



2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Town of Mammoth Lakes (Town) is located in the eastern Sierra Nevada Range, in southwestern Mono County, California; refer to Exhibit 2-1, *Regional Vicinity*. The proposed Holiday Haus Project would be developed on two parcels (Assessor's Parcel Numbers [APNs] 33-110-01 and 33-110-02) that compose an approximate gross acreage of 1.55 acres (herein referenced as the "project site"). Additionally, the project would encompass a pedestrian/bike path located within Caltrans right-of-way, to the north of the project. The project site is located to the south of State Route 203 (SR-203)/Main Street and approximately 350 feet to the east of Minaret Road; refer to Exhibit 2-2, *Local Vicinity*. Specifically, the project site is located at the existing Holiday Haus Motel located at 3905 and 3863 SR-203/Main Street.

2.2 BACKGROUND AND HISTORY

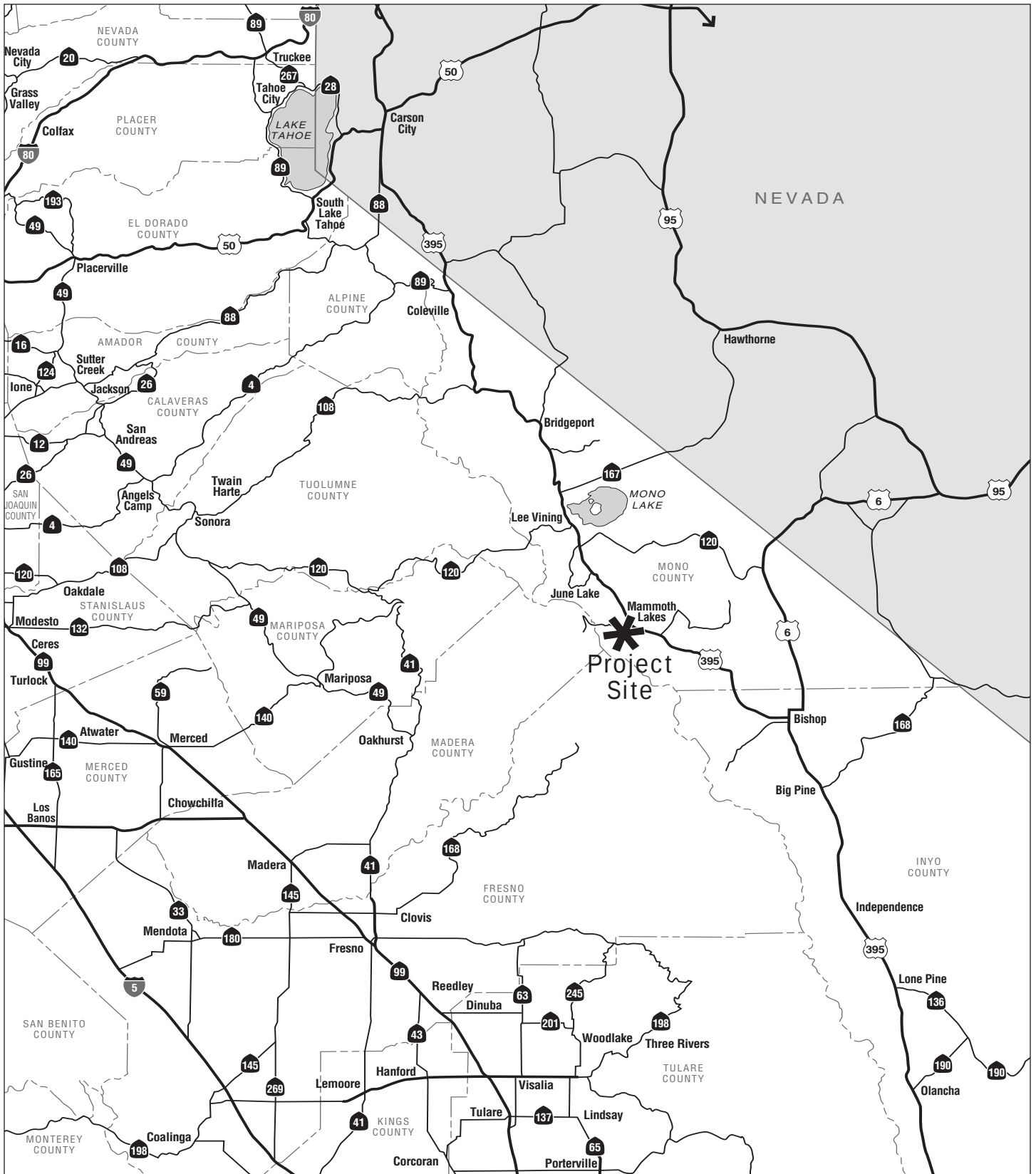
The Holiday Haus project application was first submitted to the Town on September 30, 2005. Although this project application was deemed complete, this proposal was not consistent with Town standards, including lot coverage. On April 18, 2007, the Applicant submitted a revised site plan for the project in response to Town comments on the previous plans, which is the current project proposal. This project is being evaluated by the Town under the rules and regulations in effect on April 18, 2007 when the current plans were submitted to the Town. The *2007 General Plan* was not adopted until August 15, 2007. Therefore, the project application is being processed under the *1987 General Plan*. All development standards and requirements in effect on April 18, 2007, including Workforce Housing and Garage Standards, apply to the review of the Holiday Haus Project.

The Applicant and the Town conducted a public workshop with the Town Planning Commission on the Holiday Haus project (plans with the "X" shaped structure) on July 11, 2007. As stated in the Planning Commission minutes for July 11, 2007, there was a general consensus that the project's use is a good fit for the site. However, the Planning Commission members did express concerns about the aesthetics of the proposed roof vents, circulation/trails, services required for conference uses, and project density.

2.3 ENVIRONMENTAL SETTING

2.3.1 Existing Land Uses and Land Use Designations

The project site's *1987 General Plan* designation is Commercial (C). The existing zoning is Commercial Lodging (CL). The project site is currently occupied by a motel facility (Holiday Haus Motel). The existing motel consists of approximately nine structures that total 34 keyed units (18 units per the Town's Code), which comprises a total of 14,594 square feet.



NOT TO SCALE

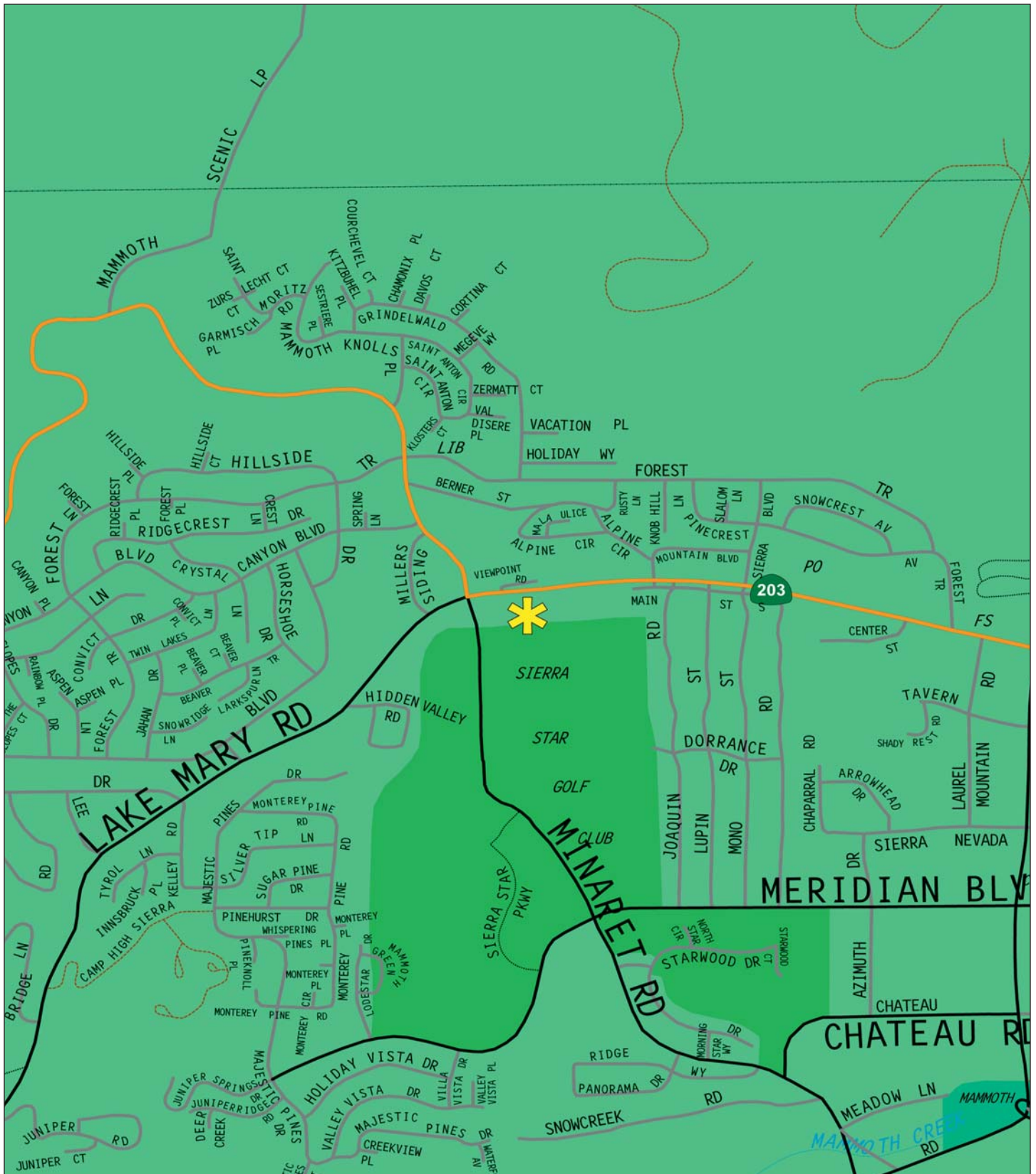


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HOLIDAY HAUS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 2-1



Source: Thomas Bros. Map, 2008.

★ - Project Site

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HOLIDAY HAUS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Local Vicinity

Exhibit 2-2



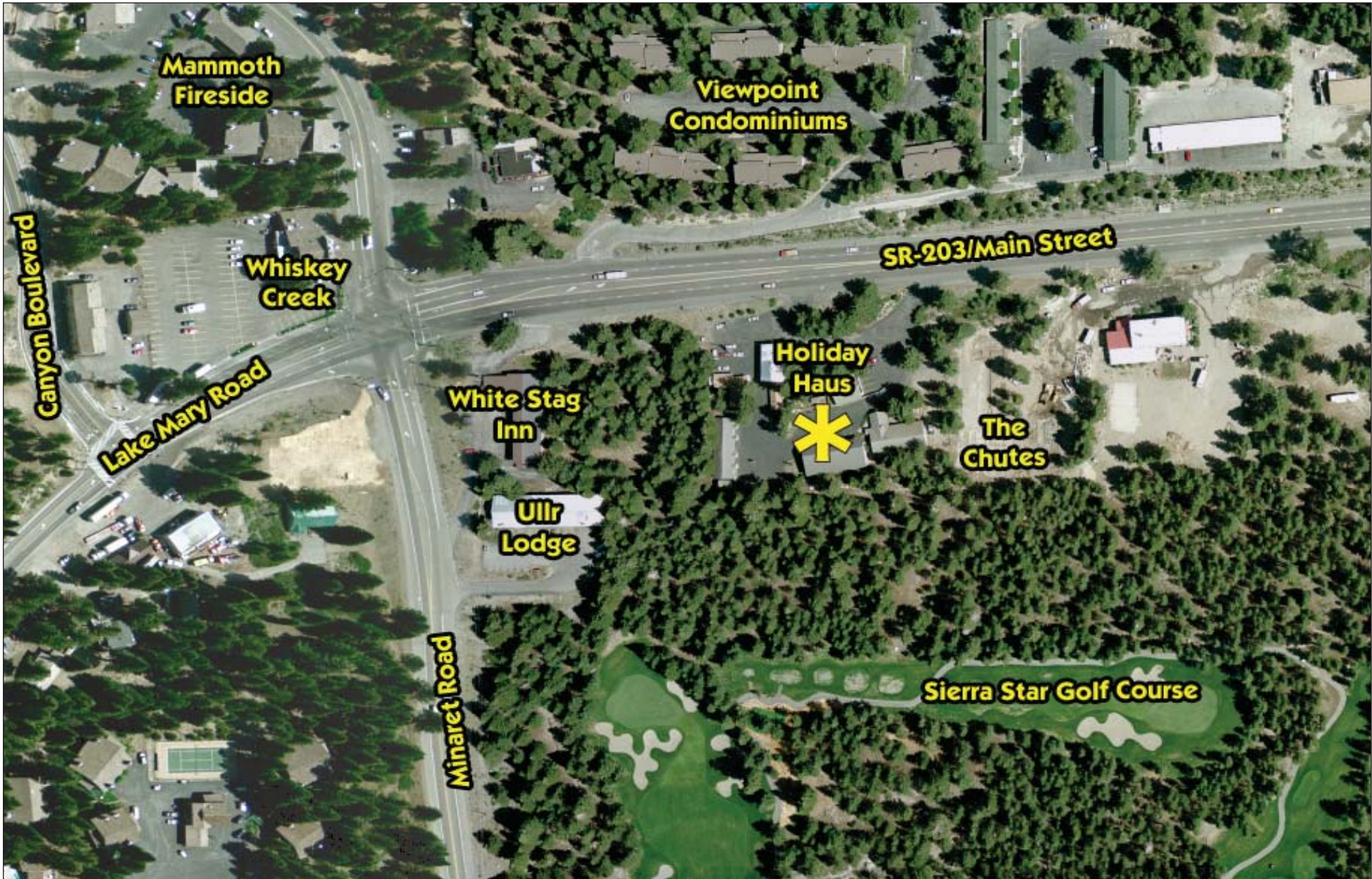
Currently a “U” shaped driveway is used to access the site from SR-203/Main Street. There is a significant down slope from Main Street to the project site, which continues at a lesser slope south and across the property. Although the site is developed, there are several mature trees (including indigenous pines and firs) existing on the site.

It should be noted that per Municipal Code Chapter 17.52, the conversion of rental units to condos is not permitted. Currently, the Holiday Haus Motel owner (the Applicant) pays transient occupancy tax (TOT), which allows for the nightly rental of all on-site units. Therefore, all of the existing motel units are not considered existing rental units, accordingly the project would not convert rental units into condominium units.

The surrounding land uses generally consist of commercial lodging and resort/specific plan land uses, which are summarized below and illustrated on Exhibit 2-3, Aerial Photograph.

The following is a summary of the surrounding land uses and zoning:

- North: SR-203/Main Street adjoins and parallels the project site to the north. The area north of SR-203/Main Street includes steep hillside terrain and shrub vegetation. SR-203/Main Street is under the jurisdiction of the California Department of Transportation (“Caltrans”). Additionally, the Viewpoint Condominiums are located to the north (across SR-203/Main Street) and above grade from the project site. Areas north of SR-203/Main Street are zoned Commercial Lodging (CL).
- East: The area adjoining the project site to the east includes a workforce housing facility (The Chutes), zoned Resort (R) that is part of the Lodestar Master Plan. Areas further east are zoned Commercial Lodging (CL).
- South: The area south of the project site includes vacant and forested land. Further south is the Sierra Star Golf Course. Areas south of the project site are zoned Resort (R) and are part of the Lodestar Master Plan.
- West: A vacant property adjoins the project site to the west. Two lodging facilities (White Stag Inn and Ullr Lodge) and Minaret Road are located further west. Areas west of the project site are zoned Specific Plan (SP) and are located within the North Village Specific Plan boundaries.



Source: Town of Mammoth Lakes.

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HOLIDAY HAUS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Aerial Photograph

Exhibit 2-3



2.4 PROJECT CHARACTERISTICS

The project proposes a Hotel Condominium¹ that would include a total of 91 units (135 bedrooms) that would encompass 77 condominium units (120 bedrooms) and 14 on-site workforce housing units (15 bedrooms) constructed above an underground parking structure; refer to [Table 2-1, Proposed Land Uses](#), and [Exhibit 2-4, Conceptual Site Plan](#). A single 182,431-square foot structure would house the project on the 1.55-acre site. The project would also include lock-off units. With implementation of the lock-off units, the project would encompass a total of 88 nightly rental single units and 16 nightly rental two-bedroom units for a total of 104 nightly rental units (120 bedrooms). Five building levels are proposed above three levels of underground parking. The building, garage, pavement, and patio footprints would be approximately 60 percent of the lot (40,386 square feet of the total 67,345-square foot lot). The project would provide on-site affordable housing, conference space, and year-round recreational facilities (both indoor and outdoor) for hotel guests. The project is proposed to be of modular construction.

Building Heights and Materials: The project would be a maximum of five stories high with varied roof planes ranging from approximately 32 to 51.16 feet², as measured from existing grade. The building would be setback approximately 82 feet from the edge of pavement of SR 203/Main Street (approximately 20 feet setback from the project site boundary), which slopes steeply upward from the project site. The highest points of the structure would be in the south and southeast portions and the lowest visible roofline would be along the north portion of the building, fronting on SR-203/Main Street. A flat roof is proposed that would drain internally. The proposed flat roof planes would vary in height up to three feet; refer to [Exhibits 2-5a and 2-5b, Building Elevations \(North/East\)](#) and [Building Elevations \(South/West\)](#), respectively.

The building would be designed to reflect a “mountain” character. Building materials and colors would be designed to be harmonious with the Mammoth outdoor environment and specifically to the character of the project area. For example, exterior materials would include hardi-board, hardi-shingle, stone veneer, concrete and steel elements, and vertical stucco elements. The proposed exterior materials and colors will be reviewed through the Town’s design review process to ensure conformance to the Town’s Design Guidelines and Color Book.

Site Access: Currently two ingress/egress access points are provided via the existing “U” shaped driveway from SR-203/Main Street. The project would remove one access point from SR-203/Main Street to provide one primary access point to the project site via a two-way internal roadway. This two-way roadway would provide access to the drop-off surface parking area and to a ramp leading down to the subterranean parking garage.

¹ The Applicant defines “Hotel Condominium” as hotel units that are under individual ownership. Over 70 percent (Holiday Haus project proposes 73 percent) of such units are to be available as single nightly rentals. This model has proven successful as a financial alternative to finance large projects by sale of individual units to retail buyers who may use their unit when desired and have it in a rental pool when not in use. Average annual national use of Hotel Condominium units by owners is 29 days per annum (Mammoth – 18 days) leaving units available for nightly rental 92 percent of the time.

² It should be noted that roof appurtenances may extend up to 52.16 feet.



Source: Woodward Architecture; June 13, 2008.

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HOLIDAY HAUS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan



**Table 2-1
 Proposed Land Uses**

Land Use	Size (Square Feet)
Hotel Condominium (77 units ¹)	68,079
Workforce Housing Units (14 units ²)	8,215
Pool	2,070
Conference	2,485
Owner Lockers	1,089
Restrooms	408
Mechanical	695
Reception/Office	548
Circulation	22,218
Total Conditioned Space	105,807³
Total Outdoor Decks	4,088
Subterranean Parking Garage (135 spaces)	71,096
Pool Equipment	1,440
Total Garage Levels	72,536
Total Building	182,431
1. The 77 units would include 120 bedrooms. 2. The 14 units would include 15 bedrooms. 3. Totals 91 units (135 bedrooms).	

The project includes a pedestrian/bike path that the Town of Mammoth Lakes has proposed to be located south of and parallel to SR-203/Main Street, north of the project site within California Department of Transportation (“Caltrans”) right-of-way. The Applicant proposes to construct an Americans with Disabilities Act (ADA) compliant path that would connect the pedestrian/bike path to the proposed building. The pedestrian/bike path facility would be a summer use only facility until the Town can assure Caltrans that snow removal would be adequately handled for the safety of the path users. The pedestrian/bike path is anticipated to become a year round facility in the future at the discretion of Caltrans. The project would provide a public pedestrian connection adjacent to the proposed driveway to provide year round pedestrian connection from the project site to SR-203/Main Street. Additionally, bike storage racks are proposed in the underground parking garage.

Fire access is proposed through a hammerhead adjacent to the three drop-off parking spaces and the future “Intrastar 7B Road.” The proposed Intrastar 7B Road is anticipated to be located to the south of the project site within the Lodestar Master Plan area, paralleling the south side of the project site in an east/west direction to connect to Minaret Road to the west. Primary access to the Intrastar 7B Road would be from Minaret Road.



Parking: The project proposes 135 parking spaces underground and three drop-off surface parking spaces for a total of 138 parking spaces. Also included in the 138 total parking spaces are accessible spaces that are compliant with the ADA.

Transportation: The project would encourage pedestrian, bicycle, and public transportation methods through the use of the pedestrian/bike path located to the north of the project, existing bus stop locations located within 0.25-mile of the project site, and proposed bike storage racks that would be located in the underground parking garage.

Workforce Housing: The proposed project would include an aggregate amount of approximately 8,215 square feet of workforce housing, which would be distributed into 14 on-site units. Workforce housing provided as part of the project may be structured under a separate Homeowner's Association, from that associated with the proposed 77 Hotel Condominium units (120 bedrooms). Additionally, the project proposes to set aside 13 of the workforce housing units as moderate-income affordable units. As allowed by State Density Bonus Law, this would entitle the project for a density bonus of 9 percent or 11 rooms.³

Landscaping: Landscape plantings for the project would include a combination of trees, shrubs, and grasses. Existing trees along the perimeter of the project site would be preserved as shown on the proposed tree preservation plan; refer to the Landscaping Plan available for review at the Town's Community Development Department. The proposed landscape plantings would include a mixture of deciduous (i.e., Amur Maple and Mountain Alder) and evergreen (i.e., White Fir, Colorado Spruce, and Jeffrey Pine) trees. Varying native shrub species would be included and grasses would consist of both a native seed mix and native seed with wildflower mix. All proposed landscaping would be irrigated with an underground irrigation system designed for optimal coverage and water conservation consistent with Town Municipal Code 17.38 Water-Efficient Landscape Regulations. All shrub beds would be drip irrigated and all seed and sod areas would use pop-up or stream spray heads.

Energy Efficiency: The project would include energy efficient design such as a computerized utility management system. This system would be operated by the hotel's front desk and a centralized boiler system would be constructed to be compatible with the proposed future geothermal heat source proposed for the Town. The energy management system would control the utility demands of unoccupied units by shutting off all lights and power sources, turning off refrigerators, and turning heat down as far as can safely be accomplished.

The Applicant, in coordination with Southern California Edison (SCE) and the High Sierra Energy Foundation (HSEF), is currently conducting research into various systems. Both SCE and HSEF have expressed interest to assist with refining and improving the project's plans and energy efficiency goals.

³ 124 bedrooms (as allowed by the town) x 9 percent = 11.6 bedrooms (or 11 bedrooms added).



2.5 FIRE ACCESS ROAD ALTERNATIVE

In the event that the Intrastar 7B Road is not constructed upon project implementation, the Applicant would construct a fire access road from the current proposed entry at SR-203/Main Street into the eastern portion of the project site, trending south; refer to Exhibit 2-6, *Alternative Conceptual Layout*. Should the fire access road alternative be implemented, the project would result in one fewer hotel condominium unit and one fewer affordable housing unit (76 Hotel Condominium units [119 bedrooms] and 13 affordable units [14 bedrooms]). It should be noted that under this alternative, some one bedroom units (under the proposed project) would be changed to studio units, which would result in a reduction of one fewer condominium unit (one fewer bedroom) than the proposed project. Refer to Table 2-2, *Fire Road Alternative Land Uses*, for a comparison of the proposed square footage and the Fire Road Alternative proposed square footage. Additionally, this alternative would result in a reduction of 413 square feet (one fewer unit) of workforce housing for a total of 7,802 square feet. This alternative would also remove additional trees and require additional snow storage areas. The proposed parking spaces would remain the same as the proposed project. The proposed lot coverage would not be increased, as the proposed Fire Access Road Alternative would be composed of a pervious material.

**Table 2-2
 Fire Access Road Alternative Land Uses**

Land Use	Proposed Project (Square Feet)	Fire Road Alternative (Square Feet)	Difference (Square Feet)
Hotel Condominium	68,079 (77 units, 120 bedrooms)	66,618 (76 units, 119 bedrooms)	1,461 (1 unit, 1 bedroom)
Workforce Housing	8,215 (14 units, 15 bedrooms)	7,802 (13 units, 14 bedrooms)	413 (1 unit, 1 bedroom)
Pool	2,070	2,070	0
Conference	2,485	2,485	0
Owner Lockers	1,089	1,089	0
Restrooms	408	408	0
Mechanical	695	695	0
Reception/Office	548	548	0
Circulation	22,218	22,085	133
Total Conditioned Space	105,807 (91 units, 135 bedrooms)	103,800 (89 units, 133 bedrooms)	2,007 (2 units, 2 bedrooms)
Total Outdoor Decks	4,088	3,864	224
Subterranean Parking Garage (135 spaces)	71,096	71,096	0
Pool Equipment	1,440	1,440	0
Total Garage Levels	72,536	72,536	0
Total Building	182,431	180,200	2,231



2.6 PROJECT PHASING

Development of the project would be constructed in one phase. Construction is anticipated to commence in 2010 and be completed in approximately 16 months.

2.7 AGREEMENTS, PERMITS, AND APPROVALS

The Town approvals required for development of the project would include the following, among others:

- CEQA clearance;
- Vesting Tentative Tract Map;
- Use Permit;
- Design Review;
- Caltrans permit(s);
- Lahontan Regional Water Quality Control Board, Notice of Intent;
- Great Basin Unified Air Pollution Control District Permit(s);
- Grading Permit;
- Final Map;
- Mammoth Lakes Fire Department Approvals/Permit(s);
- Mammoth Community Water District Permit(s); and
- Building Permit.