

TOWN OF MAMMOTH LAKES ZONING CODE UPDATE

Testing of Draft Commercial Zoning Standards

Downtown Working Group Meeting, January 28, 2013



TOWN OF MAMMOTH LAKES / Testing of Draft Commercial Zoning Standards

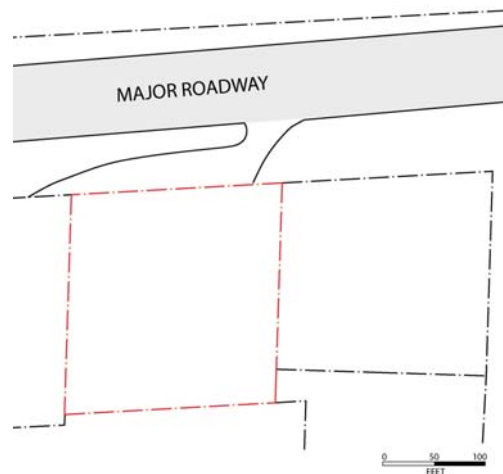
Approach

- 7 Typical “Opportunity Sites” selected for analysis
- Sites selected from each of the proposed Commercial Zoning Districts (MLR, D, NOMR, and OMR)
- Principal considerations:
 - Access/circulation
 - Adjacencies
 - Existing development (tear-down vs. infill)

Methodology

- **Aim for** “Development Scenario: High Buildout” determined by land economics consultant (EPS).
- **Sketch out** potential siteplans.
- **Select and model** siteplan that demonstrates how draft standards shape and/or limit development potential.
- **Identify** standards that should be reconsidered/ revised.

Site A



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Site A

Proposed District: MLR
Site Area: 1.0 acre

Potential Buildout Scenario:
• 78-Room Hotel

Development Summary:
Lot Coverage: 42%
FAR: 1.20
Stories: 4
Density: 78 room/ac
Parking: Underground with some surface

The diagram shows a site plan for a 78-room hotel. A purple L-shaped building footprint is shown with a 20 ft building setback from the property lines. A driveway leads to a ramp to underground parking. A 17.5-foot 4th story stepback is indicated. A snow storage area with a minimum dimension of 10 ft is shown. Some surface parking is also present, with most parking being underground. A legend indicates that the purple color represents the Hotel/Motel.

■ = Hotel/Motel

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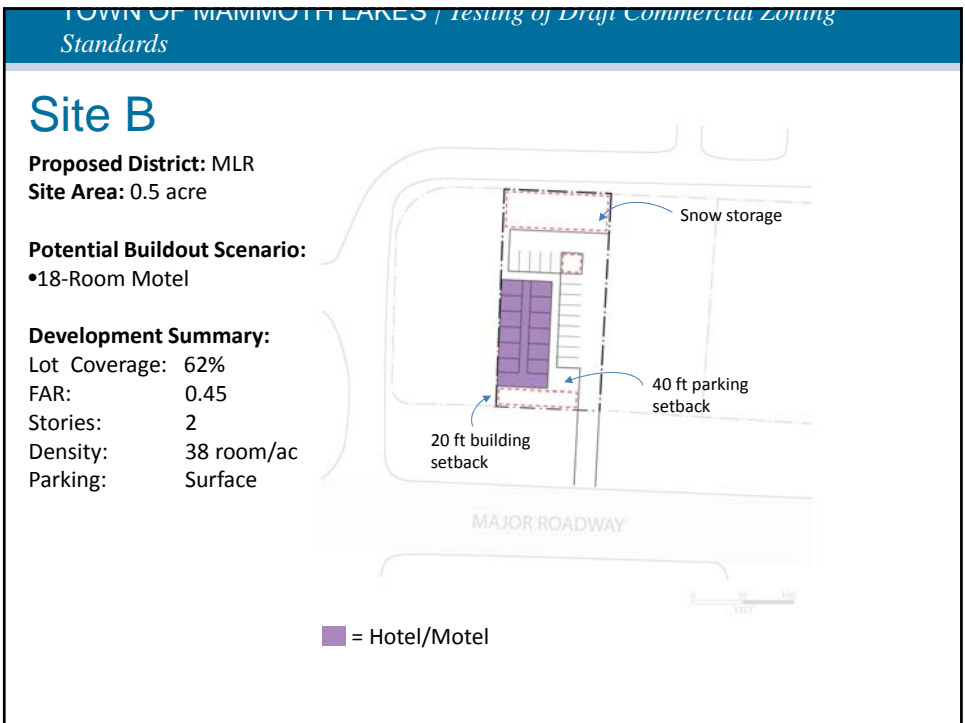
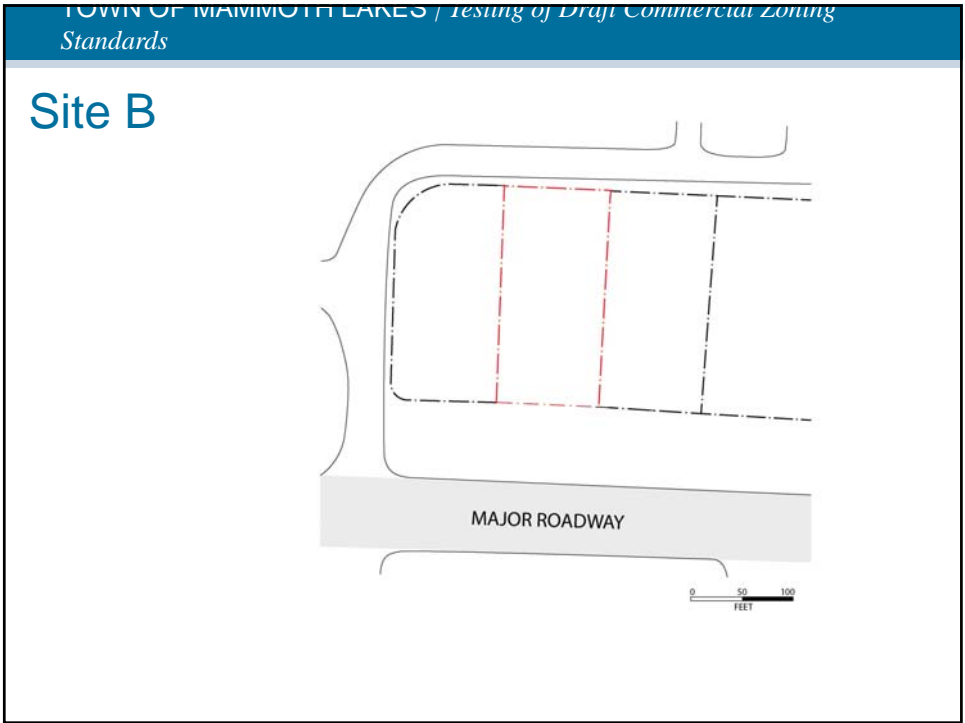
Site A

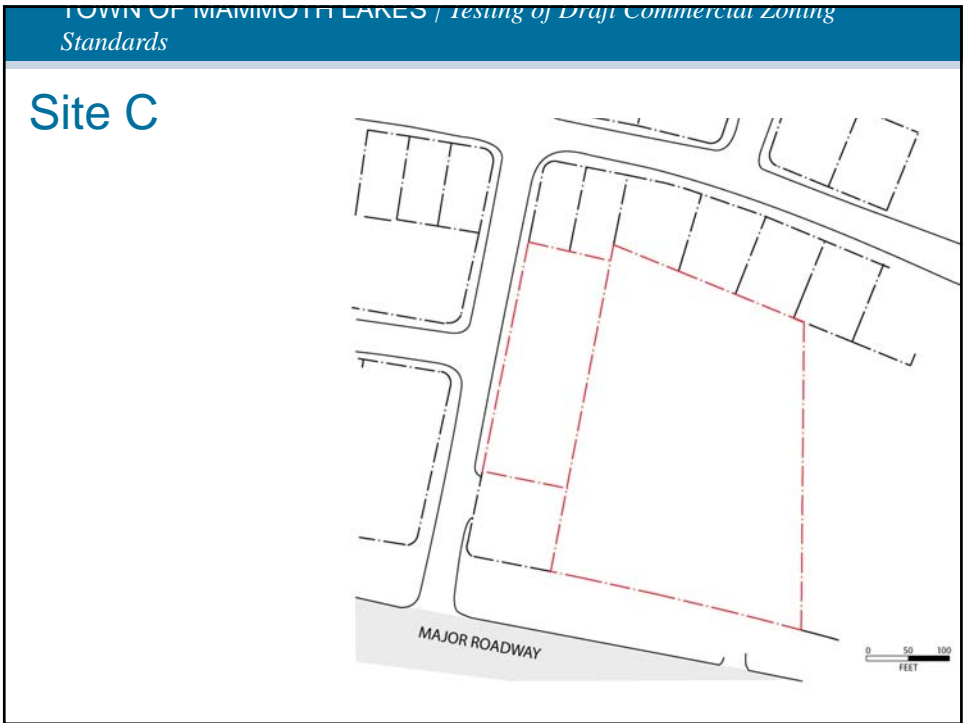
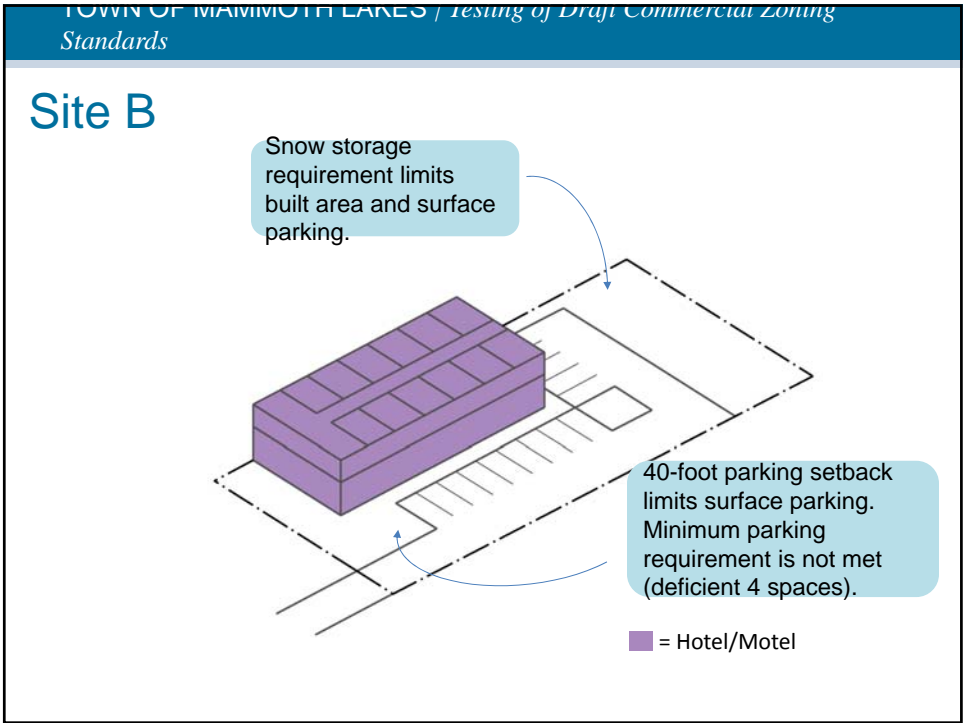
4th story stepback requirement not met on all facades.

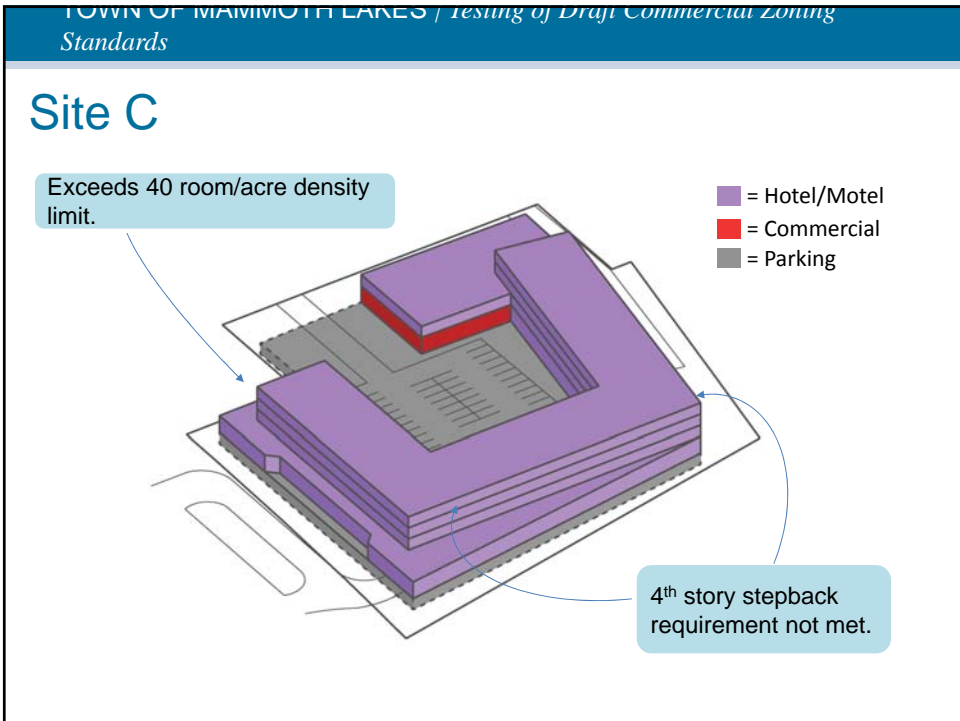
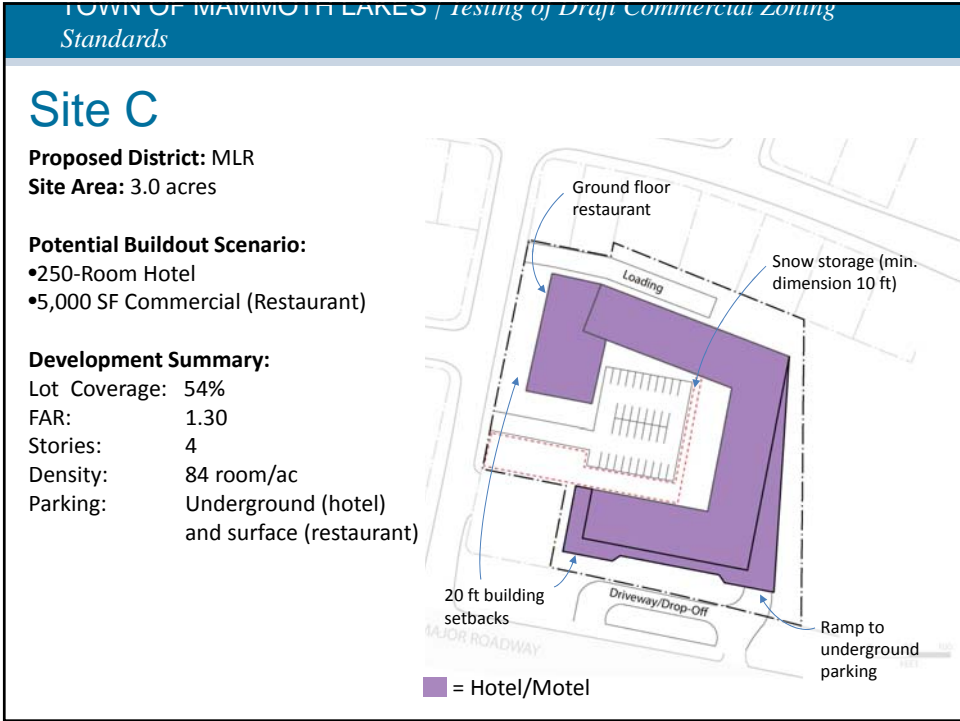
Exceeds 40 room/acre density limit.

The 3D perspective diagram shows the hotel building (purple) and parking area (grey). Callouts indicate that the 4th story stepback requirement is not met on all facades and that the density exceeds the 40 room/acre limit. A legend indicates that the purple color represents the Hotel/Motel and the grey color represents the Parking area.

■ = Hotel/Motel
■ = Parking





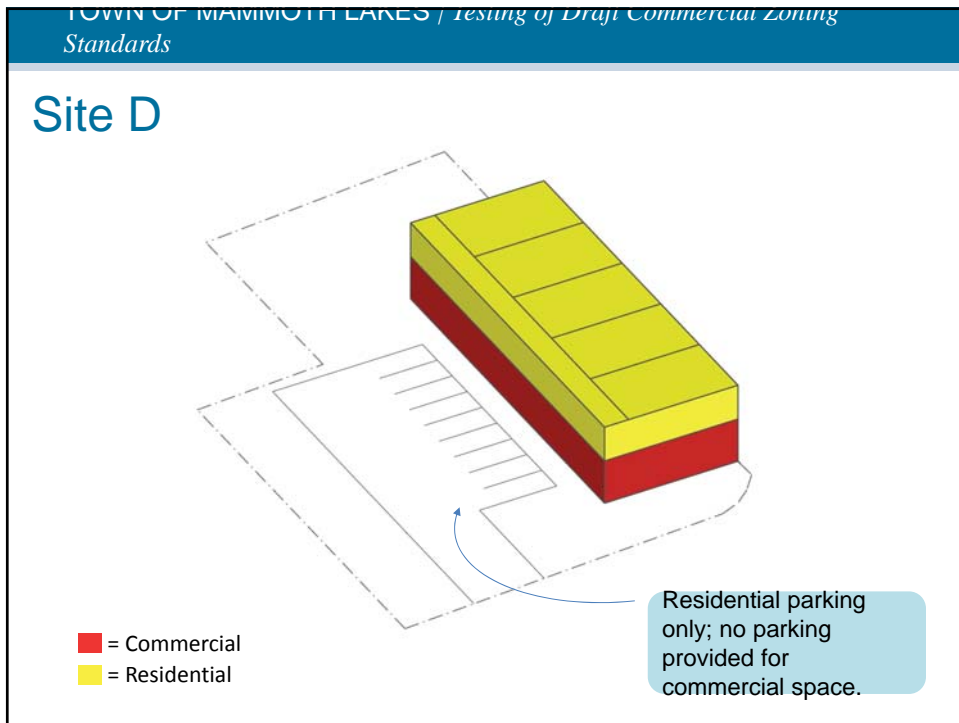
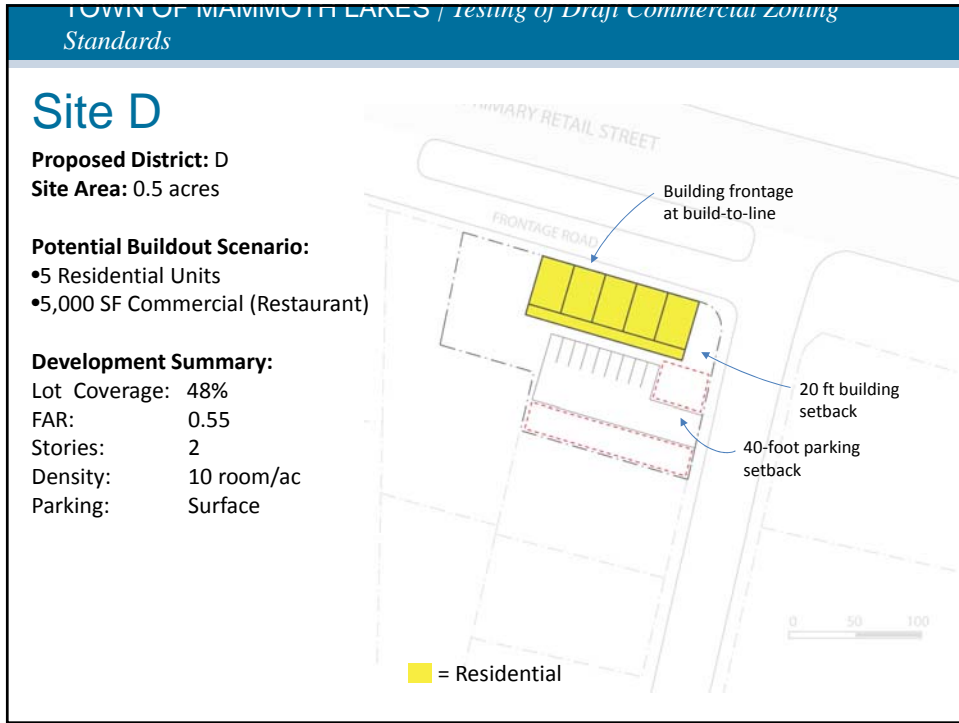


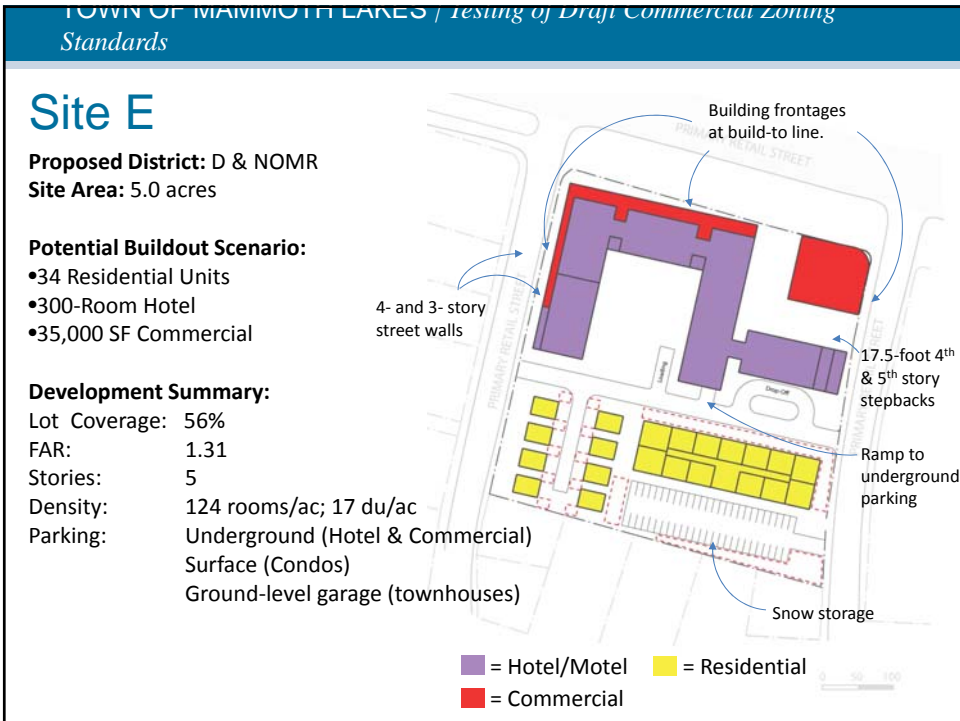
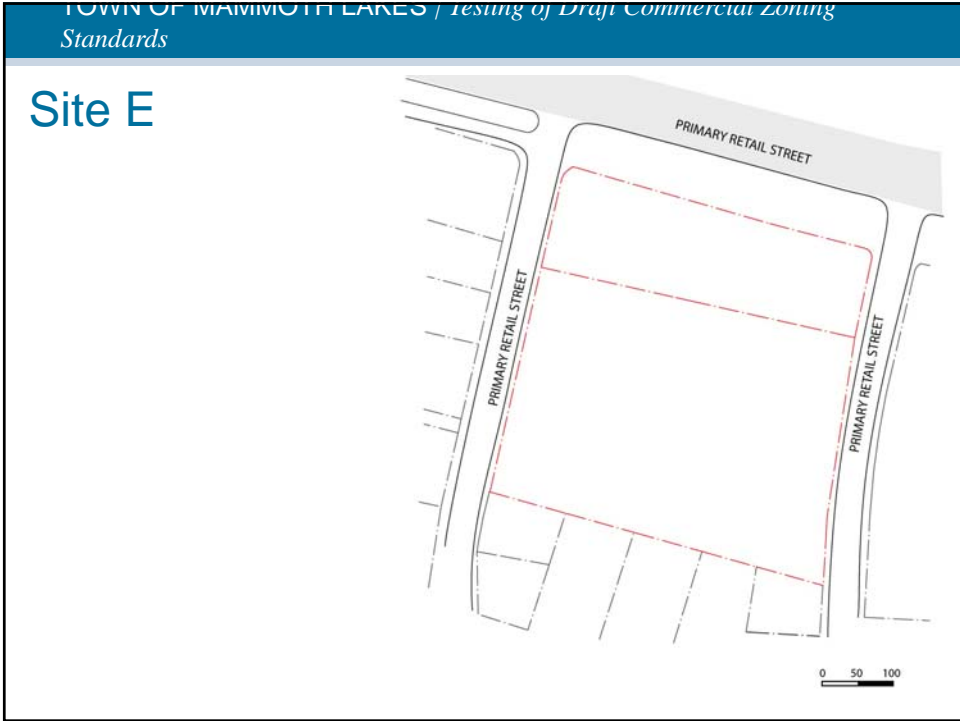
MLR District: Conclusions and Items for Discussion

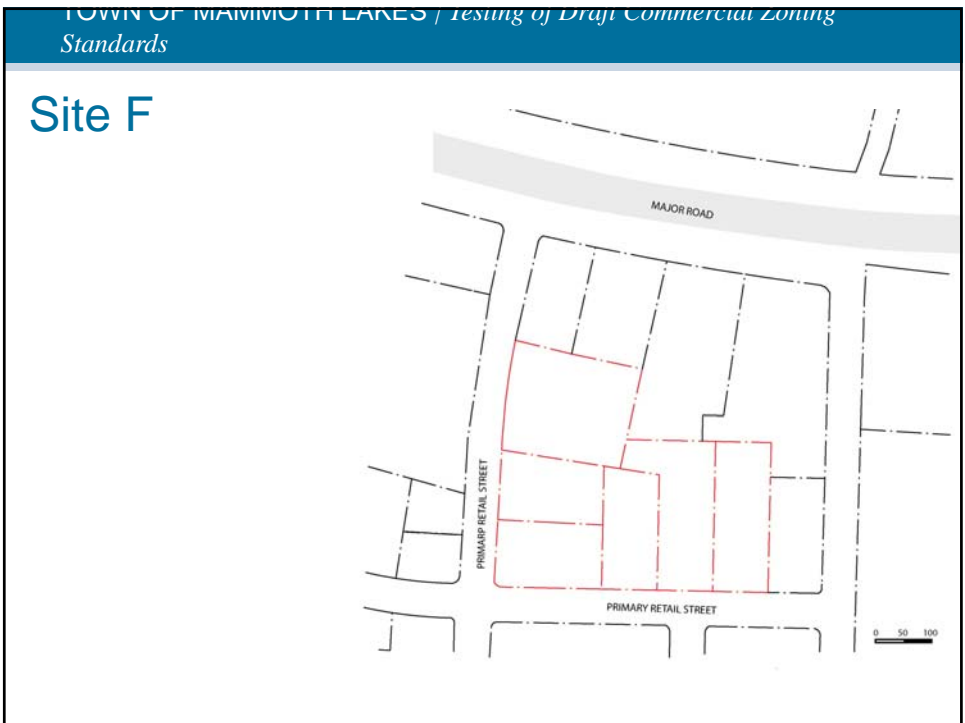
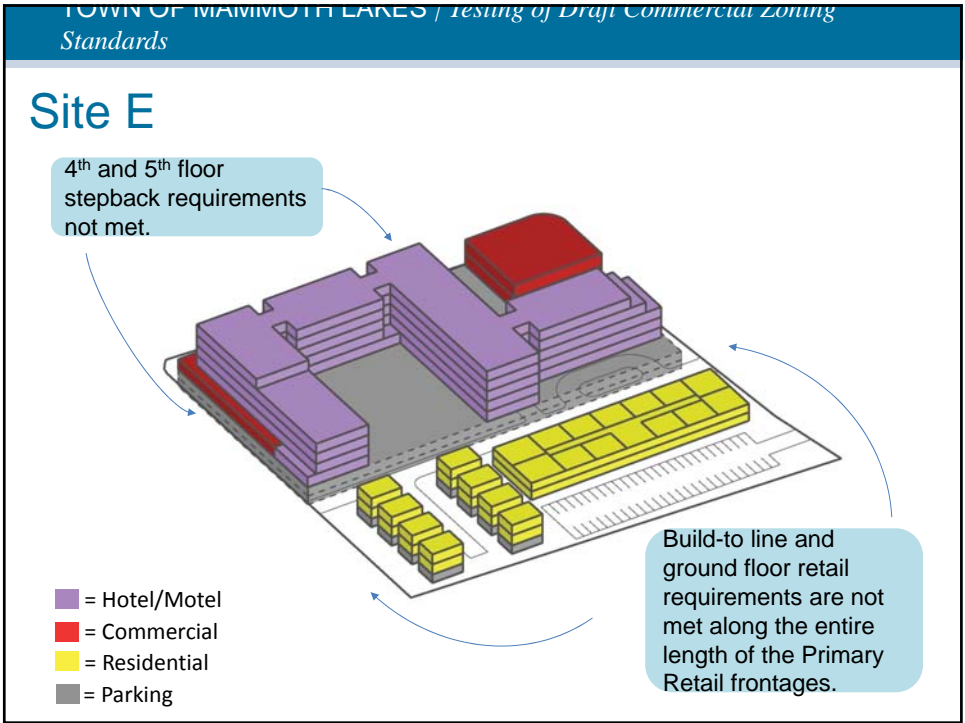
1. 40 room/acre density limit is exceeded on sites A and C. Consider increasing limit.
2. Snow storage requirement limits development potential. Consider reducing requirement on properties with a wide landscaped area between the roadway and property line.
3. 40-foot parking setback limits development potential on small sites. Consider waiving or reducing requirement for properties with a wide landscaped area between the roadway and property line.
4. 4th story stepback is not easily achieved with typical hotel dimensions (60- to 70-foot double loaded corridor). Consider exempting hotels from setback requirement; requiring setback on street-facing frontages only; or establishing height “zones” instead (based on distances from the property line rather than from the face of the wall on the floor below).

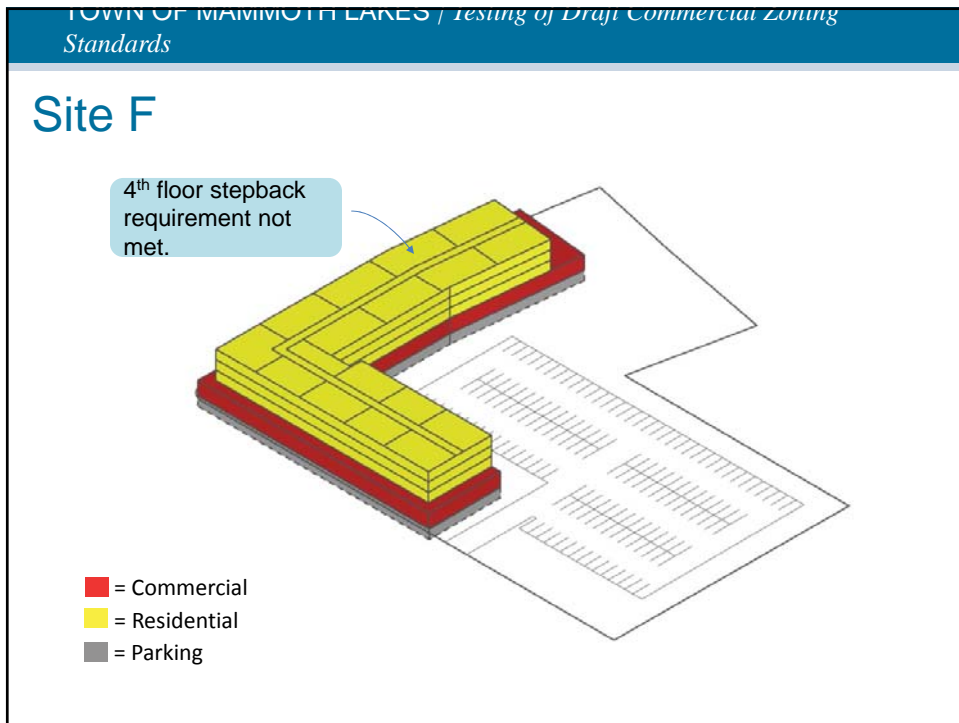
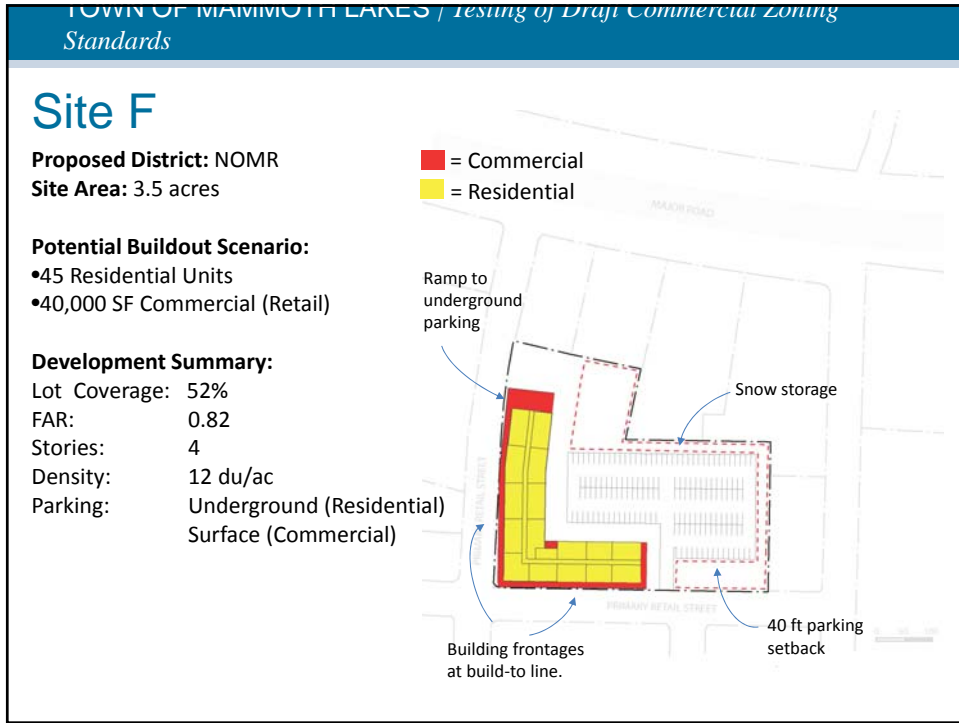
Site D

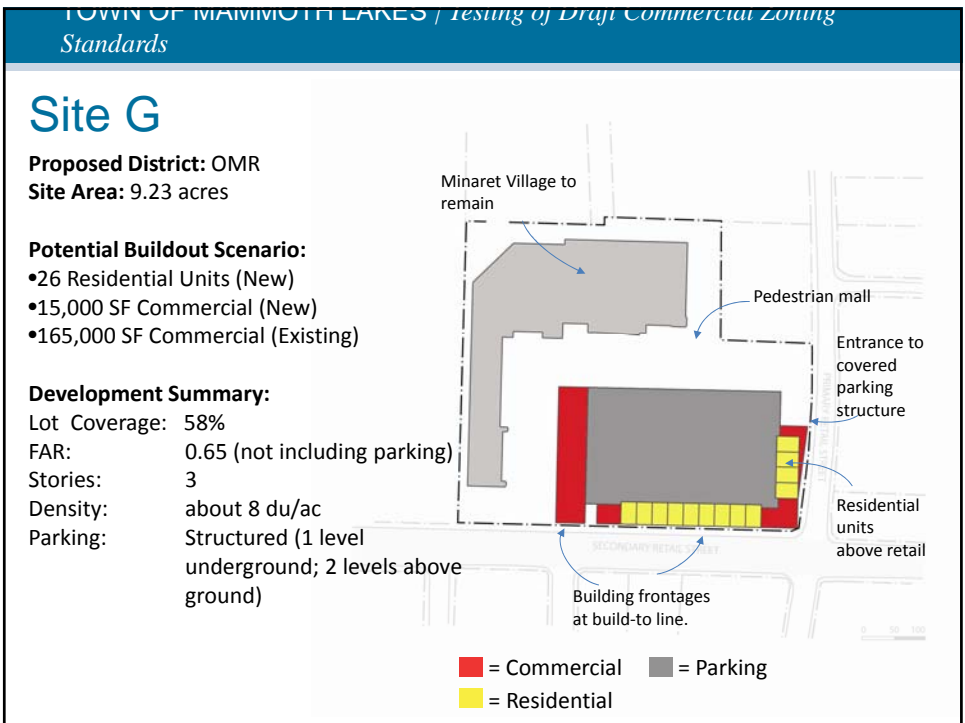
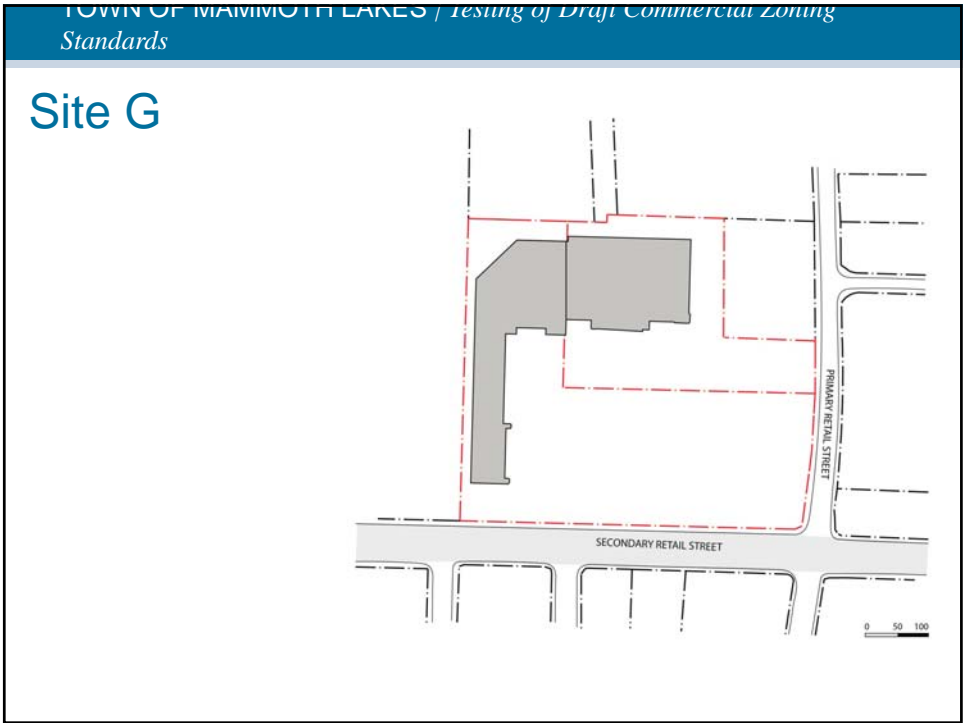




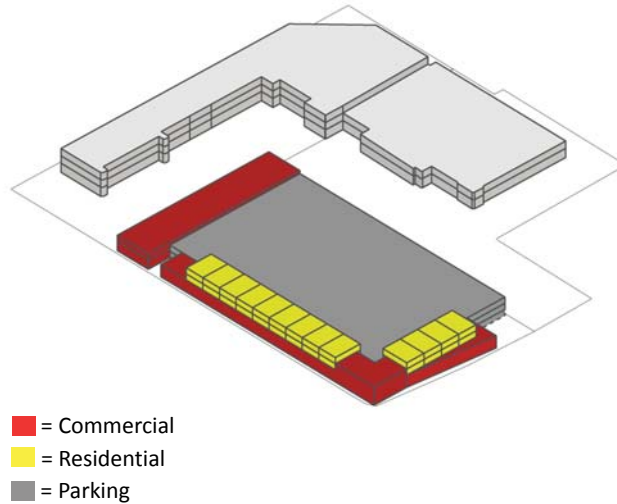








Site G



D, OMR, & NOMR Districts: Conclusions and Items for Discussion

1. 4th and 5th story stepbacks are not easily achieved with typical hotel and residential dimensions (60- to 70-foot double loaded corridor). Consider establishing height “zones” instead, to be based on distances from the property line rather than from the face of the wall on the floor below.
2. The 40-foot parking setback limits development potential and surface parking on small sites. Consider waiving requirement for small properties and for properties along frontage roads.
4. The build-to requirement was typically not achieved along entire block frontages. Identify a percentage of block frontage that must be built to the build-to line (e.g., 50%). Alternately, establish an “active frontage” requirement, as a percentage of linear street frontage.
4. Primary and Secondary Retail Streets may merit different built-to standards. Consider further reducing the requirement for Secondary Retail Streets.
5. The maximum 10-foot setback allowed within Retail Frontages is insufficient for some outdoor seating, patios, etc. Consider increasing this allowance.

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