



# Master Development Plan



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Operated under Special Use Permit  
from the Stanislaus National Forest

prepared for  
Dodge Ridge  
Wintersports Area

by  
Design Workshop

# 8.0 Master Development Plan

Table 7 Master Development Plan Projects (continued)

## Dodge Ridge 1,2c

PROJECT	ISSUE ADDRESSED	SPACE ALLOCATION (TABLE 5) REFERENCE	OPPORTUNITY	FACILITY LOCATION
<b>Emergency landing zone at Base Area:</b> Provide a landing area for emergency helicopter use at the Base Area.	<ul style="list-style-type: none"> <li>Provides access to Medi Flight emergency medical care. (Currently, the closest access is Bald Mountain, located 20-30 minutes away, depending on road conditions.)</li> </ul>		<ul style="list-style-type: none"> <li>Enhanced guest experience</li> <li>Increased operational efficiency</li> </ul>	
<b>Creekside Lodge deck expansion:</b> Build an additional 3,600 sq. ft. of decking to the west and south west of the existing Creekside Lodge deck.	<ul style="list-style-type: none"> <li>Provides for much-needed food and beverage seating.</li> </ul>	Provides additional seating for the Creekside Cafe	<ul style="list-style-type: none"> <li>Enhanced guest experience</li> <li>Additional revenue potential</li> </ul>	
<b>Surface lift to second Summit:</b> Install a surface lift to the second Summit area.	<ul style="list-style-type: none"> <li>Provides lift access to terrain in permit area not currently served by an existing lift.</li> </ul>		<ul style="list-style-type: none"> <li>Enhanced guest experience</li> </ul>	
<b>Parking:</b> USFS approved parking lot expansion (in 2005) to be implemented in phases. Total project provides an additional 1,130 spaces. See EA for details.	<ul style="list-style-type: none"> <li>Provides additional parking for proposed GCC. Employee parking will be relocated to this location, increasing guest parking closer to Base Area.</li> <li>Reduces amount of walking needed to arrive at Base Area through use of improved shuttle system.</li> </ul>		<ul style="list-style-type: none"> <li>Modernization</li> <li>Enhanced guest experience</li> </ul>	FIGURE REFERENCE (See entry at bottom of table)
<b>Parking – Mother Lode Lot:</b> The removal or relocation of the Sprung Structure and the garbage compactor from the existing Mother Lode Lodge parking lot allows for 100 to 120 additional parking spaces to be developed. Grading and paving will be required.	<ul style="list-style-type: none"> <li>Provides needed parking close to Base Area.</li> </ul>		<ul style="list-style-type: none"> <li>Modernization</li> <li>Enhanced guest experience</li> <li>Additional revenue potential</li> </ul>	
<b>Chair 10 Skier Services Building:</b> 2,000 to 4,000 sq. ft. facility located at the base of existing Chair 10 to provide basic skier services.	<ul style="list-style-type: none"> <li>Provides needed guest amenities, such as ticketing, lockers, and restrooms.</li> </ul>	Supports ticketing and provides more restrooms	<ul style="list-style-type: none"> <li>Modernization</li> <li>Enhanced guest experience</li> <li>Additional revenue potential</li> </ul>	
<b>Staff locker/administrative facility:</b> 2,400 sq. ft. facility located east of the Mountain House, on the north side of the Chair 5 Road, to provide employee locker rooms and administration offices.	<ul style="list-style-type: none"> <li>Allows for movement of many staff functions to free areas better suited for guest use.</li> </ul>	Relocates staff locker rooms, offices, and restrooms	<ul style="list-style-type: none"> <li>Increased operational efficiency</li> </ul>	

 = Facility/Infrastructure Improvement on Mountain. Refer to Figure 7 in Section 8.0 Master Development Plan.

 = Facility/Infrastructure Improvement in Base Area. Refer to Figure 8 in Section 8.0 Master Development Plan.

# 8.0 Master Development Plan

Table 8: Estimated Project Phasing

CONSTRUCTION YEAR 2007	CONSTRUCTION YEARS 2008-2009	CONSTRUCTION YEARS 2010-2011	CONSTRUCTION YEARS 2012-2013	CONSTRUCTION YEARS 2014-2015
<ul style="list-style-type: none"> <li>• Family Lodge</li> <li>• Improve guest arrival experience</li> <li>• Remodel and modernize Alpine Sports Center building</li> <li>• Carpet conveyor in Base Area</li> <li>• Creekside Lodge deck expansion</li> <li>• Surface lift to second Summit</li> <li>• On-snow Demo Center</li> </ul>	<ul style="list-style-type: none"> <li>• Staff locker/administrative facility</li> <li>• Parking – Mother Lode Lot</li> <li>• Emergency landing zone at Base Area</li> <li>• Glade skiing expansion</li> <li>• Snowplay/tubing area</li> <li>• Parking (USFS approved)</li> <li>• Summer recreation</li> <li>• Snowmaking</li> </ul>	<ul style="list-style-type: none"> <li>• Chair 6 replacement</li> <li>• New "Baby Chair"</li> </ul>	<ul style="list-style-type: none"> <li>• "Super Chair 10"</li> <li>• Chair 10 Skier Services Building</li> <li>• New ski run "Easy Way Down"</li> </ul>	<ul style="list-style-type: none"> <li>• Terrain park/half pipe</li> <li>• Night skiing</li> <li>• Chair 1 and 2 replacement</li> <li>• Summit Lodge</li> <li>• Nordic skiing at Summit area</li> <li>• New group use for Mid-Mountain Lodge</li> <li>• Carpet conveyor at Summit</li> </ul>

## Dodge Ridge 1,2c,5

# DODGE RIDGE SKI AREA

## PARKING AND SNOWPLAY FACILITIES PROPOSAL

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February 13, 2003

### INTRODUCTION & BACKGROUND

Dodge Ridge Ski Area (DRSA) operates within a special use permit (SUP) on National Forest System lands managed by the Stanislaus National Forest (SNF). DRSA proposes a series of additional parking areas proximate to the base area, and the development of a lift-served snowplay facility. The proposed projects are entirely within DRSA's existing SUP area.

The majority of the proposed parking areas were previously analyzed in an environmental impact statement (EIS) that was conducted in the early 1980s and approved via a Record of Decision signed by Blaine L. Cornell, Forest Supervisor for the Stanislaus National Forest, in 1985. Approved elements of the 1985 EIS were carried forward into the 1990 *Dodge Ridge Ski Area Final Development Plan*. Due to fiscal constraints, the parking improvements approved in the 1990 *Dodge Ridge Ski Area Final Development Plan* were not implemented, and due to the now antiquated approval, an updated parking proposal has been submitted to the Forest Service for review and approval. The proposed snowplay facility was not analyzed or approved in the 1985 EIS.

DRSA's proposal has been preliminarily reviewed for consistency with the direction provided in the 1991 *SNF Land and Resource Management Plan* as well as the 2001 *Sierra Nevada Forest Plan Amendment*. The required analysis of the Proposed Action under the auspices of the National Environmental Policy Act will ensure that the proposal is structured to be fully consistent with the direction provided in both forest planning documents.

### PURPOSE AND NEED

The Forest Service and DRSA identified two broad issues for improving the recreational experience at DRSA: 1) parking capacity, traffic congestion and safety; and 2) non-skiing winter recreation opportunities.

#### **Purpose #1:**

*Address issues at DRSA associated with parking capacity, traffic congestion and pedestrian use of the Dodge Ridge access road.*

#### Existing Condition:

The carrying capacity of a resort is described as the "Comfortable Carrying Capacity" (CCC), defined as the number of daily visitors a resort can comfortably and efficiently accommodate at one time without overburdening the resort infrastructure. The existing CCC at DRSA is 4,950 skiers-at-one-time, and is derived from capacities associated with DRSA's lift and trail network, support facilities and parking. By design, it is assumed that a ski area will exceed its CCC by 10 to 20 percent on peak days. Critical infrastructural functions such as parking, water and sewer are designed to accommodate peak day capacities.

## THE PROPOSED ACTION

### Parking

The proposed expanded parking configuration is designed to accommodate DRSA's attendance levels and eliminate the need to park guests in Pinecrest and along DRSA entrance/exit (thereby eliminating pedestrians on the road). DRSA proposes to construct a series of terraced parking areas within "the loop" created by the entrance and exit roads and three areas to the north of the exit road. In total, the new parking areas would provide approximately 1,146 *additional* spaces. Bus stops would be designated along the Dodge Ridge Road to pickup and drop-off guests near their vehicles. Approximately 110 and 16 of the proposed parking spaces, respectively, would be designated for the planned snowplay facility and Gooseberry Trailhead, (detailed below) leaving roughly 1,020 additional spaces for skier vehicles. (In accordance with the Americans with Disabilities Act (ADA), additional spaces would be designated for disabled guests adjacent to the Day Lodge, as necessary). In total, this increase would allow DRSA to accommodate 5,967 skiing guests – which represents approximately 120 percent of DRSA's existing CCC of 4,950. In order to properly maintain and operate the additional parking surface, DRSA proposes the construction of a sand storage facility at the existing base area.

The total area of disturbance for construction of the eight terraced parking areas would be approximately 22 acres. Approximately 11 acres of this disturbance would be construction-related and considered temporary. Another 10.9 acres are associated with actual parking surfaces and access roads, and would therefore be considered permanent. Approximately 18.5 acres of over- and understory vegetation would be removed (this is accounted for in the previously-mentioned 22 acres of disturbance).

### Snowplay

In order to fulfill existing public demand, DRSA proposes the development of a professionally designed and managed snowplay/tubing facility along the north side of the resort exit road. This approximate 2.5-acre snowplay area would be serviced by two surface lifts and a ticket/restroom facility. The snowplay facility could accommodate approximately 250 tubers-at-one-time. The snowplay facility would consist of four parallel tubing lanes, each approximately 650 feet long, including a run out/deceleration zone. The tubing facility would have a vertical drop of approximately 80 feet. Construction of the snowplay facility would entail approximately 1.6 acres of over- and understory vegetation removal.

As previously mentioned, 110 of the proposed parking spaces would be allocated to service the proposed tubing facility. Using an industry norm of three snowplayers per vehicle, the parking area would accommodate approximately 330 snowplay guests. From the parking area, guests would walk to a proposed guest service facility adjacent to the tubing facility. Constructed to specifically service snowplay activities, this 2,500 square foot facility would include limited food service, restrooms, and ticket sales. Additionally, a potable water line would be installed to the site from an existing adjacent storage tank. Provided toilet facilities would utilize low-flow technology and a buried vault which would be serviced as necessary throughout the winter