

Attachment 5

2007 General Plan Policy Consistency Analysis

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2007 GENERAL PLAN POLICY CONSISTENCY ANALYSIS

Goal, Policy, or Action	Explanation of Project Conformance with Goal, Policy, or Action
Economy Element	
E.1.D. Encourage restaurants, retail, entertainment, lodging, and services.	The proposed project is a mixed-use development that includes a condominium-hotel, restaurant and retail spaces, conference space, and public outdoor areas.
E.2.A. Support a range of outdoor and indoor events facilities, and services that enhance the community’s resort economy.	The proposed project includes an approximate 14,000 square-foot conference space area and public outdoor spaces large enough to hold a variety of community events (i.e., farmers market, musical events, etc.).
E.3.A. Encourage mix of uses in the Main Street, Old Mammoth Road, and Shady Rest District and the North Village District.	The proposed project is a mixed-use development that includes a condominium-hotel, restaurant and retail spaces, conference space, and public outdoor areas. The project is consistent with the goals of the Old Mammoth Road District, which encourages pedestrian-oriented mixed-use development.
E.3.D. Encourage adequate and appropriate commercial services for residents and visitors.	The proposed project includes restaurant and retail spaces in a variety of sizes, including some retail spaces as small as 200 square feet.
Community Design Element	
Goal C.1. Improve and enhance the community’s unique character by requiring a high standard of design in all development in Mammoth Lakes.	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 high quality design that reflects the mountain setting. The current 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 PEDC Design Committee reviewed the current design and agreed that the design of this corner was similar to the approved project and retained the overall design intent.
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 <u>Section 3.2, <i>Aesthetics/Light and Glare</i></u> , 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 2008 CSP 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 <u>Height, Massing & View Analysis section</u> 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.

<p>C.2.A. Create well-designed and significant public spaces in resort/commercial developments to accommodate pedestrians and encourage social interaction and community activity.</p>	<p>The proposed project is a mixed-use development that includes numerous public outdoor spaces that are designed to accommodate a series of public events and uses. Additionally, the project will widen the sidewalks along Old Mammoth Road which will animate the Old Mammoth Road street frontage and provide space for outdoor café seating, planting areas, and other pedestrian scaled elements.</p>
<p>C.2.B. Maximize opportunities for public spaces that support community interaction, such as outdoor café and restaurant patios, performance and arts spaces, and child activity centers through public-private partnerships.</p>	<p>Refer to response C.2.A.</p>
<p>C.2.C. Encourage development of distinct districts, each with an appropriate density and a strong center of retail, services or amenities.</p>	<p>Refer to response C.2.A. The project proposes a mixed-use development that includes a condominium-hotel, restaurant and retail spaces, conference space, and public outdoor areas. The project site is currently developed with lodging and restaurant uses and the existing and the proposed uses are all consistent with the uses envisioned by the CSP and for the Old Mammoth Road district. The project would not increase the maximum allowable density of the CSP.</p>
<p>C.2.D. Preserve and enhance special qualities of districts through focused attention on land use, community design, and economic development.</p>	<p>Refer to response C.2.C.</p>
<p>C.2.E. Ensure that each district center is an attractive destination that is comfortable and inviting with sunny streets, plazas, and sidewalks.</p>	<p>As discussed in <u>Section 3.2, <i>Aesthetics/Light and Glare</i></u>, of the Addendum, the revised project would not result in a substantial increase in shadow impacts to the public spaces within the project area and in the areas adjacent to the project, compared to that analyzed in the 2008 CSP EIR. Additionally, existing and future pedestrian or vehicular travelways will require implementation of a snow plowing and cindering plan or the installation of heat traced pavement on any portion of the street or sidewalk that receives less than two hours of mid-day sun for more than a week, in order to maintain safe travel conditions. Furthermore, the majority of the public outdoor spaces are located on the southern portion of the project site adjacent to the buildings with the lowest height, in order to maximize solar access and minimize shadows, and create comfortable and inviting public spaces.</p>
<p>C.2.F. Improve visual appearance as well as pedestrian access and activity by requiring infill development patterns. Encourage rehabilitation and reorientation of existing strip commercial development consistent with neighborhood and district character.</p>	<p>Refer to response C.2.A. and C.2.C.</p>
<p>C.2.G. Ensure that development in commercial areas provides for convenient pedestrian movement between adjoining and adjacent properties.</p>	<p>The proposed project includes a new pedestrian and vehicular mid-block east-west connector road and extra-wide sidewalks (i.e., up to 32 feet) along Old Mammoth Road. These features will improve the pedestrian connectivity in the area.</p>

<p>C.2.J. Be stewards in preserving public views of surrounding mountain, ridgelines, and knolls.</p>	<p>As shown in the photo simulations completed for the revised project and discussed in <u>Section 3.2, Aesthetics/Light and Glare</u>, 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 2008 CSP 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 <u>Height, Massing & View Analysis section</u> 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.</p>
<p>C.2.L. Create a visually interesting and aesthetically pleasing built environment by requiring all development to incorporate the highest quality of architecture and thoughtful site design and planning.</p>	<p>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 high quality design that reflects 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 the buildings includes significant stepping and modulation of scale in order to minimize the building mass and create a visually interesting project. The building façades on the periphery of the site will have articulated and faceted façades sheathed in heavy timber, rusted metal, and a natural color palette of shingles. The scalloped effect on the exterior walls would provide additional visual interest. As the buildings are stepped up, the design and materials shift to a more smooth and refined look and use heavy timber, granite, and glass accents to achieve this look.</p>
<p>C.2.M. Enhance community character by ensuring that all development, regardless of scale or density, maximizes provision of all types of open space, particularly scenic open space.</p>	<p>Refer to response C.2.J. The design of the buildings include significant stepping and modulation of scale in order to reduce the building mass at the ground level on- and adjacent to the site and create a more pedestrian friendly environment. By maintaining building heights consistent with the adjacent zoning at the perimeter of the site, the blockage of public views that would occur as a result of this project are similar to those that would occur from the approved project (see <u>Section 3.2, Aesthetics/Light and Glare</u>, of the Addendum). Additionally, the public outdoor spaces on the site are located on the southern portion of the project site, adjacent to the buildings with the lowest height, in order to maximize solar access and minimize shadows, and create comfortable and inviting public open space areas.</p>

<p>C.2.P. Require mid-block connectors through long blocks as development and redevelopment occurs.</p>	<p>Refer to response C.2.G. The project is proposing a new pedestrian and vehicular mid-block connector between Laurel Mountain Road and Old Mammoth Road. The connector road will provide access to the hotel and subterranean parking structure, but also will break up the long block between Sierra Nevada Road and Tavern Road and will provide convenience to pedestrians, bicyclists, and other vehicles.</p>
<p>C.2.T. Use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting.</p>	<p>The project would use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting including heavy timber, granite, rusted metal, and a natural color palette. Additionally, the public open-space features will be connected to one another via a man-made river that originates at the pool (i.e., "headwaters") and flows in a southeasterly direction and incorporates various elements from significant local natural features (i.e., Devils Postpile and The Minarets).</p>
<p>C.2.U. Require unique, authentic and diverse design that conveys innovation and creativity and discourages architectural monotony.</p>	<p>Refer to response C.2.L and C.2.T.</p>
<p>C.2.V. Building height, massing and scale shall complement neighboring land uses and preserve views to the surrounding mountains.</p>	<p>Refer to response Goal C.2 and C.2.J.</p>
<p>C.2.W. Maintain scenic public views and view corridors (shown in Figures 1 and 2) that visually connect community to surroundings.</p>	<p>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 <u>Section 3.2, <i>Aesthetics/Light and Glare</i></u>, 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 2008 CSP EIR. The mitigation measures from the 2008 CSP 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.</p>
<p>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.</p>	<p>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 North Old Mammoth Road District Special Study (NOMRDSS) and what was analyzed in the 2008 CSP EIR.</p>

Goal C.3. Ensure safe and attractive public spaces, including sidewalks, trails, parks and streets.	Refer to response C.2.A and C.2.E.
C.3.B. Require distinctive design features at unique sites such as mountain portals, the terminus of a public view and other important public spaces and social gathering places.	The ADP review of the project in 2009 resulted in a dramatic gateway to the project on the northeast corner of the site comprised of heavy timber and glass. The revised project proposes slight changes to this part of the project (i.e., a third level was added in order to accommodate residential in this area), but otherwise retains the same architectural design and appearance as the approved project in May 2016. The PEDC Design Committee reviewed the proposed changes and agreed that the design of this corner was similar to the approved project and still achieved the goal of making a dramatic statement.
C.3.D. Development shall provide pedestrian oriented facilities, outdoor seating, plazas, weather protection, transit waiting areas and other streetscape improvements.	Refer to response C.2.A.
C.3.E. Ensure that landscaping, signage, public art, street enhancements, and building design result in a more hospitable and attractive pedestrian environment. Require an even higher level of design quality and detail in commercial mixed use areas.	Refer to response C.2.A, C.2.E, C.2.L, C.2.T, and C.2.W. Additionally, a Master Sign Plan (MSP) will be required for the project as part of the future building permit submittal.
Goal C.4. Be stewards of natural and scenic resources essential to community image and character.	Refer to response C.2.J and C.2.W.
C.4.A. Development shall be designed to provide stewardship for significant features and natural resources of the site.	Refer to response C.2.W.
C.4.B. To retain the forested character of the town, require use of native and compatible plant species in public and private developments and aggressive replanting with native trees.	Refer to response C.2.W.
C.4.C Retain overall image of a community in a forest by ensuring that native trees are protected wherever possible and remain an important component of the community.	Refer to response C.2.W.
C.4.D Retain the forested character of the town by requiring development to pursue aggressive replanting with native trees and other compatible species.	Refer to response C.2.W.
Goal C.5. Eliminate glare to improve public safety. Minimize light pollution to preserve views of stars and the night sky.	As indicated in <u>Section 3.2, Aesthetics/Light and Glare</u> , of the Addendum, lighting at ground level (e.g., interior and exterior lighting for security, parking, signage, landscaping, street lighting, and interior lighting of the proposed structures) would not substantially increase compared to that analyzed in the 2008 CSP EIR or from the approved project. Implementation of the 2008 CSP EIR Mitigation Measures AES-13 and AES-14 will reduce light and glare impacts, but the impacts will remain significant and unavoidable. An outdoor lighting plan would be required for all new outdoor lighting installations and requires outdoor lighting fixtures to be designed, located, and installed to prevent glare, light trespass, and light pollution. An outdoor lighting plan would be submitted in conjunction with a building permit application. The outdoor lighting plan is

	required to comply with Section 17.36.030.G, <i>Outdoor Lighting Plans</i> , of the Town’s Municipal Code.
C.5.A. Require outdoor light fixtures to be shielded and down-directed so as to minimize glare and light trespass.	Refer to response Goal C.5.
C.5.C. Improve pedestrian safety by eliminating glare for motorists through use of non-glare roadway lighting. A light fixture’s source of illumination shall not be readily visible at a distance. Number of fixtures used shall be adequate to evenly illuminate for pedestrian safety.	Refer to response Goal C.5.
Goal 6.6. Enhance community character by minimizing noise.	As indicated in <u>Section 3.5, <i>Noise</i></u> , of the Addendum, the proposed project would not result in any new, different, or potentially adverse noise impacts not previously considered and addressed in the 2008 CSP EIR and would be similar to the noise impacts from the approved project. Mitigation Measure N-1 through N-3 would reduce noise impacts by limiting the hours for loading and unloading, requiring construction vehicles to comply with strict noise requirements, and require mechanical equipment to be placed as far as practicable from sensitive noise receptors. Noise from outdoor recreational uses would be regulated through the special event administrative process which would regulate hours and amplification of equipment.
C.6.A. Minimize community exposure to noise by ensuring compatible land uses around noise sources.	Refer to response Goal 6.6.
C.6.B. Allow development only if consistent with the Noise Element and the policies of this Element. Measure noise use for establishing compatibility in dBA CNEL and based on worst-case noise levels, either existing or future, with future noise levels to be predicted based on projected 2025 levels.	Refer to response Goal 6.6.
C.6.C. Development of noise-sensitive land uses shall not be permitted in areas where the noise level from existing stationary noise sources exceeds the noise level standards described in the Noise Element.	Refer to response Goal 6.6.
C.6.D. Require development to mitigate exterior noise to “normally acceptable” levels in outdoor areas.	Refer to response Goal 6.6.
C.6.F. Require mitigation of all significant noise impacts as a condition of project approval.	Refer to response Goal 6.6. As indicated in <u>Section 3.5, <i>Noise</i></u> , of the Addendum, noise impacts during normal operations would be reduced to less than significant with mitigation measures. Mitigation Measure N-1 will reduce noise impacts related to construction, but those impacts will remain significant and unavoidable.

Neighborhood and District Character Element	
<i>Main Street, Old Mammoth Road, and Shady Rest</i>	
Characteristic #1: Maintain views of the Sherwin Range, the Knolls, and Mammoth Mountain from public spaces.	Refer to response C.2.J.
Characteristic #2: Landscaping reinforces Eastern Sierra native pine, fir, aspen, ground cover and wildflowers.	Refer to response C.2.W.
Characteristic #3: Landscaping established scale and street edge.	Refer to response C.2.W.
Characteristic #4: Pedestrian-oriented sidewalk/boardwalk with public art, centrally located parks, plazas, courtyards and pedestrian links that create a sense of exploration.	Refer to response E.3.A and C.2.A.
Characteristic #6: Mid-block pedestrian access.	Refer to response C.2.G and C.2.P.
Characteristic #7: Occasional small plazas and courts visible from the public way that can be used as public event venues.	Refer to response E.2.A, C.2.A, and C.2.E.
Characteristic #8: Active day and evening and through all four seasons.	Refer to response E.2.A and C.2.A.
Characteristic #9: Retail and services in storefront setting, located next to the sidewalk.	Refer to response C.2.A. The entire ground floor level along Old Mammoth Road will be retail and restaurant uses with access directly from Old Mammoth Road or from the interior festival marketplace. The Old Mammoth Road frontage will be animated with café seating, planting areas, and other pedestrian scaled elements.
Characteristic #10: District animation with retail oriented to the street.	Refer to response C.2.A and Characteristic #9.
Characteristic #12: Encourage transit-oriented development.	The project includes right-of-way improvements on Old Mammoth Road including a new transit shelter. Additionally, the project will provide shuttle service to the airport and other destinations.
Characteristic #14: Convenient structured parking and small-scale surface parking.	The proposed subterranean parking structure will provide convenient structured parking and will provide an adequate number of parking spots to accommodate the uses on the site pursuant to Section 5.2.8 (Parking) of the CSP, or will pay in-lieu fees for any short-fall of the parking supply as determined by the Public Works Director. A minimal amount of short-term surface parking will be provided on Old Mammoth Road.
Characteristic #16: Alley and side street access for deliveries, service and emergency access, and pedestrian connections appropriate to district character.	Refer to response C.2.G and C.2.P. Areas for deliveries have been identified on Sierra Nevada Road and Laurel Mountain Road. Emergency access will be via Old Mammoth Place and Sierra Nevada Road through the multi-function area. The site has numerous pedestrian connections including Old Mammoth Place (new mid-block connector road), the Festival Marketplace, and through the public open-space areas.

Land Use Element	
L.1.A. Limit total peak population of permanent and seasonal residents and visitors to 52,000 people.	The maximum proposed project density is identical to the approved project density, and does not exceed the maximum density allowed by the CSP (80 rooms/acre). Therefore, the project would be consistent with the buildout assumptions of the 2007 General Plan.
L.1.B. Require all development to meet community goals for highest quality of design, energy efficiency, open space preservation, and promotion of a livable, sustainable community. Development that does not fulfill these goals shall not be allowed.	Refer to response Goal C.1, C.2.A, C.2.L, C.2.M, and C.2.T. Additionally, the project proposes to be built to a LEED silver standard.
L.1.C. Give preference to infill development.	The project would occur on an existing infill site located within the Town limits and would disturb any previously undisturbed land.
Goal L.2. Substantially increase housing supply available to the workforce.	The project is proposing to amend the CSP Housing Plan to allow payment of in-lieu fees consistent with the Town's Housing Ordinance. These fees will be utilized for housing as directed by Town Council.
Goal L.3. Enhance livability by designing neighborhoods and districts for walking through the arrangement of land uses and development intensities.	Refer to response C.2.A and Characteristic #9. The project proposes retail and restaurant uses along Old Mammoth Road that will animate the Old Mammoth Road District and provide pedestrian connectivity through wider sidewalks and pedestrian-oriented uses.
L.3.B. Develop vital retail centers and streets.	Refer to response C.2.A and C.2.C.
L.3.D. Encourage outdoor dining in resort and commercial districts to increase street level animation.	Refer to response C.2.A, Characteristic #9, and Goal L.3.
L.3.E: Require a minimum amount of development in the Main Street, Old Mammoth Road, and Shady Rest Districts to ensure supplies of housing for employees and to reduce automobile trips.	Refer to response Goal L.2.
L.3.F. Ensure appropriate community benefits are provided through district planning and development projects.	The project proposes a number of community benefits in return for a density above the base density of 40 rooms per acre. The proposed community benefits are similar to those that were included in the approved project and include the provision of conference space, outdoor public event areas, underground parking, pedestrian and vehicular mid-block connectors, and dedication of property for improving public right-of-ways and sidewalks. The value of these community benefits was determined through a financial analysis completed for the approved project.
Goal L.5. Provide an overall balance of uses, facilities and services to further the town's role as a destination resort community.	The proposed project is a mixed-use development that includes a condominium-hotel, restaurant and retail spaces, conference space, and public outdoor areas.
L.5.B. Locate visitor lodging in appropriate areas.	The project is located within the CSP area. The intent of the CSP is to develop a pedestrian-oriented, mixed-use district for residents and visitors. The project would develop a mixed-use project consisting of a condominium-hotel, restaurant and retail space, and a conference center. These uses are consistent with the intent of the CSP.

L.5.C. Ensure there are an adequate number of units available for nightly rental.	The proposed project is a mixed-use project lodging project. All of the units will be available for nightly rental.
L.5.E. Development shall complement and diversify the range of resort community activities and amenities.	Refer to response C.2.A and C.2.C. The project proposes a condominium-hotel use along with restaurant and retail space, a conference center, a spa, and public open space areas.
L.5.F. Require all multi-family, resort, and specific plan development to include activities, amenities and services to support long-term visitation.	Refer to response C.2.A and C.2.C. The project is located with the CSP area. The proposed project would construct a condominium-hotel, restaurant and retail space, a conference center, and a spa. The current application is to amend the approved Old Mammoth Place project.
Goal L.6. Maintain the Urban Growth Boundary to ensure a compact urban form; protect natural and outdoor recreational resources; prevent sprawl.	The project is within the Urban Growth Boundary.
L.6.A. No residential, commercial, or industrial development is permitted outside the Urban Growth Boundary (UGB).	Refer to response Goal L.6.
Land Use Designation: Clearwater Specific Plan (CSP): This designation provides for a pedestrian-oriented, mixed-use district for residents and visitors within the North Old Mammoth Road area. Permitted uses include hotel, condominium-hotel, workforce housing, street front retail along Old Mammoth Road, and a large public plaza intended for use as an event venue. The base density is forty (40) hotel rooms per acre with the potential for up to eighty (80) hotel rooms per acre. Pursuant to General Plan Policy L.5.G, significant community benefits are required to be provided. Workforce housing is exempt from density calculations.	The project proposes a pedestrian-oriented mixed use development that provides a blend of retail and restaurant uses, lodging uses, and conference uses. Additionally, the project proposes a maximum density of 80 rooms per acre and pursuant to General Plan Policy L.5.G, provides significant community benefits.
Mobility Element	
Goal M.3. Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards.	The project is a pedestrian-oriented mixed-use development that provides easy pedestrian access to the retail and restaurant uses along Old Mammoth Road. Additionally, the project proposes subterranean parking for all of the hotel, restaurant, and retail uses and shuttle services for the hotel guests. The project also proposes a new transit shelter along Old Mammoth Road.
M.3.A. Maintain a Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads.	As indicated in <u>Section 3.3, Traffic and Circulation</u> , of the Addendum, impacts from the project would be less than significant with the implementation of the 2008 CSP EIR Mitigation Measures TRA-1 through TRA-4. The proposed project would not result in any new, different, or potentially adverse traffic and circulation impacts not previously considered and addressed.
M.3.B. Reduce automobile trips by promoting and facilitating: <ul style="list-style-type: none"> • Walking • Bicycling • Local and regional transit • Innovative parking management • Gondolas and trams • Employer-based trip reduction programs 	The project site and surrounding area are currently surrounded by condominium uses and restaurant and retail uses located within the Old Mammoth Road (OMR) and Downtown (D) Zoning Districts. These uses are within walking distance of the project site, reducing the need for additional automobile trips by promoting and facilitating walking and bicycling. Additionally, a transit stop is located adjacent to the

<ul style="list-style-type: none"> • Alternate work schedules • Telecommuting • Ride-share programs • Cross-country skiing and snowshoeing 	<p>project on Old Mammoth Road and will be improved with a new transit shelter as part of the project. Furthermore, the project would include bike parking and shuttle service to the airport and other destinations.</p>
<p>M.3.C. Reduce automobile trips by promoting land use and transportation strategies such as: implementation of compact pedestrian oriented development; clustered and infill development; mixed uses and neighborhood serving commercial mixed use centers.</p>	<p>Refer to response M.3.B. The project would involve development of a mixed-use project consisting of a condominium-hotel use and other related amenities over a subterranean parking structure. Additionally, pedestrian connections would be enhanced through a new pedestrian and vehicular mid-block connector and wider sidewalks.</p>
<p>M.3.D. Encourage visitors to leave vehicles at their lodging by developing pedestrian, bicycle, transit and parking management strategies.</p>	<p>The project proposes a hotel guest shuttle service to the airport and other destinations in order to encourage hotel guests to leave their vehicles parked. Additionally, transit improvements are proposed as part of the project.</p>
<p>M.3.E. Require development to implement Transportation Demand Management (TDM) measures.</p>	<p>Since the project will meet the parking requirements of the CSP (with valet operations) or pay in-lieu fees for any short-fall of the parking supply, TDMs are not required pursuant to Municipal Code Section 17.44.040. Further, the project would be required to be annexed into the Transit and Transportation Fee Community Facilities District (CFD 2013-03), which funds transit operations. The project proposes bike storage and shuttle service to the airport and other destinations.</p>
<p>M.3.G. Construction activities shall be planned, scheduled and conducted to minimize the severity and duration of traffic impediments.</p>	<p>A Construction Staging and Management Plan is required to be approved prior to grading permit issuance in order to minimize the severity and duration of traffic impediments during construction activities.</p>
<p>M.3.H. Commercial developments shall not allow delivery vehicles and unloading activity to impede traffic flow through adequate delivery facilities and/or delivery management plans.</p>	<p>Delivery vehicle and unloading activity will be required to not block or occupy any portions of the sidewalk and/or adjacent roadways.</p>
<p>M.4.A. Improve safety of sidewalks, trails and streets.</p>	<p>The project proposes wider sidewalks on Old Mammoth Road and a new sidewalk along Old Mammoth Place (new mid-block connector road).</p>
<p>M.4.E. Development shall improve existing conditions to meet Town standards.</p>	<p>The project proposes improvements to the public right-of-ways and sidewalks to achieve a “complete street.” All improvements will be required to be constructed to the Town Standards.</p>
<p>Goal M.5. Provide a year-round local public transit system that is convenient and efficient.</p>	<p>The project is proposing to construct a new transit shelter adjacent to the site on Old Mammoth Road.</p>
<p>M.5.B. Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round access.</p>	<p>The project proposes a new transit shelter adjacent to the site on Old Mammoth Road. Additionally, the project is proposing a new pedestrian and vehicular mid-block connector road that will have a sidewalk and a wider sidewalk along Old Mammoth Road.</p>
<p>M.6.A. Develop efficient and flexible parking strategies to reduce the amount of land devoted to parking.</p>	<p>The project provides parking for both the commercial uses and the condominium-hotel uses. To maximize efficiency of the parking garage, valet parking is proposed for the condominium-hotel use.</p>

<p>M.7.A. Install traffic control and safety operational improvements at intersections on arterial roads as required to meet the above Levels of Service.</p>	<p>As indicated in <u>Section 3.3, <i>Traffic and Circulation</i></u>, of the Addendum, the 2008 CSP EIR Mitigation Measures TRA-1 through TRA-3 require improvements to the intersections on arterial roads in the vicinity of the project.</p>
<p>M.7.E. Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.</p>	<p>As indicated in <u>Section 3.3, <i>Traffic and Circulation</i></u>, of the Addendum, the impacts from the proposed project would be less than significant with implementation of the 2008 CSP EIR Mitigation Measures, which require improvements to the intersections in the vicinity of the project. The project would be required to pay any development impact fees owed at the time of building permit issuance.</p>
<p>M.7.H. Development shall dedicate, design, and construct internal and adjacent streets, sidewalks, and trails to Town Standards.</p>	<p>The project is proposing construction of a new pedestrian and vehicular mid-block connector road/sidewalk and improvements to the right-of-way along Old Mammoth Road. All construction of streets and sidewalks will be required to be built to Town Standards.</p>
<p>Goal M.9. Improve snow and ice management.</p>	<p>For the portions of the sidewalk and street along Old Mammoth Place that will be in the shade for more than two hours per day for longer than a week, heat tracing or an alternative automated method of ice removal approved by the Public Work Director will be required. Additionally, a snow cornice/icicle management plan will be required to be reviewed and approved by the Mammoth Lakes Fire Protection District and the Town prior to building permit issuance.</p>
<p>M.9.B. Increase year-round pedestrian access to sidewalks and transit stops.</p>	<p>Refer to response Goal M.9. Additionally, pathways to transit and shuttle connections are required to be cleared and maintained year-round.</p>
<p>Parks, Open Space, and Recreation Element</p>	
<p>P.5.D. Design public and private streets not only as connections to different neighborhood districts but also as an essential element of the open space system. Include parks and plazas, tree-lined open spaces and continuous recreational paths in design.</p>	<p>Refer to response M.4.A and M.4.E. The street frontage improvements include outdoor cafes, planting areas, and other pedestrian scaled elements.</p>
<p>Resource Management and Conservation</p>	
<p>R.4.B. Support and encourage water conservation and recycled water use within private and public developments.</p>	<p>The project will be required to utilize low-flow toilets, faucets, and showers, and water-efficient irrigation systems. In addition, the proposed project would incorporate several energy efficiency measures, including constructing to a LEED silver standard.</p>
<p>R.4.C. Require drought-tolerant landscaping and water-efficient irrigation practices for all development and Town-maintained landscaped areas, parks and park improvement projects. Development design, including parks, may include limited turf as appropriate to the intended use.</p>	<p>The landscaping will be required to comply with the Town's and the State's Water Efficient Landscape Ordinances and the CSP Landscape Design Guidelines. The project proposes to use native plant communities, shrubs, and related groundcover. A Zen garden is proposed which would include concrete pavers, accent stone, and cobble paving. Native trees with a minimum height of 8-feet will be installed throughout the open space areas.</p>

R.4.D. Require development to use native and compatible non-native plants, especially drought resistant species, to greatest extent possible when fulfilling landscaping requirements.	Refer to response R.4.C.
Goal R.6. Optimize efficient use of energy.	The project will be LEED certifiable.
R.6.C. Encourage energy efficiency in new building and retrofit construction, as well as resource conservation and use of recycled materials.	Refer to response Goal R.6.
Goal R.7. Be a leader in use of green building technology.	Refer to response Goal R.6.
R.7.A Use green building practices to greatest extent possible in all construction projects.	Refer to response Goal R.6.
R.10.B. Promote land use patterns that reduce number and length of motor vehicle trips, including: <ul style="list-style-type: none"> • development of in-town workforce housing • residential and mixed use development adjacent to commercial centers • mountain portals and transit corridors • provision of a mix of support services in employment areas 	Refer to response M.3.B, M.3.C, M.3.D, M.3.E, AND M.5.B.
R.10.C. Support strategies for development that reduce projected total vehicle miles traveled including, but are not limited to: <ul style="list-style-type: none"> • circulation system improvements • mass transit facilities • private shuttles • design and location of facilities to encourage pedestrian circulation 	Refer to response M.3.B, M.3.C, M.3.D, M.3.E, AND M.5.B.
R.10.D. Mitigate impacts on air quality resulting from development through design, participation in Town air pollution reduction programs, and/or other measures that address compliance with adopted air quality standards.	Refer to response M.3.E. As indicated in <u>Section 3.4, Air Quality</u> , of the Addendum, impacts to air quality from the proposed project would be similar to the approved project and those identified in the 2008 CSP EIR. Those impacts would be less than significant with the implementation of the recommended mitigation measures. The mitigation measures are intended to reduce dust from construction activities, limit exposure to asbestos during demolition, and limit the emissions of particulate matter into the air by prohibiting solid fuel burning appliances.
R.10.E. The Town of Mammoth Lakes will strive to attain and maintain the National Ambient Air Quality Standard (NAAQS) for PM-10.	Refer to response R.10.D.
R.10.G. Reduce air pollutants during construction through implementation of Best Management Practices (BMPs).	Refer to response R.10.D.
R.10.J. No solid fuel burning appliances will be installed within any multi-unit development.	Refer to response R.10.D. The 2008 CSP EIR Mitigation Measure AQ-5 requires confirmation from the applicant that solid fuel burning appliances will not be used.

R.11.A. Support the objectives of the U.S. Mayors Climate Protection Agreement, Assembly Bill 32, and California Executive Order S-03-05 and implement actions to reduce Mammoth Lakes’ carbon footprint.	As indicated in <u>Section 3.4, Air Quality</u> , of the Addendum, the mitigation measures for traffic and air quality impacts will address sources of greenhouse gas emissions. Additionally, since the project will be LEED certifiable, numerous construction and operational standards are imposed which will further reduce greenhouse gas emissions.
Public Health and Safety Element	
Goal S.1. Support high quality health care and child care for Mammoth Lakes’ residents and visitors.	The proposed project includes a supervised day care center on-site.
S.3.B Design buildings so that snow shed, ice shed and snowmelt are not a hazard to people and property.	A snow cornice/icicle management plan will be required to be reviewed and approved by the Mammoth Lakes Fire Protection District and the Town prior to building permit issuance.
S.3.C. All developments shall provide and maintain adequate on-site snow storage or maintain a Town-approved snow-hauling program.	A snow removal/storage plan is required to be approved by the Community and Economic Development Department and Public Works Department as part of the final map application.
S.3.D. Maintain safe public access and circulation through comprehensive snow removal programs provided by the Town or by private entities.	Refer to response Goal M.9, M.9.B, and S.3.C.
S.3.L. All construction shall comply with wildland fire-safe standards, including standards established for emergency access, signing and building numbering, private water supply reserves available for fire use, and vegetation modification.	The project is required to comply with the Wildland Urban Interface requirements. Additionally, conditions of approval have been included which address emergency access, water supply, and construction materials.
S.3.M. Involve local fire department in the development review process.	Refer to response S.3.L.
Goal S.4. Maintain adequate emergency response capabilities.	The proposed project will be required to mitigate increased emergency response times due to construction activity, increased visitation, and project related traffic, particularly on Old Mammoth Road, Laurel Mountain Road, and Sierra Nevada Roads, to the satisfaction of the Mammoth Lakes Fire Protection District.
Noise Element	
Goal 1. To protect the citizens of the Town from the harmful and annoying effects of exposure to excessive noise.	Long-term and cumulative noise impacts were determined to be less than significant in the 2008 CSP EIR. Long-term stationary noise was found to be less than significant if mitigated (see 2008 CSP EIR Mitigation N-2). Short-term construction noise was found to be significant and unavoidable, and therefore, a statement of overriding considerations was adopted. Mitigation measures will be required to help lessen the impact of construction noise, but there will still be an impact.
Goal 2. To protect the economic base of the Town by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.	
Goal 3. To preserve the tranquility of residential areas by preventing noise-producing uses from encroaching upon existing or planned noise-sensitive uses.	
Housing Element	
H.2.B. Update the Town’s workforce housing mitigation requirements to ensure that they meet the following objectives: <ul style="list-style-type: none"> Respond to a technically sound Workforce Housing Needs Assessment that reflects the 	The Town adopted a Housing Ordinance consistent with Policy H.2.B and Action H.2.B.1 in June 2015 and the updated Housing Ordinance allows developers to choose a desired method for housing mitigation (i.e., fees, on-site housing, off-site housing, conveyance of land, or other). The proposed amendments to the CSP

<p>existing housing resources, seasonality, commuting patterns, and affordability categories.</p> <ul style="list-style-type: none"> • Meet current legal mandates and can be successfully implemented by the Town. • Ensure that new development mitigates an appropriate portion of workforce housing demand that it generates, through requirements and standards that can be reasonably achieved by the development community. • Meet documented community housing needs and gaps in terms of unit affordability levels, type, tenure, size, amenities, and configuration. • Achieve quality, livable housing units that are successfully integrated into neighborhoods and the broader community. <p>H.2.B.1 (Action). Amend and adopt a revised Housing Ordinance that reflects the 2009 Interim Housing Policy, incorporates refinements to meet legal mandates, addresses aspects not fully articulated in the Interim Housing Policy; and provides needed clarification. The amended Housing Ordinance shall meet the objectives outlined in Policy H.2.B, and should include the following components:</p> <ul style="list-style-type: none"> • A provision that allows new residential projects to provide on-site below market-rate deed-restricted affordable or workforce housing units. The specific requirement (e.g., AMI level) shall be based on documented community housing needs and reviewed and updated on a regular basis. • A workforce housing mitigation requirement such as a fee to contribute to affordable housing production. • A list of project types exempted from housing mitigation requirements. • Provisions defining Alternate Housing Mitigation Plans for projects that wish to propose alternative mitigation. • Specification of the means and method by which in-lieu fees, affordability levels, unit types, tenure (if legally permissible), livability criteria, and other pertinent criteria not otherwise dictated by the Housing Ordinance shall be established, maintained and updated. • Density bonus provisions pursuant to State Housing Density Bonus law and to Town General Plan policies and related Housing Element policies. • A definition of and provisions for ensuring the livability" of workforce housing units. 	<p>Housing Section (Section 7.0) are consistent with the Housing Ordinance and the objectives and components of Policy H.2.B and Action H.2.B.1.</p>
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Attachment 6

Project Impact Evaluation Criteria (PIEC)

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Project Impact Evaluation Criteria

Traffic and Mobility - Project reduces transportation impacts through proximity to multi-modal transportation, employment, retail, and entertainment options and encourages the use of alternative transportation and "feet first" principles expressed in the General Plan and Community Vision.

Criteria	Rationale	Measurement		Response		Basis of Analysis
Vehicle Miles Traveled (VMT) and Level of Service (LOS)	Reducing project VMTs and trip generation decreases congestion, reduces Greenhouse Gas production, and improves air quality.	TM1	Project would not cause cumulative VMT at 52,000 PAOT (116,871 VMT) to be exceeded	<input checked="" type="checkbox"/>	True	VMT would not exceed buildout
		TM2	Project produces less VMTs per unit (or other measure) than similar project	<input checked="" type="checkbox"/>	True	
		TM3	Intersection Level of Service impacts	<input type="checkbox"/>	LOS improved over existing condition	Mitigation measure at Old Mammoth Rd/Sierra Nevada Road and Meridian/Azimuth
		<input type="checkbox"/>	No mitigation required			
		<input checked="" type="checkbox"/>	Impact(s) mitigated			
Geography / Location	A project's proximity to daily services and needs increases the likelihood of travel by non-vehicle modes, thereby reducing congestion and vehicle miles traveled.	TM4	Project is located proximate to gondola station/ski lift	<input type="checkbox"/>	Walk	Two tranist lines that provide direct access to gondola/ ski lift
				<input checked="" type="checkbox"/>	Transit	
				<input type="checkbox"/>	Car	
		TM5	Project is located proximate to concentration of major employment	<input checked="" type="checkbox"/>	Walk	Old Mammoth Road and Main Street
		<input type="checkbox"/>	Transit			
		<input type="checkbox"/>	Car			
TM6	Project is located proximate to concentration of retail/entertainment	<input checked="" type="checkbox"/>	Walk	Old Mammoth Road and Main Street		
		<input type="checkbox"/>	Transit			
		<input type="checkbox"/>	Car			
TM7	Project is located within 1/4 mile of multiple existing (or planned future) transit lines	<input type="checkbox"/>	4 or more	Red, Green and Old Mammoth Lift Lines		
		<input checked="" type="checkbox"/>	3			
		<input type="checkbox"/>	2			
		<input type="checkbox"/>	1			
Travel Demand Management Measures - Wayfinding, Parking, Bicycle, Pedestrian	Providing programs and measures that encourage travel by alternative modes reduces vehicle trips. Shared parking and other parking management strategies help to reduce the amount of parking built to preserve valuable land.	TM8	Project provides auto-trip reducing measures such as: - Transit information to visitors/guests/employees - Alternative transportation/carpooling incentive programs - Shared parking on-site and/or in a parking district - Preferred parking for fuel efficient and/or carpool - Bicycle facilities and storage exceeds requirements - Changing facilities and showers (for employees) - Shuttle(s) to airport and other destinations - Way-finding measures integrated with Town system	<input checked="" type="checkbox"/>	4 +	On-site shared parking; Airport Shuttle; Transit Information
				<input type="checkbox"/>	3 to 4	
				<input type="checkbox"/>	1 to 2	
				<input type="checkbox"/>	None or TBD	
Circulation - Pedestrian, Bicycle, Transit	Providing enhanced multi-modal infrastructure and safety features encourages travel by alternative modes, which reduces vehicle trips and improves circulation.	TM9	Project provides enhanced mobility through: - Vehicle mid-block connectors/enhances street grid - Pedestrian mid-block connectors - Exceed sidewalk standards and requirements - Traffic calming measures - Superior delivery/service facilities/management	<input checked="" type="checkbox"/>	2 +	Old Mammoth Place mid-block connector, north-south pedestrian connector, superior delivery facilities, minimized curb cuts
				<input type="checkbox"/>	1 to 2	
				<input type="checkbox"/>	None or TBD	
TM10	Project adds or enhances transit infrastructure	<input checked="" type="checkbox"/>	True	Transit shelter and turnout		
		<input type="checkbox"/>	False			
		<input type="checkbox"/>	NA or TBD			

Project Impact Evaluation Criteria

Water Supply and Capacity - Project reduces impact to water supply through use of water efficient technology and other conservation measures. Project reduces impact to water quality, treatment systems, and stormwater facilities.

Criteria	Rationale	Measurement		Response		Basis of Analysis
Supply and Infrastructure Impacts	Projects that do not require new or expanded water supply or new infrastructure reduce impacts.	W1	Project water demand will not result in a net increase in the forecasted Town buildout water demands, and will not result in a net increase in forecasted deficits under the planning scenarios presented in the MCWD UWMP	<input checked="" type="checkbox"/>	True	CEQA; water demand is met by supply
				<input type="checkbox"/>	False	
		W2	Water Infrastructure (Water Lines): - Project is located adjacent to <i>existing</i> water infrastructure with adequate capacity to serve the incremental increase in peak demand from the project, or - Project is located adjacent to <i>planned</i> water infrastructure that will result in adequate capacity to serve the incremental increase in peak demand from the project, or - Project is located in area <i>without existing or planned</i> water infrastructure with adequate capacity to serve the incremental increase in peak demand from the project	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False NA	Adequate water infrastructure capacity adjacent to project site (CEQA)
				<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	True False NA	
				<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	True False NA	
				<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False NA	
		W3	Wastewater Infrastructure (Sewer Lines): - Project is located adjacent to existing wastewater infrastructure with adequate capacity to serve the incremental increase in peak demand from the project, or - Project is located adjacent to planned wastewater infrastructure that will result in adequate capacity to serve the incremental increase in peak demand from the project, or - Project is located in area without existing or planned wastewater infrastructure with adequate capacity to serve the incremental increase in peak demand from the project	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False NA	Project must provide engineering studies to MCWD at building permit to verify the capacity of the 15-inch sewer main along Old Mammoth Road is adequate to meet the needs of the project. (CEQA)
		<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	True False NA			
		<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	True False NA			
W4	Project does not require new or expansion of stormwater drainage infrastructure	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	True False	TBD upon completion of hydrology report		
Conservation - Landscape and Building Fixtures	Water efficient landscaping, irrigation systems, and water-saving fixtures reduces impacts to the available water supply.	W5	The project is committed to using state-of-art water saving fixtures and appliances to reduce potable water use	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False TBD	Condition of approval will require this
		W6	Project exceeds the Town Water-Efficient Landscape regulations, or alternate equivalent standard, through state of the art irrigation systems and native/water-saving landscaping	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	Project Not Irrigated Exceeds Minimum Meets Minimum Does Not Meet Minimum TBD	TBD at Grading Permit

Project Impact Evaluation Criteria

Air Quality - Project furthers Town compliance with State and Federal PM10 Air Quality Standards, which improves public health.

Criteria	Rationale	Measurement		Response		Basis of Analysis
State and Federal PM10 Compliance	Reduction of vehicle trips and elimination of solid fuel burning appliances improves air quality, thereby improving public health.	A1	Project does not cause cumulative PM10 level to exceed State and Federal standards per the adopted AQMP	<input type="checkbox"/>	True	PM ₁₀ meets Fed, not St. stds. Project adds 5.3 µg/m ³ of PM ₁₀ and 5,776 VMT.
				<input checked="" type="checkbox"/>	False	
		A2	Project does not use solid fuel burning appliances	<input checked="" type="checkbox"/>	True	Solid fuel burning appliances prohibited
				<input type="checkbox"/>	False	

Also See Traffic Measurements T1 through T10.

Green Technology and Energy - Project furthers Town green building and energy efficiency goals.

Criteria	Rationale	Measurement		Response		Basis of Analysis
Green Technology, Green Building, and Alternative Energy	Use of green technologies and green building practices preserves natural resources and protects the environment.	GE1	Project meets or exceeds applicable green building program standards such as LEED, California Green Building Standards Code, or equivalent	<input checked="" type="checkbox"/>	True	Project has committed to LEED certified level
				<input type="checkbox"/>	False	
		GE2	Project incorporates renewable energy systems on-site or uses renewable energy (i.e. photovoltaic, geothermal, etc.)	<input checked="" type="checkbox"/>	True	Project is using solar energy and is exploring geothermal
				<input type="checkbox"/>	False	
				<input type="checkbox"/>	TBD	

Also See Water Measurements W5 and W6 and Traffic Measurements T4 through T10.

Economic Stability - Project supports the Destination Resort Community and Economic Strategy through promotion of a four-season economy and provision of visitor and resident serving uses.

Criteria	Rationale	Measurement		Response		Basis of Analysis
Year-round Economy	Projects that promote year-round, mid-week, and shoulder season visitation strengthen economic diversity and decrease fluctuations in revenue stream.	E1	Project provides uses/facilities that contribute to a year-round economy and increase occupancy by promoting mid-week and shoulder season visitation and increasing visitor length of stay	<input checked="" type="checkbox"/>	High	Substantial retail, public plazas, conference space, and ice rink
				<input type="checkbox"/>	Medium	
		E2	Project develops and/or participates in cooperative marketing strategies	<input type="checkbox"/>	True	TBD, depends on hotel operator
				<input type="checkbox"/>	False	
				<input checked="" type="checkbox"/>	TBD	
Tax Revenue	Uses that generate TOT and sales tax help support community programs and infrastructure improvements.	E3	Project increases transient occupancy tax	<input checked="" type="checkbox"/>	High	Up to 488 transient lodging rooms proposed
				<input type="checkbox"/>	Medium	
		E4	Project contributes to sales tax	<input checked="" type="checkbox"/>	High	See E1 and E2
				<input type="checkbox"/>	Medium	
				<input type="checkbox"/>	Low	
Mix of Uses	Projects with a mix of uses in appropriate locations increase synergy between those uses.	E5	Project contributes to placemaking and synergy and provides a complementary scale and mix of uses and facilities	<input checked="" type="checkbox"/>	2 + uses added	Mix of uses (residential, retail, hotel, public spaces)
				<input type="checkbox"/>	1 use added	
				<input type="checkbox"/>	0 uses added	
				<input type="checkbox"/>	NA or TBD	

Also See Social Measurements S1 and S2.

Project Impact Evaluation Criteria

Social Capacity - Project provides key services, uses, employment opportunities, and public art that enhances the quality of life of residents and visitors.

Criteria	Rationale	Measurement		Response	Basis of Analysis
Key Uses and Services	Provision of neighborhood retail and services that serve residents and visitors improves quality of life and economic stability.	S1	Project includes scale and mix of strategically targeted use(s) (grocery, conference space, day care, etc.) that respond to an unmet community need, as identified by Town Policy	<input checked="" type="checkbox"/> 2 + uses added <input type="checkbox"/> 1 use added <input type="checkbox"/> 0 uses added <input type="checkbox"/> NA or TBD	Project includes conference space, streetfront retail, public spaces
Jobs and Training	A wide range of employment opportunities strengthens economic diversity and improves resident quality of life.	S2	Project creates employment that widens the diversity of opportunities in the community and includes: - Creation of professional, full-time, permanent employment - Creation of high-quality seasonal employment	<input checked="" type="checkbox"/> Both <input type="checkbox"/> 1 of 2	Hotel, restaurants, retail would create permanent and other seasonal employees
Public Art	Public art contributes to the enhancement of the cultural and social aspects of the community.	S3	Project exceeds public art requirements	<input type="checkbox"/> More than 20% <input type="checkbox"/> 10% to 20% <input type="checkbox"/> Less than 10% <input checked="" type="checkbox"/> TBD	TBD at Building Permit
Also See Economic Stability Measurements E1 through E5.					

Housing - Project provides housing opportunities to enhance the quality of life of the town's workforce.

Criteria	Rationale	Measurement		Response	Basis of Analysis
Housing Mix	Providing quality, diverse, and livable housing opportunities within the community increases quality of life for workers and reduces vehicle travel impacts.	H1	Project provides a mix of housing sizes, types, and affordability, including housing on-site	<input type="checkbox"/> True <input type="checkbox"/> False <input checked="" type="checkbox"/> NA or TBD	Project will comply with the Town's Housing Ordinance
		H2	Project exceeds workforce/affordable housing requirements	<input type="checkbox"/> True <input type="checkbox"/> False <input checked="" type="checkbox"/> NA or TBD	Project will comply with the Town's Housing Ordinance
Also See Social Measurements S1 and S2.					

Project Impact Evaluation Criteria

Recreation / Leisure Capacity - Expanding and improving recreational and leisure opportunities, open space, entertainment, improves community quality of life and visitor experience.

Community						
Criteria	Rationale	Measurement		Response	Basis of Analysis	
Open Space	Accessible and usable open-space sponsors community vitality and encourages healthy activity while enhancing the natural landscape.	R1	Project contributes open space according to established ratios	<input checked="" type="checkbox"/> Exceeds Minimum <input type="checkbox"/> Meets Minimum <input type="checkbox"/> Does Not Meet Minimum	Approximately 52% open space	
		R2	Project provides useable and needed community open space, i.e. tot lot, dog park, etc.	<input checked="" type="checkbox"/> True <input type="checkbox"/> False <input type="checkbox"/> NA or TBD	Open public plazas	
Recreation and Entertainment Options	Recreation and entertainment options and access, including public access to public lands should be provided when feasible and applicable.	R3	Project provides/encourages outdoor/indoor recreation options that are accessible/affordable	<input checked="" type="checkbox"/> True <input type="checkbox"/> False <input type="checkbox"/> NA or TBD	Open public plazas	
		R4	Project provides trail, pedestrian, bike, or transit connections and access to support recreation	<input checked="" type="checkbox"/> True <input type="checkbox"/> False <input type="checkbox"/> NA or TBD	Pedestrian paths, transit infrastructure, bike facilities.	
		R5	Project provides public access to public lands	<input type="checkbox"/> True <input type="checkbox"/> False <input checked="" type="checkbox"/> NA or TBD	Project is not adjacent to public lands	
		R6	Project provides entertainment options that are accessible/affordable	<input checked="" type="checkbox"/> True <input type="checkbox"/> False <input type="checkbox"/> TBD	Project provides a range of dining and entertainment options	
Visitor						
Recreation and Entertainment Options	Provision of accessible/affordable recreation and visitor serving entertainment options, as well as well-designed and effectively located public spaces in visitor-oriented districts encourages return visitation.	R7	Project provides uses that contribute to the animation of visitor-oriented districts	<input checked="" type="checkbox"/> True <input type="checkbox"/> False <input type="checkbox"/> NA or TBD	Retail, restaurant, public plaza and conference space	
		R8	Project incorporates well-designed public spaces to encourage pedestrian use and social activity in commercial and visitor-oriented districts	<input checked="" type="checkbox"/> True <input type="checkbox"/> False <input type="checkbox"/> NA or TBD	See R7	
Also See Recreation/Leisure Capacity Measurements R3 through R6.						

Project Impact Evaluation Criteria

Community Character / Aesthetics - Maintaining consistency with community and neighborhood character creates a sense of place.

Criteria	Rationale	Measurement		Response	Basis of Analysis	
Height, Mass and Bulk	Building height, mass, and bulk that is consistent with surrounding land uses and preserves protected views.	CC1	Project design does not impact protected views	<input checked="" type="checkbox"/> <input type="checkbox"/>	True False	View analysis shows that public views are preserved; taller buildings blocked by streetfront buildings
		CC2	Project design effectively reduces and limits visual obtrusion	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False TBD	
		CC3	Project character meets height requirements and criteria of district, including size scale, and massing	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	True False TBD	
Trees and Natural Surroundings	Native tree preservation helps to maintain the forested character of the town.	CC4	Project maximizes tree preservation and other natural surroundings	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False NA or TBD	Project preserves maximum trees possible
		CC5	Project exceeds minimum mitigation for tree removal	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	True False NA or TBD	Project exceeds 1:1 ratio of tree removal to replacement

Note: Project Evaluation includes reference to all applicable adopted Town plans, documents, and regulations, as well as those of other agencies such as Mammoth Community Water District, Air Pollution Control District, etc.

Attachment 7

Draft PEDC Design Committee Minutes, May 26, 2016

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**PLANNING AND ECONOMIC DEVELOPMENT COMMISSION DESIGN COMMITTEE OF
MAMMOTH LAKES**

MEETING

Thursday, May 26, 2016, 11:00 a.m.

437 Old Mammoth Road, Suite R

MINUTES

CALL TO ORDER

ROLL CALL:

Committee members present: Amy Grahek and Dawn Vereuck

Staff members present: Sandra Moberly (Community and Economic Development Manager); Grady Dutton (Public Works Director); Nolan Bobroff (Assistant Planner)

PUBLIC COMMENTS

None

BUSINESS MATTERS

1. Review and Approval of the minutes from the April 20, 2016 Meeting. *Approved.*
2. DZA 15-002, TTM 16-001, UPA 16-001, and DR 16-004 – Consideration of the amendment to the Old Mammoth Place project, located at 164, 202, and 248 Old Mammoth Road. Staff contact: Nolan Bobroff, Assistant Planner, ext. 227

Brent Truax (Applicant) and John Ashworth (Architect) participated via the phone.

N. Bobroff provided a summary of the project and the proposed changes from the approved project. The Committee members discussed the project and asked the applicant and staff questions.

The Design Committee was supportive of moving the project forward to the PEDC for consideration; however, they did have the following comments:

- *Using the existing laundry building will create conflicts on Old Mammoth Place (new internal road). The developer should consider finding a place within the hotel building for laundry services. Additionally, the developer should re-consider the elimination of the proposed pocket park (i.e., Cascade Park) where the existing laundry building is.*
 - *Two bus parking spaces may not be enough to serve the project.*
 - *The Committee members were supportive of having the three parking layouts in order to provide a sense of what the short-fall of parking might be.*
3. SP 16-00009 – Consideration of the proposed changes to the monument sign located at 325 Old Mammoth Road. Staff contact: Nolan Bobroff, Assistant Planner, ext. 227

This item was postponed to a future meeting.

ADJOURNMENT

The meeting adjourned at 12:30 p.m.

Respectfully submitted,

Nolan Bobroff

Assistant Planner

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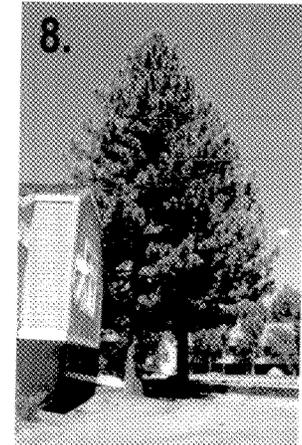
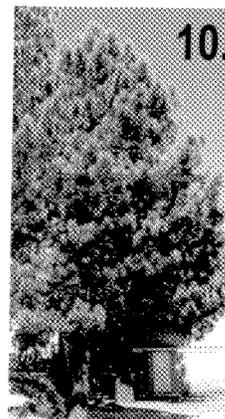
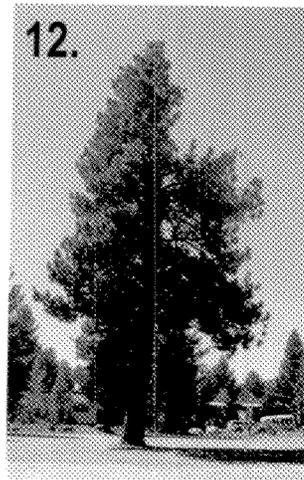
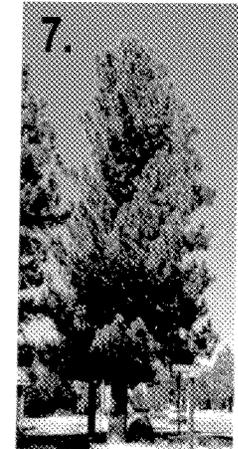
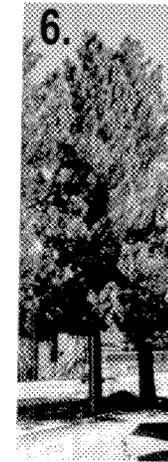
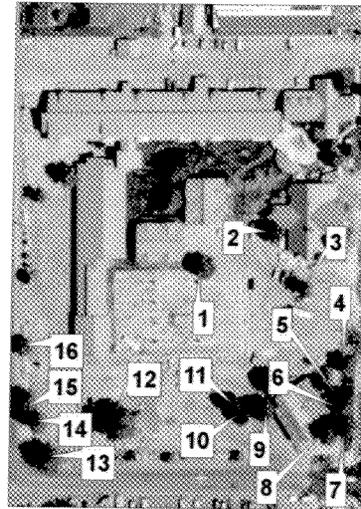
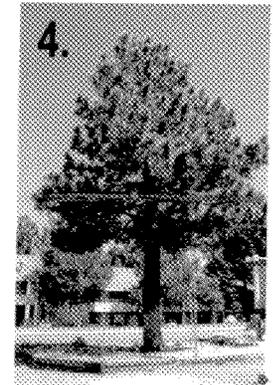
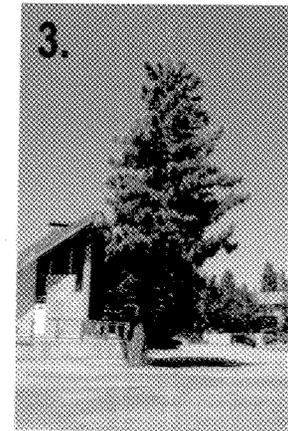
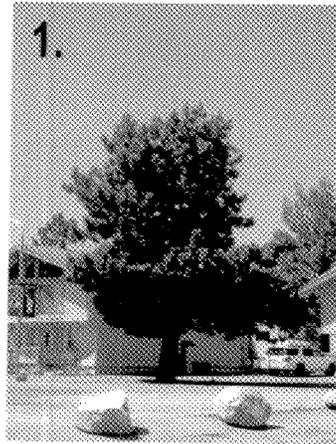
Attachment 8

Tree Location and Height Survey, August 2006

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Prominent Tree Location and Height Clearwater Site - August 2006

- | | |
|---------|-----------|
| 1. ~51' | 9. ~61' |
| 2. ~58' | 10. ~50' |
| 3. ~51' | 11. ~63' |
| 4. ~43' | 12. ~107' |
| 5. ~51' | 13. ~77' |
| 6. ~54' | 14. ~85' |
| 7. ~74' | 15. ~67' |
| 8. ~68' | 16. ~47' |



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Attachment 9

Clearwater Specific Plan Environmental Impact Report

Available online at:

<http://www.townofmammothlakes.ca.gov/index.aspx?NID=142>

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Attachment 10

Old Mammoth Place Past Project Resolutions, Ordinances, and other Relevant Information

Available online at:

<http://www.townofmammothlakes.ca.gov/index.aspx?NID=734>

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Attachment II

Adopted Clearwater Specific Plan, April 21, 2010

Available online at:

<http://www.townofmammothlakes.ca.gov/DocumentCenter/Home/View/1518>

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Attachment 12

North Old Mammoth Road District Special Study

Available online at:

<http://www.townofmammothlakes.ca.gov/DocumentCenter/Home/View/540>

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Attachment 13

Public Comment Letters

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TIMBERLINE HOMEOWNERS ASSOCIATION

June 5, 2016

Mammoth Lakes Planning & Economic
Development Commission
P.O. Box 1609
Mammoth Lakes, CA 93546

Re: Clearwater Old Mammoth Place Amendment to Specific Plan

TO WHOM IT MAY CONCERN,

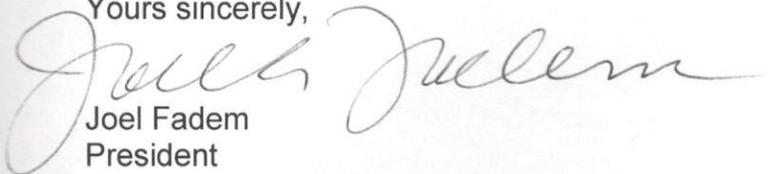
On behalf of the Timberline Homeowners Association, I am writing to register opposition to the proposed amendments to the Clearwater Specific Plan.

Your records on this project will demonstrate that Timberline has individually and by legal representation, vigorously opposed this project since its inception based on height, density and traffic impacts. Despite our opposition and that of several affected HOA's, this project ultimately found expression in the Town's current Clearwater Specific Plan.

While we are not surprised by the proposed maneuver by the Clearwater developer to dismiss the Town's previous height restriction, we remain disappointed and very concerned that the Town might yet again concede to an amendment adding still another ten feet of project height to an already environmentally ruinous level. We are also disappointed by the developer's second-best affordable housing proposal to serve profit objectives. If approved, we expect any amended plan on affordable housing to receive rigorous monitoring.

We hope the Town will hold fast to the dimming long term vision of Mammoth as a "village in the trees."

Yours sincerely,



Joel Fadem
President
Timberline HOA
P.O. Box 1999
Mammoth Lakes, CA 93546

Nolan Bobroff

From: Steven Burkholder <Steven@KVEHOA.com>
Sent: Wednesday, June 08, 2016 9:03 PM
To: Nolan Bobroff
Subject: "Clearwater Project" height issues

To whom it may concern:

Many of us who live at Krystal Villa East are in favor of the property owners of the Sierra Nevada Resort redeveloping the parcel to offer something special to visitors.

But ½ of the complex faces Old Mammoth Road and the only mountain view we get is the Sierras—above the roofline of the Sierra Nevada Resort.

If the roofline were to be allowed to go higher, our view will be negatively impacted and many units may have no views left at all.

This development should be allowed to proceed if it doesn't hurt the quality of life and property values of the neighboring complexes.

Please keep the height restrictions of the new development to the current maximum height of the existing structure.

Thanks for your consideration.

Sincerely,

STEVEN BURKHOLDER
KRYSTAL VILLA EAST #425
BOARD SECRETARY

24 HOUR: 213.986.SNOW
FAX: 315-410-4168
E- <mailto:Steven@KVEHOA.com>
<http://KVEHOA.com/>

Nolan Bobroff

From: STEVE RHYNE <RHYSOFT@msn.com>
Sent: Wednesday, June 08, 2016 10:16 PM
To: Nolan Bobroff
Subject: "Clearwater Project" height issues

To whom it may concern:

Many of us who live at Krystal Villa East are in favor of the property owners of the Sierra Nevada Resort redeveloping the parcel to offer something special to visitors.

But ½ of the complex faces Old Mammoth Road and the only mountain view we get is the Sierras—above the roofline of the Sierra Nevada Resort.

If the roofline were to be allowed to go higher, our view will be negatively impacted and many units may have no views left at all.

This development should be allowed to proceed if it doesn't hurt the quality of life and property values of the neighboring complexes.

Please keep the height restrictions of the new development to the current maximum height of the existing structure.

Thanks for your consideration.

Sincerely,

Steven Rhyne
Krystal Villa East #225
rhysoft@msn.com
714 319 0817

Nolan Bobroff

From: Timothy Carty <tcarty5100@aol.com>
Sent: Wednesday, June 08, 2016 11:29 PM
To: Nolan Bobroff
Subject: Redevelopment of Sierra Nevada Resort Property

Dear Sir

As an owner of a unit in Krystal Villa East, I would like to voice my opposition to this project due to the proposal to allow the roofline to go higher, thus blocking my view of the mountains and reducing my property value.
Thank you for your consideration.

Sincerely,

Timothy Carty
Krystal Villa East
Unit 428