

LAKE BASIN SPECIAL STUDY

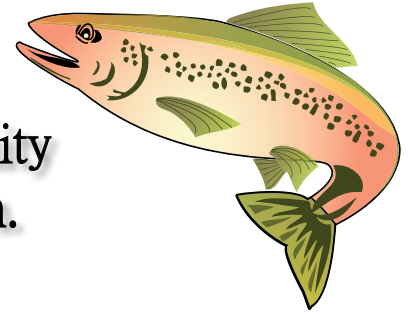
Preliminary Management Concepts
for the Mammoth Lakes Basin



Public Comment Requested
June 1 to July 15, 2011



Welcome!



Welcome to LABSS—the Lakes Basin Special Study—and to your opportunity to participate in a management planning effort for the Mammoth Lakes Basin.

What is LABSS?

Nestled on Inyo National Forest land in the southwest corner of the Town of Mammoth Lakes, the Lakes Basin offers boundless outdoor-recreation experiences and amenities—including the 18 lakes that also make it a critical water source. LABSS is an effort funded by the Sierra Nevada Conservancy to help local agencies and the public collaborate on management planning efforts with specific goals and deliverables that will benefit the Basin over the long term.

Why is it important?

The Lakes Basin's heavy visitation causes impacts to the land and watershed. To ensure the long-term enjoyment and sustainability of this popular area, the LABSS partners (the Inyo National Forest, the Town of Mammoth Lakes, the Mammoth Lakes Trails and Public Access Foundation, and Friends of the Inyo) have come up with four preliminary management concepts that may help to meet these goals. The concepts are based on data collection and fieldwork conducted over the summer of 2010 and on input gathered at three public meetings held in the fall of 2010. Now is your chance to review these options and share your thoughts with the partners as they take the next steps toward a formal Lakes Basin management planning effort. This document is a first step, but not a decision process under the National Environmental Policy Act (NEPA).

Who can participate?

Anyone with a love for the Lakes Basin can comment on the four preliminary management concepts. Participation in the fall 2010 public workshops is **not** a prerequisite.

When can I comment?

Public input will be accepted June 1 through July 15, 2011.

How do I provide input?

Please turn to page 3 for a step-by-step guide to commenting on this document. We encourage you to focus your input on Concepts B, C, and D, as much feedback has already been collected regarding Concept A.

Where can I get more information?

To access LABSS background materials, photos, studies, and notes from the fall 2010 meetings, please visit MLTPA's website at www.mltpa.org and click on the LABSS graphic, or click [here](#) if you're viewing this document electronically. Please send e-mail to LABSS@mltpa.org.

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How to Comment

Step 1:

Read the introductory material on page 4.

Step 2:

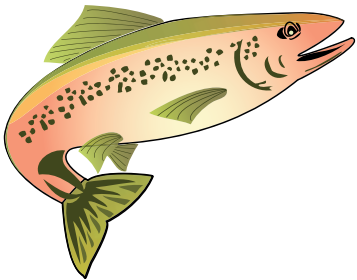
Carefully review the Management Zones section (pages 5–11) to understand how these five zones may differ in character and allowable activities. Note whether or not you feel the activities proposed for each zone are appropriate given the zone descriptions, and why. **To compare the five zones, turn to “Management Zone Objectives” on pages 8–11.**

Step 3:

Carefully review the four draft Management Concepts (A–D) and their corresponding maps (pages 12–19), which are marked with the Management Zones described on the previous pages. The size and shape of each zone will change from map to map to support the unique goals and nature of each concept. Note which of the four alternatives makes the most sense to you and which changes you might make to any concept or its zoning, and why. **To compare the four concepts, turn to “Comparing the Draft Concepts” on pages 20–23.**

Step 4:

Take the LABSS online questionnaire! If you’re viewing this document electronically, click [here](#) to log on to the questionnaire; otherwise, you may visit www.surveymonkey.com/s/VG686Q2 to take the questionnaire later. The questions are designed to follow the flow of this brochure, complete with page numbers, and will allow you to share the notes you took on each zone and concept. This is the preferred method of providing input; alternatively, comments may be submitted via e-mail to LABSS@mltpa.org or by post to MLTPA, PO Box 100 PMB 432, Mammoth Lakes, CA 93546.



“Let’s
get started!”

Getting Started

Preliminary Management Zoning and Concepts

The following Draft Concepts and Management Zones have been developed to reflect the various sets of concerns expressed during the LABSS process. The vast majority of the specific infrastructure and management recommendations provided by stakeholders

during the LABSS process should be able to fit into at least one of these management approaches. The proposed management zones will help to guide the geographic locations of those specific infrastructure and management changes.

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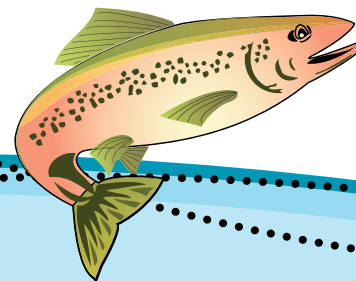
Basin-Wide Management Considerations



The management of the Mammoth Lakes Basin is already informed by a variety of baseline considerations that would remain intact in any future management scenario. Any new facilities and/or programs would be designed and managed to be environmentally friendly and sustainable, to ensure resource protection and public safety, and to utilize context-sensitive design that gives consideration to the natural setting. A variety of trail-facility enhancement and management activities are already

underway or planned for the near term, with their delivery dependent only upon current levels of funding. The following activities would move forward under the continuation of current management or under any future management alternative:

1. Interpretive facilities and programs
2. Trail maintenance
3. Erosion control on trails
4. Transit
5. Auto touring
6. Day-use parking
7. Enforcement
8. Consideration of wildlife
9. Volunteer stewardship
10. Design consideration of CO₂



"Talk to me about management zoning!"

Management Zones

This management-zoning system is modeled on similar zoning systems used by the National Park Service. Individual zones have been developed to reflect the conditions and management needs of the Mammoth Lakes Basin. Activities allowed within any of the proposed management zones must conform to legal and policy requirements and to the Basin-wide management considerations discussed in the previous section.

Frontcountry Zone

The Frontcountry Zone emphasizes developed visitor-use areas that feature convenient access and support services.

Visitor orientation, recreation, and access are the dominant goals.

Visitors would experience high levels of interaction with other visitors, permittees, and Forest Service staff. Natural and cultural resources would be protected, but may be modified to accommodate higher levels of visitor use. Access, connectivity, and mobility would be maximized in the Frontcountry Zone. This zone serves as a primary point of entry into other zones. Frontcountry Zone facilities may include:

- Multi-use paths (paved)
- Soft-surface trails
- Signage and wayfinding
- Educational and interpretive opportunities
- Campgrounds
- Trailheads
- Access points
- Promenades
- Boat ramps
- Cabin tracts
- Restrooms
- Day-use areas
- Lodging
- Marinas
- Outfitter/guide services
- Paved roads
- Transit stops
- Parking
- ADA access



Transitional Backcountry Zone

The Transitional Backcountry Zone emphasizes the preservation of natural and cultural resources.



It offers some opportunity for solitude and primitive recreation, but the sights and sounds of people would be evident in most areas. Resources may be modified for essential visitor needs, such as trails, signage, and interpretive media, as well as for operational needs, in a way that harmonizes with the natural and cultural environment. This zone serves as the transition from developed to less-developed areas. Transitional Backcountry Zone facilities may include:

- Multi-use paths (crusher fines, soil stabilizers)
- Soft-surface trails
- Signage and wayfinding
- Educational and interpretive opportunities
- Designated camping areas (semi-primitive)



Backcountry Zone



The Backcountry Zone emphasizes the preservation of natural and cultural resources and offers

outstanding opportunities for solitude, primitive recreation, and exploration.



Recreational opportunities would be primarily unstructured, with many opportunities for adventure. This zone would be managed to protect primitive recreation opportunities. Backcountry Zone facilities may include:

- Soft-surface trails
- Limited signage and wayfinding
- Undesignated primitive camping

Mixed-Use Water Zone

The Mixed-Use Water Zone emphasizes a combination of

motorized and non-motorized boating opportunities.

Sights and sounds of human activity would be evident most of the time. Fishing would generally be permitted. Swimming would be permitted only on a location-by-location basis, taking into consideration safety issues and the maintenance of an overall experience appropriate to the zone. Mixed-Use Water Zone facilities may include:

- Motorized/non-motorized boat launch and rentals
- Educational and interpretive opportunities
- Designated swimming areas
- Fishing areas



Non-Motorized Water Zone

The Non-Motorized Water Zone emphasizes

non-motorized boating opportunities.

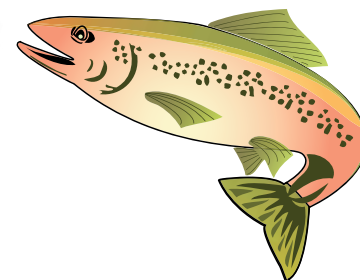
Visitors would experience natural sights and sounds, except during peak use when recreational activity would be more apparent. Swimming would be permitted only on a location-by-location basis, taking into consideration safety issues and the maintenance of an overall experience appropriate to the zone. Non-Motorized Water Zone facilities may include:

- Non-motorized boat launch and rentals (minimal infrastructure)
- Educational and interpretive opportunities
- Designated swimming areas
- Fishing areas



Management Zone Objectives

"What's in these management zones?"



This table describes in greater detail the management objectives of each zone and which conditions visitors could expect in each zone with regard to natural and cultural resources, overall visitor experience, levels of use and infrastructure development, allowable facilities and activities, and transportation options.

	FRONTCOUNTRY	TRANSITIONAL BACKCOUNTRY	BACKCOUNTRY	MIXED-USE WATER	NON-MOTORIZED WATER
Zone Concept	The zone is managed for diverse visitor opportunities. Visitor orientation, recreation, and access from the Town of Mammoth Lakes to opportunities and other areas in the Lakes Basin are the primary emphasis.	The zone is managed to provide a transition between areas with higher development and more primitive and pristine areas. This zone can accommodate periodically high visitor use with limited facilities.	The zone is managed to preserve natural, wild characteristics and to maintain resource integrity while providing opportunities for solitude, primitive recreation, and exploration.	The zone is managed to support a mix of motorized and non-motorized boating activities.	The zone is managed to support non-motorized boating activities.
What are the overriding objectives of this management zone?					
Overall Natural & Cultural Resource Conditions					
What would be the overall condition of natural and cultural resources in this zone? How would resources be protected?	Natural and cultural resources would receive protection.	Natural and cultural resources would receive protection.	Continuation of physical and ecological processes would be paramount.	Aquatic resources would receive protection, but may be modified to accommodate access for motorized activities.	Continuation of physical and ecological aquatic processes would be paramount.
	Natural resources and processes may be modified to accommodate visitor and administrative needs such as facilities, infrastructure, and safety concerns.	There may be limited modifications to natural resources to facilitate access in character with the primitive experience or to address resource concerns through active resource management.	Generally, active resource-management strategies would be employed only to reduce impacts from visitation, in keeping with the area's wild character.		
	Cultural resources would support interpretation and adaptive reuse to accommodate visitor needs.	Cultural resources may provide opportunities for interpretation.	Cultural resources would receive protection.		



	FRONTCOUNTRY	TRANSITIONAL BACKCOUNTRY	BACKCOUNTRY	MIXED-USE WATER	NON-MOTORIZED WATER
Overall Visitor Experience Which experiential opportunities and values would this zone provide?	<p>The visitor experience would be focused on a broad range of diverse activities and modes of access.</p> <p>Visitors would be provided with orientation, education, interpretation, and amenities consistent with a developed setting. Opportunities for solitude would be limited.</p> <p>The sights and sounds associated with resorts, developed day-use and overnight facilities, busy roads, and other visitors would be expected.</p>	<p>The visitor experience would be focused on semi-primitive recreation opportunities emphasizing pedestrian and equestrian modes of access.</p> <p>Visitors would have some opportunities for solitude and primitive recreation.</p> <p>The sights and sounds of people engaging in semi-primitive recreation would be evident in many areas.</p>	<p>The visitor experience would be focused on primitive recreation.</p> <p>Visitors would have a moderate to high degree of opportunities for solitude and exploration. Encounters with others would be infrequent.</p> <p>Natural sounds, smells, and views would be a dominant part of the visitor experience.</p>	<p>The visitor experience would be focused on a diversity of water-based activities including motorized use, non-motorized use, and fishing.</p> <p>Opportunities for solitude would be limited to the off-season and to off-peak times of the day.</p> <p>The sights and sounds associated with marinas, boat launches, and motorized recreation, as well as a high degree of social interaction, would be expected.</p>	<p>The visitor experience would be focused on non-motorized, quiet recreation with limited facilities.</p> <p>Opportunities for solitude would be limited to the off-season and to off-peak times of the day.</p> <p>Natural sounds, smells, and views would generally be dominant.</p>
Use Levels & Encounters What would be the relative level of contact between visitors? Would use be concentrated or dispersed?	<p>Visitors would expect a high degree of social interaction with other visitors and with a broad range of user types. Use would generally be concentrated.</p>	<p>Visitation levels would be moderate to high. Interaction with other visitors would generally be moderate but may be high during peak use, especially in areas of concentrated use such as trails or trailheads.</p>	<p>Visitation levels would generally be low. Away from main routes of access, encounters with other visitors would be infrequent.</p>	<p>Visitors would expect a moderate degree of social interaction with other visitors, but there may be a high level of encounters during peak use.</p>	<p>A generally moderate level of encounters with others would be expected, but may be high during peak use.</p>

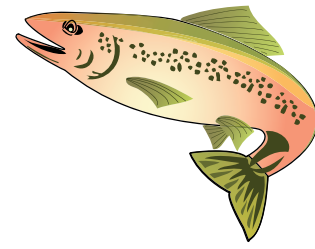


	FRONTCOUNTRY	TRANSITIONAL BACKCOUNTRY	BACKCOUNTRY	MIXED-USE WATER	NON-MOTORIZED WATER
Types of Facilities Which types of facilities would be appropriate in this zone?	Facilities and structures could include roads and trail corridors, day-use facilities, campgrounds, and other facilities that support visitor use, such as bus shelters, information kiosks, and restrooms. Paved roads would be found in this zone for a variety of purposes.	Facilities and structures would be minimal and address access, provision of information and interpretation, and primitive restroom facilities. Limited road access would be appropriate in some cases in this zone to facilitate access to opportunities.	Facilities and structures would be very minimal and would be used for research, resource protection, and visitor use. They could include minimal signage and wayfinding. Roads would not be found in this zone.	Facilities and structures could include boat ramps and launches as well as docks or piers for both motorized and non-motorized boats.	Facilities and structures could include primitive boat-launch or boat-ramp facilities.
Trails & Trailheads What would the trails and trailheads look like in this zone (surfaces, widths, etc.)?	This zone would feature all trail classes and all trail surfaces to accommodate a diversity of uses including road and mountain bikes, pedestrians, equestrians, and opportunities for people with disabilities. Safe connections from parking areas, transit stops, and trailheads to trail opportunities would be a high priority and would provide primary entry to long-distance trails.	Trails would generally be soft surface in a variety of classes, including soft-surface multi-use paths, to accommodate moderate pedestrian, mountain bike, and equestrian use. Trails would emphasize loop opportunities or would serve as connections to long-distance trails.	Trails would be soft surface and generally lower impact, with minimal trail features such as constructed steps and drainage features, and would accommodate moderate to low visitor use.	Not applicable.	Not applicable.

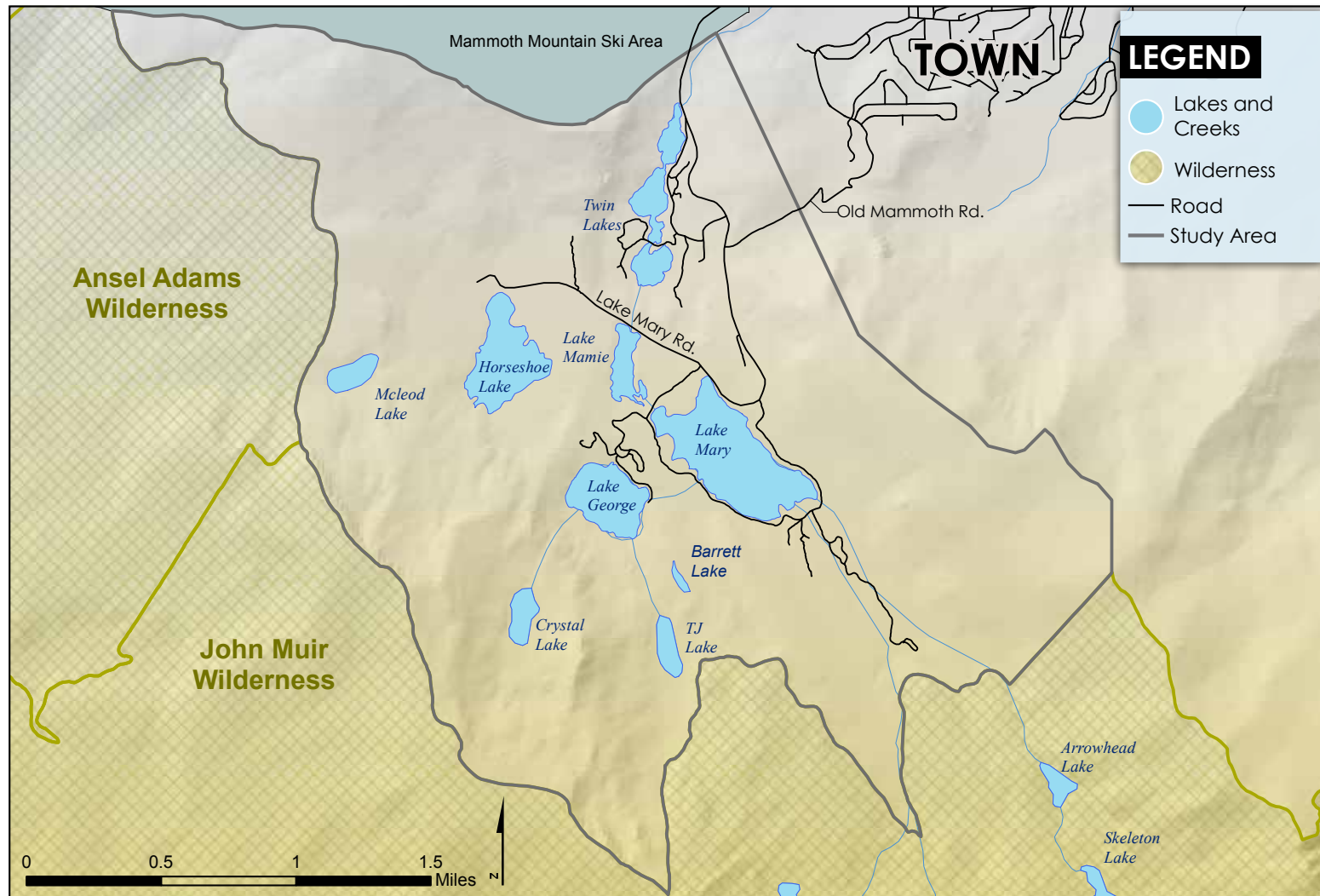
	FRONTCOUNTRY	TRANSITIONAL BACKCOUNTRY	BACKCOUNTRY	MIXED-USE WATER	NON-MOTORIZED WATER
Signage & Wayfinding What level of directional, interpretive, regulatory, and safety signage would be present?	This zone would feature a wide variety of signage, wayfinding, interpretation, and orientation to accommodate visitor use. Design standards applicable to all zones would guide signage to ensure consistency and appropriate scale.	This zone would feature primarily wayfinding signage. Limited interpretive signage may be appropriate to aid in protection of resources.	This zone would feature signage limited to safety messaging and trail-junction signage.	This zone would feature signage with specific messaging aimed at safety and protecting aquatic resources.	This zone would feature signage with specific messaging aimed at protecting aquatic resources.
Recreational Activities Which activities would be appropriate in this zone?	Access opportunities would be a primary purpose of this zone. Visitors of all physical abilities would have ready access to a diversity of recreation opportunities. Recreation activities other than auto touring would generally be non-motorized and may include activities requiring purpose-built facilities, trailheads, picnic areas, trails (i.e., paved trails, soft-surface mountain bike trails), or other infrastructure.	Opportunities would be semi-primitive and would be consistent with the protection of natural and cultural resources. Some facility-based recreation opportunities may be appropriate, such as trails, designated camping areas, and educational and interpretive opportunities.	Recreation opportunities would be primarily unstructured, with the exception of a limited network of soft-surface trails.	Visitors of all physical abilities would have ready access to a diversity of water-based recreation in this zone, ranging from motorized pontoon boats and other personal watercraft to small rafts or kayaks. Generally, swimming would not be appropriate in this zone, but it may be allowed in designated areas.	Non-motorized watercraft would be accommodated, from rafts and kayaks to float tubes and inner tubes. Swimming may be appropriate in this zone where it is consistent with health and safety needs.
Access & Transportation What would be the type and character of visitor access? By which modes of transportation could visitors access this zone, and which modes would be used within this zone?	Transportation and access would be primary characteristics, with accommodation of and facilities for automobiles (day-use parking), public transit (bus stops, shelters), equestrians (stables, soft-surface trails), bicycling (paved and soft-surface trails), and the full spectrum of pedestrian use.	Non-mechanized means (pedestrian and equestrian) would provide the primary form of access; however, bicycles suitable for travel on soft-surface trails may be accommodated.	Non-mechanized means (pedestrian and equestrian) would provide the primary form of access.	Motorized and non-motorized water vehicles would be modes of both access and transportation.	Non-motorized water vehicles would be the mode of both access and transportation.



Concept A: Continuation of Current Management



This constitutes the “No Action” alternative and would assume that existing programs, facilities, staffing, and funding would generally continue at their current levels. New programs and enforcement activities would occur only if additional funding becomes available.



Concept B:

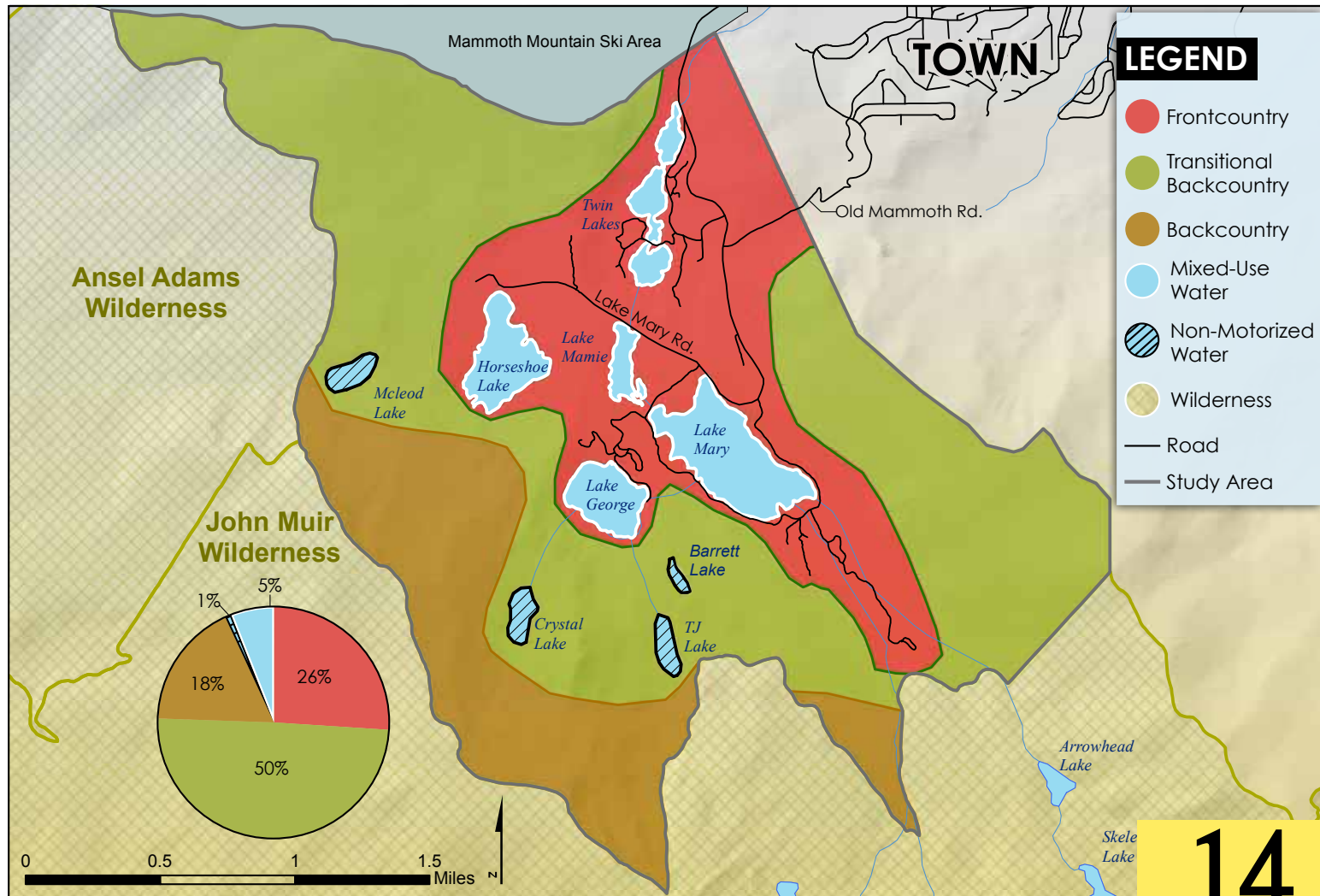
Preserve and Enhance Existing Facilities



This management option would focus on more-active management and enhancements to existing facilities. Existing facilities and rules would generally remain unchanged, but user experiences would be improved through additional signage and wayfinding. Speed limits and parking restrictions would be enforced to a greater degree. Additional amenities such as trash receptacles, recycling bins, bear boxes, and monofilament collectors would be added where appropriate. Additional management and facilities may potentially be funded through fines, grants, and/or user fees. No new trails would be added to the existing Inyo National Forest trail system, and no new parking or transit facilities would be developed within the Lakes Basin. User trails may be formalized.

Theme Statements:

- Experiences would generally remain the same as they are currently, with some improvement of existing facilities. Emphasis would be on preserving existing opportunities and experiences in their current locations.
- Facilities and level of service may be enhanced (can include reconstruction, replacement, and/or additions to existing facilities).
- Existing facilities would generally receive a higher level of maintenance.
- Resource concerns associated with user trails and other informal facilities may not be addressed.
- No new facilities.



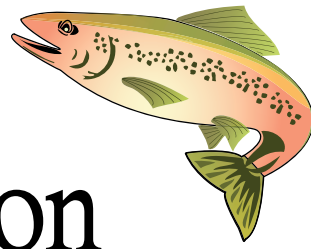
Concept B:

Preserve and Enhance Existing Facilities

RECREATION FACILITIES		TRAILS & TRAILHEADS		ACCESS & CIRCULATION			SIGNAGE & WAYFINDING	
Campgrounds	Marinas/Boat Launches	Trails	Trailheads	Lake Access	Transit	Parking	Design Standards	Vehicular Signage
Existing campgrounds may be enhanced through spur delineation, roadwork, or other amenities.	Existing marinas and boat launches would be maintained and may be enhanced.	Existing trails would be maintained to standard. No new trails would be constructed.	Existing trailheads would be maintained to standard.	Lake access would remain informal.	No major changes would be made to existing transit service. Existing transit service could be enhanced.	No new parking infrastructure would be constructed. Existing parking infrastructure could be enhanced.	Design standards would guide signage to ensure consistency and appropriate scale.	Existing vehicular signage would be enhanced for public safety and wayfinding.
Picnic Areas	Restrooms	Multi-Use Paths (MUPs)	Use Trails	Universal Access	Roadways		Wayfinding & Interpretive Messaging	
Existing picnic areas may be enhanced through replacement of tables and installation of fire rings, bear boxes, waste receptacles, etc.	Restrooms may be reconstructed, replaced, or enhanced at current locations.	No new MUPs would be constructed.	A few use-trails may be formalized to enhance and direct existing access.	To the extent possible, existing access, related facilities, and infrastructure would be retrofitted to accommodate people with disabilities.	Safety at road intersections would be enhanced.		Wayfinding and interpretive messaging would complete current projects.	



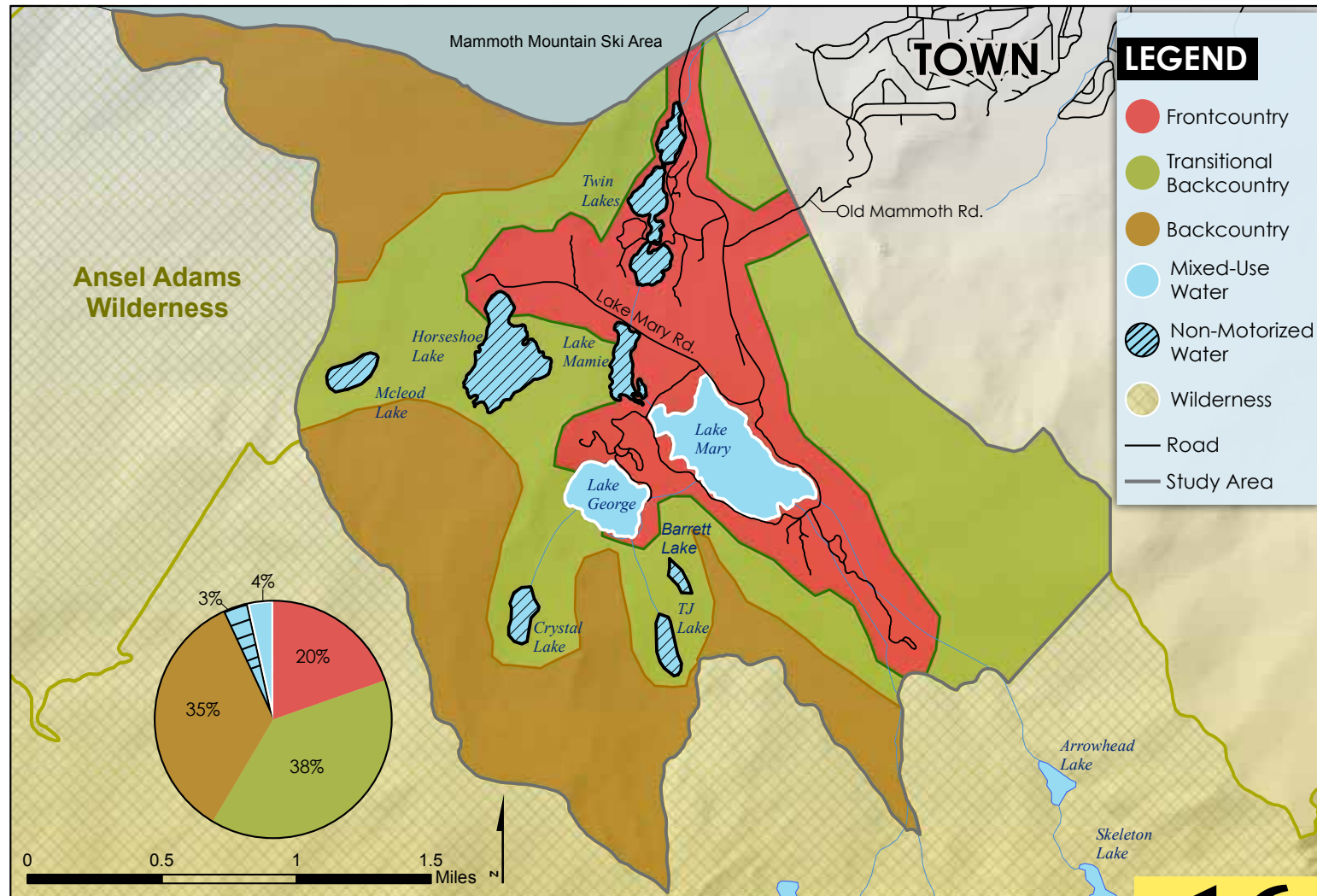
Concept C: Sustainable Access and Natural-Resource Protection



This management option would focus on providing sustainable access to the Lakes Basin while protecting natural resources as a key overriding objective. Under this management option, existing facilities and access would be expanded through increased transit capacity. Transit use would be encouraged through parking limitations, enforcement, and possible vehicle-entry or parking fees. Recreational capacity would be increased through the formalization of some user trails and the development of new trails and trailheads, with an emphasis on universal accessibility. “Renegade” parking would be eliminated through design features and increased enforcement.

Theme Statements:

- Protection of natural resources would be the overriding objective in all facility design, construction, programming, maintenance, etc.
- Enhance bus/trolley service.
- Enhance multi-modal (pedestrian, bike) access (trails, MUPs, signage, facilities such as bike racks, rentals).
- Focus on intra-Basin connectivity.

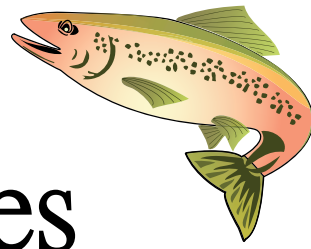


Concept C: Sustainable Access and Natural-Resource Protection

RECREATION FACILITIES		TRAILS & TRAILHEADS		ACCESS & CIRCULATION			SIGNAGE & WAYFINDING	
Campgrounds	Marinas/Boat Launches	Trails	Trailheads	Lake Access	Transit	Parking	Design Standards	Vehicular Signage
Existing campgrounds may be modified, relocated, or closed to protect natural resources. New campgrounds may be constructed to offset sites lost through closure or to provide for low-impact (i.e., walk-in tent camping) opportunities.	New boat-launch facilities may be constructed where they serve to concentrate use or to otherwise reduce overall resource impacts.	Existing trails would be maintained to standard. New trails may be constructed or use trails formalized to provide managed access to sensitive resources such as lakeshores and meadows. New trails would emphasize access to long-distance trails exiting the Lakes Basin as well as loop opportunities.	Existing trailheads may be modified to reduce resource impacts. New trailheads may be constructed where they provide for recreation access and can be built with minimal resource impacts.	Lake access would be formalized. Motorized watercraft would not be allowed on most lakes within the Basin in order to preserve and enhance water quality.	More frequent and longer periods of transit availability serving trailheads and other facilities and providing intra-Basin circulation may occur.	Designated parking may decrease Basin-wide and “renegade” parking would be largely eliminated. Park-and-ride opportunities, permitted lots, or fee parking may be implemented to reduce private-vehicle trips.	Design standards would guide signage to ensure consistency and appropriate scale.	Existing and new vehicular signage would be enhanced or constructed for public safety and wayfinding.
Picnic Areas	Restrooms	Multi-Use Paths (MUPs)	Use Trails	Universal Access	Roadways		Wayfinding & Interpretive Messaging	
Existing ad hoc picnic areas would be relocated and/or formalized with bear boxes, tables, recycling, etc.	Restrooms may be removed or relocated to address resource concerns. New restrooms may be constructed to address visitor-use impacts.	MUPs may be constructed where they provide for recreation opportunities and reduce resource impacts.	Use trails that are not formalized would be removed or mitigated.	In some instances, existing facilities and trail opportunities would be retrofitted to accommodate people with disabilities.	Safety at road intersections would be enhanced. Lake Mary Road would be converted to one-way circulation.		Wayfinding and interpretive messaging would emphasize protection of natural resources.	

Concept D:

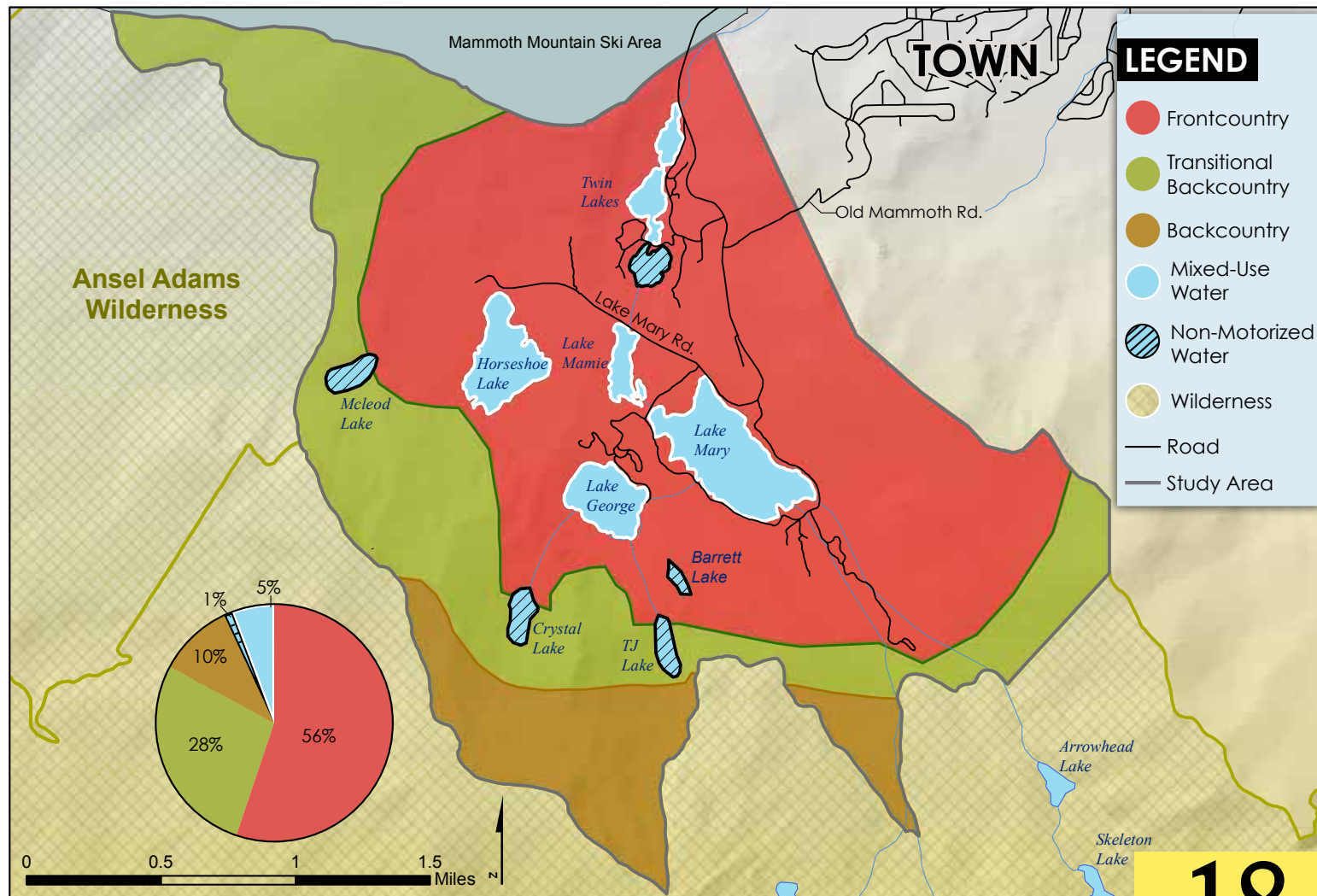
Expanded Public Access and Amenities



This management option would focus on expanding and enhancing public access and amenities to provide the visitor with a range of experiences. Existing vehicular access to the area would be increased through legalization of some “renegade” parking areas and, potentially, through the creation of additional parking lots. Recreational capacity would be increased through the formalization of some user trails, the development of new trails and trailheads, and the expansion of existing facilities such as marinas and campgrounds, with an emphasis on universal accessibility.

Theme Statements:

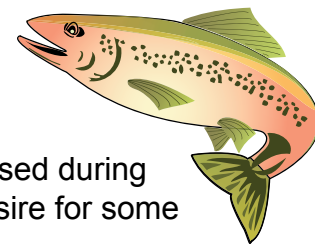
- Expand and enhance range of visitor experiences across the Lakes Basin.
- Enhance transit, multi-modal access, and private-vehicle access.



Concept D: Expanded Public Access and Amenities

RECREATION FACILITIES		TRAILS & TRAILHEADS		ACCESS & CIRCULATION			SIGNAGE & WAYFINDING	
Campgrounds	Marinas/Boat Launches	Trails	Trailheads	Lake Access	Transit	Parking	Design Standards	Vehicular Signage
Existing campgrounds may be modified to provide more opportunities and to facilitate RV camping as well as walk-in tent camping. New campgrounds may be constructed to accommodate increased use.	Existing marinas would be maintained. New marinas or boat-launch facilities may be constructed.	Existing trails would be maintained to standard. New trails may be constructed to provide separate opportunities for different uses. New trails may be constructed to provide opportunities in many trail classes. New trails would emphasize intra-Basin connectivity and loop opportunities.	Existing trailheads may be modified to accommodate increased use. New trailheads may be constructed where they enhance recreation access.	Lake access may be formalized where it improves or accommodates more access. Motorized watercraft would be permissible on most lakes within the Basin.	More frequent and longer periods of transit availability serving intra-Basin facilities and circulation may occur, with transit service to trailheads as a secondary emphasis.	Designated parking may increase Basin-wide and “renegade” parking would remain largely the same, with only minimal reduction for resource protection.	Design standards would guide signage to ensure consistency and appropriate scale.	Existing and new vehicular signage would be enhanced or constructed for public safety and wayfinding.
Picnic Areas	Restrooms	Multi-Use Paths (MUPs)	Use Trails	Universal Access	Roadways		Wayfinding & Interpretive Messaging	
New picnic areas may be developed with bear boxes, tables, recycling, etc.	New restrooms may be constructed to accommodate increased visitor use and to provide facilities at new day-use or overnight areas.	More MUPs may be constructed.	Use trails may be formalized where appropriate or allowed to persist.	In most instances, new facilities and trail opportunities would be constructed to accommodate people with disabilities.	Safety at road intersections would be enhanced. A Lake Mary-to-Lake George loop road would be considered for construction.		Wayfinding and interpretive messaging would emphasize access to recreation opportunities.	

Comparing the Draft Concepts



Concepts B, C, and D are presented here for comparison to help focus your input on ideas that may not have been discussed during the fall 2010 public meetings. Lots of feedback has already been collected regarding Concept A and clearly indicated a desire for some changes in the Lakes Basin.

Concept B: Preserve and Enhance Existing Facilities	Concept C: Sustainable Access and Natural-Resource Protection	Concept D: Expanded Public Access and Amenities
RECREATION FACILITIES		
Campgrounds		
Existing campgrounds may be enhanced through spur delineation, roadwork, or other amenities.	Existing campgrounds may be modified, relocated, or closed to protect natural resources. New campgrounds may be constructed to offset sites lost through closure or to provide for low-impact (i.e., walk-in tent camping) opportunities.	Existing campgrounds may be modified to provide more opportunities and to facilitate RV camping as well as walk-in tent camping. New campgrounds may be constructed to accommodate increased use.
Marinas/Boat Launches		
Existing marinas and boat launches would be maintained and may be enhanced through better operation.	Existing marinas may be redeveloped or relocated to minimize impacts on aquatic resources. New boat-launch facilities may be constructed where they serve to concentrate use or to otherwise reduce overall resource impacts.	Existing marinas would be maintained. New marinas or boat-launch facilities may be constructed.
Picnic Areas		
Existing picnic areas may be enhanced through replacement of tables and installation of fire rings, bear boxes, waste receptacles, etc.	Existing ad hoc picnic areas would be relocated and/or formalized with bear boxes, tables, recycling, etc.	New picnic areas may be developed with bear boxes, tables, recycling, etc.
Restrooms		
Restrooms may be reconstructed, replaced, or enhanced at current locations.	Restrooms may be removed or relocated to address resource concerns. New restrooms may be constructed to address visitor-use impacts.	New restrooms may be constructed to accommodate increased visitor use and to provide facilities at new day-use or overnight areas.



**Concept B:
Preserve and Enhance Existing Facilities**

**Concept C:
Sustainable Access and
Natural-Resource Protection**

**Concept D:
Expanded Public Access and Amenities**

TRAILS AND TRAILHEADS

Trails

Existing trails would be maintained to standard.

No new trails would be constructed.

New trails may be constructed or use trails formalized to provide managed access to sensitive resources such as lakeshores and meadows.

New trails would emphasize access to long-distance trails exiting the Lakes Basin as well as loop opportunities.

New trails may be constructed to provide separate opportunities for different uses.

New trails may be constructed to provide opportunities in many trail classes.

New trails would emphasize intra-Basin connectivity and loop opportunities.

Trailheads

Existing trailheads would be maintained to standard.

Existing trailheads may be modified to reduce resource impacts.

New trailheads may be constructed where they provide for recreation access and can be built with minimal resource impacts.

Existing trailheads may be modified to accommodate increased use.

New trailheads may be constructed where they enhance recreation access.

Multi-Use Paths (MUPs)

No new MUPs would be constructed.

MUPs may be constructed where they provide for recreation opportunities and reduce resource impacts.

More MUPs may be constructed.

Use Trails

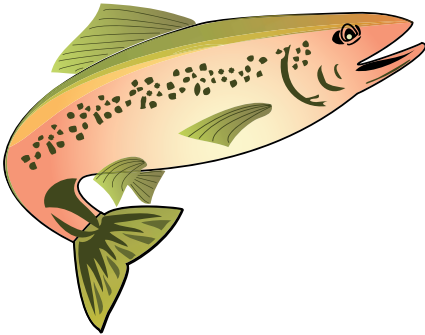
A few use-trails may be formalized to enhance and direct existing access.

Use trails that are not formalized would be removed or mitigated.

Use trails may be formalized where appropriate or allowed to persist.

Concept B: Preserve and Enhance Existing Facilities	Concept C: Sustainable Access and Natural-Resource Protection	Concept D: Expanded Public Access and Amenities
ACCESS AND CIRCULATION		
Lake Access		
Lake access would remain informal.	<p>Lake access would be formalized.</p> <p>Motorized watercraft would not be allowed on most lakes within the Basin in order to preserve and enhance water quality.</p>	<p>Lake access may be formalized where it improves or accommodates more access.</p> <p>Motorized watercraft would be permissible on most lakes within the Basin.</p>
Transit		
No major changes would be made to existing transit service.	More frequent and longer periods of transit availability serving trailheads and other facilities and providing intra-Basin circulation may occur.	More frequent and longer periods of transit availability serving intra-Basin facilities and circulation may occur, with transit service to trailheads as a secondary emphasis.
Parking		
No major changes would be made to existing parking infrastructure.	<p>Designated parking may decrease Basin-wide and “renegade” parking would be largely eliminated.</p> <p>Park-and-ride opportunities, permitted lots, or fee parking may be implemented to reduce private-vehicle trips.</p>	Designated parking may increase Basin-wide and “renegade” parking would remain largely the same, with only minimal reduction for resource protection.
Universal Access		
To the extent possible, existing access, related facilities, and infrastructure would be retrofitted to accommodate people with disabilities.	In some instances, existing facilities and trail opportunities would be retrofitted to accommodate people with disabilities.	In most instances, new facilities and trail opportunities would be constructed to accommodate people with disabilities.
Roadways		
Safety at road intersections would be enhanced.		
No major changes would be made to existing roadway infrastructure.	Lake Mary Road would be converted to one-way circulation.	A Lake Mary–to–Lake George loop road would be considered for construction.

Concept B: Preserve and Enhance Existing Facilities	Concept C: Sustainable Access and Natural-Resource Protection	Concept D: Expanded Public Access and Amenities
SIGNAGE & WAYFINDING		
Design Standards		
Design standards would be developed or adopted to guide signage to ensure consistency and appropriate scale.		
Vehicular Signage		
Existing vehicular signage would be enhanced for public safety and wayfinding.	Existing and new vehicular signage would be enhanced or constructed for public safety and wayfinding.	Existing and new vehicular signage would be enhanced or constructed for public safety and wayfinding.
Wayfinding & Interpretive Messaging		
Wayfinding and interpretive messaging would complete current projects.	Wayfinding and interpretive messaging would emphasize protection of natural resources.	Wayfinding and interpretive messaging would emphasize access to recreation opportunities.



"Thanks a million!"

Thank you for taking the time to review the Lakes Basin Special Study Preliminary Management Concepts and to share your thoughts! Your comments will help us understand the impacts of these proposals and will assist the relevant agencies in developing a long-range management plan for the Mammoth Lakes Basin that will reflect your perspectives. All public input will be included in the final LABSS report. To be alerted when the final results of the questionnaire have been tabulated and the final LABSS deliverables and report are complete, please send an e-mail to LABSS@mltpa.org.



THANK YOU!



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