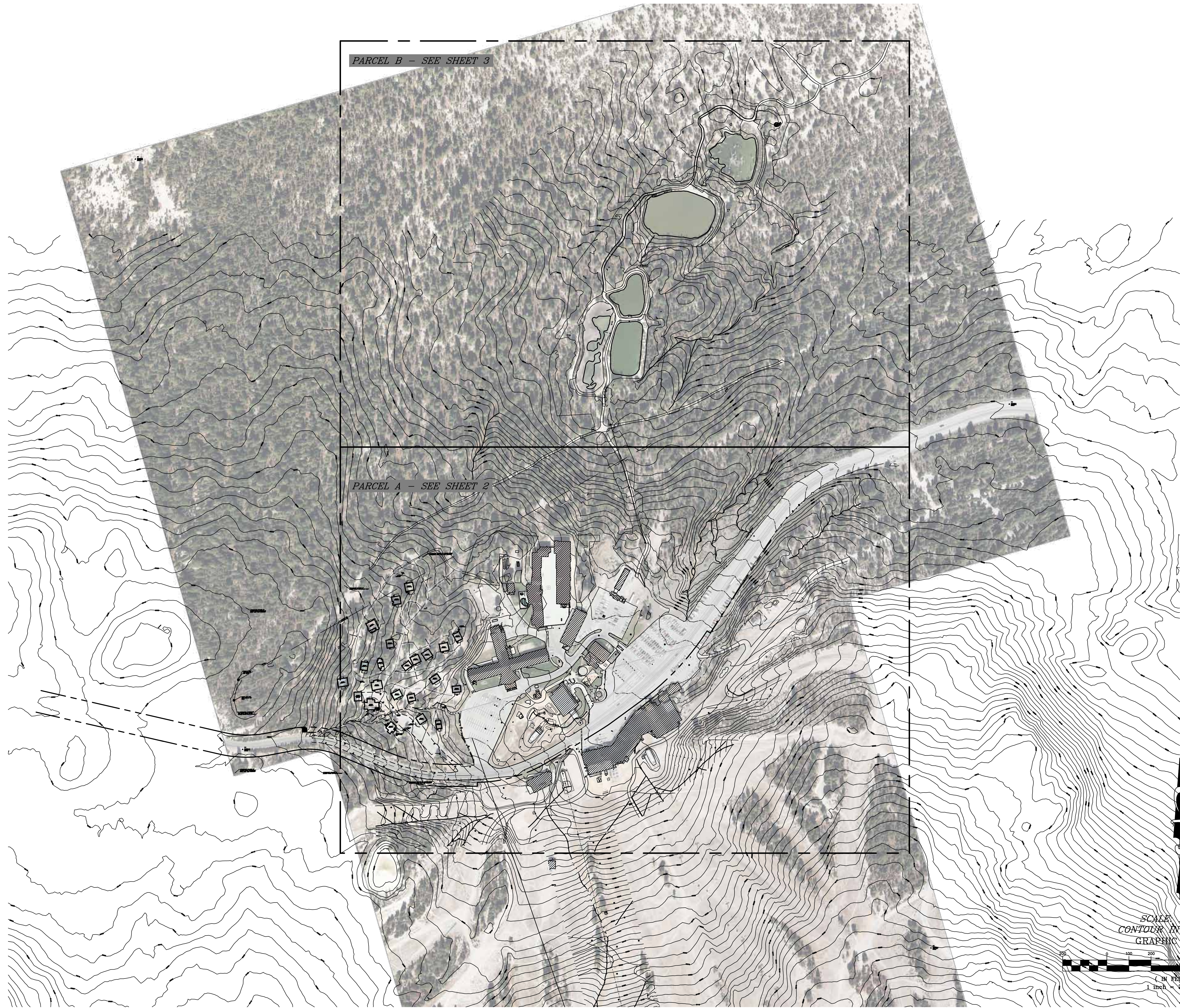
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PROJECT NARRATIVE
Main Lodge and Village

PROJECT # :
20-030
DRAWN BY :
JF
CHECKED BY :
JS

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CONDITIONS
MAP**
Key Sheet

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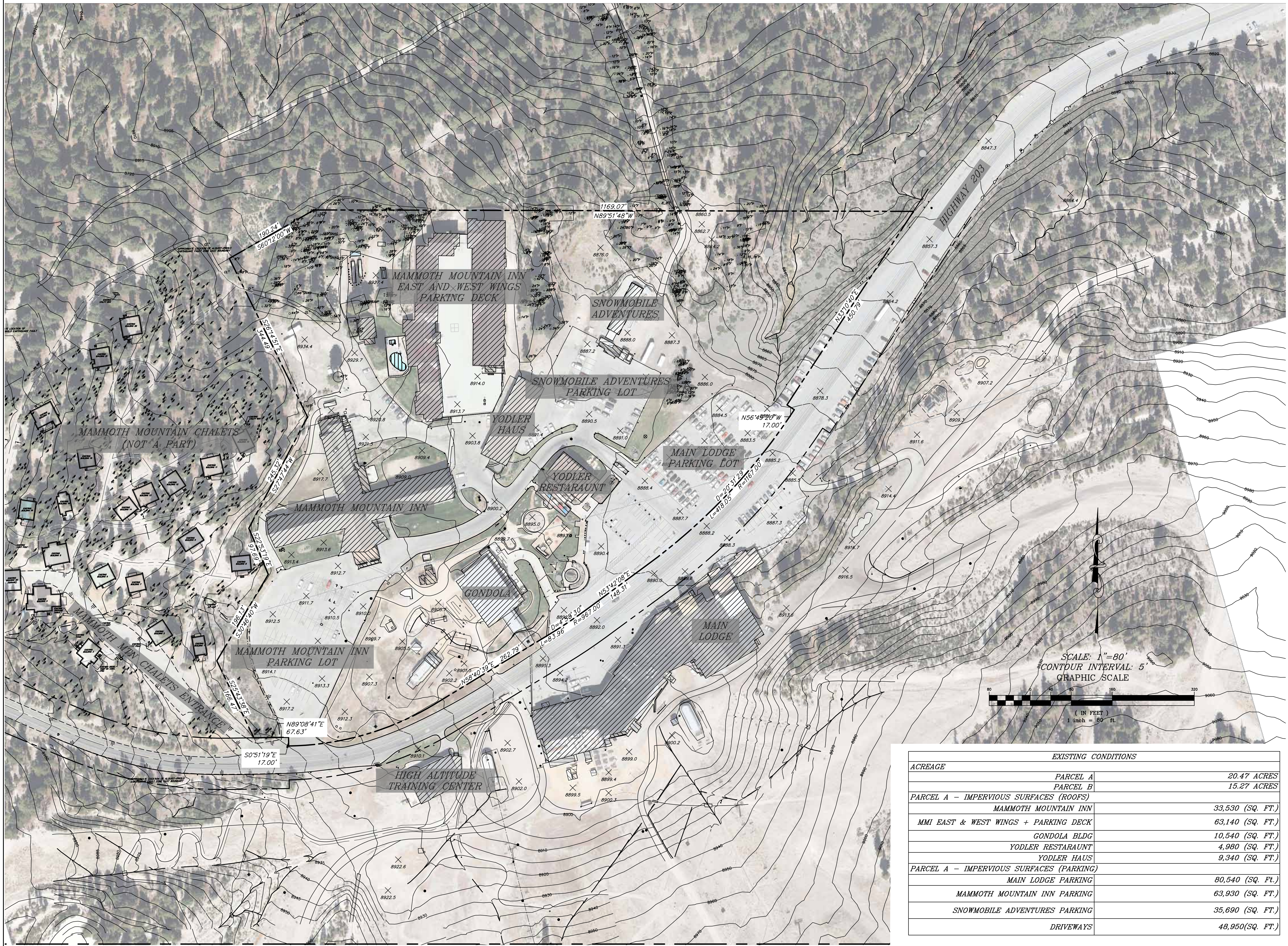
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**EXISTING
 CONDITIONS
 MAP**
 Parcel A

PROJECT # :
 20-030
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EXISTING CONDITIONS		
ACREAGE	PARCEL A	20.47 ACRES
	PARCEL B	15.27 ACRES
PARCEL A – IMPERVIOUS SURFACES (ROOFS)	MAMMOTH MOUNTAIN INN	33,530 (SQ. FT.)
	MMI EAST & WEST WINGS + PARKING DECK	63,140 (SQ. FT.)
	GONDOLA BLDG	10,540 (SQ. FT.)
	YODLER RESTAURANT	4,980 (SQ. FT.)
	YODLER HAUS	9,340 (SQ. FT.)
PARCEL A – IMPERVIOUS SURFACES (PARKING)	MAIN LODGE PARKING	80,540 (SQ. FT.)
	MAMMOTH MOUNTAIN INN PARKING	63,930 (SQ. FT.)
	SNOWMOBILE ADVENTURES PARKING	35,690 (SQ. FT.)
	DRIVEWAYS	48,950 (SQ. FT.)



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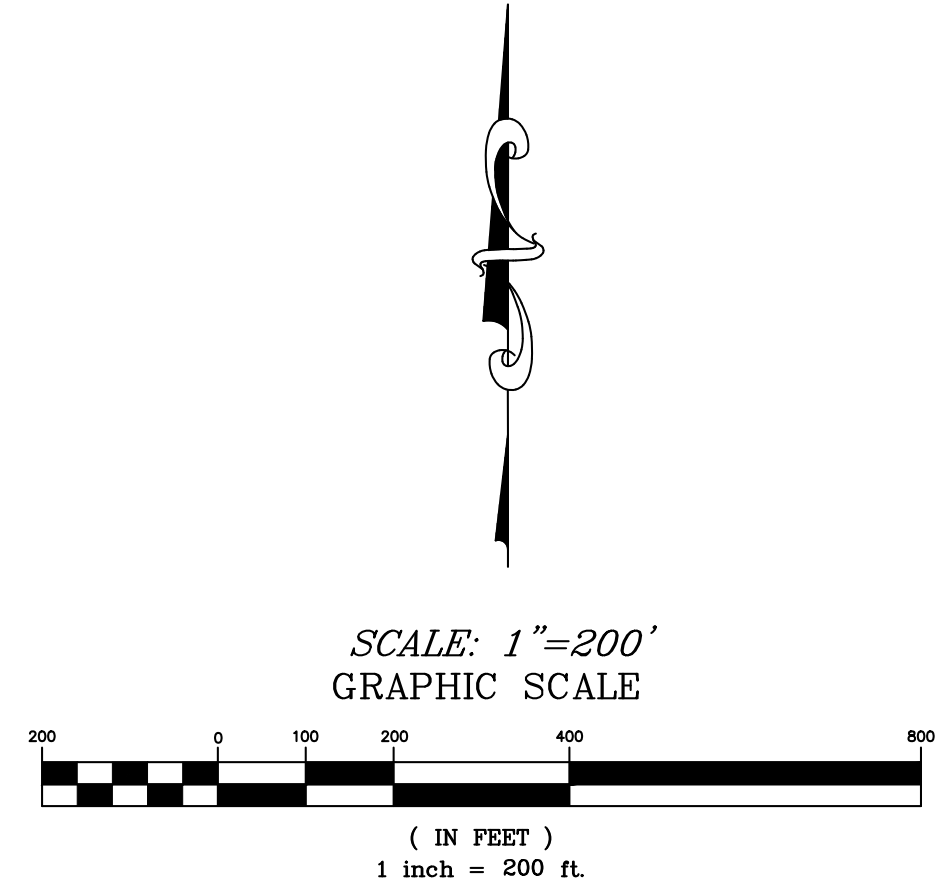
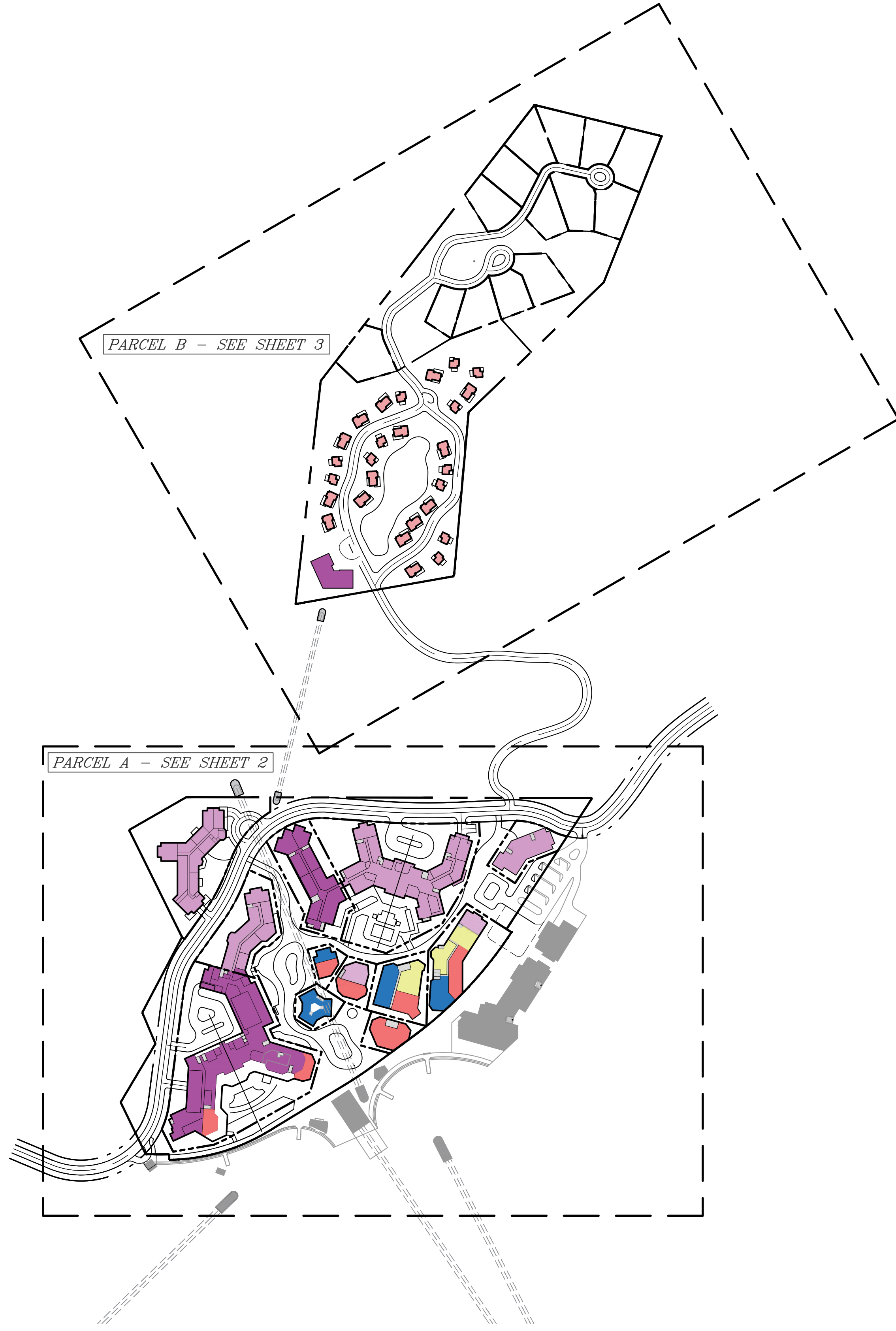
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DRAWING TITLE:

**PARCELIZATION
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Key Sheet

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JC
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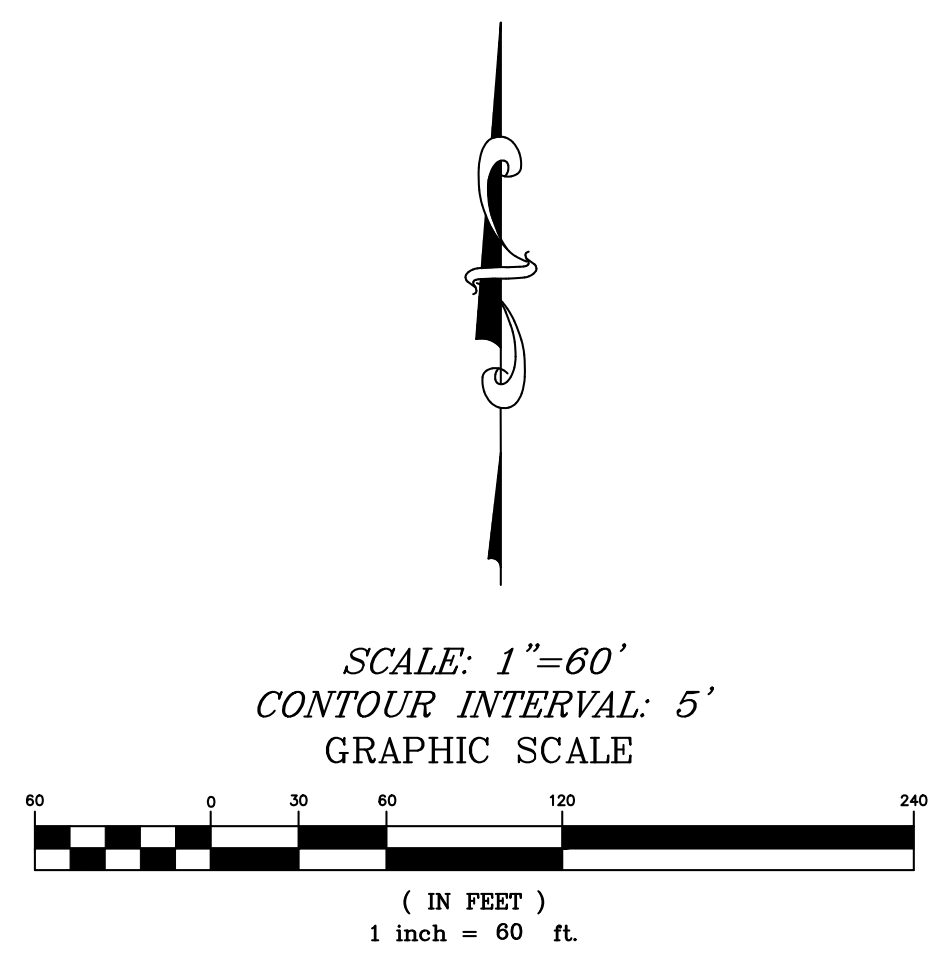
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LOT #	ACRES
1	3.53
2	2.91
3	1.04
4	1.95
5	0.47
6	0.98
7	0.65
8	0.32
9	0.20
10	0.28
11	0.30
12	0.91
COMMON*	6.93
TOTAL	20.47

*NOTE: ALL AREA OUTSIDE LOTS WITHIN PARCEL A WILL BE COMMON AREA



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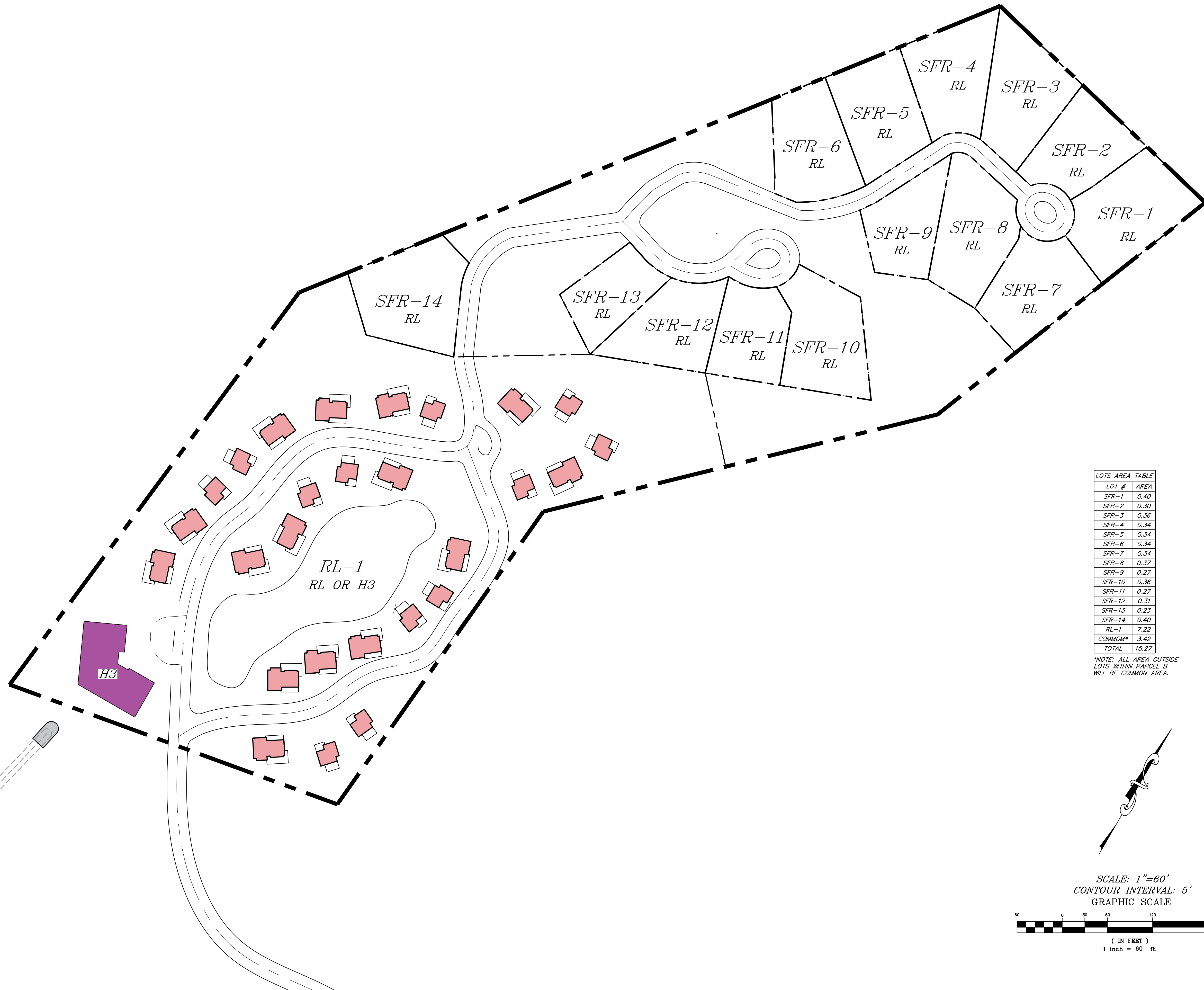
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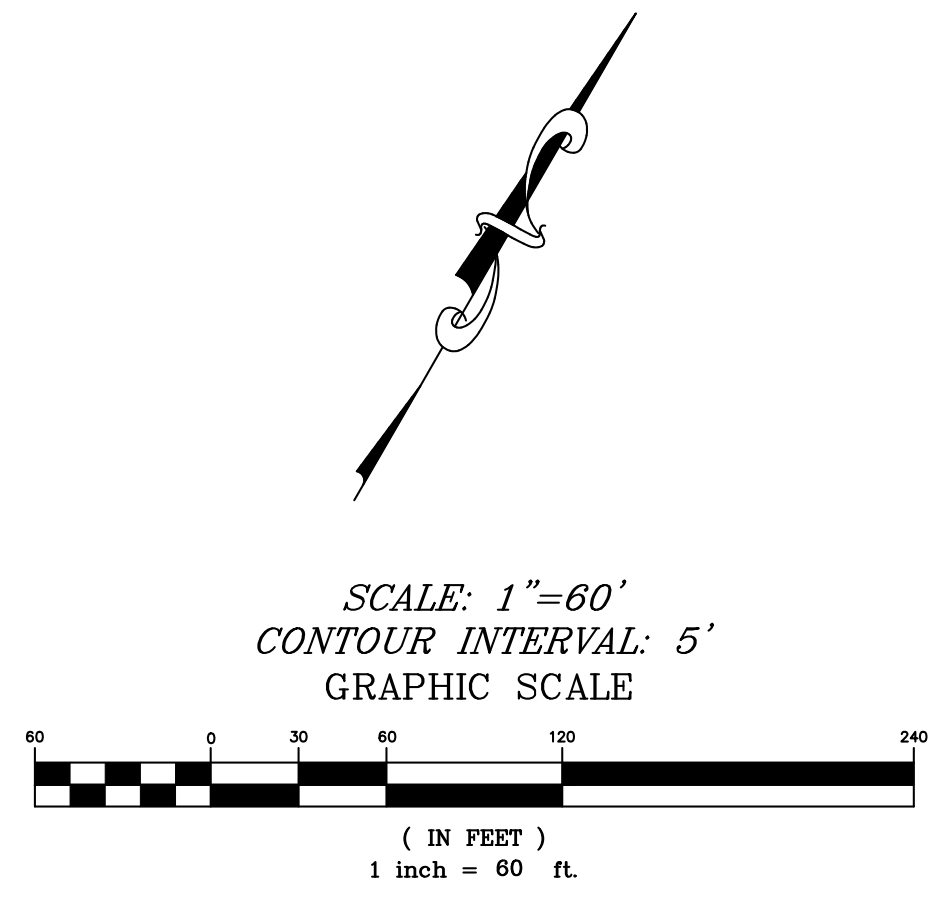
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PARCELIZATION MAP
Parcel A

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LOT #	AREA
SFR-1	0.40
SFR-2	0.30
SFR-3	0.36
SFR-4	0.34
SFR-5	0.34
SFR-6	0.34
SFR-7	0.34
SFR-8	0.37
SFR-9	0.27
SFR-10	0.36
SFR-11	0.27
SFR-12	0.31
SFR-13	0.23
SFR-14	0.40
RL-1	7.22
COMMON*	3.42
TOTAL	15.27

*NOTE: ALL AREA OUTSIDE LOTS WITHIN PARCEL B WILL BE COMMON AREA.



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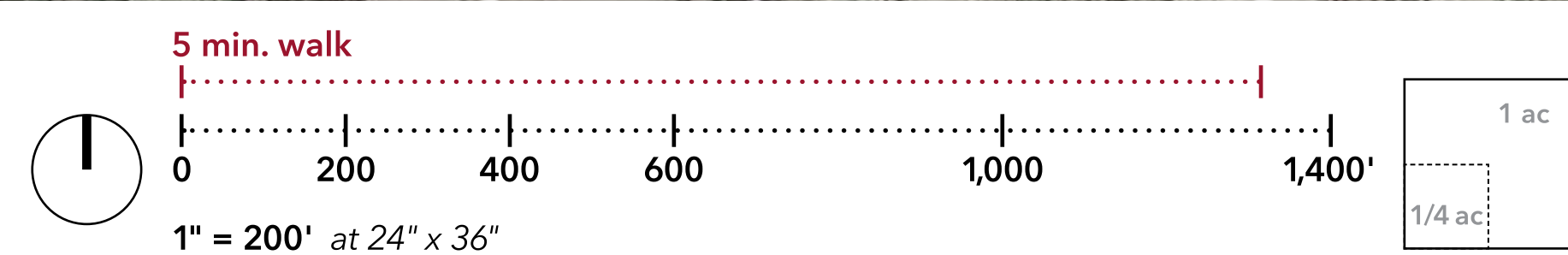
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DRAWING TITLE:
PARCELIZATION MAP
Parcel B

PROJECT #: 20-030
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A-1.04C

LEGEND	
	Parcel Boundary
	Existing Lift Access
	New Lift Access



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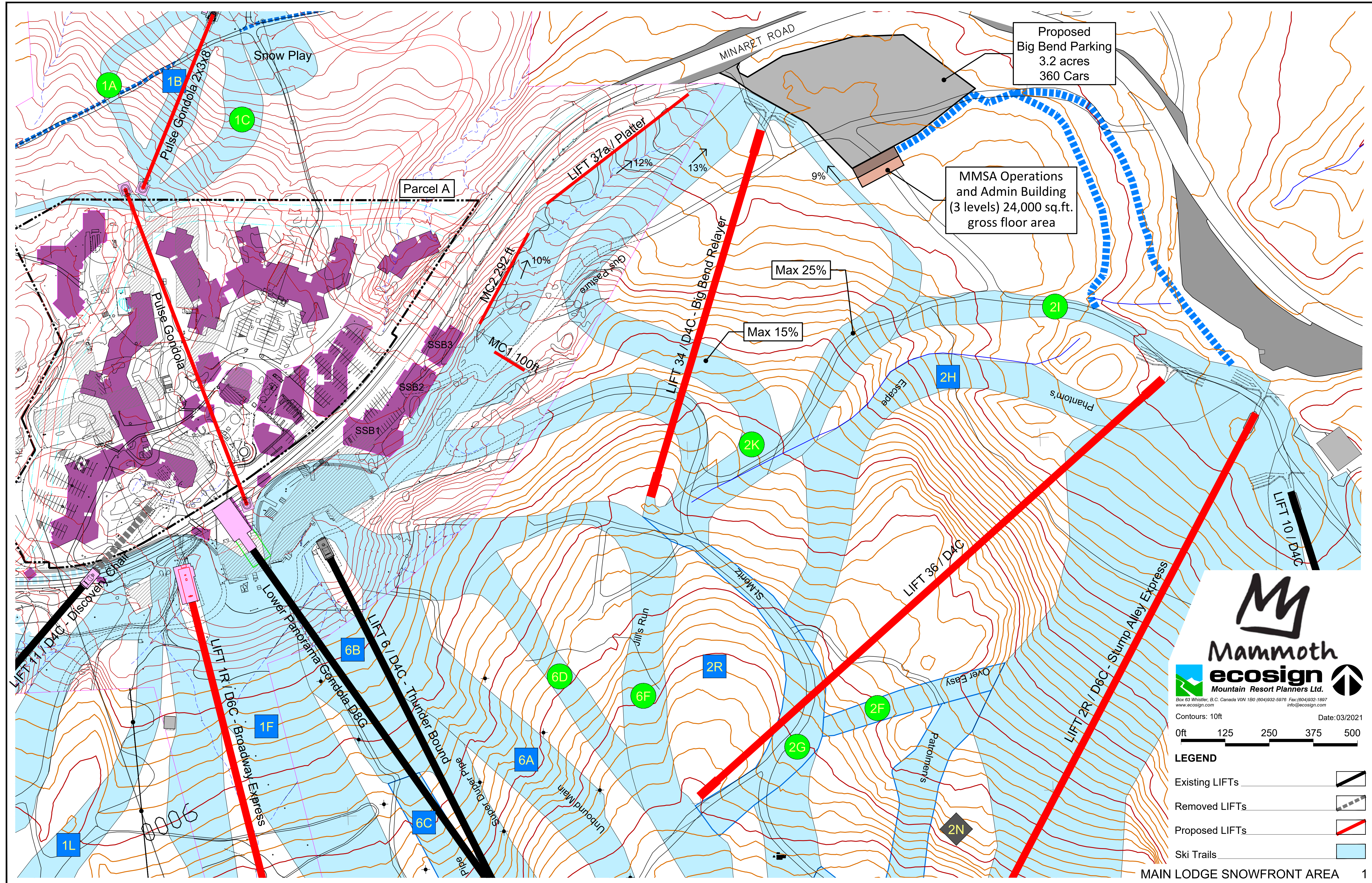
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DRAWING TITLE:
ILLUSTRATIVE SITE PLAN
 Parcels A & B

PROJECT #: 20-030
 DRAWN BY:
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Contours: 10ft Date: 03/2021

0ft 125 250 375 500

- LEGEND**
- Existing LIFTs
 - Removed LIFTs
 - Proposed LIFTs
 - Ski Trails

MAIN LODGE SNOWFRONT AREA 1

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DRAWING TITLE:
SNOWFRONT AREA PLAN
Parcel A & Big Bend

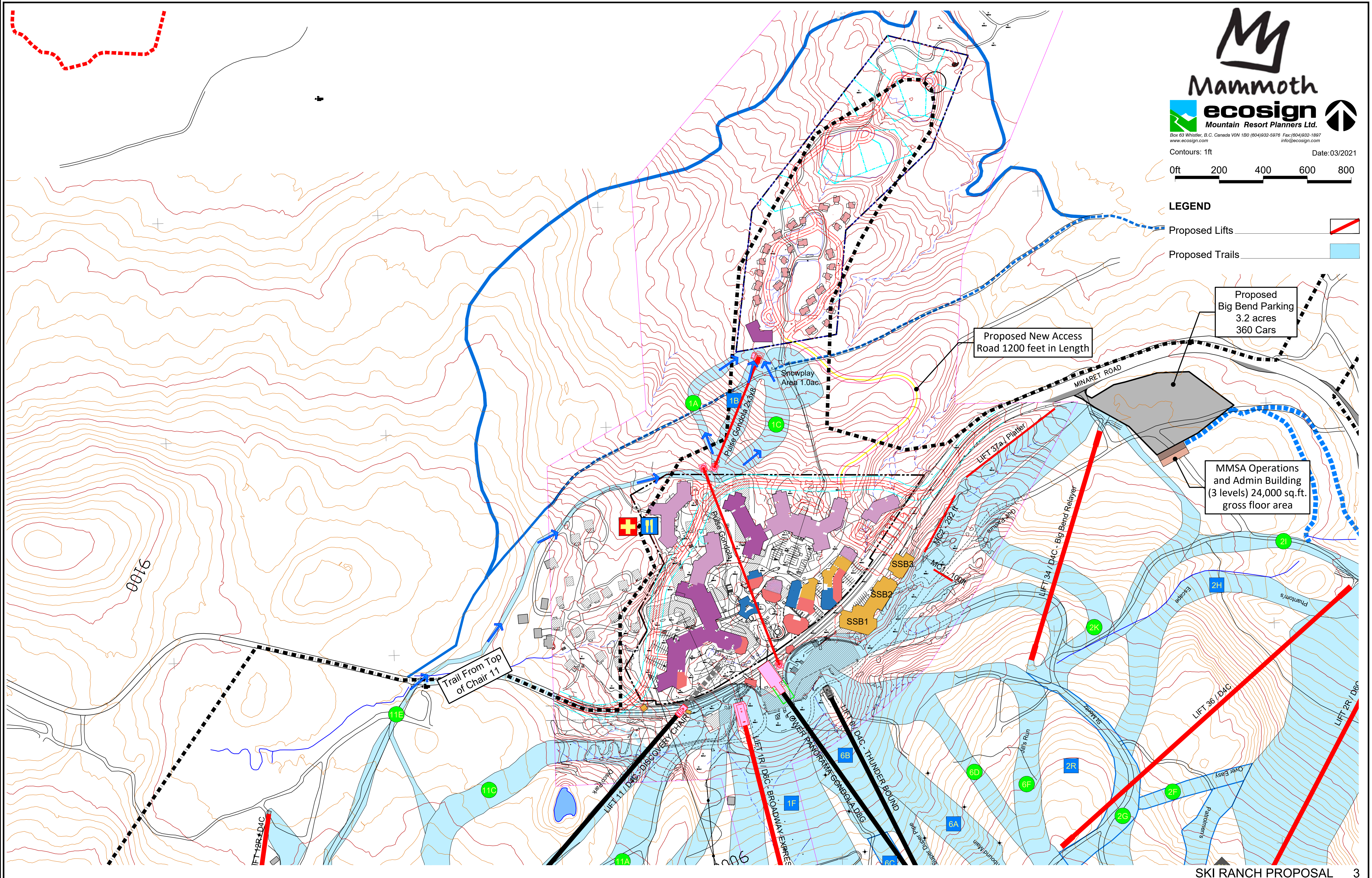
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20-030

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JF

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A-1.06

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0ft 200 400 600 800

LEGEND

Proposed Lifts

Proposed Trails

Proposed Big Bend Parking
3.2 acres
360 Cars

Proposed New Access
Road 1200 feet in Length

MMSA Operations
and Admin Building
(3 levels) 24,000 sq.ft.
gross floor area

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DRAWING TITLE:
SKI RANCH PLAN
Parcels A & B

PROJECT #:
20-030




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A-1.07

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BUILDING KEY	
PARCEL A	
H1A	Hotel
H1B	Branded Residential
H2	Hotel 2
R1	Residents Club Bldg 1 / Alt. Hotel 2
R2	Residents Club Bldg 2 (Hilltop)
R3	Residents Club Bldg 3 / Alt. Hotel 2
R4	Residents Club Bldg 4
V0	Adventure Center
V1	Village Bldg 1
V2	Village Bldg 2
V3	Village Bldg 3
V4	Village Bldg 4
V5	Village Bldg 5 / Alt. Hotel 2
USFS PERMIT AREA LAND	
S1	Skier Services (F&B)
S2	Skier Services (Tickets/Rentals)
S3	Skier Services (Ski School)
G1	Gondola
OPS	Big Bend Operations Headquarters
Kiosk	Promenade Kiosks

LEGEND	
	Parcel Boundary
	Existing Lift Access
	New Lift Access



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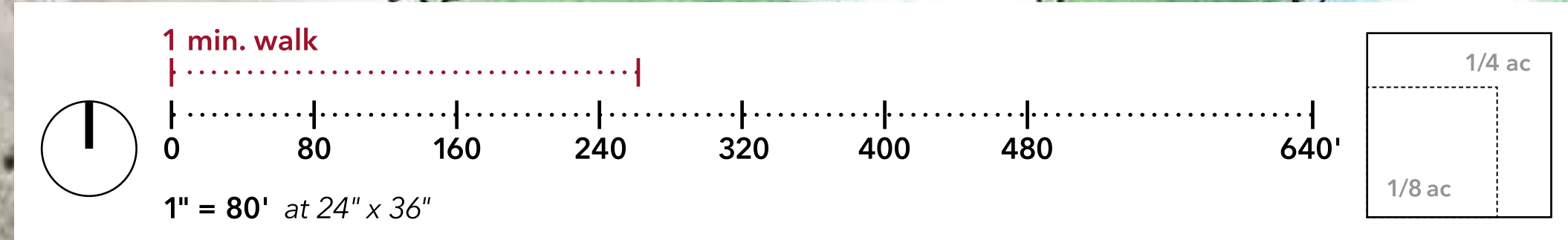
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DRAWING TITLE:
ILLUSTRATIVE SITE PLAN
 Parcel A

PROJECT #: 20-030
 DRAWN BY: JF
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 DRAWING NO.: **A-1.08**



LEGEND	
	Parcel Boundary
	Existing Lift Access
	New Lift Access
	Skier Services
	Retail
	F&B
	Hotel
	Residential / Club
	Adventure Center



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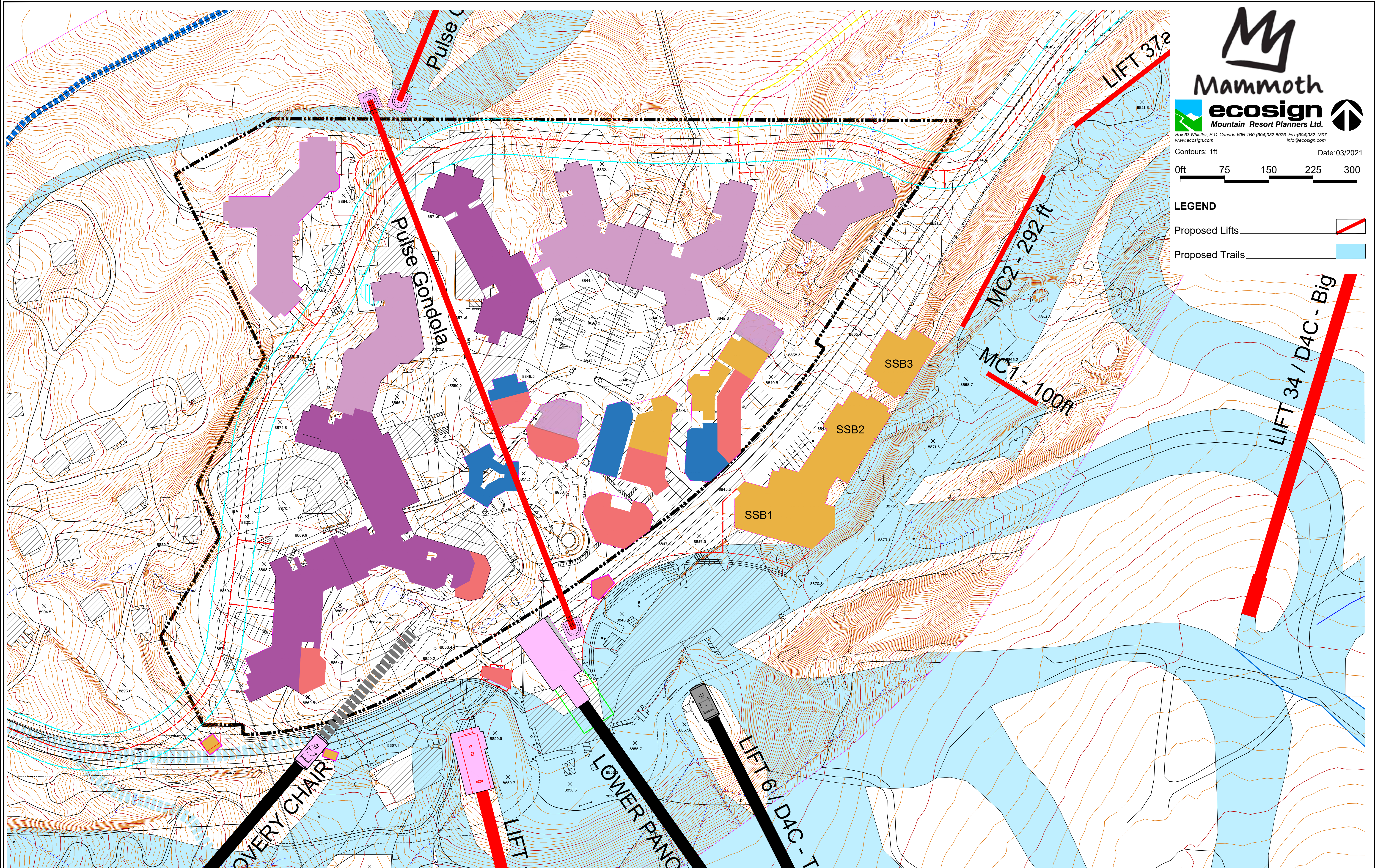
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DRAWING TITLE:
GROUND FLOOR PLAN
 Parcel A

PROJECT #: 20-030
 DRAWN BY: JF
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 DRAWING NO:
A-1.09

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0ft 75 150 225 300

LEGEND

Proposed Lifts

Proposed Trails

HART HOWERTON VILLAGE ON PARCEL A 2

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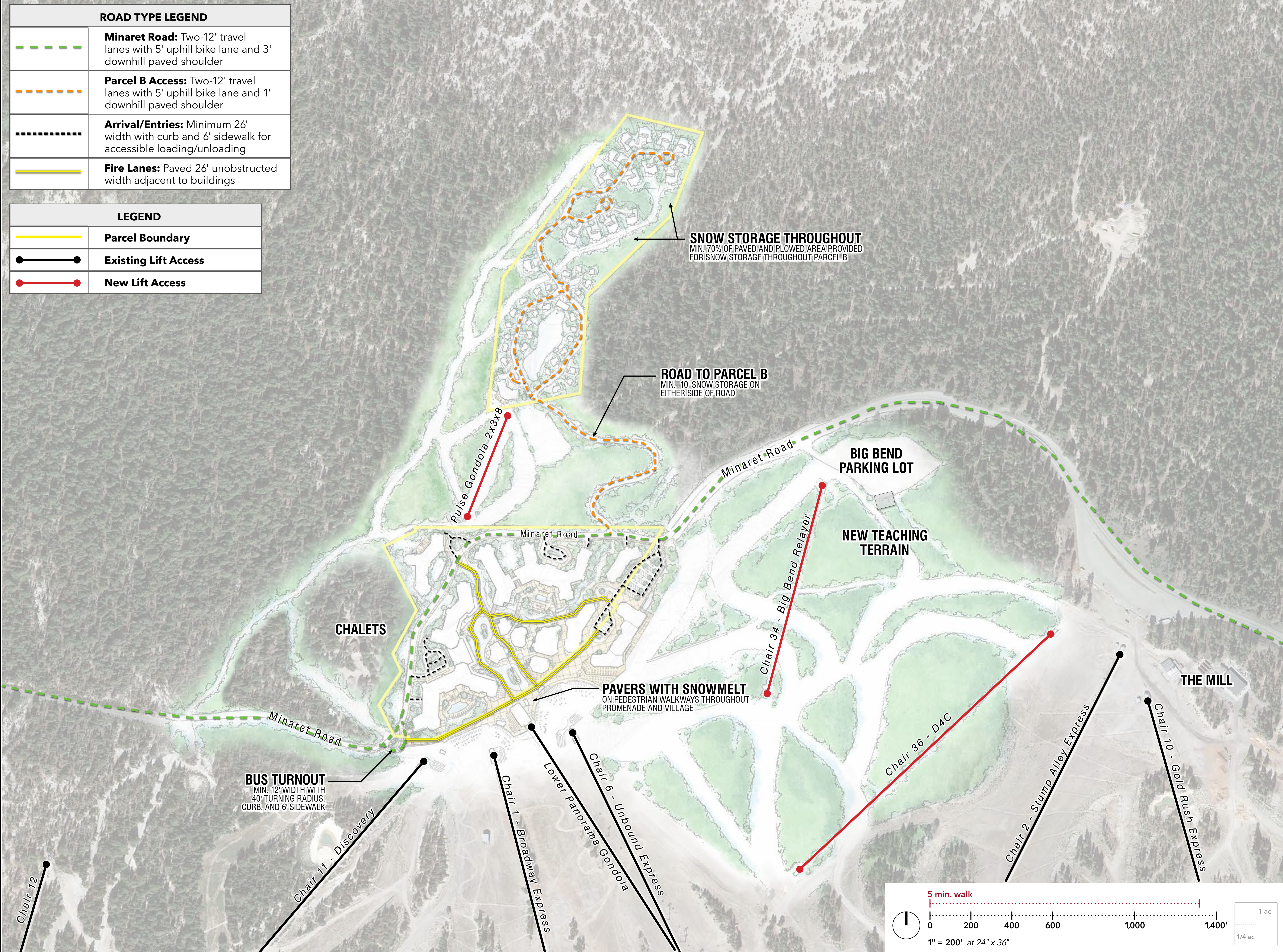
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REVISION NO.	DATE

DRAWING TITLE:
SKI BEACH
Subtitle

PROJECT #: 20-030
DRAWN BY: JF
CHECKED BY: JS
DRAWING NO.: **A-1.10**

ROAD TYPE LEGEND	
	Minaret Road: Two-12' travel lanes with 5' uphill bike lane and 3' downhill paved shoulder
	Parcel B Access: Two-12' travel lanes with 5' uphill bike lane and 1' downhill paved shoulder
	Arrival/Entries: Minimum 26' width with curb and 6' sidewalk for accessible loading/unloading
	Fire Lanes: Paved 26' unobstructed width adjacent to buildings

LEGEND	
	Parcel Boundary
	Existing Lift Access
	New Lift Access



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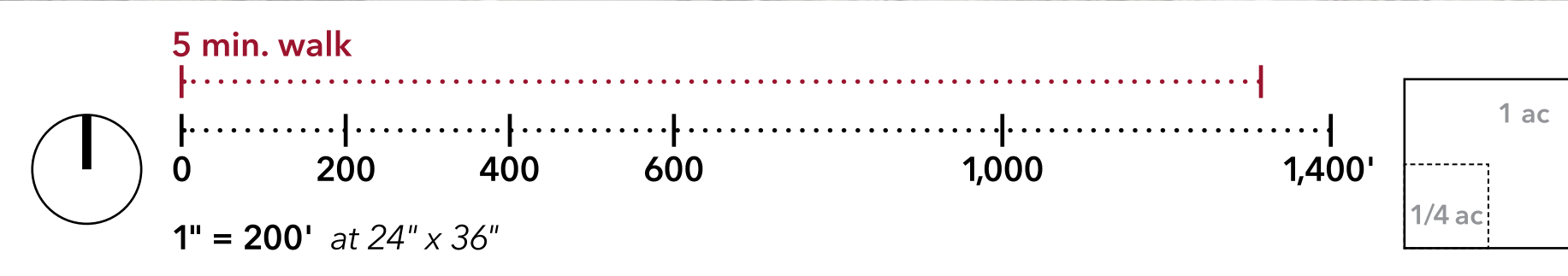
DRAWING TITLE:
CIRCULATION PLAN
 Parcels A & B

PROJECT # :
 20-030

DRAWN BY :
 JF

CHECKED BY :
 JS

DRAWING NO :
A-1.11

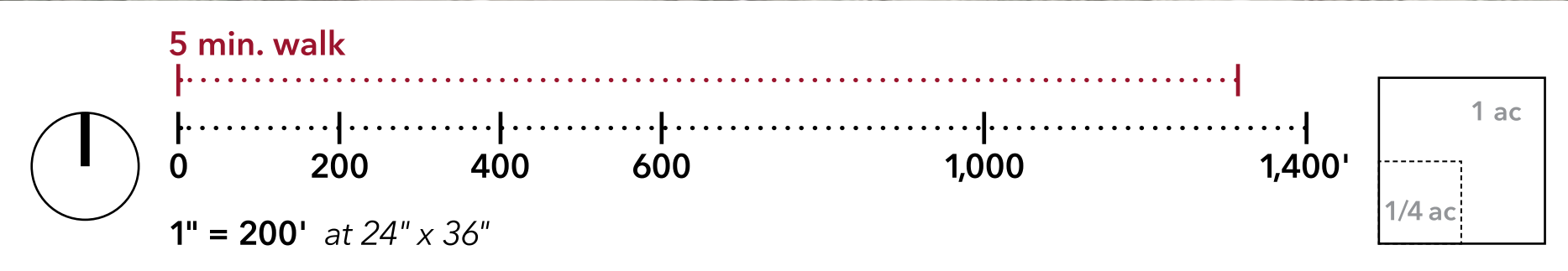
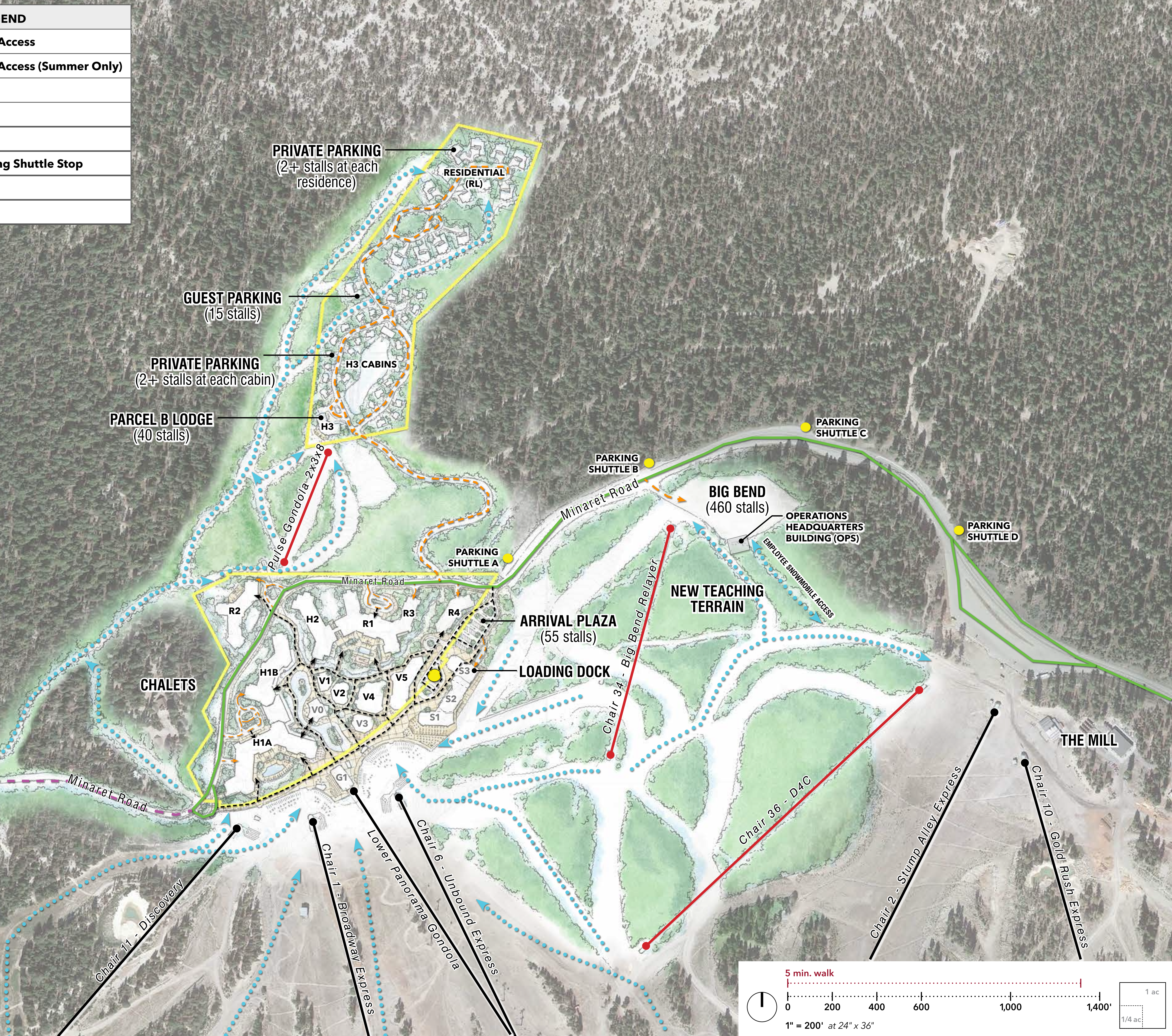


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ACCESS TYPE LEGEND	
	Vehicular & Transit Access
	Vehicular & Transit Access (Summer Only)
	Vehicular Access
	Pedestrian Access
	Skier Access
	Transit Stop / Parking Shuttle Stop
	Existing Lift Access
	New Lift Access

PARKING SUMMARY	
PARCEL A	
H1A	215 stalls
H1B	92 stalls
H2	80 stalls
R1	231 stalls
R2	78 stalls
R3	43 stalls
R4	37 stalls
V0	-
V1	15 stalls
V2	22 stalls
V3	-
V4	48 stalls
V5	51 stalls
USFS PERMIT AREA LAND	
S-1	-
S-2	-
S-3	55 stalls
G-1	-
OPS	360 stalls
Kiosk	-
PARCEL B	
H3	110 stalls
RL	45 stalls

SUMMER ACCESS ONLY



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PARKING & ACCESS PLAN
Parcels A & B

PROJECT #: 20-030
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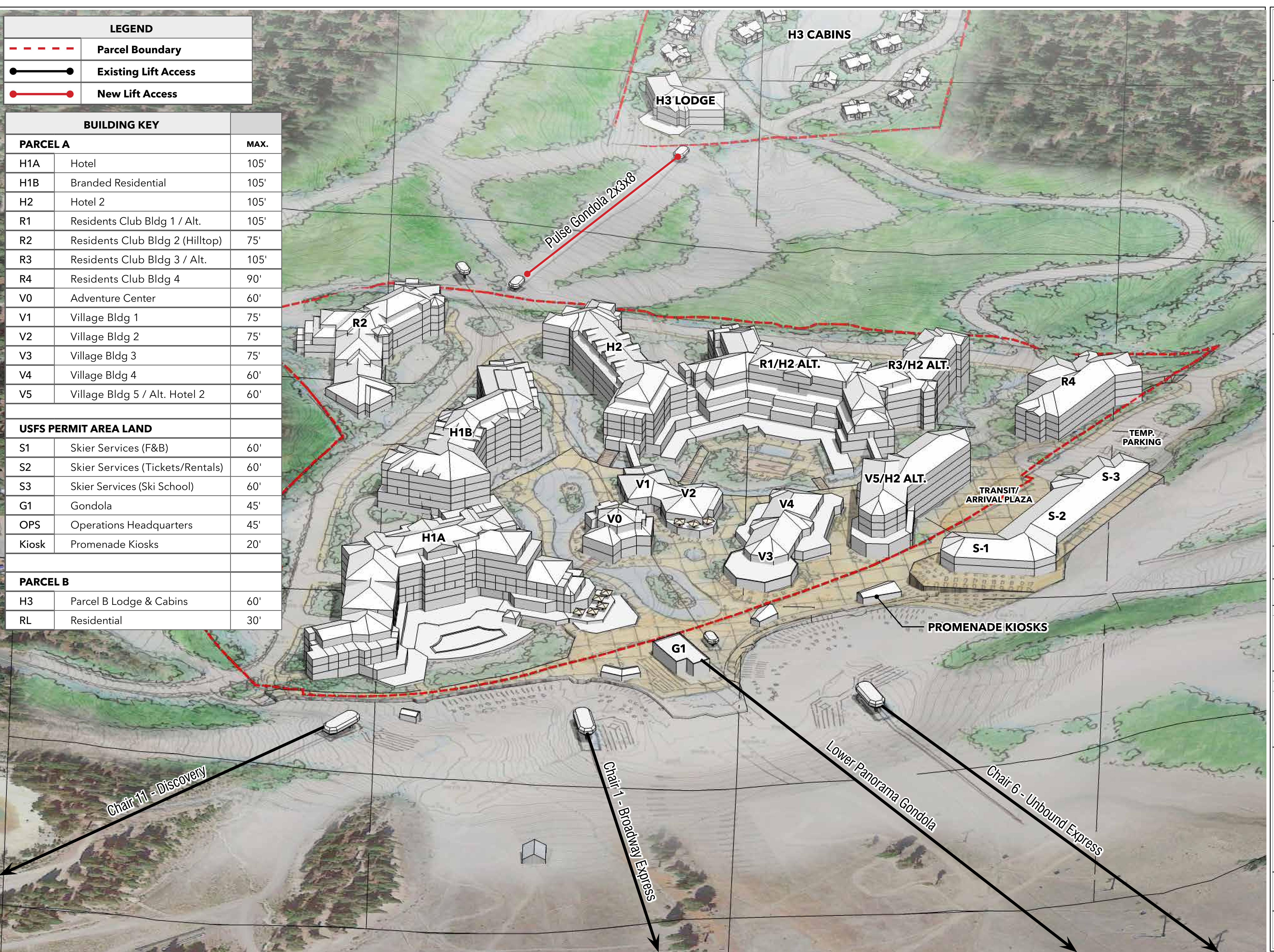
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LEGEND	
	Parcel Boundary
	Existing Lift Access
	New Lift Access

BUILDING KEY		
PARCEL A		MAX.
H1A	Hotel	105'
H1B	Branded Residential	105'
H2	Hotel 2	105'
R1	Residents Club Bldg 1 / Alt.	105'
R2	Residents Club Bldg 2 (Hilltop)	75'
R3	Residents Club Bldg 3 / Alt.	105'
R4	Residents Club Bldg 4	90'
V0	Adventure Center	60'
V1	Village Bldg 1	75'
V2	Village Bldg 2	75'
V3	Village Bldg 3	75'
V4	Village Bldg 4	60'
V5	Village Bldg 5 / Alt. Hotel 2	60'

USFS PERMIT AREA LAND		
S1	Skier Services (F&B)	60'
S2	Skier Services (Tickets/Rentals)	60'
S3	Skier Services (Ski School)	60'
G1	Gondola	45'
OPS	Operations Headquarters	45'
Kiosk	Promenade Kiosks	20'

PARCEL B		
H3	Parcel B Lodge & Cabins	60'
RL	Residential	30'



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DRAWING TITLE:
3D MASSING
 Parcel A




PROJECT #:
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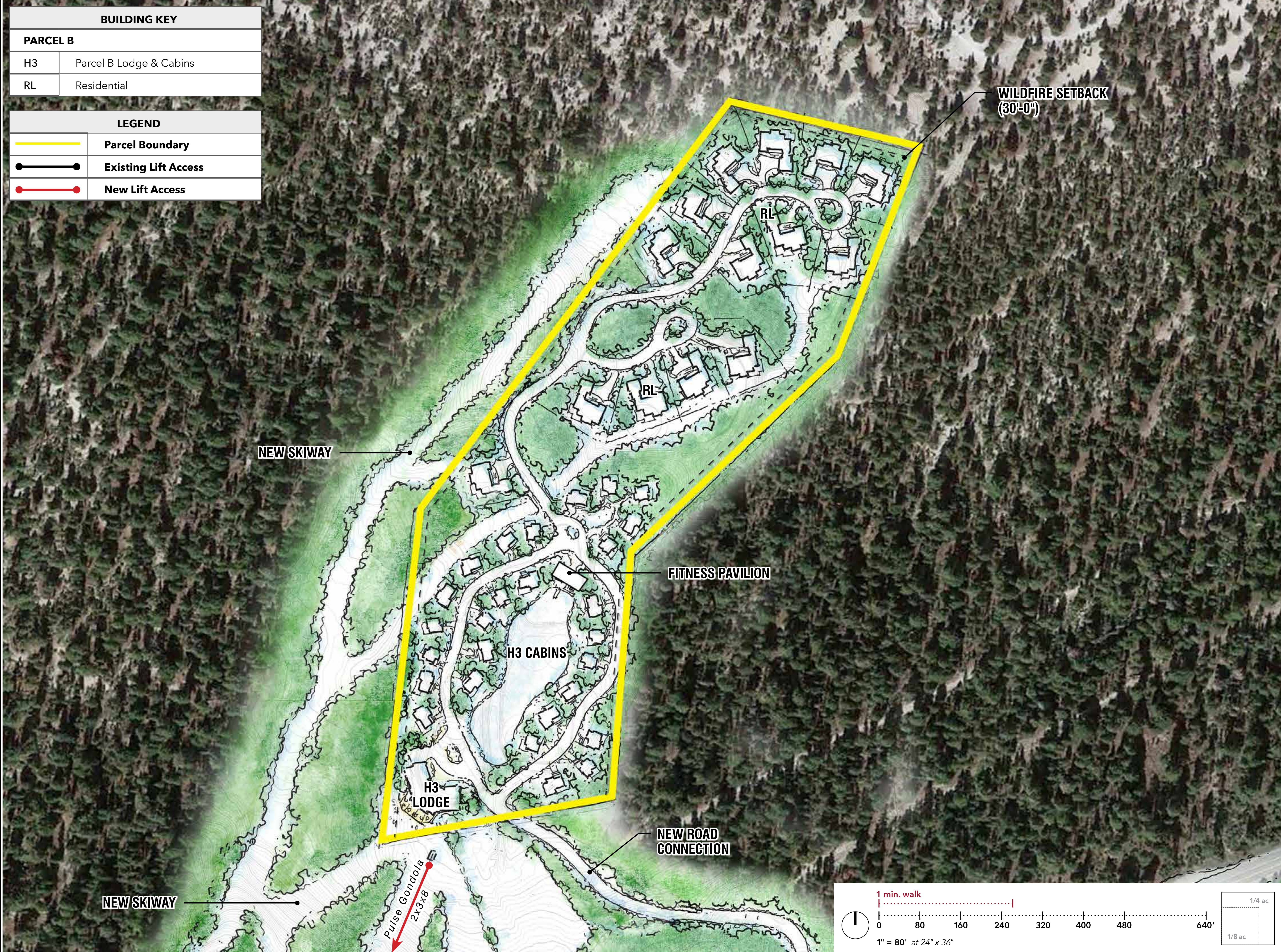
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BUILDING KEY	
PARCEL B	
H3	Parcel B Lodge & Cabins
RL	Residential

LEGEND	
	Parcel Boundary
	Existing Lift Access
	New Lift Access



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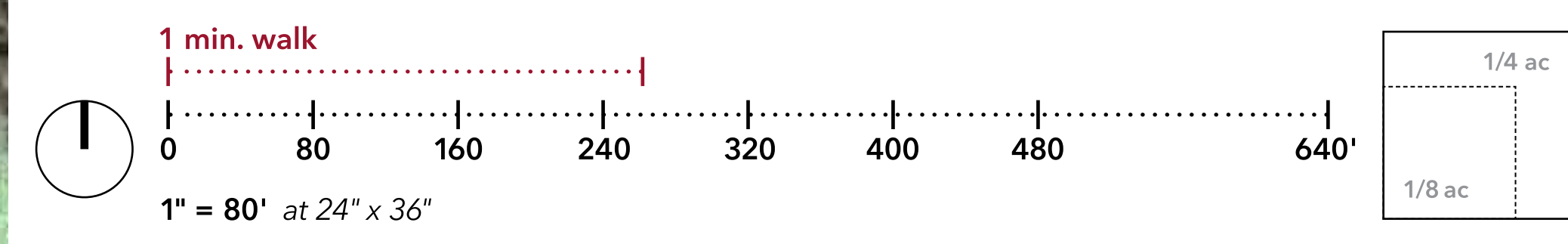
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DRAWING TITLE:
SKI RANCH PLAN Parcel B

PROJECT # : 20-030
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Program	Parcel A												
	H1-A	H1-B	H2	R1	R2	R3	R4	V-0	V-1	V-2	V-3	V-4	V-5
Lodging	235,910 sf	-	153,500 sf	-	-	-	-	-	-	-	-	-	-
<i>Lodging Units</i>	200 units	-	150 units	-	-	-	-	-	-	-	-	-	-
Residential	54,000 sf	141,700 sf	45,000 sf	182,100 sf	93,600 sf	66,750 sf	50,700 sf	-	11,500 sf	26,900 sf	-	51,600 sf	52,800 sf
<i>Residential Units</i>	30 units	70 units	30 units	80 units	44 units	32 units	22 units	-	10 units	20 units	-	27 units	33 units
Commercial Facilities	10,300 sf	7,000 sf	3,000 sf	4,700 sf	6,000 sf	750 sf	1,800 sf	14,000 sf	11,000 sf	7,500 sf	16,600 sf	9,500 sf	7,200 sf
<i>Mountain Operated</i>	-	-	-	-	-	750 sf	600 sf	-	-	-	-	500 sf	700 sf
<i>Privately Leased</i>	10,300 sf	7,000 sf	3,000	4,700	6,000	-	1,200 sf	14,000 sf	11,000 sf	7,500 sf	16,600 sf	9,000 sf	6,500 sf
Skier Services	4,000 sf	-	-	-	-	500 sf	800 sf	-	5,500 sf	500 sf	-	15,500 sf	18,000 sf
<i>Staging</i>	4,000 sf	-	-	-	-	500 sf	800 sf	-	5,500 sf	-	-	14,000 sf	18,000 sf
<i>Operational Facilities</i>	-	-	-	-	-	-	-	-	-	500 sf	-	1,500 sf	-
Parking	70,000 sf	30,000 sf	26,000 sf	75,000 sf	25,500 sf	14,000 sf	12,000 sf	-	5,000 sf	7,000 sf	-	15,500 sf	16,650 sf
<i>Parking Stalls</i>	215 stalls	92 stalls	80 stalls	231 stalls	78 stalls	43 stalls	37 stalls	-	15 stalls	22 stalls	-	48 stalls	51 stalls
TOTAL GROSS AREA	374,210 sf	178,700 sf	227,500 sf	261,800 sf	125,100 sf	82,000 sf	65,300 sf	14,000 sf	33,000 sf	41,900 sf	16,600 sf	92,100 sf	94,650 sf

Program	USFS Land					
	SSB-1	SSB-2	SSB-3	G1	OPS	Kiosks
Lodging	-	-	-	-	-	-
<i>Lodging Units</i>	-	-	-	-	-	-
Residential	-	-	-	-	-	-
<i>Residential Units</i>	-	-	-	-	-	-
Commercial Facilities	40,000 sf	1,500 sf	1,000 sf	1,000 sf	-	10,000 sf
<i>Mountain Operated</i>	37,500 sf	1,500 sf	1,000 sf	1,000 sf	-	4,000 sf
<i>Privately Leased</i>	2,500 sf	-	-	-	-	6,000 sf
Skier Services	21,000 sf	41,200 sf	31,700 sf	8,450 sf	24,000 sf	-
<i>Staging</i>	9,200 sf	26,200 sf	21,500 sf	6,950 sf	-	-
<i>Operational Facilities</i>	11,800 sf	15,000 sf	10,200 sf	1,500 sf	24,000 sf	-
Parking	-	-	-	-	-	-
<i>Parking Stalls</i>	-	-	55 stalls	-	360 stalls	-
TOTAL GROSS AREA	61,000 sf	42,700 sf	32,700 sf	9,450 sf	24,000 sf	10,000 sf

Program	Parcel B	
	H3	RL
Lodging	84,500 sf	-
<i>Lodging Units</i>	100 units	-
Residential	-	84,000 sf
<i>Residential Units</i>	-	14 units
Commercial Facilities	2,500 sf	-
<i>Mountain Operated</i>	-	-
<i>Privately Leased</i>	2,500 sf	-
Skier Services	3,000 sf	-
<i>Staging</i>	2,000 sf	-
<i>Operational Facilities</i>	1,000 sf	-
Parking	40,000 sf	16,500 sf
<i>Parking Stalls</i>	110 stalls	45 stalls
TOTAL GROSS AREA	130,000 sf	100,500 sf

Program	Parcels			
	Parcel A	Parcel B	USFS	Total Area
Lodging	389,410 sf	84,500 sf	-	473,910 sf
<i>Lodging Units</i>	350 units	100 units	-	up to 450 units
Residential	776,650 sf	84,000 sf	-	860,650 sf
<i>Residential Units</i>	398 units	14 units	-	up to 412 units
Commercial Facilities	99,350 sf	2,500 sf	53,500 sf	155,350 sf
<i>Mountain Operated</i>	2,550 sf	-	45,000 sf	47,550 sf
<i>Privately Leased</i>	96,800 sf	2,500 sf	8,500 sf	107,800 sf
Skier Services	44,800 sf	3,000 sf	126,350 sf	174,150 sf
<i>Staging</i>	42,800 sf	2,000 sf	63,850 sf	108,650 sf
<i>Operational Facilities</i>	2,000 sf	1,000 sf	62,500 sf	65,500 sf
Parking	296,650 sf	56,500 sf	-	353,150 sf
<i>Parking Stalls</i>	913 stalls	155 stalls	415 stalls	1,483 stalls
TOTAL GROSS AREA	1,606,860 sf	230,500 sf	179,850 sf	2,017,210 sf

Note: All areas are gross square footages. Surface parking is included in the stall count, but not included in the parking square footage.

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DEVELOPMENT SUMMARY TABLES
Building & Totals

PROJECT #: 20-030
DRAWN BY:
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DRAWING NO:

A-1.15