

LVFPD, and the MLFPD prior to construction. In consultation with the local agencies, the USFS will determine any additional BMPs that shall be implemented. The Fire Protection and Prevention Plan shall include, but not be limited to, the following:

1. Requirement for the number and size of water trucks equipped with 50 feet of fast response hose with fog nozzles that shall be maintained on-site during construction for immediate response to fire incidents
2. Training of all construction workers on fire prevention methods, the proper use of firefighting equipment and procedures to be followed in the event of a fire.
3. Maintenance of fire extinguishers and fire-fighting equipment at each construction site sufficient to extinguish small fires.
4. Definition of appropriate defensible spaces that shall be maintained around permanent structures for acceptable wildland fire protection

There would be no adverse secondary impacts of **Mitigation Measures PHS-1** and **PHS-2**.

Recreation

Mitigation Measure REC-1: ORNI 50, LLC shall post informational materials about the CD-IV Project at, but not limited to: nearby recreation sites / campgrounds, access points, the Mammoth Lakes Trail System website, and the Mammoth Welcome Center. This material shall include construction schedules and safety information regarding trucks and other heavy equipment use on local roads and NFSRs, and identify route closures. Signage shall be designed to function during winter and non-winter conditions, and shall be consistent with USFS and Town of Mammoth signage requirements, as appropriate. In addition, construction vehicle speed shall be limited to 15 miles per hour; with temporary signage warning construction vehicles to reduce speeds in areas with blind corners, narrow roads, or hills.

Mitigation Measure REC-2: ORNI 50, LLC shall monitor all pipeline routes for evidence of OHV use and if such use is identified, further OHV use shall be prevented through posting of signs and the physical blocking of access, or other restriction measures. ORNI 50, LLC shall also monitor revegetation of pipeline alignments and replant vegetation if necessary.

Mitigation Measure REC-3: ORNI 50, LLC shall provide information regarding pipeline crossing locations and road closures at, but not limited to: nearby recreation sites / campgrounds, access points, the Mammoth Lakes Trail System website, and the Mammoth Lakes Visitor Center. Signage shall be designed to function during winter and non-winter conditions, and shall be consistent with USFS and Town of Mammoth signage requirements, as appropriate. In addition, operational vehicle speed shall be limited to 15 miles per hour road and signage shall be installed, consistent with USFS and County requirements. ORNI 50, LLC shall also coordinate with the Town of Mammoth and the USFS to ensure that a Shady Rest OSV staging area and access to the staging area is plowed to provide winter access. In addition, banks formed by road plowing shall be shaped such that crossing grade changes are gradual in areas where cross country use is prevalent.

In addition, implement **Mitigation Measures VIS-1** through **VIS-3**.

Socioeconomics and Environmental Justice

None required.

Traffic/Access/Circulation

Mitigation Measure TRA-1: Prior to construction and/or decommissioning, ORNI 50, LLC shall develop a Coordinated Transportation Management Plan and work with Mono County to prepare and implement a transportation management plan for roadways adjacent to and directly affected by the planned CD-IV Project facilities, and to address the transportation impact of the overlapping construction projects within the vicinity of the CD-IV Project in the region. The transportation management plan shall include, but not be limited to, the following requirements:

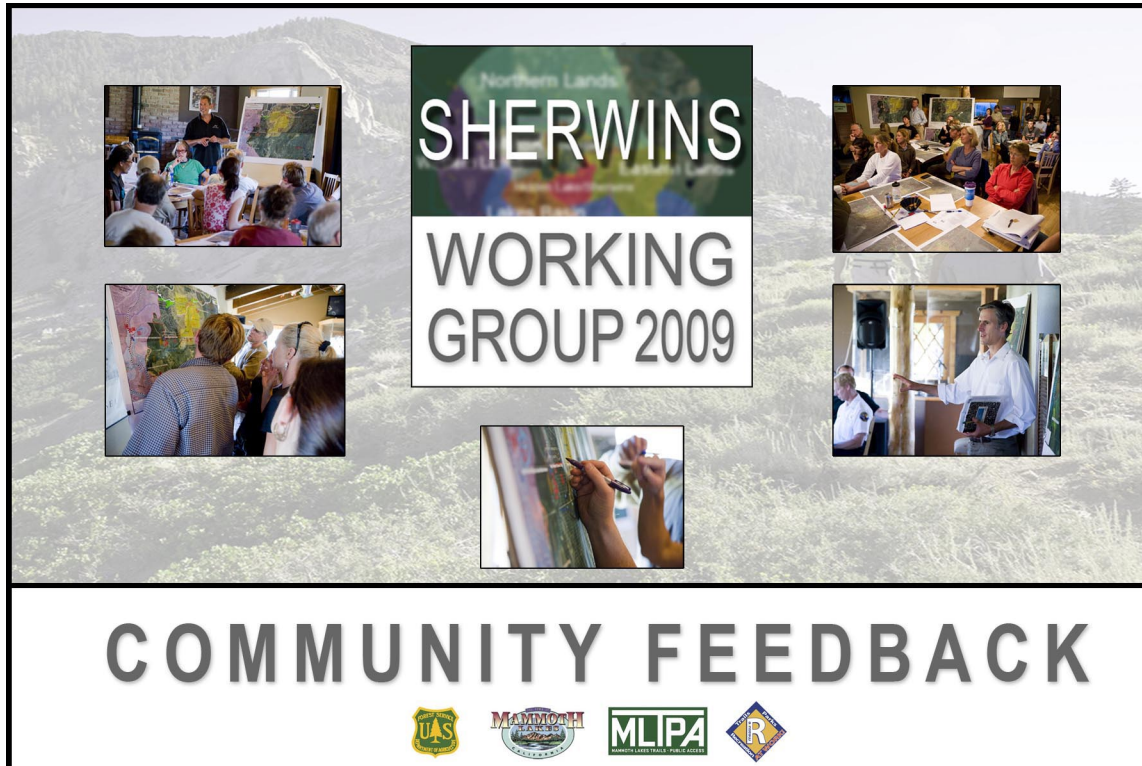
1. Coordination of individual traffic control plans for the Project and nearby projects.
2. Coordination between the contractor and Mono County in developing circulation and detour plans that include safety features (e.g., signage and flaggers). The circulation and detour plans shall address:
 - a. Full and partial roadways closures
 - b. Circulation and detour plans to include the use of signage and flagging to guide vehicles through and/or around the construction zone, as well as any temporary traffic control devices
 - c. Bicycle/Pedestrian detour plans, where applicable
 - d. Parking along public roadways
 - e. Haul routes for construction trucks and staging areas for instances when multiple trucks arrive at the work sites
 - f. Repairing and restoring affected roadway rights-of way to their original condition or better after construction and decommissioning are completed, where applicable.
3. Protocols for updating the transportation management plan to account for delays or changes in the schedules of individual projects.

Utilities and Public Services

None required.

Visual/Aesthetics

Mitigation Measure VIS-1: Landscape Plan. Prior to construction, ORNI 50, LLC shall prepare, submit for approval by the USFS, and implement a landscape plan that includes planting of native trees and shrub vegetation at select locations to further screen well site facilities and the geothermal pipeline from view from Sawmill Cutoff Road (NFSR 03S08), Sawmill Road (03S25), Shady Rest Park, U.S. Highway 395, SR 203, and Knolls Loop. The landscape plan shall be coordinated with the revegetation plan (refer to **Mitigation Measure VEG-1**) including a monitoring and reporting plan. Permanent fencing shall be precluded to reduce potential barriers to wildlife. To minimize adverse visual effects from



WINTER NARRATIVE

Final Draft
November 3, 2009

Map ID #	Description
8	<p>CONCEPT: Grooming on Old Mammoth Road from the Mill City staging area (Winter Map ID #6) to the Lakes Basin</p> <p>Groom over the existing Old Mammoth Road alignment from the Mill City staging area to the intersection of Old Mammoth Road and Lake Mary Road. This will be corduroy only (no Nordic track) that will be open to non-motorized use only until April 17, when the Lakes Basin opens for OSV use.</p> <p>RATIONALE: Grooming this portion of Old Mammoth Road will facilitate connectivity to the Lakes Basin for non-motorized users, as it will provide an easier surface on which to cross-country ski, snowshoe, or skin. Following the existing road alignment will allow grooming to occur with a low snow threshold, keeping this access/egress corridor open longer than would be possible if it were groomed over vegetation.</p>
9a	<p>CONCEPT: Non-motorized stacked-loop trail system in the meadow</p> <p>Articulate a stacked-loop trail system from the borrow pit staging area (see Winter Map ID #1), along the base of the Sherwins to the Tamarack Street trailhead (see Winter Map ID #5c), and back to the borrow pit staging area. Facilities will include signage and some maintenance; a specific grooming program will be developed to provide a quality experience for multiple uses, which may include separate trails or delineation as appropriate. The westernmost loop is intended to be left ungroomed, while the section connecting the borrow pit staging area and the Tamarack Street trailhead is intended to be groomed. This system will be aligned, if possible, over the summertime system (see Summer Map ID #8) and will be open to non-motorized use only. This system will be contained within the developed recreation area described in Winter Map ID #18 and will provide connectivity to the Lakes Basin via the connector described in Winter Map ID #7.</p> <p>RATIONALE: To improve the existing non-motorized opportunities in the meadow (the legacy blue-diamond signage system, as one example), a “stacked-loop” or “nested” trail system with partial grooming will be created to offer multiple route options to a variety of winter users, including a quality groomed cross-country skiing experience. The primary section of trail (aligned over the multi-use path, or MUP, identified in Summer Map ID #7), out from which the smaller nested loops will branch, will connect to the access points identified in Winter Map ID #5a (formal non-motorized access/egress point at Snowcreek VIII), #5b (formal non-motorized access/egress point at the Snowcreek golf course), and #5c (non-motorized trailhead at Tamarack Street), providing consistent and easy access/egress across the area to the loop system, the borrow pit staging area, and points of connection farther north and east. Grooming will provide a packed surface for dog-walkers, snowshoers, pedestrians, cross-country skiers, and others and will allow these users a lengthy maintained-route option. Leaving the western loop ungroomed (but signed) will provide an option for those seeking a more “wild” or “natural” experience.</p>

SHERWINS
WORKING
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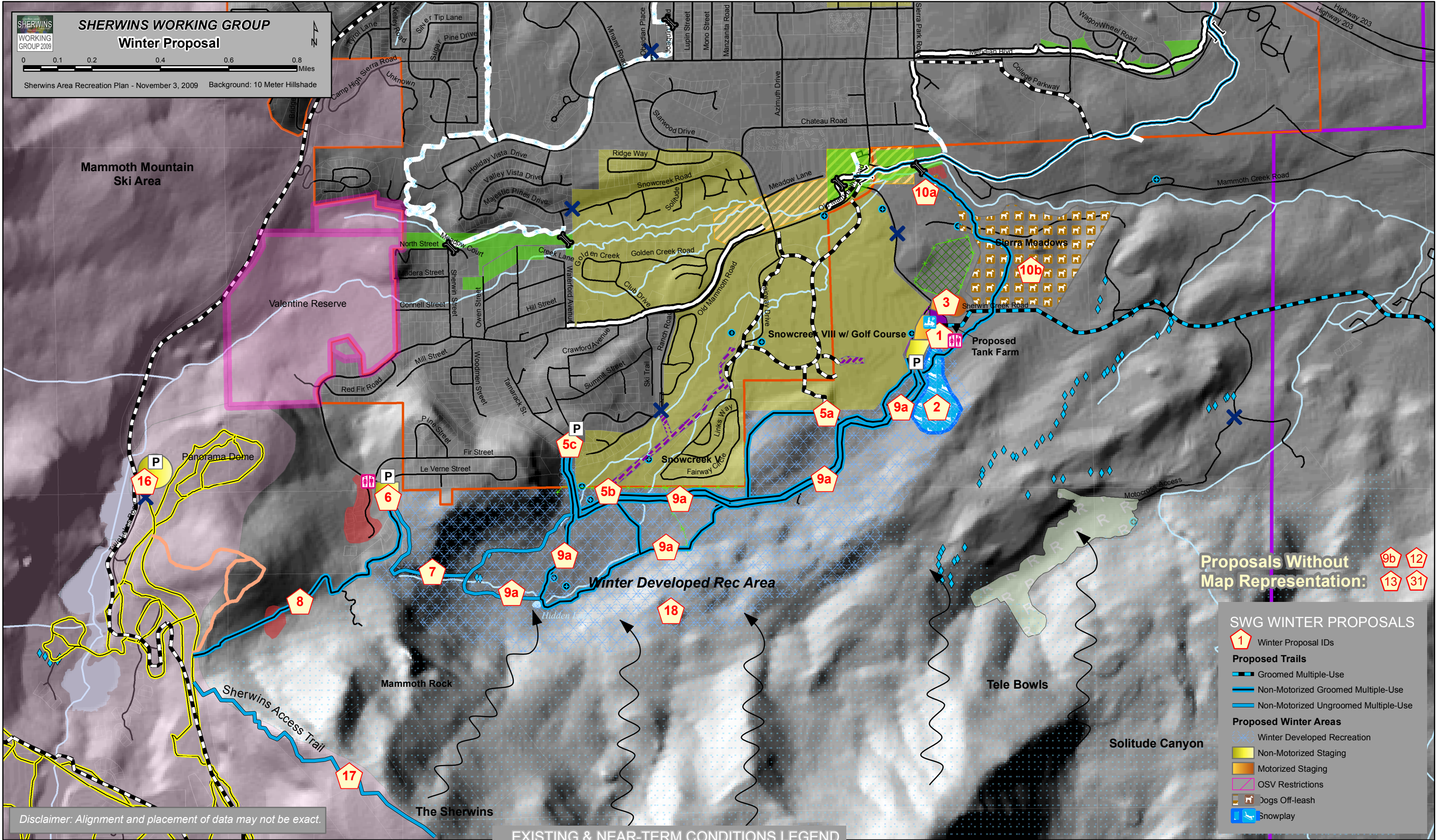
SHERWINS WORKING GROUP

Winter Proposal

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Miles

Sherwins Area Recreation Plan - November 3, 2009Background: 10 Meter Hillshade



Proposals Without Map Representation: 9b, 12, 13, 31

SWG WINTER PROPOSALS

- 1 Winter Proposal IDs
- Proposed Trails
- Groomed Multiple-Use
 - Non-Motorized Groomed Multiple-Use
 - Non-Motorized Ungroomed Multiple-Use
- Proposed Winter Areas
- Winter Developed Recreation
 - Non-Motorized Staging
 - Motorized Staging
 - OSV Restrictions
 - Dogs Off-leash
 - Snowplay

Existing Tunnels

Bridges

Blue Diamond Trail Marker

Gates/Barriers/Dead Ends

MCWD Sherwins Area Wells

Backcountry Area

OSV Restriction Area

Snowshoe Trails

Existing Groomed Fee Trails

Groomed MUP

Snow-Removed MUP

Snow-Covered MUP

Streets

Planned Multi-Use Paths

Fences

Cultural/Historic Areas

Backcountry Ski/Snowboard

Parks/Open Spaces

Valentine Reserve

INF Stable

Borrow Pit

Proposed Tank Farm

Motocross Track

Town Municipal Boundary

Town Urban Growth Boundary

East OSCC NDP

Ranch Rd Easement

Parcels

Winter Access - SnowCrk Master Plan

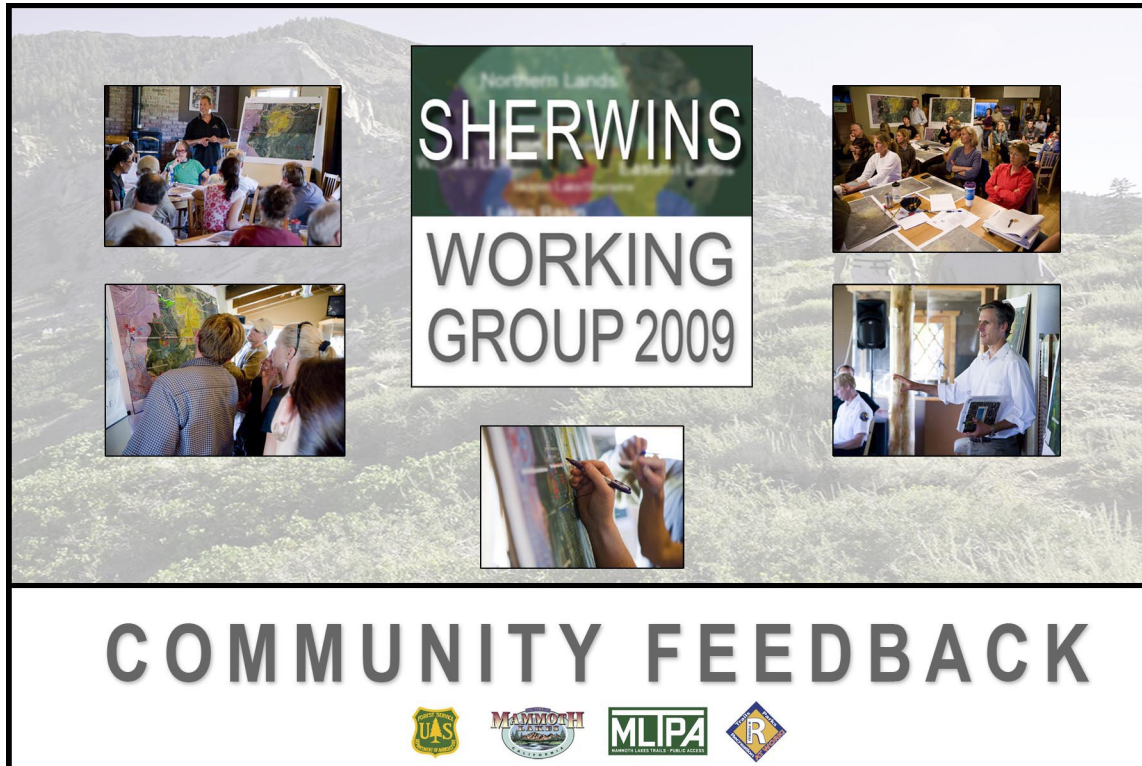
Snowcreek District Area

Streams

Water Bodies

Disclaimer: Alignment and placement of data may not be exact.

EXISTING & NEAR-TERM CONDITIONS LEGEND



WINTER NARRATIVE

Final Draft
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Map ID #	Description
18	<p>CONCEPT: Developed, partially groomed non-motorized recreation zone extending from the borrow pit staging area (see Winter Map ID #1) to Old Mammoth Road, including the non-motorized snowplay area (Winter Map ID #2), the formal non-motorized access/egress point at Snowcreek VIII (Winter Map ID #5a), the formal non-motorized access/egress point at the Snowcreek golf course (Winter Map ID #5b), the non-motorized trailhead at Tamarack Street (Winter Map ID #5c), the multi-use staging area at Mill City (Winter Map ID #6), the non-motorized connector from the Mill City staging area to Hidden Lake meadow (Winter Map ID #7), and the non-motorized stacked-loop trail system in the meadow (Winter Map ID #9a)</p> <p>Define and articulate a developed, partially groomed non-motorized recreation zone as shown on the SWG Winter map extending roughly from the borrow pit staging area south to Mammoth Rock Trail and west to Old Mammoth Road. The Town of Mammoth Lakes Urban Growth Boundary will form the northern boundary.</p> <p>RATIONALE: Defining and articulating a developed, partially groomed non-motorized recreation area will offer a “quiet recreation” experience for those who wish to snowshoe, walk, cross-country ski, or enjoy snowplay by providing a sight and sound buffer from OSV use. The establishment of a grooming plan as described in Winter Map ID #9a will preclude motorized use of this area; however, OSV use will continue to be permitted in this area until the grooming plan is established. The location of this zone will allow for direct OSV access to Solitude Canyon via the Tele Bowls. The SWG recognizes that implementation of this feature will likely limit OSV access to the face of the Sherwins; however, the intent is to allow OSV access to Solitude Canyon via a sustainable route that takes into account variable snow conditions and topography and that maintains a clear demarcation between activity areas. Further study is required to determine the exact boundary alignment that will achieve the goals described above.</p>
19	<p>CONCEPT: Retain trails depicted as USFS system trails on the Summer map as part of the SWG Winter Proposal</p> <p>Retain trails depicted as USFS system trails on the Summer map as part of the SWG’s overall wintertime proposal, including Mammoth Rock Trail, the Panorama Dome trails, and the Sherwin Lakes Trail.</p> <p>RATIONALE: The SWG did not separately propose or consider trails depicted as USFS system trails on the Summer map while drafting their Winter Proposal, as they assumed that, as official trails recognized as part of the Inyo National Forest inventory, these trails would not be restored or lose system status if not specifically identified in the Winter Proposal. It is the intent and assumption of the group that these trails will remain or become official USFS system trails and will be included as part of their Winter Proposal, regardless of their seasonal use and accessibility.</p>

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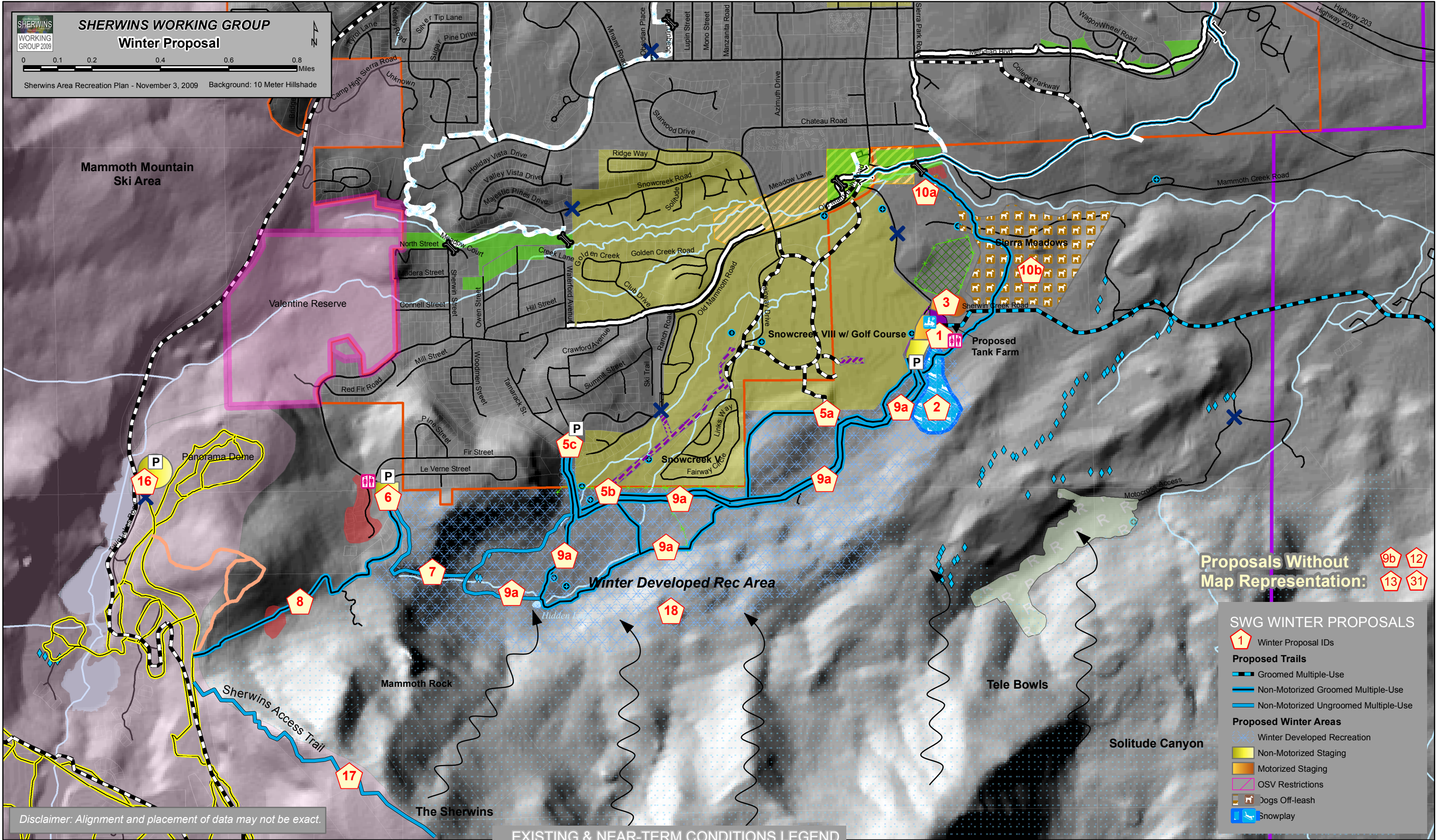
SHERWINS WORKING GROUP

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EXISTING & NEAR-TERM CONDITIONS LEGEND

[] Existing Tunnels	X Gates/Barriers/Dead Ends	— Snowshoe Trails	— Snow-Covered MUP	— Fences	— Parks/Open Spaces	— Proposed Tank Farm	— East OSCC NDP	— Winter Access - SnowCrk Master Plan
— Bridges	+ MCWD Sherwins Area Wells	— Existing Groomed Fee Trails	— Streets	— Cultural/Historic Areas	— Valentine Reserve	— Motocross Track	— Ranch Rd Easement	— Snowcreek District Area
— Blue Diamond Trail Marker	— Backcountry Area	— Groomed MUP	— Planned Multi-Use Paths	— Backcountry Ski/Snowboard	— INF Stable	— Town Municipal Boundary	— Parcels	— Streams
	— OSV Restriction Area	— Snow-Removed MUP			— Borrow Pit	— Town Urban Growth Boundary		— Water Bodies