Agenda Item #1

Town of Mammoth Lakes

Planning & Economic Development Commission Recommendation Report

Date:	June 15, 2016	**Case/File No.:**	District Zoning Amendment 15-002; Vesting Tentative Tract Map 16-001; Use Permit 16-001 (Amendment of Use Permit 09-003); and Design Review 16-004
Place:	Council Chambers, 2nd Floor Minaret Village Shopping Center Mammoth Lakes, CA 93546		
Time:	After 2:00 p.m.	**Project:**	Old Mammoth Place Amendment
Agenda Item:	1	**Location:**	164, 202, and 248 Old Mammoth Road
Appeal Status:	Appealable to the Town Council	**General Plan:**	Clearwater Specific Plan
Applicant/ Property Owner:	Brent Truax / Metric Mammoth, LLC	**Specific Plan:**	Clearwater Specific Plan
Environmental Review:	Environmental Impact Report Addendum	**Zoning:**	Clearwater Specific Plan

TITLE: Consider recommending approval to the Town Council of the Old Mammoth Place Amendment (District Zoning Amendment 15-002, Vesting Tentative Tract Map 16-001, Use Permit Application 16-001, and Design Review 16-004), located at 164, 202, and 248 Old Mammoth Road, including the consideration of an Addendum to the Clearwater Specific Plan Environmental Impact Report

A. EXECUTIVE SUMMARY

1. Subject / Requested Actions

The Commission is requested to evaluate the proposed Old Mammoth Place Amendment project, which consists of District Zoning Amendment 15-002, Vesting Tentative Tract Map 16-001, Use Permit 16-001, and Design Review 16-004, determine if the required findings can be made, and take the following action:

> Adopt the attached Planning and Economic Development Commission Resolution, recommending to the Town Council adoption of the Addendum to the Clearwater Specific Plan Environmental Impact Report (State Clearinghouse No. 2006062154) including the Mitigation Monitoring and Reporting Program, and making the required CEQA findings, Municipal Code findings, and Subdivision Map Act findings, and approving District Zoning Amendment 15-002, Vesting Tentative Tract Map 16-001, Use Permit 16-001, and Design Review 16-004, subject to all conditions of approval.

Report Prepared By:
Nolan Bobroff, Assistant Planner

Report Approved By:
Sandra Moberly, Community and Economic Development Manager

2. Required Findings to Support Requested Actions

1. Is the proposed project consistent with the vision, goals and policies of the General Plan?
2. Does the proposed project conform to the Clearwater Specific Plan (CSP)?
3. Does the proposed project conform to the Mammoth Lakes Municipal Code (MLMC)?
4. Does the project conform to the State Subdivision Map Act?
5. Is the proposed project consistent with the Town's Design Guidelines?
6. Is the proposed project consistent with the California Environmental Quality Act (CEQA)?

3. Report Summary

In March 2010, the Old Mammoth Place (OMP) project was approved by the Planning and Economic Development Commission (PEDC). The approved OMP project consisted of a mixed-use residential (condo-hotel and workforce housing) project with up to 488 hotel rooms (80 rooms/acre) and eight (8) units of workforce housing.[1] The approved project had 332 market-rate residential condo-hotel units and eight (8) units of workforce housing for a total of 340 residential units.[2] The OMP Amendment project is a redesign of the approved OMP project that proposes to increase the residential (condo-hotel) square footage through additional height, expanded building footprints and building mass, and elimination of the on-site workforce housing.

The OMP Amendment project proposes a six-story condo-hotel with approximately 308,000 square feet (sq. ft.) of residential area, 37,000 sq. ft. of restaurant and retail spaces, 14,500 sq. ft. of conference and banquet space, a 5,500 sq. ft. spa and wellness center, outdoor public spaces, and understructure parking for no fewer than 597 vehicles.[3] The building area is split between five buildings of varying sizes and heights ranging from 35-65 feet as measured from the podium.[4] The maximum number of residential units will increase slightly to 343 units from 340; however, the maximum number of hotel rooms remains at 488 hotel rooms (80 rooms/acre). The proposed 343 units are all market-rate units.

The project includes the following amendments to the CSP:

1. <u>Building Height</u> – An increase in building height of 10-feet (one floor) per building height zone is requested. The building heights would range from 35-65 feet as measured from the podium. The Clearwater Specific Plan Environmental Impact Report (EIR) analyzed a project with a maximum building height of 65-feet; however, the adopted CSP and approved OMP project had a maximum building height of 55-feet as measured from the podium.
2. <u>Workforce Housing</u> – The project requests an amendment to the CSP to allow the developer to mitigate workforce housing by applying the Town's current Housing Ordinance, which allows a variety of mitigation options, including payment of Housing Impact Mitigation Fees. The adopted CSP required on-site workforce housing and the approved OMP project had eight (8) units of on-site workforce housing.

Town staff has taken the opportunity to correct typos and provide consistency with the current conditions on the site in the amended CSP, including an update to Figure B ("Site Context") to reflect the current zoning on the sites adjacent to the project site.

---

[1] Pursuant to the CSP, a hotel room is defined as a traditional studio-type hotel room and in cases where a hotel unit has more than one bedroom, each bedroom shall be counted as a room. A "unit" is the individual real estate item for sale and could contain one-, two-, or three-bedrooms ("hotel rooms").

[2] The 332 market-rate units were inclusive of the 488 hotel rooms. Workforce housing is exempt from density calculations, pursuant to the CSP.

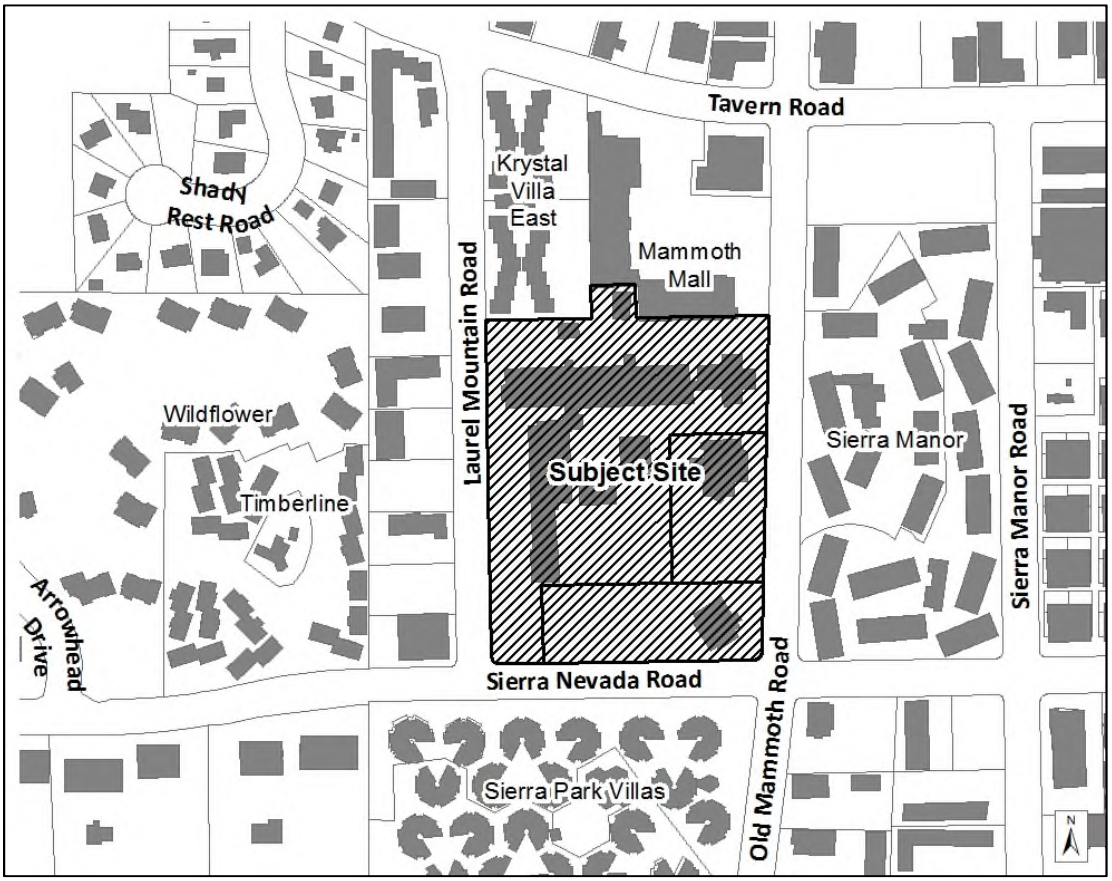
[3] The number of parking spaces effectively provided on-site will be approved by the Public Works Director and any short-fall of the parking supply will be satisfied by payment of in-lieu parking fees.

[4] The approved Old Mammoth Place project had a maximum height of 55-feet as measured from the podium.

This staff report describes the project as consistent with the General Plan and CSP, with the exception of the CSP amendments. An Addendum to the Clearwater Specific Plan EIR has been prepared pursuant to CEQA, which found that no new significant impacts or substantial increase in the severity of previously identified significant impacts would occur as a result of this project.

Based on these factors and staff analysis, it is staff's opinion that the required findings to support the requested approvals can be made, and recommends that the Commission recommend to the Town Council approval of the District Zoning Amendment, Vesting Tentative Tract Map, Use Permit, and Design Review, with the Conditions of Approval noted in the attached resolution (Attachment 1).

4. Location Map



B. <u>ANALYSIS</u>

1. Background and Project History

Clearwater Specific Plan (DZA 2006-03; GPA 2008-02) & North Old Mammoth Road District Special Study

The Clearwater Specific Plan (CSP) was adopted by the Town Council on January 7, 2009. The CSP envisions a pedestrian-oriented mixed-use corridor along Old Mammoth Road and calls for a mix of retail, condo-hotel, and conference uses, along with on-site workforce housing and public plaza areas that provide a venue for a variety of community activities and events. The CSP was adopted after an extensive public process, including numerous public meetings and workshops, giving ample opportunity to comment on the proposed plan prior to its adoption.

As part of the CSP adoption, the North Old Mammoth Road District Special Study (NOMRDSS) was completed. The intent of the NOMRDSS was to reinforce the North Old Mammoth Road District as a

desirable place for residents as well as visitors to live, shop, and recreate while reducing the dependency on the automobile. The NOMRDSS identifies goals and objectives for the District and recommends development standards to help achieve these goals. Although the NOMRDSS has no regulating power, it is an important reference document for the District. Most of the development standards recommended in the NOMRDSS are included in the CSP (e.g., building setbacks, stepbacks, massing, and height). The NOMRDSS is included as Attachment 12.

The NOMRDSS and public comments contributed to a number of changes that were incorporated into the CSP. The CSP established new zoning standards and is the regulating document for this site. Building height was a very controversial aspect of the CSP and when Council adopted the CSP, Council required that the proposed 65-foot maximum building height be reduced to 55 feet.

Old Mammoth Road Project (DZA 09-001; VTTM 09-003; UPA 09-003; DR 09-005; ADJ 09-004)

In March 2010, the PEDC approved the Old Mammoth Place (OMP) project (Attachment 10). An appeal was filed, but the Town Council rejected the appeal and confirmed the Commission's approval in May 2010. The OMP project is currently entitled for this site (i.e., the owner could apply for construction permits to build the 2010 OMP project).

The approved OMP project is a condo-hotel, mixed-use project that includes the following components:

- Up to 488 bedrooms ("hotel rooms") (80 rooms/acre)
- Up to 340 residential units (332 market-rate condo-hotel units and 8 workforce housing units)
- Outdoor public plazas
- Approximately 17,000 sq. ft. of restaurant space
- Approximately 20,000 sq. ft. of commercial/retail space
- Approximately 9,500 sq. ft. of conference space
- A spa and wellness center of approximately 4,500 sq. ft.
- An underground parking structure with a minimum of 619 parking spaces
- A pedestrian and vehicular mid-block connector between Old Mammoth Road and Laurel Mountain Road

The approved project building heights range from one to five stories and are sited to maximize sun exposure to the greatest number of units and to the public plaza areas. Consistent with the CSP, building heights along the perimeter of the site are 35 feet or lower (1-3 floors), and building heights in the center of the site are a maximum height of 55 feet (5 floors). See Attachment 10 for the approved OMP project plans and Attachment 11 for the Clearwater Specific Plan that was amended as part of this project.

Concept Review (CR 15-001)

In July 2015, the PEDC held a workshop on a proposed amendment to the Old Mammoth Place project. The workshop allowed the Commission and public to review preliminary plans and provide early input on the proposed amendment. The changes presented as part of the concept review consisted of increases to the residential (condo-hotel) square footage through additional building height, expanded building footprints and building mass, and elimination of the on-site workforce housing. The plans reviewed as part of the concept review are similar to what is being proposed as part of the current Old Mammoth Place Amendment project. The Commission reviewed each area of change individually and were supportive of the increased building heights along Laurel Mountain Road and Old Mammoth Place (new internal mid-block connector road), but had concerns about the 65-foot building height due to the fact that the Town Council previously reduced the height from 65 feet to 55 feet during the CSP adoption. Additionally, the Commission was supportive of applying the Town's current Housing Ordinance to the project for mitigation of workforce housing. Public input provided at the meeting and prior to the

meeting was related to concerns about the loading dock location on Sierra Nevada Road and impacts from the increased building height. The Commission and public feedback from the concept review workshop was provided in a close-out letter sent to the applicant (Attachment 10). Responses to each item in the close-out letter are provided in the project submittal (Attachment 2 – Vol. 1, Appendix).

All past project Resolutions, Ordinances, and other relevant Old Mammoth Place information is available online at: http://www.townofmammothlakes.ca.gov/index.aspx?NID=734 (Attachment 10).

2. Development Proposal

The OMP Amendment project is a mixed-use condo-hotel project located within the Clearwater Specific Plan area. A summary of the project is below:

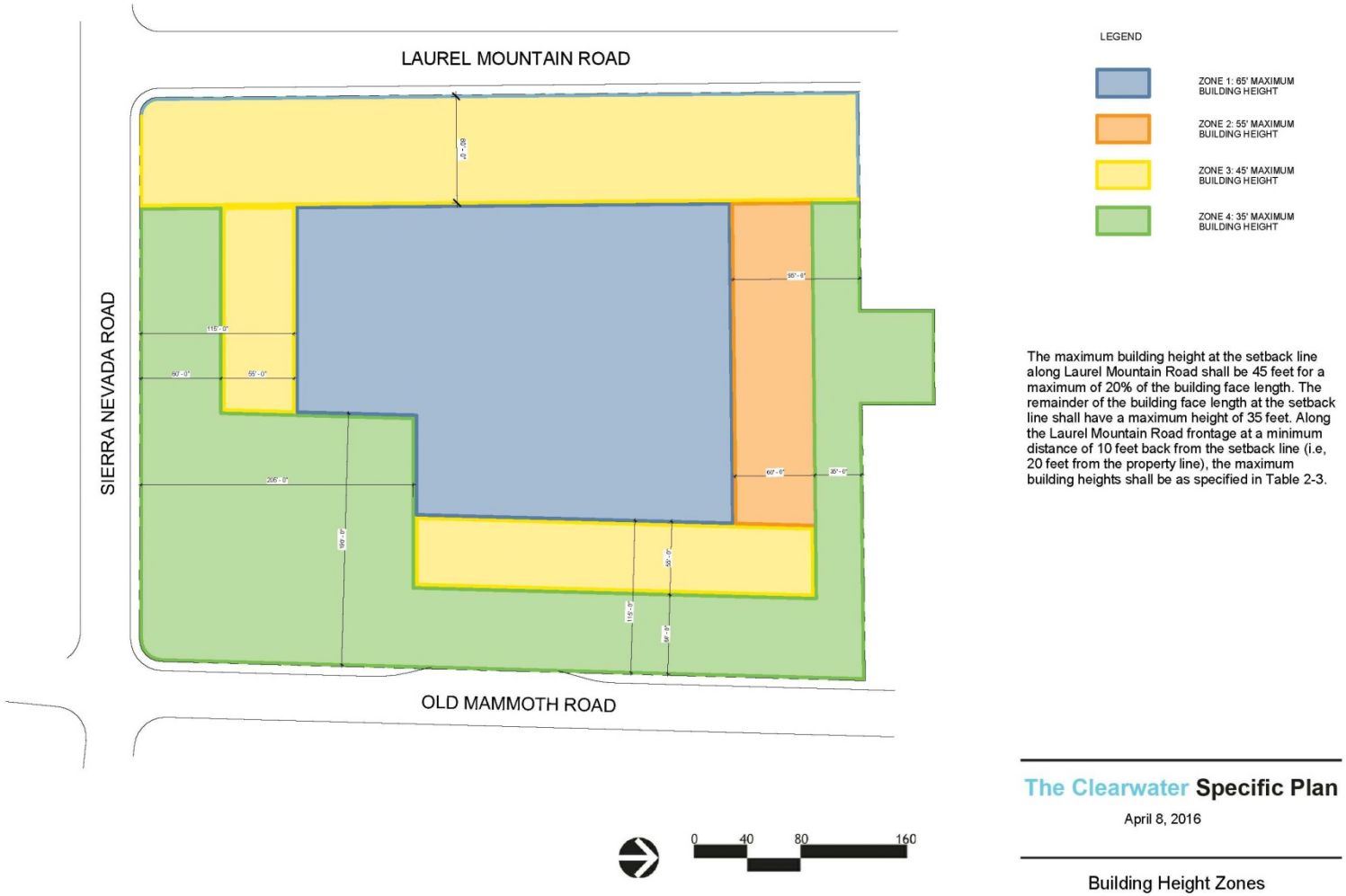
Project Summary

- The project consists of a six-story condo-hotel with up to 343 residential condo-hotel units containing a maximum of 488 hotel rooms (80 hotel rooms/acre).
- The hotel is proposed to be a full service four-star branded hotel and the hotel rooms are designed to meet the needs of a high quality hotel with regards to size and amenities. Room sizes will range between approximately 465 sq. ft. and 1,650 sq. ft. depending on the number of bedrooms.
- The project is proposing a maximum of 460 keys, or separately lockable portions of a unit. The project was designed as a series of modules that can be configured in a variety of room configurations (i.e., studio units, two-bedroom units with one lock-off, two-bedroom unit with no lock-offs, or three-bedroom unit with two lock-offs) depending on the residential market desires. A description of the various room nomenclatures (i.e., key, unit, and module) is provided in the project narrative (Attachment 2 – Vol. 1, Appendix).[5]
- Building heights will range from 35-65 feet as measured from the parking podium and the building heights will step up from the perimeter of the site to the center. The building height steps are aligned with the building height zones proposed in the amended CSP (See Figure 1, Proposed CSP Building Height Zones):
    - Zone 1 has a maximum height of 65 feet and is located in the center of the site.
    - Zone 2 has a maximum height of 55 feet and is located on the northern portion of the site at a distance of 35 feet from Old Mammoth Place.
    - Zone 3 has a maximum height of 45 feet and is located on the eastern portion of the site at a distance of 60 feet from Old Mammoth Road; the southern portion of the site at a distance of 60 feet from Sierra Nevada Road and 190 feet from Old Mammoth Road; and along Laurel Mountain Road.[6]
    - Zone 4 has a maximum height of 35 feet and is located on the perimeter of the site along Old Mammoth Place, Old Mammoth Road, and Sierra Nevada Road.

[5] "Key" = individual lockable portions of a unit; "Unit" = individual real estate item for sale; "Hotel Room" or "Room" = bedroom

[6] For the area along Laurel Mountain Road, a maximum 45-foot height is allowed for 20% of the building face length at the setback line, a maximum 35-foot height for 20% of the building face length, and a maximum 25-foot height for the remainder of the building length at the setback line. At a minimum distance of 10 feet from the setback line (i.e., 20 feet from the property line), the building can be at the maximum height for the full building length. This is consistent with what is permitted in the adjacent Old Mammoth Road (OMR) Zoning District.

Figure 1: Proposed CSP Building Height Zones



- The combined building footprint is 125,344 sq. ft. and encompasses 48% of the overall site area.[7]
- The mixed-use building area is approximately 482,800 sq. ft. and is split between five buildings. The approximate square footage of each primary use is:
    - Residential area: approximately 308,000 sq. ft.
    - Restaurant space: approximately 16,000 sq. ft.
    - Retail space: approximately 21,000 sq. ft.
    - Conference and banquet space: approximately 14,500 sq. ft.
    - Spa and wellness center: approximately 5,500 sq. ft.
- Understructure parking for no fewer than 597 vehicles.[8] Valet parking is proposed to maximize space and provide the required number of parking spaces.
- New pedestrian and vehicular mid-block connector road and sidewalks (Old Mammoth Place). Old Mammoth Place also serves as the access to the hotel and the understructure parking garage.
- Old Mammoth Road street improvements including a wider sidewalk, a new transit shelter, and an expanded bus pull-out area
- Public open space areas:
    - Market Commons (approx. 10,500 sq. ft.)
    - Old Mammoth Square (Multi-Function Area) (approx. 23,000 sq. ft.)
    - The Grove (approx. 13,800 sq. ft.)

Clearwater Specific Plan (CSP) Amendments

The project includes the following amendments to the CSP:

1. Building Height – An increase in building height of 10 feet (one floor) per building height zone is requested (See Figure 1, Proposed CSP Building Height Zones). The building heights would range from 35-65 feet as measured from the podium. The Clearwater Specific Plan EIR analyzed a project with a maximum building height of 65-feet; however, the adopted CSP and approved OMP project had a maximum building height of 55-feet as measured from the podium.

2. Workforce Housing – The project requests an amendment to the CSP to allow the developer to mitigate workforce housing by applying the Town's current Housing Ordinance, which allows a variety of mitigation options, including payment of Housing Impact Mitigation Fees. The adopted CSP required on-site workforce housing and the approved OMP project had eight (8) units of on-site workforce housing.

The proposed amendments to the CSP are included in a redline version of the CSP (Attachment 1, Exhibit 2). Town staff has taken the opportunity to include some minor edits to correct typos and provide consistency with the current conditions on the site in this redline version of the CSP, including updating Figure B to reflect the current zoning on the sites adjacent to the project site.

3. Subject Property and Surrounding Land Uses

The Old Mammoth Place project site is located within the Clearwater Specific Plan (CSP). It consists of three parcels and is approximately 6.1 acres in size. Existing buildings on the property include the Sierra Nevada Lodge, Rafters restaurant, and Red Lantern/Jimmy's restaurants. Surface parking and a

[7] Pursuant to the CSP, subterranean or podium structures topped by landscape areas (of at least a minimum dimension of 10 feet x 10 feet x 4 feet deep) shall not be considered structures for purposes of calculating lot coverage.

[8] The number of parking spaces effectively provided on-site will be approved by the Public Works Director and any short-fall of the parking supply will be satisfied by payment of in-lieu parking fees.

miniature golf course also exist on site. Although the site appears generally flat, there is a grade change of approximately 19 feet from the northwest to the northeast corner.

The project is zoned Clearwater Specific Plan (CSP) and the surrounding land uses include both commercial and residential uses. Table 1 describes the surrounding land uses and zoning.

Table 1: Surrounding Land Uses and Zoning.

Location	Zoning*	Adjacent Streets	Land Use
North	D; OMR	N/A	Mammoth Mall (commercial); Krystal Villa East (residential condos)
South	RMF-2	Sierra Nevada Road	Sierra Park Villas (residential condos)
East	OMR	Old Mammoth Road	Sierra Manor (residential condos)
West	OMR	Laurel Mountain Road	Commercial, apartments, L'Abri (residential condos)

*D = Downtown; OMR = Old Mammoth Road; RMF-2 = Residential Multi-Family 2

4. General Plan Consistency

The project is consistent with the following General Plan Vision statements as described in Table 2.

Table 2: General Plan Vision Conformance

General Plan Vision Statement	Explanation of Project Conformance with Vision Statement
"Sustainability and continuity of our unique relationship with the natural environment…We are committed to the efficient use of energy."	The project is located on a site that is already developed with a hotel, restaurants, and a surface parking lot. The project is proposed to be constructed to LEED Silver standards and incorporate energy saving measures.
"Being a great place to live and work."	The project would provide a number of new, temporary, seasonal, and full time jobs within the community. The project includes restaurant and retail spaces, a conference center, a spa, and public outdoor spaces, all of which will be accessible to the public. Additionally, the project will help activate Old Mammoth Road, creating a place for locals and visitors to shop, dine, and recreate.
"Adequate and appropriate housing that residents and workers can afford."	The project proposes to conform to the Town's Housing Ordinance, which is consistent with the Town's vision and goals for workforce housing.
"Being a premier, year-round resort community based on diverse outdoor recreation, multi-day events, and an ambiance that attracts visitors."	The project would provide up to 488 hotel rooms, which provides a place to stay for visitors, central to the numerous recreational opportunities available in and around Mammoth Lakes; numerous restaurant and retail spaces; a large conference center; and public outdoor spaces that provide gathering places and opportunities for interaction for both visitors and locals.

General Plan Vision Statement	Explanation of Project Conformance with Vision Statement
"Protecting the surrounding natural environment and supporting our small town atmosphere by limiting the urbanized area."	The project is within the Urban Growth Boundary and the density is consistent with that allowed by the General Plan. Additionally, the project is an infill project that proposes to redevelop a previously disturbed site.
"Exceptional standards for design and development that complement and are appropriate to the Eastern Sierra Nevada mountain setting and our sense of a village in the trees."	The approved Old Mammoth Place project was reviewed by the Advisory Design Panel (ADP) in 2009 and revisions were made to the project, which resulted in a design that reflected the mountain setting. The revised design retains the architectural vernacular and key design concepts of the approved project, while still allowing the developer to achieve a project that is financially viable. The design of Old Mammoth Place complements the mountain setting through its use of heavy timber, rusted metal, natural granite, and the incorporation of numerous water elements throughout the site that are designed to resemble iconic local natural features (i.e., Devils Postpile, the Minarets). The requested 65-foot height is consistent with the recommendations in the NOMRDSS and what was analyzed in the Clearwater Specific Plan EIR. Additionally, a survey of the existing mature trees on the site completed as part of the original CSP project (see Attachment 8), revealed the average mature tree height was 63 feet, which is consistent with the maximum proposed height of the project.
"Offering a variety of transportation options that emphasize connectivity, convenience and alternatives to use of personal vehicles with a strong pedestrian emphasis."	The project proposes to enhance pedestrian connectivity by providing multiple means of egress to and from the site; wide sidewalks along Old Mammoth Road that allow for a vibrant streetscape with planting areas, café seating, and other pedestrian scaled elements; a mid-block connector road connecting Laurel Mountain Road and Old Mammoth Road which eliminates the need for any additional curb cuts along the Old Mammoth Road frontage; outdoor public open spaces; street level retail and restaurant spaces along Old Mammoth Road; a new transit shelter; shuttle service to the airport and other destinations in town; and a understructure parking garage, which will screen the parking area from public view.

The project is consistent with the goals and purpose of the Clearwater Specific Plan since the project proposes a pedestrian-oriented mixed use development that provides a blend of retail, condominium hotel, and conference uses. Additionally, the project proposes a maximum density of 80 rooms per acre and pursuant to CSP Section 3.6.1 and General Plan Policy L.5.G, provides significant community benefits. The project is consistent with the General Plan's goals for the Old Mammoth Road District, which encourages pedestrian-oriented mixed-use development; ground floor retail that is adjacent and accessible to pedestrians; and distinctive mountain architecture. For an analysis of the project's

consistency with the applicable General Plan Goals and Policies, please see Attachment 5. Discussion of consistency with specific policies related to building height and workforce housing are discussed in Specific Plan Consistency, below.

5. Specific Plan Consistency

The proposed project is consistent with all applicable zoning requirements of the Clearwater Specific Plan (CSP) with the exception of the building height standard which is proposed to be amended as part of this project. The revised CSP development standards are shown in track changes in Attachment 1, Exhibit 2.

A summary and analysis of the proposal and Town zoning requirements is discussed in Table 3:

Table 3: Zoning Consistency

General Information			
General Plan: Clearwater Specific Plan (CSP)		Specific Plan: Clearwater Specific Plan (CSP)	
Zoning: Clearwater Specific Plan (CSP)		Overlay Zone/District/Master Plan: N/A	
Existing Land Use(s): Hotel; Restaurant(s); Surface Parking Lot; Miniature Golf Course		Permit Required for Use: DZA, VTTM, UPA, DR	
Development Standards			
Standard	**Required/Allowed**	**Proposed/Provided**	**Complies?**
Density			
Rooms/acre	80 rooms/acre [9]	80 rooms/acre [9]	Yes
Total Rooms	488	488	Yes
Site Coverage [10]	70%	48%	Yes
Building Height			
Height Zone 1	Maximum 55 feet	Maximum 65 feet	Yes [11]
Height Zone 2	Maximum 45 feet	Maximum 55 feet	Yes [11]
Height Zone 3	Maximum 45 feet	Maximum 45 feet	Yes [11]
Height Zone 4	Maximum 35 feet	Maximum 35 feet	Yes

[9] The Clearwater Specific Plan permits a density of 80 rooms/acre, if adequate and appropriate community benefits are provided. See Community Benefits section below.

[10] Pursuant to the CSP, subterranean or podium structures topped by landscape areas (of at least a minimum dimension of 10 feet x 10 feet x 4 feet deep) shall not be considered structures for purposes of calculating lot coverage.

[11] The building heights comply with the CSP Development standards with the approval of the District Zoning Amendment request (DZA 15-002). See discussion below.

Standard	Required/Allowed	Proposed/Provided	Complies?
Setbacks			
Old Mammoth Road	0 – 5 feet from sidewalk	0 feet from sidewalk (sidewalk varies between 23 – 35 feet from ROW)	Yes
Sierra Nevada Road	10 feet	10 feet	Yes
Laurel Mountain Road	10 feet	10 feet	Yes
Other properties	10 feet	45 feet[12]	Yes
Parking – Total Required	**597** [13]	**597** [13]	**Yes**
Condominium Hotel (1 space per guest room)	488	488	Yes
Guest Parking (1 space per 20 rooms)	24	24	Yes
Management Parking (2 spaces)	2	2	Yes
Retail and Commercial (1 space per 250 sq. ft.)	29 [13]	29 [13]	Yes
Restaurant (1 space per 150 sq. ft.)	54 [13]	54 [13]	Yes
Parking – Other			
Bus Parking (2 spaces)	2 spaces	2 spaces	Yes
Bicycle Parking (2 spaces per commercial unit; 2 spaces per 2,500 sq. ft. of plaza space; 1 space for every 5 hotel units)	187	> 187	Yes
Other			
Workforce Housing: Consistent with the Town's Housing Ordinance.			Yes [14]
Snow Storage and Removal: Snow hauling plan proposed.			Yes
Public Art: Fee will be paid at building permit issuance.			Yes [15]

[12] Old Mammoth Place is a private street with a public access road easement granted to the Town and therefore, setbacks are measured from the property line.
[13] The parking requirement for retail uses was reduced by 32% to account for differing demand peaks between restaurant and retails uses. The parking requirement for retail and restaurant uses was then reduced by 50% to account for internal and "external" walk-in capture. See parking discussion below.
[14] See Workforce Housing discussion below.
[15] The Public Art Fee is currently waived through 7/31/2017 for all projects. At that time, the fee will be re-evaluated.

Building Height Analysis

The project includes a request for an amendment to the CSP to allow an increase of the maximum building height for each building height zone by approximately 10 feet.

The additional height is justified by the following reasons:

- Per the market study that was commissioned by the applicant, the current resort hospitality market is demanding larger, more luxurious accommodations. The market study was peer-reviewed by a financial analyst retained by the Town and the conclusions of that analysis are contained in an attachment that will be distributed under separate cover due to the analysis not being ready at the time of publishing this report.
- The additional area is required to justify the project's significant proposed open spaces and public amenities from an economic perspective.
- The additional height along Laurel Mountain Road has provided additional flexibility to design a building with more variety and articulation along the street frontage and avoid the previous "wedding cake" step back design. Additionally, the proposed design is consistent with what would be permitted in the adjacent Old Mammoth Road (OMR) Zoning District where 20% of the building face (i.e., street-facing building face) is permitted to be a maximum 45 feet, 20% of the building face is permitted to be a maximum 35 feet, and the remaining 60% of the building face is permitted to be a maximum 25 feet.[16] With a minimum stepback of 10 feet, the building can be at the maximum building height for the entire building length, but still requires building articulation and other design features to break up the massing.
- The current design mitigates the visual impacts of the additional height and massing through various step backs, architectural treatments, well positioned public open spaces, and by placing the additional height at the center of the site.
- The view plane analysis (Attachment 3– Vol. 2, Relative Height Sections) show that the public view planes from the sidewalk and across the street from the project are largely governed by the foreground structures and the increased height in the center of the site will be outside of the public view (see Figure 2 below for the view from Old Mammoth Place). Additionally, when the photo simulations of the project analyzed by the Clearwater Specific Plan EIR are compared to the photo simulations of the proposed project, the public view blockage of the surrounding mountain and hillsides remain similar (see Attachment 1, Exhibit 1- Addendum, Section 3.2).
- The proposed 65-foot height is consistent with the analysis in the Clearwater Specific Plan EIR and proposed project. The Addendum to the Clearwater Specific Plan EIR found that the resultant public view blockage from the proposed project would remain similar to that analyzed in the EIR.
- The location of the building's additional height and massing has very minimal additional shadow impacts given its placement on the site. The Addendum to the Clearwater Specific Plan EIR found that shadow impacts would increase slightly compared to the project analyzed by the EIR, but that those increases would not be substantial and no new mitigation measures are required.

<u>General Plan Building Height Policies</u>

The General Plan includes policies about limiting the height of buildings to the top of the forest canopy and preserving public views, which are analyzed in Table 4:

[16] Zoning Code Section 17.24.030.D allows up to 20% of the length of the building face to exceed that maximum building face height by up to 10 feet without a stepback.

Table 4: General Plan Building Height Policies Analysis

Policy	Analysis
Goal C.2. Design the man-made environment to complement, not dominate, the natural environment.	As shown in the photo simulations completed for the revised project and discussed in Section 3.2, *Aesthetics/Light and Glare*, of the Addendum, the public view blockage of the surrounding mountains and hillsides from the revised project would remain similar to the public view blockage from the approved project and with what was analyzed in the Clearwater Specific Plan EIR. The design of the building includes significant stepping and modulation of scale in order to minimize the building mass and mitigate the public view impacts. Additionally, the building heights at the perimeter of the site are consistent with what would be allowed on adjacent sites pursuant to the zoning designations of those sites and the increased height at the center of the site will be largely mitigated by the smaller, surrounding buildings. Furthermore, as shown in the Height, Massing & View Analysis section of Volume 2 (see Staff Report, Attachment 2), the public view planes from the sidewalk level and across the street from the project are largely governed by the foreground structures and the increased height in the center of the site will be outside of the public view.
C.2.J. Be stewards in preserving public views of surrounding mountain, ridgelines, and knolls.	As shown in the photo simulations completed for the revised project and discussed in Section 3.2, *Aesthetics/Light and Glare*, of the Addendum, the public view blockage of the surrounding mountains and hillsides from the revised project would remain similar to the public view blockage from the approved project and with what was analyzed in the Clearwater Specific Plan EIR. The design of the building includes significant stepping and modulation of scale in order to minimize the building mass and mitigate the public view impacts. The building heights at the perimeter of the site are consistent with what would be allowed on adjacent sites pursuant to the zoning designations of those sites and the increased height at the center of the site will be largely mitigated by the smaller, surrounding buildings. As shown in the Height, Massing & View Analysis section of Volume 2 (see Attachment 2), the public view planes from the sidewalk level and across the street from the project are governed by the foreground structures and the increased height in the center of the site will be largely outside of the public view.

Policy	Analysis
C.2.V. Building height, massing and scale shall complement neighboring land uses and preserve views to the surrounding mountains.	Refer to response Goal C.2 and C.2.J.
C.2.W. Maintain scenic public views and view corridors (shown in Figures 1 and 2) that visually connect community to surroundings.	Refer to response C.2.J. Implementation of the project will result in public view blockage of the Sherwin Range. However, as shown in the photo simulations completed for the revised project and discussed in Section 3.2, *Aesthetics/Light and Glare*, of the Addendum, the public view blockage of the surrounding mountains (i.e., Sherwin Range) would remain similar to the public view blockage from the approved project and with what was analyzed in the Clearwater Specific Plan EIR. The mitigation measures from the Clearwater Specific Plan EIR remain applicable. Additionally, due to the public benefit and value of the existing trees on the site that will remain, a damage surety in the amount of $5,000 per tree over 12" diameter-at-breast height (DBH) that will remain is required prior to issuance of a grading permit. Although removal of some vegetation will occur as part of the project, replacement trees are required to be native species and a minimum of 8-feet in height at the time of planting in order to maintain and enhance the character of the site and its surroundings.
C.2.X. Limit building height to the trees on development sites where material tree coverage exists and use top of forest canopy in general area as height limit if no trees exist on site.	A survey of the existing mature trees on the site completed as part of the original CSP project, revealed the average mature tree height was 63-feet, which is consistent with the maximum proposed height of the project. Additionally, the requested 65-foot height is consistent with the recommendations in the NOMRDSS and what was analyzed in the EIR.

Shadow/Shading Analysis

Section 3.2 (Aesthetics/Light and Glare) of the Addendum to the Clearwater Specific Plan EIR analyzed the potential shading/shadow impacts that would result from the proposed project and concluded that the proposed project would slightly increase the shade along portions of Old Mammoth Road as well as to commercial uses located to the north of the project site. However, the Addendum determined that those shading impacts would not be substantially different that the approved project or with what was analyzed in the Clearwater Specific Plan EIR. Addendum Exhibit 3.2-5 (Attachment 1, Exhibit 1) shows the anticipated shadow and shading that will occur as a result of the proposed project.

View Analysis

Section 3.2 (Aesthetics/Light and Glare) of the Addendum to the Clearwater Specific Plan EIR analyzed the public view blockage that would occur from the proposed project and concluded that the public view blockage of the surrounding mountains (i.e., Sherwin Range) would remain similar to the public view blockage from the approved project and with what was analyzed in the Clearwater Specific Plan EIR.

Addendum Exhibit(s) 3.2-2, 3.2-3, and 3.2-4 (see Attachment 1, Exhibit 1) show the approved project and the revised project from the key public views in the vicinity of the project. The General Plan and the Town Code only include policies and regulations that protect *public* views.

Additionally, the Relative Height Sections in Volume 2, Project Plans (Attachment 3) show that the public view planes from the sidewalk and across the street from the project are largely governed by the foreground structures and the increased height in the center of the site will be outside of the public view (see Figure 2, Relative Height Section – Old Mammoth Place).

Figure 2: Relative Height Section – Old Mammoth Place

Parking Analysis

The parking requirements for the project are outlined in the CSP. The CSP provides for potential reductions of the parking requirements, if the following conditions are met:

1. A shared parking plan is submitted and approved with a use permit and a study identifying how shared parking will operate;
2. Developer requests and is annexed into a parking district; and
3. Developer pays all in-lieu fees (if applicable).

The CSP does not allow hotel uses to be incorporated into any shared parking analysis. This prohibition was adopted to encourage a "park once" concept, which assumes that a driver staying at the hotel will park their vehicles there and leave it there once in town, using transit or other "feet first" methods of travel. The CSP also does not allow valet parking for retail uses, meaning that the parking plan must designate self-parked spaces for retail uses. This requirement is intended to provide greater convenience for those customers of the retail shops.

The CSP does not establish a specific parking rate for conference space and plaza/outdoor recreation space, but rather allows for the parking demand for these uses to be satisfied through shared and/or off-site parking, recognizing that the primary demand for these uses comes from on-site hotel guests and that a smaller portion come from "walk-in" traffic from surrounding uses. The CSP requires an event management plan, including a parking management plan, to be submitted to and approved by the Town if off-site parking is necessary.

<u>Town's Parking Demand Analysis</u> (completed as part of the approved OMP project)
As part of the approval of the original OMP project, the Town hired Nelson\Nygaard Consulting Associates to prepare an independent parking study for the project and to provide a third-party review of the applicant's proposed parking study and operational plan. The operational plan proposed parking quantities below the CSP base requirements and proposed a shared parking plan that utilized tandem

parking and valet parking to mitigate the parking short-fall. That study concluded that the estimated maximum daily parking demand for the project was 570 spaces and the demand for the project could be accommodated within the project site if valet operations are required for all hotel guests. The study recommended that valet parking services are provided twenty-four hours per day during the peak occupancy seasons. Additionally, the study suggested the Town may want to consider an in-lieu parking fee for this project since a logical connection between economic development and trip reductions can be made for reductions in parking requirements.

Applicant's Parking Demand Analysis (completed as part of the approved OMP project)
LSA Associates, Inc., a consultant to the applicant, prepared a parking demand analysis which largely followed the requirements of the CSP and is based on a "worst-case scenario" that reflects the maximum permitted hotel density (488 hotel rooms). The applicant's demand calculation provides a shared parking analysis that represents a "park-once" concept, meaning that the hotel units are not part of the shared parking calculation, pursuant to the CSP. Per the LSC Shared Parking Report (July 2005), which has been used as a reference document for other town parking studies, the retail parking demand was reduced by 32% to account for the differing demand peaks between restaurant and retail uses. This method is consistent with the method Nelson\Nygaard's used for assessing shared parking.

The applicant's demand calculation also included an estimation of internal and "external" capture, or what could be considered "walk-in" traffic from surrounding uses, for the retail and restaurant portions of the project. Transit and bike ridership are also considered to be "walk-in" traffic. A reduction of 50% was applied to the restaurant and retail uses of the project, which per Nelson\Nygaard is considered to be a standard assumption for mixed-use projects within mixed-use districts that are located adjacent to transit and offer other "feet-first" amenities such as on-site bicycle storage and parking.

Consistent with the CSP, the applicant did not propose any reductions to the hotel, workforce housing, manager units, or guest parking requirements.

The LSA study concluded that the maximum parking demand for the project was 619 parking spaces. While the Nelson\Nygaard report provided the Town with beneficial recommendations and provided support for the acceptance of a reduction of parking requirements for the project, staff made the determination that the applicant's more conservative demand estimation (the LSA estimation of 619 spaces) was a more appropriate estimation of the parking reductions that could be made due to the shared parking and capture advantages offered by the project.

Revised Parking Demand Analysis
Based on the parking requirements in the CSP, the revised project has a lower parking demand than the approved project by 22 spaces. This is due to the elimination of the on-site workforce housing (20 spaces) and a slight decrease in the parking demand for the commercial uses (2 spaces). Since the parking demand is not increased by this project and the density and uses remain substantially the same, the assumptions and conclusions from the two previous studies remain applicable to this project and the same reductions (i.e., 32% reduction for retail/restaurant demand peak sharing and the 50% reduction for internal and "external" capture) are proposed. Similar to the approved project, the applicant is proposing a shared parking plan that incorporates valet parking and tandem parking. Table 5 outlines the parking demand calculations for the revised project using the LSA approach.

Table 5: Parking Demand Calculations

Project Product	Quantity	Parking Ratio	Parking Spaces
Hotel Room ("Bedroom")	488 (max density)	1 space / bedroom	488
Hotel Guest	488	1 space / 20 rooms	24
Manager Unit	1	2 spaces / unit	2
Total Residential			***514***
Retail	20,880	1 space / 250 sq. ft.	84
		32% reduction*	84 – 27 = 57
Restaurant	16,328	1 space / 150 sq. ft.	109
Total Commercial without Internal Capture			57 + 109 = 166
Total Commercial with Internal Capture*			***166/2 = 83***
Total Spaces with Sharing and Internal Capture			***514 + 83 = 597***

* Parking demand for retail use was reduced by 32% to account for sharing between restaurant and retail (per 2005 LSC Shared Parking Study).
** Parking demand for retail and restaurant uses were reduced by 50% for internal and "external" walk-in capture.

Parking Operation Proposal

A shared parking plan similar to the shared parking plan for the approved project has been proposed, which proposes to utilize valet parking and tandem parking to provide the required number of parking spaces. The valet parking program is for the restaurant and hotel uses, while parking for the retail uses would be self-parked, pursuant to the CSP. The valet parking program would be operated 24 hours a day. 365 days a year, as a condition of approval. The valet program will also be required to maintain a five-minute customer vehicle turnaround. Such valet programs are common in similar developments.

The current parking proposal includes 447 standard parking spaces (9' x 18') (Attachment 3 - Vol. 2, Sheet A2.0A), with the potential to increase the capacity by potentially 166 parking spaces through the use of on-site valet parking. This would potentially provide 619 parking spaces (16 over the required 597) on-site with the valet parking operation. However, staff has concerns about the proposed valet parking layout provided in Volume 2, Sheet A2.0B (Attachment 3) since the spaces shown are only 16 feet long and do not meet the Town Standard parking space depth of 18 feet, and the vehicles are stacked six-deep. This is similar to the layout that was approved in 2010, but the conditions of approval for the approved project give the Public Works Director the authority to approve the total number of parking spaces effectively provided on-site through the valet parking operation (i.e., parking space that meet Town Standards) and require in-lieu parking fees for any short-fall of the parking supply. Staff requested the applicant provide an alternative valet parking layout where all parking spaces meet Town Standards so that the applicant and staff would have an idea of the potential short-fall of parking spaces. The alternative valet parking layout is provided in Volume 2, Sheet A2.0C (Attachment 3) and indicates that with all Town Standard parking spaces, there is potential for an estimated 541 valet parking spaces (56 stalls short of the 597 required). Based on the three parking scenarios provided, it can be concluded that there is potential for between 541 and 619 parking spaces on the site with valet parking operations and any short-fall of the 597 required parking spaces would be mitigated through in-lieu fees consistent

with the parking provisions identified in the CSP and Municipal Code Section 17.44.040.C (Parking In-Lieu Fee).

Bus Parking

Section 5.2.8 of the CSP requires a bus loading and drop-off facility, as well as overnight parking with electrical plug-ins for at least two busses. A bus parking/loading area with electrical plug-ins and large enough for two busses is provided along Laurel Mountain Road. Additionally, along the portion of Old Mammoth Place that is one-way, a 10-foot wide area adjacent to the 14-foot drive aisle is provided for temporary drop-off and loading of tour bus passengers. The bus parking proposal has not changed as part of this project and remains the same as the approved project.

Bicycle Parking

Bicycle parking is required to be provided in accordance with the standards listed in the CSP, which requires a minimum of 187 bicycle parking spaces based on the current project proposal. There is an area in the parking garage that can accommodate 152 bicycle parking spaces and the additional bicycle parking spaces will be located throughout the site.

Density and Community Benefits

The project proposes a maximum density consistent with the maximum density allowed by the CSP, which is 80 rooms/acre. However, to be permitted a density of 80 rooms/acre, the CSP requires the provision of adequate and appropriate community benefits.

As part of the original and approved OMP project, a financial analysis of the relative benefits of the requested density increase and the proposed community benefits offered in exchange was competed by Keyser Marston Associates (KMA). Separately, the Town contracted with Economic and Planning Systems (EPS) to complete a peer review of the KMA study. The KMA study found that the community benefits outweighed the projected economic benefit to the developer by more than 10 times. The residual land value increase associated with the density bonus was estimated at $2.5 million, whereas the value of the physical benefits provided by the project is estimated at $26 million. The EPS report agreed with the KMA report and found the methodology used to be reasonable and their assumptions to be valid.

Since the project has not changed with regards to the density or overall hotel room count and the proposed community benefits are relatively the same, the previous financial analysis comparing the density increase and the community benefits remains applicable.

The following components of the project were considered community benefits:

- Outdoor plazas and public open spaces (Old Mammoth Square, Market Commons, and the Grove). The Cascade Park, if included would be considered a community benefit.
- Mid-block connector and widening of Old Mammoth Road
- Retail/Restaurant space (29,000 of the total 37,000 sq. ft. is considered a community benefit)
- Meeting/Conference Space (11,250 of the total 14,350 sq. ft. is considered a community benefit)
- Portions of the understructure parking. Specifically, 100% of the parking for the commercial and restaurant areas, and 50% of the parking spaces for the hotel areas.

Pursuant to Ordinance No. 10-09, which amended the CSP pursuant to the Town's Community Benefits/Incentive Zoning (CBIZ) policy, the portions of the project that are considered incentive density (i.e., portion over 40 rooms/acre) are exempt from payment of housing, development impact fees (DIF), and public art fees. This exemption granted by Ordinance No. 10-09 is specific to the Old Mammoth Place project only and does not apply to other projects in the community. The basis for the exemption was that applying fees to incentivized density or a community benefit works contrary to the

intent of the policy, because it applies a financial penalty to such features. Staff is recommending a condition of approval which identifies the base number of units for density is 244 “keys”, rather than 244 “rooms”, in order to avoid any confusion about which units represent the base density and which units represent the incentive density. This is due to the fact that the Town’s fee schedule uses “keys” for determining the amount of the required fee and the CSP uses bedrooms (i.e., “Hotel Rooms”) for determining density, which could account for a varying amount of “keys” depending on how many non lock-off two- and three-bedrooms units are ultimately proposed.

Workforce Housing

The original CSP required workforce housing to be provided on-site and the approved Old Mammoth Place project had eight (8) on-site workforce housing units.

In 2015, the Town adopted Ordinance 15-03, which updated the Housing Ordinance (Municipal Code Chapter 17.136) and allows a variety of housing mitigation options, including payment of housing fees, on-site provision of units, off-site provision of units, conveyance of land, or an alternative AHMP. The amendment of the CSP proposes to amend the Housing section of the CSP (Section 7.0) to allow projects the option to mitigate housing in a manner consistent with the Town’s Housing Ordinance. Additional changes to the text throughout the CSP document are proposed in order to provide consistency with the proposed CSP Housing section. The applicant is proposing to pay Housing Impact Mitigation Fees to mitigate housing, which is a permitted mitigation option per the Housing Ordinance, rather than provide on-site workforce housing.

Staff finds the amendment acceptable since it allows for the provision of housing mitigation consistent with the Housing Ordinance.

Vesting Tentative Tract Map

A tentative tract map is required to supersede the existing Old Mammoth Place map (VTTM 09-003), which provided for 340 maximum market-rate condo/hotel/residential units, inclusive of the workforce housing units (i.e., 332 market-rate units and 8 workforce housing units) and 80 commercial condominiums. The project bedroom count was 488 bedrooms, exclusive of workforce housing bedrooms.

The revised Old Mammoth Place map (VTTM 16-001) proposes a maximum of 343 market-rate condo/hotel/residential units and no workforce housing units. The bedroom count remains at a maximum of 488 bedrooms and the number of commercial condominiums remain at 80 units. See Attachment 4 for the updated Vesting Tentative Tract Map (VTTM 16-001).

A vesting map provides developers the right to proceed with the development standards (i.e., zoning and public works standards) that are in place at the time the vesting map is deemed complete. The vesting map does not vest building code requirements or fees; the applicant will pay the applicable development impact and other fees in place at the time of a building permit application submittal.

4. Population at One Time (PAOT)

Since the project is not proposing to increase the overall density allowed by the General Plan or the CSP, PAOT would remain unchanged.

5. Project Impact Evaluation Criteria (PIEC)

Consistent with the Project Impact Evaluation Criteria (PIEC) policy, a PIEC summary analysis was prepared for the original and approved OMP project in 2010. Minor updates to the PIEC analysis were necessary for the revised project.

The PIEC evaluation indicates a positive report in a number of assessment areas, including:

- Traffic and Mobility – low trip generation because the project is a mixed-use project with internal capture, the project is in close proximity to two transit lines, shuttle service to the airport and other destinations will be provided, and bicycle parking is provided; deliveries would not impede traffic; a new mid-block connector road will be constructed; the existing bus turnout will be enlarged and a new transit shelter will be provided.
- Water Supply and Capacity – water demand would not exceed buildout demands; there is adequate water infrastructure capacity adjacent to the site; and fixtures would be low-flow. The applicant is required to provide engineering studies to the water district as part of the future building permit to verify the 15-inch sewer adjacent to the project is adequate to meet the needs of the project.
- Economic Stability – project increases TOT and sales tax; project contributes to placemaking and synergy by providing a mix of uses on the site.
- Social Capacity – project includes conference space, street front retail, and public spaces; and hotel, restaurants, and retail would create permanent and seasonal employment.
- Recreation/Leisure Capacity – approximately 52% open space; open public plazas provided throughout the site; pedestrian paths, transit infrastructure, and bike facilities are provided; and project provides a range of dining and entertainment options.

The updated PIEC analysis is included as Attachment 6.

6. Project Design

A summary of the project's design features is included below:

- Building Design
  - The building forms, roofs, and façades feature significant articulation in order to provide variation, visual interest, and appropriate scale and proportions;
  - The building heights are stepped from high center to lower ends;
  - The buildings allow significant sunlight into the pedestrian areas; and
  - The ground floor of the buildings is at a scale that creates comfort and interest for the pedestrian environment.
- Roofs
  - The roofs have a dominant form with interesting design features such as changes of height and varied eaves; and
  - Heavy timber roof supports and trusses are used as architectural treatments.
- Building Base
  - There is a clear distinction between the lower part of the building where it meets the ground and the upper parts achieved through the variation in building materials at the base; and
  - The materials and texture create a pedestrian scale.
- Building Façades/Balconies/Decks
  - The façades at the pedestrian level have visual interest, character and personality through the use of materials and scale of building elements; and
  - The façades are varied through the use of significant steps in horizontal and vertical planes, recessed openings, and color and material changes.

- Materials and Colors
    - The proposed materials are natural (e.g., heavy timber, granite);
    - Buildings on the periphery of the site have a more rugged mountain feel achieved through the use of heavy timber, granite, rusted metal and a natural color palette of shingles; and
    - The taller buildings in the center have a more refined mountain feel achieved through the use of heavy timber and channel glass accents

The PEDC Design Committee reviewed the proposed changes to the project on May 26, 2016 and the Committee members were supportive of the revisions to the project and concurred that the project remained consistent with the overall design intent of the approved Old Mammoth Place project. A summary of the Design Committee comments is provided in Table 6, below.

Table 6: Summary of PEDC Design Committee Comments

PEDC Design Committee Comment	Response
The applicant is proposing to retain the existing laundry building in the northern portion of the site and eliminate the Cascade Park from the proposal. The Design Committee thought that the Cascade Park was an important part of the project design and having the laundry facility outside of the hotel building would be problematic for hotel/laundry operations. The developer should consider finding a place within the hotel for laundry services.	The applicant has indicated they will re-consider using the existing building for laundry services and if they remove the building, they will use the site as a pocket park. The PEDC can make a recommendation that the laundry building be removed and the area be converted into a pocket park similar to what was previously approved.
Two bus parking spaces may not be adequate.	The CSP only requires two bus parking spaces. Temporary loading and unloading of bus passengers is permitted on the one-lane portion of Old Mammoth Place.
The Committee members were supportive of the three parking configurations in in order to provide a sense of what the short-fall of parking might be.	Comment noted.

7. Agency / Public Comments

Staff routed the application to the following agencies: Mammoth Lakes Fire Protection District (MLFPD) and Mammoth Community Water District (MCWD). MCWD previously provided comments on the original and approved OMP project and had no additional comments on the revised project. MCWD's comments from the approved OMP project were incorporated into the conditions of approval in the attached resolution. MLFPD provided comments throughout the review of the project and their comments have been incorporated into the conditions of approval in the attached resolution.

At the time of publication, public comments have been received from four individuals. The public comment letters are included as Attachment 13 and are discussed below:

Building Height Relative to the Krystal Villa East Condos

The four comment letters all raised issues with the proposed height increase. The proposed project height is consistent with what was analyzed by the Clearwater Specific Plan EIR. As shown in the public view analysis that has been completed for the project, the impact to public views from the proposed project will remain similar to those that were analyzed by the Clearwater Specific Plan EIR. The General Plan identifies major view corridors and vistas, and in the vicinity of the project the General Plan identifies the view of the Sherwin Range as the only major public view. Town regulations, such as the General Plan and Town Code, only include policies and regulations that protect *public* views (e.g.,

views from streets, sidewalks, and public places). *Private* views (e.g., views from private units) are not considered during project analysis. In regards to the request in the comment letters to keep the height at the current height of the existing buildings, the currently entitled project allows a building height of 55 feet for the Old Mammoth Place project site. Additionally, the permitted building height for the areas in the immediate vicinity of the project site are 55 feet for the Mammoth Mall site (adjacent to the Krystal Villa East) and 45-feet for the Krystal Villa East site, pursuant to the Town's Zoning Code. For additional information on building height, please refer to the *Building Height Analysis* section.

Affordable Housing Proposal

Regarding the affordable housing proposal, the applicant is proposing to remove the on-site affordable housing and comply with the Town's Housing Ordinance through the payment of affordable housing fees. The Housing Ordinance was adopted through a public process and reflects the Town's visions, goals, and current strategies for affordable housing. Additionally, the Housing Ordinance found all forms of housing mitigation identified in the Ordinance as being appropriate methods to mitigate the demand for affordable housing. For additional information on the affordable housing proposal, please refer to the *Workforce Housing* section.

8. Environmental Analysis

An environmental impact report (EIR) was prepared for the Clearwater Specific Plan and was certified on January 7, 2009 (SCH No. 20066012041). The EIR evaluated a conceptual project and the maximum building envelope within which a project could be built on this site. The Clearwater Specific Plan EIR found that impacts to aesthetics/light and glare, land use and relevant planning, and impacts from construction noise cannot be mitigated to a less than significant level and a statement of overriding considerations was adopted. The statement of overriding considerations found that the significant and unavoidable adverse impacts of the project, which will remain significant after mitigation, are acceptable and are outweighed by social, economic, and other benefits of the project. All other potential significant adverse project impacts have been mitigated to a less than significant level based on mitigation measures in the Final Clearwater Specific Plan EIR and the Mitigation Monitoring and Reporting Program (MMRP) adopted with the Final Clearwater Specific Plan EIR.

Consistent with CEQA Guidelines Section 15164, an Addendum to the Clearwater Specific Plan EIR has been prepared to address the current revisions proposed to the project. Staff retained Michal Baker International, Inc. to prepare the addendum. An addendum is appropriate when minor or technical changes or modifications to a project do not result in any new significant effects or a substantial increase in the severity of previously identified environmental effects. Staff's review and analysis concluded that there would be no new significant effects or a substantial increase in the severity of previously identified environmental effects from the changes to this project. This conclusion is supported by the analysis in the addendum. The mitigation measures from the Clearwater Specific Plan EIR and MMRP remain applicable and there are no new mitigation measures required and no new alternatives available that would substantially reduce the environmental effects beyond those previously described in the Final Clearwater Specific Plan EIR. The mitigation measures are incorporated into the conditions of approval for the project. The addendum is included as Attachment 1, Exhibit 1 and the Clearwater Specific Plan EIR is included as Attachment 9.

9. Financial and Staffing Considerations

The applicant is paying for the staff time, including consultants, for the processing of this application.

C. OPTIONS

Option 1. Adopt the attached Planning and Economic Development Commission Resolution, recommending to the Town Council adoption of the Addendum to the Clearwater Specific Plan Environmental Impact Report (State Clearinghouse No. 2006062154) including the the Mitigation Monitoring and Reporting Program, and making the required CEQA findings, Municipal Code findings, and Subdivision Map Act findings, and approving District Zoning Amendment 15-002, Vesting Tentative Tract Map 16-001, Use Permit 16-001, and Design Review 16-004, subject to all conditions of approval.

Option 2. Recommend that the Town Council takes the actions listed in Option 1, as modified by the Commission.

Option 3. Recommend that the Town Council deny District Zoning Amendment 15-002, Vesting Tentative Tract Map 16-001, Use Permit 16-001, and Design Review 16-004.

Option 1 would allow the applicant to move forward with the current proposal and request approval by the Town Council.

Option 2 would also allow the applicant to move forward and request approval by the Town Council, but the Commission's recommendation would be for approval of a modified proposal.

Option 3 would also allow the project to proceed to the Town Council; however, the Commission recommendation would be to deny the request. The Commission would need to make findings for denial.

D. RECOMMENDATION

Staff recommends that the Planning and Economic Development Commission choose Option 1 and recommend that the Town Council takes the following actions:

> Adopt the attached Planning and Economic Development Commission Resolution, recommending to the Town Council adoption of the Addendum to the Clearwater Specific Plan Environmental Impact Report (State Clearinghouse No. 2006062154) including the Mitigation Monitoring and Reporting Program, and making the required CEQA findings, Municipal Code findings, and Subdivision Map Act findings, and approving District Zoning Amendment 15-002, Vesting Tentative Tract Map 16-001, Use Permit 16-001, and Design Review 16-004, subject to all conditions of approval.

Attachments

Attachment 1: Planning and Economic Development Commission Resolution

Exhibit 1: Addendum to the Clearwater Specific Plan Environmental Impact Report

Exhibit 2: Proposed Revisions to the Clearwater Specific Plan

Attachment 2: Volume 1: Project Narrative

Attachment 3: Volume 2: Project Plans

Attachment 4: Vesting Tentative Tract Map 16-001

Attachment 5: 2007 General Plan Policy Consistency Analysis

Attachment 6: Project Impact Evaluation Criteria (PIEC)

Attachment 7: Draft PEDC Design Committee Minutes, May 26, 2016

Attachment 8: Tree Location and Height Survey, August 2006

Attachment 9: Clearwater Specific Plan Environmental Impact Report - available online at: http://www.townofmammothlakes.ca.gov/index.aspx?NID=142

Attachment 10: Old Mammoth Place Past Project Resolutions, Ordinances, and Other Relevant Information (available online at: http://www.townofmammothlakes.ca.gov/DocumentCenter/Home/View/1518

Attachment 11: Adopted Clearwater Specific Plan, April 21, 2010 - available online at: http://www.townofmammothlakes.ca.gov/DocumentCenter/Home/View/1518

Attachment 12: North Old Mammoth Road District Special Study (available online at: http://www.townofmammothlakes.ca.gov/DocumentCenter/Home/View/540

Attachment 13: Public Comment Letters