



Town of Mammoth Lakes

Planning & Economic Development

Commission Staff Report

Date:	May 15, 2019	File No.:	Vesting Tentative Tract Map (VTTM) 18-003, Use Permit (UPA) 18-005, Design Review (DR) 18-006
Place:	Council Chambers, 2 nd Floor Minaret Village Shopping Center Mammoth Lakes, CA 93546	Project:	Yotelpad
Time:	After 9:00 a.m.	General Plan:	North Village Specific Plan (NVSP)
Appeal Status:	Appealable to the Town Council	Specific Plan:	North Village Specific Plan (NVSP)
Applicant / Owner:	RePlay Destinations – Chris Heinrich / One Mammoth, LLC	Zoning:	North Village Specific Plan (NVSP) – Resort General (RG) Zone
Environmental Review:	Conforms to the existing North Village Specific Plan Environmental Impact Report (1999 SPEIR)	Location:	6040, 6042, 6060 Minaret Road (033-043-002-000, 033-043-001-000, and 033-043-003-000)

TITLE: Consider approval of the Yotelpad project consisting of Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006, for a mixed-use condominium-hotel project with 198 bedrooms within 177 units located at 6040, 6042, and 6060 Minaret Road, including finding the project to be in conformance with the Subsequent Program Environmental Impact Report that was prepared for the 1999 North Village Specific Plan Amendment pursuant to the CEQA Guidelines.

A. EXECUTIVE SUMMARY

1. Requested Actions

The Commission is requested to evaluate the proposed Yotelpad project, which consists of Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006, determine if the required findings can be made, and take the following action:

Adopt the attached Planning and Economic Development Commission Resolution, making the required CEQA, State Subdivision Map Act, and Municipal Code findings, and approving Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006 with conditions as recommended by staff or with modifications.

2. Required Findings to Support Requested Actions

- a. Is the proposed project consistent with the California Environmental Quality Act (CEQA)?
- b. Is the proposed project consistent with the State Subdivision Map Act?
- c. Can the findings be met for a Use Permit pursuant to Municipal Code (MC) Chapter 17.68?
- d. Can the findings be met for a Design Review pursuant to Municipal Code (MC) Chapter 17.88?

Report Prepared By:
Nolan Bobroff, Associate Planner

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

3. Report Summary

The Yotelpad project proposal is for a new mixed-use condominium-hotel project with a density of 198 bedrooms within 177 units located in the North Village Specific Plan (NVSP) area (see [Figure 1, Location Map](#)). The project encompasses three parcels in the NVSP area with a combined size of approximately 2.6 acres and is located at the northeast corner of Minaret Road and Main Street. All of the units within the project will be considered condominium-hotel units under the management of the hotel operator. The proposed project consists of a five-story main building with 156 units (studio and 1-bedroom units), 21 three-story townhome units (2-bedroom units), 4,100 square feet (sq. ft.) of restaurant space, a 1,000 sq. ft. lounge bar, and associated owner/guest related amenities such as a fitness center, pool and hot tub, game room, and indoor/outdoor lounge areas. A minimum of 187 understructure parking spaces and nine (9) oversize vehicle parking spaces will be provided. Access to the site will be provided from Minaret Road via a single driveway at the northwest corner of the site and the project will be 100% valet parked. The project will encourage pedestrian access by providing a new sidewalk along Minaret Road along the western property boundary, as well as a paved walkway connecting the sidewalk to the project site. See [Figure 2, Site Plan](#) for the proposed site layout. The proposed project is consistent with all applicable development standards of the NVSP and no amendments to the NVSP are being requested.

Staff finds the project to be consistent with the Town's General Plan, Municipal Code, North Village Specific Plan (NVSP), North Village Design Guidelines, and the State Subdivision Map Act. The project was reviewed by the Advisory Design Panel (ADP) and has been revised to address their comments. Additionally, the environmental impacts of the proposed project were found to be in conformance with the previously certified Subsequent Program Environmental Impact Report prepared for the 1999 North Village Specific Plan Amendment (1999 SPEIR), and the potential environmental impacts were found to have been adequately covered in the 1999 SPEIR. The project meets the criteria outlined in CEQA Guidelines §15162 for when a new subsequent environmental compliance document is not required. Pursuant to CEQA Guidelines §15168, a report outlining the evaluation of the site and activity and the subsequent determination that the environmental effects were previously covered in a Program EIR was prepared (Attachment 4).

Based on the analysis provided in this report and the environmental conformance document, staff has made the determination that the required findings to support the requested approval can be made, and staff recommends approval of the Yotelpad project (Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006), with the conditions of approval noted in the attached resolution (Attachment 1).

B. ANALYSIS

1. Background and Project History

The project site is within the North Village Specific Plan (NVSP), which was originally approved by the Town in 1991. The primary purpose of the NVSP is to provide land use guidelines and development standards for the North Village area and to enable development of a pedestrian-oriented resort activity node with supporting facilities. The NVSP is located in the northwest portion of the Town and is approximately 64 acres in size. More specifically, the NVSP area is located adjacent to Main Street, Lake Mary Road, Canyon Boulevard, and Minaret Road.

Since the original adoption of the NVSP in 1991, the NVSP has undergone multiple amendments, including the 1999 NVSP Amendment, which amended the NVSP to include the majority of the development standards and uses that are currently applicable. As a part of the 1999 NVSP Amendment, the Town prepared and the Town Council reviewed and certified, pursuant to CEQA, the Subsequent Program Environmental Impact Report for the 1999 North Village Specific Plan Amendment (1999 SPEIR) (SCH #99-092082), which updated the CEQA clearance for the original 1991 Specific Plan (1991 EIR) and the Addendum to the 1991 EIR (1994 EIR Addendum). The proposed Yotelpad project is consistent with the land use and density assumptions that were analyzed in these prior environmental documents.

The subject site is identified in the NVSP as Parcel 38 (Dempsey/Nevados site) and was the subject of an Implementation Agreement (“Agreement”) completed in 2007, which provided a density bonus, certain concessions on development standards that are applicable only to this site, and assigned unused affordable housing mitigation credits to this site (see Attachment 7). The Agreement transferred 36.625 units (equal to 73.25 bedrooms) of unused residential density from the Snowcreek Athletic Club site to the subject site and provided a 5% increase in lot coverage, a 16-foot increase in the maximum permitted height, a maximum 20% reduction of setbacks, and assigned 40.41 Full Time Equivalent Employee (FTEE) housing mitigation credits to the site. The unused residential density was the result of a density bonus provided to the owners of the athletic club in exchange for 4.41 acres of unimproved property that was ultimately developed with affordable housing (Aspen Village Apartments). These development standards were incorporated into the NVSP by DZA 08-001, adopted in January 2008. The project, as proposed, is consistent with all applicable development standards of the NVSP and the RG zone.

Planning and Economic Development Commission Workshop, February 13, 2019

A public workshop was held with the Commission on February 13, 2019 to provide an opportunity for the Commission and public to provide early input on the Yotelpad project. A summary of the comments made at the workshop is below:

There was a question regarding the seating capacity of the restaurant and the applicant indicated that it would be similar to Nevados.

- There was a question regarding parking for the restaurant and for employees and the applicant indicated that restaurant and employee parking would be provided in the parking structure and that the project would be 100% valet parked.
- There was a question regarding snow removal and the applicant indicated that snow would be temporarily stored on-site and then hauled away and that all pedestrian areas would have snow-melt systems. Staff noted that the final snow removal and management plan is required to be reviewed and approved by the Town prior to building permit issuance.
- There was a comment regarding snow blowing off the roofs of the townhomes on the east side of the property and impacting the neighboring Viewpoint Condominiums. The applicant indicated that there is a buffer between the property line and the structure and that snow blowing off of the roof would land in the areas between the structure and Viewpoint’s property.
- There was a comment that the southwest corner of the site needed more refinement and additional design elements. This corner was reviewed by the Advisory Design Panel (ADP) at a subsequent meeting and changes were made to the design of that corner to enhance the visual interest. These changes were reviewed by staff and staff determined that the revisions adequately reflected and responded to the ADP’s comments.

- There was a comment regarding delivery truck parking and that the area should be able to accommodate more than one vehicle at a time. The applicant indicated that there is a delivery truck parking area near the northwest corner of the site and that the space could accommodate more than one vehicle at a time. Staff noted that delivery trucks were prohibited from being unloaded or parked in Minaret Road.
- There was a question regarding the construction staging plan and the applicant indicated that they were having preliminary discussions with the ski area about using the Canyon Lodge parking area. Staff noted that the final construction staging plan is required to be reviewed and approved by the Town.
- There was a question about the affordable housing credits that are assigned to the site and staff summarized the history of the credits and indicated that the value of the credits was being considered by the Town Council.

2. Development Proposal

The Yotelpad project proposal is for a new mixed-use condominium-hotel project with a density of 198 bedrooms within 177 units located in the North Village Specific Plan (NVSP) area. The proposed project consists of a five-story main building with 156 units (studio and 1-bedroom units), 21 three-story townhome units (2-bedroom units), 4,100 square feet (sq. ft.) of restaurant space, a 1,000 sq. ft. lounge bar, and associated owner/guest related amenities such as a fitness center, pool and hot tub, game room, and indoor/outdoor lounge areas. A minimum of 187 understructure parking spaces and nine (9) oversize vehicle parking spaces will be provided. The condominium-hotel units are being branded as “micro-units” that will range in size from 334 sq. ft. (studio unit) to 569 sq. ft. (1-br unit) and the townhome units will be approximately 1,300 sq. ft. The vision of the project is to have smaller living spaces that are accompanied by a variety of amenity spaces.

The project encompasses three parcels in the NVSP area with a combined size of approximately 2.6 acres and the development will be within three separate buildings, which are proposed to be constructed atop the parking structure. The three parcels will be merged by the final tract map and the air space of the units will be subdivided into condominiums by a condominium plan. The studio and 1-bedroom units and the restaurant and bar space will all be located in the five-story building that will be parallel to Minaret Road. The townhome units will be located within two buildings located along the northern and eastern property lines. The site layout is intended to provide a transition between the denser North Village core and the adjacent residential area to the east and the proposed townhome building on the east side of the property has a substantially lower maximum height than the main building.

Access to the site will be from Minaret Road via a single driveway at the northwest corner of the site and will lead to a five-space surface parking lot area intended for guests checking in. The remainder of the parking for the project is proposed to be located understructure and along the northern driveway leading to the understructure parking area for oversized vehicles. The project is proposed to be 100% valet parked and access to the parking structure for the valet attendants will be on the north side of the site. The site has the capacity to park 201 vehicles in spaces that meet the Town Standard parking space size (187 spaces in the parking structure, 9 spaces adjacent to the northern driveway ramp, and 5 surface check-in spaces). The parking plan was reviewed by an independent hospitality consultant in collaboration with a valet parking operator and the parking plan was found to be adequate for the anticipated parking demands of the project. The project will encourage pedestrian access by providing a new sidewalk along Minaret Road along the western property boundary, as well as a paved walkway connecting the sidewalk to the project site.

The developer is proposing to satisfy the housing mitigation requirements of the project through the use of the 40.41 Full-Time Equivalent Employee (FTEE) credits that were assigned to the subject site by the 2007 Implementation Agreement and Assignment of Credits (see Attachment 7). Pursuant to the Town’s Housing Ordinance, these credits can be used to satisfy the affordable housing requirements for this project. The value of the credits will be established by a Town Council policy and the number of credits used for the proposed project will be dependent on the Town Council fee value policy that is in effect at the time of building permit submittal. The value of the 40.41 FTEE credits based on the draft fee value policy that was reviewed by the Town Council on March 20, 2019 is \$588,814 and the housing mitigation fee that would be required under the current fee schedule would be \$462,500. Condition of Approval #27 addresses the housing mitigation options.

The design of the project is proposed to have a modern mountain appearance and the proposed materials consist of a combination of natural stone veneer in a dark charcoal color, horizontal (natural ash wood finish) and vertical

(natural cedar wood finish) fiber cement board siding, corrugated metal panels in a gray color, flat metal panels with a charred wood appearance, natural cedar soffits, and board-formed concrete site walls. The colored elevation drawings are included as Attachment 2 and photos of the materials are included as Attachment 3.

The project, as proposed, is consistent with all applicable development standards of the NVSP and no amendments of the NVSP are being requested (see Section 5, below, for an analysis of the project’s conformance with the NVSP development standards).

3. Subject Property and Surrounding Land Uses

The 2.6-acre site is located within the NVSP area at the northeast corner of Main Street and Minaret Road. The project encompasses three parcels and the current uses on the site include a restaurant (*Nevados*), the Yotelpad sales office (*previously the Dempsey construction office*), and vacant land.

The project site is within the Resort General (RG) zone of the NVSP within the Pedestrian Core area. The RG zone is intended for visitor-oriented resort services, such as hotels, resort condominiums, and retail/restaurant uses and the Pedestrian Core area is envisioned to be a mixed-use village with commercial uses on the ground floor and accommodation uses on the upper floors. The project site serves as the gateway to the remainder of the NVSP areas and the NVSP specifies that development at this site shall feature distinctive architecture in order to create a sense of arrival. Additionally, the sites central location within the Pedestrian Core area makes this an integral site for providing pedestrian connectivity between the north and south areas of the North Village. The project, as proposed, is consistent with the vision for the RG zone and the Pedestrian Core.

The surrounding land uses include lodging, residential, restaurants, and lounge/bar type uses. Table 1 further describes the surrounding land uses and zoning.

Table 1: Surrounding Land Uses and Zoning.

Location	Zoning*	Adjacent Streets	Land Use
North	NVSP	N/A	Lodging and Restaurant Uses (Alpenhof Lodge; Petras; Clocktower)
South	NVSP	Main Street	Vacant Land (Part of the Mammoth Crossing sites)
East	MLR	N/A	Residential Use (Viewpoint Condominiums)
West	NVSP	Minaret Road	Residential, Lodging, and Restaurant Uses (8050; Fireside Condominiums; Mammoth Brewing Company; The EATery)

* NVSP = North Village Specific Plan; MLR = Mixed Lodging/Residential

4. General Plan Consistency

The project is consistent with the 2007 General Plan Visions Statements as described in Table 2.

Table 2: General Plan Conformance

Vision Statement	Explanation of Project Conformance with Vision Statement
<i>“Sustainability and continuity of our unique relationship with the natural environment.”</i>	The project is located on a site that is partially developed with existing uses and is surrounded by other developed, urban uses. Development of the project does require the removal of up to 114 trees with a diameter at breast height (DBH) of greater than 12-inches; however, pursuant to the 1999 SPEIR, the forested area of the site is considered to be small and fragmented and the change to a developed site is not considered to be significant. The proposed building height is consistent with what is permitted by the NVSP and no amendments are being

	<p>requested, and therefore, will maintain the relationship with the natural environment since the height is consistent with the average height of trees in the vicinity. Lastly, the project's orientation on the site does not impact the public views of the Sherwins from Minaret Road and the Knolls from Main Street and the large common spaces areas on the site are situated to capitalize on the views of the surrounding mountains.</p>
<p><i>"Being a great place to live and work"</i></p>	<p>The project would provide a number of new temporary, seasonal, and full time jobs within the community to staff the hotel and restaurant uses. Additionally, the project will help activate the Main Street and Minaret Road corner, creating a place for locals and visitors to dine and recreate.</p>
<p><i>"Adequate and appropriate housing that residents and workers can afford."</i></p>	<p>The project is consistent with the options permitted by the Town's Housing Ordinance and utilizes an existing housing credit balance that remains from the construction of a previous affordable housing project (i.e., the Aspen Creek Apartments, operational in 2007); these units continue to serve as a valuable affordable housing resource for the community and help to mitigate the housing impacts of the proposed project.</p>
<p><i>"Being a premier, year-round resort community based on diverse outdoor recreation, multi-day events, and an ambiance that attracts visitors"</i></p>	<p>The project would provide a mixed-use condominium-hotel project with 177 units available for nightly rentals that will provide (1) a place to stay for visitors, central to the numerous recreational opportunities available in and around Mammoth Lakes; (2) a large indoor and outdoor restaurant space; and (3) a variety of outdoor spaces that provide gathering places and opportunities for interaction for both visitors and locals.</p>
<p><i>"Protecting the surrounding natural environment and supporting our small town atmosphere by limiting the urbanized area."</i></p>	<p>The project is within the Urban Growth Boundary and the density is consistent with the density allowed by the General Plan and the North Village Specific Plan.</p>
<p><i>"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"'"</i></p>	<p>The project was reviewed by the Town's Advisory Design Panel (ADP) with the goal of providing recommendations that resulted in an enhanced design that complements the mountain resort setting. The project will utilize materials and colors that are appropriate to the Eastern Sierra and are comprised of earth-tone neutral colors, including natural stone veneer in a dark charcoal color, horizontal (natural ash wood finish) and vertical (natural cedar wood finish) fiber cement board siding, corrugated metal panels in a gray color, flat metal panels with a charred wood appearance, natural cedar soffits, and board-formed concrete site walls. Additionally, the maximum building height for the project is consistent with what is permitted by the NVSP and analyzed by the 1999 SPEIR and is consistent with the average height of trees in the vicinity.</p>

<i>“Offering a variety of transportation options that emphasize connectivity, convenience, and alternatives to use of personal vehicles with a strong pedestrian emphasis.”</i>	The project proposes to enhance pedestrian connectivity by providing a sidewalk along the western frontage of the property that connects to the existing sidewalk at the corner of Main Street and Minaret Road and will provide pedestrian connections throughout the site and the North Village area. Additionally, the projects location near the Village at Mammoth will provide convenient access to the ski area as an alternative to the use of personal vehicles and is located close to the transit stop on Minaret Road (≈0.16 miles away).
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The project is consistent with the General Plan’s goals for the North Village District because the project is a mixed-use condominium-hotel use that will provide resort oriented lodging/residential uses and limited commercial uses, and will showcase the surrounding mountain views from the active open pedestrian common areas. For a full analysis of the project’s consistency with the applicable General Plan Goals and Policies, please see Attachment 5.

5. North Village Specific Plan Consistency

The project is consistent with all applicable zoning requirements of the North Village Specific Plan (NVSP) for the Resort General (RG) designation for projects located on Parcel 38.¹ A summary and analysis of the proposal and applicable development standards is discussed in Table 4.

Table 4: Zoning Consistency

General Information			
General Plan: North Village Specific Plan (NVSP)		Specific Plan: North Village Specific Plan (NVSP) – Resort General (RG) District	
Zoning: North Village Specific Plan (NVSP)		Overlay Zone: NVSP Pedestrian Core Overlay	
Existing Land Use: Nevados Restaurant; Yotepad Sales Office; Vacant		Permit(s) Required for Use: Vesting Tentative Tract Map (VTTM), Use Permit (UPA), Design Review (DR)	
Development Standards			
Standard	Required/Allowed	Proposed/Provided	Complies?
Minimum Parcel Size (sf)	20,000 sf	113,108 sf	Yes
Building Area (sf/acre)	87,000 sf/acre maximum (Equivalent to 2.0 FAR)	49,710 sf/acre (Equivalent to 1.14 FAR)	Yes
Site Coverage ²	75% (84,831 sf allowed)	73% (83,092 sf proposed)	Yes
Snow Storage	Sufficient area or hauling required	520 sf provided, snowmelt in roads and patio area, and snow hauling is proposed	Yes
Density			
Rooms/Acre ¹	48 rooms/acre + 73.25 rooms of additional density	48 rooms/acre + 73.25 rooms of additional density	Yes
Total Rooms	198.25 maximum	198	Yes

¹ DZA 08-001 incorporated the items in the 2007 Implementation Agreement (see Attachment 7) into the NVSP and amended the NVSP to include those development standards as applicable only to the three project site parcels (i.e., Parcel 38).

² Pursuant to NVSP Section 3 (Site Coverage), landscape planting areas of at least 50 sq. ft. created on top of a parking structure are not included as part of the impervious surface area. See discussion below.

Commercial Density	450 sf = 1 room	Excluded since it is restaurant space serving the hotel	Yes
Building Height			
Permitted Height ¹	56 feet	56 feet	Yes
Projected Height ¹	67 feet	60 feet	Yes ³
Parking Garage	Maximum height of 20 feet	12 feet	Yes
Building Levels ¹	1-5	5	Yes
Setbacks (north side)			
Side Yard – North Side	10 feet	30 feet	Yes
Minaret Road Setbacks (west side) ⁴			
Building Height: 0-24 feet	Minimum of 10 feet from EOP	62 feet from EOP	Yes
Building Height: 25-34 feet	Minimum of 20 feet from EOP	66 feet from EOP	Yes
Building Height 35-54 feet	Minimum of 30 feet from EOP	66 feet from EOP	Yes
Building Height: 55+ feet	Minimum of 40 feet from EOP	66 feet from EOP	Yes
Centerline of Minaret Road	Minimum of 43 feet from centerline of Minaret Road	94 feet from centerline of Minaret Road	Yes
Main Street Setbacks (south side) ⁴			
Building Height: 0-24 feet	Minimum of 10 feet from EOP	68 feet from EOP	Yes
Building Height: 25-34 feet	Minimum of 20 feet from EOP	82 feet from EOP	Yes
Building Height 35-54 feet	Minimum of 30 feet from EOP	82 feet from EOP	Yes
Building Height: 55+ feet	Minimum of 40 feet from EOP	82 feet from EOP	Yes
Specific Plan Boundary Setbacks (east side)			
Building Height: 0-24 feet	10 feet	22 feet	Yes
Building Height: 25-34 feet	10 feet	22 feet	Yes
Building Height 35-54 feet	20 feet	22 feet	Yes

³ The height of the parapet is right at 56 feet and the only areas that exceed the permitted height are the elevator over-runs and the roof access stairs hatch. See height discussion below.

⁴ Measured from the edge of pavement (EOP)

Parking ⁵			
Studio and 1-Bedroom Units (1/unit)	156	156	Yes
2-Bedroom Units (1/unit)	21	21	Yes
Check-In spaces	3	5	Yes
Restaurant	None required for restaurants that are oriented to the guests of the project	19	Yes
TOTAL	180	201	Yes
1.05 parking spaces per key	186	196 ⁶	Yes
Guest Parking (10% accessible)	19.2	Valet operations provide guest access to all parking	Yes
Delivery Parking	Required	Provided in pull-out area near the driveway on the north side of the site.	Yes
Bus Parking	Required if tour buses are utilized	Bus trade is not a target market for project, so not proposed	N/A
Bicycle Parking	35 spaces (30 long-term and 5 short-term)	Long-term bike parking provided in garage storage room; Short-term bike parking provided throughout the site.	Yes
Other			
Housing Mitigation: Consistent with the Town's Housing Ordinance			Yes

Density

The NVSP measures density in rooms, where a “room” equates to one hotel room or one bedroom, loft, or sleeping area in residential uses. The RG zone permits up to 48 rooms per acre and this site (i.e., Parcel 38) has an additional 73.25 rooms of density that was allocated as a part of the 2007 Implementation Agreement (see Attachment 7). Based on the NVSP and the 2.6-acre size of the site, there is a base density of 125 rooms (48 rooms/acre x 2.6 acres) plus the 73.25 rooms of density bonus for a total number of 198.25 rooms permitted. The project proposes 198 rooms within 177 units, and therefore, is consistent with the allowable density for the site.

Density for commercial and restaurant uses is typically calculated as being 450 sq. ft. of restaurant space is equal to one room. However, the NVSP excludes restaurant space that is primarily intended to serve the guests of the hotel, which is the case for the proposed restaurant, and therefore the restaurant space is not counted towards the overall project density.

Building Height Analysis

The NVSP measures height from natural grade, except when a building sits atop a parking garage, then the height is measured from the garage roof elevation. Parking garages are not permitted to be more than 20 feet above grade at any point. Since the project proposes a parking structure beneath the entire building, height is measured from the parking garage roof elevation.

⁵ See parking discussion below for additional information related to the valet parking operation.

⁶ This number does not include the five guest check-in spots since these spots are not to be used for long-term parking purposes.

On the north side of the site, the parking structure will be subterranean and on the south side of the site, the parking structure will be approximately 12 feet above grade. The southeast corner of the site has a steep drop-off to the southeast and in order to avoid a parking structure height that exceeds 20 feet, the site is being built-up in this area with natural boulder retaining walls.

For Parcel 38 in the RG zone, the NVSP permits between 1-5 building levels with a maximum permitted height of 56 feet and a maximum projected height of 67 feet. Building projections above the permitted height are allowed provided that a roughly equivalent reduction in building footprint area above the permitted height is provided below the permitted height, and no more than 50% of the building space square footage exceeds the permitted height. As shown in Table 5, below, 55.9% of the building is at 56 feet, 3.2% of the building is at 60 feet, and 40.9% is at 37 feet in height. Therefore, the buildings meet the height requirements of the RG zone, with less than 50% of the building projecting above 56 feet and 96.8% of the building at or below 56 feet.

Table 5: Proposed Building Heights

Height	Square Feet (approx.)	Percentage of Footprint
37 feet	13,970	40.9%
56 feet	19,079	55.9%
60 feet	1,100	3.2%
TOTAL	34,149	100.0%

Shading and View Analysis

Sheet F.0 in the project plans (see Attachment 2) illustrates the shadowing that will occur as a result of the project. As indicated in the various illustrations, the majority of the shading will occur on the subject site and only minimal shading will occur off-site. In the event that shading were to impact the surrounding public streets or pedestrian pathways, Condition of Approval #128 is included in the resolution which requires a plan to remove snow and ice build-up on streets and pathways that will receive less than two hours of mid-day sun for more than a week.

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 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 order to analyze what, if any, impacts there would be to public views of the Sherwins and the Knolls, photo simulations were prepared from all sides of the project that have public access in order to analyze the potential impacts (refer to the CEQA Documentation, Attachment 4 - Exhibit 3). The photo simulations show that the only vantage point where the views of the Sherwins will be slightly changed by the project occurs from Minaret Road adjacent to the Alpenhof Lodge and the views along the remainder of the corridor from Forest Trail to Main Street will be unaffected. This slight change in the view is considered to be insignificant since it only affects the view of the foothills and not the main ridgeline. The photo simulations show that there will be no changes to the public views of the Knolls as a result of the project.

Site Coverage

For Parcel 38 in the RG zone, the NVSP permits maximum site coverage of 75% and the NVSP allows landscape planting areas of at least 50 sq. ft. created on top of a parking structure to not be included as part of the impervious surface area. The site coverage plan (Attachment 2, Sheet H.1.1) indicates that there is approximately 89,445 sq. ft. of impervious surface area, which would equate to 79% site coverage. However, when the landscape planting areas that are on top of the parking structure are removed (\approx 6,400 sq. ft.), the site coverage is reduced to 83,092 sq. ft., which equates to 73% site coverage, and therefore meets the site coverage requirements of the RG zone.

Access and Parking Analysis

Primary vehicular access to the site is proposed to be taken from Minaret Road via a 40-foot wide three-lane driveway (one-lane in, two-lanes out) that is located near the northwest corner of the site. After arrival to the site, guests would park in the check-in parking spots located beneath the porte-cochere. All vehicles are proposed to be valet parked in an understructure parking garage. Access to the garage is near the northeast corner of the site. There are two pedestrian connections to Minaret Road and the southern pedestrian connection provides a direct connection to the restaurant entrance. Both pedestrian connections will connect to a new sidewalk that is being constructed

adjacent to Minaret Road along the western property frontage. Emergency access to the site will be via the main driveway and there is a turn-around within the central courtyard area that is sized appropriately for the emergency vehicles. Egress from the front parking area of the site will be via a one-way emergency exit gate that is located adjacent to Minaret Road near the southwest corner of the circulation lane. This has been reviewed and approved by both Caltrans and the Mammoth Lakes Fire Protection District.

Parking is provided pursuant to the NVSP parking schedule described in the Table 4, above. The project provides 187 (9'x18') parking stalls within the parking garage, nine (9) oversized vehicle exterior parking stalls along the northern driveway ramp, and there is room for five cars in the valet drop-off area. The project provides a total of 196 parking spaces, which exceeds the 186 parking spaces required.⁷ The parking plan was reviewed by an independent hospitality consultant in collaboration with a valet parking operator and the parking plan was found to be adequate for the anticipated parking demands of the project. The parking demand analysis analyzed the demand for off-peak, peak, and high-peak periods and found that during high-peak periods there would be an estimated parking surplus of 17 spaces and during off-peak periods there would be an estimated parking surplus of 116 spaces. Additionally, to ensure that hotel guests are not occupying more parking than what is allocated to each unit, condition of approval #46 restricts the number of vehicles permitted on the premises based on the unit type. Pursuant to the NVSP, there is no additional parking requirements for employees or for restaurants that are within a hotel and oriented to the guests of the project, but as indicated above, there is additional parking capacity for guests of the restaurant and for staff.

The NVSP has a requirement that all projects have guest access to a minimum of 10% of the total number of spaces. In this case, the project is proposed to be fully valet parked, thereby providing guest access to all parking spaces.

Tour busses are not a target market for the project due to the condominium ownership nature of the project, and therefore, on-site tour bus parking is not provided.

Delivery vehicle parking is proposed in a pull-out area on the north side of the site and delivery vehicles are prohibited from being parked on Minaret Road during unloading. To ensure compliance with this requirement, Condition of Approval #31 has been included, which requires submittal of a delivery operational plan and to reiterate the parking prohibition on Minaret Road.

Snow Storage

Condition of Approval #128 in the resolution requires a final Snow Removal/Storage Management Plan to be submitted prior to building permit issuance and this plan is required to be in compliance with the snow removal and snow storage requirements specified in the NVSP. The draft plan proposes the use of snowmelt throughout the project site to minimize ice and snow build-up and the interim storage of snow near the northwest corner and near the landscape area on the southwest side of the site prior to its removal by hauling the snow to an approved off-site storage location. This is similar to how other projects within the NVSP area handle their snow storage and removal. The clearing of snow along the sidewalk adjacent to Minaret Road will be managed by either the existing North Village Benefit Assessment District (BAD) or a new maintenance district, depending on which is required.

Tree Retention

The NVSP requires large trees to be protected to the greatest extent possible and trees that are removed that are larger than 12-inches diameter at breast height (DBH) are required to be replaced on a 1:1 basis, except in cases where the tree is recommended for removal by a qualified professional based on health or overstock. The tree preservation plan (Attachment 2, Sheet G-5) indicates that there are 114 trees with a DBH of greater than 12-inches that are proposed to be removed, but this number does not account for trees that are being removed for health or overstock and the conceptual landscape plan (Attachment 2, Sheet G-4) shows approximately 50 new trees being planted. A tree mitigation assessment was conducted for the site on April 20, 2019 and the assessment found that there were a large number of dead, dying, or severely damaged trees and five zones with an overstock of trees and the arborist's recommendation was to require replacement for 30 trees. The final number of trees that need to be mitigated is required to be determined by the Director prior to tree removal (Condition of Approval #112) and the

⁷ The NVSP requires 1 space per studio, 1-bedroom, and 2-bedroom units plus an additional three check-in spaces, which for this project would require 180 parking spaces (177 units + 3 check-in spots). However, in Section 9.i of the NVSP, it specifies that no transient project shall have less than 1.05 parking spaces per key, and therefore, the project is required to have a minimum of 186 parking spaces (177 keys x 1.05).

total number of required replacement trees may be reduced if larger trees are provided (i.e., greater than 2-inch caliper), subject to Director approval (Condition of Approval #30).

Dumpsters and Recycling

The dumpster and recycling area is located in the parking garage and the dumpsters would be moved out to a temporary holding area on trash pickup days. The exterior area where the dumpsters will be temporarily stored will have a trash enclosure and Condition of Approval #41 is included, which requires the exterior enclosure to have an appearance that is architecturally compatible with that of the buildings. Mammoth Disposal and the Town are required to review and approve the final location of the exterior enclosure prior to building permit issuance.

Vesting Tentative Map Approval

Pursuant to the State Subdivision Map Act, the project requires approval of a tentative tract map since the project is proposed as a condominium-hotel and the individual units will be individually owned. 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 and the applicant will pay the applicable development impact and other fees in place at the time of building permit submittal.

Prior to issuance of a certificate of occupancy for any of the units, a final map, CC&Rs, and a condo plan will need to be approved by staff and recorded on title. To ensure a “hot bed” hotel is achieved, consistent with the NVSP land use policies for the Resort General (RG) designation, Condition of Approval #36 is included. This condition requires floor plans and uses at the time of final map submittal to substantially conform with those shown in the proposed plans (Attachment 2), and provide the hotel and motel requirements listed in Municipal Code §17.52.120.D.2:

- a. Central front desk, lobby, and phone connections to all hotel rooms with staff available 24-hours a day;
- b. Check-in spaces for arriving vehicles;
- c. Amenities supportive of lodging uses (e.g., concierge/guest services on site; conference/meeting space, with food and beverage support, flexible room configuration, industry-standard audiovisual, telecom, and conferencing infrastructure; food and beverage operations in the form of a restaurant or room service; ski and luggage storage; and recreation facilities such as spas, swimming pools, and/or fitness room facility open to all hotel users);
- d. Standardized furniture, fixtures, and equipment in all rooms;
- e. Centralized management and standards for guest reservations, daily housekeeping service, and maintenance services, for all units;
- f. Space for a rental management operation;
- g. Management by a qualified entity with at least five years’ experience in the hotel management business, including a “flag” hotel or company with equivalent experience; and
- h. Inclusion of hotel amenities in common areas through condominium Covenants, Conditions, and Restrictions (CC&Rs).

At the level of detail necessary for this stage of project approval, the project complies with all of these requirements. This conformance would be confirmed prior to approval of the final map.

6. Project Design

Staff has conducted a design review analysis of the project, described below. Additionally the Town’s Advisory Design Panel (ADP) reviewed the project at two meetings and provided input and recommended changes, which were incorporated into the final project design.

A summary of the submittal requirements for Major Design Review is included in Table 6 below.

Table 6: Major Design Review Submittal Requirements

Item	Submitted?
Site Plan	Yes (Attachment 2, Sheets D.1 and H.1)
Colored Elevation Drawings	Yes (Attachment 2, Sheets E.1-E.3)
Preliminary Landscape Plan	Yes (Attachment 2, Sheets G.1-G.5)
Materials Boards	Yes (Attachment 3)
Color Perspective Representation	Yes (Attachment 2, Sheets J.1-J.9)

The proposed project is consistent with the North Village Design Guidelines as discussed below (*comments in italics indicate objectives from the NVSP Design Guidelines*):

Site Design

- The project has been designed to take advantage of the topography of the site, and includes construction of a partially subterranean parking garage that is located below natural grade on the northern portion of the site and above natural grade on the southern portion of the site. The portion of the parking garage that is above grade will provide an elevated area above Main Street that will provide unrestricted views to the south of the Sherwins and a pedestrian friendly environment occupied by a pool, spa, restaurant patio, and other site amenities.
- The buildings are situated to minimize impacts to neighboring land uses, with the larger, taller building located closer to the denser North Village core and the smaller, shorter buildings located along the perimeter of the site adjacent to the residential area to the east and the hotel use to the north.
- The buildings are situated to minimize shading to adjacent areas. As shown on the Shadow Study (Attachment 2, Sheet F.0), no shading of Minaret Road or Main Street will occur as a result of the project and very minimal shading will occur to the sites to the north and east around the winter solstice. Portions of the interior common space areas will be shaded at various times of the day throughout the year, but the pool area, located on the southeast corner, will remain largely unshaded.
- The surface parking area is minimally sized to accommodate only the check-in parking spaces and emergency vehicle access and the parking area will be screened with landscaping. Sheet F.1 in Attachment 2 shows the proposed view of the parking area from Minaret Road.
- The parking structure will be sided with either natural stone veneer or board-formed concrete in the areas that are visible to the public. Additionally, to reduce the massing of the parking structure, a separate retaining wall is proposed for the southeast corner to provide visual relief of the parking structure.

Building Design

Form and Mass

- *The design of buildings should preserve sunlight into public places.* Shadows are minimized by placing the larger building in a north to south configuration and placing the smaller buildings along the northern and eastern sides of the property. See the Shadow Study (Attachment 2, Sheet F.0) for the modeling of the anticipated shading.
- *Roof forms should be varied to create visual interest.* The project has a flat roof, but creates variation in the roof form through offsets in the roof and building forms. The NVSP allows flat roofs if the building design warrants the flat roof design.
- *Large buildings should be broken up to avoid the appearance of a large single mass.* The building mass is broken up through various pop-outs and changes in materials. The massing of the townhome units are further broken up by shifts in the footprint of each unit.

Scale

- *Variations in wall materials should define the scale.* The wall materials consist of a combination of natural stone veneer in a dark charcoal color, horizontal (natural ash wood finish) and vertical (natural cedar wood finish) fiber cement board siding, corrugated metal panels in a gray color, flat metal panels with a charred wood appearance, natural cedar soffits, and board-formed concrete site walls.

- *The ground floor of buildings must be scaled to the pedestrian space.* The ground floor of the building is scaled to the pedestrian space through the use of awnings, store fronts, and variations in materials.

Roof Form

- *The ridgeline should not have the appearance from vantage points of being continuous.* The proposed roof is a flat roof with a two-foot parapet. In order to create visual interest, the building has various offsets to create variation in the roof form. The NVSP allows flat roofs if the building design warrants the flat roof design.

Building Facades

- *The visual alignment of building facades should be varied.* The building façade is varied through steps in the building walls, changes in material colors and types, and angled walls on the north and south ends of the larger main building.
- *Use recessed balconies to add rhythm and texture to the façade.* Each unit has a balcony, which is recessed into the façade. This further breaks up the building massing.
- All structural concrete walls will be faced with natural stone veneer or be comprised of board-formed concrete to enhance the visual interest.

Base and Lower Wall

- *Materials shall appropriately provide the building to ground relationship.* The majority of the ground floor in the pedestrian areas have storefront windows with an awning above to help define the pedestrian space.
- *Full stone walls are encouraged at prominent locations and buildings should have a durable base at the pedestrian level.* The portion of the parking structure that is above grade in the southwest corner is proposed to be finished with either a natural stone veneer or be board-formed concrete.

Windows and Doors

- *Window should be typically rectangular and be vertically oriented.* Throughout the buildings, the windows have a similar appearance and the shapes and sizes are consistent throughout the project, with the exception of a limited number of smaller windows, which are used in some areas to provide visual interest.

Entrances, Porches

- *Places of pedestrian ingress and egress should be defined by the architecture of the buildings.* The primary hotel entrance is defined by large storefront windows and an awning system that has varying heights and helps to define the pedestrian space.
- *Porches should be slightly higher than adjacent walkways or streets.* A cantilevered patio projects off of the restaurant area on the south side of the property thereby creating an elevation platform to view the surrounding mountains.

Materials (Photos of the proposed materials are included in Attachment 3 and will be available at the public hearing)

- *Wood siding is encouraged.* The majority of the siding is a combination of horizontal (natural ash wood finish) and vertical (natural cedar wood finish) fiber cement board siding that has a natural wood appearance. The ADP recommended use of fiber cement board siding with a natural wood appearance, rather than natural wood, for durability purposes.
- *Metal can be used in limited amounts.* The majority of the proposed siding materials are fiber cement board with a natural wood appearance. Corrugated metal in a dark, non-reflective color is proposed as an accent material on various portions of the building.

Colors

- *Building walls shall incorporate appropriate colors from the local natural setting.* The proposed colors are a combination of light natural wood and darker charcoal colors. The variation in colors is intended to break up the massing of the buildings.
- *A mix of colors are encouraged.* The proposed colors alternate between light and dark to provide contrast and visual interest.

- *Wall colors should be vertically organized to express building modules and characters.* The color and material changes occur on different sections of the building and the colors are maintained throughout the vertical section.

Landscape Design

- Due to the proposed subterranean parking structure, the majority of the trees on the site are proposed to be removed. Replacement tree plantings will be located throughout the site utilizing Aspen and Pine trees. Plants from the Town’s recommended plants list are included in the conceptual landscape plan.
- Low walls will be used throughout the project to serve as informal seating areas. Additionally, numerous fireplace and other seating areas will be located throughout the project.
- All pedestrian areas will be connected with paths throughout the project. An additional walkway will connect the restaurant area to Minaret Road and a flexible multi-use space will be located below the restaurant patio near the southwest corner of the project.

The findings in the attached resolution reflect the project’s consistency with the NVSP and the North Village Design Guidelines.

Advisory Design Panel Review

The Town’s Advisory Design Panel (ADP) initially reviewed the project on January 15, 2019 and provided recommendations and comments related to the design of the project. Revisions were made to the project in response to the ADP’s comments and was subsequently reviewed by the ADP on February 14, 2019. At the February 2019 meeting, the ADP was supportive of the general design direction and of the additional articulation of the restaurant patio area. The comment letters summarizing the ADP comments from the January 2019 and February 2019 ADP meetings are attached as Attachment 8. A discussion of the comments made at the February 2019 meeting and the applicant’s responses is below:

Table 7: Comments from the February 2019 ADP Meeting

ADP Comment	Applicant Response
<p>Revise the site and building design features at the SW corner of the site to provide additional visual interest and enhance the pedestrian connections. Recommendations made by the ADP to accomplish this include:</p> <ul style="list-style-type: none"> a) Redesign the 1st floor roof canopy to provide a visual separation between the hotel and restaurant use. b) Connect the lower multi-use patio area to the restaurant patio area to create a larger more flexible multi-use space and incorporate a roof structure or trellis to provide visual interest and provide a visual connection to the restaurant patio. 	<p>The site has been redesigned and includes the following features:</p> <ul style="list-style-type: none"> a) The porte-cochere roof has been pulled back to create a separation between the porte-cochere and the restaurant. b) The roof over the restaurant, which extends towards the southwest corner, has been given a profile which continues the clean line of the porte-cochere, but is unique and has a visual separation from the porte-cochere. c) The roof over the restaurant extends out over the exterior patio creating a canopy over the exterior dining area. d) The lower multi-use patio has been reconfigured and redesigned to have a more functional relationship as a stand-alone patio or as a continuation of the restaurant and to provide visual interest within the landscape area.
<p>Eliminate the multiple pedestrian paths in the southwest corner and instead provide a direct pedestrian connection from the sidewalk along Minaret Road to the restaurant entrance.</p>	<p>The multiple paths and stairs in the southwest corner of the site have been condensed into one direct path that leads from the sidewalk to the restaurant entrance.</p>

Refine the landscape design at the southwest corner to provide more natural transitions and less harsh grade changes.	The design of the southwest corner has been updated to remove the terracing walls and allow for the grade to naturally slope up to the updated design of the restaurant and exterior multi-use patio. The final landscape design will fit within the existing natural context of the site.
Soften the retaining walls on the east side through the use of natural boulders.	The retaining walls have been redesigned to include the use of natural boulders where feasible.
Provide a separation between the ground floor units on the north side and the surface parking area in order to provide privacy for those units.	The sidewalk along the northwest portion is pushed away from the building leaving room for landscaping and site walls to allow for privacy for the ground floor units.
Use full-thickness, natural stone throughout.	The proposed stone product has been revised to utilize natural stone throughout the project.
Use a combination of glass and metal mesh materials for the deck railing to provide visual interest.	The deck railing materials have been revised to include 3"x3" metal mesh and glass materials.

Staff reviewed the revisions made to the project as a result of the comments provided at the February 2019 meeting and found that the project plans have been revised to reflect and respond to the ADP comments. Therefore, staff made the determination that the project was in compliance with the NVSP Design Guidelines.

7. Agency / Public Comments

Agency Comments

Staff routed the project plans to the Mammoth Community Water District (MCWD), the Mammoth Lakes Fire Protection District (MLFPD), and Caltrans for review. Comments were received from the MCWD, MLFPD, and Caltrans, and have been incorporated into the project and/or conditions of approval in the attached resolution.

Public Comments

The public hearing notice for the project was published in the newspaper on May 4, 2019 and May 11, 2019 and notices to property owners within 300 feet of the project were postmarked on May 1, 2019. The public hearing notice is included as Attachment 4. At the time of staff report publication, no public comments have been received.

8. Environmental Analysis

As part of the 1999 NVSP Amendment, the Town Council reviewed and certified the Subsequent Program Environmental Impact Report for the 1999 North Village Specific Plan Amendment (1999 SPEIR) (SCH #99-092082). The 1999 SPEIR analyzed the potential impacts of developing the entire NVSP area with the maximum intensity permitted under the NVSP development standards, as amended by the 1999 NVSP Amendment. That amendment involved modifications to circulation and parking, height limitations, development opportunities, and setbacks, and included the majority of the development standards and uses that are currently applicable. The 1999 SPEIR found that all impacts, with the exception of Air Quality, would be less than significant through compliance with existing standards and regulations and through the incorporation of the mitigation measures (modified as necessary) imposed under the 1991 EIR and 1994 EIR Addendum. The 1999 SPEIR concluded that impacts to Air Quality would be significant and unavoidable and that the project would contribute on some level to the ongoing violation of the state and federal PM₁₀ standards.⁸

The Yotelpad project was found to be in conformance with the existing 1999 SPEIR because the proposed project is consistent with all applicable development standards of the NVSP and within the scope and intensity of the development that was intended for the site and analyzed in the 1999 SPEIR. The potential environmental impacts of the proposed project were found to have been adequately covered in the 1999 SPEIR and no new or increased environmental impacts are expected to occur as a result of the project, and therefore, no new environmental

⁸ The Town was re-designated by the United State Environmental Protection Agency (EPA) as in attainment for the federal air quality standard for particulate matter less than 10 microns (PM₁₀) in November 2016.

compliance document is required, pursuant to CEQA Guidelines §15168[c][2]. CEQA Guidelines §15168[c][2] state that a new environmental compliance document is not required when a project will not result in any new environmental effects that were not previously analyzed in a certified Program EIR and none of the criteria outlined in CEQA Guidelines §15162 for when a new subsequent environmental compliance document is required have occurred. The applicable mitigation measures from the 1999 SPEIR have been included as conditions of approval within the project resolution (Attachment 1). Under CEQA, application of mitigation measures adopted in a prior Program EIR can be applied to subsequent projects without necessitating recirculation of a new environmental document. Pursuant to CEQA Guidelines §15168, a report outlining the evaluation of the site and activity and the subsequent determination that the environmental effects were previously covered in a Program EIR was prepared to demonstrate that no new impacts could occur or no new mitigation measures would be required as a result of the project (Attachment 4).

9. Financial and Staffing Consideration

The applicant is paying for the staff time to process this application.

C. OPTIONS

Option 1.

Adopt the attached Planning and Economic Development Commission Resolution, making the required CEQA, State Subdivision Map Act, and Municipal Code findings, and approving Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006 with conditions as recommended by staff or with modifications.

Option 2.

Deny Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006.

Option 1 would approve the project subject to the conditions included as Exhibit "A" to the attached resolution, or as modified by the Planning and Economic Development Commission.

Option 2 does not allow the project to proceed with the planning process, unless an appeal is filed within 15 days of Planning and Economic Development Commission decision. The Commission would need to make findings for denial. If an appeal were to be filed, the project would be scheduled for a Town Council hearing.

D. RECOMMENDATION

Staff recommends that the Planning and Economic Development Commission choose Option 1:

Adopt the attached Planning and Economic Development Commission Resolution, making the required CEQA, State Subdivision Map Act, and Municipal Code findings, and approving Vesting Tentative Tract Map 18-003, Use Permit 18-005, and Design Review 18-006 with conditions as recommended by staff or with modifications.

Attachments

Attachment 1: Planning and Economic Development Commission Resolution

Attachment 2: Project Plans and Vesting Tentative Tract Map

Attachment 3: Materials Board

Attachment 4: CEQA Conformance Document

Attachment 5: General Plan Policy Consistency Analysis

Attachment 6: Public Hearing Notice

Attachment 7: 2007 Implementation Agreement

Attachment 8: Advisory Design Panel Comments Letters, Dated January 28, 2019 and February 20, 2019