

From the desk of
Kathleen R Cage

December 27, 2022

Subject: comments on Proposed Mammoth Main Base Redevelopment Project

Thank you for the opportunity to comment on the referenced project. Most of my comments are related to the skier experience since I am still an avid skier and hope to remain so. Most of the people in the senior staff at the Town of Mammoth Lakes as well as the Town Council and Planning Commission are not skiers or boarders, which is why I think there have been so few comments on the impact of the proposed development to the experience of the snow sports enthusiasts to date.

Here are my comments/questions:

1. The new skier services building to be developed on USFS land seems much smaller than existing while presumably being designed to serve more people in the future. See attached sketches. I understand that the new skier services building will not house future MMSA Administration, which is proposed to move to the new Big Bend area, but it still seems too small to support future needs.

Notes on Ron Coen's presentation slide with bubbles indicating functions to be housed in new skier services building do not contain any indication of either day use or season lockers. That is a huge feature in the current facility with lots of demand. If it is not the intention to have either day use or season lockers in the new skier services building on USFS land, then adequate space on the private land should be allocated.

Proposed plans indicate a location for a new "locker club" on the private land but no details of that were presented. If that new facility is intended mostly for "black pass" level passholders, then facilities for everyday skiers in the proposed plan would be drastically reduced rather than enhanced. 10,000 sq ft doesn't seem big enough to house enough lockers for overnight and season-long ski equipment storage for the future. MMSA enjoys exclusive access to a valued public resource, so future development should at least maintain rather than reduce the level of skier amenities directed to serve everyday skiers.

2. The new skier services building location significantly increases the length of walk to a lift in ski boots for skiers coming from the parking shuttle and the Town red line. For beginners going to the green runs on chair 11, it is more than 4x the length of walk. For more advanced skiers the walk or skate to either the new gondola or Chair 1 is more than doubled. At a recent mobility hub study meeting Tom Hodges (MMSA) indicated that MMSA had done studies which identified how far skiers are willing to walk in ski boots. Can't remember the distance, but these distances really seem to exceed that. Please have MMSA provide that information for review to consider that fundamental question about location of lifts relative to the proposed skier services building location. The proposed plan really seems to degrade the experience of accessing lifts from that Main Lodge area for everyday skiers rather than improving it.
This plan seems to disproportionally prioritize access to the mountain for the residential development rather than skiers using the mountain. That is horribly classist. It's like saying the everyday skiers get access to the mountain through the "poor door" way over to the east with a long walk in ski boots. The poorer skiers have to walk the farthest in ski boots because they don't own real estate or aren't staying in the high-priced hotel closest to the lifts. I feel like Dave McCoy would be so disappointed with this aspect of the new plan.
3. The proposed plan has a 10,000 sq ft "Locker Club". No details of that were presented or discussed. Please have proponent provide more details of what this is intended to be.
4. Presentation materials have conflicting information about chair 6. Will that be removed in the future plan? If so that degrades lift access for non-resort residential skiers coming in on busses even more.
5. Where will the parking spaces for the proposed retail and food and beverage commercial space be located (52 + 219 = 271 spaces) ? An important lesson learned from the most recent Village development in town is that until the resort is fully built-out, the early phases of bed base development on site do not provide enough people to keep businesses going in the retail and restaurant space. In the case of The Village, since the original developer was gone, the burden of keeping that area viable because of inadequate easily accessible parking fell on the local government, who ended up spending a lot of money to develop parking for both staff and customers of those businesses in The Village. With the current bus system, people did not want to catch the bus to go to dinner, etc. at The Village. I doubt they will to go to dinner at the Main Lodge from town on a bus or parking shuttle either. Parking needs to be close to the restaurant to keep it viable.
6. Snow storage in the Proposed Snow Management Plan seems unrealistic, even with an assumed 25% snowmelt. Please have proponent provide a map of the current snow storage and cleared areas to compare.

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Overall, this proposal seems very classist. Skiing is already a much more expensive sport than it issued to be. Gear, lift tickets, travel expenses, etc. are already dauntingly expensive. But at least now, once you get to Mammoth Mountain, access to a great skiing experience is the same for everyone. This is one of the wonderful equalizing aspects about skiing at Mammoth Mountain now. Please consider changes to the site plan to minimize these aspects of the proposal.

Thank you for considering these comments.

Kathleen R Cage
35 yr local resident & former Mayor and Member of the Town Council

8 attachments

attachment 1
12/27/22



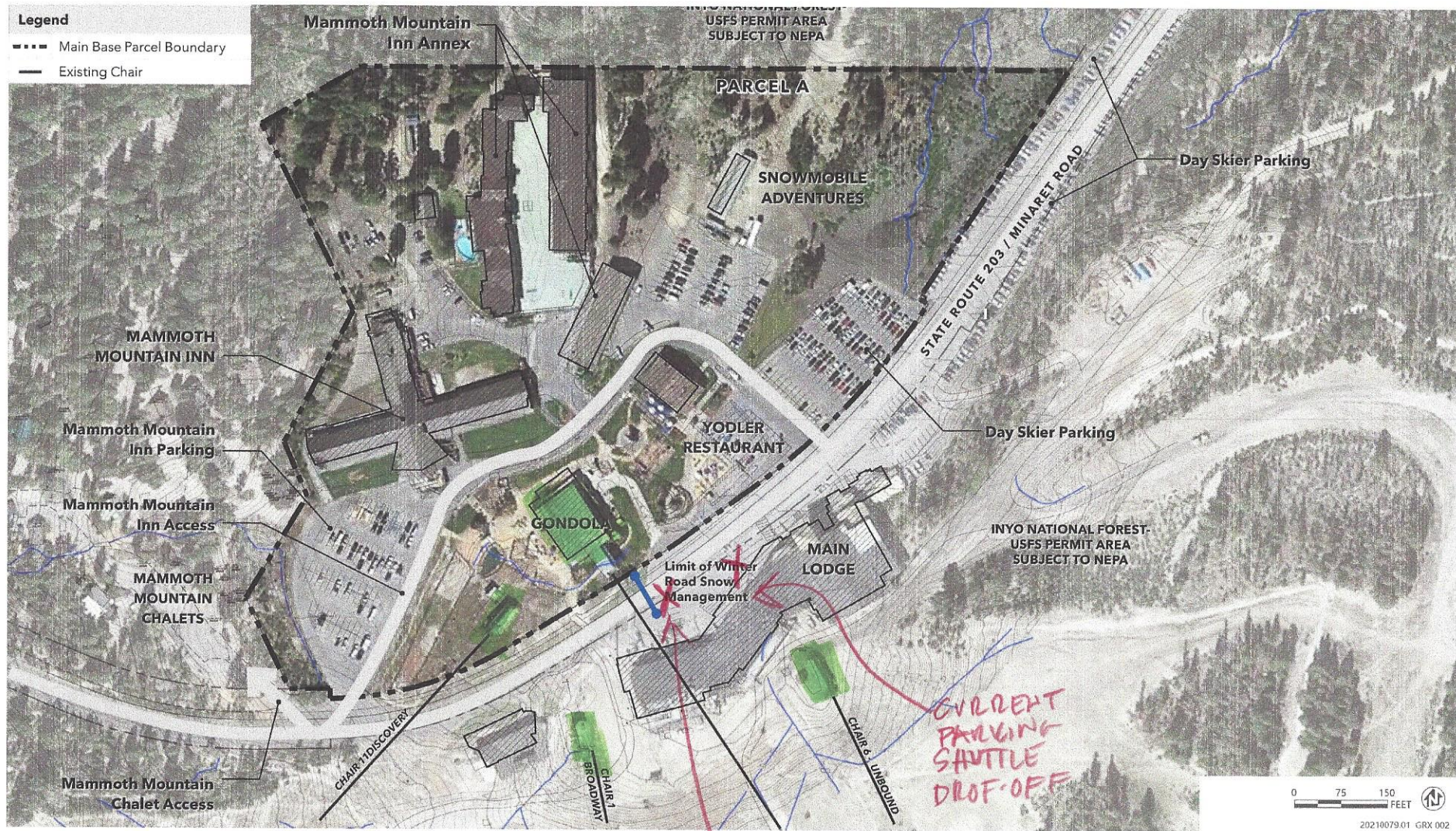
Conceptual Building Uses | Parcel A

Evolving Main September 13, 2022

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attachment 2
12/27/22



Parcel A Existing Conditions

attachment 3
12/27/22



Conceptual Building Uses | Parcel A

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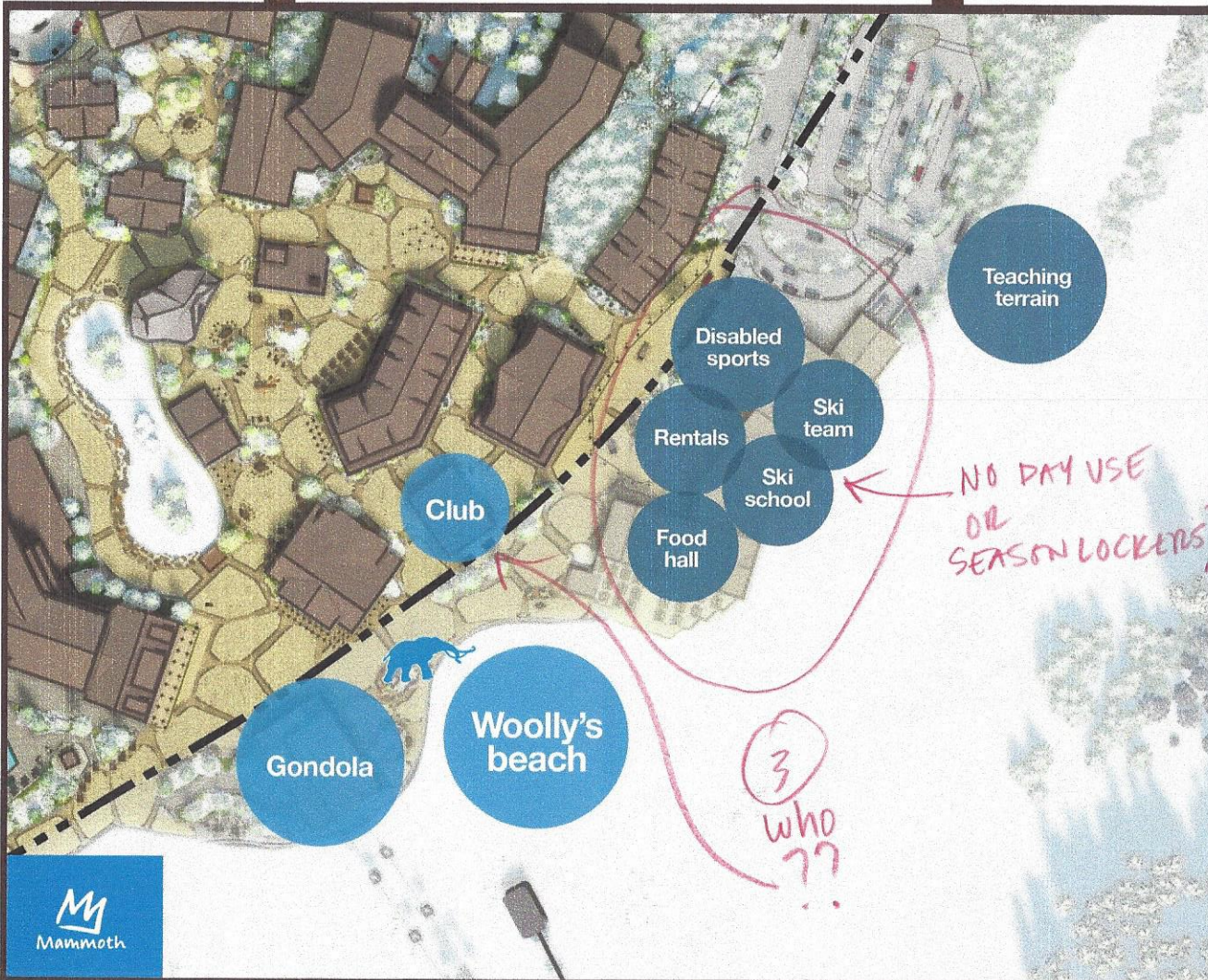
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LIFT ACCESS

"PROPOSED MOUNTAIN CONDITIONS" SHOWS THIS GONE. WILL IT BE?

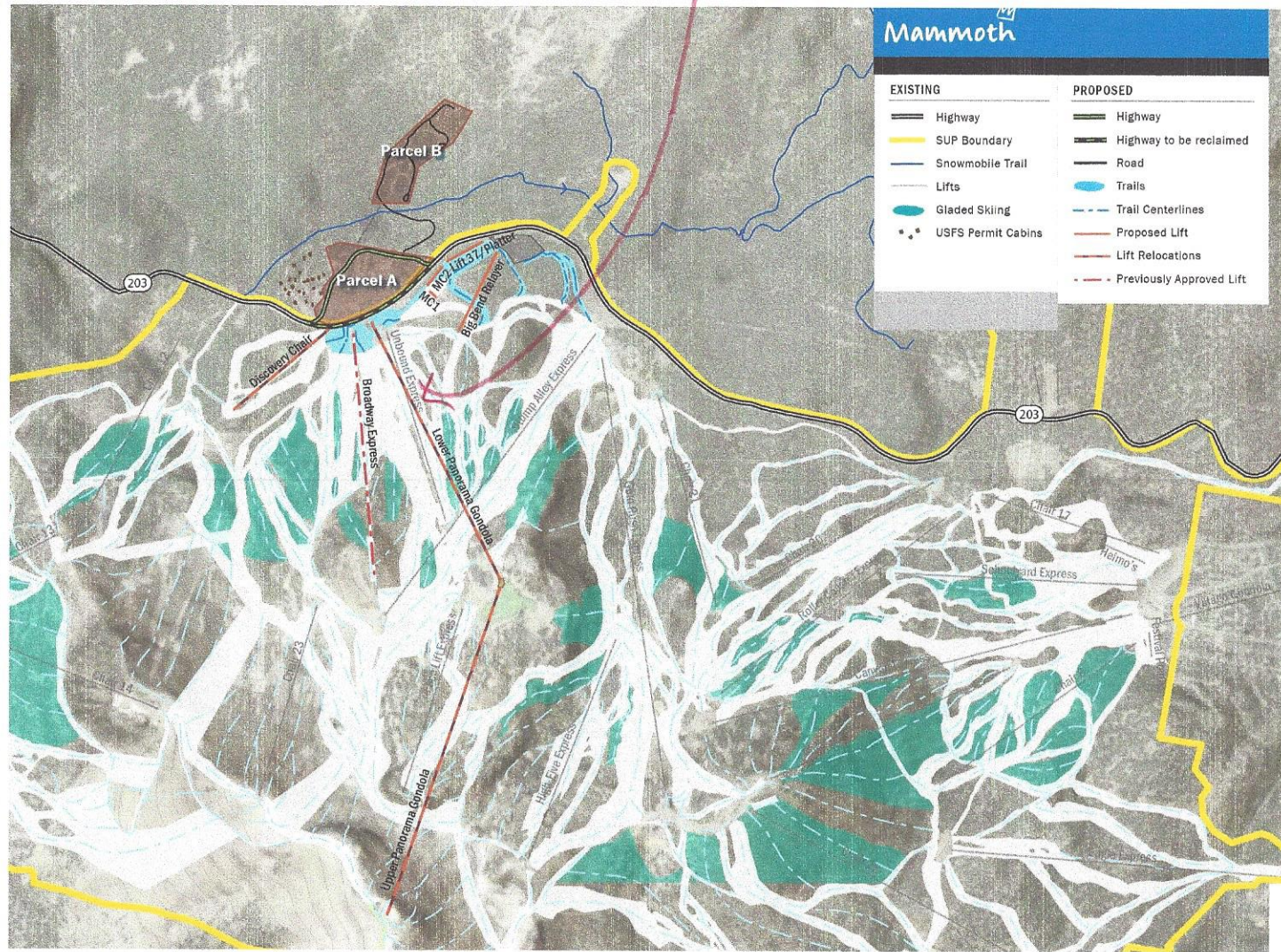
attachment 4
12/27/22



- Enhanced state-of-the-art skier service operations
- New dining options
- World-class ski beach
- Enhanced summertime mountain activities

④
NO MORE CHAIR 6?

attachment 5
12/27/22



Proposed Mountain Conditions

attachment 6
12/27/22

Parcel A				
Use	Area	Units (2)	Parking Ratio	Parking Required
Hotel (1)	175,000 sf		1.1 per unit	480
Resort Residential A (1)	425,000 sf			
Amenity				
Hotel amenity	85,000 sf		0.5 per 1,000 sf	43
Skier Services	20,000 sf		0.5 per 1,000 sf	10
Commercial				
Locker Club	10,000 sf		10.0 per 1,000 sf	100
Retail	35,000 sf		1.48 per 1,000 sf	52
Food and Beverage	50,000 sf		4.38 per 1,000 sf	219
BOH/Circulation	200,000 sf			
Sub-Total Parcel A	1,000,000 sf			904
Parcel B				
Resort Residential B	135,000 sf	45	4.0 per unit	180
Commercial	5,000 sf		4.38 per 1,000 sf	22
Utility	45,000 sf			
Sub-Total Parcel B	185,000 sf	45		202
Parcel A and B Total				
TOTAL	1,185,000 sf	45		1,084

(1) Assumed average parking ratio by unit type provided at hotel and residential.

(2) Applies only to Parcel B

USFS (FOR REFERENCE ONLY)			
Use	Area	Parking Ratio	Parking Required
Amenity			
Skier Services	52,000 sf		
Commercial			
Retail	5,000 sf	0.46 per 1,000 sf	2
Food and Beverage	26,000 sf	0.88 per 1,000 sf	23
Mountain Operations	25,000 sf	3.0 per 1,000 sf	75
BOH/Circulation	22,000 sf		
TOTAL USFS	130,000 sf		100

5) Where will these be?
If they are not close, people will not patronize this space in the evenings.

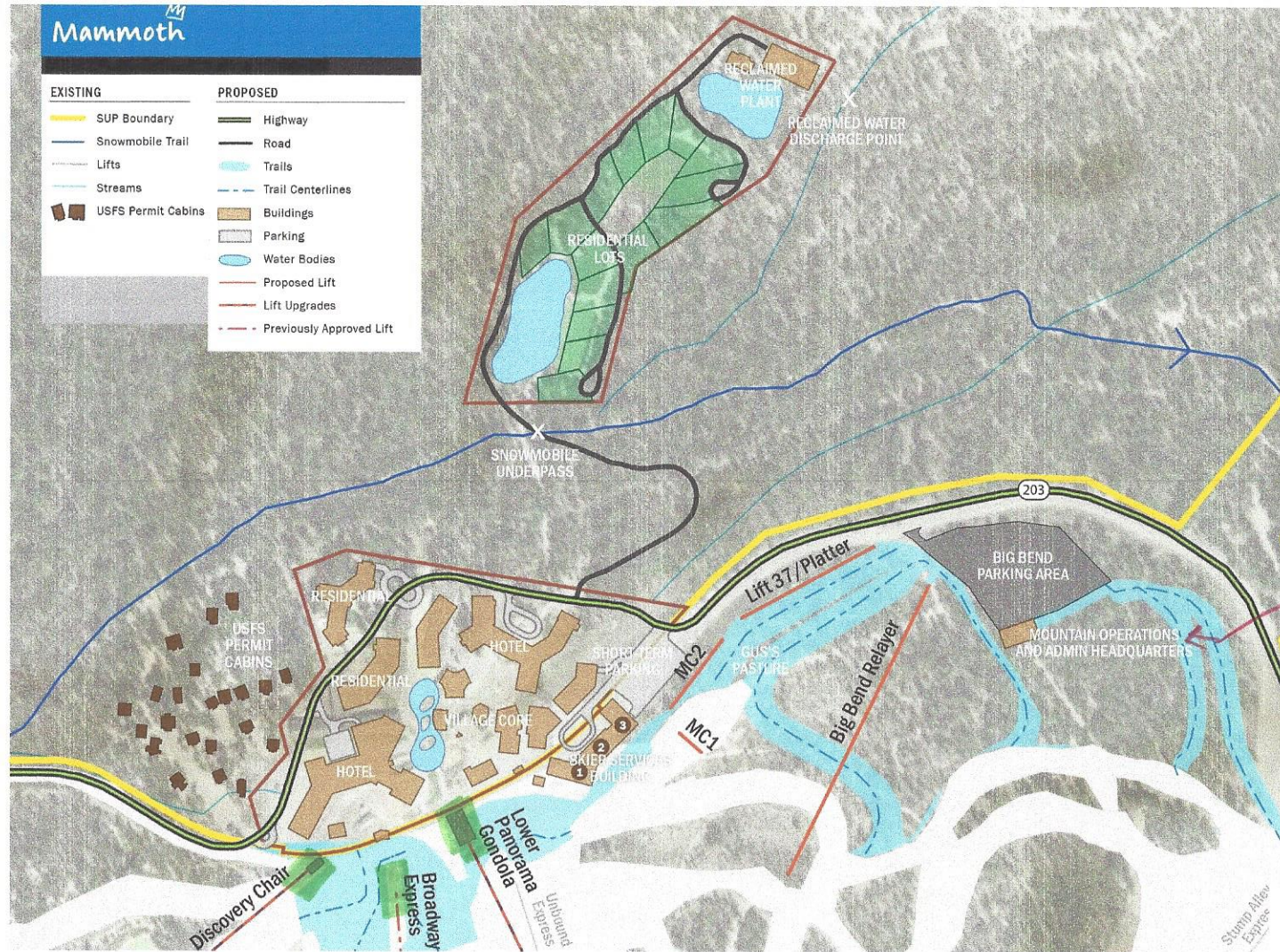
Parking | Parcel A + B and USFS Land

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attachment 7
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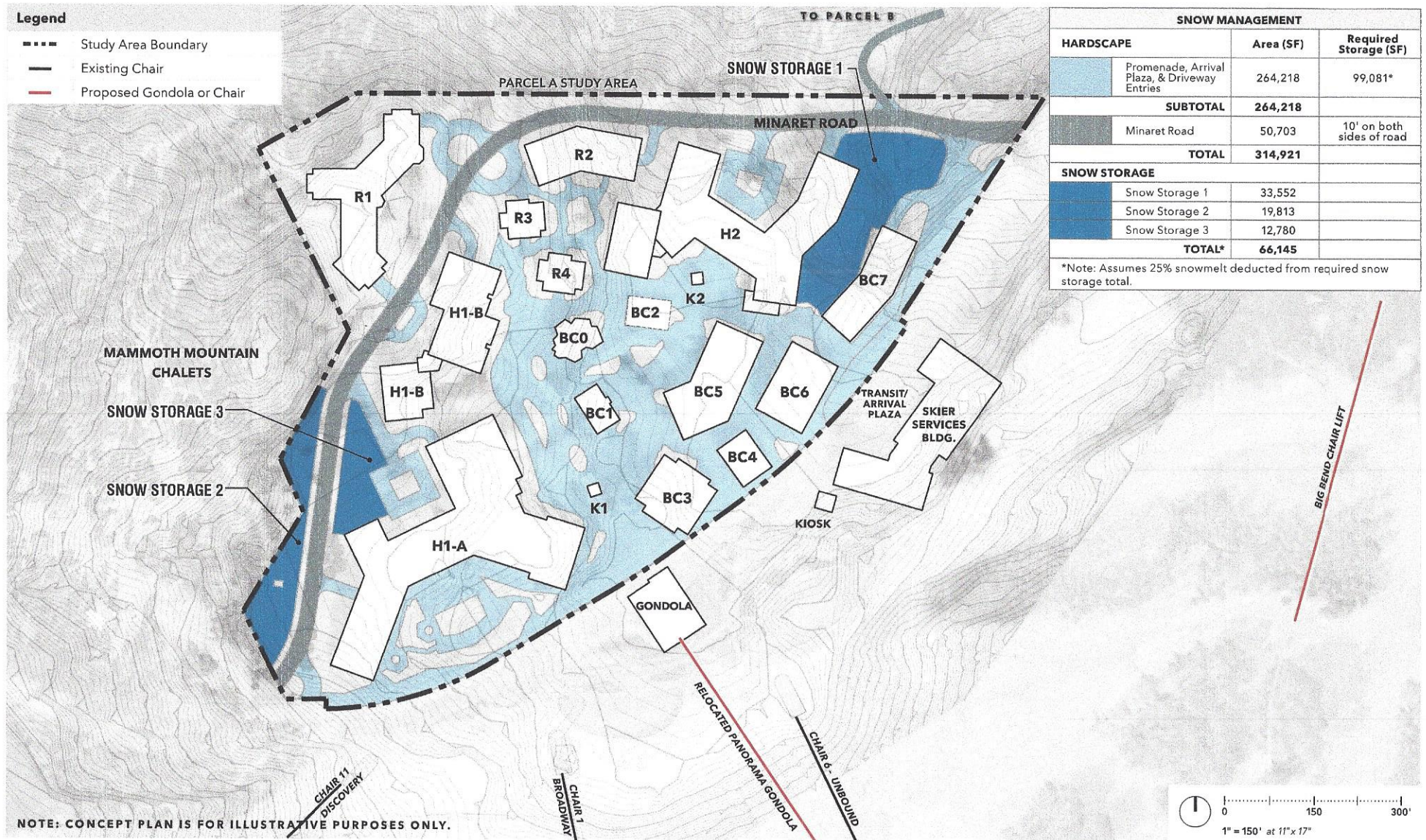


NEW
9000 sq ft
Footprint
24,000 sq ft
(total Admin.)

Proposed Main Lodge Base Area

NEW
LIFT ACCESS

attachment 9
12/27/22



Proposed Snow Management | Parcel A

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⑤ SNOW STORAGE SEEMS INADEQUATE. PLEASE SHOW CURRENT SNOW STORAGE RELATIVE TO PAVED/CLEARED AREAS, TO COMPARE.