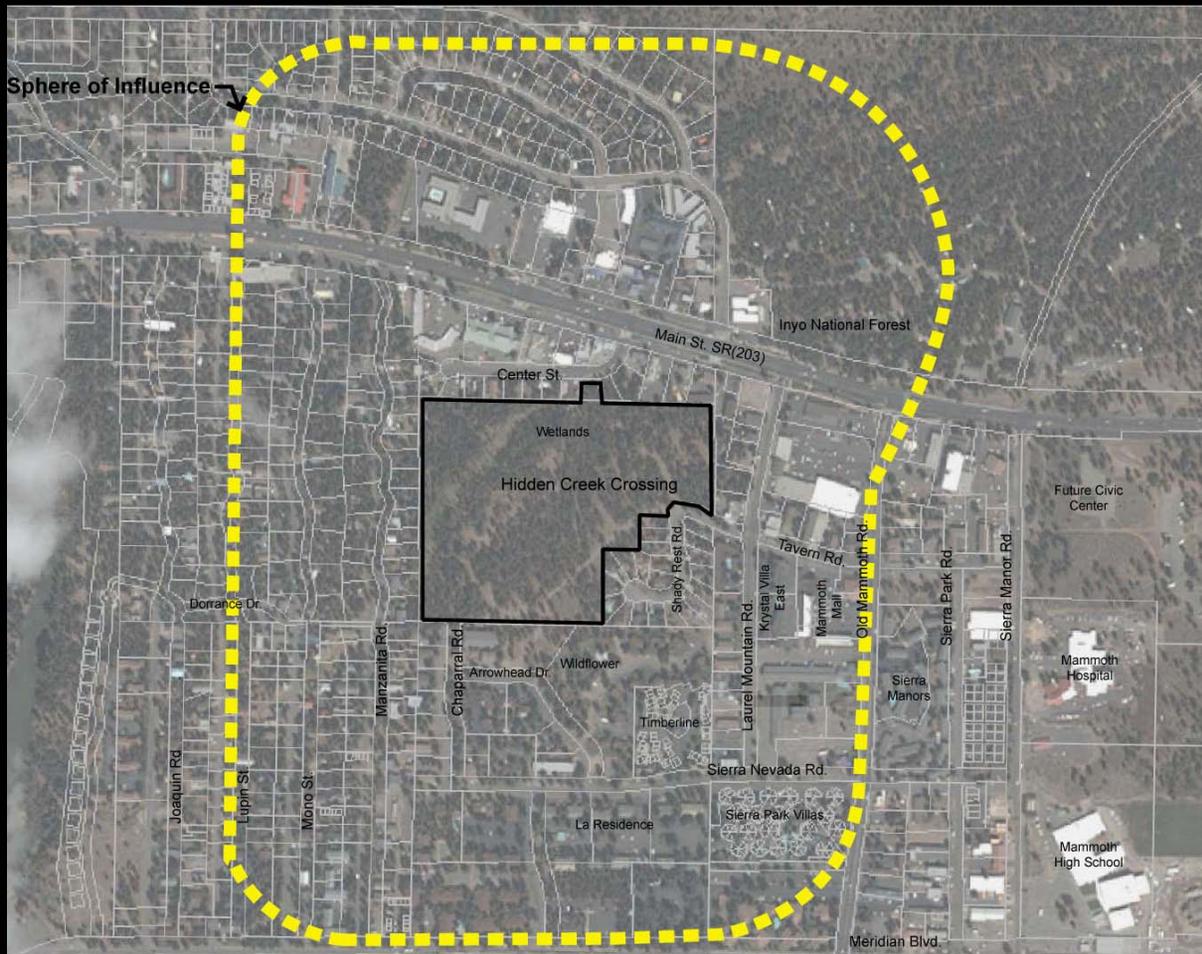
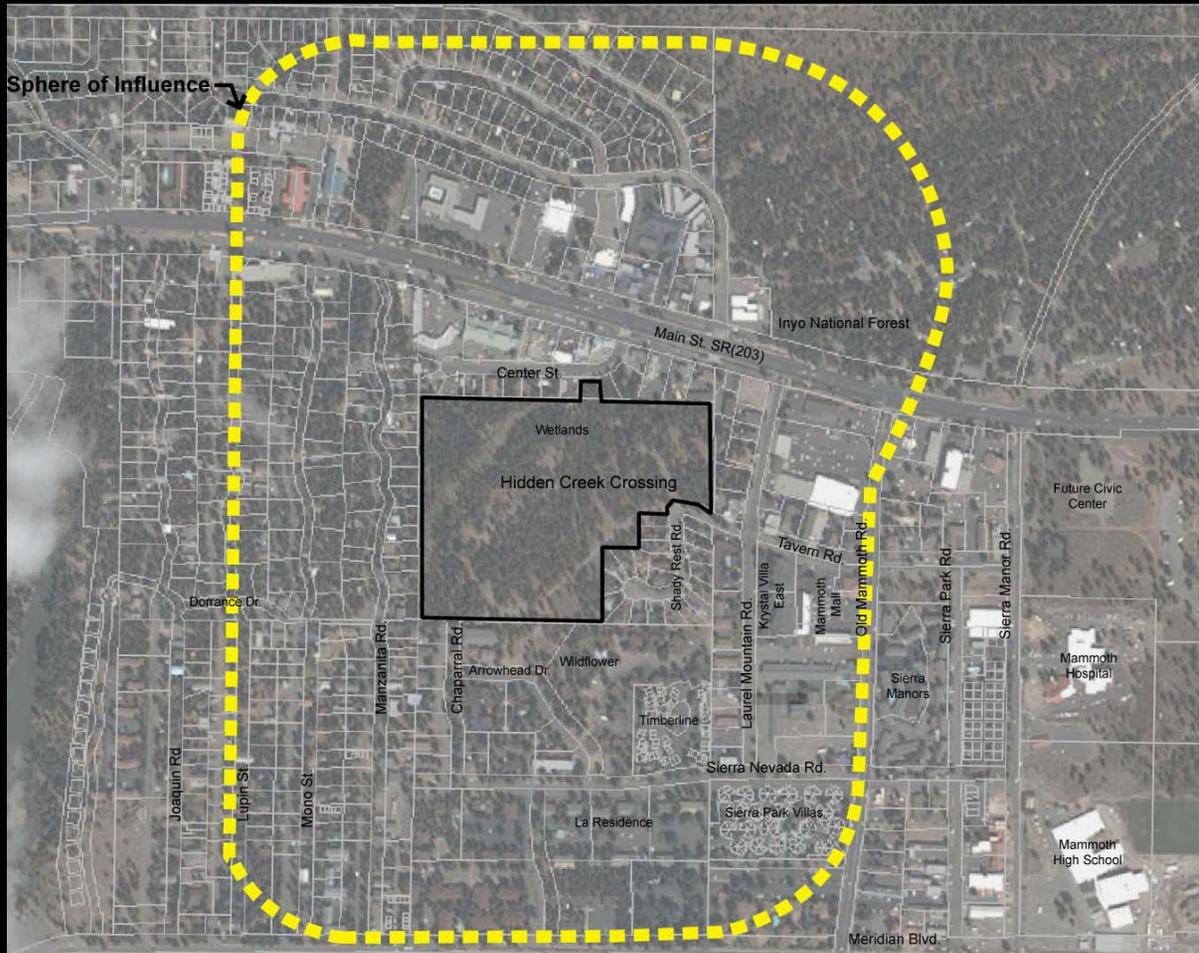


Hidden Creek Crossing District Special Study



Sphere of Influence



Characteristics

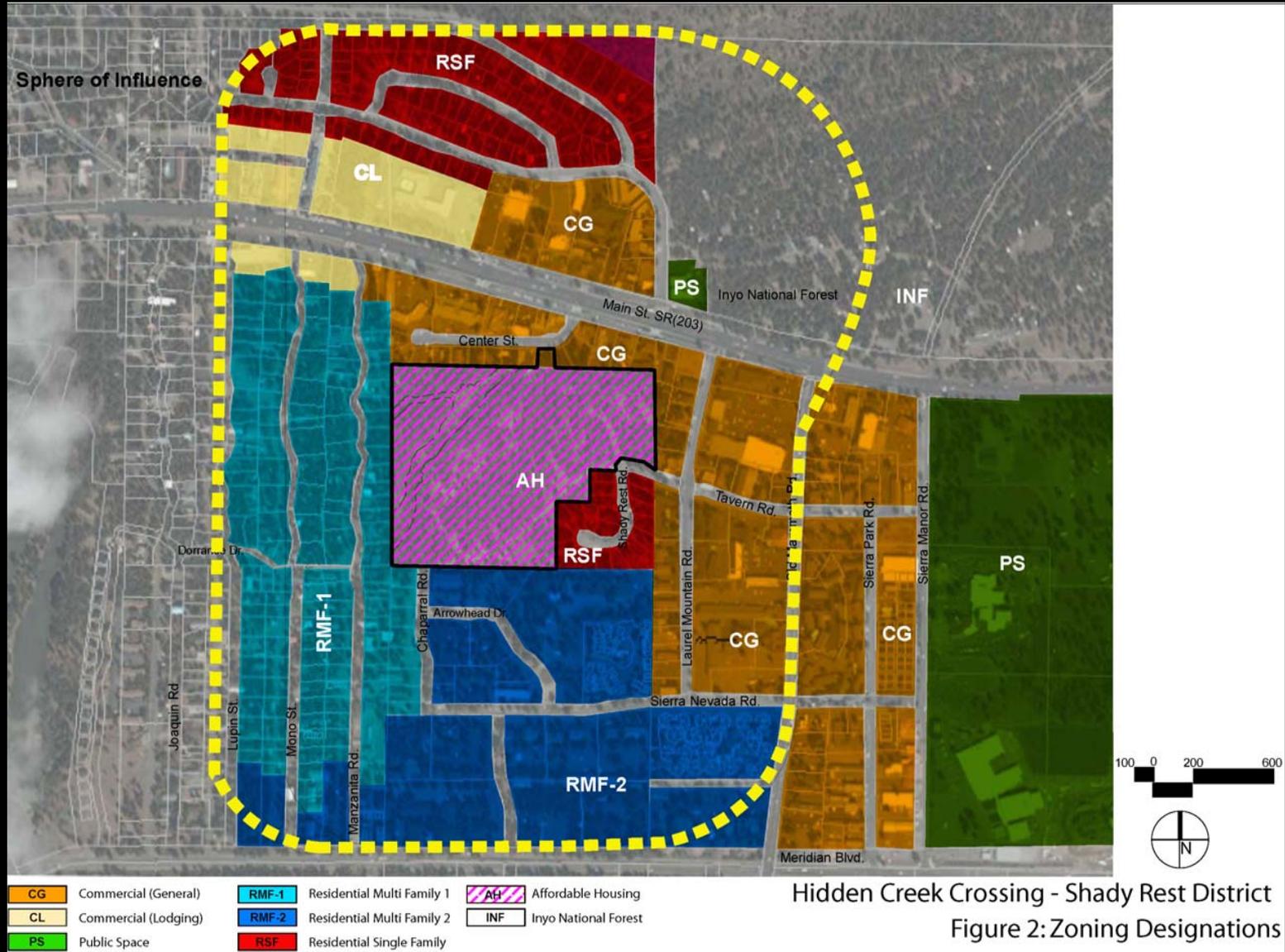
- 24.7 acres
- Northern Edge: Proximity to Main St., trails along Main, USFS lands
- Southern Edge: Mixed large & small lots, varied uses
- Western Edge: Single-family, multi-family and workforce housing district (Sierra Valley Sites), trail easement
- Eastern Edge: transition to core and Old Mammoth Rd. retail

Walking distances from core:

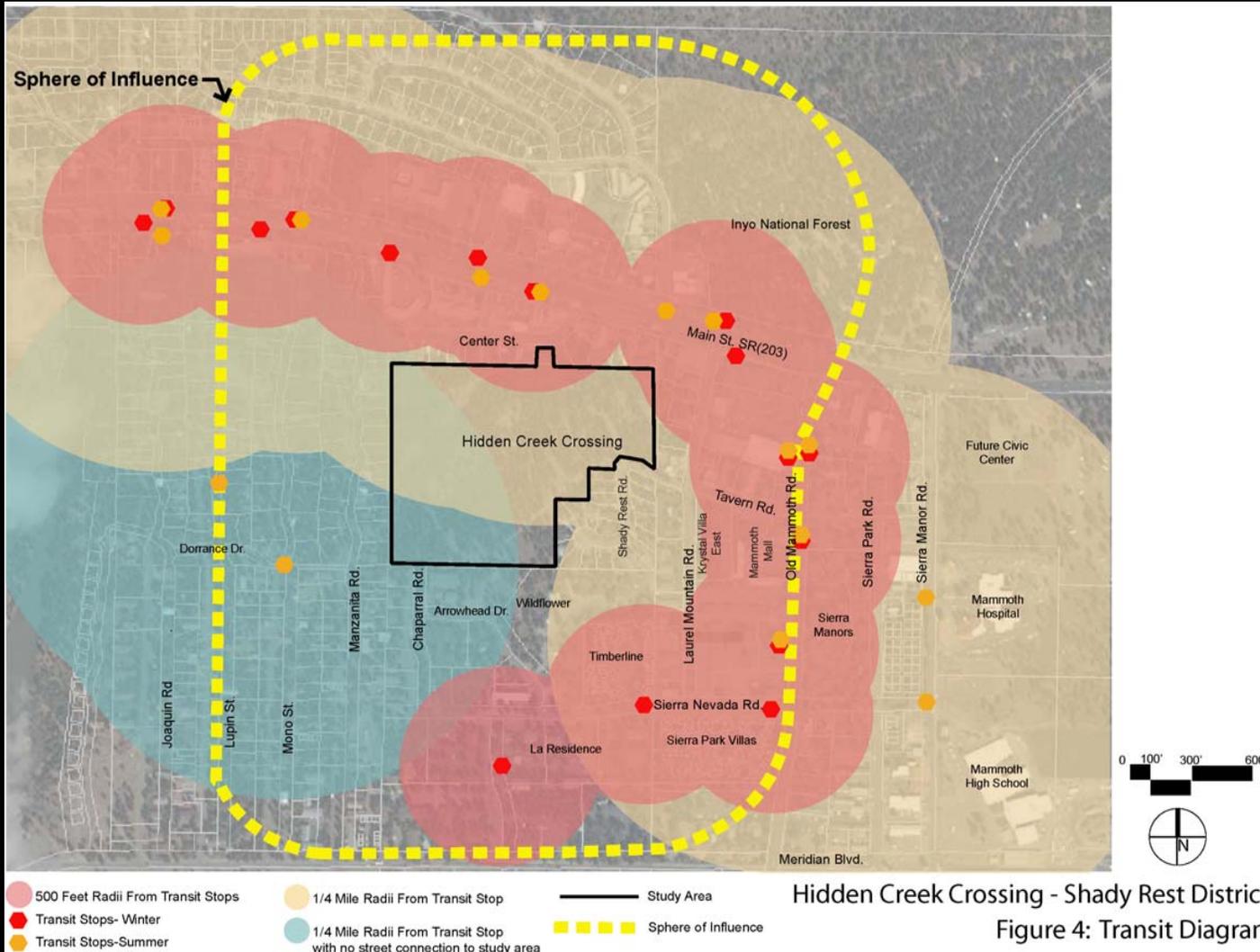
- Within 1/4 mile walk of Tavern/Old Mammoth Rd.
- 1/2 mile walk from hospital & high school

town of mammoth lakes

Zoning



Transit

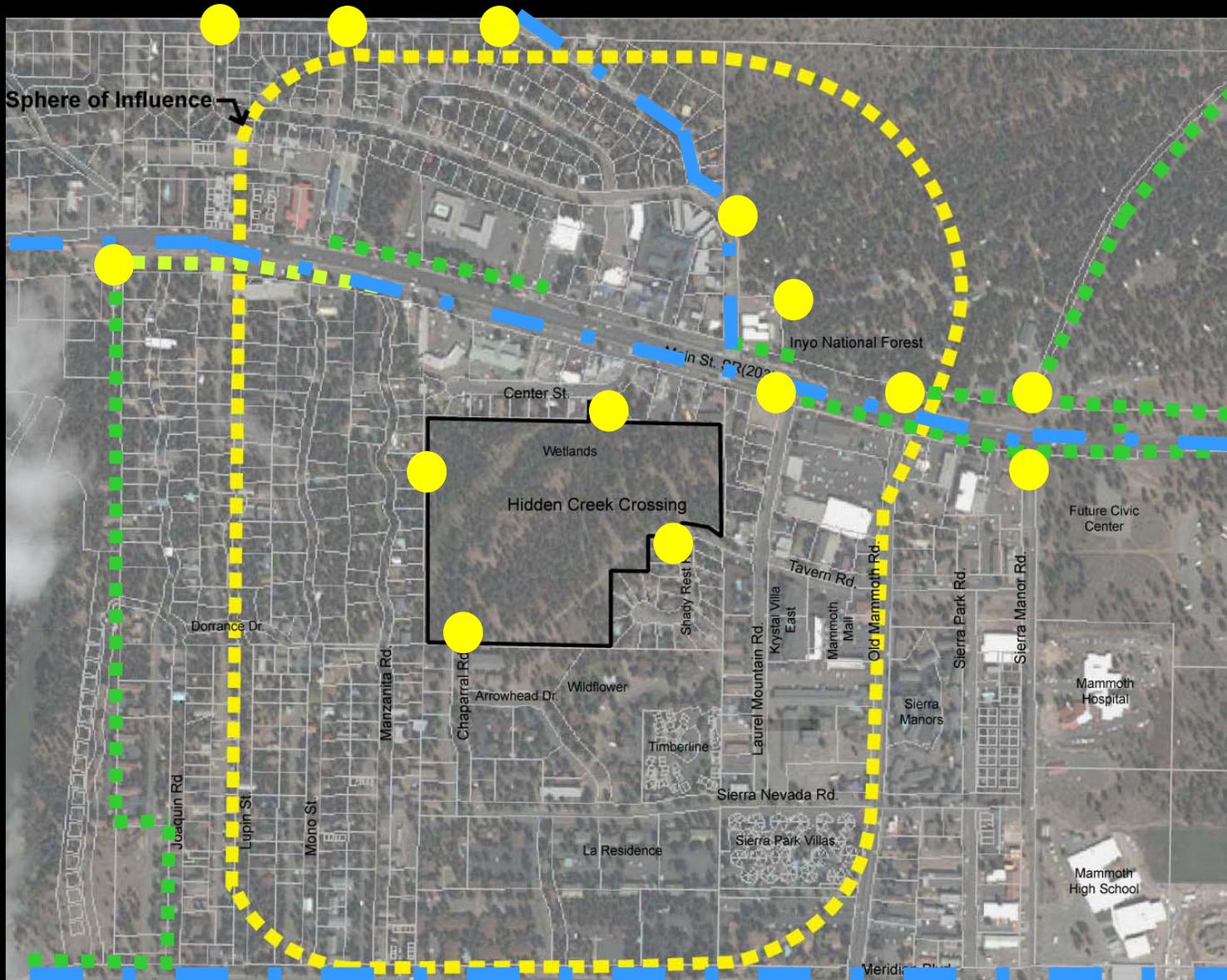


Hidden Creek Crossing - Shady Rest District
Figure 4: Transit Diagram

Characteristics

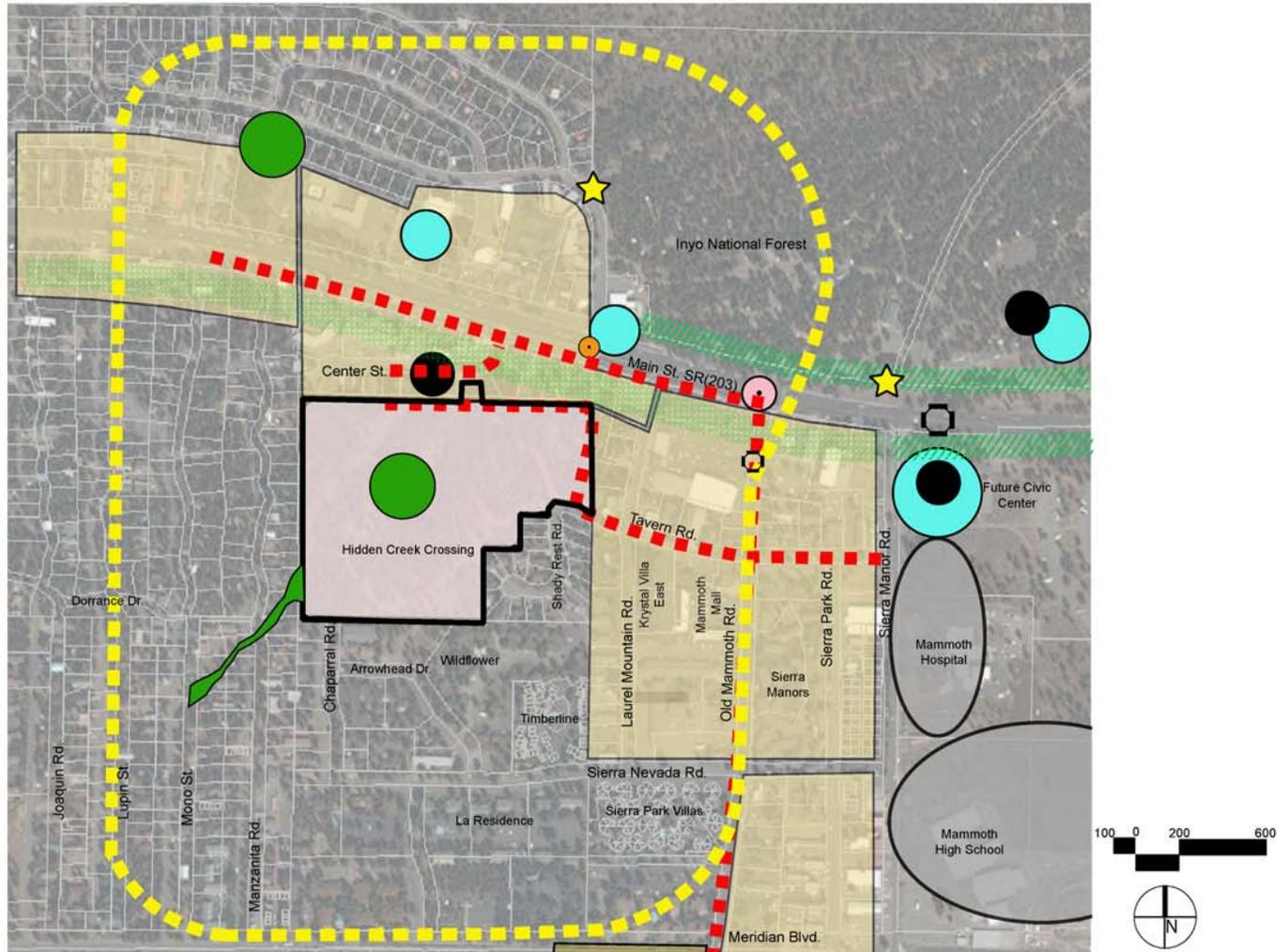
- Much of site walkable to Main St., Old Mammoth Road in summer (1/4 mile)
- Most of site out of winter walking range (500')
- Transit stops to west (Lupin/Mono Sts.) are within summer walking 'sphere' but there are no east/west streets to connect to site

Trails & Bike Routes



- Identified Access & GIC Points
- Main Path
- Main Path under construction
- Bike Route

Physical Development Diagram



*Graphic based on Town of Mammoth Lakes Physical Development Plan

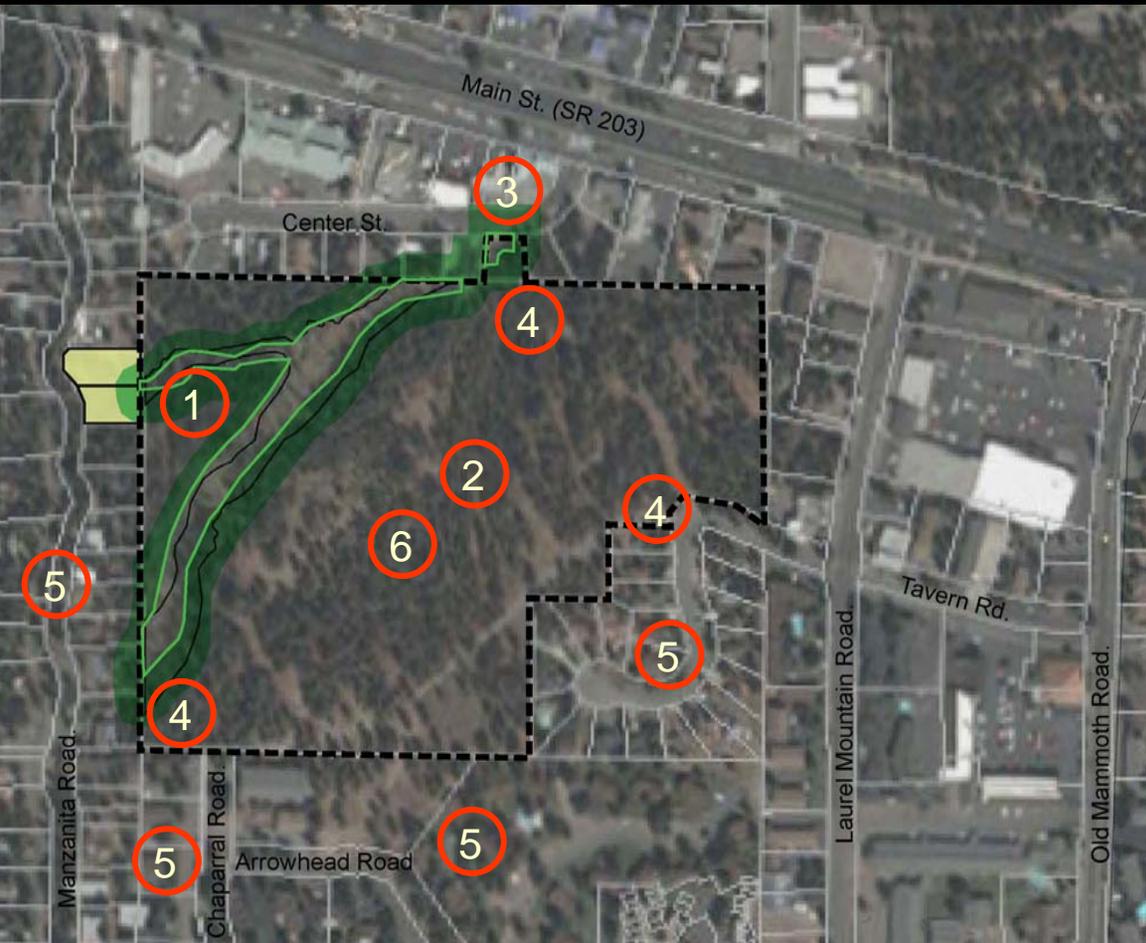
Hidden Creek Crossing - Shady Rest District
Figure 5: Physical Development Diagram

Opportunities



1. Large parcel for workforce housing and ability to integrate with surrounding neighborhood
2. Size of site allows comprehensive planning and design to create a neighborhood
3. Housing supports the future retail and town activity along Old Mammoth Road
4. Fairly flat site with substantial tree cover
5. Proximity to transit, services and schools
6. Existing road connections at Tavern and Chaparral Roads
7. Potential for trail connection along western edge and to Forest Service land/Main St.
8. Potential for joint parking/structure for overflow & Main Street commercial

Constraints



1. Substantial wetlands limit development area
2. Substantial forest tree cover
3. No current connection to Center Street, will require wetland bridge or other mitigation.
4. Potential for “cut-through” traffic along Chaparral or Tavern Roads.
5. Existing adjacent residents and different types of residential units
6. Limited areas for snow storage

Tree Cover



Hidden Creek Crossing - Shady Rest District
Tree Canopy Preservation Diagram

1. Concentration of mature trees become priority to maintain as possible
2. Areas that can contribute to open space system become higher priority

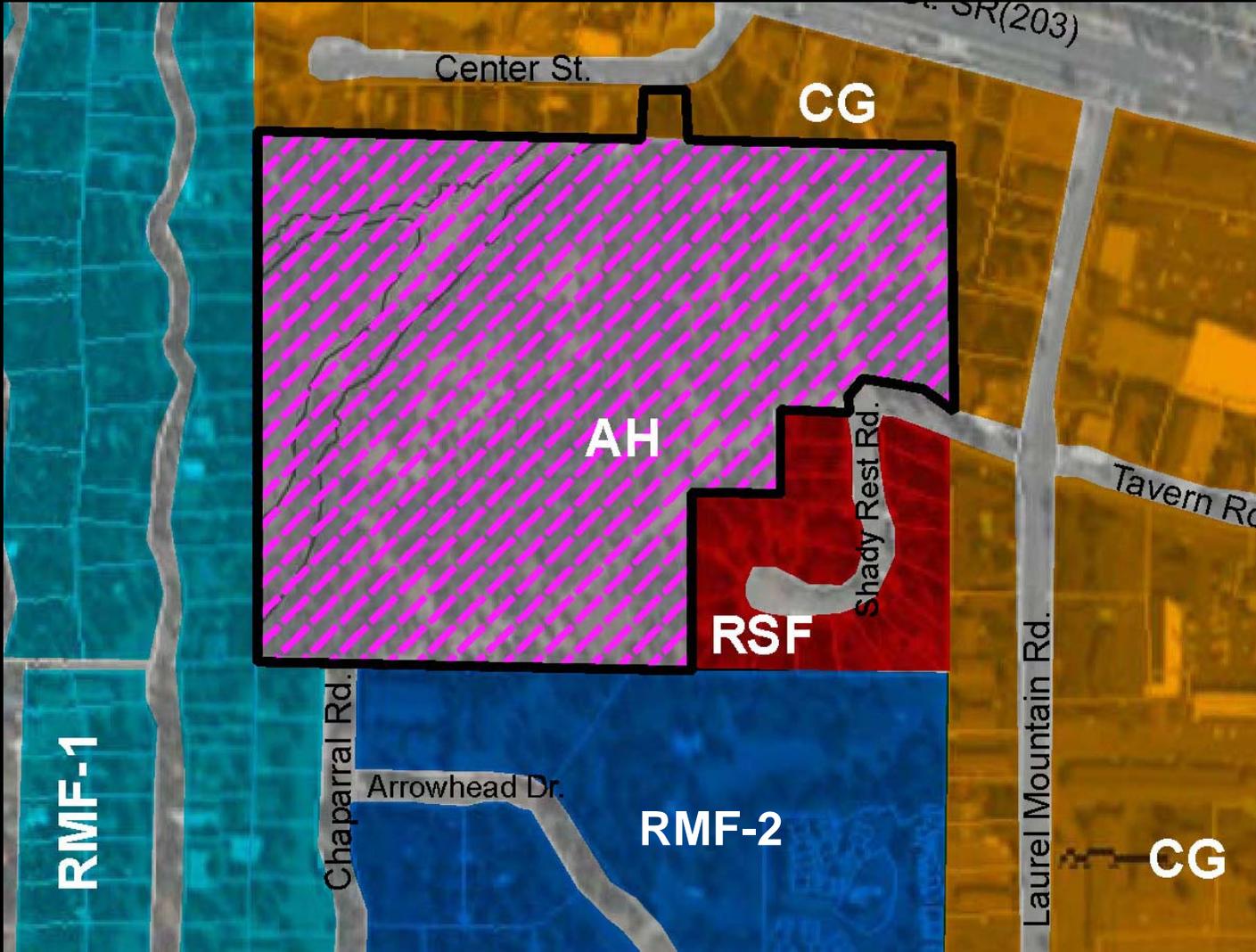
Mobility Opportunities & Constraints



Hidden Creek Crossing - Shady Rest District
Mobility Opportunities and Constraints

1. Opportunity for trail system for connection to Manzanita Road.
2. Substantial wetlands limit street locations and western connection
3. No ability for western connection to Manzanita
4. No pedestrian sidewalks along Tavern Road or Chaparral Road to promote pedestrian mobility

Current Density



- 172 units
- 24.7 gross acres

Components

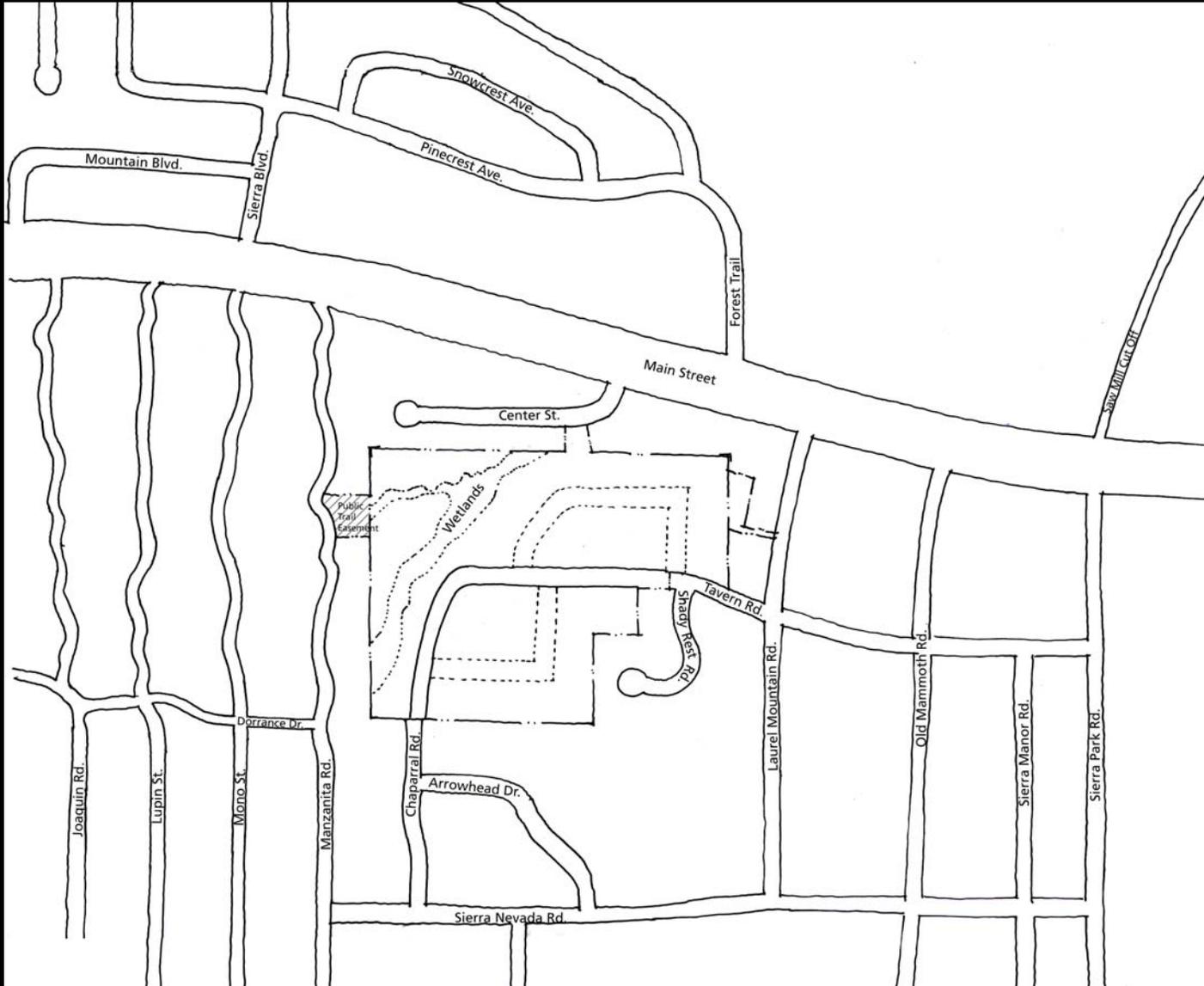
A Livable Workforce Housing District

- Comparable to market rate units in appearance and site plan, well connected to community
- Site amenities that relate to population (i.e. tot lots, etc.) and environment (wetland trail, offsite amenities)
- Functional open spaces and connections to greater system
- Easy connections to transit
- Energy efficiency to reduce long term operating costs, LEED certification
- Integrated design

Planning Objectives

- Meet workforce housing needs in balance with livability and open space goals
- Create a logical street network
- Use block size that can be efficiently developed
- Create walkability – ease of pedestrian circulation
- Encourage eyes on the street, units facing the public ROW
- Create spaces of value for residents and Town
- Support a pleasant walking environment for pedestrians
- Place density to relate to surroundings
- Recognize Mammoth character
- Allow for phasing, parcelization, varied ownership options

Tavern Rd. Extension Option



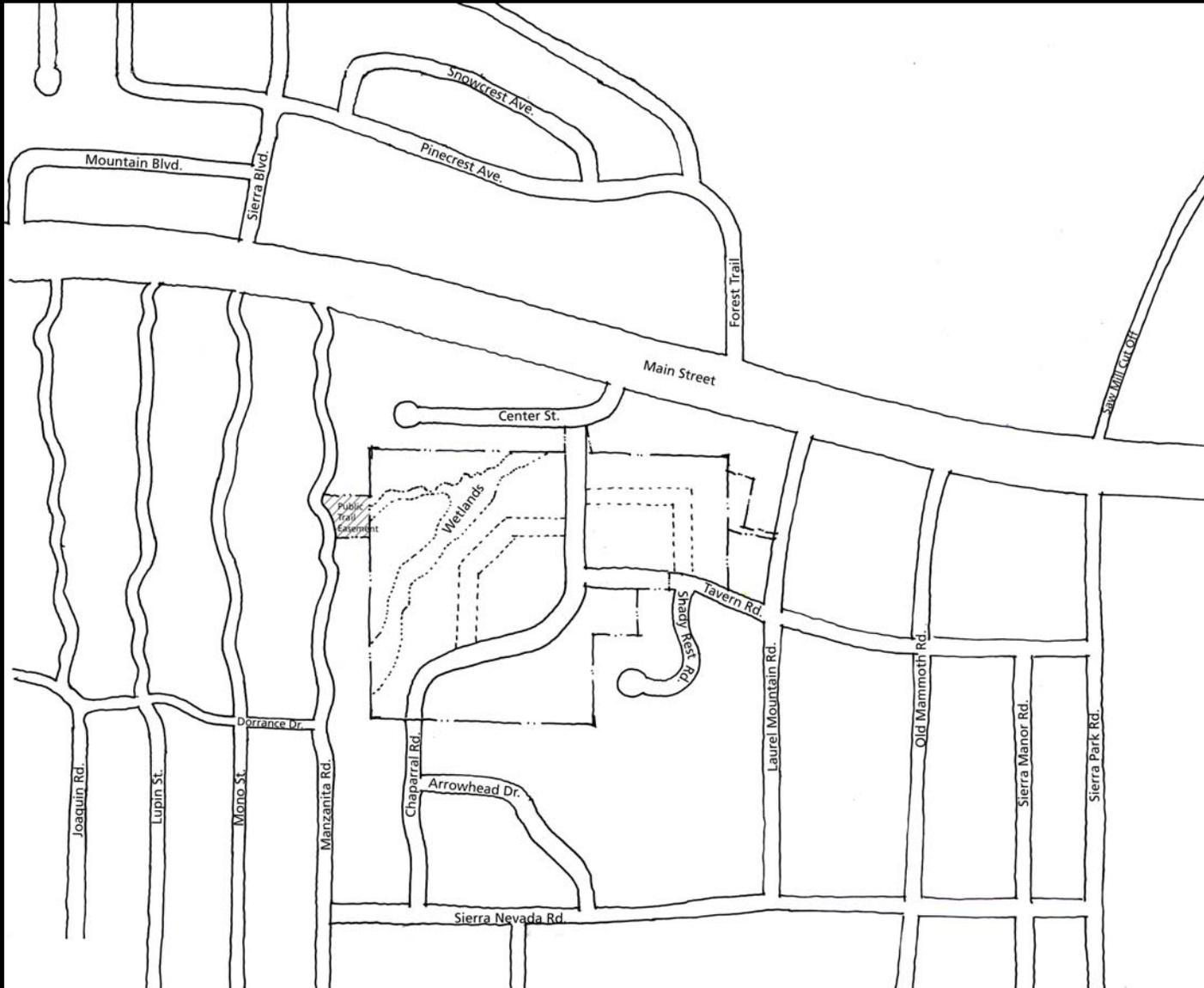
Pros:

- Does not disturb wetlands
- Connects to two existing streets

Cons:

- No connection to Center Street or Main Street
- Limited public access to wetlands
- Could be used as a speedy short-cut without traffic calming
- Large blocks
- Fire code requires 3 access points

Chaparral Connection Option



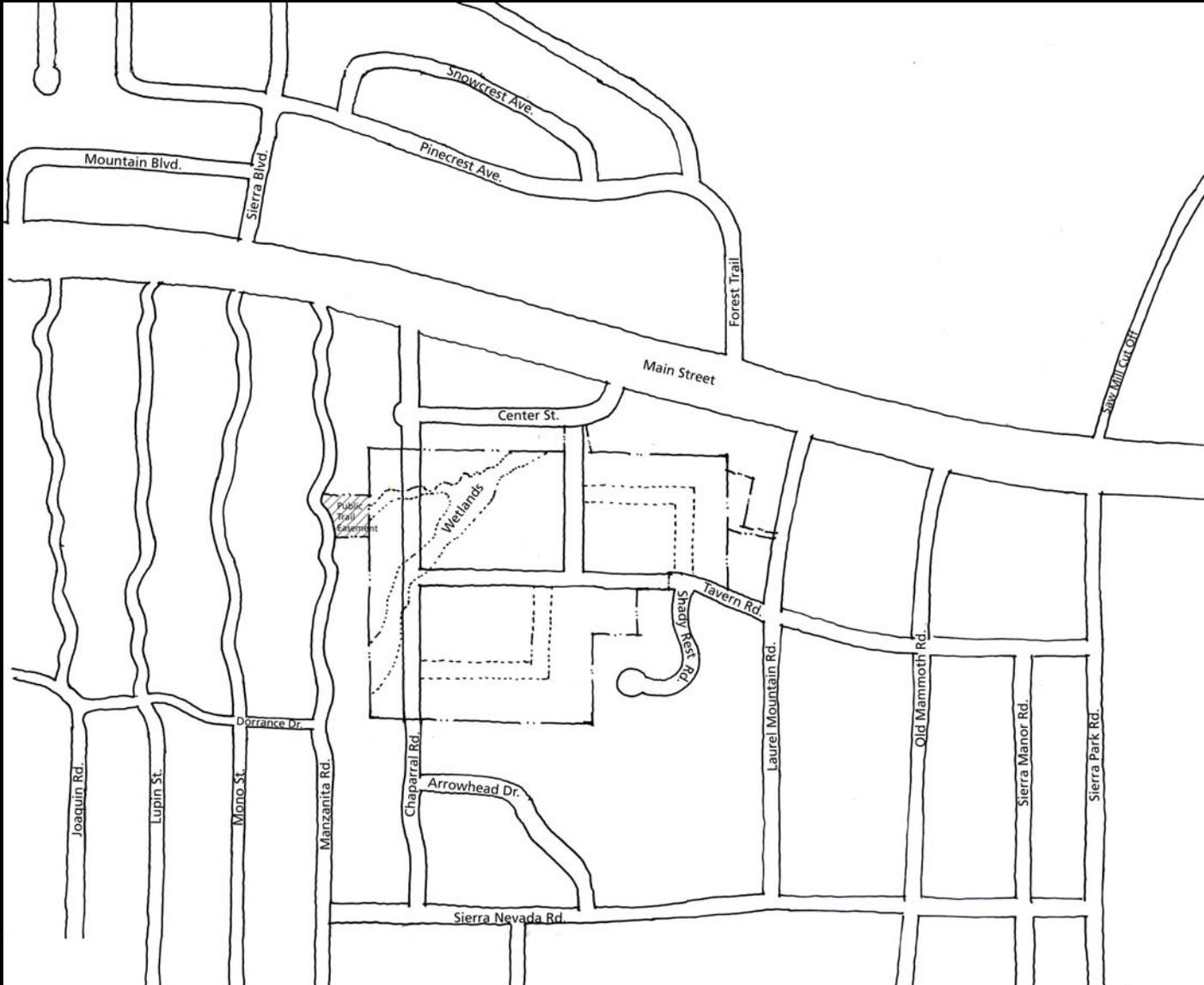
Pros:

- Limits wetland disturbance to one location
- Connects to three existing streets
- Through traffic dispersed

Cons:

- Limits potential public access to wetlands
- Could be used as a speedy short-cut without traffic calming
- Large blocks

Chaparral to Center to Main Option



Pros:

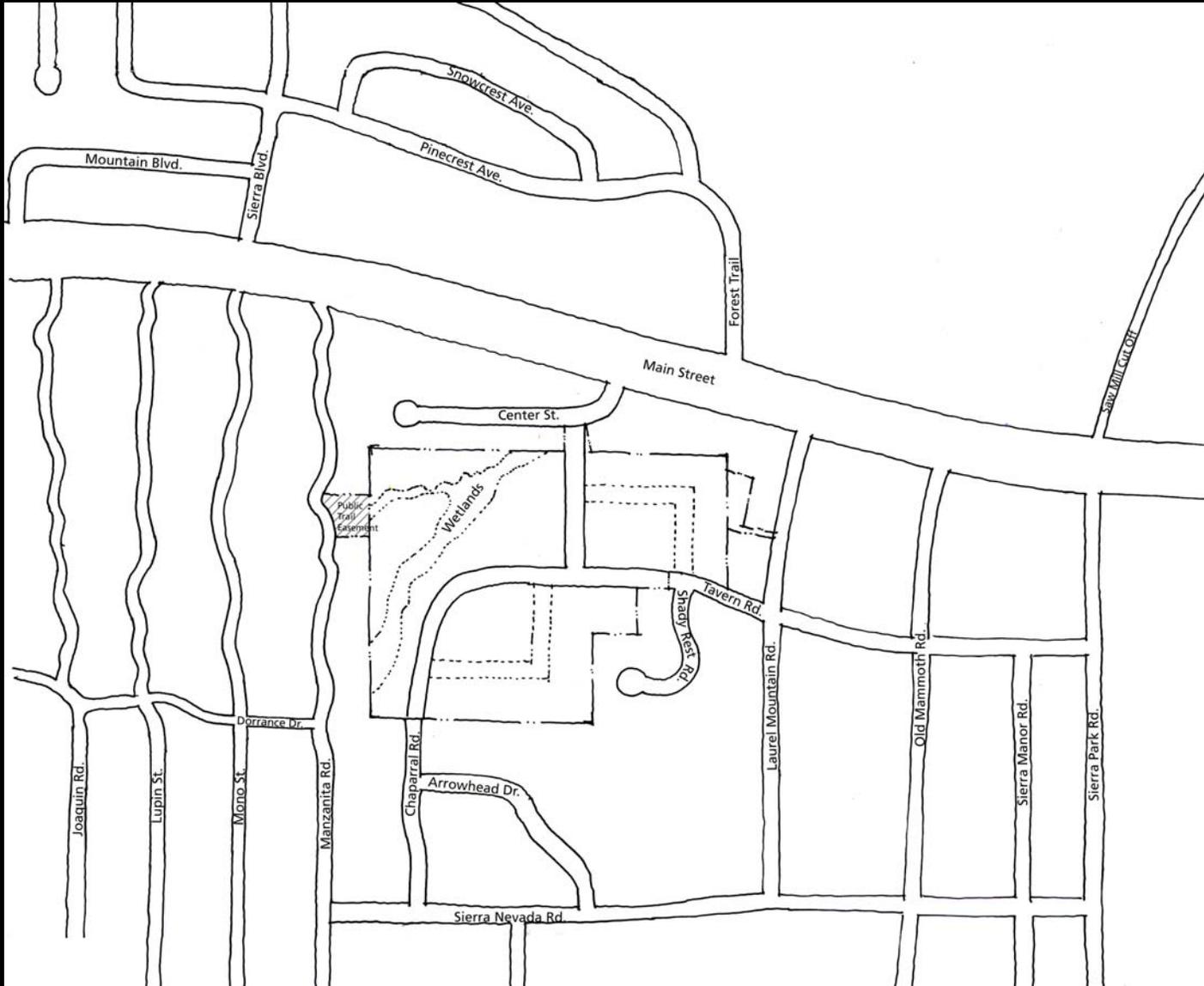
- Grid pattern
- Connects to four existing streets
- Through traffic dispersed
- Smaller blocks
- Creates a walkable neighborhood

Cons:

- Substantial impact to wetlands
- Redevelopment needed for Chaparral connection to Main Street

town of mammoth lakes

'T' Plan Option



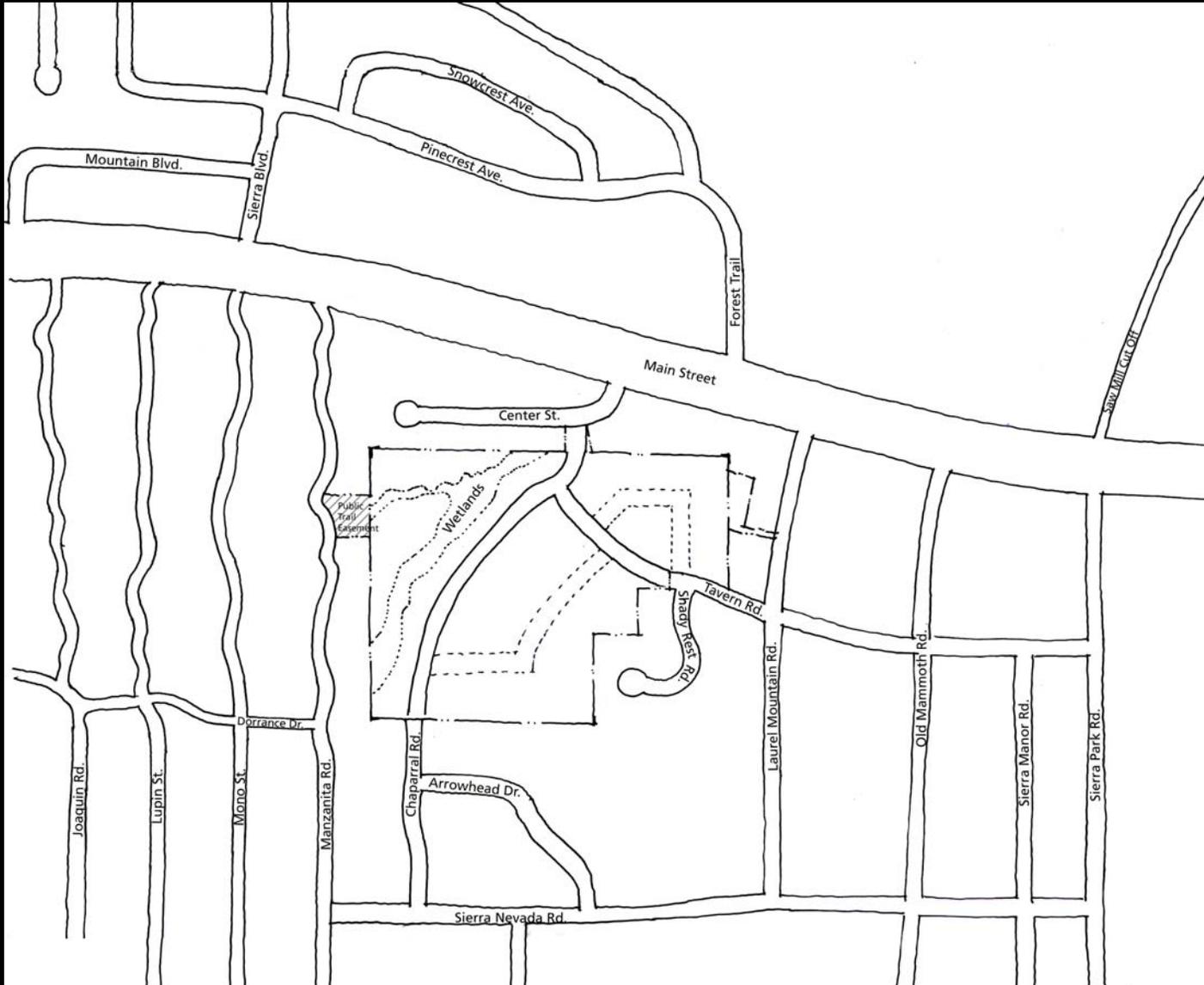
Pros:

- Limits wetland disturbance to one location
- Connects to three existing streets
- Through traffic dispersed
- Core amenity could be along park and at center

Cons:

- Partial public access to wetlands
- Could be used as a speedy short-cut without traffic calming
- Large blocks

'Y' Plan Option



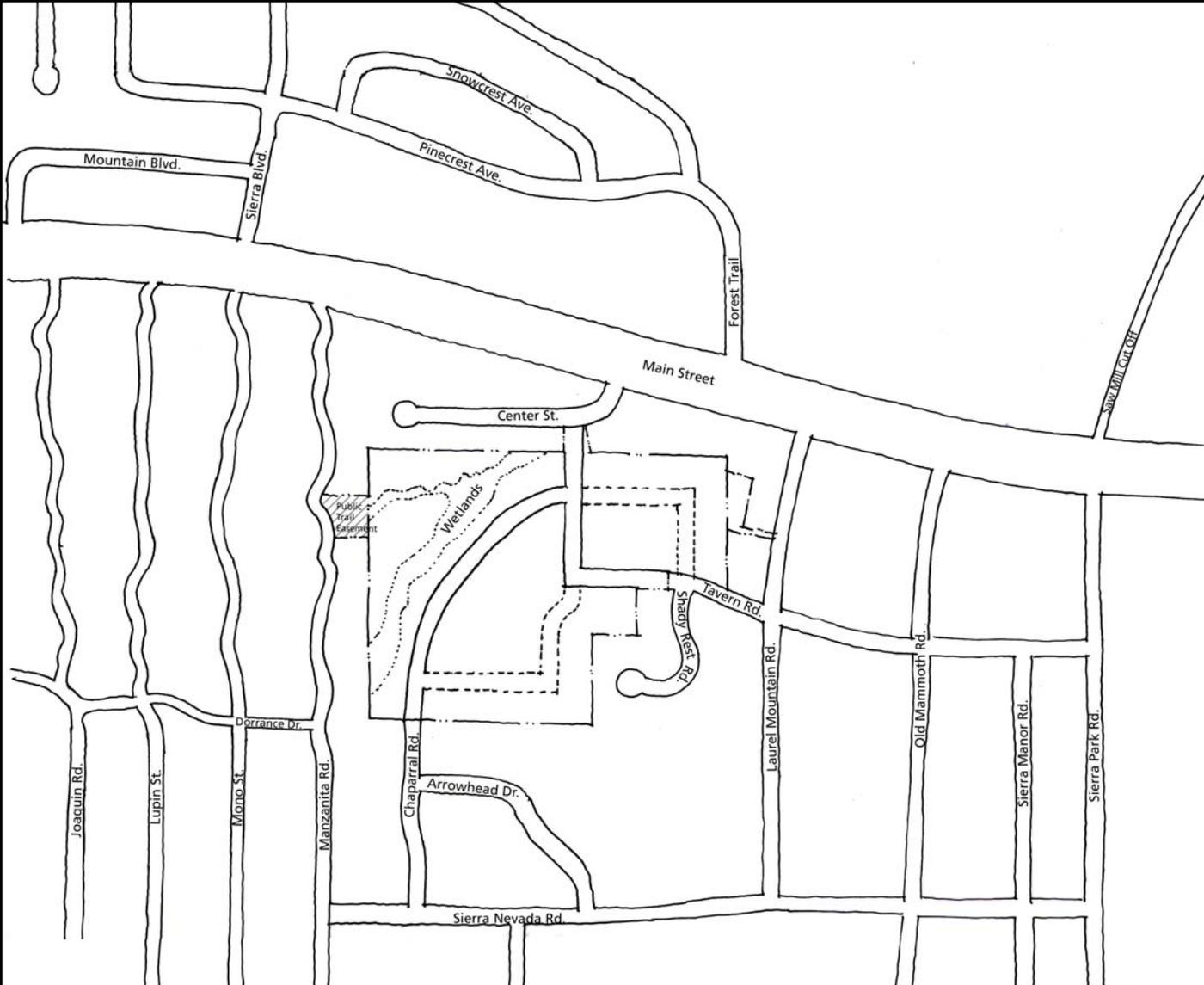
Pros:

- Limits wetland disturbance to one location
- Connects to three existing streets
- Street along wetland could allow continuous public access

Cons:

- Dominance of Tavern Road lost
- Could be used as a speedy short-cut without traffic calming
- Large blocks

Disconnected Grid Option



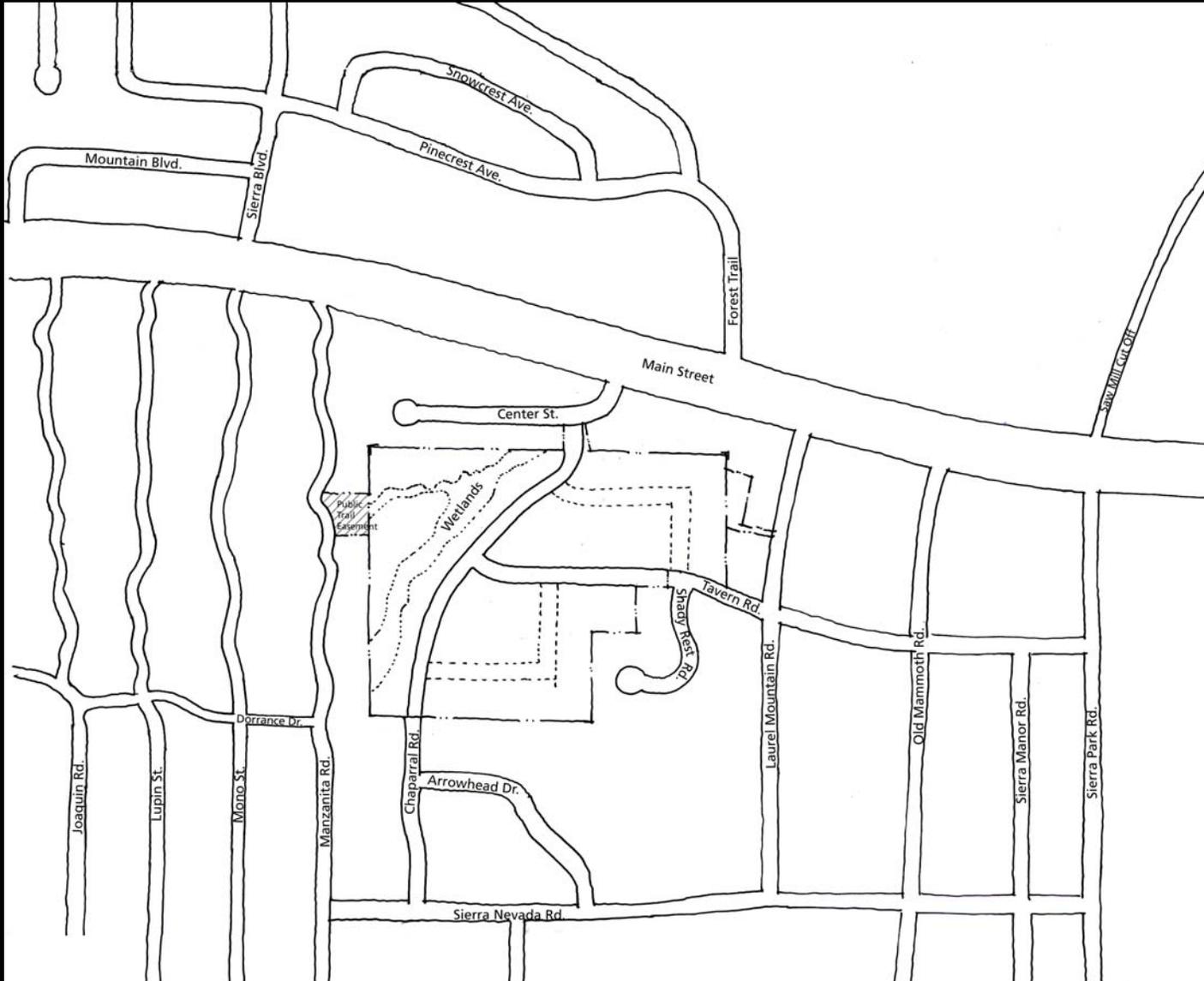
Pros:

- Limits wetland disturbance to one location
- Street along wetland could allow continuous public access
- Connects to three existing streets
- Not a short-cut

Cons:

- Dominance of Tavern Road lost
- Disconnected street grid

Modified Grid Option



Pros:

- Limits wetland disturbance to one location
- Street along wetland could allow continuous public access
- Connects to three existing streets
- Tavern Road maintains priority
- Three equal parcels (one as wetland)

Cons:

- Still no western connection outside of trail

Prototypical Development Option A



Data

- ±350 Dwelling Units
- 11.64 net/24.7 gross acres
- 14.2 Dwellings/Gross Acre
- 30 Dwellings/Net Acre
- 420 Parking Spaces
- 1.2 Parking Ratio

- 1 Unit type mix:
 - 2 Single family (12-14 du/a)
 - 3 Townhomes or Stacked Flats (18 - 32 du/a)
 - 4 Apartments with surface parking (32 - 45 du/a)
- 4 Linear park/open spaces to have recreational facilities, trails
- 5 Key transit stop at Chaparral & Tavern Road

Prototypical Development B

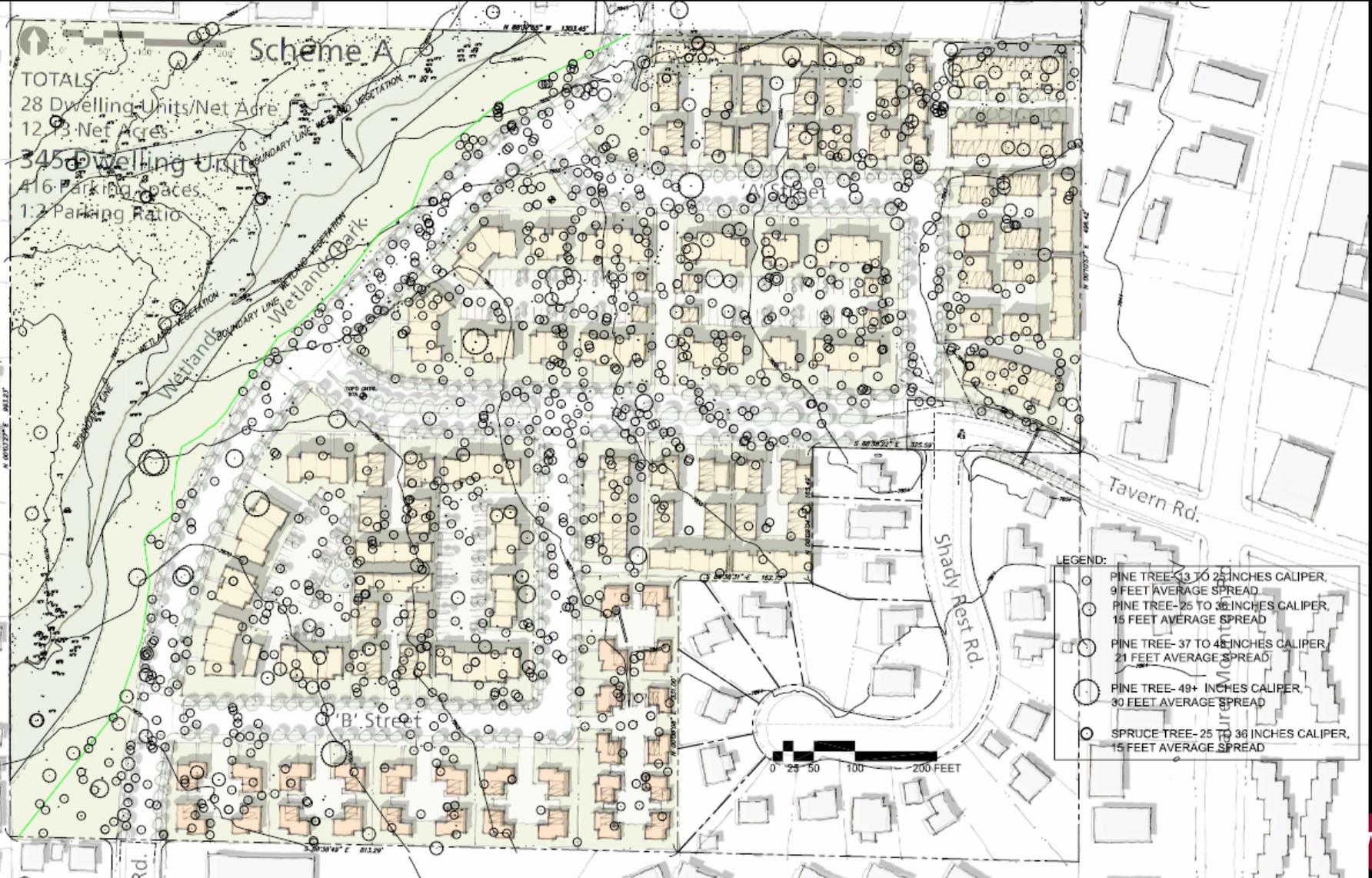


Data

- ±390 Dwelling Units
- 11.64 net/24.7 gross acres
- 16 Dwellings/Gross Acre
- 34 Dwellings/Net Acre
- 450 Parking Spaces
- 1.2 Parking Ratio

- 1 Unit type mix:
Single family (12-14 du/a)
- 2 Townhomes or Stacked
Flats (18 - 32 du/a)
- 3 Apartments with structured
parking (33 - 48 du/a)
- 4 Linear park/pocket parks to
have recreational facilities
- 5 Key transit stop at Chaparral
& Tavern Road

Tree Canopy Impact Assessment



Prototypical Development C



- ±235 Dwelling Units
- 9.87 net/24.7 gross acres
- 9.5 Dwellings/Gross Acre
- 24 Dwellings/Net Acre
- 338 Parking Spaces
- 1.4 Parking Ratio

Unit type mix:

- 1 Single family (9-14 du/a)
- 2 Townhomes or Stacked Flats (22 - 32 du/a)
- 3 Apartments with structured parking (30 - 34 du/a)
- 4 Linear park to have recreational facilities, trails
- 5 Larger parks for neighborhood use, smaller private open spaces
- 6 Potential for childcare at Tavern/Shady Rest Roads
- 7 Key transit stop at Tavern & Chaparral Roads

Option C – Tree Cluster Preservation



Trees preserved

- 6 of the largest trees > 48" caliper / 100% of trees on site of that size
- Representative groves of other more mature specimens in parks and open spaces
- Potential for other trees to be preserved amidst development depending on final grading

Discussion Points

- Principles of Workforce Housing
- Confirmation on Presented Issues
- Inclusion of Additional Issues
- Preliminary Options Input

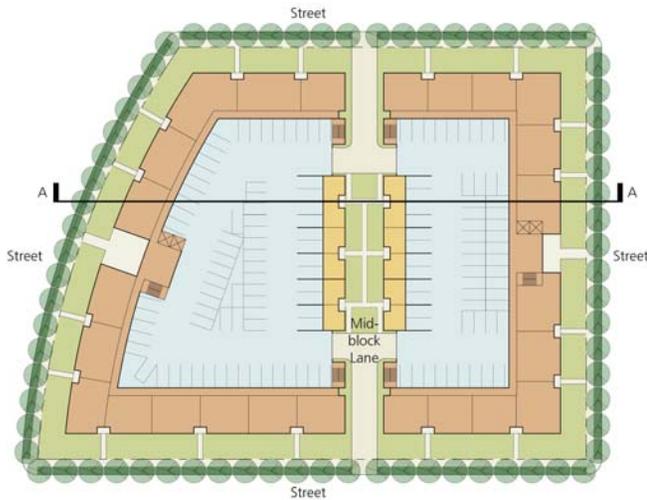
1991 Shady Rest Master Plan



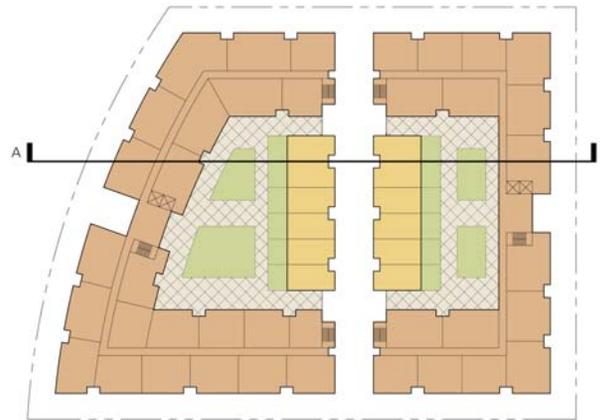
- < or equal to 55 Single Family Units
- < or equal to 117 Multi-Family Units
- Open Space/Park near Wetland Site

Prototypical Building-A

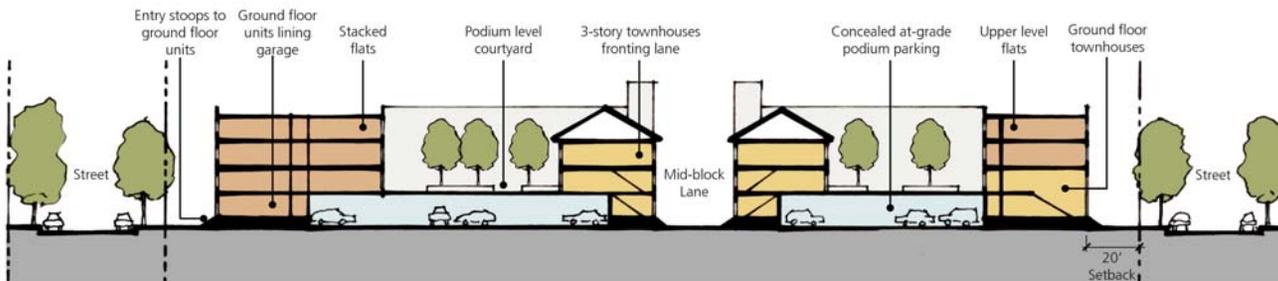
- Stack Units
- Townhouses
- Podium Parking



Ground Floor Plan

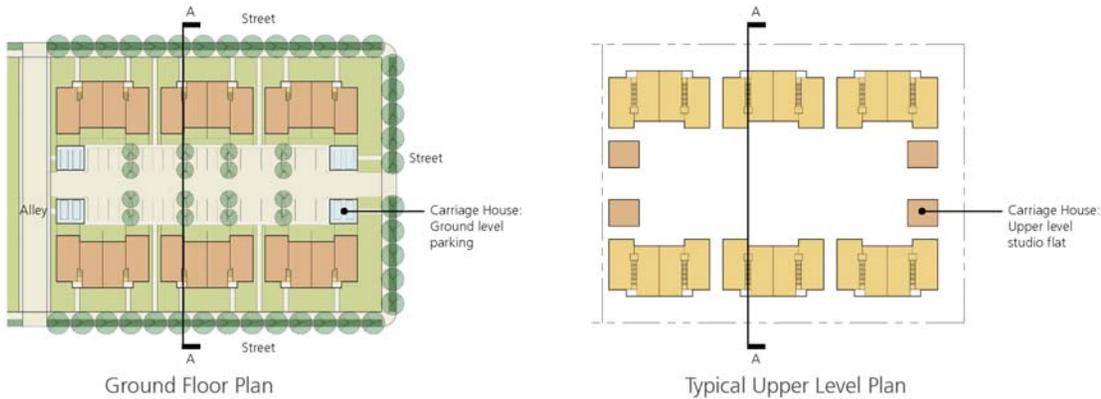


Typical Upper Level Plan



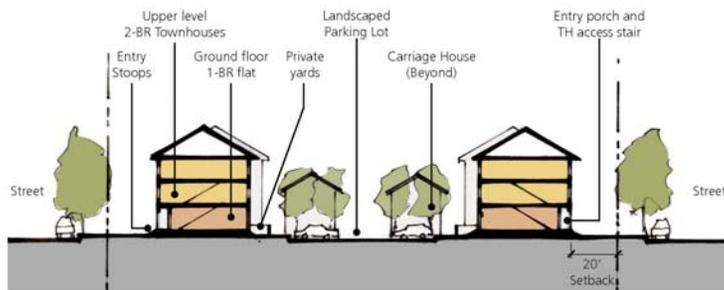
Building Section A-A

Building Prototypes B



Ground Floor Plan

Typical Upper Level Plan

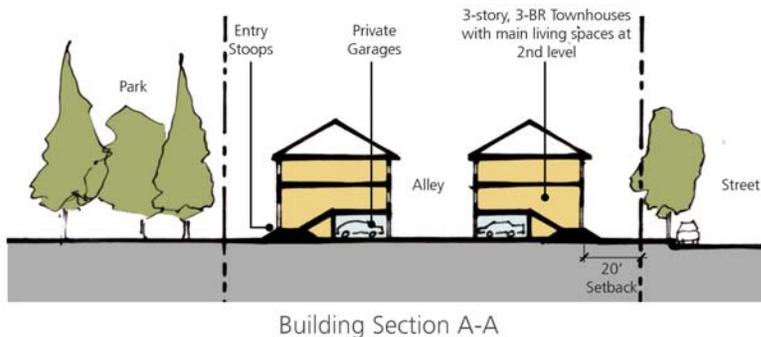
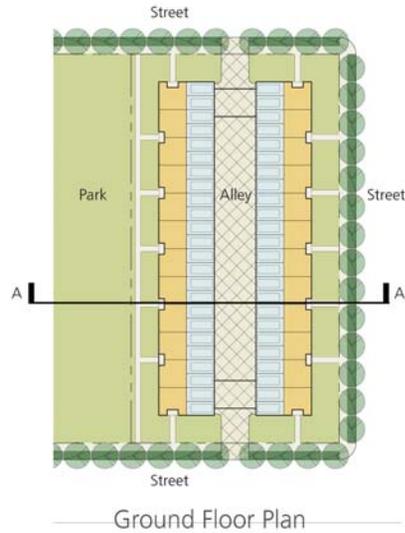


Building Section A-A

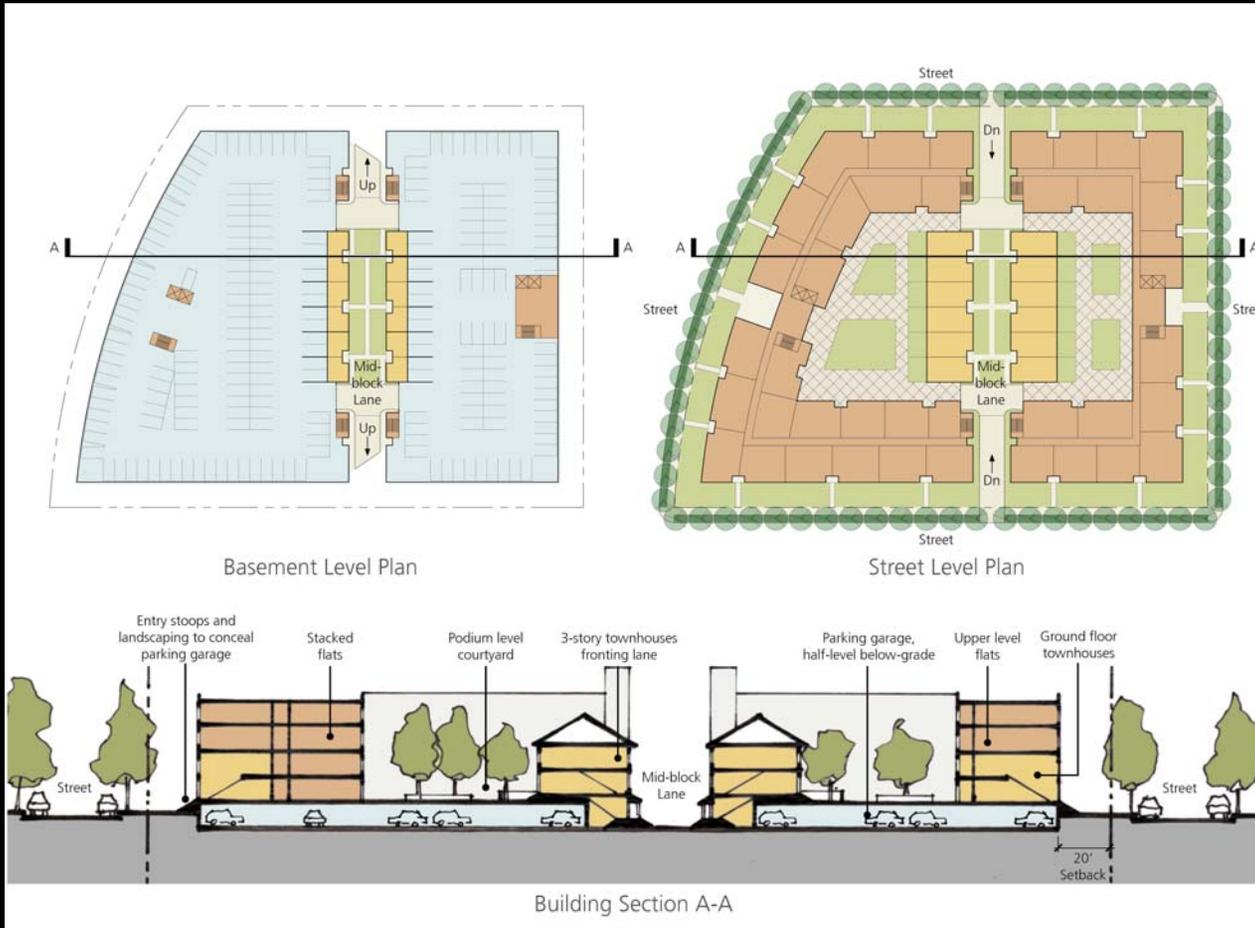
- Townhouses over Flats
- Carriage Houses
- Landscaped Parking Lot

Prototypical Building-C

- Townhouses
- Alley Accessed Private Garages



Prototypical Development-D

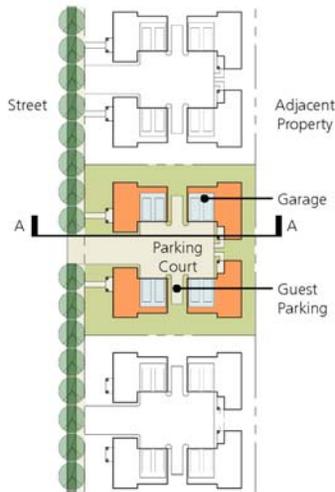


- Stacked Units
- Townhouses
- Half-Level Below-Grade Parking Garage

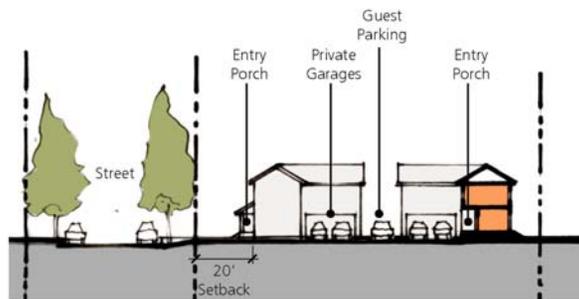
town of mammoth lakes

Prototypical Building-Single Family

Family



Ground Floor Plan



Building Section A-A

- Detached Single Family Houses
- Shared Parking Court