

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT STATEMENT AND NOTICE OF SCOPING MEETING

Date: November 14, 2022
To: Agencies and Interested Parties
From: Town of Mammoth Lakes
Subject: Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement and Notice of Scoping Meeting for the Proposed Mammoth Main Base Redevelopment Project
Review Period: November 14, 2022 through December 20, 2022 (comments are welcome prior to close of the review period)

Mammoth Main Lodge Redevelopment, LLC and Mammoth Mountain Ski Area, LLC, acting together as the project applicant (applicant), is proposing the Mammoth Main Base Redevelopment Project (project), which would include replacement and expansion of aging buildings and infrastructure with high-quality hospitality, resort residential, and commercial uses, as well as skier services and support areas. Hospitality and related commercial uses are primarily located on private land under the jurisdiction of the Town of Mammoth Lakes (Town). Most of the skier service facilities are in the Inyo National Forest on federal land administered by the US Forest Service (Forest Service). The project requires analysis pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Town and the Forest Service have determined that the project may result in potentially significant environmental effects and, as such, will prepare a joint environmental impact report (EIR)/environmental impact statement (EIS) for the project. The Town and Forest Service will serve as the lead agencies for CEQA and NEPA compliance, respectively.

PURPOSE OF THIS NOTICE OF PREPARATION AND CONCURRENT NOTICE OF INTENT

In accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082), the Town has prepared this notice of preparation (NOP) to inform agencies and interested parties that an EIR will be prepared for the above-referenced project. The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (State CEQA Guidelines 14 CCR Section 15082[b]). CEQA requires a minimum of 30 days to respond to an NOP. This review period has been extended to 37 days.

The project location, description, and potential environmental effects are summarized below.

On or around the date of the posting of this NOP in support of the EIR, the Forest Service will be publishing a notice of intent (NOI) to prepare an EIS pursuant to NEPA. The EIS will evaluate the environmental effects resulting from the Forest Service amending the existing Special Use Permit (SUP) to allow construction and operation of proposed project elements on Forest Service land or otherwise under the jurisdiction of a Federal agency. The EIR/EIS will be prepared and considered for approval jointly by the Town and the Forest Service. The environmental review document will be prepared to comply with applicable statutory requirements—CEQA for the Town and NEPA for the Forest Service.

Responses to the NOP and the NOI will be reviewed by the Town and Forest Service when determining the scope of this EIR/EIS, including issues to be addressed and alternatives to be considered.

PROJECT LOCATION

The project area is located in the Town of Mammoth Lakes and the Inyo National Forest in Mono County (Figure 1). Mammoth Lakes is located in the Eastern Sierra region of California. The town is approximately 250 miles north of Los Angeles, 185 miles east of San Francisco, and 135 miles south of Reno. Regional access is provided from US Highway 395, which travels north-south through Reno, the Owens Valley, and the Mojave Desert in Southern California. State Route (SR) 203 provides direct access from Highway 395. The closest airports are the Mammoth Yosemite Airport, 6 miles southeast of the town along Highway 395, with scheduled charter services and the capacity for commercial flights; Eastern Sierra Regional Airport, 45 miles southeast of the town in the city of Bishop, with seasonal commercial flights; and from the Reno-Tahoe International Airport in Reno.

The project would include redevelopment of two parcels known as Parcel A (20.46 acres) and Parcel B (15.26 acres), realignment of SR 203 through Parcel A, and development both on and off the Mammoth Mountain Ski Area within a portion of the Inyo National Forest, including ski facilities and a road connecting Parcels A and B. Off-site project components would include a new parking lot and utility infrastructure. Figure 2 depicts the locations of Parcels A and B, the existing Highway 203 alignment, and the “Special Use Permit” (SUP) area south of the project site. The SUP area, with most of the existing ski facilities, is also under Forest Service ownership.

Parcels A and B are privately owned and are currently linked by a service road; they are surrounded by the Inyo National Forest, including the 3,300-acre Mammoth Mountain Ski Area (MMSA). Most of MMSA is within the SUP area. Nearby uses on Forest Service land include the adjacent Mammoth Mountain Chalets, the Devils Postpile National Monument (accessed by SR 203/Minaret Road about a mile west of the project site), and Ansel Adams Wilderness. The more developed area of the town is located approximately 2 miles east of Parcels A and B.

PROJECT BACKGROUND

MMSA started with development of rope tows in the 1940s and was expanded to a large ski resort over the next few decades. Over this time, Parcels A and B were developed with several commercial facilities. The Mammoth Mountain Inn, originally constructed in the late 1950s was followed by construction of the Yodler Restaurant; both are located on Parcel A. This parcel also includes additional lodging, base operations for the ski resort including a gondola and other ski lift facilities, and similar uses (Figure 3). Parcel B was developed with wastewater treatment ponds and includes undeveloped forested land (Figure 4). Parcels A and B were originally on Forest Service land, developed under a Special Use Permit (SUP).

In the late 2000s, as the original facilities began to meet their project life and the expectations of guests evolved, the project applicant embarked on an initiative to rebuild the mountain’s main base. To facilitate this, the applicant and the Forest Service together initiated a strategy to transfer Parcels A and B from public to private ownership. The “Mammoth Base Land Exchange” was completed in March 2020 and included the exchange of 35.7 acres of Forest Service land (Parcels A and B) for 1,213.2 acres of private land. Parcels A and B are now private land owned by the applicant.

PROJECT DESCRIPTION

Parcels A and B (Private Land)

The applicant proposes to redevelop Parcels A and B as well as construct new ski facilities at MMSA. A specific plan is proposed for Parcels A and B. A specific plan is a planning document that addresses land use, infrastructure, development standards, and implementation measures for a particular geographic area. A specific plan must be consistent with the General Plan.

Existing development on Parcel A would be replaced with a mix of expanded uses in buildings ranging from 2 to 8 stories tall. Proposed uses include two hotels and a range of resort residences and resort residential

amenities (Figure 5). A mix of retail, dining, entertainment, skier services, and recreation options are proposed and are intended to be provided within a pedestrian-scaled core. Other proposed uses include a skating/activity track and an “Adventure Center” where guests can learn about available recreational activities within the resort as well as in the adjacent forest areas. A transportation center, bus turnaround, and underground parking as well as emergency access for ski patrol is proposed. Up to 1,000,000 square feet (sq ft) of development, including up to 250 hotel keys, 164 resort residential units, 95,000 sq ft of commercial facilities, and 105,000 sq ft of skier services facilities are proposed on Parcel A. SR 203 would be re-aligned through this parcel.

Parcel B would be connected to Parcel A with a new road (on Forest Service land) and would include new resort residential uses of lower intensity compared to Parcel A. Up to 45 units would be constructed, including both single-family and multi-family structures in a total of 15 buildings (1 to 3 stories tall). Up to 5,000 sq ft of commercial development is proposed.

Parcel B would also include a new high-level wastewater treatment facility and ponds (Figure 6). Treated effluent would be used for snowmaking, irrigation, and, if necessary, wildfire suppression.

Forest Service Special Use Permit Area

Additional development is proposed on Forest Service land, within the existing MMSA SUP area; see Figure 7. Proposed uses on Forest Service land include:

- ▲ Base Redevelopment Area: The relocated gondola and Chair Lift 11 bottom terminals, a new skier service building, along with several kiosks located along a promenade between Parcel A and the ski area.
- ▲ New Big Bend parking area and mountain operations building and Big Bend Relayer lift, a detachable quad chairlift, with associated ski run improvements and snowmaking to support a new beginner ski school teaching area between the new skier services building and the Big Bend parking area.
- ▲ Utilities: An aboveground water storage tank near the Top terminal of Chair Lift 11 with associated water mains between Parcel A and the water storage tank; and a reclaimed water main from the proposed wastewater treatment plant located on Parcel B up to the existing snowmaking water storage reservoir at mid-mountain adjacent to McCoy Station.
- ▲ Ski Area Improvements: A new 10-passenger detachable gondola is proposed to replace the existing Panorama Gondola in its entirety on a parallel alignment immediately east of the existing. The Panorama Gondola replacement will also include building terminal additions to the east side of the existing Mid and Top Gondola Stations.

Base Redevelopment Area

The existing Panorama Gondola lower terminal and Chair 11 lower terminal are proposed to be relocated from Parcel A on to adjacent Forest Service lands. Chair 11 will remain in its existing alignment and slightly shortened. The Panorama Gondola will be replaced in a new parallel alignment as previously described. The intent is to create a more unobstructed area for the ski beach and walkable Base Camp Core. Several kiosks are proposed to line the ski beach and pedestrian core to provide convenient retail and food options.

A skier services building (2 to 3 stories tall) is proposed at the eastern boundary of the new snow front on the Forest Service Permit Area, replacing much of the functionality of the existing Main Lodge building, which will be removed entirely. Ski school facilities would be located slope-side of the building. Figures 8 and 9 depict the existing area and proposed layout of the base area, respectively. New snowmaking facilities, utilizing reclaimed water from Parcel B, would be added to the base area, to provide coverage on the proposed ski runs of the new beginner ski school area as previously described.

Big Bend

A new, 24,000 sq ft mountain operations building for administration and employees is proposed to be located within the Forest Service Permit Area at the area known as “Big Bend” (Figure 9). A 360-stall surface parking lot is also proposed.

A new, above ground water storage reservoir is proposed to be constructed to the south and west of Parcel A (Figure 10) to provide water for potable and fire suppression infrastructure for buildings on Parcels A and B and Forest Service permit areas.

Phasing

The project would be developed in multiple phases. Construction of the first phase is proposed to begin by approximately 2026, depending on the ultimate timing of project approvals. Subsequent phases would be developed subject to market conditions and other environmental factors (e.g., snow fall).

POTENTIAL ENVIRONMENTAL IMPACTS

The EIR/EIS will describe the direct and indirect potentially significant and significant environmental impacts of the proposed project. Based on initial review of the project, the Town and Forest Service have determined that the project will result in potentially significant environmental impacts in the following topic areas, which will be further evaluated in the EIR/EIS:

Aesthetics

The project area is located within a scenic alpine setting, with steep mountains, jagged peaks, meadows, and seasonal creeks. The proposed project includes development of resort uses, single-family residential, and commercial uses, as well as skier services and support areas that would alter the viewshed. The project may result in adverse effects to scenic vistas and would change the existing visual character within the project area. In addition, the proposed project would include new light sources that could increase light and glare and could adversely affect nighttime views, increasing “sky-glow” and disturbing nearby residents and motorists. These issues will be evaluated in the EIR/EIS.

Air Quality

During construction of the proposed project, criteria air pollutant emissions would be temporarily and intermittently generated. Project construction of this scale could potentially conflict with Great Basin Unified Air Pollution Control District’s Air Quality Maintenance Plan (AQMP) for the Town of Mammoth Lakes. Operation of the proposed project would result in air pollutant emissions from project-generated motor vehicle trips, area sources such as propane gas consumption, and stationary sources. Project operation could also potentially conflict with the AQMP. Some existing facilities would be replaced by more efficient infrastructure which could improve some existing emissions sources. Construction- and operations-related emissions could adversely affect sensitive receptors in the vicinity. Nearby sensitive receptors include residences and lodging facilities. These issues will be evaluated in the EIR/EIS.

Biological Resources

Special-status plant or wildlife species could potentially occur in the project area. Additionally, the surrounding forested mountain areas—while disturbed due to resort development and ski use—provide habitat for special-status plant and wildlife species and could be indirectly affected by project implementation (e.g., disturbance of nesting birds during construction). Implementation of the proposed project could result in disturbance or take of special-status species or disturbance or removal of suitable habitat for these species or interference with wildlife movements.

The project could potentially remove, fill, or hydrologically interrupt wetlands identified in the project area and could potentially affect jurisdictional waters.

The Town’s Tree Removal and Protection Ordinance (Municipal Code Section 17.36.140) is meant to protect and regulate the removal of certain trees, based on the important environmental, aesthetic, and health

benefits that trees provide to Town residents and visitors, and the contribution of such benefits to public health, safety, and welfare. In accordance with this ordinance, either a tree removal permit or a tree removal and protection plan is required before removing trees on private or public property. Implementation of the project could result in removal of trees protected under this ordinance. These issues will be evaluated in the EIR/EIS.

Cultural Resources

Though much of the project area is on extensively disturbed land, the project area is considered archaeologically sensitive. An archaeologist will conduct a records search followed by a field survey of the entire project area to identify any previously recorded cultural resources known to exist within or adjacent to the project area. It is possible that subsurface cultural resources could be located in the project area. Removal of the existing surface material during grading and excavation activities could damage potential subsurface archaeological resources. Additionally, one or more buildings located in the project area and proposed for demolition as part of the proposed project are more than 50 years old and could be considered potentially eligible historical resources. These issues will be evaluated in the EIR/EIS.

Energy

The proposed project would require consumption of energy and fuels during construction and would increase the long-term demand for propane and electricity during project operation. The EIR/EIS will include an analysis of the project's anticipated energy demands, including consideration of the use of more energy efficient facilities, and determine whether the project would be likely to result in a wasteful or inefficient use of energy.

Geology, Soils, and Mineral Resources

The project area could contain active faults that could potentially rupture, causing damage to buildings in the immediate vicinity. If an earthquake occurred on one of these faults, it could expose people or structures to potential substantial adverse effects, including ground shaking, ground failure, and liquefaction. The project area could also include unstable or expansive soil units that could affect structures. Also, depending on wind and rain conditions, grading activities and improvements could result in the potential for erosion and sedimentation of site soils both on- and off-site. These impacts will be evaluated further in the EIR/EIS.

Greenhouse Gases and Climate Change

Greenhouse gas (GHG) emissions generated by the proposed project during construction would predominantly be in the form of carbon dioxide (CO₂). Emissions would be associated with mobile-source exhaust from construction worker commute trips, truck haul trips, and equipment used in the project area (e.g., excavators, graders). Operation of the proposed project would add mobile sources of GHGs associated with an increased number of employees, guests, and potential residents. The proposed project would also result in GHG emissions from area sources such as propane consumption (for heating and cooking), stationary equipment such as operating internal combustion engine powered generators, and off-site emissions from utility providers. Some facilities would be replaced with more energy efficient sources. These issues will be evaluated in the EIR/EIS.

Hazards and Hazardous Materials

Past operations at the project area could have resulted in elevated concentrations of hazardous constituents, such as petroleum hydrocarbons. Several aboveground storage tanks and underground storage tanks are located in the project area. Hazardous materials, including various products such as paints, solvents, glues, and cements, would be stored, used, and transported in varying amounts during construction and long-term operation of the proposed project. In addition, the project could generate substantial vehicular traffic (both during construction and long-term project operation) and could result in construction-related road closures. For this reason, the proposed project could interfere with an adopted emergency response plan or evacuation plan, such as the *Town of Mammoth Lakes Emergency Operations Plan (2017)* and the *Mammoth Lakes, CA Community Wildfire Protection Plan Update (2019)*. These issues will be evaluated in the EIR/EIS.

Hydrology and Water Quality

The project area drains into Dry Creek. Construction activities could result in soil erosion, siltation, or flooding. Specifically, construction activities such as grading could result in disturbance of soils and sediments that could be carried into surrounding water bodies during storm events. Further, accidental discharges of construction-related fuels, oils, hydraulic fluid, and other hazardous substances could contaminate stormwater flows or increase siltation in nearby water bodies, resulting in a reduction in stormwater quality on or downstream of the project area. New impervious surfaces that would be constructed as part of the project could increase the volume of runoff coming from the project area or alter the drainage pattern of the project area sufficiently to result in increased erosion or siltation. Runoff could contain oils, grease, fuel, sediments, brake dust, and other potential water pollutants. During storm events, these pollutants could be carried to Dry Creek. Use of groundwater to provide water supply for the project could affect water levels within Dry Creek. Finally, the project proposes to incorporate a reclaimed water system to store and use reclaimed water for irrigation, snowmaking, and wildfire response. The EIR/EIS will evaluate these issues, as well as the potential to place housing or other structures within a 100-year flood hazard area.

Land Use and Forestry Resources

The proposed land use plan could result in inconsistencies with the *Town of Mammoth Lakes General Plan* (most recently amended in 2020), including development of incompatible land uses or land use conflicts. Tree removal would be required to construct the proposed Specific Plan. Moreover, the proposed project includes establishing a new General Plan land use designation(s) and zoning for portions of the project area. Further, portions of the project area are located on the Inyo National Forest, and the project will need to be evaluated for consistency with the Forest's Land and Resource Management Plan (Forest Plan) as well as any other applicable Inyo National Forest planning documents. These issues will be evaluated in the EIR/EIS.

Noise

Construction-related noise sources would include both mobile and stationary on-site equipment (e.g., bulldozers, backhoes, front end loaders, graders, pavers, generators, and compressors), as well as impact tools. Construction would also generate truck trips associated with the delivery of supplies and hauling away of excess fill and construction debris. Construction noise levels could potentially exceed the maximum noise standards identified in the Town's Noise Ordinance (Municipal Code Chapter 8.16). Project operation would result in additional guests and employees and associated daily vehicle trips. Additionally, the project includes relocation of operations and maintenance facilities, which could generate noise that could disturb nearby sensitive land uses. The project's long-term operations could result in the exposure of people to additional long-term operational noise levels, and additional noise may exceed the applicable Town noise standards. These issues will be evaluated in the EIR/EIS.

Population, Employment, and Housing

The proposed project would increase the Town's population through the establishment of new residences and businesses as well as the extension of roads and other infrastructure. Additionally, the proposed project would require additional employees, necessitating construction of employee housing, within the Town or in nearby communities. Impacts associated with population and employment increases will be evaluated in the EIR/EIS.

Public Services and Utilities

The proposed project would increase the demand for public services, including fire and police protection services. The EIR will assess the degree to which affected public service providers can adequately serve the project.

Water supply and wastewater treatment demands will be quantified for the project to determine utility system capacities and evaluate the effect of development on current service levels. A Water Supply Assessment will be prepared to determine the project's water demand and whether available supplies are sufficient to meet project demands. In addition, the proposed project would require consumption of energy

and fuels during construction and would increase the long-term demand for propane, electricity, and telecommunications during project operation. These issues will be evaluated in the EIR/EIS.

Recreation

The proposed project has the potential to affect the existing recreational experience within MMSA's SUP area and nearby NFS lands. Additionally, the project includes improvements related to trails and pedestrian paths and as well as new ski lifts and terrain, the construction of which could have an adverse physical effect on the environment. These issues will be evaluated in the EIR/EIS.

Transportation

Project construction would result in construction worker commute trips and haul truck trips (for delivery and transport of materials and equipment) to and from the project area, resulting in increased vehicle miles traveled (VMT) per service population. Traffic associated with project operation would include the trips generated by new employees, guests, and potential residents, thereby increasing VMT compared to existing conditions. Similar to project construction, long-term project operation could result in adverse roadway conditions, including increased VMT, an increase in traffic hazards, roadway degradation, and reduced emergency access, due to increase in traffic volumes. A detailed traffic analysis that evaluates local and more regional transportation impacts will be performed for the project, and this issue will be evaluated in the EIR/EIS. Impacts associated with potential conflicts with alternate transportation modes (e.g., pedestrians, bicyclists, transit) as well as potential conflicts with Town policies regarding parking sufficiency will also be evaluated in the EIR/EIS.

Tribal Cultural Resources

In compliance with Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52, Statutes of 2014), the Town has notified interested Native American tribes of the project and will conduct any requested consultation. Concurrently, the Forest Service has notified interested Native American tribes of the project in compliance with Section 106 of the National Historic Preservation Act. Based on the results of this consultation, the EIR/EIS will evaluate potential impacts to tribal cultural resources.

Wildfire

The project would result in the placement of resort residential buildings and other structures that would contain substantial numbers of people in a wildland area, thereby potentially exposing people and structures to a risk of wildland fire. These issues will be evaluated in the EIR/EIS.

Socioeconomics and Environmental Justice

CEQA does not require the analysis of socioeconomics and environmental justice; therefore, this section would be prepared to satisfy the Forest Service's obligation to evaluate this issue under NEPA. Project implementation has the potential to affect not only the physical environment but also the socioeconomic environment, due to the public use of private and National Forest System lands in the project area and the economies and societies of adjacent communities. Issues such as Town/County tax revenue, tourism, and visitor spending will be evaluated in the EIR/EIS.

Cumulative Impacts

Implementation of the proposed project could potentially result in significant impacts to the above resource areas. When taken together with the effects of past projects, other current projects, and probable future projects, the project's contribution to the overall cumulative effect of all these activities could be considerable. These issues will be evaluated in the EIR/EIS.

ALTERNATIVES TO BE EVALUATED IN THE EIR/EIS

In accordance with the State CEQA Guidelines and NEPA, the EIR/EIS will describe a range of reasonable alternatives to the proposed project that are capable of meeting most of the projects' objectives and that would avoid or substantially lessen any of the significant effects of the project. The EIR/EIS will also identify

any alternatives that were considered but rejected by the lead agencies as infeasible and briefly explain the reasons why. The EIR/EIS will provide an analysis of the No Project Alternative and will also identify the environmentally superior alternative. The analysis of each alternative will be conducted at a comparable level of detail consistent with the requirements of NEPA.

POTENTIAL PERMITS AND APPROVALS REQUESTED

The project applicant is requesting the following actions and approvals from the Town:

- ▲ certification of a Final Environmental Impact Report;
- ▲ adoption of a Mitigation Monitoring and Reporting Program;
- ▲ approval of the Specific Plan;
- ▲ approval of a District Zoning Amendment;
- ▲ approval of a General Plan Amendment;
- ▲ approval of a Development Agreement; and
- ▲ approval of tentative maps, design review, grading permits, and buildings permits; other approvals of project elements that are consistent with the Specific Plan may also be sought.

The Forest Service will make the following decisions related to the project:

- ▲ whether to approve, approve with modifications, or deny the proposed activities within MMSA's existing SUP; and
- ▲ whether to prescribe conditions needed for the protection of the environment on NFS lands.

In addition, permits and approvals may be required from the following federal, state, and local agencies:

Federal

- ▲ **US Army Corps of Engineers:** Compliance with Section 404 of the Clean Water Act for discharge of fill to Waters of the US and/or fill of any wetlands that cannot be avoided by the project; including compliance with Section 106 of the National Historic Preservation Act, in coordination with the California State Office of Historic Preservation, for effects to eligible cultural or historic resources.
- ▲ **US Environmental Protection Agency:** Concurrence with Clean Water Act Section 404 permit if waters of the US and wetlands cannot be avoided.
- ▲ **US 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 Fish and Wildlife, Region 6:** 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.
- ▲ **California Department of Transportation, District 9:** Approvals related to the proposed realignment of SR 203 (Minaret Road) and potential encroachment permits for activities in the SR 203 right of way.
- ▲ **California State Office of Historic Preservation:** Compliance with Section 106 of the National Historic Preservation Act (for any federal action, such as issuance of a Section 404 permit).
- ▲ **Lahontan Regional Water Quality Control Board:** 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 if a 404 permit is sought or waste discharge requirements.

Local

- ▲ **Great Basin Unified Air Pollution Control District:** Authority to construct (for devices that emit air pollutants); permit to operate; and Air Quality Management Plan consistency determination.
- ▲ **Mammoth Lakes Fire Protection District:** Approval of building permits and coordinated review of the Specific Plan through the Town's process.
- ▲ **Mono County Local Agency Formation Commission:** Approval of annexation into the local agency service districts, if required.
- ▲ **Southern California Edison:** Approval for expansion/addition of service.

DOCUMENT AVAILABLE FOR PUBLIC REVIEW

The NOP is available for public review on the following websites:

- ▲ Town of Mammoth Lakes: <https://www.townofmammothlakes.ca.gov/1155/Mammoth-Main-Base-Redevelopment>
- ▲ Forest Service: <https://www.fs.usda.gov/project/?project=62406>

PROVIDING COMMENTS

Agencies and interested parties may provide written comments on topics to be addressed in the EIR/EIS for the project. Because of time limits mandated by State law, comments should be provided no later than 5:00 p.m. on **December 20, 2022**. Comments may be submitted on the Inyo National Forest project website at <https://www.fs.usda.gov/project/?project=62406> by clicking on “Comment/Objection on Project” on the right side of the page. Comments submitted via this website will be shared with the Town of Mammoth Lakes. All comments on environmental issues received during the public comment period will be considered and addressed in the Draft EIR/EIS.

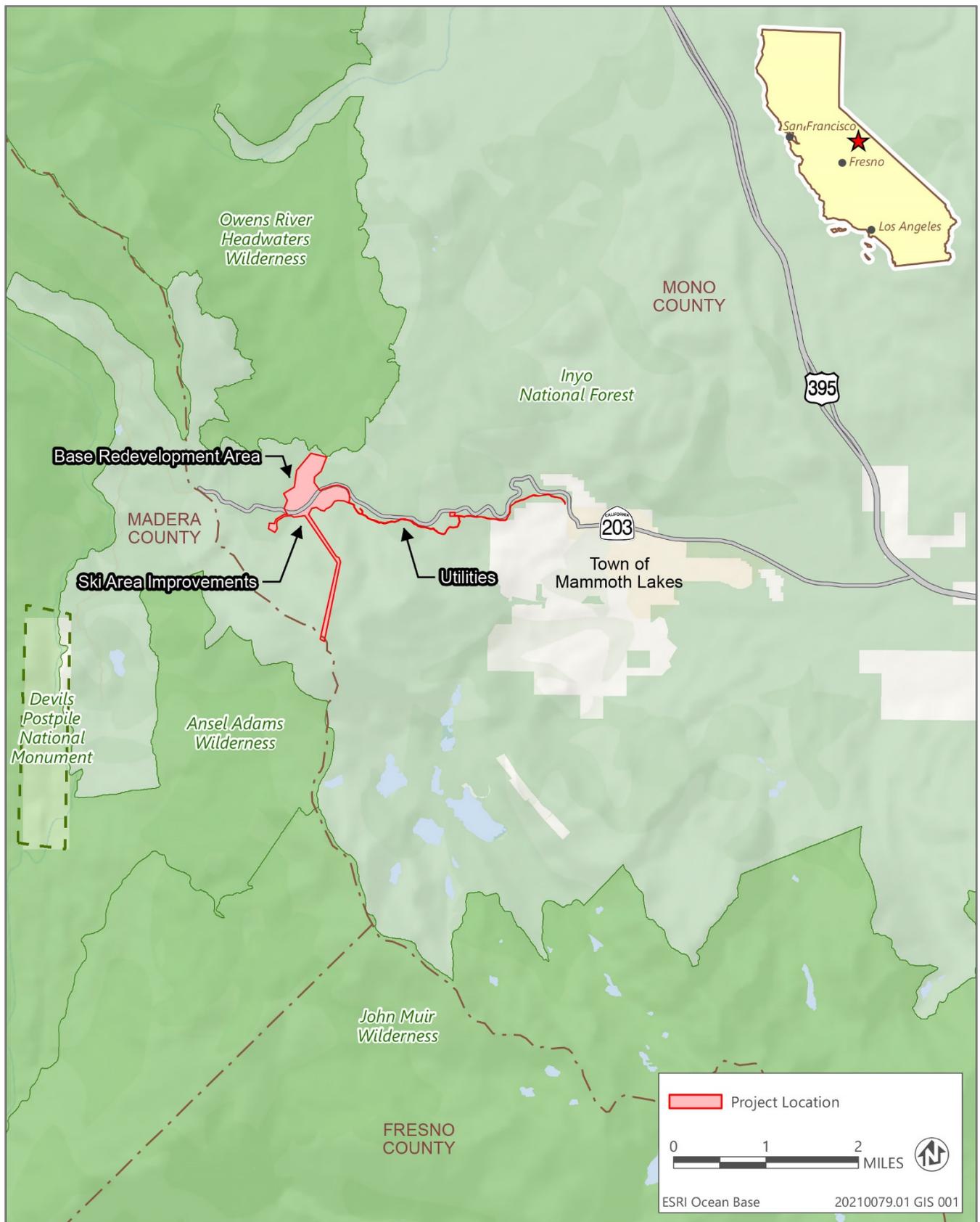
PUBLIC SCOPING MEETING

A public scoping meeting will be held by the Town and Forest Service to inform interested parties about the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR/EIS. The meeting time and location are as follows:

November 30, 2022
 6:00 p.m. to 8:30 p.m.
 Town of Mammoth Lakes Town Council Chambers
 437 Old Mammoth Road, Suite Z
 Mammoth Lakes, CA 93546

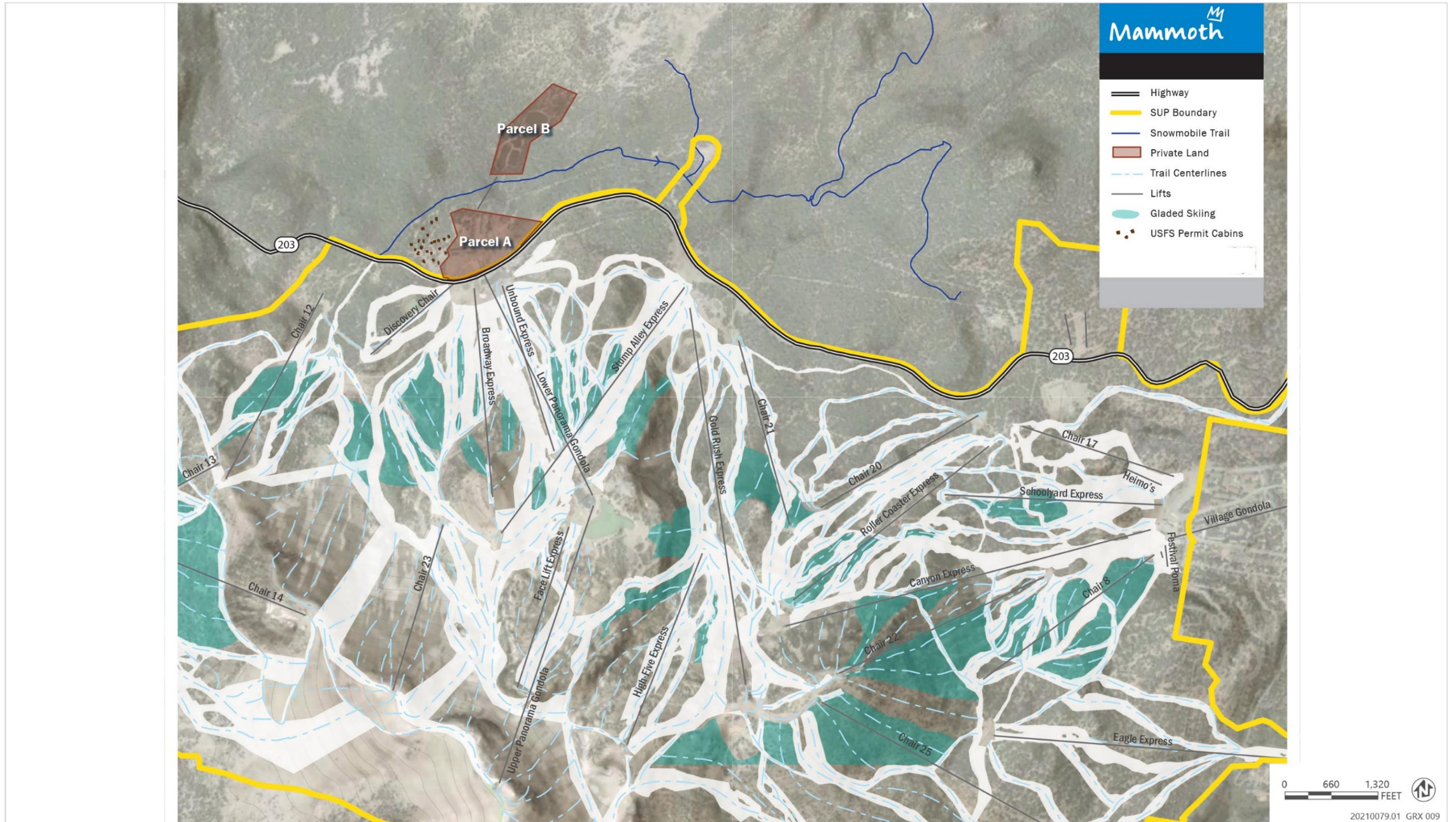
In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town Clerk at (760) 965-3602. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 13.102-35.104 ADA Title II). A Spanish speaker will be available for interpretation assistance at the meeting.

For more information, visit the project website or contact the Forest Service project lead, Tyler Lee, at tyler.lee@usda.gov; or the Town of Mammoth Lakes project contact, Jen Murillo, at jmurillo@townofmammothlakes.ca.gov.



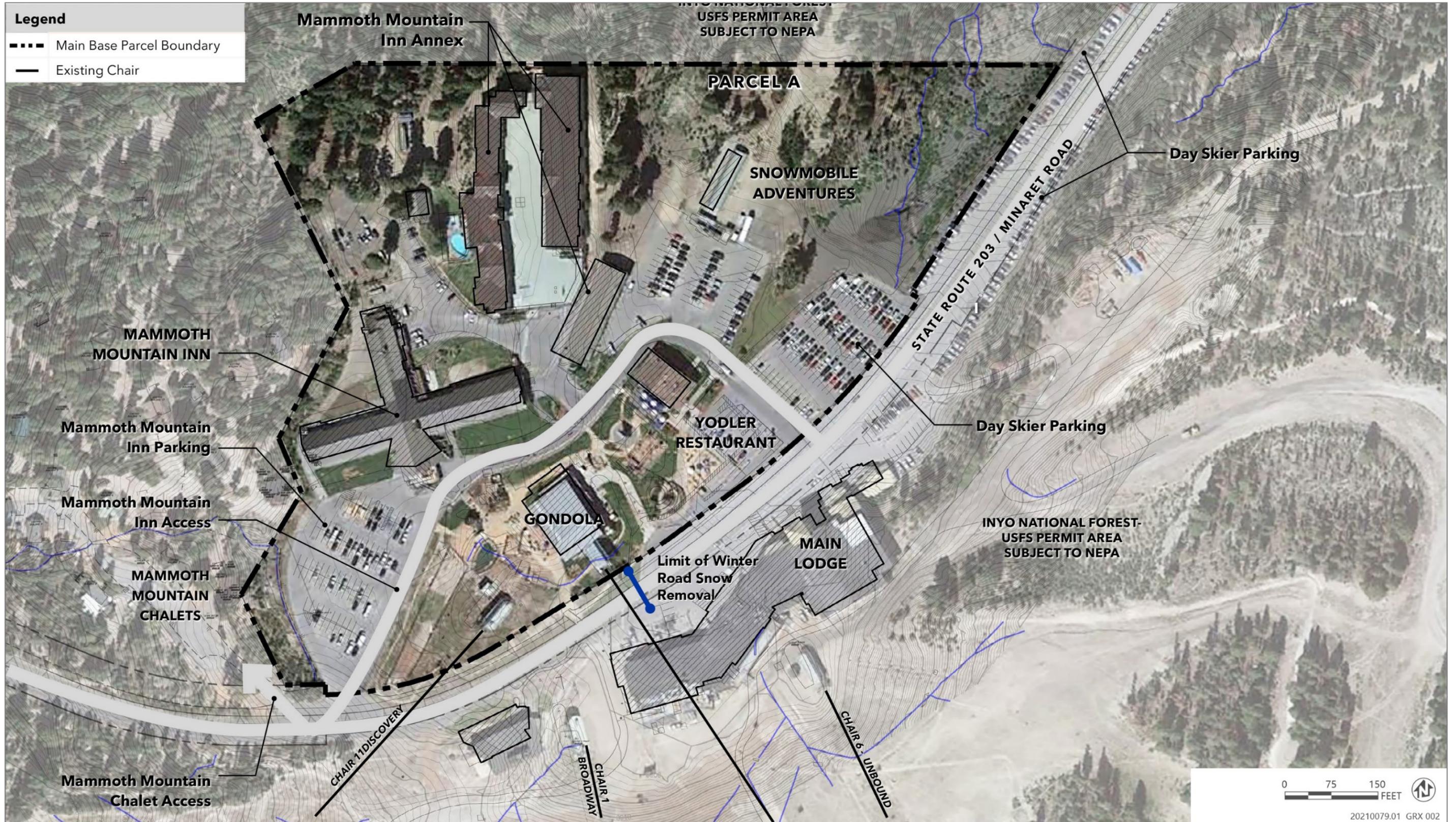
Source: Adapted by Ascent in 2022.

Figure 1 Project Location



Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 2 Existing Mountains Conditions



Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 3 Parcel A Existing Conditions



Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 4 Parcel B Existing Conditions



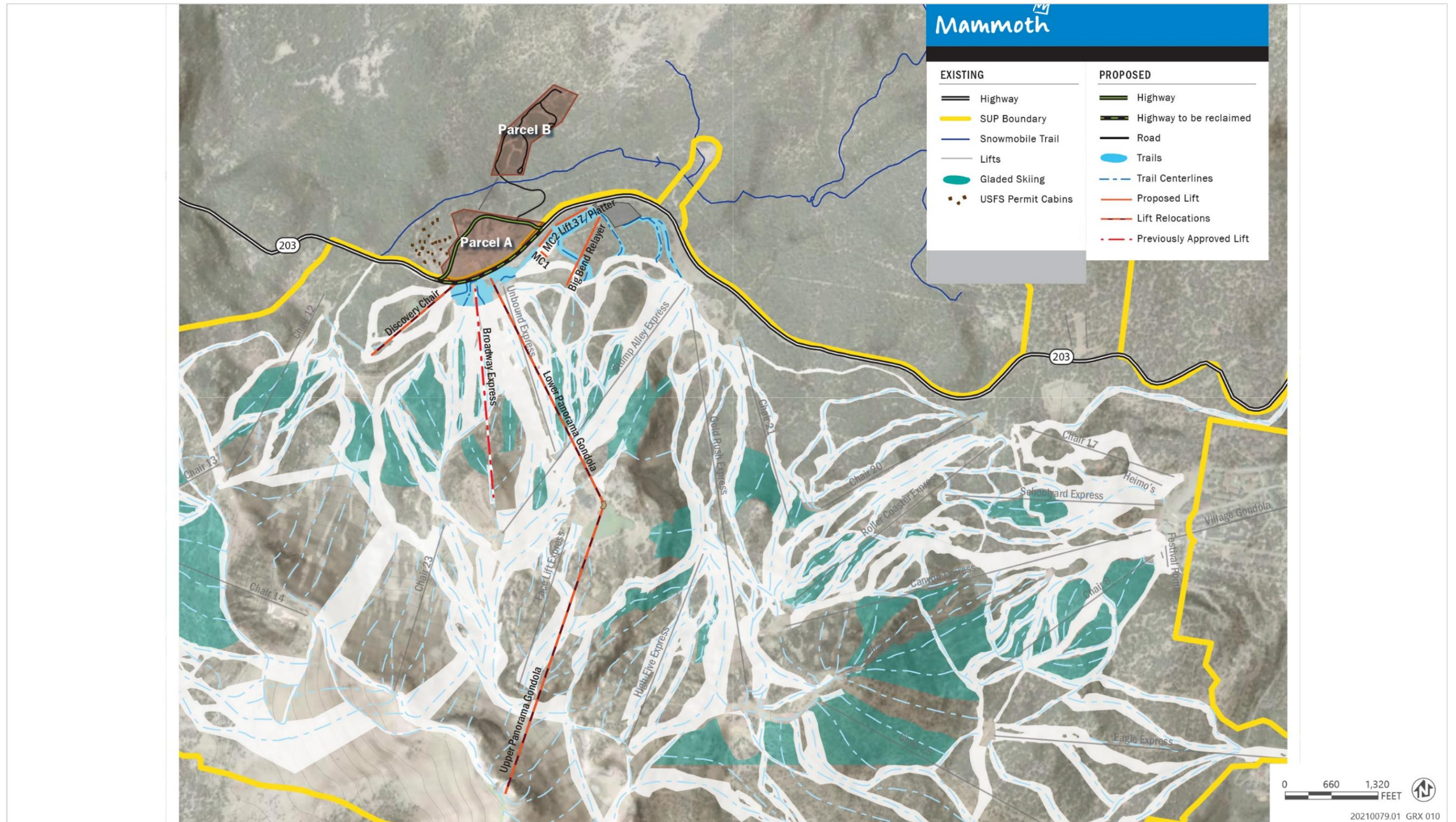
Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 5 Parcel A Conceptual Building Uses



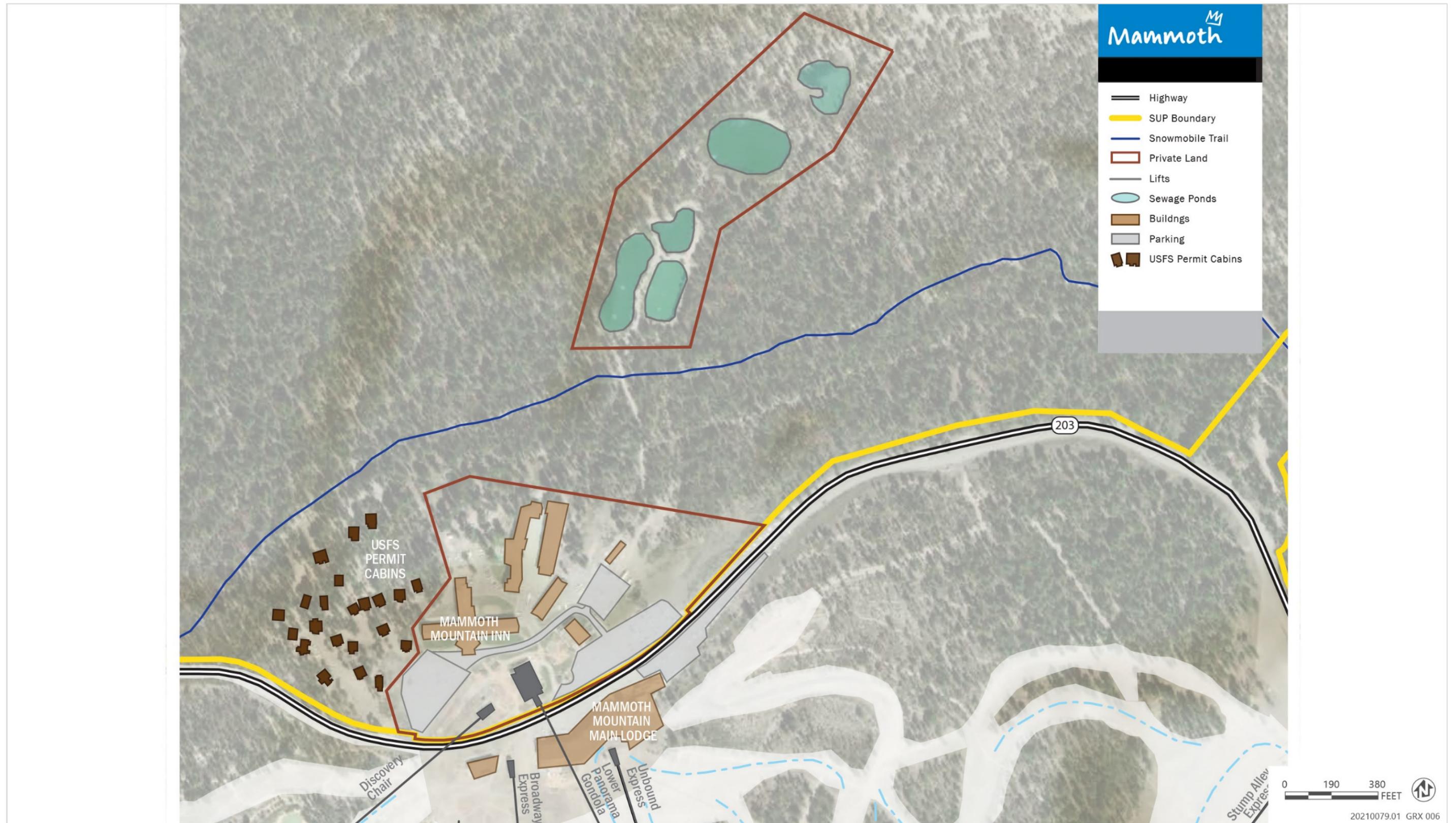
Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 6 Parcel B Illustrative Concept Plan



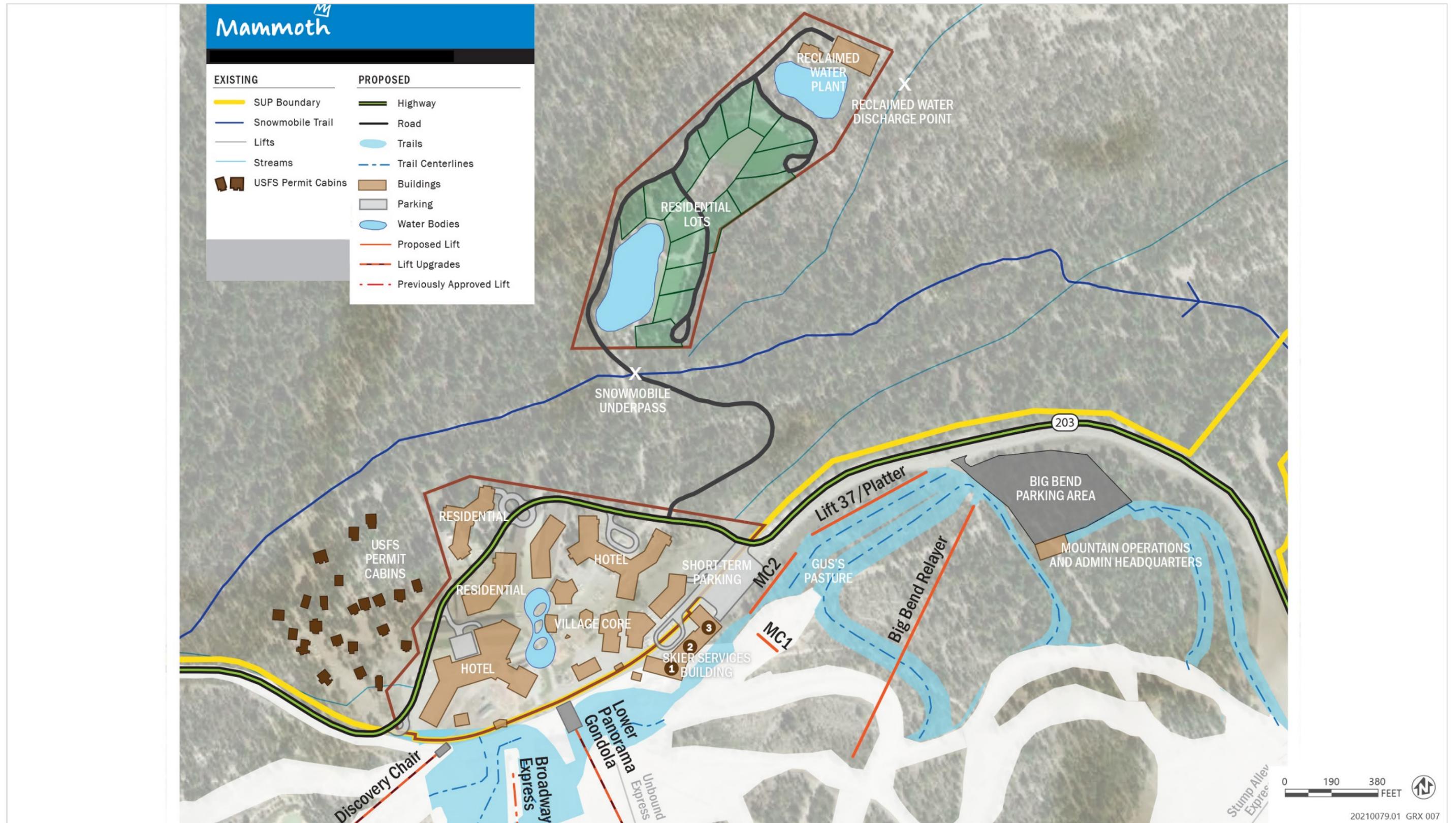
Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 7 Proposed Mountain Conditions



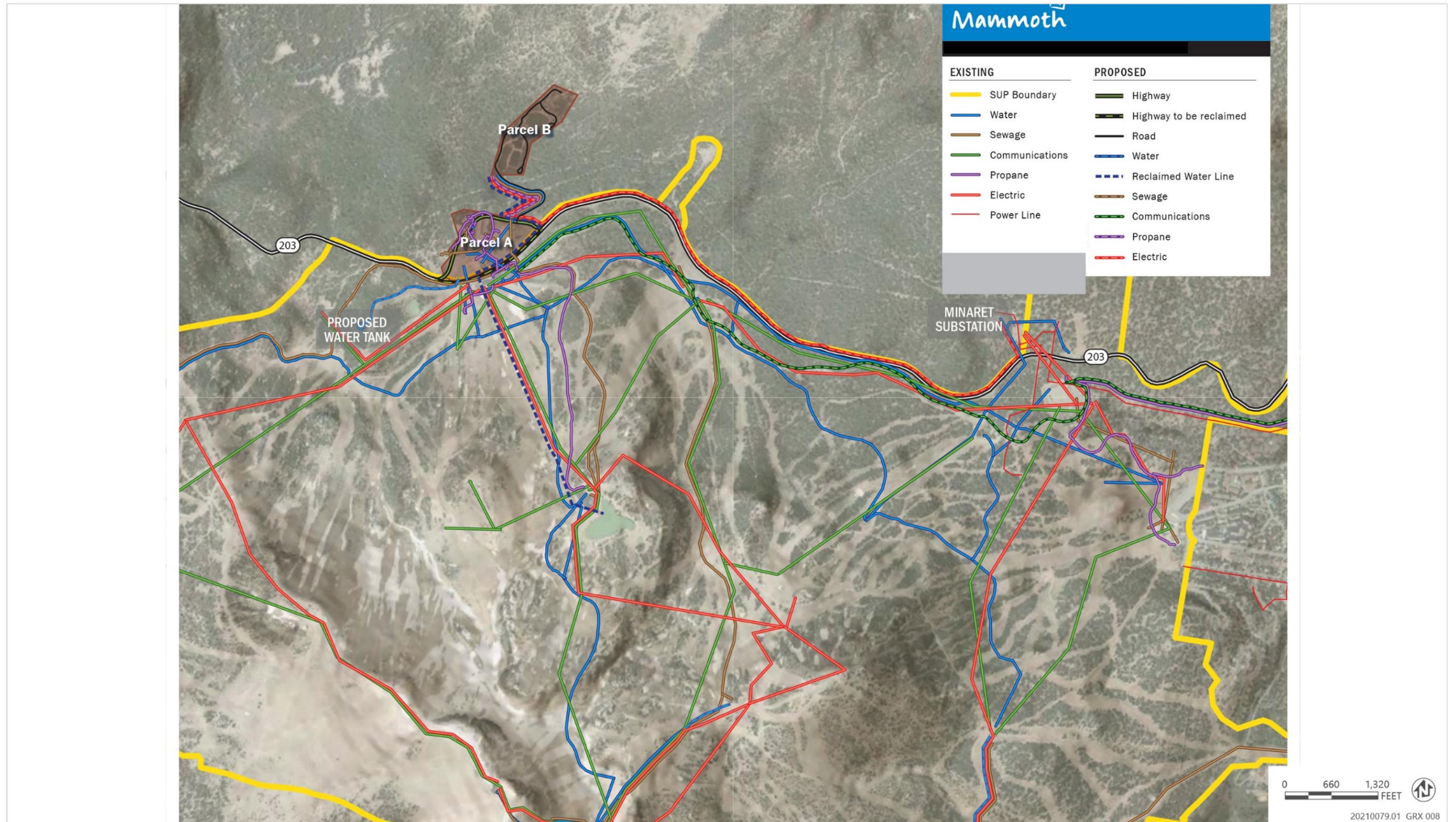
Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 8 Existing Main Lodge Base Area



Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 9 Proposed Main Lodge Base Area



Source: Provided by Mammoth Mountain Ski Area in 2022.

Figure 10 Existing and Proposed Utilities