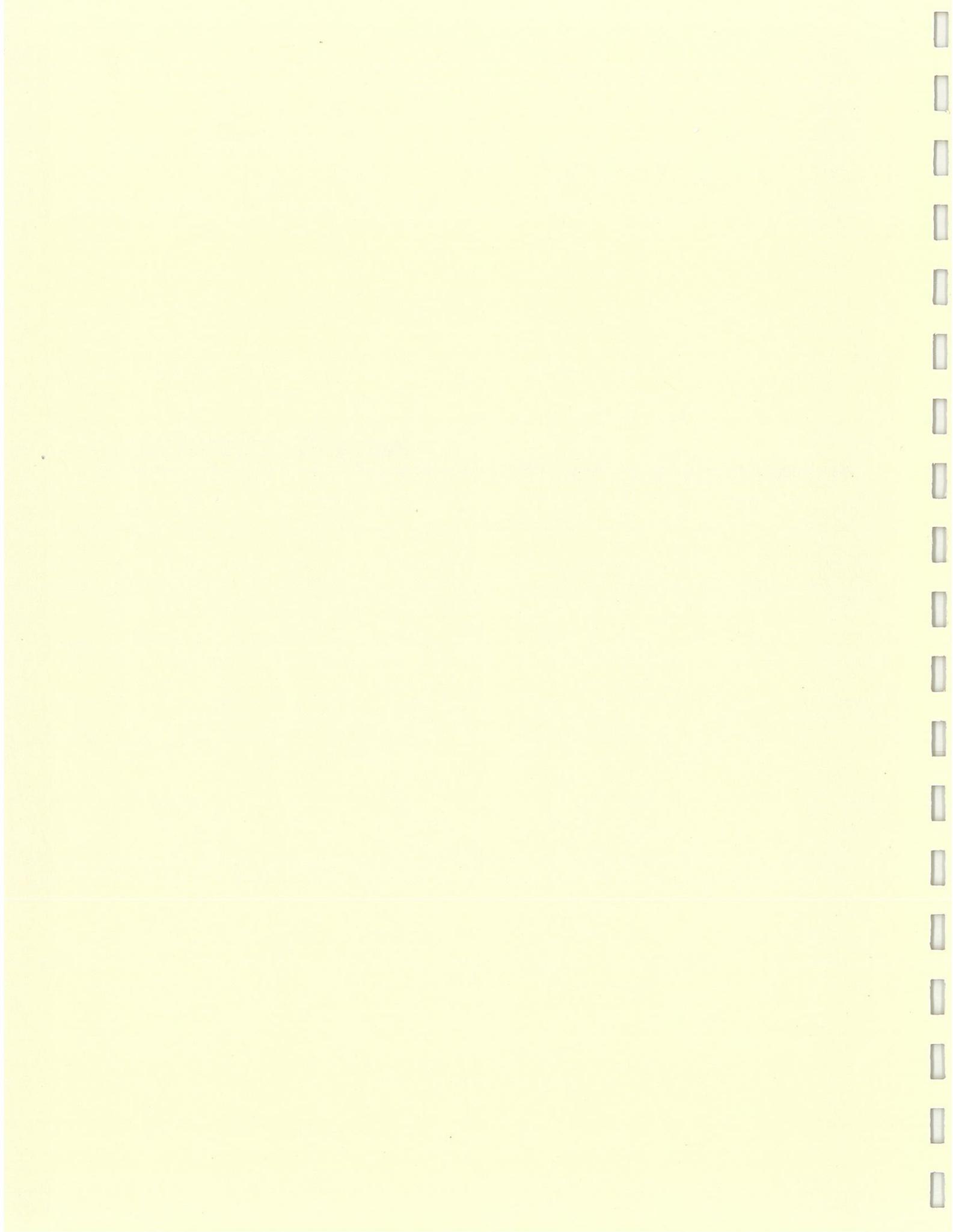


### **3.0 PROJECT DESCRIPTION**

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## 3.0 PROJECT DESCRIPTION

### 3.1 PROJECT LOCATION AND SETTING

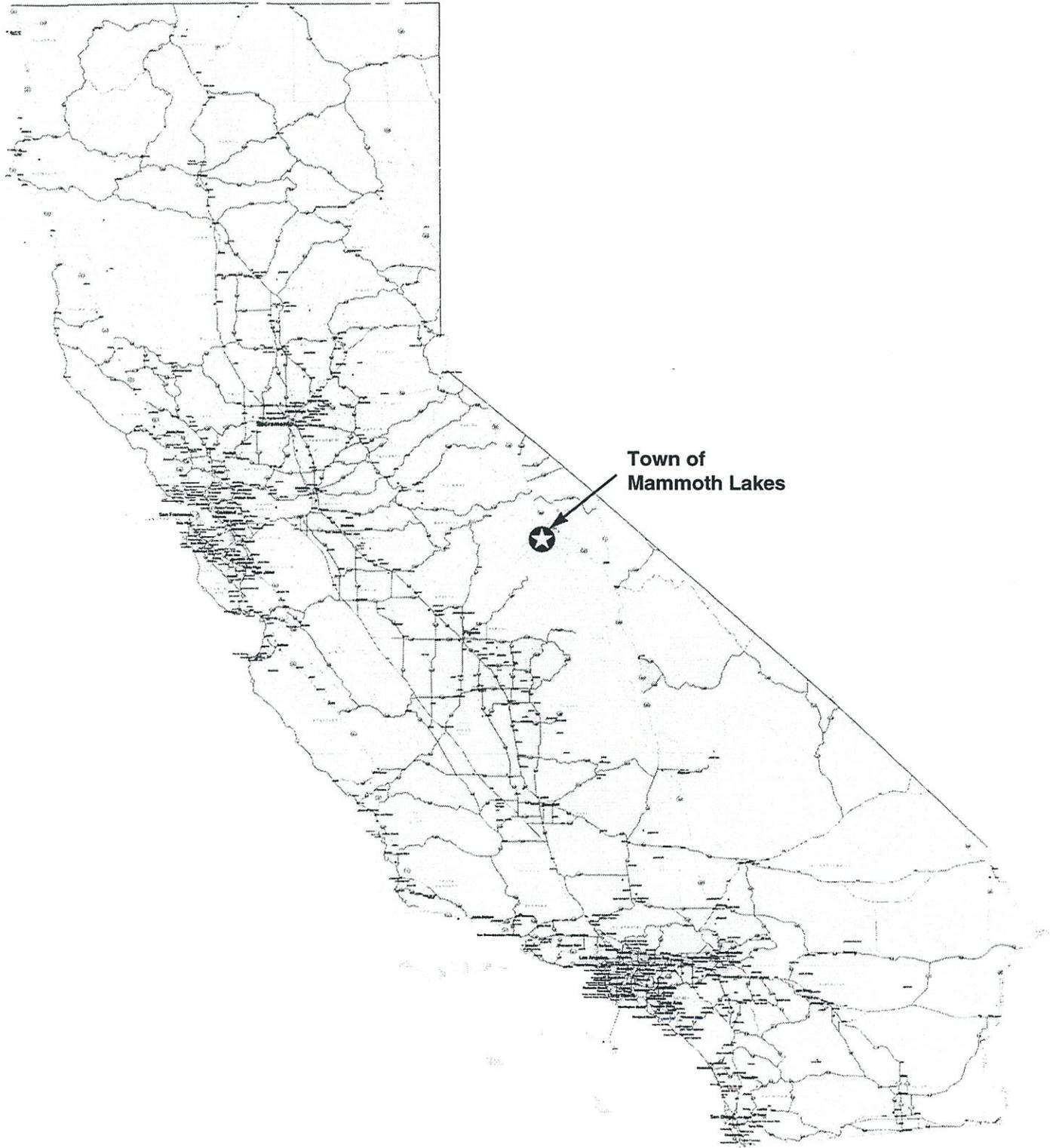
The Town of Mammoth Lakes (the "Town") is a destination resort community located in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range (refer to Exhibit 3-1, *Regional Vicinity*). The Town is approximately three miles west of United States (U.S.) Highway 395, along State Route (SR) 203 (refer to Exhibit 3-2, *Site Vicinity*). Incorporated in 1984, the Town boundary encompasses approximately 24 square miles including the Mammoth Mountain Ski Area (MMSA), one of the largest ski areas in the U.S. The Town also contains a significant amount of public land, primarily National Forest properties, which surround the comparatively small, privately owned and developed portion of the municipality.

The Town is served primarily by SR-203 which connects to U.S. Highway 395, the major surface transportation corridor in the Eastern Sierra region. U.S. Highway 395 is a primary inter-regional route connecting systems across four states. SR-203 traverses through the developed part of the Town and ends at Minaret Vista, west of the MMSA.

The North Village Specific Plan area is located in the northwestern portion of the Town in the vicinity of the Main Street/Lake Mary Road and Minaret Road intersection (refer to Exhibit 3-2, *Site Vicinity*). The project area is situated within portions of Section 34, Township 3 South, Range 27 East. The project area varies in elevation from approximately 7,955 feet in the southeast to 8,070 feet in the northwestern portion of the site. Slopes are moderate throughout most of the site, with small areas having slopes in excess of 30 percent. The site contains no prominent ridgelines, land and water junctions or other unique visual features.

The 64.1-acre site currently supports a mix of land uses including visitor-oriented retail, motels, restaurants, a community center and a number of rental condominiums (refer to Exhibit 3-3, *Existing Land Uses in North Village*). These land uses occupy approximately 50 percent of the Specific Plan area. The remaining portions of the site are for the most part undeveloped and covered with forest. A listing of existing land uses within the North Village Specific Plan area is included in Table 3-1, *Existing Land Uses in North Village*. Currently, the largest single component of land use, over 25 acres, in the Specific Plan area is vacant land. Approximately 21 acres have been developed for resort-oriented and supporting commercial uses compatible with those which are proposed for North Village in the Specific Plan. The remaining 13 acres currently support non-resort land uses.





Town of  
Mammoth Lakes

TOWN OF MAMMOTH LAKES  
NORTH VILLAGE 1999 SPECIFIC PLAN AMENDMENT SUBSEQUENT PROGRAM EIR

**Regional Vicinity**



Project Site



*Robert Bein, William Frost & Associates*

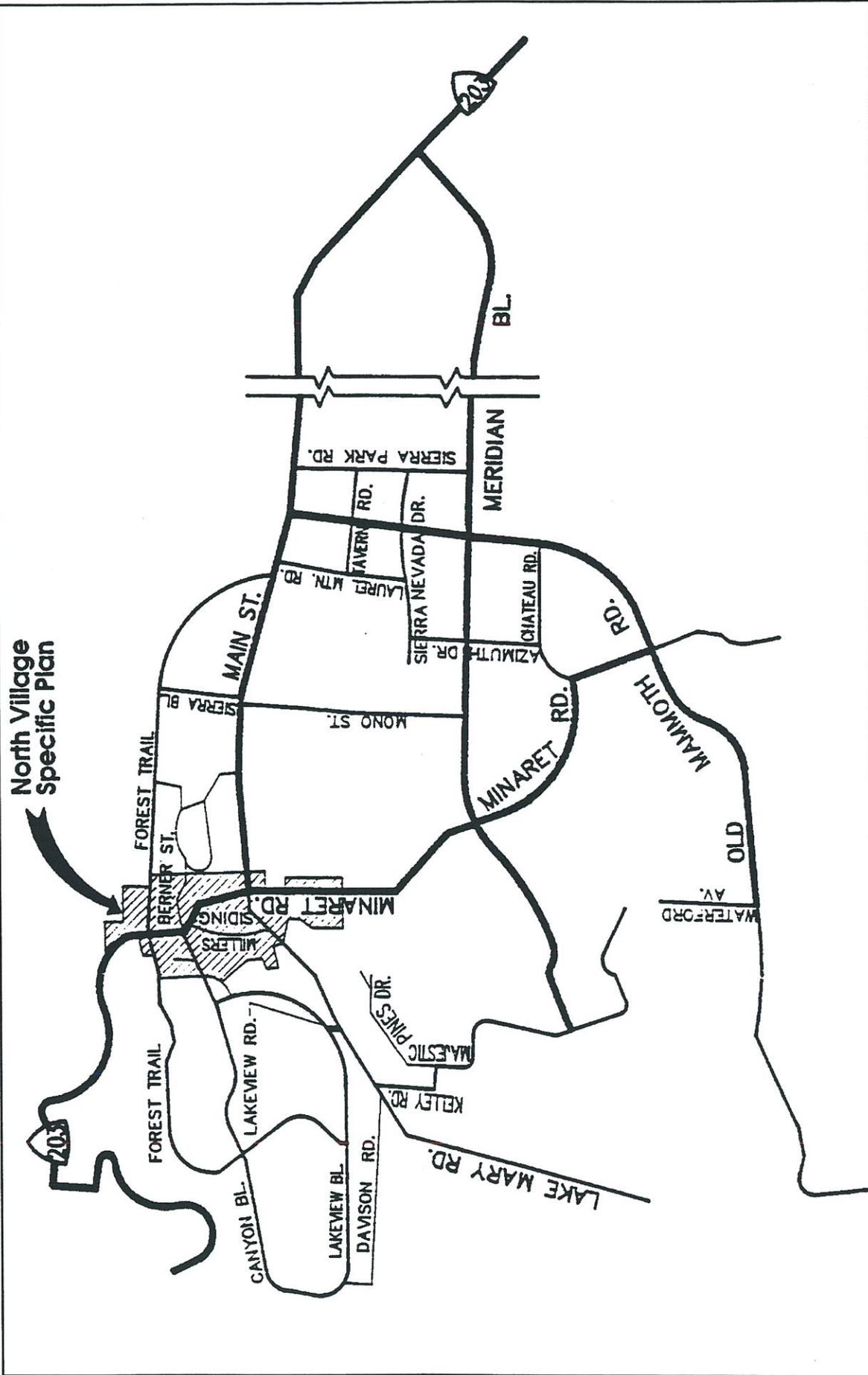
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Exhibit 3-1



**North Village  
Specific Plan**



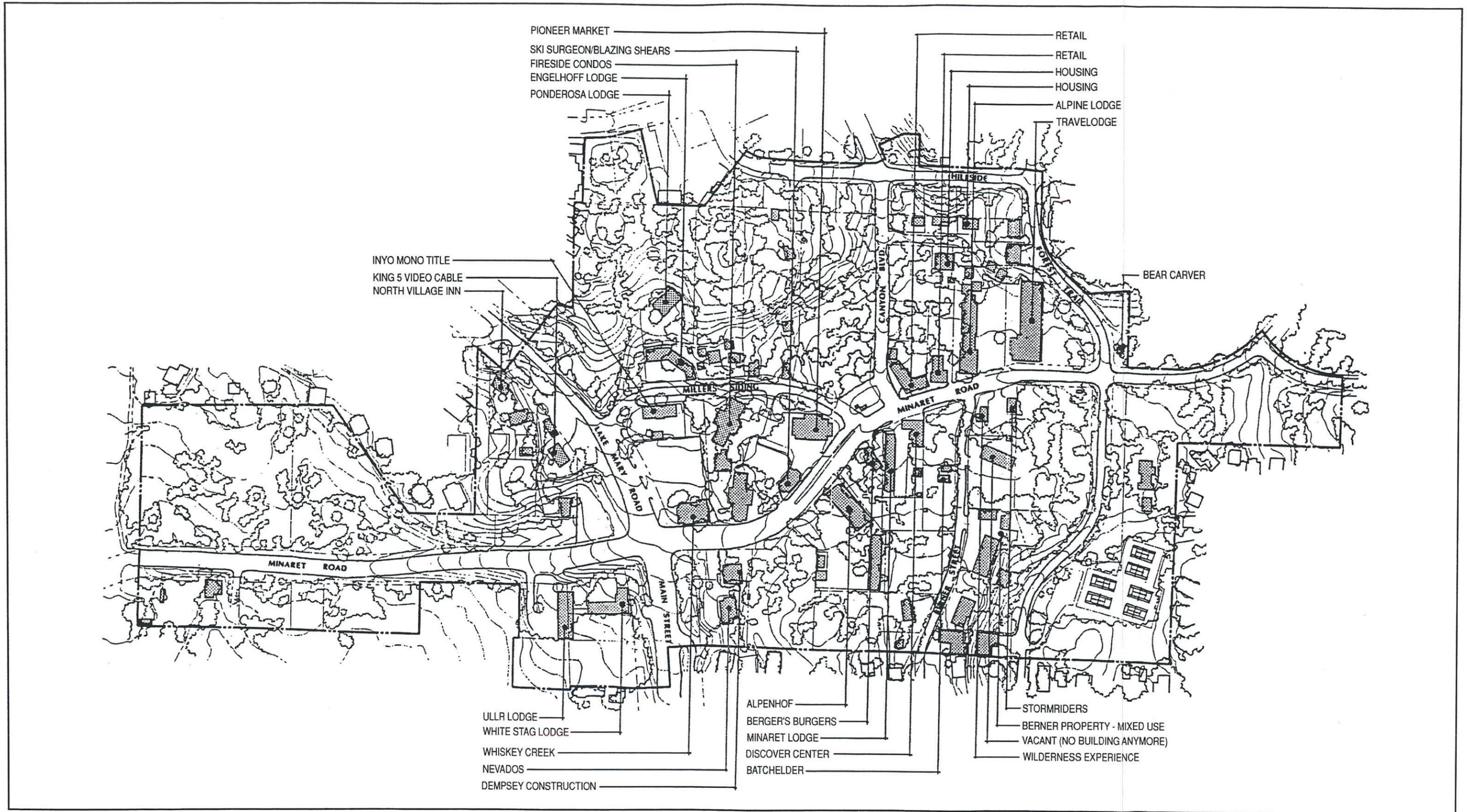
TOWN OF MAMMOTH LAKES  
NORTH VILLAGE 1999 SPECIFIC PLAN AMENDMENT SUBSEQUENT PROGRAM EIR  
**Site Vicinity**



Not to Scale

**RF** Robert Bein, William Frost & Associates  
JN 10-100377  
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Source: North Village Specific Plan Amendment, August 1999, revised to reflect conditions as of January 2000.



Not to Scale

**Table 3-1  
 EXISTING LAND USES IN NORTH VILLAGE SPECIFIC PLAN AREA**

Land Use	Acreage
Vacant	25.20
Commercial/Lodging	10.60
Restaurant	4.80
Resort Commercial	0.25
General Commercial	1.20
Non-Resort*	13.95
Open Space	3.00
Quasi-Public	5.10
<b>Total</b>	<b>64.10</b>

\*Non-resort uses include industrial uses, private home sites, and non-visitor oriented commercial operations such as office buildings.

## 3.2 BACKGROUND AND HISTORY

### Existing North Village Specific Plan

The original North Village Specific Plan was approved in 1991. An EIR was prepared for the North Village Specific Plan in February 1991 by EIP Associates. The EIR was certified by the Mammoth Lakes Town Council on April 17, 1991. A total of 90 mitigation measures were applied to the project. A summary of the impacts and mitigation measures adopted by the Town Council in 1991 for the North Village Specific Plan is available for review at the Town offices.

In 1994, the North Village Specific Plan was amended. Zoning Code Amendment 94-1 and General Plan Amendment 94-1 further refined the design of the North Village Pedestrian Core area and provided for the realignment of Canyon Boulevard to meet with Millers Siding/Lake Mary Road as a Collector Street. The design refinement did not alter the basic development concept of the Specific Plan approved in 1991. An Addendum to the certified 1991 EIR was completed in 1994.

### Overview of 1994 Specific Plan Land Uses

The 1994 Specific Plan area is comprised of 41 separate parcels under several separate ownerships, totaling 64.1 acres. The 1994 Specific Plan creates a set of land use designations and development standards to facilitate the development of North Village as a concentrated, pedestrian-oriented activity center with limited demand for automobile use. The North Village development is oriented toward year-round uses and visitor activity to strengthen the existing winter visitor market and to improve Mammoth's attractiveness to spring, summer and fall resort visitors.

Based upon the 1994 Specific Plan, North Village buildout may result in approximately 3,020 accommodation rooms, in addition to affordable housing, and 135,000 square feet of commercial uses. Three land use districts are established with the highest intensity district permitting a maximum of 80 rooms per acre and the lowest intensity district permitting a maximum of 48 rooms per acre, with an overall project density of approximately 54 rooms per acre. The design emphasizes the creation of diverse shopping, accommodation, recreational, residential and cultural opportunities which appeal to all ages and family interests.

The Pedestrian Core area is intended as a mixed-use village with commercial uses on the ground level and accommodation units on the upper floors. Restaurants, shops, meeting facilities and recreation uses are oriented around two pedestrian plazas, one on the west side of Minaret Road and one on the east side of Minaret Road. A gondola leading up to the Canyon Lodge base facility of MMSA originates from the west-side

plaza. Parking is provided in underground parking garages, available to guests and patrons of the plaza accommodation and commercial uses.

Surrounding the Pedestrian Core are supporting accommodation and residential uses. Commercial uses within the outlying areas are limited to only those necessary to support the on-site lodging or residential uses. In this way, the Pedestrian Core remains the focus of North Village shopping and cultural activities. Each development is self-contained, providing on-site parking and desired amenities.

The circulation system emphasizes pedestrian use, but provides for vehicular routes into and through the North Village area. The gondola feature provides alternate access to MMSA limiting the need for vehicular trips to that destination. The street pattern allows for visitation and drop-off areas at key destinations, such as the gondola building and parking garages. Minaret Road passes through the center of North Village, allowing for continued travel along Highway 203 and access to transit stops and drop-off areas. The secondary access into the project is from Millers Siding which connects to Canyon Boulevard to form a through route from Lake Mary Road to the Slopes subdivision. Canyon Boulevard, east of Hillside Drive, is abandoned to allow for development of the pedestrian plaza. Access to parking garages, the gondola building, passenger and transit drop-offs are available from Millers Siding/Canyon Boulevard. Forest Trail and Berner Street provide access to parking garages on the east side of the development. Berner Street is rerouted to connect with Forest Trail rather than Minaret Road to reduce traffic intersections along Minaret Road.

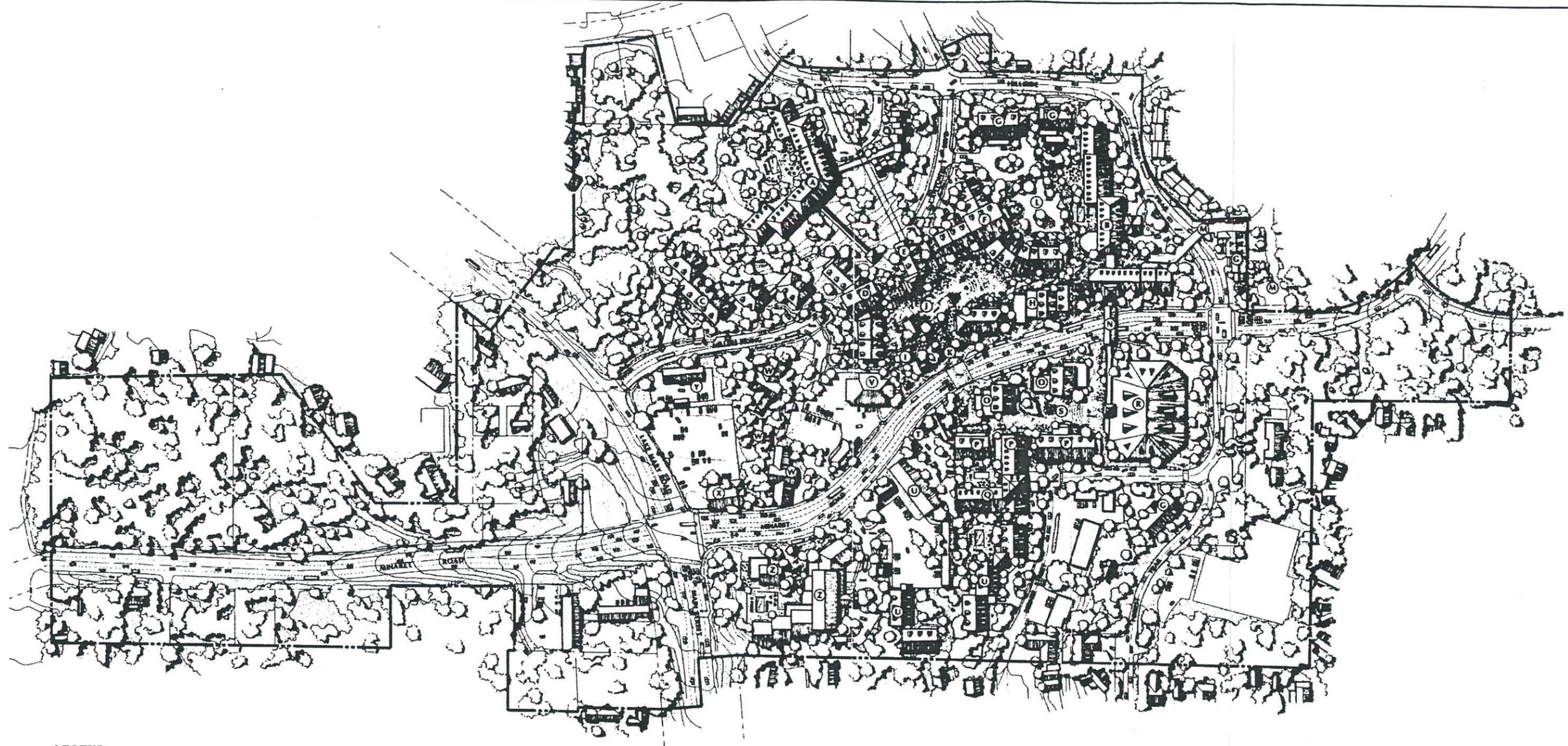
### **3.3 1999 SPECIFIC PLAN AMENDMENT**

The Project, as set forth in the proposed 1999 Specific Plan Amendment, remains consistent in concept with the 1994 Specific Plan described in Section 3.2. The Land Use Plans approved as part of the 1991 and 1994 Specific Plans are depicted in Exhibits 3-4 and 3-5, respectively. Exhibit 3-6 shows the proposed Land Use Plan associated with the 1999 Specific Plan Amendment. Key changes associated with the 1999 Specific Plan Amendment include circulation modifications, parking allocation, height limitations, setback requirements, design review process and housing. Table 3-2 provides a comparison of project components for the 1991 and 1994 Specific Plans and the proposed 1999 Specific Plan Amendment.

The concepts, land use designations and development objectives of the 1991 and 1994 Specific Plans generally remain the same in the 1999 Specific Plan Amendment.







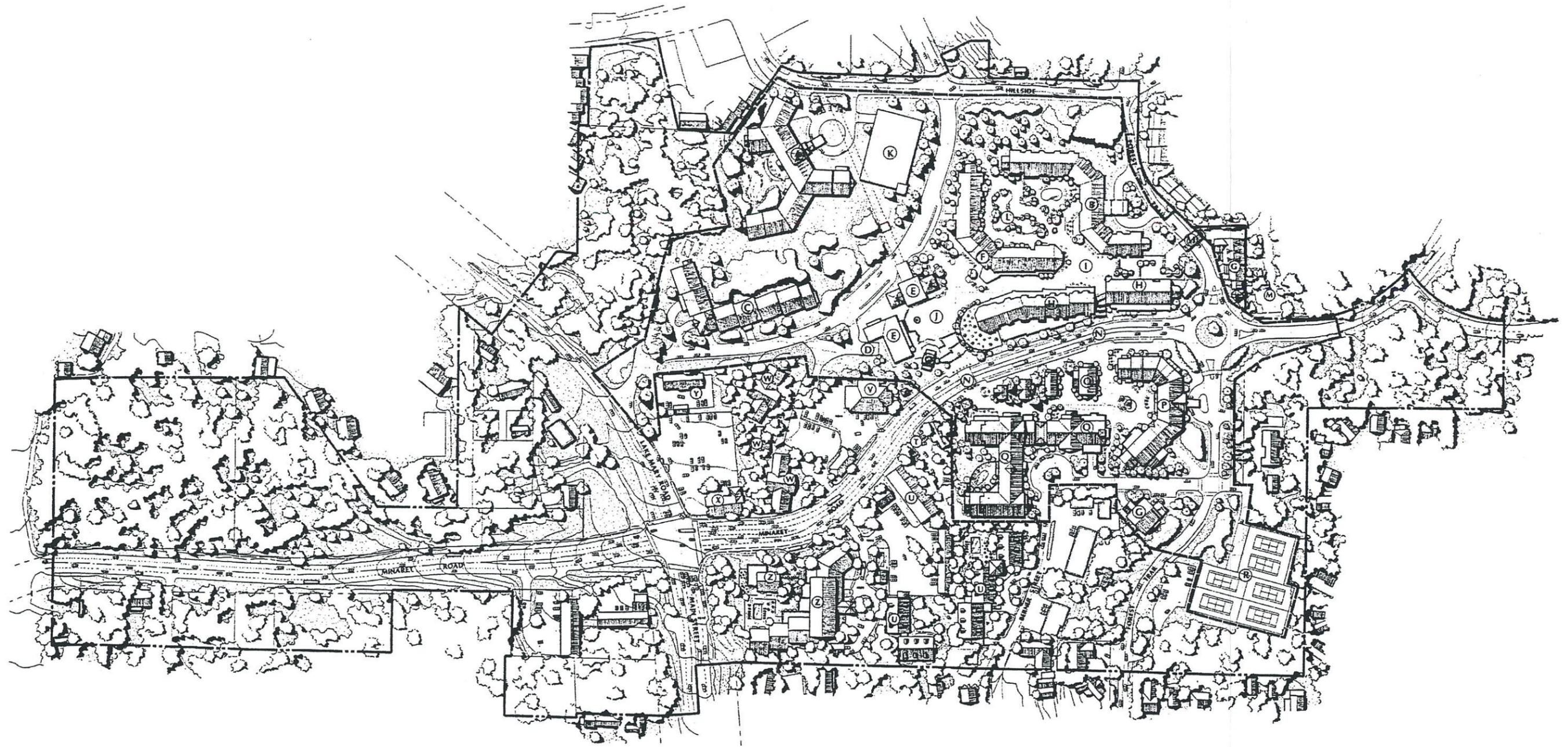
**LEGEND**

- |                     |                                       |  |
|---------------------|---------------------------------------|--|
| A HOTEL "A"         | J GONDOLA PLAZA                       | S MOUNTAIN PLAZA & FOUNTAIN              |
| B HOTEL "B"         | K ENTRANCE PLAZA                      | T EXISTING BERGER'S BURGERS              |
| C LODGE             | L MOUNTAIN POND & PARK                | U ALPENHOF, ADDED RETAIL & ACCOMMODATION |
| D LODGE             | M SKIER BRIDGE/SKI BACK TRAIL OPTIONS | V EXISTING PIONEER MARKET                |
| E GONDOLA/DAY LODGE | N PEDESTRIAN BRIDGE                   | W EXISTING FIRESIDE CONDO'S              |
| F LODGE             | O LODGE                               | X EXISTING WHISKEY CREEK                 |
| G BED & BREAKFAST   | P HOTEL "C"/PHASE ONE, MIXED USE      | Y EXISTING OFFICES                       |
| H LODGE             | Q HOTEL "C"/PHASE TWO                 | Z PARCEL 38, MIXED USE                   |
| I RETAIL SHOPS      | R EVENTS ARENA                        |  |

Source: North Village Specific Plan Amendment EIR, June 22, 1994.



Not to Scale



**LEGEND**

- |                            |                                       |  |
|----------------------------|---------------------------------------|--|
| A LODGE/HOTEL H-2          | J GONDOLA PLAZA                       | S MOUNTAIN PLAZA & WATER FEATURE         |
| B LODGE W-1                | K PUBLIC PARKING FACILITY             | T EXISTING BERGER'S BURGERS              |
| C LODGE H-3                | L MOUNTAIN POND & WATERFALL           | U ALPENHOF, ADDED RETAIL & ACCOMMODATION |
| D CENTRAL SERVICE FACILITY | M SKIER BRIDGE/SKI BACK TRAIL OPTIONS | V EXISTING PIONEER MARKET                |
| E GONDOLA/DAYLODGE         | N PEDESTRIAN CROSSINGS ON MINARET     | W EXISTING FIRESIDE CONDO'S              |
| F LODGE W-3                | O SMALL SCALE RETAIL SHOPS            | X EXISTING WHISKEY CREEK                 |
| G BED & BREAKFAST          | P LODGE E-1                           | Y EXISTING OFFICES                       |
| H LODGE W-2                | Q LODGE E-2                           | Z PARCEL 38, MIXED USE                   |
| I EVENTS PLAZA             | R PUBLIC PARKING/COMMUNITY FACILITIES |  |

Source: North Village Specific Plan Amendment, August 1999.



Not to Scale



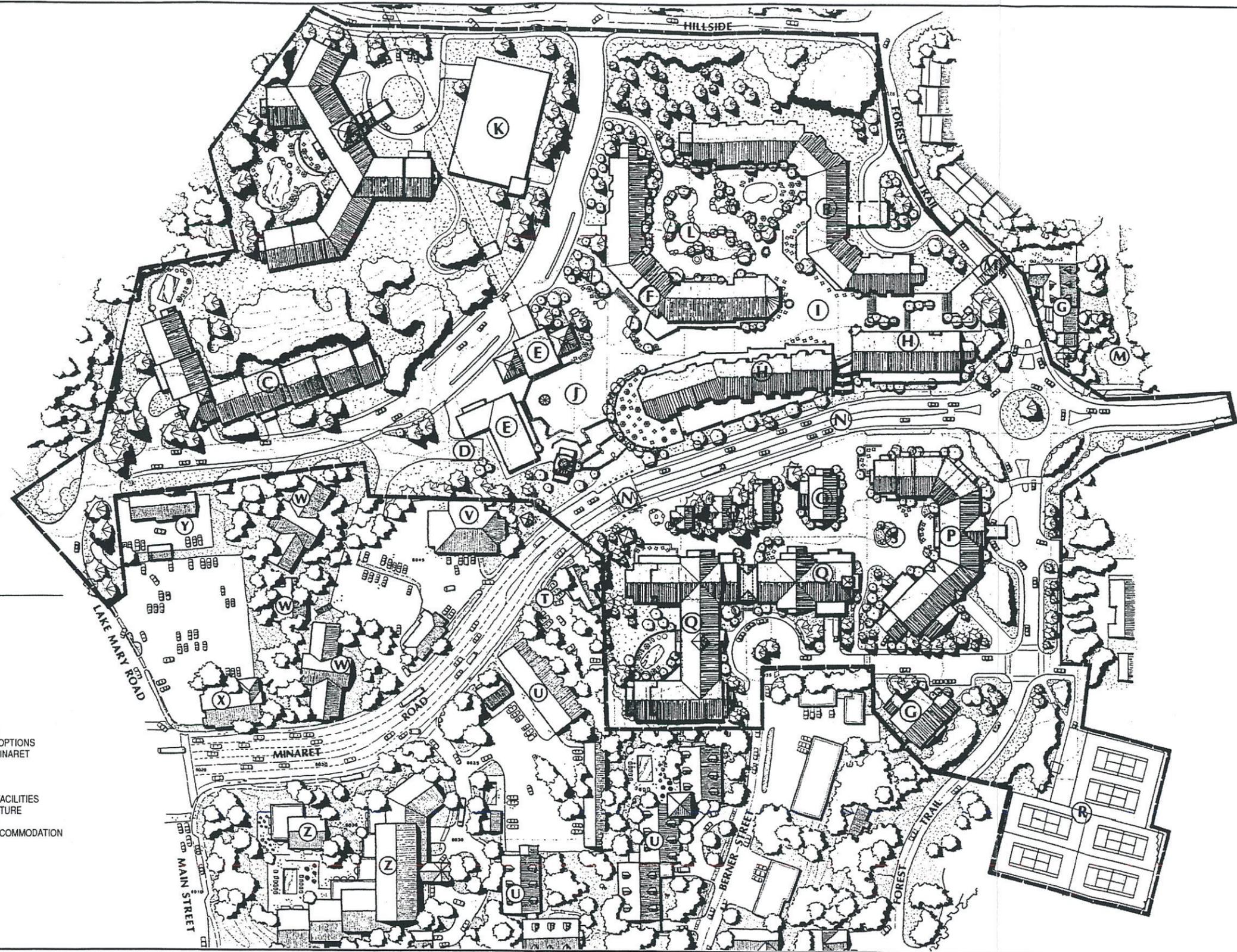
**LEGEND**

- A HOTEL "A"
- B HOTEL "B"
- C LODGE
- D LODGE
- E GONDOLA/DAY LODGE
- F LODGE "C", MIXED USE
- G BED & BREAKFAST
- H LODGE
- I RETAIL SHOPS
- J GONDOLA PLAZA
- K ENTRANCE PLAZA
- L MOUNTAIN POND & PARK
- M SKIER BRIDGE/SKI BACK TRAIL OPTIONS
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- O LODGE
- P HOTEL "C"/PHASE ONE, MIXED USE
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- S MOUNTAIN PLAZA & FOUNTAIN
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- U ALPENHOF, ADDED RETAIL & ACCOMMODATION
- V EXISTING PIONEER MARKET
- W EXISTING FIRESIDE CONDO'S
- X EXISTING WHISKEY CREEK
- Y EXISTING OFFICES
- Z PARCEL 38, MIXED USE

Source: North Village Specific Plan Amendment, August 1999.



Not to Scale



**LEGEND**

- A LODGE/HOTEL H-2
- B LODGE W-1
- C LODGE H-3
- D CENTRAL SERVICE FACILITY
- E GONDOLA/DAYLODGE
- F LODGE W-3
- G BED & BREAKFAST
- H LODGE W-2
- I EVENTS PLAZA
- J GONDOLA PLAZA
- K PUBLIC PARKING FACILITY
- L MOUNTAIN POND & WATERFALL
- M SKIER BRIDGE/SKI BACK TRAIL OPTIONS
- N PEDESTRIAN CROSSINGS ON MINARET
- O SMALL SCALE RETAIL SHOPS
- P LODGE E-1
- Q LODGE E-2
- R PUBLIC PARKING/COMMUNITY FACILITIES
- S MOUNTAIN PLAZA & WATER FEATURE
- T EXISTING BERGER'S BURGERS
- U ALPENHOF, ADDED RETAIL & ACCOMMODATION
- V EXISTING PIONEER MARKET
- W EXISTING FIRESIDE CONDOS
- X EXISTING WHISKEY CREEK
- Y EXISTING OFFICES
- Z PARCEL 38, MIXED USE

Source: North Village Specific Plan Amendment, August 1999.



Not to Scale

## LAND USE DESIGNATIONS

The 1994 Specific Plan establishes three land use districts for North Village - Plaza Resort (PR), Resort General (R-G) and Specialty Lodging (S-L). Exhibit 3-7, *Existing Zoning*, indicates the site specific land use designations for the individual parcels in North Village and in the Pedestrian Core overlay area. The overlay area covers all Plaza Resort parcels and Resort General parcels. The Pedestrian Core overlay establishes more detailed design objectives and standards to ensure the viability of pedestrian orientation within North Village.

The Plaza Resort (PR) designation applies to portions of the Pedestrian Core and establishes uses and development guidelines which are designed to support concentrated pedestrian oriented development and visitor-oriented uses within the central portion of the Pedestrian Core.

The Resort General (R-G) designation has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core, and is also intended to provide visitor oriented resort services, although with lesser intensity than PR parcels. The Specialty Lodging (S-L) designation has been applied to parcels located on the periphery of the North Village Specific Plan area which are physically separated by topography and integrated access from the Pedestrian Core.

The proposed 1999 Specific Plan Amendment retains the same land use designations as the 1994 Specific Plan, but adds parking structures, resort condominiums and timeshare units (including fractional ownership) as new uses in all three land use designations.

## LAND USE STANDARDS AND IMPLEMENTATION MEASURES

The 1994 Specific Plan establishes specific development requirements and standards for the Specific Plan area. This section describes the key changes proposed by the 1999 Specific Plan Amendment and includes comparisons among the 1991 and 1994 Specific Plans and the proposed 1999 Specific Plan Amendment. Sites not described retain the requirements adopted in 1994 and certified in the 1994 EIR Addendum.

**Table 3-2  
NORTH VILLAGE SPECIFIC PLAN COMPARISONS**

Issue	Description	1991	1994	1999
Density	Plaza Resort	20 acres/80 rooms per acre	20 acres/80 rooms per acre	20 acres/80 rooms per acre
		1,500 Hotel Rooms	1,391 rooms	1,391 rooms
		72,000 sq.ft. commercial	85,000 sq.ft. commercial	85,000 sq.ft. commercial
		Supporting Resort Development, including Resort Commercial and Specialty Lodging	34 acres/55 rooms per acre	RG - 10 acres/48 rooms per acre SL - acres/48 rooms per acre
		1,500 hotel rooms	RG - 387 rooms SL - 1,242 rooms	RG - 387 rooms SL - 1,242 rooms
		50,000 sq.ft. commercial	RG - 50,000 sq.ft. commercial SL - 0 commercial	RG - 50,000 sq.ft. commercial SL - 0 commercial
Building Height	Hotel on west side of Minaret (1991); PR (1994 and 1999)	Overall structure height would range between 90' and 125' above grade (65' with projections up to 100' measured above a 25' high parking garage)	Overall structure height would range between 82' and 112' above grade (50' with projections up to 80' measured above 20' high parking garage + 12' if affordable housing provided)	Overall structure height: Retail - 45' up to 55' including projections*; Gondola Bldg - 70' up to 105' including projections*; Mixed Uses - 80' up to 100' with projections; Resort Bldg - 95' up to 110' including projections*
	Hotel on east side of Minaret (1991); PR (1994 and 1999)	80' to 90' above grade (55' with projections up to 65' measured above a 25' high parking garage)	Same as above	Same as above
	Residential only (1991)	45' with projections up to 55'	N/A	N/A
	Commercial only (1991)	35' with projections up to 55'	N/A	N/A
	Resort General RG (1994 and 1999)		Overall structure height would range between 72' and 82' above grade (40' with projections up to 50' + 12' measured above 20' high parking garage if affordable housing provided)	Same as 1994

**Project Description**

**Table 3-2**  
**NORTH VILLAGE SPECIFIC PLAN COMPARISONS**  
 (continued)

Issue	Description	1991	1994	1999
	Specialty Lodging SL (1994 and 1999)		Overall structure height would range between 72' and 82' above grade (40' with projections up to 50' + 12' measured above 20' high parking garage if affordable housing provided)	Same as 1994
Setbacks	Buildings less than 25' in height	10'	10'	10'
	35' in height	20'	10'-20'	5'-20'
	50' in height	30'	20'-30'	15'-30'
	55' in height	40'	75'	15'-40'**
Parking	Understructure	Predominantly understructure	Predominantly understructure	Predominantly understructure
	In PR	30 percent reduction from Town Code	Accommodations 0.8 per room, retail 2.4/1,000 sq.ft., restaurant 11.2/1,000 sq.ft., residential 1/bedroom + 2/2 and 3 bedroom + 1/8 units	Lodging - Variable by land use type and bedroom Retail/Restaurant - 3.5/1,000 sq.ft. Hotel - 0.9/room
	In RG	25 percent reduction from Town Code	Same as above	Same as above
	In SL	Town Code	Same as above	Same as above
	Affordable Housing	50 percent of Town Code	50 percent of Town Code	Variable by number of bedrooms
	FTE	1,438	1,495 FTE (estimated by formula)	By formula, total not stated
	Units to be Provided	1,097; 723 affordable	100 percent for very low to moderate and 1 unit for every 2.4 FTE	58.5 percent of FTE
	Location	50 percent in NV, balance can be in existing RMF-2 transient units	50 percent in NV, balance can be in existing RMF-2 transient units	50 percent in Resort Corridor and 50 percent in town

Source: Town of Mammoth Lakes, July 2000.

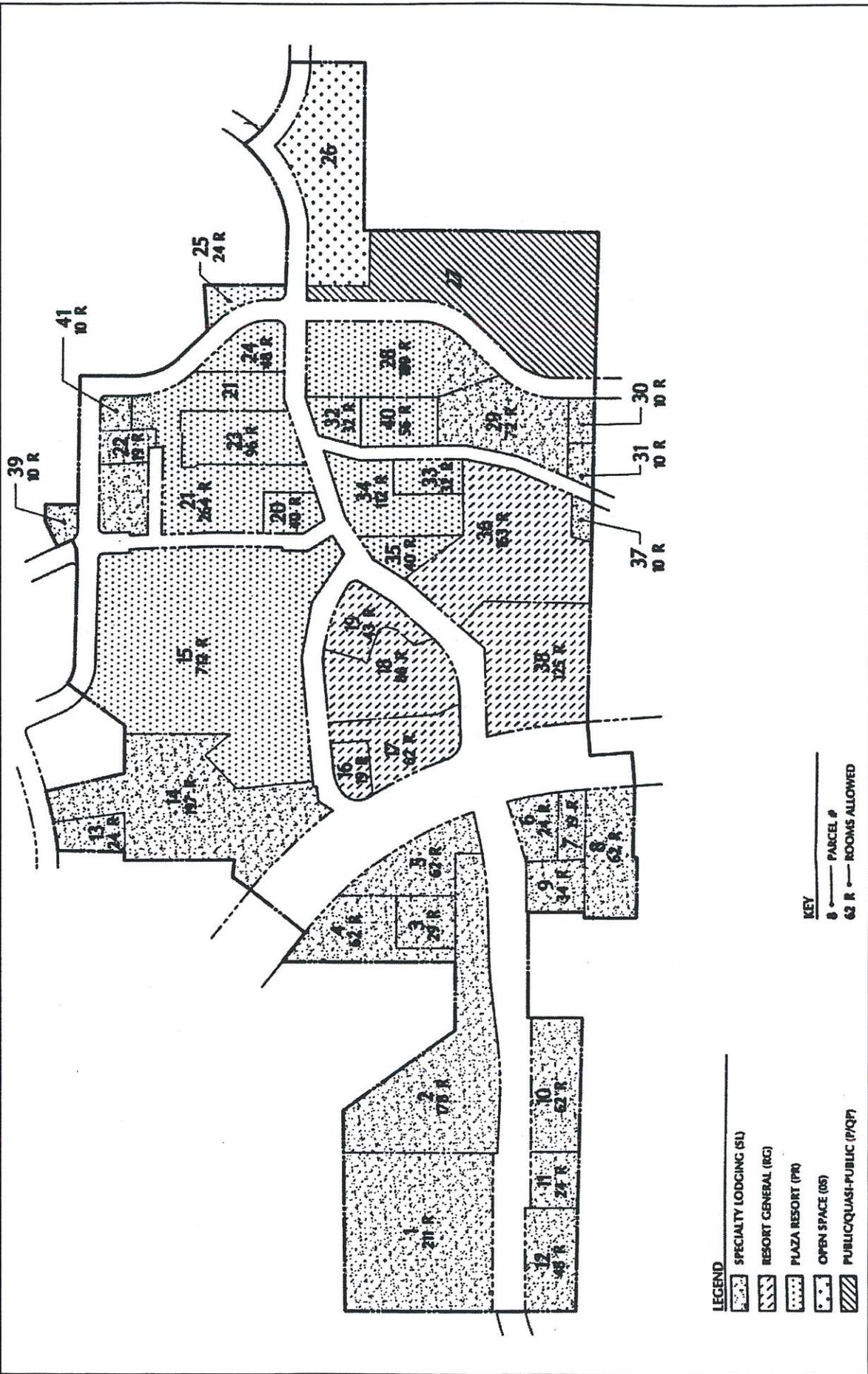
PR = Plaza Resort District      RG = Resort General District      SL = Specialty Lodging District  
 NV = North Village              FTE = Full-Time Equivalent      RMF = Residential Multiple Family

\* Measured from natural grade or garage/plaza roof elevation 15'.

\*\* Setback adjustments permitted in specific limited areas and for Gondola Building.

**Project Description**





Source: North Village Specific Plan Amendment, August 1999.



Not to Scale

TOWN OF MAMMOTH LAKES  
 NORTH VILLAGE 1999 SPECIFIC PLAN AMENDMENT SUBSEQUENT PROGRAM EIR  
**Existing Zoning**



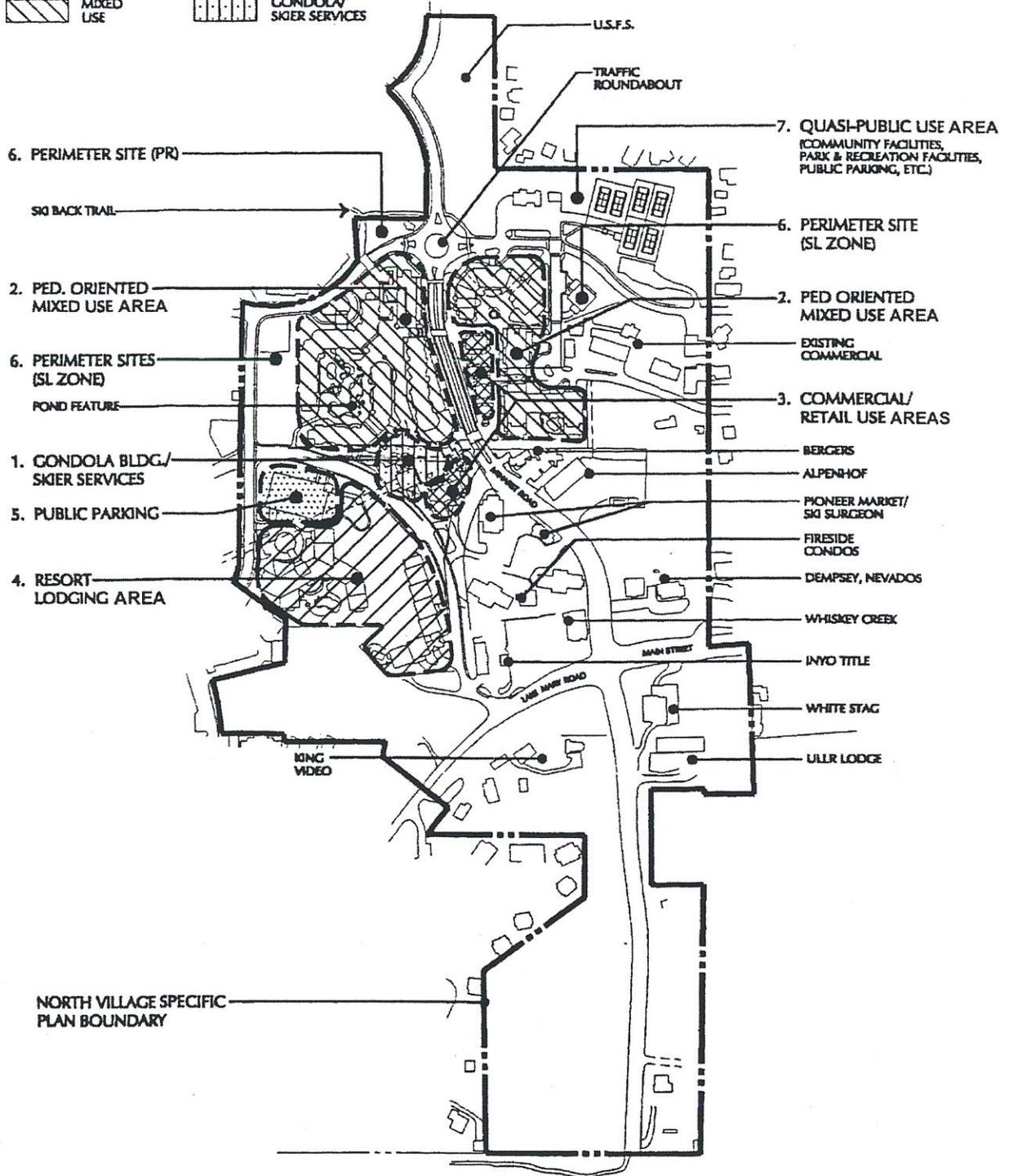
## Individual Site Requirements

The 1994 Specific Plan includes site requirements for numerous individual sites located throughout the Plan area (refer to Exhibit 3-5, *1994 Specific Plan Conceptual Plan*). The 1999 Specific Plan Amendment provides specific area locations and building heights for individual use components within the PR district (refer to Exhibit 3-8, *Pedestrian Core Land Use Descriptions*), to reflect a modified development plan, including the following changes:

- ❖ Gondola Building/Skier Services Area (PR). Modifications are proposed for the size, configuration and uses included in the Gondola Building and to the location of the base lodge functions. The base lodge would be provided in multiple buildings, including an icon gondola building and smaller service use buildings which would help form a large plaza gathering area. The Canyon Boulevard "tunnel" required for the gondola under the 1994 Specific Plan would be eliminated. Canyon Boulevard is proposed to be a surface road.
- ❖ Pedestrian Oriented Mixed-Use Area (PR). An area for this use, described in the existing Specific Plan as the plaza-related buildings, is proposed to be specifically located, and the building heights modified, to accommodate the permitted density in up to five floors. Retail/commercial uses would be located at the at plaza and street levels and residential accommodation units above. (Accommodation units would be permitted at street and plaza levels where suitably segregated from the main retail/commercial use areas.) These buildings and retail uses would play an important role in defining and "activating" the adjacent pedestrian spaces and plazas. Their design would be integral to the success of the Village experience within the Pedestrian Core area (refer to Exhibit 3-9, *1994 Specific Plan: Conceptual Pedestrian Core*, and Exhibit 3-10, *1999 Specific Plan Amendment: Conceptual Pedestrian Core*).
- ❖ Commercial/Retail Use Area (PR). A specific area for this use is proposed, with reduced building heights of one to two levels, which would accommodate mixed uses. The retail buildings would also be an important element in the activation of pedestrian areas within the Pedestrian Core area.



- |   |                       |   |                            |
|---|-----------------------|---|----------------------------|
|  | COMMERCIAL/<br>RETAIL |  | RESORT<br>LODGING          |
|  | MIXED<br>USE          |  | GONDOLA/<br>SKIER SERVICES |



Not to Scale

TOWN OF MAMMOTH LAKES  
NORTH VILLAGE 1999 SPECIFIC PLAN AMENDMENT SUBSEQUENT PROGRAM EIR

## Pedestrian Core Land Use Designations



Robert Bein, William Frost & Associates

01/00

JN 10-100377

Exhibit 3-8



- ❖ Public Parking Area (PR). A site at the southeast corner of Canyon Boulevard and Hillside Drive is proposed to include up to four levels of parking, much of which would be buried below grade on the west and south sides due to the sloping topography. The parking facility would be available for commercial and events parking. The 1999 Specific Plan Amendment states that there is potential for development of residential and/or community uses atop the structure as well. Primary vehicular access would be from Canyon Boulevard. A pedestrian bridge is possible from the upper levels connecting to the Gondola Building, allowing users an aerial crossing of Canyon Boulevard. At-grade pedestrian crossings would also allow access to Gondola Plaza and other pedestrian oriented areas.
  
- ❖ Quasi-Public Use Area. This area, which includes the existing Town community center, library and park, is proposed as a separate site. Potential land use options at this location include community facilities, parks and recreational facilities, public parking facilities, etc. The arena, shown as a proposed use on the site across from the community center in the 1994 Specific Plan, is no longer an intended use.

#### PERMITTED LAND USES

The permitted land uses within the Plaza Resort, Resort General and Specialty Lodging districts are outlined in a Land Use Matrix included in the 1999 Specific Plan Amendment and in Table 3-3. No changes are proposed to the permitted land uses, except to add freestanding parking and to add resort condominiums and time share uses.

#### DENSITY

The 1999 Specific Plan Amendment does not change the overall density permitted within the Specific Plan area under the 1994 Specific Plan. Table 3-4 summarizes the existing density. Table 3-2 compares the density of various project components under the 1991 and 1994 Specific Plans and the 1999 Specific Plan Amendment.

Density calculations for each development area are based on total land ownership prior to road realignment and encroachments by adjacent roads and rights-of-way.

Under the 1999 Specific Plan Amendment, maximum densities for parcels within each land use district have not been changed from the 1994 Specific Plan and are as follows:

- ◆ PR - 80 rooms per acre

**Table 3-3  
LAND USE MATRIX**

	Plaza Resort	Resort General	Speciality Lodging	Quasi- Public	Open Space
<b>A. OFFICE AND RELATED USES</b>					
1. Administrative, Clerical, Professional Offices		○			
2. Financial Institutions	X	○			
3. Medical, dental and related human services	○				
4. Telegraph/postal service offices	X	X			
<b>B. GENERAL COMMERCIAL USES</b>					
1. Amusement, arcades, billiards, other indoor recreation uses	X	○			
2. Automobile rental agency	X	○			
3. Bakeries, retail	X	X			
4. Barber and beauty shops	X	X			
5. Bicycle and moped rental, sales and service	X	○			
6. Catering establishments	X	○			
7. Cocktail lounges and bars	X	X			
8. Delicatessen	X	X			
9. Drug stores and pharmacies	X	○			
10. Hotels, resort condominiums, and inns	X	X	X		
10a. Timeshare units	X	X	X		
11. Liquor stores	X				
12. Night clubs	X	○			
13. Recreational facilities, commercial or public, outdoor	X	○	○	○	○
14. Restaurants, bars, night clubs within hotels	X	X	X		
15. Restaurants	X	X			
16. Retail	X	○			
17. Accessory commercial uses within a hotel	X	X	X		

X = Permitted Use

○ = Subject to Use Permit

Table continued on next page

**Project Description**

**Table 3-3  
 LAND USE MATRIX  
 (continued)**

	Plaza Resort	Resort General	Speciality Lodging	Quasi- Public	Open Space
18. Bed and breakfast inns	X	X	X		
19. Services (e.g., laundromat, copying)	X	X			
20. Freestanding Parking Structures	O	O	O	O	
<b>C. PUBLIC AND QUASI-PUBLIC USES</b>					
1. Day nurseries and nursery schools	X	O	O	O	
2. Libraries and museums, public or private	X	O	O	O	O
3. Parks, public or private	X	X	X	O	O
4. Post office branch	O	O			
5. Governmental offices and facilities	X	O	O	O	
6. Convention and meeting facilities within or adjacent to lodging facilities	X	X	O	O	
7. Ski area development	X		O	O	O
8. Events Arena	O	O	O	O	
9. Freestanding Parking Structures	*O	*O	*O	*O	
<b>D. HOUSING</b>					
1. Employee housing, affordable housing, apartments, condominiums, other housing	X	X	X	O	

X = Permitted Use

O = Subject to Use Permit

**Table 3-4  
 DENSITY SUMMARY**

Zoning Classification	Size	Maximum Yield	Total Rooms	Square Footage	Estimated Com/Ret (Rm.Eq.)	Estimated Accom. Rms.
Plaza Resort	19.75 ac	80 rms/ac	1,580	85,000	(189)	1,391
Resort General	10.40 ac	48 rms/ac	498	50,000	(111)	387
Specialty Lodging	25.85 ac	48 rms/ac	1,242	0	0	1,242
Other (P, QP, OS)	5.10 ac	0	0	0	0	0
<b>Overall Total</b>	<b>64.10 ac</b>	<b>54 rms/ac</b>	<b>3,320</b>	<b>135,000</b>	<b>(300)</b>	<b>3,020</b>

- ◆ RG - 55 rooms per acre, not to exceed and aggregate density of 48 rooms per acre for the entire RG district
- ◆ SL - 48 rooms per acre

For purposes of development area calculations, the following density conversions have been applied throughout North Village.

1 "room" equals any of the following types of development:

- ◆ 1 hotel room;
- ◆ 1 bedroom, loft or other sleeping area in residential uses; or
- ◆ 450 square feet of commercial or restaurant space (all commercial or restaurant space shall be included in this factor, except those accessory uses within a hotel serving only the guests of that hotel, commercial space ancillary to village and lodging operations, MMSA uses within the gondola building(s), and those within an events arena).

Density exchanges among parcels may be permitted under the 1994 Specific Plan only between parcels within the same zoning category. The 1999 Specific Plan Amendment proposes certain exceptions, allowing the following density exchanges:

- ◆ When parcels with different land use designations are merged to accommodate a building which crosses the original designation boundary, density may be combined such that the total density of the new parcel is equal to the densities for each parcel prior to the merger.

- ◆ Densities for the SL Parcels 39, 22 and 41 and the SL portions of Lots 21 and 28 may be transferred to the PR zoning area.
- ◆ Densities from the ski-back trail parcel may be transferred to other PR parcels.

### Site Coverage

The 1999 Specific Plan Amendment would retain substantially the same basic site coverage restrictions included in the 1994 Specific Plan. The maximum site coverage, including all buildings and paved or otherwise developed impervious surfaces, for each development district, would be as follows:

PR district - 75 percent\*  
RG district - 70 percent  
SL district - 60 percent

\*Average coverage for the entire PR district shall not exceed 75 percent. However, where necessary, site coverage on an individual parcel may exceed 75 percent provided that a commensurate reduction is made on other PR properties (via cooperative agreements between owners recorded against properties affected with Town as a party to the agreement). Commensurate reductions in site coverage may also be made on SL lots 22, 39, 41 and on the SL portions of lots 21 and 28 if required to offset increased site coverage on PR parcels.

Lots 20 and 32 may have 100 percent lot coverage due to their landlocked nature within the district, when integrated into the plaza. Landscape planting areas of at least 50 square feet created on top of a parking structure are not proposed to be included as part of the impervious surface area.

### Building Heights

The 1999 Specific Plan Amendment proposes certain changes to the building height restrictions set forth in the 1994 Specific Plan. The 1994 Specific Plan allows, within the Pedestrian Core overlay zone, a maximum permitted building height above a parking structure of 50 feet with projections up to 80 feet. The 1999 Specific Plan Amendment proposes specific areas for various land uses within the PR district in the Pedestrian Core and would vary the maximum building height above a parking structure, based upon the location, from 25 to 75 feet and the maximum height with projections from 35 to 90 feet. For the RG and SL districts, the 1999 Specific Plan Amendment would not change the maximum building heights or the maximum height with projections.

Table 3-5 summarizes the proposed building heights under the 1999 Specific Plan Amendment. Table 3-2 compares building heights for various land use components under the 1991 and 1994 Specific Plans with those proposed in the 1999 Specific Plan Amendment. Under the 1999 Specific Plan Amendment, the total maximum structure heights (i.e., the maximum permitted building height plus the maximum height of building projections) are generally similar to the 1994 Specific Plan and fall within the range of heights evaluated under both the 1991 EIR and the 1994 EIR Addendum.

**Table 3-5  
PROPOSED BUILDING HEIGHTS OF 1999 SPECIFIC PLAN AMENDMENT**

District	Building Levels	Maximum Permitted Height*	Maximum Projected Height*
PR - Plaza Resort Zone (Pedestrian Core)			
• Commercial/Retail Area	1 - 2	25'	35'
• Gondola building/Skier Services Area	1 - 3	50'	85'
• Mixed Use Buildings Area	1 - 5	60'	80'
• Resort Lodging Area	1 - 7	75'	90'
RG - Resort General Zone	1 - 4	40'	50'
SL - Speciality Lodging Zone	1 - 4	40'	50'

\* Building projections above the permitted building heights may be allowed, provided that no more than 50 percent of the building square footage exceeds the permitted height.

For the PR district in the western portion of The Village in the Pedestrian Core, the proposed total maximum height (including parking garages) is 95 to 110 feet, compared to 70 to 112 feet under the 1994 Specific Plan. The proposed total height of the Gondola Building is 70 to 105 feet. However, this proposed height is generally consistent with the total height of 70 to 112 feet permitted under the 1994 Specific Plan for the PR district and the RG district in the Pedestrian Core.

For the PR district in the eastern portion of The Village in the Pedestrian Core, the 1999 Specific Plan Amendment proposes a total height (including parking garages) of 45 to 100 feet for the mix of projects, compared to 70 to 112 feet under the 1994 Specific Plan.

The 1999 Specific Plan Amendment defines building heights to be measured vertically from natural grade. For stepped buildings which follow the top of a slope or for buildings adjacent to a Pedestrian Core plaza, the maximum heights are measured vertically to the highest natural grade located beneath that step of the building or to the maximum plaza or garage roof elevation located directly beneath that section,

whichever is highest. For one particular project component, Lodge B, the maximum permitted height is set at a specific elevation (8,130 feet) due to the steep slopes on and adjacent to the site. This definition of where height is measured is generally similar to, but more specific than, the 1994 Specific Plan.

Table 3-5 does not include structured parking heights. The plaza and parking garages would be no more than 20 feet above natural grade at any point and would be stepped, faced with storefronts or similarly treated to diminish the exposed height as is required in the 1994 Specific Plan. A freestanding parking garage may exceed this limit but would meet the maximum permitted height standards for buildings and building projections.

All buildings would be measured to the building roof ridge line of any section of roof. Roof appurtenances may project, by up to three feet, above the maximum total building height with projections, subject to Planning Commission approval.

In Resort General and Specialty Lodging districts when a substantial number of affordable housing units is provided within a proposed development, a one floor increase (maximum 12 feet in height and equivalent in area to the number of affordable units provided) in building height may be permitted if all other development standards are met (particularly in relation to shading, solar access and view corridors), subject to the approval of the Planning Commission. This is similar to the 1994 Specific Plan provisions.

### **Building Setbacks**

The 1999 Specific Plan Amendment proposes certain changes to the setback requirements in the 1994 Specific Plan. Table 3-6 summarizes the proposed setback requirements under the 1999 Specific Plan Amendment. Table 3-2 compares the setbacks under the 1991 and 1994 Specific Plans with the 1999 Specific Plan Amendment. The most substantial change is the return of the setback for buildings over 55 feet in height from 75 feet back to 40 feet as approved in the 1991 Specific Plan.

**Table 3-6  
PROPOSED BUILDING SETBACKS FROM ROADWAYS AND DISTRICT BOUNDARIES  
(1999 SPECIFIC PLAN AMENDMENT)**

Setbacks From:	Building Height			
	0' - 24'	25' - 34'	35' - 54'	55 +
Minaret Road*	10'	20'	30'	40'
Lake Mary Road/Main Street	10'	20'	30'	40'
Canyon Blvd. Realignment	10'	20'	30'	40'
Forest Trail	10'	20'	30'	40'
Hillside Drive /Lakeview	10'	20'	30'	40'
Berner Street	10'	10'	20'	40'
Specific Plan Boundaries	10'	10'	20'	40'

\*It should be noted that Caltrans requires a setback of five feet from curb to property line along Minaret Road.

The proposed 1999 Specific Plan Amendment would substantially retain a number of setback requirements from the 1994 Specific Plan, including the following:

- ◆ Setbacks are proposed to be a minimum of 10 feet for buildings up to 24 feet, 20 feet for buildings up to 34 feet and 30 feet for buildings up to 54 feet along Minaret Road, Canyon Boulevard, Lake Mary Road, Main Street, Millers Siding, Forest Trail, Hillside, Lakeview, and Berner Street. Setbacks along the Specific Plan boundary would remain at 10 feet for buildings up to 34 feet and 20 feet for buildings up to 54 feet.
- ◆ Building setbacks from streets and district boundaries would be measured on a sliding scale based on land use zoning designations, building heights, and street location.
- ◆ Within the PR district, no setbacks would be required on internal side and rear lot lines. In RG and SL districts, side and rear setbacks would be a minimum of 10 feet unless adjacent to a street.
- ◆ All structures would comply with the proposed setbacks from final lot line after final rights-of-way and dedications have been made. Where Specific Plan boundaries are adjacent to U.S.F.S. lands, adjustments in the stated setbacks would be allowed with U.S.F.S. approval, to allow for the development of a ski-back trail and skier bridge.

- ◆ Within the Pedestrian Core area, adjustments of up to 10 percent in setback requirements may be allowed in order to facilitate the development of major plaza areas, pedestrian access, transit connections, and retail/commercial visibility along Minaret Road.
- ◆ Supports for bridges would not have to meet setback standards.

The proposed 1999 Specific Plan Amendment also includes the following changes to the existing setback requirements:

- ◆ The gondola support towers and the gondola building along the realigned Canyon Boulevard would not have to meet setback requirements. The gondola's front support mast may be placed within the Canyon Boulevard right-of-way if approved by the Community Development Director.
- ◆ Transit facilities, information kiosks, etc., may be allowed in setback areas with Town approval.
- ◆ Buildings along Minaret Road between Main Street and Forest Trail would be set back at least 43 feet from the centerline of the roadway.
- ◆ The following limited exceptions would be permitted:
  - For the area north of the Realigned Canyon Boulevard extending from 160 feet east of the Hillside Drive centerline to 260 feet east of the Hillside Drive centerline, setbacks from Canyon Boulevard would be reduced 50 percent for all building heights;
  - For the area west of Minaret Road, extending from 100 feet south of the existing Forest Trail centerline to 450 feet south of the centerline, setbacks from Minaret Road for all building heights over 24 feet would be 15 feet; and
  - For the area west of the realigned Berner Street, setbacks may be reduced by 50 percent for all building heights along no more than 90 feet of contiguous road frontage.
- ◆ The setback from all streets for buildings over 55 feet in height would be reduced from 75 feet to 40 feet.

### **Design Requirements**

Design Guidelines are required to be prepared by North Village property owners and to receive approval by the Town of Mammoth Lakes Planning Commission in both the 1994 Specific Plan and the 1999 Specific Plan Amendment.

~~The 1994 Specific Plan contains a number of design requirements. The proposed 1999 Specific Plan Amendment removes design requirements from the Specific Plan and incorporates all design requirements into the Design Guidelines for North Village.~~

### **Grading Requirements**

The 1994 Specific Plan would require significant grading to accomplish the pedestrian plaza, understructure parking and street circulation system objectives of the Plan. Likewise, the 1999 Specific Plan Amendment requires similar amount of grading to implement the Plan. Grading and landscaping standards are included in the 1999 Specific Plan Amendment. Also proposed with the 1999 Specific Plan Amendment is a specific export site for delivery of excess dirt of the southwest intersection of Forest Trail and Convict Drive.

## **TRANSPORTATION AND CIRCULATION**

### **1994 Specific Plan Circulation**

The 1994 Specific Plan includes a circulation element which establishes objectives, policies, and implementation standards to improve existing circulation conditions and minimize future impacts from project development, particularly in the surrounding residential areas. The circulation improvements are designed to allow continued access to and from the Main Lodge, Canyon Lodge and surrounding neighborhoods while accommodating increased traffic within the North Village area, without increasing congestion.

The goal is to have a circulation system where virtually all traffic which passes through the North Village area either merges with local traffic or intersects local traffic under controlled conditions. In addition, traffic would be reduced by the provision of the gondola for use by skiers staying in North Village facilities who would not need to drive to other MMSA base facilities. Also, development of a comprehensive Town-wide transit system, and reductions in parking supply within North Village, would be intended to minimize increased vehicular traffic on Forest Trail, Lakeview, Upper Canyon, and other surrounding predominantly residential streets, particularly during peak traffic hours.

Expansion of the public transportation system to North Village and throughout Town would be provided through the provision of additional bus stops, increased bus frequency, and extended operating hours. A transit system would be developed to meet the needs of the Town, the Specific Plan area and other resorts to reduce potential vehicle trips.

Pedestrian access and circulation would be provided through the development and year-round maintenance of a pedestrian sidewalk and walkway system connecting all developments within North Village. Development of a ski lift in the plaza core of North Village without associated parking facilities would enable North Village visitors to walk to the gondola and to enable other skiers to access the lift via the public transportation system.

### **Proposed Circulation Improvements**

The 1999 Specific Plan Amendment proposes certain changes to the circulation improvements described in the 1994 Specific Plan, based on the conceptual development plan outlined in the 1999 Specific Plan Amendment. Actual improvements may vary based on a project's design and its associated traffic study, but the improvements must meet the circulation objectives and policies of the 1999 Specific Plan Amendment (refer to Section 5.4, *Traffic and Circulation*, for additional discussion and evaluation).

The key circulation changes proposed in the 1999 Specific Plan Amendment include:

- ❖ Minaret Road: Construction of a roundabout at Forest Trail; reduction to one travel lane in each direction (instead of two) between Forest Trail and Miller's Siding; and deletion of the pedestrian bridge.
- ❖ Deletion of the 300-foot long tunnel required for Canyon Boulevard in favor of a surface street connecting Canyon Boulevard with Millers Siding; modification of bus pull-out and drop-off areas and access to structures; and addition of a possible pedestrian bridge from the public parking structure over the roadway to the gondola plaza area.
- ❖ Forest Trail: Addition of a roundabout; deletion of left-turn lanes; and addition of mitigation measures to deter cut-through traffic, if needed.
- ❖ Gondola: Modification of construction deadline.
- ❖ Transit System: Clarification of requirement for participation in Town-wide system.

- ❖ Parking: Modification of requirements for structured parking; and modified standards for determining required parking spaces.

In order to present a clear understanding of the circulation improvements, as modified by the 1999 Specific Plan Amendment, the following summary is included:

### **Minaret Road**

- ❖ Roundabout installed at Forest Trail.
- ❖ Between Forest Trail and existing Miller's Siding: one travel lane in each direction with 10 foot median area; bicycle lanes on each side; parallel parking lanes for short term parking and loading on each side; five-foot sidewalk each side within 70-foot Caltrans right-of-way; in addition to sidewalk width on-site; additional sidewalk width as required for adjacent development; and no turning movements into structures allowed.
- ❖ Main Street to existing Miller's Siding: Single or multiple travel lanes each direction as required for traffic and as approved by Caltrans; configuration dependent on development plans for adjoining sites; eighty-foot right-of-way unless otherwise approved by Caltrans and Town Engineer; bicycle lanes on each side; and signal modifications at Main Street as required for traffic flow.
- ❖ Pedestrian crossing, mid block.
- ❖ No change to the Fireside condominium entrance driveway.
- ❖ Modify driveway access into Berger's Restaurant if required.
- ❖ Combine the Alpenhof driveway with a new driveway servicing Parcel 38.
- ❖ No change to Pioneer Market parking area.
- ❖ No curbside parking, except as provided elsewhere within the Specific Plan.

### **Canyon Boulevard/Millers Siding**

- ❖ Reroute Canyon Boulevard from the Hillside Drive intersection to connect via Millers Siding to Lake Mary Road. This would require some grading and possible use of retaining walls for a portion of the road. The grade is improved for access into the Pioneer Market and at the approach to Lake Mary Road from Millers Siding. One travel lane each direction with a continuous left turn lane and widened shoulder at Lake Mary Road which would allow for left turns from

two lanes eastbound on to Lake Mary Road. Signal at the Millers Siding/Lake Mary Road intersection to be coordinated with the Minaret Road/Main Street signal.

- ❖ New roadway to have pull-out areas on each side to accommodate transit buses; separate pull-out area for miscellaneous passenger drop off; this portion is approximately on grade with the Gondola Plaza.
- ❖ Access to Pioneer Market, public parking structure at Hillside, and access to lodging sites west of roadway.
- ❖ Access to Parcel 16 to be off of Millers Siding only; eliminate Lake Mary Road access, if the traffic signal goes in.
- ❖ Stop signs at Canyon and Hillside (4-way stop), if required for traffic.
- ❖ Pedestrian bridge providing access from public parking garage over roadway to Gondola Plaza area as required for traffic.

#### **Forest Trail**

- ❖ Points of access to hotel site passenger drop off and parking structures.
- ❖ Access to Parcel 25 parking structure.
- ❖ Regrading of Hillside/Forest Trail intersection to include the elimination of south cross-gutter for a smoother turning transition and creation of a wider turning radius if required. Stop signs may be installed at upper Forest Trail and upper Hillside if traffic conflicts become evident, subject to the determination of the Public Works Director. Other mitigation measures may be installed to deter cut-through traffic on Forest Trail if studies indicate measures are necessary.
- ❖ Intersection with Berner Street to serve east-side parking structure. Stop signs or other mitigation measures implemented if studies indicate a significant cut-through traffic problem from Minaret Road.
- ❖ No right turn from Berner Street to Forest Trail, if required as a mitigation measure (possible physical barrier).

#### **Berner Street**

- ❖ Abandonment of upper (west-most) portion.

- ❖ Connection to Forest Trail.
- ❖ Points of access to parking structures under the plaza and lodge/hotel sites.
- ❖ Access to existing uses.
- ❖ Access to Parcel 28b.

### **Spring Lane**

- ❖ To be abandoned.

### **Construction and Opening of Gondola**

The 1994 Specific Plan provides for a high speed gondola lift to be constructed in the plaza area of North Village, with a capacity of up to 3,000 people per hour.

The proposed 1999 Specific Plan Amendment retains this facility and states a more specific deadline for completion of construction: the gondola must be completed and operating by December 1st following occupancy of the first new hotel or resort condominium in the Pedestrian Core.

### **Participation in Transit System**

The 1994 Specific Plan acknowledges the need for a Town-wide, year-round transit system to reduce vehicle use and required the participation of developments within the Specific Plan area. The proposed 1999 Specific Plan Amendment provides that developments within the Specific Plan area shall participate on a Town-wide fair share basis, along with all other existing and future developments to fund a Town-wide transit system.

### **Parking**

The 1999 Specific Plan Amendment proposes modifications to the parking standards required under the 1994 Specific Plan from 0.8 spaces per lodging room to 1 to 1.75 spaces per unit, from 2.4 spaces per 1,000 square feet of retail and 11.2 spaces per 1,000 square feet of restaurant to an aggregated standard of 3.5 spaces per 1,000 square feet for either retail or restaurant, and other reductions for ancillary land uses. The proposed parking is predominantly in structured parking facilities as well as free-standing parking structures at the Community Center site and the southeast corner of Hillside Drive and Canyon Boulevard (per the proposed Land Use Matrix, the structures are permitted at these locations but not required). The following

encompasses the parking program, including the 1994 Specific Plan and 1999 Specific Plan Amendment:

- ❖ Off-street parking facilities would be provided for all development within North Village.
- ❖ All off-street parking would be structured except for residential visitor parking and designated passenger and freight loading areas, short-term parking, delivery parking and affordable housing parking.
- ❖ Parking for affordable housing may be unstructured surface lots.
- ❖ Due to the intended pedestrian orientation, the number of parking spaces required would be reduced from the number required by the Municipal Code. The rationale for this reduction is the land use type and that the patrons of the on-site accommodations will also be patronizing commercial operations in North Village and would be arriving by other transportation rather than by private car. An additional reduction in parking requirements would be allocated for projected transit use to result in the following standards:
  - ◆ Single-family parking rate: 3 spaces per unit, 1 must be enclosed, 1 must be unenclosed, unenclosed spaces must be minimum 10' x 20'. Providing the driveway is at least 20 feet long and 10 feet wide, the driveway may be used to meet requirements for unenclosed parking. This standard would also apply to multi-family and multi-family transient projects with private garages (no common garages).
  - ◆ Multi-family and multi-family-transient without lobby parking rate: this category would include townhome and stacked condominium units with common parking facilities. Parking rates would be:

Studio/1 bedroom	1 space/unit
2 bedrooms	1.5 spaces/unit
3 bedrooms	2 spaces/unit
4+ bedrooms	2.5 spaces/unit

All required parking would be included in these ratios, providing 10 percent of the spaces are accessible for guests. A maximum of 1 space/unit may be assigned parking.

- ◆ Multi-family transient with lobby, restaurant, meeting or other amenities, parking rate: This category would include resort condominiums, but would not include hotels. Rates would be:

1 bedroom	1 space/unit
1 bedroom with lockoff	1.5 spaces/unit
2 bedrooms	1 space/unit
2 bedroom with lockoff	1.75 spaces/unit
3 bedrooms	1.5 spaces/unit

General criteria: 0.5 spaces/bedroom, no less than 1 space per key

These rates would apply to initial resort-condominiums built within the Pedestrian Core and may be adjusted upward or downward for future projects. If the above initial rates, when applied to a proposed unit mix, would result in a blended parking ratio which is less than 1.05 per key, the minimum parking for the project shall be 1.05/key. Any adjustment must be based upon a minimum of two years of survey data at previously built resort condominiums within the master planned areas. Survey data would be compiled per a Resort Condominium Parking Monitoring Program as approved by the Planning Commission. In the event the initial parking rates prove inadequate based on the survey data, mitigation measures would be required per the monitoring program. If additional parking spaces becomes a required mitigation measure, in no event would the parking ratios established for future projects exceed the rates established in the 1994 Specific Plan. All required parking is included in these ratios, providing 10 percent of the spaces are accessible for guests.

- ◆ Hotel parking: Parking ratio would be 0.9 spaces per key. This ratio includes food, beverage (F&B) and ancillary retail space within the hotel, providing there is no exterior signage for the F&B or retail and provided that short-term/check-in parking is provided at the rate of 1 space per 20 keys. The short-term/check-in parking may be uncovered surface parking.

If exterior signage is provided for the hotel's F&B or retail, additional parking shall be provided at the Specific Plan retail parking rate.

The above standards may be reduced by the Community Development Director based on:

- Project size
  - A parking monitoring and mitigation program
  - Valet parking
  - Guest arrival and departure modes
  - Level of services provided (shuttle buses, etc.)
  - Other parking controls, hotel characteristics or relevant factors
- ◆ Retail/restaurant/commercial parking: 3.5 spaces per 1,000 square of gross leasable commercial area, excluding toilet rooms and mechanical rooms. Remote storage rooms would not be included as leasable areas for purposes of calculating parking. Administrative, maintenance and other areas required for operation of the resort-condominiums and village functions would not be included as leasable area when calculating parking. This ratio would be applicable for the following uses:
- Bank, financial
  - Barber or beauty shop
  - Food store
  - Furniture/furnishings store
  - Nightclub/dancing
  - Professional, business or administrative office (except as provided above)
  - Real estate office
  - Recreation, amusement
  - All restaurants, including fast-food and specialty foods
- ◆ Destination Recreation and major conference center: A project specific ratio would be determined based on projected need. Parking for conference space within a lodging building that is primarily for use by guests of lodging within the master plan area would be included within the residential parking ratios.
- ◆ Employee housing:
- |                  |                  |
|------------------|------------------|
| dorm units       | 0.5 space/unit   |
| 1 bedroom/studio | 1.0 space/unit   |
| 2 and 3 bedrooms | 1.75 spaces/unit |

guest parking 1 space per 4 units, 2 spaces/  
project minimum  
Tandem parking: Up to 25 percent of spaces may be  
tandem providing the use of tandem  
spaces is managed

- ◆ Theaters: Parking would be provided at the rate of 1 space per 8 seats.
- ◆ Compact Stalls: If structural constraints within a structured parking garage create areas where full-sized parking stalls would result in a highly inefficient layout, compact stalls may be permitted, provided that no more than 5 percent of the total stalls are compact. Compact stall width should be no less than 7 feet 6 inches wide by 15 feet long.

### **Traffic Management and Signing**

The 1994 Specific Plan provides that prior to construction of each phase of development, a traffic management and signing program shall be designed with the intent of minimizing congestion on public streets within North Village by directing traffic to appropriate streets and parking facilities. The proposed 1999 Specific Plan Amendment makes no changes to these requirements.

### **HOUSING**

The primary goals of the 1999 Specific Plan Amendment involve the development of facilities directed toward transient or visitor occupancy. However, the 1994 Specific Plan recognizes that development of the Specific Plan area would result in an increase in service-related employment opportunities and, consequently, in the need for low to moderate priced living accommodations. The 1994 Specific Plan estimates that a total of 1,495 employees would be generated by the uses proposed for development within North Village, and that two-thirds of these employees could be in the low to moderate income category. The 1994 Specific Plan further states a policy that developers construct or make available a number of affordable housing units to meet the demand created by low to moderate income full-time equivalent employees and to locate those housing units within North Village. An exception would be permitted if existing transient units are purchased and restricted by deed restriction to affordable levels.

The proposed 1999 Specific Plan Amendment includes a detailed Employee Housing Mitigation Policy, which would replace housing standards included in the 1994 Specific Plan. This Policy would provide affordable housing with a number of equivalent housing units equal to the cumulative total of the full time employees (FTE)

multiplied by 58.5 percent. The Policy requires that a minimum of 50 percent of the employee housing units be located within the Town's Resort Zones, or in the North Village Specific Plan area and 100 percent within zones not designated Residential Multiple Family 1.

## **PUBLIC FACILITIES**

### **Water Supply**

The North Village Specific Plan area is included within the service area of the Mammoth Community Water District (MCWD), which currently maintains distribution and service lines in the project area. MCWD obtains water from Lake Mary and from groundwater wells. The existing water distribution system in the Specific Plan Area is served via a 12 inch main along Lake Mary Road to distribution lines along Millers Siding and Minaret Roads. Although the MCWD possesses sufficient capacity to accommodate the North Village Project, some existing lines within the Specific Plan Area are not sufficient to serve the proposed development. As provided in the 1994 Specific Plan, the issuance of building permits would be dependent upon MCWD approval based upon the existence of available water supply, as opposed to known resources. A number of the existing lines would ultimately be abandoned while others may continue to be used as small service connections to existing buildings. Determinations would be made during actual water system design as to which lines would be abandoned or would remain in use. The 1994 Specific Plan acknowledges that, for the most part, a new water distribution system would be constructed to service the Specific Plan area.

The 1999 Specific Plan Amendment does not propose substantial changes to the provisions of the 1994 Specific Plan relating to water supply.

### **Sewage Disposal**

As with water supply, the North Village Specific Plan area lies within the service boundaries of the MCWD. The MCWD operates a 5.0 mgd (million gallons a day) capacity secondary level sewage treatment plant east of the Mammoth Lakes community and provides adequate capacity for peak populations for complete Town build-out, as projected in the Town of Mammoth Lakes General Plan. The MCWD has indicated the ability to extend full service to the project site, however existing sewer lines within the project area do not have adequate reserve capacity to accommodate future flows resulting from project development.

The 1999 Specific Plan Amendment includes minor changes to the location of utility lines and provides that the capacity of all lines within the project area must be verified when detailed project development information is available. Final design decisions

including re-routing options and increased size line replacements would be made in conjunction with MCWD.

The 1999 Specific Plan Amendment does not propose substantial changes to the provisions of the 1994 Specific Plan relating to sewage disposal.

### **Drainage**

The 1994 Specific Plan provides that the drainage plan for North Village would be designed according to the Town of Mammoth Lakes Storm Drainage Master Plan. The Storm Drainage Master Plan calls for the installation of an additional 54-inch diameter pipe parallel to the existing drainage pipe in Canyon Boulevard and Berner Street to provide sufficient capacity for anticipated flows resulting from full development of the Specific Plan area. The 1999 Specific Plan Amendment provides for alternate storm drain designs which meet the intent and requirements of the Storm Drainage Master Plan and rerouting to accommodate the changes resulting from the Canyon Boulevard/Millers Siding realignment

The 1999 Specific Plan Amendment also recognizes that the Berner Street vacation would cause the portion of the storm drain east of Minaret Road to be re-routed in a new utility corridor. The re-routed line may be single line of sufficient capacity to carry the flow of the existing line and the proposed line. This single line would connect to the existing 54-inch drain in Berner Street at the eastern end of the Specific Plan area. One other major improvement in the Specific Plan area called for by the Storm Drainage Master Plan is a new 48-inch line from the intersection of Minaret and Forest Trail to the new Berner Street storm drain. Currently a 42-inch line crosses Minaret Road and empties to an open channel on the south side of Forest Trail, which drains easterly across the Specific Plan area towards Berner Street. The 1999 Specific Plan Amendment describes that the proposed re-routing of Berner Street would provide a new road easement in which the storm drainage facilities may be constructed.

### **Snow Removal**

The 1994 Specific Plan recognizes that an increase in paved areas due to street improvements and the development of the pedestrian plaza would result in greater snow removal requirements. Snow removal on privately maintained areas, such as the plaza, project sidewalks, and private roads would be conducted by the property owners association. Snow removal on State or Town roads would still be the responsibility of the respective agency or the maintenance district. Snow removal equipment would have access throughout major plaza areas. Snow from the primary pedestrian areas may be hauled off site and deposited in a suitable location to reduce on-site snow storage areas. Facilities adjacent or peripheral to the plaza area may opt for similar immediate removal or provide adequate on-site snow storage space. Each

development project shall be required to submit a Snow Removal and Storage Plan as part of final project review and approval by the Town of Mammoth Lakes.

The 1999 Specific Plan Amendment does not propose substantial changes to the procedure for snow removal set forth in the 1994 Specific Plan.

### 3.4 PROJECT OBJECTIVES

The objective of the 1994 North Village Specific Plan is to create a set of land use designations and development standards which would facilitate the development (or renovation) of "North Village" as a concentrated, pedestrian-oriented activity center with restricted vehicular access. The North Village development would be oriented toward year-round uses and visitor activity, to strengthen the existing winter visitor market and to improve Mammoth's attractiveness to spring, summer, and fall resort visitors. Unification of development throughout the Specific Plan area through the establishment of architectural and landscaping guidelines would strengthen North Village's image as a resort activity node in Mammoth Lakes. The proposed 1999 Specific Plan Amendment does not modify the basic objectives of the 1994 Specific Plan.

The conceptual development plan focuses on the creation of visitor services and attractions, while emphasizing pedestrian access and mobility. Parcels developed for non-lodging purposes would be oriented toward visitor commercial uses. Development densities and standards and the mix of permitted/conditional uses within each land use district would result in a variety of hotel, commercial, and residential uses.

Development within all areas of North Village is intended to enhance the pedestrian experience. Designs and site plans shall achieve the following development objectives.

- ❖ Small Town Appearance. Buildings should be grouped to create a village-like atmosphere that provides a "small town" ambiance.
- ❖ Sense of Discovery. Provide multiple walking routes that intrigue and invite.
- ❖ Orientation to Views. Preserve views between and over buildings, across the valley, to Mammoth Mountain, to the Sherwin Mountains.

- ❖ Maximize Sunlight. Preserve sunlight in major pedestrian areas for much of the day; allow public plazas and shopping lanes to receive sunlight throughout the year for safety, snow removal and warmth.
- ❖ Provide Varied Seating. Create many ways to sit, rest, people-watch, relax.
- ❖ Create Special Places, Features. Emphasize special buildings or places, such as the Gondola building, the pond, hotel entrances, the Gondola plaza, and others.
- ❖ Encourage Visual Variety. Allow colorful signs, banners, lights, interesting storefronts, individuality and attention focused at the pedestrian level.
- ❖ Maintain Landscape Context. Preserve as much of the existing landscape as feasible; new landscaping should be appropriate to the local setting.
- ❖ Enhance the Gateway Experience. Acknowledge Minaret Road as the spine of the North Village. From Minaret, the visitor can sense the life and vitality of North Village and experience the road as the gateway to Mammoth Mountain.

Within the Pedestrian Core, designs and site plans shall achieve the following objectives, in addition to the above:

- ❖ Develop Varied Public Spaces. To accommodate a range of seasonal events, cultural and recreational programs.
- ❖ Encourage Street Level Activity. Provide shops at road level on either side of Minaret Road; bring pedestrian activity and human scale to the street. Allow views of storefronts and plaza areas.
- ❖ Preserve Views. Allow gaps between shops permitting views of trees, landscape, and of inner pedestrian spaces. Maintain views from Minaret Road edges to the south.
- ❖ Facilitate Easy Pedestrian Access. Provide for safe and continuous pedestrian movements utilizing the skier bridge over Forest Trail, pedestrian crossing(s) mid-block on Minaret Road, and pedestrian crossings at the Minaret Road and Forest Trail intersection. Public places on each side of Minaret Road would be connected by sidewalks,

and paths for continuous pedestrian circulation within the Pedestrian Core and throughout North Village. These walks and pathways, along with the bicycle lanes on Minaret Road, would connect to the community-wide trail and bikeway systems. Bus drop off zones at the base of the gondola and along Minaret Road would be provided.

- ❖ Create an Appropriate Building Scale. Create mixed-use buildings to define the edges of the plazas and in scale with the public spaces. Each building should have an individual design personality and should create the scale and life appropriate to a small town.
- ❖ Locate Higher Density at Edges of the Pedestrian Core. Allow larger scale lodges, resort condominiums, timeshare projects and hotels at the outer edges of the Pedestrian Core, set in larger spaces, and in proximity to larger and more dense tree groupings to create a village atmosphere.
- ❖ Organize Spaces Around Focal Points. Feature the gondola building and pond on the west side and the pedestrian plazas on the east. Each is to have distinctive architectural elements, such as towers, to convey their importance as major public destinations.
- ❖ Develop Distinctive Character in Public Spaces. Provide distinct differences in the plazas so that the visitor, while walking, would continually discover places varying in size, character and environment.
  - ◆ West Side: The pedestrian plaza would be higher than Minaret Road, yet connected to the road by landscaped stairs and large, sloped and stepped terraces and storefronts. The gondola plaza would be sized to accommodate the peak volumes of people using the gondola and have the capacity for large cultural events and shows. Perimeter terraces would border the plaza providing places for sitting and outdoor dining, as well as planters featuring seasonal landscapes. The mountain pond would add a contrasting landscape environment and a relaxed recreation destination. The shopping lane would connect to the pedestrian walk along Minaret Road and to the skier bridge over Forest Trail. The skier bridge would provide direct access to the ski back trail linking North Village to existing ski area facilities.
  - ◆ East Side: The plaza would be virtually level with Minaret Road so shops and people activities would have greater visibility from the road than those on the west. Large trees would be preserved at grade as feasible. The east side plaza extends alongside

Minaret Road to the south, past the Alpenhof, to a mixed-use complex on Lot 38, which, because of the views would be an exciting southern terminus to the Pedestrian Core.

The proposed 1999 Specific Plan Amendment retains substantially the same land use and circulation policies and objectives contained in the 1994 Specific Plan. Appendix 16.11 provides a detailed listing of these policies and objectives as set forth in the proposed 1999 Specific Plan Amendment.

Development in Mammoth Lakes is regulated by the Town of Mammoth Lakes General Plan. Adopted in 1987, the General Plan contains the State-mandated elements which govern all development on private property, including residential, commercial, and industrial uses.

Each element is described in terms of objectives and policies. "Objectives" are broad statements of a desired result, while "policies" define measures that can be followed to achieve the objectives. Actual implementation of the General Plan objectives and policies can be accomplished via several avenues; the most common of these being the regulations set forth in the Town zoning regulations. The Town of Mammoth Lakes General Plan identifies several broad goals that are reinforced by the objectives and policies of each of the General Plan elements. These general goals set the overall tone for development and land use in Mammoth Lakes.

The purpose of the 1994 Specific Plan is to provide a more refined description of land uses and development policies, which, while conforming to the overall development goals established in the General Plan, are oriented toward the ultimate goal of establishing North Village as a center for year-round resort activity. The proposed 1999 Specific Plan Amendment is comprised of the same elements identified in the Town General Plan. Objectives, policies, and implementation standards presented in the existing Specific Plan are oriented toward increased visitor uses and services and reflect the overall goals and policies established in the General Plan. The proposed 1999 Specific Plan Amendment does not modify the General Plan goals and policies set forth in the 1994 Specific Plan.

- ❖ "To provide for community development that is consistent with the community's general health, safety, and welfare."
- ❖ "To preserve and maintain the unique natural setting and mountain resort character of Mammoth Lakes while accommodating changing community needs and conditions."
- ❖ "To preserve and maintain the natural environment and wildlife of the area."

- ❖ "To provide opportunities for economic growth and diversification."
- ❖ "To provide a wide range of housing, employment, and community facilities for the Town."
- ❖ "To provide a land use plan and policies that provide suitable types and intensities of land use."
- ❖ "To establish conservation and development policies for the wise management of the Town's resources."
- ❖ "To establish transportation policies that will promote the development of a comprehensive transportation system for the community."
- ❖ "To establish policies for the development of public services and facilities in accordance with the community's need and the Town's resources to provide for those needs."

### 3.5 PHASING

Individual improvements and continued buildout of North Village would occur in incremental phases over time based in part upon infrastructure improvements and other planning considerations. The exact details of each development would be evaluated by the Town of Mammoth Lakes on a project-by-project basis.

### 3.6 AGREEMENTS, PERMITS AND APPROVALS

The Town of Mammoth Lakes is the lead agency for the project and has discretionary authority over the primary project proposal which includes the following:

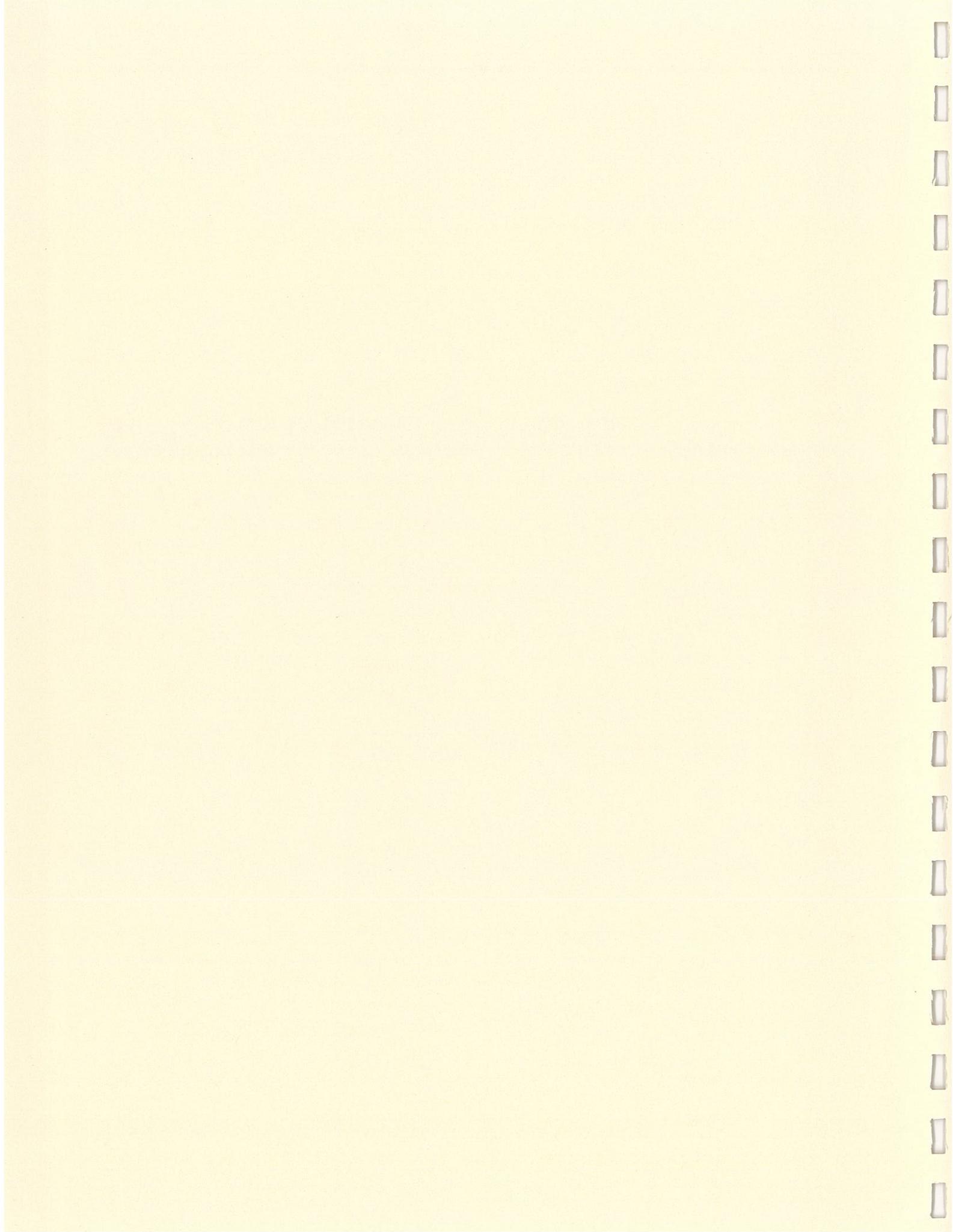
- ◆ Specific Plan Amendment
- ◆ Zoning Code Amendment
- ◆ Use Permit
- ◆ Tract Map
- ◆ Design Review
- ◆ Grading Permit
- ◆ Building Permit

In addition, the approvals would be required from other agencies:

- ◆ Mammoth Community Water District
- ◆ Great Basin Valley Unified Air Pollution Control District
- ◆ Lahontan Regional Water Quality Control Board
- ◆ Caltrans
- ◆ U.S. Forest Service
- ◆ California Department of Forestry
- ◆ Mammoth Lakes Fire Protection District
- ◆ State Water Resources Control Board

## **4.0 BASIS FOR CUMULATIVE ANALYSIS**

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## 4.0 BASIS FOR CUMULATIVE ANALYSIS

Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines, as amended, provides the following definition of cumulative impacts: "Cumulative impacts refers to two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Pursuant to Section 15130(a) of the aforementioned Guidelines, "An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in Section 15065(c)." The Initial Study Checklist provided as part of Appendix 16.1 indicates that the proposed project may yield potentially significant cumulative effects. As a result, Section 5.0 of this Environmental Impact Report (EIR) provides a cumulative impact assessment for each applicable environmental issue, and does so to a degree which reflects each impact's severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Such effects can be internal to, and confined solely to, a proposed project itself, or also be attributable to other external projects, producing related or cumulative effects. Per State CEQA Guidelines Section 15130, the discussion shall be guided by the standards of practicality and reasonableness. The following elements are necessary in an adequate discussion of cumulative impacts:

1. Either:
  - a. A list of relevant past, present and probable future projects producing related or cumulative impacts, if necessary, including those projects outside the control of the Agency, or
  - b. A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact;
2. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available;
3. A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable feasible options for mitigation or avoiding the project's contribution to any significant cumulative effects; and

4. With some projects, the feasible mitigation for cumulative impacts may involve the adoption of ordinance or regulations rather than the imposition of conditions on a project-by-project basis.

Table 4-1, *Cumulative Projects List*, identifies related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. Information integral to the identification process was obtained from the Town of Mammoth Lakes and a review of several secondary data sources. The resulting related projects include primarily only those determined to be at least indirectly capable of interacting with the projects. Table 4-1, summarizes the related projects according to location and use.

It should be noted that quantification of cumulative impacts is difficult and often times requires speculative estimates of impacts including, but not limited to, the following: the geographic diversity of impacts in the area (impacts of future development may affect different areas); variations in time of impacts (many of the project's future impacts, especially the short-term construction related impacts, would occur at different times, and would be reduced or removed before other short-term impacts occurred); complete data is not available for all future development; and data for future development may change during subsequent approvals. However, every attempt has been made to provide a qualitative judgement regarding the combined effects of, and relationship between, the different land uses.

Projects which have been considered in the cumulative impact analysis in Section 5.0 of this EIR are briefly described in Table 4-1.

**Table 4-1  
CUMULATIVE PROJECTS LIST**

Year*	Project	Size
2000	Snowcreek, Phases 11 and 12	36 condominium units
	Snowcreek Area 6	90 +/- condominium units
	Intrawest - Eagle Run	43 condominium units
	Intrawest - Employee Housing at Sierra Star	35 units
	Intrawest - Sierra Star Fairway 3	46 condominium units
	Intrawest - Sierra Star Fairway 16	47 condominium units
	General Commercial	25,000 square feet
	Airport Runway/Terminal Expansion	
	Juniper Base Lodge	30,000 square feet
2001	Snowcreek Phases 13 and 14	36 condominium units
	Snowcreek Ski Area Development Phase 1	Begin run development
	Airport	125 condominium/hotel units
	Intrawest - Deer Creek	50 condominium units
	Intrawest - Bear Lake Lodge	70 condominium units
	Shady Rest Affordable Housing	120 units
	General Commercial	25,000 square feet
	College Expansion	
2002	Snowcreek Hotel Development	250 rooms
	Snowcreek Area 9	50 condominium units
	Snowcreek Village Development	50,000 square feet of commercial
	Snowcreek Employee Housing	50 units
	Airport	125 condominium/hotel units
	Intrawest - Golf Clubhouse	6,000 square feet
	Intrawest - Sierra Star Lakeside	222 condominium units

**Basis for Cumulative Analysis**

**Table 4-1**  
**CUMULATIVE PROJECTS LIST**  
(continued)

Year*	Project	Size
	Intrawest - Sierra Star Fairway 4	30 townhomes
	Intrawest - Sierra Star Employee Housing	100 units
	Shady Rest Affordable Housing	52 units
	General Commercial	25,000 square feet
	Middle School Expansion	
	College Expansion	
	Police/Fire Station	
	Gondola Village	320 condominium units and 60,000 square feet of commercial
2003	Snowcreek Village Development	20,000 square feet of commercial
	Intrawest - Sierra Star Hotel	250 rooms
	Intrawest - Retail at Sierra Star Hotel	18,000 square feet
	Intrawest - Sierra Star Lakeside	144 condominium units
	Intrawest - Sierra Star Fairway 5	84 condominium units
	Intrawest - Sierra Star Employee Housing	50 units
	General Commercial	25,000 square feet
	Gondola Village	169 condominium/hotel units

Source: Town of Mammoth Lakes, December 1999.

\*Completed and ready for occupancy