

The 2021 Parcel Master Plan

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I. EXECUTIVE SUMMARY

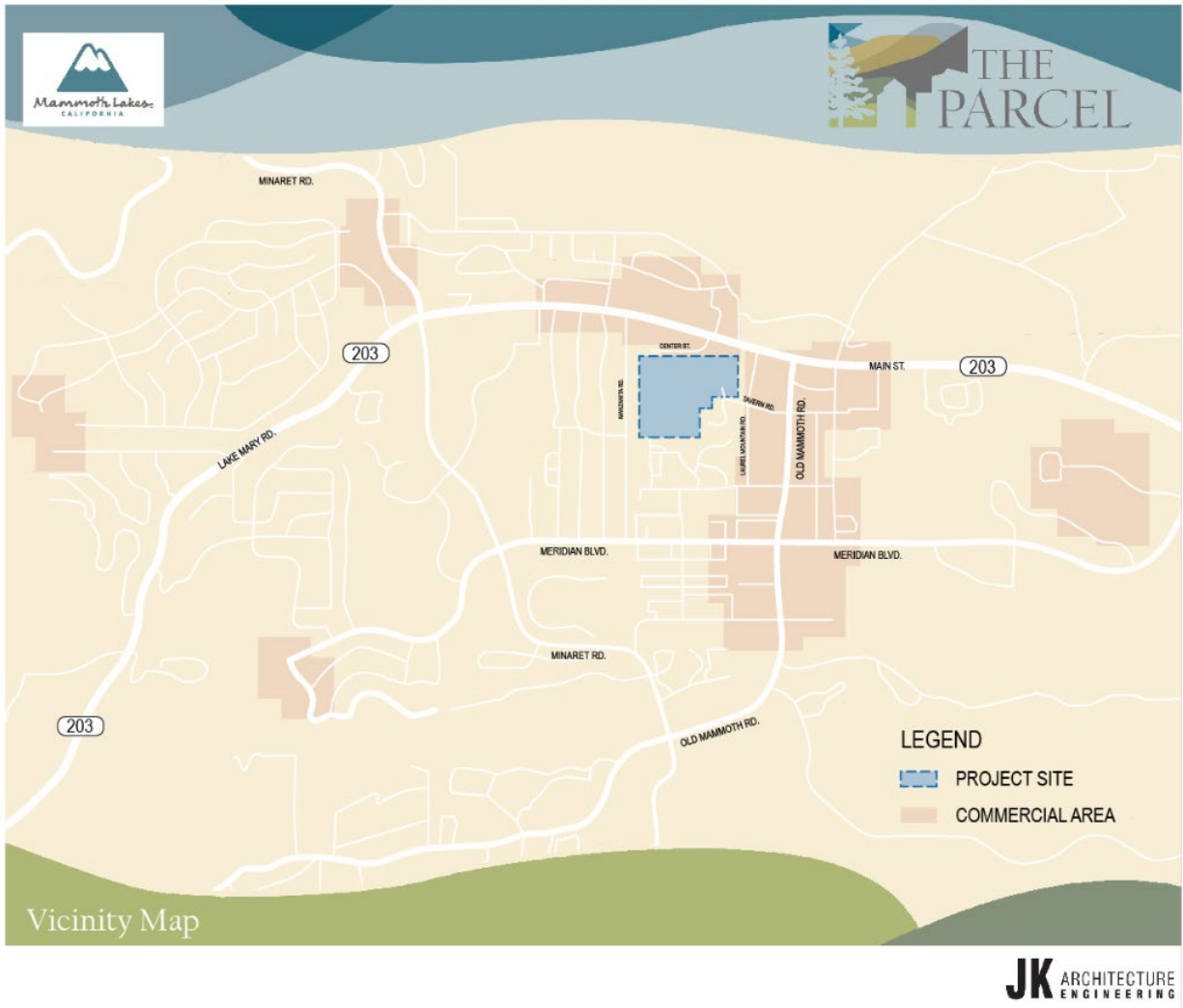


Figure 1: Vicinity Map

The Parcel Master Plan (“Master Plan”) was approved by the Town Council on January 6, 2021 and updates and replaces the 1991 Shady Rest Master Plan. This Master Plan builds on the principles, recommendations, and strategies detailed in the 2019 Final Conceptual Land Use Plan (“The Preferred Plan”) and provides site specific zoning and detailed regulatory guidance for The Parcel. This Master Plan includes specific development standards regulating land use; architectural design standards including building mass and articulation, roofs, materials, colors and height; development site standards including density, lot coverage, setbacks, open space and snow storage; parking requirements; signage; infrastructure including utilities, solid waste and stormwater; and circulation and mobility including sidewalks and pathways, the street network, and transit facilities. These standards are intended to be prescriptive in nature to allow for phased development proposals to be submitted to the Town through the Major Design Review process pursuant to Town of Mammoth Lakes Municipal Code Section 17.88. Future amendments to this Master Plan are anticipated to accommodate changes to the affordable housing financing landscape; unique development proposals; and new ideas, approaches, and strategies as build-out

progresses. Such amendments shall follow the process requirements outlined in the “Amendments” section on page 28.

In areas where this Master Plan is silent as to a specific development standard found in the Municipal Code, the standards for the underlying zone district (RMF-1) shall apply. The maximum allowable density as set forth in this Master Plan is based upon the gross allowable density for the site under the General Plan HDR-1 land use designation and RMF-1 zone district standards (12 units/acre for a total of 300 units) plus additional density allotted through the Town of Mammoth Lakes General Plan Policy L.2.D, and Zoning Code Chapter 17.140 which allow up to 24 units per acre if the development is restricted for workforce housing. Approval of this Master Plan includes approval of a Use Permit pursuant to Sections 17.68.050 and 17.138.060 to allow for a net project density of up to 580 affordable workforce housing units.

A. Introduction

The Shady Rest Master Plan was adopted in 1991 and was the result of a land exchange between the United States Forest Service and a private developer that had an affordable housing mitigation requirement for the Trails subdivision.

The 1991 Shady Rest Master Plan allows up to 172 units on the approximately 25-acre site currently referred to as The Parcel, with a mix of 120 low and very low income and 52 moderate income units (i.e., up to 120% AMI). An Affordable Housing Overlay Zone was placed on The Parcel as a part of the Forest Service for the land exchange, which limits allowable development on the Parcel to housing that is affordable to moderate income households and below (up to 120% AMI) (Municipal Code Section 17.32.020). The 2007 General Plan identifies The Parcel as “intended primarily for workforce housing.”

Since adoption of the 2007 General Plan, various conceptual plans have been prepared for The Parcel. These include:

- The Shady Rest Site Development Concept as part of the Downtown Neighborhood District Plan (Town of Mammoth Lakes, 2010).
- Hart Howerton Concept (Mammoth Mountain Ski Area, 2016); and
- Dahlin Concept Plan (Mammoth Lakes Housing, Inc., 2016).

None of these previous conceptual plans resulted in an amendment to the 1991 Shady Rest Master Plan.

In 2018, in accordance with the recommendations of the [2017 Community Housing Action Plan](#), the Town of Mammoth Lakes purchased The Parcel and initiated a Conceptual Land Use Planning process for the site known as “**Plan The Parcel**”. During the Conceptual Land Use Planning process, the Town performed robust community engagement through several outlets, such as social media, online surveys for design concepts, public interest interviews, information tables at local events, local organization meetings, monthly updates at public meetings, community meetings, and a multi-day design workshop.

Table 1: 2019 “Plan The Parcel” Conceptual Land Use Plan Public Engagement Opportunities	
Joint Town Council and Planning and Economic Development Commission Workshops	• Workshop 1: June 26, 2019 • Workshop 2: October 9, 2019 • Workshop 3: December 11, 2019
Multi-Day Design Workshop	• August 20 – 23, 2019 • Presentations on Facebook live
Community Meetings	• Spanish Community Meeting 1: August 11, 2019 • Spanish Community Meeting 2: August 17, 2019
Monthly Updates at Public Meetings	• Town Council • Mammoth Lakes Housing, Inc. Board • Planning and Economic Development Commission
Local Organization Meetings	• Rotary: July 25, 2019 • Mammoth Voices: August 1, 2019 • Contractors Association: September 12, 2019
Information Tables at Local Events	• Mammoth Creek Park: July 4, 2019 • Men’s Softball League: July 22, 2019 • Village Fest: July 26, 2019 • Firefighter’s Foundation Picnic: July 28, 2019
Public Interest Interviews	• Interviews Day 1: May 7, 2019 • Interviews Day 2: May 8, 2019
Engage Mammoth Lakes (online)	• Survey 1 (Conceptual Land Use Planning): June 2019 • Survey 2 (Development Objectives): August 2019 • Map Your Comments: August 2019 • Survey 3 (Design Ideas for Housing at The Parcel): August 2019 • Survey 4 (Design Alternatives): September 2019 • Survey 5 (Preferred Plan): November/December 2019
Social Media	• Facebook • Twitter • Instagram

The Preferred Conceptual Land Use Plan for The Parcel was accepted by Town Council in December 2019 (“The Preferred Plan”) and includes an Action Table that lists critical actions for

the successful development of The Parcel. In accordance with the Action Table, the Town is in the process of engaging a development partner to develop The Parcel in multiple phases as quickly and efficiently as funding availability and restrictions allow.

Once a developer is selected, the Town will enter into a Disposition and Development Agreement (DDA). This DDA will outline the intent and obligation of both parties to work toward development of The Parcel with up to 580 affordable residential units restricted to individuals and families working in the region. The DDA references this Master Plan as the governing planning document to regulate development on The Parcel site.

B. Role of the Master Plan

The purpose of a Master Plan is to “allow for flexibility in the application of Zoning Code standards to proposed development. A master plan is a set of specific development criteria tailored to an individual property or group of properties that constitutes site specific zoning for the subject properties” (Municipal Code Section 17.120.010).

This Master Plan is consistent with the Town of Mammoth Lakes General Plan and other applicable Town-wide plans, policies and standards, including the Preferred Plan. Any deviations from the recommendations of the Preferred Plan have been found by Staff to be necessary based on financing availability, construction feasibility, or other development considerations, and have been vetted through the master planning review process.

This Master Plan updates and replaces the 1991 Shady Rest Master Plan and provides site specific zoning and development standards for the Parcel site. These regulatory standards are intended to achieve the Preferred Plan’s Guiding Principles and Development Objectives. The complete Guiding Principles and Development Objectives from The Preferred Plan are included as Attachment A. In addition to the development standards included herein, development within the Parcel will be subject to the Town’s Design Review process to ensure that development is consistent with the Town’s adopted Design Guidelines, and certain uses will require approval of a Use Permit. In addition, all development parcels and associated infrastructure including but not limited to streets, sidewalks and utilities shall meet all applicable Public Works standards, conformance with which shall be required prior to conveyance of any parcels to the developer and verified through the building permit process.

The primary purpose of the standards included in this Master Plan is to achieve the Preferred Plan’s Principles and Objectives, with an understanding that considerations for construction and financing feasibility may require modifications, and other new ideas and approaches may be needed throughout the build out process. Therefore, this Master Plan sets forth the specific development parameters for The Parcel while providing flexibility to accommodate unique development phasing needs and changes to the affordable housing development landscape over time.

Development of The Parcel will be also dictated by the unique parameters of the public and private financing available for affordable housing. The Development Area Plan included in this Master Plan (Figure 2) was developed with this in mind and allows for a phased approach to development. However, the final financing plan for each phase may require changes to the number of units and thus, overall size of each Development Area (or phase), not to exceed a project total

of 580 units.

C. Planning Area Overview

The Parcel (formerly known as the Shady Rest Tract) is a 25-acre undeveloped site located in Mammoth Lakes at the west end of Tavern Road, between Manzanita Road, Center Street, and Laurel Mountain Road. The Parcel has long been zoned to fulfill a significant portion of the existing affordable housing need in Mammoth Lakes. It is located near to services, employment opportunities, recreation and existing neighborhoods.



Figure 2: Planning Area Existing Conditions from the Preferred Conceptual Land Use Plan

D. Public Engagement

As part of the community outreach for the 2021 Parcel Master Plan, a virtual public meeting was held (due to the Covid-19 pandemic) on October 13, 2020 to provide an update on The Parcel development process and proposed Master Plan. A draft of the Master Plan was posted for public review from October 26 to November 10, 2020 with a short survey and request for public feedback. Following the public review period, a public workshop with community leadership from PEDC and Town Council was held on November 10, 2020 to receive additional feedback on the draft Master Plan and associated entitlements. The final draft of the Master Plan, which incorporates comments received by the public, PEDC and Town Council, was brought to PEDC for a public hearing and recommendation to Town Council on December 9, 2020.

The Town also maintained an email distribution list and webpage for The Parcel, which included materials in both English and Spanish. Informational cards, surveys, and social media posts were also provided in both English and Spanish. **Attachment B** contains documentation from public engagement activities and events.

II. MASTER PLAN DEVELOPMENT STANDARDS

A. ALLOWABLE LAND USES

The Parcel will be developed as a mixed-use residential neighborhood consisting mainly of attached multi-family affordable housing. The Preferred Plan Development Objectives also call for provision of supportive uses such as daycare facilities and community gathering spaces as well as other amenities such as parks and playgrounds. This section specifies which land uses are allowed on the Parcel. Additional uses not included in the Preferred Plan (i.e., small-scale commercial uses, mobile businesses, and home occupations) are allowed in certain phases subject to Use Permit approval in order to accommodate potential changes in the needs of residents as each Development Area is developed.

Development Area 1, as shown in **Figure 5**, is intended to provide a total of 81 units (80 affordable housing units and one manager unit) in two buildings and includes space for a Daycare Facility and Community Center as well as a Public Park. Additional non-residential uses listed in Section 2 below shall be permitted only in Development Areas 1, 2 and 3 and shall require approval of a Use Permit.

1. Permitted Land Uses.

The following uses are permitted within The Parcel Master Plan area and do not require approval of a Use Permit or other discretionary application:

- Attached Multi-Family Residential
- Detached Single Family Dwellings
- Supportive Housing
- Day Care Facilities
- Public Parks and Playgrounds
- Public Recreational and Cultural Facilities
- Community Assembly

- Open Space
- Home Occupations
- Accessory uses and structures incidental to permitted uses
- Temporary uses as prescribed in [Municipal Code Chapter 17.56](#)

2. Uses Requiring Use Permit Approval.

The following non-residential uses are permitted in Development Areas 1, 2 and 3 subject to approval of a Use Permit:

- Neighborhood oriented commercial uses such as General Retail, Personal Service and/ or restaurants no greater than 2,500 square feet in size
- Mobile Businesses

As part of the Use Permit review process, the Town may require additional information including but not limited to management plans or other operating agreements in order to ensure that such uses are compatible with the surrounding neighborhood.

Additional land uses not included in this section are prohibited unless expressly authorized by State or Federal law. Transient occupancy or rental and hotel and motel uses are not permitted in the Master Plan area. All uses shall comply with the Performance Standards listed in Municipal Code Section 17.36.070.

B. DESIGN REVIEW

All Development Areas included in this Master Plan (Figure 5) shall meet the Development Standards described herein. In order to ensure that development is also compatible with existing Town Design Guidelines, Major Design Review approval shall be required prior to building permit issuance for any development within the Master Plan Area. Municipal Code standards and/or The Town Design Guidelines shall determine any design standards not specifically included in this Master Plan. Each Major Design Review Application will include:

1. Number of proposed residential units;
2. Affordability parameters;
3. Square footage and location of proposed non-residential uses;
4. Building plans detailing height, massing, and architectural details;
5. Site design, including orientation, location, and design of buildings relative to existing structures; outdoor areas, walkways, trails, and streets on or adjacent to the property; topography; existing trees and vegetation, and other physical features of the natural and built environment;
6. Size, location, design, development, and arrangement of circulation, parking, sidewalks, Multi-Use Paths (MUPs), and other paved areas;
7. Exterior colors and materials as they relate to each other and the overall appearance of the project, the mountain environment, and to surrounding development;
8. Height, materials, colors, and variety of fences, walls, and screen plantings;
9. Location and screening of mechanical equipment and refuse storage areas;
10. Location, design, and compliance of exterior lighting features;

11. Location and type of landscaping including selection, size, and water-efficiency of plant materials, design of hardscape, and irrigation;
12. Design and location of stormwater management features and snow storage areas; and
13. Size, location, design, color, lighting, and materials of all signs

In addition to the required Design Review findings, buildings within each Development Area shall conform with the following standards for building design, roofs, facades/ balconies/ decks, windows and doors, entrances, materials, and colors.

As a part of the Design Review process, an analysis of the conformance of the proposed unit/affordability composition for each phase (and the Parcel overall) will be prepared to ensure compliance with the Infill Infrastructure Grant (IIG). The intent of this analysis is to ensure that each phase (and the Parcel overall) will provide units consistent with the requirements of the IIG grant up to the required 418 units in the bedroom count/unit type configurations included in the IIG grant.

C. BUILDING DESIGN

1. Building Mass and Articulation

- a. No building shall have an exterior wall more than one story in height that is longer than 120' without an offset of 4' for at least 10' in width, or an angular offset of at least 20 degrees.
- b. Façade articulation. All building facades that face or will be visible from a public street or adjacent property shall include one or more of the following treatments:
 - i. Variety in Wall Plane. Exterior building walls shall vary in depth through a pattern of offsets, recesses, or projections (including stoops, balconies or porches).
 - ii. Façades shall provide visual interest by incorporating at least two primary building materials but there shall not be more than four primary materials per building elevation. Window trim, belt courses, soffit, fascia, or other building material detailing are not considered primary building materials.
 - iii. Variety in Height or Roof Forms. To the extent feasible, building height is varied so that a portion of the building has a noticeable change in height; or roof forms are varied over different portions of the building through changes in pitch, plane, and orientation.
 - iv. Façade Design Incorporates Architectural Detail. The building façades incorporate details such as window trim, window recesses, cornices, belt courses, or other design elements.
- a. Vertical Articulation for Tall Buildings. In buildings of three or more stories, upper and lower stories shall be distinguished by incorporating one or more of the following features. These features may be applied to the transitions between any floors, except where otherwise specified.
 - i. A change in façade materials at the transition between two stories.
 - ii. A horizontal design feature such as a water table, belt course, or bellyband.

- iii. A base treatment at the ground floor consisting of a material such as stone, concrete masonry, or other material distinct from the remainder of the façade and projecting at least one inch from the wall surface of the remainder of the building.

2. Building Orientation and Entries:

- a. Main Entry Orientation
 - i. A primary building entry shall face the public right of way, drive aisle or MUP and be oriented to within 45 degrees of parallel to the street. Direct pedestrian access shall be provided between the public sidewalk or MUP and such primary building entry.
 - ii. Provide clearly identifiable pedestrian entrances at the ground level of buildings. Provide protection from weather where possible.
 - iii. Use landscape elements to mark pedestrian entrances.
 - iv. Lighting shall be provided to all entrances/porches/arcades & passageways.
 - v. Design entryways to minimize snow shoveling such as including ground level entrances with interior access to parking or garages.
 - vi. In courtyard-style developments in which residential buildings are located in the interior of a block, entries may face interior courtyards, walkways, and paseos. However, those buildings or portions of buildings adjacent to the public street shall include a primary entry facing the street, with direct pedestrian access between the entry and the public sidewalk

3. Window Details

- a. An orderly arrangement of windows and doors shall be provided.
- b. Window trim shall enhance, decorate and provide shadow relief to the building facade.
- c. Bay windows may be used where appropriate.
- d. Window boxes may be used where appropriate.

4. Screening of Equipment.

All exterior mechanical and electrical equipment shall be screened or incorporated into the design of buildings so as not to be visible from the street. Equipment to be screened includes, but is not limited to, all roof mounted equipment, air conditioners, heaters, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems. Screening materials shall be consistent with the exterior colors and materials of the building.

5. Roofs.

- a. Incorporate eaves and overhangs to provide snow protection and visual interest
- b. Vent pipes and other roof-top fixtures shall be collected into orderly clusters or incorporated into chimney structures.
- c. Flat roofs are permitted.
- d. Acceptable roof materials are included within Section C.6.

6. Materials.

- a. Exterior building materials shall be sustainable, durable, and low maintenance and shall provide a natural aesthetic.
 - i. Vary the texture, scale and color of wall materials to add visual interest (as per Figure 3).
 - ii. The following materials and patterns are allowable:
 - Fiber cement siding (such as Hardi or a similar product)
 - Lap siding, board and batten, shiplap, tongue and groove textures
 - Natural stone accents
 - Tiling accents
 - Stucco (no more than 20% of the exterior building)
 - Metal (accents, siding or roofs)
 - Wood / wood-like materials / other synthetic materials that mimic natural materials
 - Asphalt shingles, architectural grade (roofs)
 - Built up or membrane (roofs)



Figure 3: Examples of orderly windows and varying textures and materials

7. Colors

- a. All exterior colors shall complement colors on neighboring buildings.
- b. Building colors shall draw from a natural palette in darker shades and minimize reflectivity. Avoid bright colors that compete with the natural surroundings.
- c. Colors identified in **Figure 4** or similar colors are acceptable. Variations in color associated with natural materials (i.e., stone, wood) are acceptable.



Figure 4: Exterior Color Palette

8. Building Height.

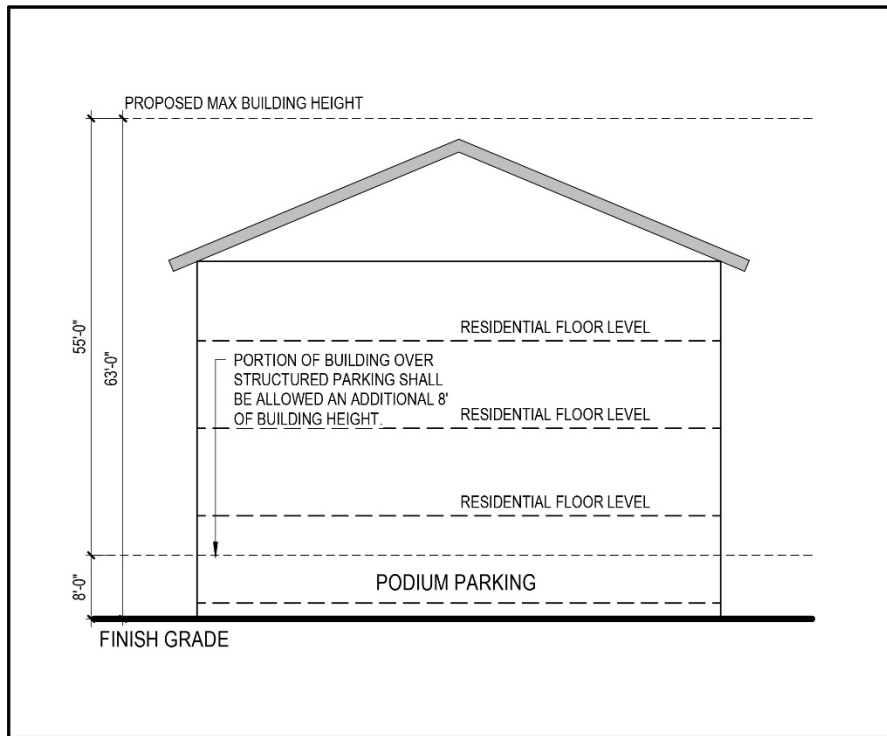
Buildings shall not exceed four stories over parking in any Development Area. Building height shall be measured per Municipal Code Section 17.36.060.B unless otherwise specified. The maximum building height for each Development Area and building type is as follows (see Figure 5 below):



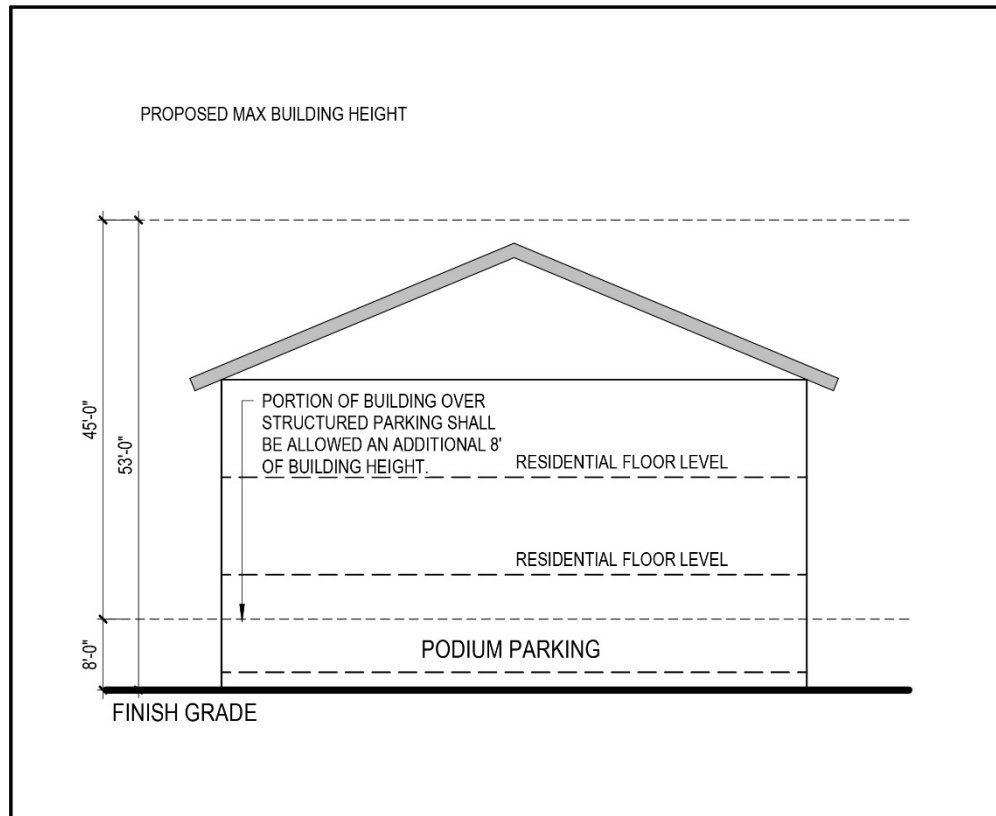
Figure 5: Development Areas and Maximum Building Heights

- Development Areas 1, 2 and 3 – 4 stories (55' maximum height)
- Development Areas 4, 5 and 6 – 3 stories (45' maximum height), with buildings in Area 4 adjacent to the Mill Ditch not to exceed 2 stories.
- Development Area 6 Exception:** Buildings in Area 6 adjacent to the Shady Rest neighborhood shall not to exceed 2 stories (35' maximum height)
- Where a building sits atop a parking podium, the building height shall be measured from the top of the parking podium provided that the building height does not increase by more than eight feet.
- Additional height not to exceed 4 stories or 55 feet for buildings not located on the perimeter of the site is allowed subject to Town approval through the Design Review process.

4 STORY BUILDING PODIUM



3 STORY BUILDING PODIUM



2 STORY BUILDING

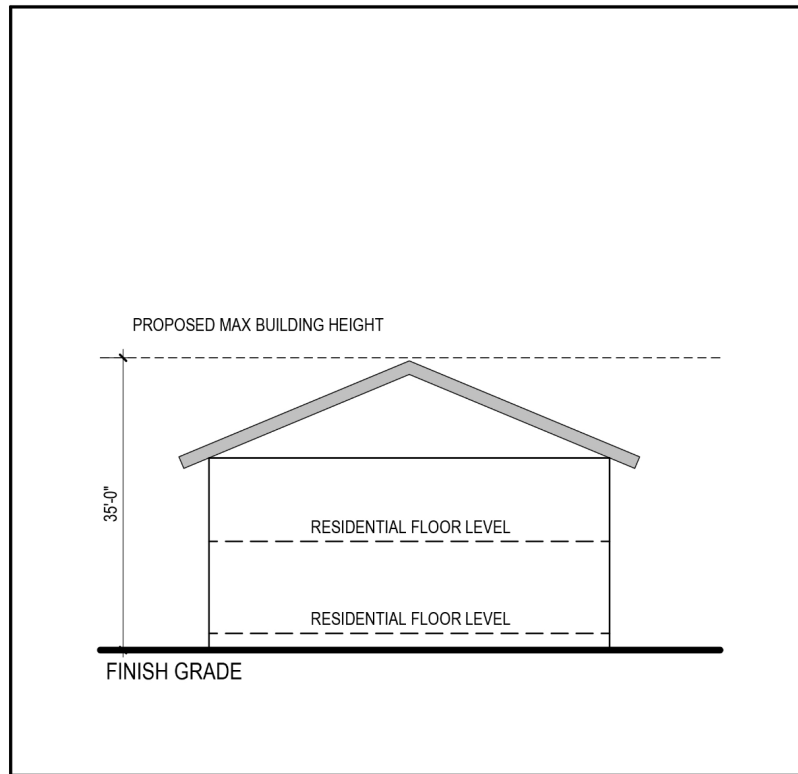


Figure 6: Maximum Building Heights

D. DEVELOPMENT AREAS - SITE STANDARDS

1. Number of Units.

Table 2 below shows the maximum number of dwelling units allowed in each Development Area. There is no minimum number of units required per Development Area as long as the total number of units in the Project is 400 units or more.

Maximum Dwelling Units	
Area 1:	81
Area 2:	89
Area 3:	85
Area 4:	85
Area 5:	160
Area 6:	80
TOTAL:	580

Table 2: Maximum Dwelling Units per Development Area

2. Density and Number of Units.

Development of The Parcel at a maximum allowable gross density of 24 dwelling units per acre, with the overall number of units not to exceed 580 total, is contingent upon approval of a Density

Bonus. The Conditions of Approval for the Density Bonus (UPA 20-003), approved by Town Council on February 3, 2021, are included with this Master Plan as **Attachment C**.

Each Development Area will be subject to discretionary Major Design Review Approval prior to building permit issuance.

3. Lot Coverage.

- a. Lot Coverage shall be measured as the percentage of lot area occupied by structures, decks, driveways and parking areas (regardless of driveway material), walkways, and all impervious surfaces, exclusive of any required ROW dedications. When calculating lot coverage of a structure or building, the exterior walls of the structure or building at ground level shall be used.
- b. Maximum allowable lot coverage for the entire 25-acre site shall not exceed 65%. This does not include dedicated ROWS. The total lot coverage for any individual Development Area shall not exceed 70%.
- c. Exceptions: The following features may be excluded from lot coverage calculations:
 - i. Eaves;
 - ii. 100% of the area of covered and uncovered decks that are at least eight feet above grade;
 - iii. Paved walkways less than 5' in width (driveways and parking areas are counted 100 percent towards lot coverage regardless of material); and
 - iv. Subterranean or podium structures topped by landscaped open space areas of at least 10 feet by 10 feet by four feet deep.

4. Setbacks.

Setbacks described herein replace the requirements in Municipal Code Section 17.36.100A.1. Municipal Code Section 17.36.100C shall not apply to the Mill Ditch (see **Section 6** below). Setbacks shall be measured per Municipal Code Section 17.36.100E.

- a. Perimeter Setbacks.
 - i. Structures and roadways/ drive aisles on the perimeter of the Parcel development shall meet the following minimum setbacks:
 - 20' from property line to structures
 - 10' from property line to drive aisles
- b. Interior Setbacks. Within the Master Plan Area, buildings shall meet or exceed the minimum setbacks described below:
 - i. Front: 0' from ROW unless it is determined through Design Review that additional setbacks are required to provide for snow storage
 - ii. Side: 10' from other buildings or 0' from property line
 - iii. Rear: 10' from other buildings or 0' from property line



Figure 7: Perimeter Setbacks

5. Building Separation.

All individual buildings shall have a minimum building separation of no less than 10 feet and shall comply with the California Building Standards Code and Mammoth Lakes Fire Protection District Code.

6. Open Space, Mill Ditch & Community Amenities.

Figure 8 below shows the approximate size of the required improved open spaces within the Master Plan.

The sidewalks and multi-use paths are described in the Circulation & Mobility section below. Building A-1 includes space for a daycare center and a community center that will provide amenities for residents and the general public. Details for these spaces are included in the Major Design Review Application for Development Area 1 (DR 20-005).



Figure 8: Open Space

- a. **Open Space:** Open Spaces as depicted in Figure 8 shall be available for public use based on an easement or equivalent as described in the conditions of approval of each Development Area. Table 3 below lists the minimum open space for each Development Area.

Description	Minimum Size
Development Area 1	0.5 acres (dedicated Public Park)
Development Area 2 or 3	0.2 acres
Development Area 5 or 6	0.2 acres
Development Area 4	0.2 acres
Mill Ditch Linear Space	2.0 acres
Total Open Space:	3.1 acres

Table 3: Minimum Open Space per Development Area

- b. **Mill Ditch:** The Mill Ditch is intended to function as stormwater management and as a community amenity. Stormwater Management is found within Drainage Section G (3).

- i. The Mill Ditch is intended to remain a natural and open space. Any changes or improvements to the Mill Ditch shall be considered as part of the Design Review Application for Development Area 4.
- c. Existing heritage trees shall be strategically preserved to provide shade for path users during the summer and allow for solar exposure to facilitate snow melt in the winter and spring.
- d. **Community Amenities:** Development Area 1 shall include both indoor and outdoor community spaces.
 - i. A Public park (minimum 0.5 acres) as shown in Figure 8 shall be incorporated within Development Area 1.
 - ii. All Community Amenities shall adhere to the Master Plan's Allowable Land Uses.
 - iii. Community Amenities shall be constructed concurrent with the Development Phase for which the amenity is approved through the Major Design Review process.

7. Snow Removal & Snow Storage.

Public right of way or easement to the Town shall be dedicated to accommodate snow storage from all roads, public parking areas, sidewalks and MUPs within the ROW.

Snow Storage areas for each Development Area will be defined in each Development Area's Major Design Review Application.

- a. **Snow Removal.** Snow Removal within the ROW will be the responsibility of the Town of Mammoth Lakes. Snow Removal within privately held Development Areas shall be the responsibility of the landowner.
- b. **Snow Storage.** Each Development Area shall be designed and constructed to provide snow storage areas equal to a minimum of 60 percent of all uncovered required parking and driveway areas. Snow Storage areas shall be designed to minimize bucketing and pushing longer distances. The preferred method of snow removal shall be by loader (Cat 966), trackless blower, and larger Kodiak loader mounted snowblowers. Ramping of snow as a practice should be avoided. Open Spaces, as described in Section 6(a), parks, planting strips within the right of way, bioswales may be used in snow storage calculations
- c. **Reduction of Snow Storage Area.** The review authority may reduce or waive the required snow storage area(s) if a Snow Storage Management Plan is provided that is found to comply with Municipal Code Section 17.36.110, subsections (B)(3) and (C) through (E). Snow Storage areas will be defined in each Development Area's Major Design Review Application.

E. PARKING

The total minimum parking required for the Master Plan Area is outlined in Table 4 below.

1. Residential Parking Requirements:

Parking requirements for residential land uses shall be provided in compliance with **Table 4** below, except where the requirement is modified in compliance with Section 17.44.040 (Alternative Parking Provisions).

Residential Unit Size	Minimum Parking Spaces / Unit
Studios	0.5 spaces
1-Bedrooms	1 spaces
2-3 Bedrooms	1.5 spaces
4+ Bedrooms	2 spaces

Table 4: Residential Parking Requirements

2. Non-residential Parking Requirements:

Parking requirements for non-residential land uses shall be provided at a rate of 1 space per 1,000 sf gross leasable area, except where the requirement is modified in compliance with Section 17.44.040 (Alternative Parking Provisions).

Loading shall meet the provisions of the Municipal Code.

3. Bicycle Parking Requirements:

Bicycle parking shall meet the provisions of the Municipal Code except as below:

- a. 0.75 spaces per residential unit are required, with 10% short-term and 90% long-term in each Development Area.
- b. Each Development Area shall provide for cargo bikes and/ or electric bikes within their bicycle parking requirements.

4. Additional Parking Requirements:

- a. Parking for electric vehicle charging in one or more Development Areas shall be provided.
- b. Dedicated space for car and ride sharing shall be provided.
- c. On-street parking shall be open to the public and shall not be reserved and shall not be counted towards fulfilling minimum parking requirements.
 - i. A minimum of twenty-five (25) on-street parking spaces shall be provided within the Master Plan Area as follows:
 - Development Area 1: minimum 20 spaces
 - Development Area 5: minimum 5 spaces
- d. Additional parking may be provided with any Development Area and shall not require a Master Plan amendment.

5. Parking Design Standards:

- a. Parking design shall meet the requirements of Municipal Code Section 17.44.100.
- b. Parking shall be designed so as to not require curb stops.
- c. Exterior uncovered parking spaces shall be designed for easy access by snow removal equipment.



Figure 9: Parking Areas and Access

F. SIGNS

1. Signage.

Signs within each Development Area shall be consistent with Municipal Code Chapter 17.48 and approved through the Major Design Review process.

2. Directional and wayfinding signage.

All directional and wayfinding signage within The Parcel development shall be consistent with the Town of Mammoth Lakes Municipal Wayfinding and Community Messaging Program or Mammoth Lakes Trail System signage as appropriate.

G. INFRASTRUCTURE

1. Utilities.

All utility lines shall be underground and shall be constructed to Town Standards and the standards of the entity providing the utility service. Utilities shall, to the extent possible, be placed in the ROW.

- a. **Telecommunications / Broadband:** The project will deliver fiber-to-the-premise which can be leveraged for the delivery of broadband and telephone services in conduit which is owned by the Town of Mammoth Lakes.
- b. **Propane:** Above-ground propane tanks are prohibited.

2. Solid Waste/ Recyclable Materials.

The developer shall provide facilities for solid waste/ recyclable materials separation, storage, and removal in accordance with the requirements of Municipal Code Section 17.36.130. Final numbers, size, location and design of these facilities will be approved by the Community and Economic Development Director prior to building permit issuance for each development phase.

3. Drainage and Erosion Control.

Drainage and Erosion Control shall be subject to the provisions of Municipal Code Section 12.08.090 and Town of Mammoth Lakes' Public Works Standards.

- a. Low impact development features, per the California Stormwater Best Management Practice Handbook, such as bioswales and raingardens, will be utilized to the extent practical.
- b. The existing Mill Ditch, a manmade irrigation channel, shall be managed in accordance with Municipal Code Section 12.10.
 - i. The existing Mill Ditch wetlands will be managed per applicable Regional Water Quality Control Board Lahontan Region requirements.
- c. The design of Development Area 4 will include detailed studies of the Mill Ditch and tributary drainage requirements. These studies will include, but are not limited to, cross sections of the Mill Ditch to determine any improvements that are required to manage stormwater while achieving a baseline low-flow meandering stream within the bottom as seasonal stream features and year-round natural amenities for the Town of Mammoth Lakes.
- d. Development Area 4 will include a vehicular bridge across the Mill Ditch drainage channel which shall meet the Town of Mammoth Lakes' Public Works Standards.

H. CIRCULATION & MOBILITY

1. Sidewalks and Multi-Use Paths (MUPs).

Sidewalks and MUPs will complement and bolster the existing MUP network in Mammoth Lakes to connect residents to destinations around town. See **Figure 10** below.

- a. MUP – 12' width and constructed per Town Public Works Standards.
- b. Sidewalk – 6' width and constructed per Town Public Works Standards.
- c. Sidewalks and MUPs located adjacent to streets will, in general, be located on the north and east sides of the street to take advantage of maximum winter solar gain.
- d. Sidewalks and MUPs will have wayfinding signage linked to the existing town-wide municipal and trail wayfinding system.
- e. The sidewalks and MUPs will complement and connect to existing and planned off-site mobility connections and shall be designed in the Major Design Review Application process.

- f. Residential buildings shall include pathways or sidewalks connecting to public sidewalks and paths.
- g. Pedestrian crossings shall be provided, and design details shall be determined through the Major Design Review process.

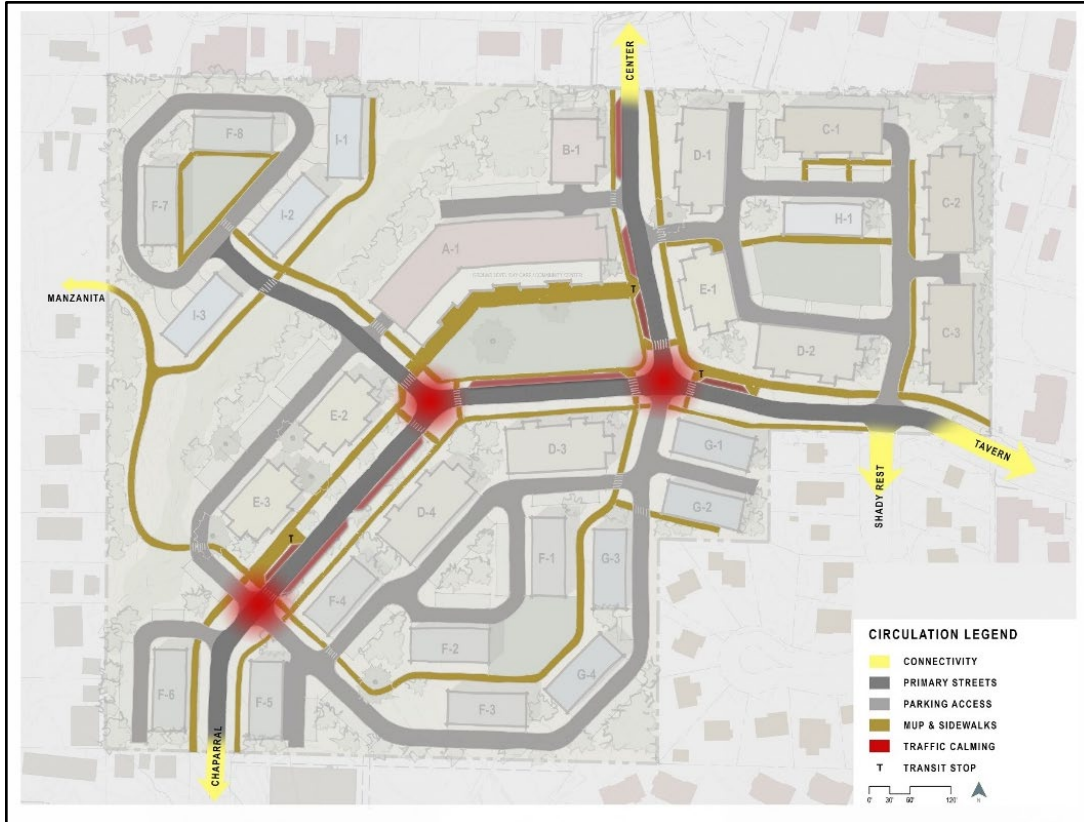


Figure 10: Overall Circulation Network

2. Vehicular Circulation Network.

Vehicular circulation includes Public Right of Way (ROW), private neighborhood streets and driveways, as shown in Figure 10.

- a. The following public vehicular access points shall connect to existing ROW:
 - North - Center Street
 - East - Tavern Road
 - South - Shady Rest Road and Chaparral Road.
- b. Private neighborhood streets shall be designed to meet the needs of motorized vehicles, bicycles and pedestrians alike.
- c. A connection to Arrowhead Drive may be approved as part of a a Major Design Review Application for any Development Area and shall not constitute a revision or amendment to the Master Plan.
- d. Private neighborhood streets, driveways, and sidewalks and MUPs within each Development Area may be subject to revisions through the Major Design Review process.

- e. All parking accesses / drive aisles will provide fire access of 20'-26' wide depending on building height. This shall be approved for each Development Area through the Major Design Review process.
- f. Any plan modifications to Development Areas 2 and 3 that are suggested to meet the intent of the Preferred Plan's desire to "improve adjacent properties' interface with The Parcel through better frontage conditions" and "create street alignment in the northeastern corner of The Parcel that takes into consideration how these lots could redevelop" may be presented and/ or approved through the Major Design Review process and does not require an amendment to the Master Plan. The sketch in Figure 11 below provides one potential example of such a plan modification.

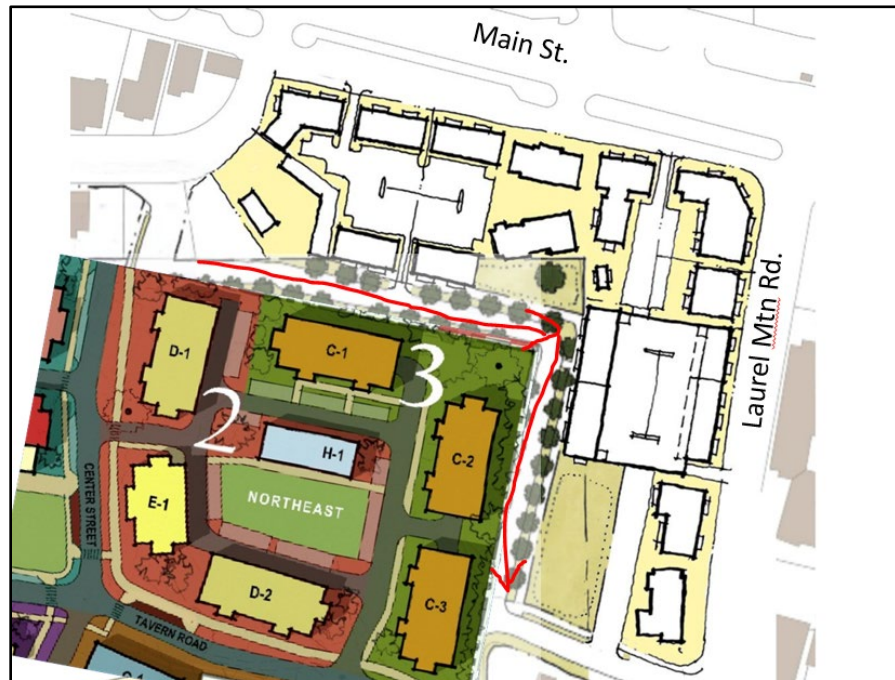


Figure 11: Development Area 2 and 3 Streets & Drive Aisle Potential Option

3. Street Standards.

The standards of The Town Department of Public Works and the Mammoth Lakes Fire Protection District shall be met for all Public Rights-of-Way and private neighborhood streets. Any proposed modifications to these standards may be approved by the Public Works Director and Fire Chief through the Major Design Review process.

- i. All interior streets will have 11' minimum traveled ways.
- ii. Typical Road Sections depicted in Figures 12-15 shall be met to the greatest extent possible.
- iii. New trees planted in landscaped areas shall be deciduous.
- iv. A Major Design Review Application for development may include a memo from a traffic engineer to address adequate traffic calming and to confirm, revise, or create roadway speed limits based on trips generated and is subject to approval by the Public Works Director.

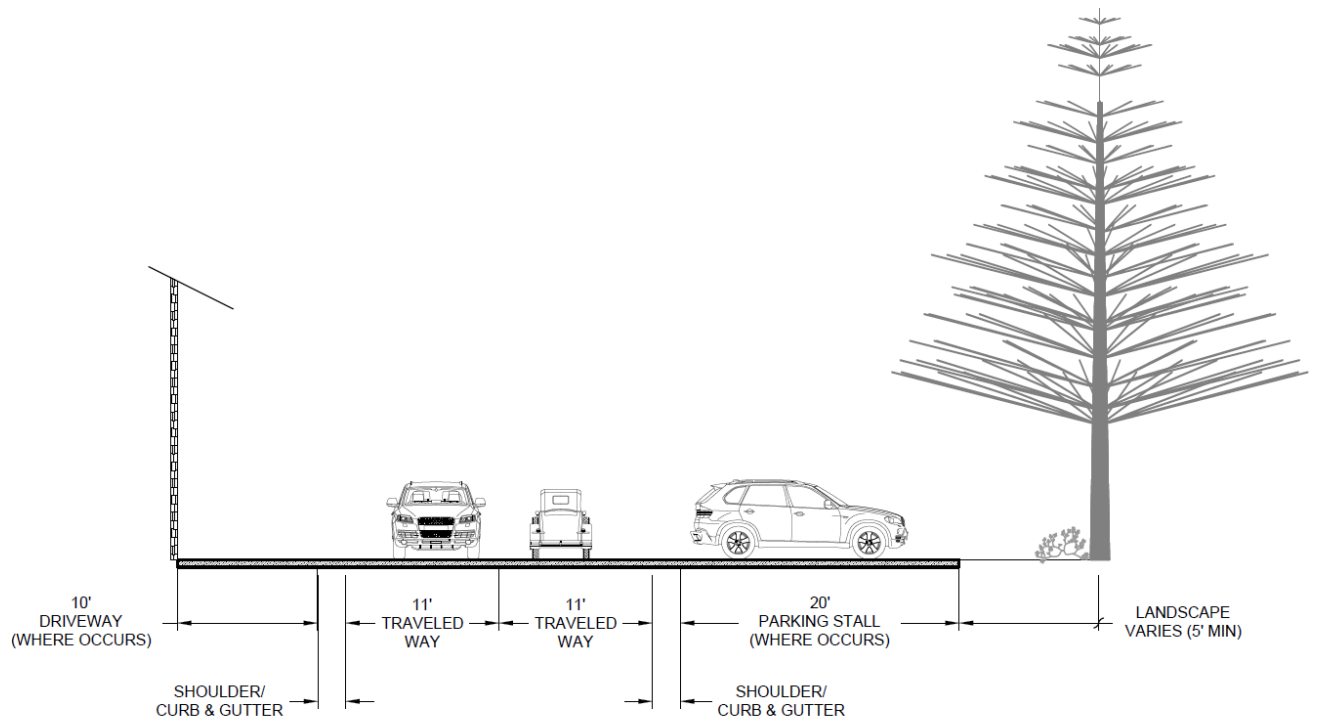


Figure 12: Typical Internal Circulation Road Section 1

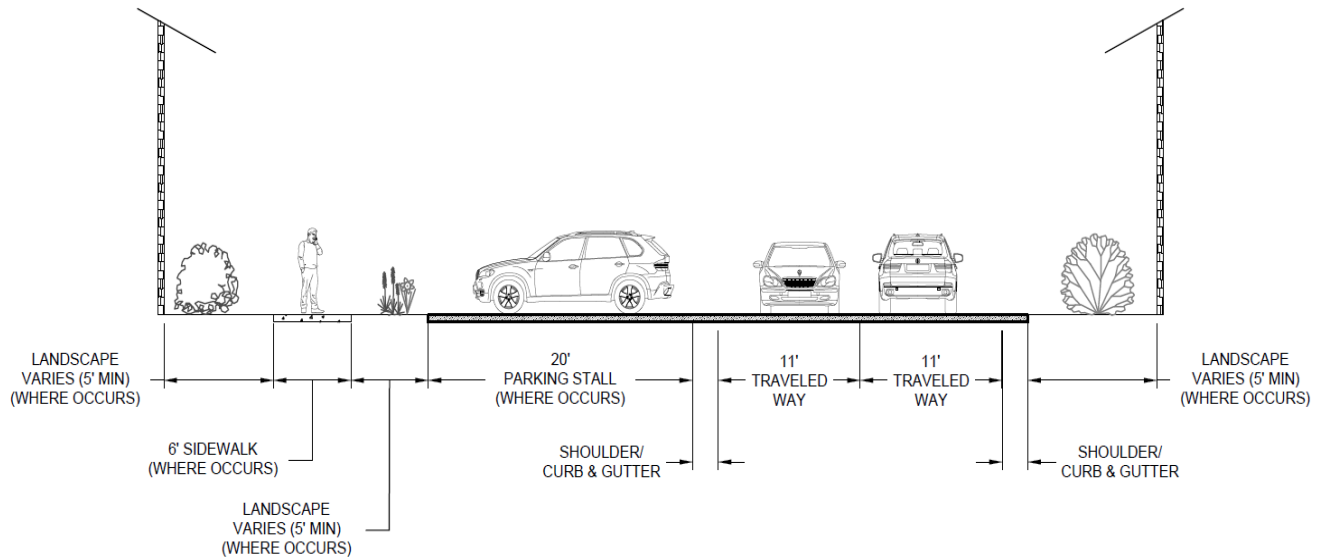


Figure 13: Typical Internal Circulation Road Section 2

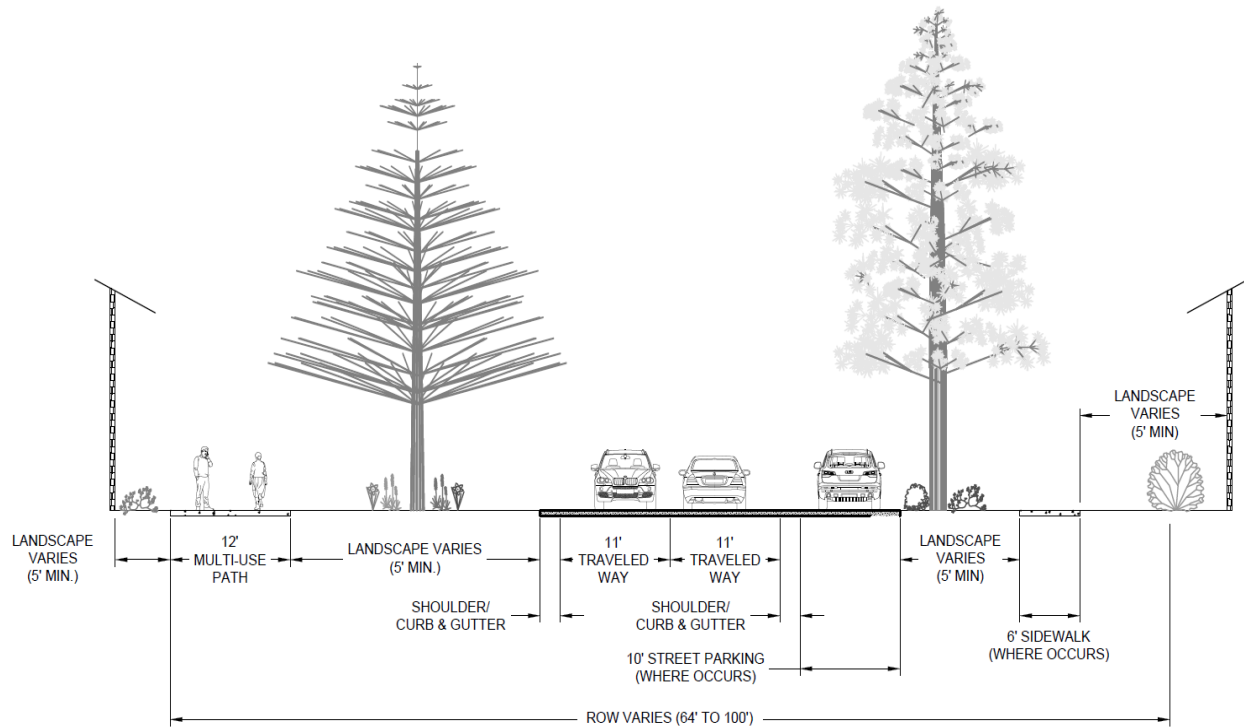


Figure 14: Typical Road Section (Chaparral Road, Tavern Road & Center Street)

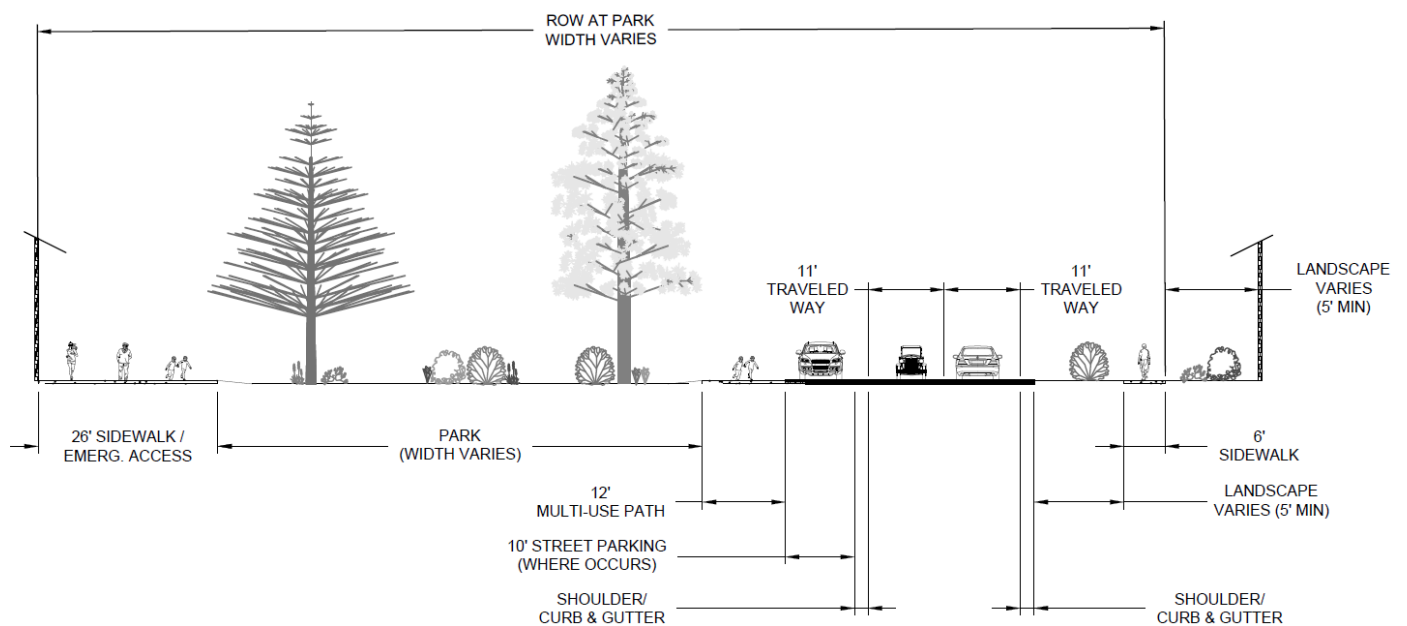


Figure 15: Typical Road Section (Tavern Road at Park)

4. Transit.

At least one bus stop pair (one stop in both directions on the bus line) and at least one additional bus stop, with shelters at each stop, shall be located within The Parcel. The bus stop pair shall be included as part of Development Area 1 and shall be located in close proximity to the location shown in **Figure 16** below, central to the site, near to the community facility and park. The additional bus pull-out shall be included as part of Development Area 5. Transit services will be provided by the Eastern Sierra Transit Authority (ESTA) in coordination with the Town of Mammoth Lakes.

- a. Additional Transit improvements such as transit frequency, stop locations, design, and amenities, may occur in accordance with Town of Mammoth Lake's mobility goals and strategies as set forth in Town adopted transportation plans. Changes found to be consistent with adopted Town mobility goals or adopted plans shall be allowed pursuant to the Master Plan.

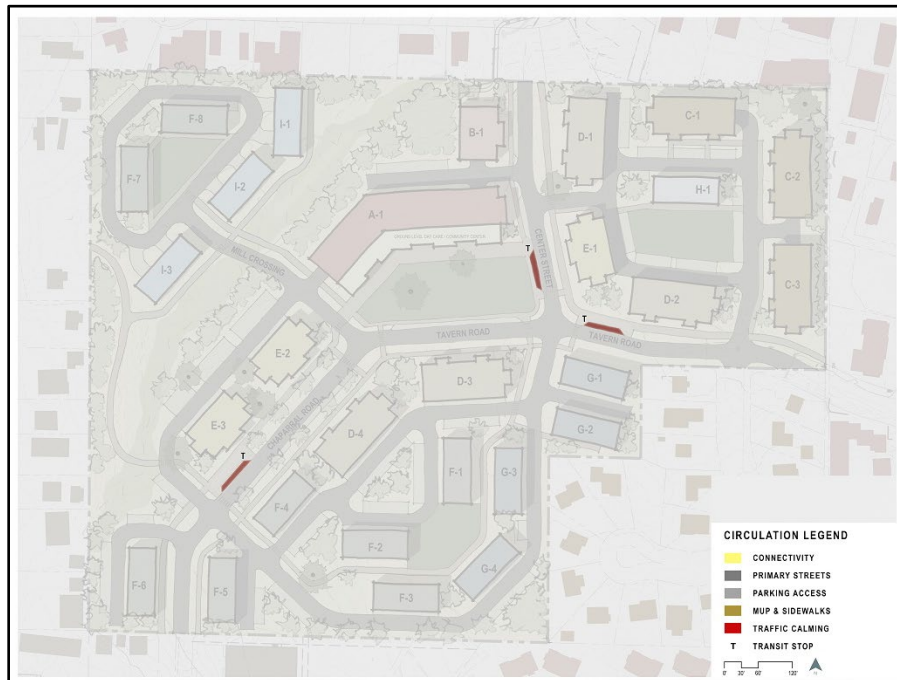


Figure 16: Transit Stops

I. AFFORDABLE AND WORKFORCE HOUSING

All housing units within the development shall be deed-restricted affordable housing for individuals and households working in the region, except as noted in Sections I.1.(c) and (d) below.

A Workforce Housing Agreement shall be provided for each Development Area prior to issuance of a Certificate of Occupancy that will include occupancy standards, and sale, resale and rental restrictions.

1. Rental Units (120% AMI and below).

At least 85 percent of all affordable units within the development shall be rental units deed-

restricted for individuals and households earning up to 120% of the Mono County area median income, which is adjusted and published annually by the State of California. Rental rates for these units will be set by the State or Federal regulatory requirements of the financing used for developing the housing.

- a. Affordable rental units shall be restricted for no less than 55 years.
- b. A Workforce Housing Agreement in compliance with Municipal Code Section 17.138.090 is required.
- c. Property Manager Units are an exception to the 120% AMI or less income restriction.
- d. Up to five manager units are permissible for each Development Area, but there can be no more than 1 property manager unit per 32 residential rental units total on The Parcel.

2. Rental and Ownership Units (above 120% AMI).

Rental or homeownership units for households earning between 120% and 200% of the Mono County area median income are permitted subject to the following requirements:

- a. Rental rates and affordability terms (for rental units) or purchase prices and resale restrictions (for ownership units) will be set by the regulatory requirements of the financing used for developing the housing or set at rates affordable to the targeted residential market in accordance with the HUD definition of affordable housing¹.
- b. A Workforce Housing Agreement in compliance with Municipal Code Section 17.138.090 is required.
- c. The number of total units (rental or ownership) serving 120% to 200% of AMI shall not exceed more than 15% of the total units within the development.

III. IMPLEMENTATION

A. AMENDMENT PROCESS

This Master Plan may be amended pursuant to Municipal Code Section 17.120.070.

I. Minor Master Plan Amendments.

The Community and Economic Development Director may administratively approve Minor Amendments as described in Municipal Code Section 17.120.070 when any of the following apply:

- a. The Amendment meets the Municipal Code Section 17.120.070.
- b. The Amendment does not cause the total residential units on The Parcel to be less than 400 or greater than 580 units.
- c. The Amendment does not affect the Affordable and Workforce Housing section within this Master Plan

¹ According to the U.S. Department of Housing and Urban Development (HUD), a household should not spend more than 30 percent of their gross household income on housing.

- d. The Amendment creates additional public benefit such as more parks or open spaces, additional transit stops, more recreational trails, more parking etc.
- e. The Amendment creates additional public access points (vehicular or pedestrian).

2. Major Master Plan Amendments.

Major Master Plan Amendments are governed by the Town of Mammoth Lakes Zoning Code 17.120.050 and shall be required when any of the following apply:

- a. The total residential units on the Parcel is less than 400 or greater than 580.
- b. Decreases public vehicular egress points and no longer includes Chaparral, Center and Tavern.

B. SUSTAINABILITY.

Utilizing environmentally sustainable design concepts is an important consideration in the ongoing implementation of this Master Plan. In terms of site design, the Master Plan integrates the natural features on the site including the Mill Ditch, wetlands, heritage/habitat/unique trees, and creates open space for recreation, pets and the natural environment. In terms of building design and construction, all residential units in the development will meet or exceed California's Title 24 energy code, and will be subject to specific sustainability requirements associated with the financing source for that phase. Each state and federal affordable housing financing source requires specific and ever-changing sustainability measures which will be met. The requirements of such financing are revised, typically on an annual basis, so are therefore not incorporated herein but at minimum include requirements such as:

- i. using a certified energy consultant early in the design
- ii. low water and low maintenance landscaping
- iii. durable material (roofs, insulating, exterior)
- iv. Energy Star Appliances
- v. High quality insulation

IV. ATTACHMENTS

Attachment A: The Parcel Guiding Principles and Development Objectives

Guiding Principles and Development Objectives

The Community Housing Action Plan (CHAP) identified that guiding principles be developed during the community process to master plan The Parcel. The following Guiding Principles and Development Objectives were established based on community input. The Guiding Principles convey overarching community priorities and shared values for The Parcel, while the Development Objectives are more specific and may include measurable outcomes. The Development Objectives are intended to help achieve the Guiding Principles. Guiding Principles are lettered (A – F) and there are four or five Development Objectives (i, ii, iii, etc.) for each Guiding Principle.

Community feedback showed three top Development Objectives, which have been highlighted in yellow below. Both English and Spanish respondents identified the same top three development objectives. Additionally, both English and Spanish respondents identified providing deed-restricted rental and ownership products and safe and intuitive pedestrian and bicycle connections (see blue highlights below) in their top 10 Development Objectives; no other top 10 Development Objectives overlapped between English and Spanish respondents

A Provide long-term community housing by addressing a substantial portion of Mammoth Lakes' current housing need.

- i Provide a variety of housing types (e.g., small house, duplex, triplex, townhouse, apartment).
- ii Provide a mix of unit types (e.g., studio, one-bedroom, two-bedroom, three-bedroom) to meet the needs of a variety of families and individuals.
- iii Provide both deed-restricted rental and ownership products to accommodate households of different ages and incomes.
- iv Serve moderate income households and below ($\leq$ 120% AMI) consistent with the 2017 Needs Assessment.

B Provide a range of mobility options and multi-modal (walk, bike, transit, etc.) connections from The Parcel to community destinations.

- i Provide safe and intuitive pedestrian and bicycle connections through The Parcel to surrounding areas.
- ii Design a circulation network that prioritizes pedestrians, bicyclists, and transit.
- iii Explore transit potential to determine how best to provide transit stops, possible shelters, and connectivity to the larger Mammoth Lakes community.
- iv Include traffic calming measures to create a safe, family-oriented neighborhood that minimizes vehicular speeding.
- v Explore parking and traffic management strategies to further encourage alternative travel modes, considering that some future residents will rely on individual vehicles.

C Provide amenities and open spaces while focusing on community housing and striving to make the best use of every square foot of land.

- i Incorporate supportive uses (such as childcare facility) into the design.
- ii Provide amenities (such as community gathering spaces and/or parks and playgrounds) necessary for the successful functioning of a livable neighborhood.
- iii Design amenity spaces to be multi-purpose (such as park space with snow storage, when compatible).
- iv Consider pets in the design of the neighborhood.
- v Provide parking for residents and guests, but limit the land required for parking, thereby reserving available land for other uses.

D Focus on environmentally sustainable design concepts.

- i Integrate natural features (wetlands, trees, and open space) into the neighborhood design.
- ii Incorporate sustainable infrastructure and energy-efficient designs.
- iii Integrate well-planned snow storage areas and accommodate efficient snow management operations.
- iv Minimize the amount of impervious paving to allow water absorption into soil on site and minimize runoff.
- v Design for high durability and low maintenance.

E Establish a livable, integrated, and well-designed community housing neighborhood that stands the test of time.

- i Create a neighborhood that connects seamlessly to the street network and reflects a design character appropriate to the Eastern Sierra Nevada mountain setting.
- ii Design the site to provide a transition in building scale and type from the adjacent higher intensity commercial areas to neighboring residential areas.
- iii Ensure the site is designed to be pedestrian-oriented and comfortable to walk in and through.
- iv Build upon the recent efforts of Walk, Bike, Ride and Downtown Revitalization to ensure the new neighborhood becomes an integral part of the greater community.

F Balance guiding principles and development objectives with a viable development program that is sustainable over the long-term and can be constructed in an orderly and timely fashion.

- i Prepare an overall program for development and management that implements guiding principles, to the extent feasible, while achieving long-term viability.
- ii Accommodate densities and design features necessary to qualify for essential funding.
- iii Consider specific and relevant regulatory actions that would be necessary to implement the development program.
- iv Consider economic factors, including those related to potential investors, affordable housing developers, and future residents.
- v Develop a phasing plan that reflects market conditions and encourages construction to begin as early as practical.

Attachment B: Future Design Considerations from The Preferred Conceptual Land Use Plan

The following items were raised during the Plan The Parcel process and should be considered at future stages of design and development of The Parcel.

- Provide reasonable storage space for each unit in both interior and exterior storage closet/space (bikes, skis, snowboards, paddleboards, wheelchairs, etc.), including secured storage space. Also, consider space for mud rooms and coat closets.
- Provide space for electric bike and vehicle charging.
- Provide space for car and ride sharing.
- Incorporate shared trash/recycling facilities.
- Design entryways to minimize snow shoveling (e.g., ground level entrances with interior access to garage).
- Design individual unit entries, not entries accessed via shared internal hallways. Shared internal hallways are less desirable (e.g., tenants in Aspen Village Apartments must pay for heating and lighting in shared internal hallways).
- Provide on-site management for snow removal and maintenance.
- Consider simple roof lines and metal roofs to address issues with snow shed and ice dams (Aspen Village Apartments roof lines create snow shed and ice dam issues, and the use of heat tape on these roofs was unsuccessful).
- Orient buildings and decks to face south. Aspen Village Apartments face north, which is an issue for maintenance and safety of tenants (e.g., icing issues, snow falling off roofs, etc.).
- Design and locate buildings so snow doesn't shed onto pedestrian areas (e.g., Aspen Village Apartments shed roofs are located two feet from sidewalks, so ice dams will fall onto sidewalks).
- Preserve existing trees as feasible but prioritize solar access and orientation.
- Incorporate new deciduous trees to maximize solar access but select durable trees that can survive well and are low maintenance (e.g., don't drop sap/berries/etc.). Aspen Village Apartments has found that aspen trees don't survive heavy snow seasons well.
- Utilize a lens of Latino Urbanism for design of public spaces, internal and external unit configurations, public art, etc.
- Consider space for a Family Resource Center(s) where one or more non-profits or government entities (e.g., Mono County Social Services) could provide services to residents on-site. Services could include childcare, job search, after school programs for children, mental health, substance abuse, domestic violence services, etc.

- Provide restrooms in formal open space areas.
- Provide seating and benches around trails.
- Consider pets in the design of trails and open spaces.
- Prohibit short-term (transient or nightly) rentals.
- Obtain FHA approval for ownership units during development.
- Adhere to building code requirements for energy efficiency and accessibility features at a minimum.
- If modular construction is used, ensure the construction reflects snow conditions and is of high quality to avoid maintenance issues (e.g., Aspen Village Apartments has issues with drywall buckling, dry rot, and roof icing/snow fall issues). The quality of modular construction has improved (e.g., Manzanita Apartments and Jeffreys Apartments, also constructed with modular, are in better condition than Aspen Village Apartments).
- Ensure that the buildings are not subject to flooding.
- Ensure design addresses rain-on-snow events

Attachment C: Final Conditions of Approval for Density Bonus (UPA 20-003) and Design Review for Phase 1 (DR 20-005) (See Resolution No. 21-10)

STANDARD PLANNING CONDITIONS

1. This Resolution approves: Design Review 20-005 for the first phase (Development Area 1) of the 2021 Parcel Master Plan, which includes construction of 81 units (80 affordable multi-family housing units and 1 caretaker unit) along with space for a daycare facility and community center and a public park. A Density Bonus is approved through Use Permit 20-003 to allow for up to 580 affordable housing units to be developed in phases across the Parcel site in accordance with the development standards set forth in the 2021 Parcel Master Plan. For the purposes of these Conditions of Approval, both “on-site” and “off-site” improvements refer to improvements on the 33 Center St and 1699 Tavern Rd Parcels, also referred to as the “Master Planning Area.” Conditions 2 through 84 apply to the first phase of the development only (DR 20-005). This approval is not effective until Ordinance 21-01, adopting District Zoning Amendment 20-001 and Zoning Code Amendment 20-005, is effective.
2. The approved site and building plans, including all sheets contained within “Design Review 20-005 for Town of Mammoth Lakes – The Parcel - Phase 1 Development” dated received by the Town of Mammoth Lakes November 16, 2020, including Sheet G1.0; Sheets C2.0, 2.1, 3.0 & 3.3; Sheet L1; and Sheets A1.0, 2.0, 2.1 to 2.8, 3.0, 3.1 to 3.5, 4.0 & 5.0 shall be adhered to and maintained for the duration of the permit.
3. This entitlement and all rights hereunder shall automatically terminate unless the site preparation or construction has been commenced within two years after the issuance of this entitlement and such work is diligently carried on until completion, or an extension of time has been granted in accordance with Municipal Code §17.60.060.B.
4. All new improvements constructed on the site shall be in compliance with all Town of Mammoth Lakes, County of Mono, Mammoth Community Water District, the Mammoth Lakes Fire Protection District, the CRWQCB Lahontan District, Great Basin Air Pollution Control District, OSHA, State of California and United States of America laws, statutes, ordinances, regulations, directives, orders, and the like applicable thereto and in force at the time thereof. Any violation of the above may constitute grounds for revocation under Chapter 17.128 of the Mammoth Lakes Municipal Code.
5. This resolution of approval, as conditioned herein, shall be recorded for the subject property by the Mono County Recorder’s Office prior to commencing the approved use on the property or the issuance of any building permits for new or remodeled structures.
6. The site shall be maintained in a neat, clean and orderly manner. All improvements shall be maintained in a condition of good repair and appearance. Outdoor storage of equipment and other materials, except for firewood, is prohibited. Non-operating vehicles, equipment and materials inappropriate to the site and its use shall not be stored within outdoor areas on the site.
7. Storage of construction materials and equipment off-site shall not be permitted without a permit issued by the Community and Economic Development Department of the

Town. Any public or private property altered, damaged or destroyed by site preparation, grading, construction or use shall be restored to its pre-existing condition by the permittee.

8. All conditions of this permit shall be met or secured prior to final occupancy approval of any tenant improvements or new structures.
9. All uses are subject to review by the Building Official of the Town of Mammoth Lakes and must conform to occupancy ratings of the structures to obtain occupancy.
10. Town staff shall have the right to enter the subject property to verify compliance with these conditions. The holder of any permit associated with this project shall make the premises available to Town staff during regular business hours and shall, upon request, make records and documents available to Town staff as necessary to evidence compliance with the terms and conditions of the permit.
11. Prior to the issuance of a building or grading permit, the applicant shall pay all applicable fees as prescribed by ordinance and/or resolution and pay any fees due on the project processing account.
12. Where compliance with the conditions of approval or applicant initiated changes to the plans require additional staff review, that review time shall be billed at the Town's established billing rates. Prior to the issuance of a building or grading permit, the applicant shall pay all outstanding costs for the processing of this application.
13. Prior to issuance of a grading or building permit, the applicant shall obtain a secondary source permit or letter of exemption from the Great Basin Unified Air Pollution Control District.
14. The applicant shall defend, indemnify, and hold harmless the Town and its agents, officers, and employees from any claim, action, or proceeding against the Town and its agents, officers, or employees to attack, set aside, void, or annul, an approval of the Town, advisory agency, appeal board, or legislative body concerning this approval. The Town shall promptly notify the applicant of any claim, action, or proceeding and shall cooperate fully in the defense.
15. All exterior lighting shall comply with Chapter 17.36.030 of the Town of Mammoth Lakes Municipal Code, Exterior Lighting. Exterior light fixtures having a total of over 400 lumens of output shall be equipped with shields that extend below the horizontal plane of the light source to direct the light downward onto the structure or surrounding grounds. Accent lighting is permitted as described in Municipal Code Section 17.36.030.F.6. This shall be verified prior to issuance of a certificate of occupancy.
16. The final landscape plan shall be submitted to the Planning Division for approval prior to issuance of a Building Permit and shall substantially conform to the preliminary "Master Landscape Plan" dated November 16, 2020, approved by the Planning and Economic Development Commission. . Trees used for revegetation and landscaping shall be a minimum size of 2-inch caliper. Shrubs used for revegetation and landscaping purposes shall be a minimum 2-gallon container size. Completion of all landscape improvements and revegetation of fill slopes and disturbed areas shall occur prior to issuance of the first Certificate of Occupancy.

If the aggregate landscaped area exceeds 500 sq. ft., a landscape documentation package shall be required prior to issuance of a certificate of occupancy. Said landscape

documentation package shall conform with the requirements identified in Municipal Code Chapter 17.40 (Water Efficient Landscape Regulations). The aggregate landscape area is defined as the total horizontal surface area dedicated to plant installation and irrigation plus the wet surface of any decorative water features. The landscape area for shrubs and trees shall be determined using the shrub/tree mature growth diameter or drip line. The landscape area does not include footprints of buildings or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, or other pervious or non-pervious hardscapes outside of planted areas. Landscape area does not include undisturbed areas with established non-irrigated vegetation, or landscaping that is exempt pursuant to Municipal Code Section 17.40.020.D.

17. The project shall comply with the Guidelines for Erosion Control in the Mammoth Lakes area. This shall include submittal of a Report of Waste Discharge, if applicable.
18. A valid building permit and a permit from the Mammoth Lakes Fire Protection District are required before any building can begin on-site.
19. Proposed water and sewer connections require a Connection Permit from Mammoth Community Water District. Prior to the Town authorizing any construction, the applicant shall obtain water and sewer permits from Mammoth Community Water district and pay applicable fees to the District.
20. New or changed improvements, exterior illumination, elevations, designs, materials, or colors shall conform to the adopted 2021 Parcel Master Plan and will require review and approval from the Town of Mammoth Lakes Community and Economic Development Department or Planning and Economic Development Commission pursuant to Municipal Code Chapter 17.88.
21. A certificate of occupancy is required for all future tenant improvements within the subject structures. Tenant improvements shall identify occupancy separation requirements, disabled access requirements and compliance with all applicable building, electrical, plumbing, and fire code requirements.
22. All conditions of approval shall be printed verbatim on all of the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical, and plumbing) and shall be referenced in the index.
23. Developers of residential properties shall include a disclosure statement indicating that Mammoth Lakes is an area of habitat for Mountain Lions, which indicates potential risk, particularly to small children and pets. (General Plan Mitigation Measure 4.3-1)

SPECIAL PLANNING CONDITIONS

24. The Mitigation Monitoring and Reporting Program (MMRP) established by the Town of Mammoth Lakes 2005 General Plan Update (State Clearinghouse No. 2003042155, dated May 2007) and Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report (2016 Update EIR) shall be adhered to in the implementation of the proposed development and is incorporated herein by reference. Applicable Mitigation Measures have been compiled and included as

Appendix J of the Infill Environmental Checklist and are incorporated by reference.

25. If required, the applicant shall submit Homeowner's Association CC&Rs for the maintenance and control of common area for review and approval by the Community and Economic Development Director prior to issuance of the first Certificate of Occupancy. The CC&Rs shall contain provisions granting rights of access and parking, as necessary, to the owners, tenants, and their guests, of the units.
26. All retaining walls visible from off-site shall be made of split face block, faced with rock, or similarly treated to be compatible with the design of the project. (MC Section 17.36.040.C.)
27. Roof vents, exhaust, pipes, and flues shall be combined and/or collected together on slopes of roof out of public view to the greatest extent possible.
28. The required trash enclosure shall be improved with a concrete slab and enclosure constructed of materials compatible with that of the buildings. Adequate space for recyclable materials shall be provided within the enclosure. All trash enclosures, and receptacles shall be animal resistant. The enclosure is not required to be gated. The final alignment of the trash enclosure shall be reviewed by Mammoth Disposal, the Public Works Department and the Community and Economic Development Department and shall comply with Municipal Code section 17.36.130. The trash enclosure shall be installed prior to issuance of the final Certificate of Occupancy unless an alternative method of trash collection service is available (e.g. individual trash cart service) and the use of which has been approved by the Town.
29. All tree removal activities shall adhere to the Federal Migratory Bird Treaty Act and California Fish and Wildlife Code Sections 3503 and 3503.5, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird or bird-of-prey, except as otherwise provided by FGC or any regulation made pursuant thereto. Completion of a nesting bird survey by a biologist with relevant qualifications within three days of initiation of site disturbance is recommended for projects that have the potential to disturb suitable nesting habitat, which may include riparian vegetation, mature trees, snags, and structures.
30. No snow shall shed or be deposited onto adjacent properties or Town right-of-way. This shall include snow that is removed from any portion of the property, including, but not limited to, the structure, driveway, and/or common areas. All interim snow storage areas shall be on the subject property. The property owner shall be subject to fines pursuant to Municipal Code §12.16.030 (*Snow Removal – Violation/Penalty*) if found to be in violation of this condition.
31. A key box shall be provided with an individual master key that provides access to each unit. This shall be reviewed and approved by the Mammoth Lakes Fire Protection District prior to building permit issuance.
32. All exterior wood products shall comply with the Wildland Urban Interface (WUI) construction materials requirements certified by the State Fire Marshal's Office and be in compliance with Chapter 7A of the current California Building Code. Plywood or OSB sheathing shall be a minimum of one-half inch thickness with approved siding material placed over top.
33. All eave and crawl space ventilation shall resist the intrusion of flame and burning

embers and comply with Chapter 7A of the California Building Code and local modifications.

34. The structure shall comply with NFPA 13R automatic fire sprinkler requirements as required by Section 903.2.8 and 903.3 of the California Fire Code. A deferred submittal for sprinkler plans and calculations will be acceptable.
35. Before a certificate of occupancy is issued for a project, the applicant shall certify to the Director that the Eligibility Points upon which the project's residential density bonus was based have been achieved. To satisfy this condition, evidence shall be provided that a Workforce Housing Agreement consistent with Section 17.138.090 has been recorded against the property and that the required number of deed restrictions at the agreed upon affordability level have been recorded against the property. The Town shall be named as a party in the Workforce Housing Agreement and shall have the right to enforce all subsequent deed restrictions.

ENGINEERING DIVISION CONDITIONS

STANDARD CONDITIONS / GENERAL REQUIREMENTS:

36. The maintenance of graded slopes and landscaped areas shall be the responsibility of the developer until the transfer to individual ownership or until the maintenance is officially assumed by an appropriate district or property owners' association.
37. Slope rights adjacent to public rights of way shall be dedicated to the Town where necessary.
38. All new utility lines within, adjacent to, or serving the site shall be placed underground.
39. The site grading design and all building construction shall conform to State and federal disabled access regulations.
40. Paved access is required from the project to a maintained street.
41. Street and traffic signs shall meet the California Manual of Uniform Traffic Control Devices (MUTCD).
42. Private landscaping and irrigation systems within the project and adjacent to the project area within the public right of way shall be maintained by property owner, with the exception of benefit assessment district areas.
43. All easements and dedications shall be in a form and content acceptable to the Public Works Director.
44. Nothing in the approval of this entitlement shall be construed to allow for the deviation, adjustment, variance or non-conformance of any Municipal Code or ordinance, or of any local, State or federal standard, policy, regulation or law, unless specifically provided for herein.
45. All grading and public improvements shall be consistent with the Town of Mammoth Lakes Standard Plans for Public Works.

THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO ISSUANCE OF AN ENCROACHMENT, GRADING, OR IMPROVEMENT PERMIT:

46. The applicant shall obtain an encroachment permit, easement or letter of permission to grade all areas requiring off-site grading prior to issuance of a grading permit or a building permit. These areas shall be contour graded.
47. A preliminary soils report shall be filed with and reviewed by the Public Works Director. The report shall address and make recommendations as to the compacted and un-compacted fills on-site. A note shall be placed on the final grading plans indicating which areas require grading remediation. An “as-graded” soils report shall be provided to the Town upon completion of the grading.
48. Construction of water and sewer improvements shall require water and sewer permits from the Mammoth Community Water District. Grading plans shall be submitted to the Town for review and approval and a grading permit in accordance with the Municipal Code shall be obtained from the Town and all mitigating measures and best management practices to prevent erosion and to protect existing trees shall be constructed prior to work commencing for any and all water and sewer improvements.
49. An application for an engineered grading permit shall be submitted to the Engineering Services Division of the Public Works Department in accordance with Chapter 12.08 of the Municipal Code. No change to the existing conditions of the site, including site grading, drainage interruption, land clearing, etc. shall be commenced until grading and drainage plans have been approved by the Public Works Director.
50. An engineered grading permit for the project shall not be issued unless one of the following has occurred:
 - a. Submission of a complete application for a building permit to the building division of the Community and Economic Development Department. The building official shall make the determination as to whether or not the application is complete; or
 - b. A form of security listed in Government Code Section 66499(a) and acceptable to the Town shall be posted to secure restoration of the site. Construction cost estimates for all required sureties shall be prepared and signed by a registered civil engineer. The estimates shall be made at prevailing wage rates and shall include 20% for construction contingencies and 20% for administrative costs, and shall be reviewed and approved by the Public Works Director or designee prior to execution.

51. An encroachment permit or a letter of exemption shall be obtained from the Engineering Services Division of the Town prior to construction within the public right of way in accordance Chapter 12.04 of the Municipal Code.
52. No work within Town right of way shall be commenced until a traffic control plan has been approved by the Engineering Services Division of the Town.
53. Improvement plans for streets, sidewalks, drainage, and other public/private infrastructure shall be prepared by a registered civil engineer and submitted to the Town for review and approval. Existing topography and proposed grading with sufficient contour intervals (not to exceed two (2) feet) shall be prepared by a registered civil engineer or a licensed land surveyor.
54. Final grading and improvement plans and profiles shall indicate the location of any existing utility facility that would affect construction. All existing utilities shall be shown on the improvement plans and relocated as necessary without cost to the Town. All existing overhead utilities shall be converted to underground.
55. Prior to approval of the improvement plans, the applicant shall contract with a soils testing engineer. Any proposed grading within the street right-of-way shall be done under the direction of the soils testing engineer. Compaction tests of embankment construction, trench backfill, and all sub-grades shall be performed at no cost to the Town. Prior to placement of any base materials, and/or paving, a written report shall be submitted by the soils testing engineer to the Public Works Director for review and approval.
56. A geotechnical report is required that confirms that the proposed stormwater retention system locations will not be subject to groundwater entering the system or cause leaching through an adjacent slope face. A sediment and oil water separator may be required to be installed in conjunction with the system in conformance with the General Plan.
57. Slope stability tests are required for all cuts greater than 2:1 or fills greater than 3:1 (H:V).
58. A thorough evaluation of the structural street section from a qualified civil and/or geotechnical engineer, shall be submitted to the Engineering Services Division of the Town.
59. All driveways shall be constructed in accordance with the commercial driveway standards of the Town Standards.
50. In addition to the drainage, traffic related, or other requirements stated herein, other "on-site" or "off-site" improvements may be required which cannot be determined from

the plans submitted at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to the Public Works Director.

51. Drainage across the property shall be maintained. The design of the grading and drainage facilities shall not create concentrated discharges to adjacent properties and/or public rights of way in excess of historical flows. A registered civil engineer shall investigate existing facilities and design adequate drainage facilities to intercept and conduct the drainage flows around or through the site in a manner that will not adversely affect adjacent or downstream properties. The Engineer shall verify that downstream facilities, and drainage channels accepting site flows are not adversely affected by an increase in runoff from this development. If the project does create concentrated or sheet flows off-site that are greater than historical, the applicant shall demonstrate that the downstream facilities can accommodate the increased flows; otherwise, the applicant shall provide on-site detention for excess flows.
52. A final hydrology and hydraulics study is required and shall be submitted with the grading and improvement plans for the project. The study shall be prepared in accordance with the grading chapter of the municipal code and the adopted Storm Drain Master Plan of the Town and shall be prepared by a registered civil engineer. The study shall include runoff from the entire site and shall also include runoff that enters the property from all upstream sources, and shall include all storm drains, drywells, infiltrators and surface flows. The study shall indicate the method of conveying surface and underground runoff and shall address drainage conveyances downstream to the extent they exit to an existing facility or natural drainage course. All existing drainage facilities on-site and tributary to the site shall be identified and shown on the grading plans. The hydraulic calculations shall include all pipe flows, velocities and head loss calculations sufficient to show the adequacy of all conveyance systems. Q100 and V100 and the hydraulic grade line for all public storm drains and all facilities with an equivalent diameter of 18 inches or greater shall be shown on the approved grading and improvement plans. The drainage study for the project and the final design of the storm drain system shall be approved prior to approval by staff of the grading and improvement plans and the final map. Infiltrators and storm water pollution prevention facilities are to be designed to accept the “first flush” levels of runoff. The capacity of these facilities shall not be assumed to reduce storm water flows of other drainage facilities that may be required for the project.
53. Temporary and permanent erosion control plans shall be included with the grading, improvement, and building plans. Continuous water spraying or other approved methods shall be used during grading operations to control fugitive dust. Drop inlet filters and other temporary Best Management Practices shall be employed to filter nuisance water from storm drain inlets affected by construction, on-site and off-site. Groundwater pollution from urban run-off water generated by the project shall be mitigated using best management practices (BMPs), per the requirements of the California Regional Water Quality Control Board, Lahontan District, and as indicated

in the "New Development and Redevelopment Guidelines". The applicant shall apply for and obtain all required permits, written clearances or exemptions from the Lahontan District prior to any grading. All BMPs shall be shown on the erosion control plans. If the Town inspector determines that the BMPs in place are not adequate, then additional BMPs shall be installed at the discretion of the Town inspector or a revised erosion control plan shall be prepared for approval by the engineering services division. Gravel bags shall be used in lieu of sand bags. All permanent erosion control measures shall be irrigated for at least one season. Permanent BMPs shall include sediment traps upstream of infiltrators and oil water separators for parking areas consistent with the General Plan.

54. A Construction Staging and Management Plan shall be submitted to and approved by the Public Works Director prior to grading or building permit issuance. Said plan shall include provisions related to the parking of construction worker vehicles, construction equipment, construction materials, and specific limitations restricting access into non-developed portions of the site and the storage of materials within these areas. The staging plan and the final access roadway improvements shall all be approved by the Mammoth Lakes Fire Protection District prior to grading permit issuance. An approved copy of the plan shall be maintained on-site at all times and available to all contractors, subcontractors, their employees and the Town. The staging plan shall address hours of work, and special approval for work outside hours allowed. The plan shall also contain provisions for interrupting utility services to neighboring properties and sufficient noticing to affected residents and property owners.
55. On the cover sheet of the grading plans and in a very conspicuous location place the following note: "The conditions of approval for the approved Design Review DR 20-005 and Use Permit UPA 20-003 contained in the resolution recorded at the County Recorder's Office of Mono County as Document No. 2021xxxxx, shall be made a part of these plans and the grading permit and all conditions and requirements therein shall be adhered to by the contractor, his sub-contractors and any person performing any work on the project." This note shall also be included within the construction staging and management plan.
56. Prior to combustible materials being placed on-site, an all-weather access road shall be constructed serving all exterior portions of the structure to the satisfaction of MLFPD.
57. The grading plan and building permit plans shall indicate all snow storage areas and drainage facilities.
58. Driveway slopes shall be reviewed and approved by the Town's Public Works Director prior to approval of the grading plan.
59. All easements shall be shown on the grading and building permit plans.

70. All export shall be taken to, and all import shall be taken from a permitted site, which shall be identified at grading permit issuance. The applicant shall prepare a haul route, subject to the approval of the Public Works Director prior to the import or export of material for the site.
71. The grading plans shall include a tree removal and protection plan, which shall be approved prior to any land disturbance and the issuance of a grading or building permit, to address how construction can occur without disturbing the drip-line of retained trees. The drip-line areas shall be “fenced” off with barriers to prevent disturbance during site grading. Additionally, finish grading shall not disturb existing understory vegetation or retained trees. The applicant shall obtain any necessary Timber Harvest Permit prior to any tree removal.
72. A pre-construction meeting shall be held on-site prior to any land disturbance to inspect clearing limit fencing and tree protection measures, BMPs, and elements of the Construction Staging and Management Plan.
73. A snow removal/storage management plan for the hauling of snow in accordance with Municipal Code Section 17.36.110.B(3)(a) shall be submitted by the applicant and approved by the Community and Economic Development Department and Public Works Department prior to first building permit issuance. The plan shall be in the form of a recorded document mutually agreed to between the property owner and the Town and shall describe features such as, but not limited to, location of snow storage areas, the method of snow hauling, frequency of pick-ups, pick-up areas, haul routes, hours of hauling operations, and snow deposit areas. The plan shall also include methods to address potential cornice and ice falling onto pedestrian and vehicular areas and methods to address hazardous snow and ice build-up on pedestrian pathways and sidewalks. Approved methods to address hazardous snow and ice build-up include plowing, application of cindering, and potential of heat-traced pavement. This plan and provisions for maintenance of private driveways and drainage facilities shall be included in the project CC&Rs.

PRIOR TO ISSUANCE OF A TEMPORARY, CONDITIONAL, OR FINAL CERTIFICATE OCCUPANCY, THE FOLLOWING CONDITIONS SHALL BE COMPLETED:

74. All easements as shown on the approved plans and as required as part of any land transfer or conveyance shall be recorded by separate document in a form and in content acceptable to the Town. Easements to be recorded by separate document shall be submitted to the Town for review and approval prior to recording. The fully executed documents shall then be submitted to the Public Works Director. Easements shown on

- the grading plans to be granted or dedicated shall indicate the beneficiary of the easement(s).
75. The applicant shall submit to the Town electronic files of the as-built grading plans in PDF and AutoCAD formats or other format as may be approved by the Public Works Director.
 76. Monumentation of the subdivision shall be installed in accordance with the Subdivision Ordinance of the Town, Ordinance 84-10.
 77. All required landscaping and irrigation improvements shall be constructed, or a form of security listed in Government Code Section 66499(a) and acceptable to the Town shall be posted to the satisfaction of the Community and Economic Development Department for any required landscaping and irrigation improvements to be deferred and a schedule shall be submitted to the Town for the construction of the deferred improvements. Deferral of the construction of any landscaping and irrigation improvements shall be at the sole discretion of the director of the Community and Economic Development Department.
 78. Address numbers shall be placed on all new and existing structures in such a manner as to be plainly visible and legible from the access roadway or street, consistent with Municipal Code Chapter 16.32.
 79. All required grading, public and private street and drainage improvements shall be completed, all “punchlist” items completed to the satisfaction of the Public Works Director, the as-built plans submitted, reviewed and approved and the required warranty security posted prior the issuance of a certificate of occupancy for the project.
 30. A form of security listed in Government Code Section 66499(a) shall be posted with the Town in a form acceptable to the Town Public Works Department for any deferred final monumentation for the project. The estimated amount of the surety shall be prepared by the licensed land surveyor and shall be approved by the Town Public Works Department.

SPECIAL ENGINEERING CONDITIONS

31. The applicant shall submit a request for unit, building and street addressing to the Town for approval concurrently with application for Building Permit.
32. Site improvements consisting of public streets, on-street parking, sidewalks and multi-use paths, rights of way, stormwater infrastructure, and transit shelters shall be constructed to the benefit of the Town in general conformance to the plans approved with this entitlement and at the direction of the Public Works Director. Improvements

shall be designed and constructed to Town Standards and to the satisfaction of the Public Works Director. Requirements include but are not limited to:

- a. In order to accommodate adequate snow storage or to convey stormwater, sidewalks and multi-use paths shall generally be separated from the street by a 9ft landscape strip or bioswale, however the landscape strip may be locally reduced to a minimum of 6ft or the sidewalk may locally be located directly adjacent to street curb with no landscape strip between street and sidewalk.
- b. In locations where the separation between street and sidewalk or MUP is designed as a bioswale to detain or convey stormwater, curb and gutter may be eliminated.
- c. Multi-use Paths shall be constructed of asphalt, and shall generally meander in alignment to provide character and to preserve trees. Path width may be locally reduced from the standard to accommodate such variation.
- d. Pedestrian ramps shall be designed to converge at corners in order to eliminate “snow islands” or other impediments to sight distance.
- e. Transit stops shall include a bus shelter.
- f. On-street parking shall be either parallel or perpendicular.
- g. Trenches for all utilities and other associated utility infrastructure shall be located in the street and shall generally not be located in landscape strips or bioswales.
- h. Underground propane lines connecting to the Amerigas franchise system shall be installed and stubbed out to each building
- i. Underground fiber optic lines connecting to the Inyo Networks/Digital 395 broadband system shall be installed and stubbed out to each building.
- j. Stormwater infrastructure to manage runoff from public rights of way shall be designed and constructed in order to minimize impact to downstream facilities to the satisfaction of the Public Works Director.
- k. In general, a 10ft non-exclusive easement beyond each side of public rights of way shall be dedicated to the benefit of the Town for snow storage purposes. The width of this easement may be locally reduced in consideration of other snow management constraints and opportunities.
- l. A 20ft non-exclusive easement on the south and east sides of the Park shall be dedicated to the benefit of the Town for snow storage purposes.
- m. Above-ground utility equipment, such as electrical transformers and pedestals, shall not be located in or adjacent to public open space.

- n. Trees which have been identified by “The Parcel Tree Survey” map by Triad/Holmes Associates dated 7/31/2020 and the associated “The Parcel Tree Survey Report” by High Mountain Arborist dated 8/1/2020 as “Heritage”, “Habitat”, “Unique”, or part of a “Subpopulation of Mature Jeffrey Pine” trees, as well as other trees greater than 12” DBH, shall be protected and preserved to the greatest extent possible. Such preservation may involve deviation from Town Standards at the discretion of the Public Works Director.
33. Improvements to upstream or downstream stormwater infrastructure facilities may be required at the direction of the Public Works Director.
34. Applicant will be responsible and required to provide multi-modal connectivity from inside the Master Plan area to existing infrastructure outside the Master Plan area. The Public Works Department reserves the right to modify these conditions to meet the intent of providing connectivity while managing the unknown constraints associated with the described improvements. Specifically, for proposed Phase 1, the following improvements at Center Street and Tavern Road connections shall be made:
- a. At minimum a 6’ sidewalk with curb and gutter shall be constructed to TOML standards on the southerly side of Center Street from the intersection of Center Place heading easterly towards Main street. The sidewalk will incorporate as necessary provisions for driveway access and head in parking to accommodate existing conditions and businesses. Crosswalks and curb ramps necessary to traverse the Frontage Road will be incorporated. Drainage improvements will be incorporated and will include removal of the existing slotted drain and installation of drop inlets and underground storm drain to connect to existing storm drain infrastructure. Street lighting and Municipal or trail wayfinding will be incorporated as required by existing or amended plans or as directed by the Public Works Director.
 - b. A sidewalk or MUP connection to the existing sidewalk on Tavern Road will be constructed. This may require providing ADA compliant and similarly designed curb ramps at the intersection of Tavern and Laurel Mountain in order to safely transfer pedestrian from one side of the road to the other. Applicant will provide a pedestrian activated crosswalk beacon and advance warning signage on unsignalized portion of Laurel Mountain Blvd. Signage will be the same make and model as found at the intersection of Tavern Road and Old Mammoth Road. Street lighting and Municipal or trail wayfinding will be incorporated as required by existing or amended plans or as directed by the Public Works Director.
85. Prior to the issuance of the first Certificate of Occupancy for a housing unit, the developer shall provide a parking management plan for final approval by the Town Council that demonstrates how alternative modes of transportation will reduce the

parking needs for the project with consideration for the entire master planned area. Identified solutions shall be primarily derived from the Town's mobility planning efforts, including both accepted and adopted documents and should be in place prior to the issuance of the first Certificate of Occupancy. The parking management plan, that will be developed in coordination with the Town, should include clear metrics and triggers that allow additional parking to be provided for the project, with consideration for the master planned area, if the management plan does not achieve its goal.