



Town of Mammoth Lakes

Advisory Design Panel Staff Report

Date:	February 14, 2019	File No.:	Major Design Review (DR) 18-006
Place:	Town & County Conference Room, 2 nd Floor Minaret Village Shopping Center Mammoth Lakes, CA 93546	Project:	Yotelpad
Time:	After 2:00 p.m.	Location:	6040, 6042, 6060 Minaret Road
Appeal Status:	Not Applicable	General Plan:	North Village Specific Plan (NVSP)
Applicant / Owner:	RePlay Destinations - Chris Heinrich / One Mammoth, LLC	Specific Plan:	North Village Specific Plan (NVSP)
Environmental Review:	Conformance review with the existing North Village Specific Plan Environmental Impact Report	Zoning:	North Village Specific Plan (NVSP)

TITLE: Yotelpad Design Review

A. EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) reviewed the Yotelpad project at their meeting on January 15, 2019. The applicant's response to the ADP comments and the staff report from the January 15 meeting are included as Attachment(s) 2 and 3. In addition, the comments made at the January 15 meeting are provided in the Background section, below. The comments in the Background section are based on the draft meeting minutes (Agenda Item 1).

At this meeting, the ADP is requested to review the revisions made to the Yotelpad project and the response to the ADP comments provided as a part of the resubmittal. Staff requests that the ADP review, discuss, and provide comments on the revised site and building design, based on the analysis provided in this staff report and the standards and recommendations provided for in the guiding documents. The guiding documents for this project are the Town's General Plan, Zoning Code, North Village Specific Plan (NVSP), and the NVSP Design Guidelines, all of which are available for review on the Town's website (<https://www.townofmammothlakes.ca.gov/>).

B. DESIGN REVIEW AND ANALYSIS

1. Background

The Yotelpad project was presented to the ADP for initial review on January 15, 2019. A summary of the ADP's comments, organized as applicable to site, building design, and other design considerations, are as follows:

Report Prepared By:
Nolan Bobroff, Associate Planner

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

Site Design

1. Pedestrian circulation is an issue and the project, as designed, is not consistent with the North Village Design Guidelines related to pedestrian connectivity. The front parking area impedes pedestrian connectivity to the Village and the visual of the parking lot and adjacent sidewalk as viewed from Main Street and Minaret Road appears as a “sidewalk in the middle of a freeway.” The pedestrian area on the corner will be limited to summer use only and will be oftentimes windy.
2. The southwest corner of the site is the most visible location in Town and to use it as a parking lot is a loss. Consideration should be given to developing that corner with hotel guest uses (i.e., lobby area or restaurant space) to animate that corner and add visual interest and provide a buffer between the street and the rest of the project.

The applicant proposed trying to incorporate smaller detached commercial buildings near the southwest corner of the site to bring the building to the street and provide pedestrian connectivity (*Note: Parking for detached commercial uses would need to be analyzed*). The ADP advised that any detached buildings would need to be integrated into the overall project design and should make an architectural statement.

3. The site is the gateway to the Village and that corner should be designed to welcome guests to the Village.
4. The number of surface parking spots should be reduced in order to reduce the size of the parking lot (*Note: a minimum of three check-in parking spots are required*).
5. The site design should take advantage of the existing vegetation around the site and preserve as many trees as possible, especially near the southwest corner of the site.
6. The project appears to have “landed” on the site and is not integrated into the natural slope of the site nor does it consider the transitions between adjacent properties. Some ideas for better integration into the site include: (1) using natural boulders that are stacked for retaining walls, rather than an engineered block retaining wall; (2) terracing or stepping the parking down; (3) terracing the landscaping up from the street with landscaped knolls; or (4) working the entire building into the grade.
7. Although not required, the Commercial Downtown zoning standards should be considered and the buildings should be better oriented to the street and the surface parking area should be reduced or relocated so that it is not visible. Allowing surface parking with the provision of adequate landscaping contradicts the goals of the Commercial zoning standards, which encourage surface parking areas to not be visible and be located behind or to the side of buildings.

Building Design

8. The forms and mass of the building are too severe and are not broken up enough. The applicant could consider removing or varying some of the building modules to break up the massing.
9. The architecture should be reflective of Mammoth and not mimic other resort communities.
10. The materials and colors are appropriate, but the transitions between materials should be better thought out to break up the massing. The floor to ceiling stone on the townhomes appears daunting and cold. A wall on the front of the building comprised of one material and/or a raised roof/patio feature could break up the massing and create a more horizontal feel.
11. The roof form is too consistent and needs to be broken up more. This is an issue for both the townhomes and the hotel building.
12. The buildings need a better connection to the ground. This could be achieved with color and material (does not need to be stone) or through the use of a storefront type material/metal.

13. Colors should stay as neutral as possible and include greys and dark colors with natural wood tones added in. The color palette should avoid rich-browns and red-browns since they end up turning pink and avoid stone that has red tones since the high UV rays eliminate yellow and red. Natural stone should be used.
14. The combination of vertical and horizontal siding provides visual interest.
15. Consider using cement board siding with a natural wood appearance rather than natural wood cedar to provide for longevity and less maintenance. Use of natural wood cedar under the ceilings on the patios is appropriate since those areas do not receive direct sunlight.
16. The railings on the decks need additional detail and variation in the materials should be considered (i.e., not all pickets). The railing are an opportunity to dress up the building and provide visual interest.

Other Design Considerations

17. Consideration should be given to whether the parking structure could be accessed from Main Street. Caltrans would need to weigh in on whether that would be approved and the grade change could be difficult to work with.
18. Service truck routes for deliveries and trash removal need to be well thought out and analyzed to ensure there will be limited impacts to surrounding businesses and streets. The applicant could consider a one-way route through the parking structure if Caltrans allowed for exiting onto Main Street. The applicant indicated that would cause additional visual impacts on the south side of the project and would require additional tree removal along Main Street.
19. The snow storage plan needs to address temporary snow storage areas and snow hauling. The applicant indicated that the courtyard will be heated.
20. The landscape plan should use native trees and use trees that are larger than five gallons. Landscaping on the southwest corner of the site could be a focal point and have additional landscape features (i.e., terracing, variety of trees and plants, sign) and a pedestrian pathway that meanders through that area and connects to the Main Street sidewalk.
21. The applicant asked staff to consider relocating the crosswalk closer to the gondola to try to discourage people from jaywalking across Minaret Road to access the gondola. Staff indicated that as the Village develops, the final location for the pedestrian infrastructure will be determined so that it best serves foot traffic.

2. Project Resubmittal

On February 6, 2019, staff received a resubmittal including the applicant's written responses to the ADP comments letter dated January 28, 2019 (Attachment 2) and a staff comment letter dated December 13, 2018, as well as revised project plans (Attachment 1).

The applicant made several changes to both the site and building design to address comments received from the ADP and staff, described below.

Site Design:

- The southwest corner of the site has been redesigned and includes the following items:
 - i. Landscaped terraces that will have a variety of trees, plants, and boulders walls;
 - ii. A gateway monument sign and artwork;
 - iii. An extended restaurant patio space the can be used by the restaurant or the HOA;
 - iv. A restaurant lobby/entrance area that is extended from the main building;
 - v. An extended viewing platform providing views to the south;
 - vi. Improved pedestrian pathways; and

- vii. A reduced surface parking area.
- The number of surface parking spots was reduced to five guest check-on spots.
- Additional landscaping is proposed at the southwest corner and along Minaret Road to screen the entry apron (i.e., check-in parking area). Additionally the size of the landscape area between the sidewalk and the entry apron has been increased to provide greater separation.
- The parking garage wall near the southeast corner of the site is proposed to be stepped to reduce the mass of the wall and the lower wall will be constructed out of boulders to provide a more natural transition.
- The design of the entry apron has been revised to accommodate fire truck setup and turning movement requirements. Emergency vehicles will exit onto Minaret Road via a one-way emergency exit. This has been reviewed by Caltrans and the Mammoth Lakes Fire Protection District.

Building Design:

- The massing of the ground floor has been broken up through the following revisions:
 - i. The restaurant footprint has been expanded out towards Minaret Road and includes a redesigned entry/lobby area; and
 - ii. The roof element and porte-cochere is more substantial and has added design elements to break-up the massing.
- The roof line of the hotel structure and the townhomes has been varied to break-up the massing and provide visual interest.
- The colors and materials have been revised to reflect the comments from the ADP. A fiber cement board siding with a wood appearance (western red cedar) is proposed in place of natural wood.
- The amount of stone on the townhomes has been reduced in response to the ADPs comment.

Other Design Considerations:

- Service truck parking is identified on the revised site plan and is shown in the northwest corner of the site in a truck pullout area. Trash pickup will be in the same location. The dumpsters will be housed in the parking structure and will be brought out by staff for pickup.
- The site plan and written response to staff comments identifies the interim snow storage areas and how snow will be managed on the site.

3. Next Steps

The ADP's comments will be documented in meeting minutes by the Secretary and distributed to the panel members and the applicant. The project is tentatively scheduled for a public hearing with the Planning and Economic Development Commission at the April meeting and staff will provide the ADP's comments and recommendations to the Commission at that time. The Planning and Economic Development Commission will ultimately approve or deny the Major Design Review application in conjunction with the Tentative Tract Map.

C. RECOMMENDATION

Staff requests that the ADP review, discuss, and provide comments on the site and building design, based on the analysis provided in this staff report and the standards and recommendations provided for in the guiding documents.

Attachments

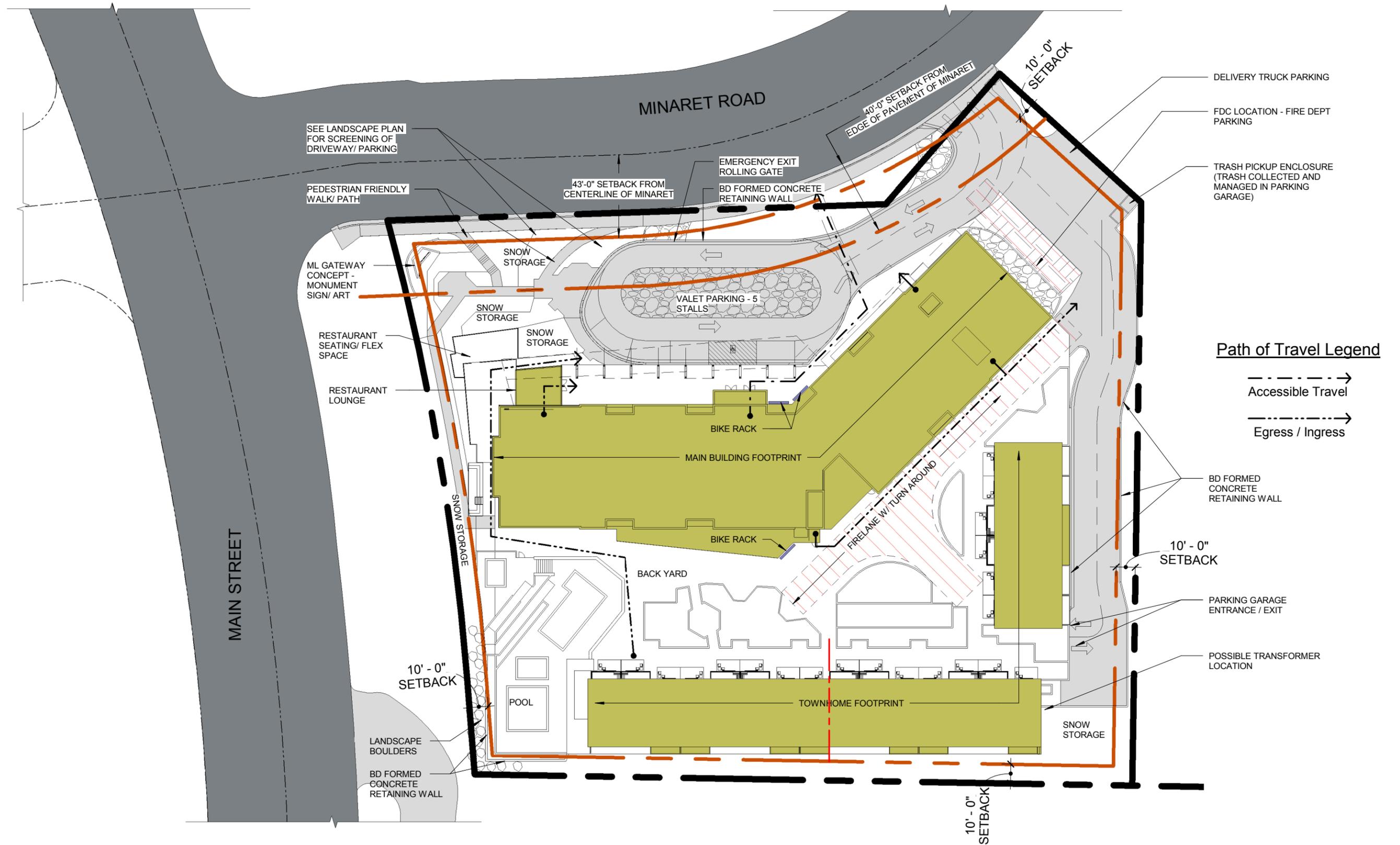
Attachment 1: Yotelpad revised project plans

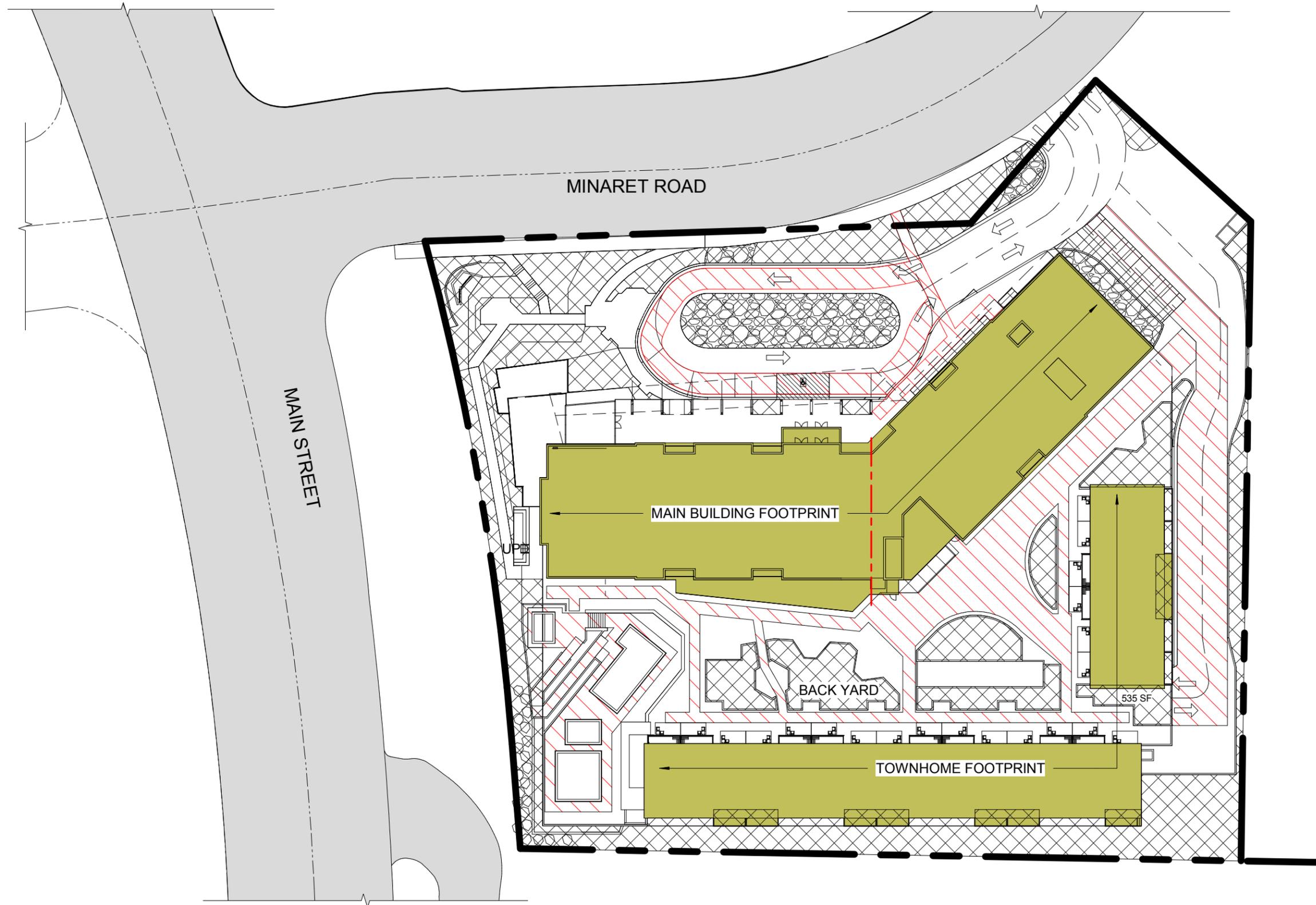
Attachment 2: Advisory Design Panel comment letter w/ applicant responses, dated January 28 2019

Attachment 3: Advisory Design Panel staff report, dated January 15, 2019

Attachment I

**Yotelpad Project Plans,
dated February 2019**





SITE COVERAGE TABLE

TOTAL SITE S.F. = 113,108
 GREENSCAPE S.F. = 30,048
 HARDSCAPE S.F. = 83,060

Max allowable site coverage = 75%
 Max allowed site coverage = 84,831 SF

Design Site Coverage = 83,060 SF

83,060 < Allowable site coverage

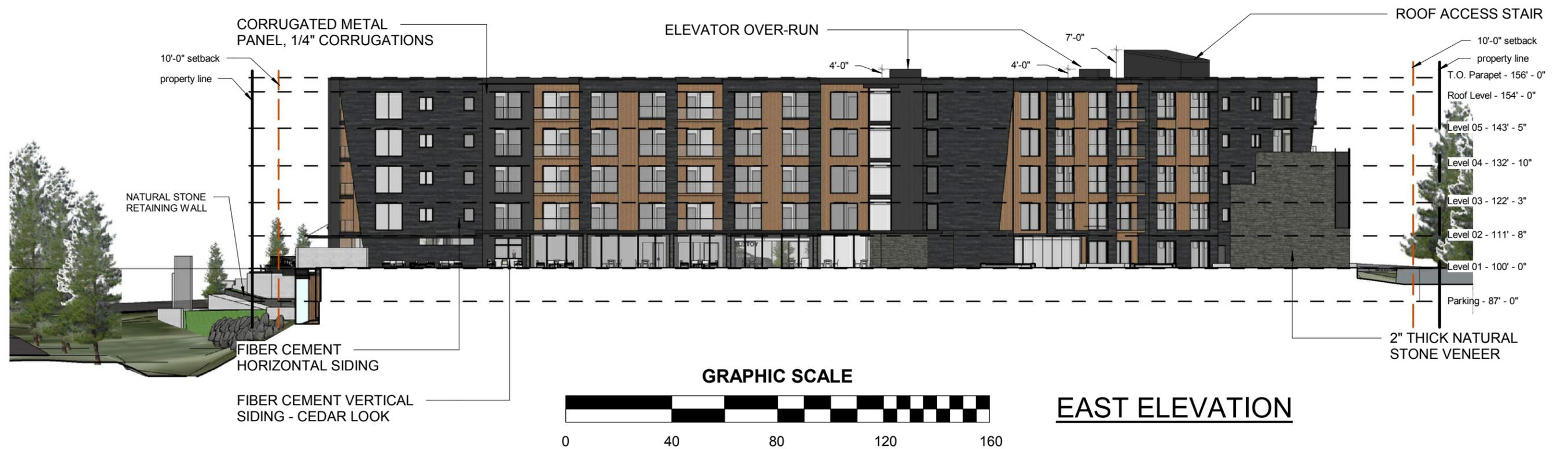
TOTAL SITE S.F. = 113,108
 Total Podium Footprint = 63,730
 Main Building Footprint = 20,179
 Townhome Footprint = 13,970

Building Footprint Coverage = 56%

Greenscape area indicated with hatch pattern

Snowmelt area indicated with hatch pattern







NORTH ELEVATION



SOUTH ELEVATION

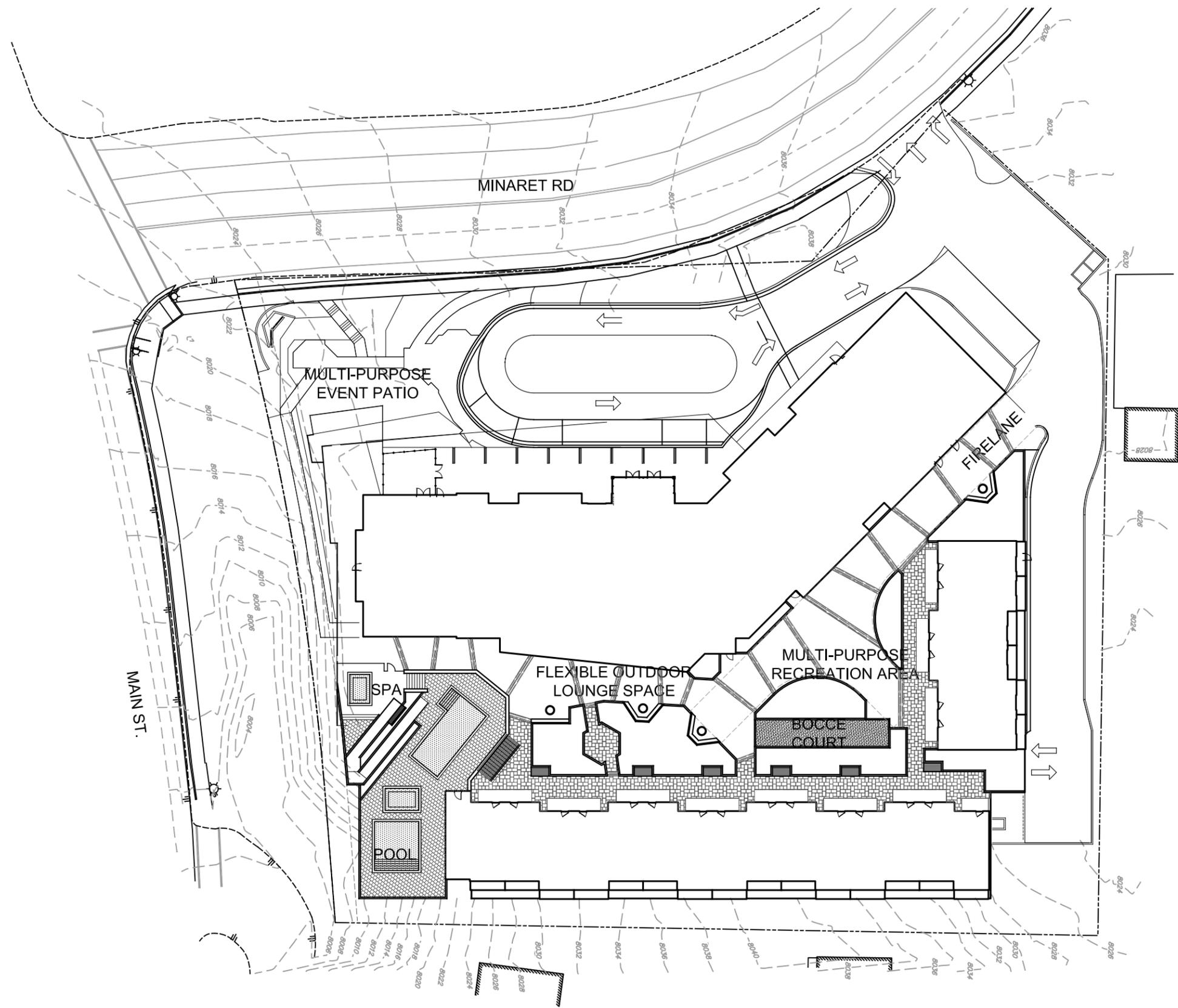
GRAPHIC SCALE

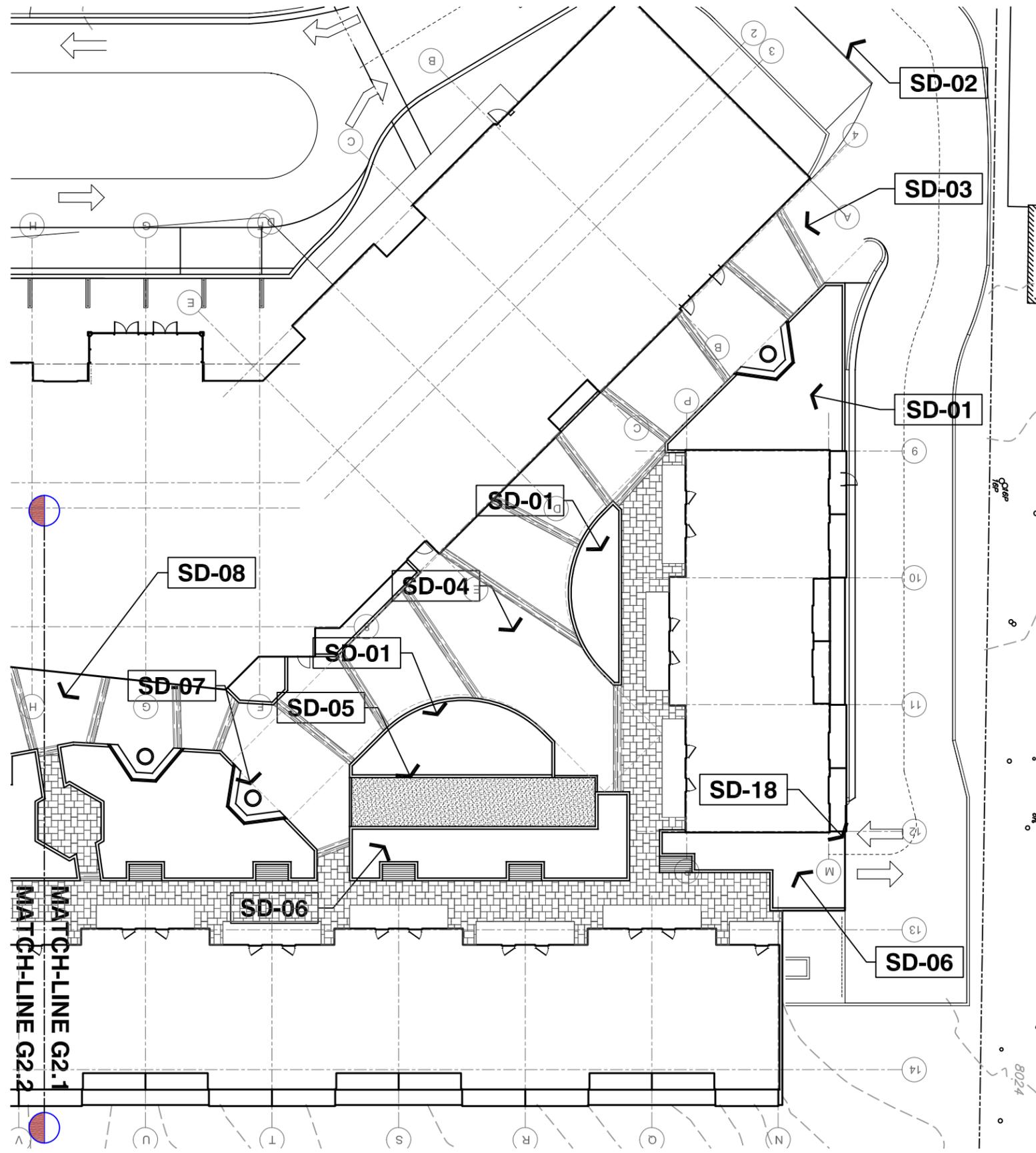






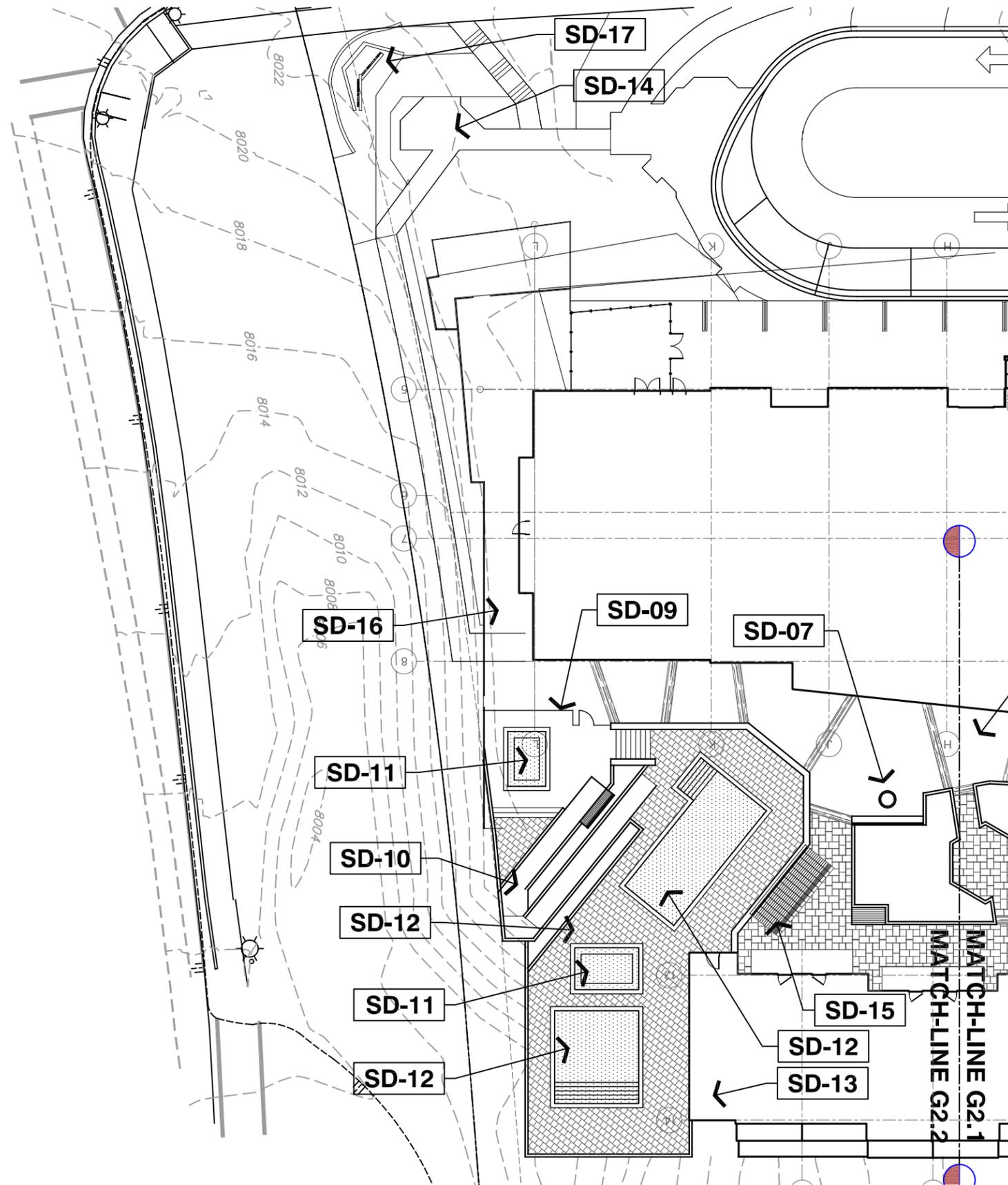






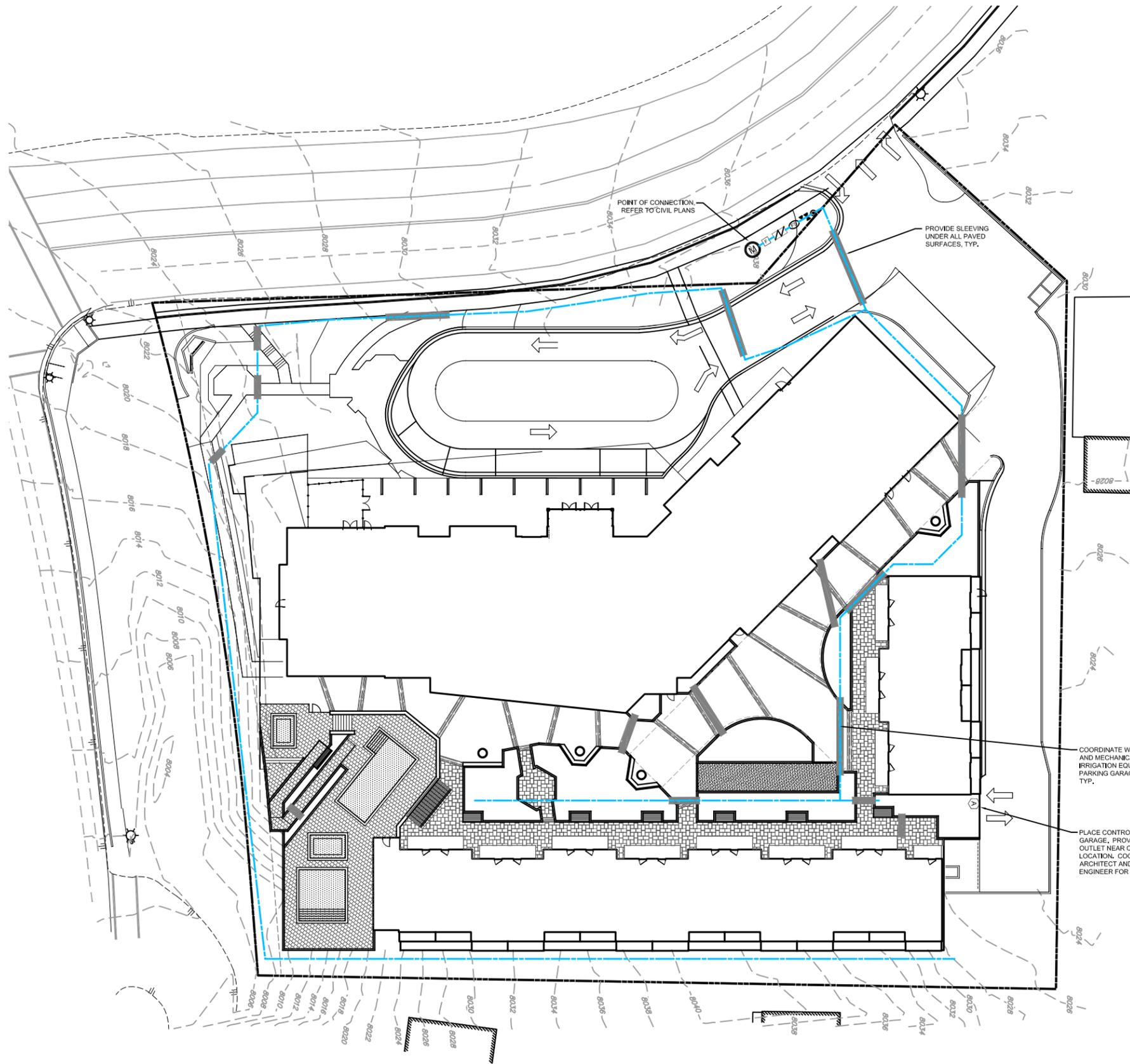
SD REFERENCE NOTES

SYMBOL	DESCRIPTION
SD-01	LANDSCAPE PLANTER
SD-02	FIRE LANE
SD-03	HARDSCAPE FIRE LANE PER ARCHITCURAL PLANS
SD-04	MULTI-PURPOSE RECREATION AREA
SD-05	BOCCE BALL COURT
SD-06	LANDSCAPE PLANTER WITH BUILT-IN BENCHES
SD-07	FIRE PIT
SD-08	FLEXIBLE OUTDOOR LOUNGE SPACE
SD-09	POOL FENCE AND GATE
SD-10	ACCESSIBLE RAMP
SD-11	SPA
SD-12	SWIMMING POOL
SD-13	RESTROOMS AND POOL EQUIPMENT ROOM
SD-14	MULTI-PURPOSE EVENT PATIO
SD-15	SHADE STRUCTURE
SD-16	CONNECTION TO NEVADOS DECK
SD-17	GATEWAY AND PROJECT SIGNAGE
SD-18	PARKING GARAGE ENTRY



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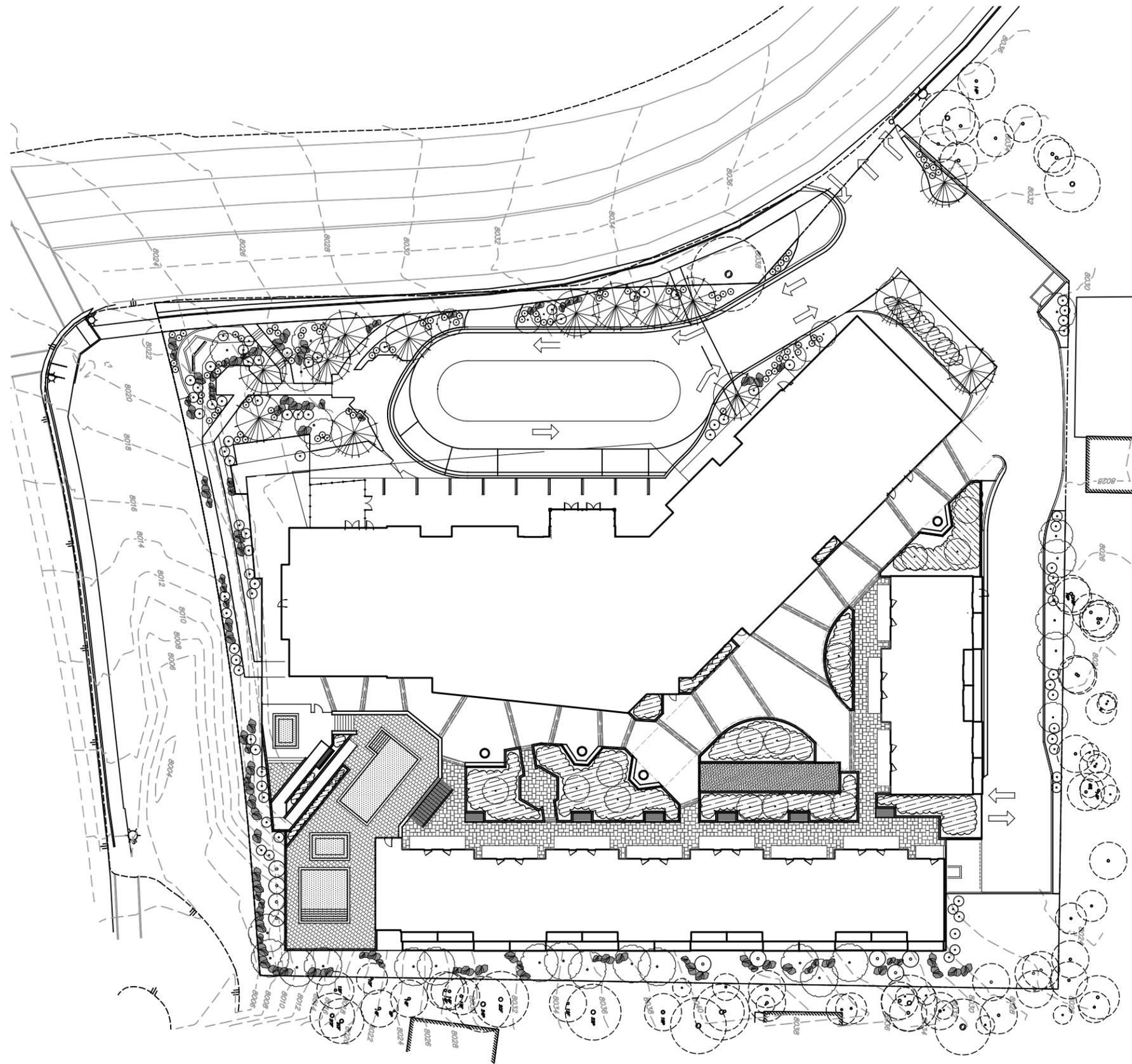


IRRIGATION SCHEDULE			
SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION
⊕	RAINBIRD	XCZ-075-PRF or XCZ-100-PRF	DRIP VALVE ASSEMBLY
▽	RAINBIRD	44-LRC	QUICK COUPLING VALVE
Ⓐ	RAINBIRD	ESP-LXMEF CONTROLLER w/ FLOW SMART MODULE	ELECTRIC CONTROLLER
⊠	FEBCO	825YA	RP BACKFLOW PREVENTER
Ⓛ	FEBCO	FEBCO 650A (SIZE PER LINE)	WYE STRAINER
N/S	OLD CASTLE	REFER TO SPECIFICATIONS AND DETAILS	VALVE BOXES
N/S	MATCO	201X	MANUAL DRAIN VALVE
⊗		LINE SIZE - 2 1/2" AND SMALLER	GATE VALVE
⊙	RAINBIRD	PESB	MASTER CONTROL VALVE
Ⓢ	DATA INDUSTRIAL	IR220P - 1"	FLOW SENSOR
— (blue)		CLASS 200 BE	PVC MAINLINE
— (red)		TYPE K COPPER	HARD COPPER PIPE
— (grey)		CLASS 200 BE	PVC LATERAL
— (black)		CLASS 160	PVC SLEEVING
~	TORO	BLUE STRIPE	POLY DRIP TUBING - 3/4" MIN. WIDTH
N/S		XERI-BUG	DRIP EMITTERS
▶	RAINBIRD		DRIP LINE BLOW-OUT STUB
Ⓜ		REFER TO CIVIL PLANS FOR LOCATION	WATER METER
Ⓟ		MODEL NUMBER TO BE DETERMINED	BOOSTER PUMP
Ⓢ			CONTROLLER & STATION NO. CONTROL VALVE SIZE
Ⓢ (with controller symbol)			NUMBER OF SPARE WIRES - 2 CONTROL AND 1 SPARE WIRES TO WHICH CONTROLLER - SEE CONSTRUCTION NOTES

IRRIGATION DESIGN STATEMENT:
 ALL NON-TURF AREAS WILL BE IRRIGATED USING DRIP IRRIGATION METHODS.
 TURF AREAS (PET AREA) WILL BE IRRIGATED WITH POP-UP SPRAY HEADS.

COORDINATE WITH ARCHITECT AND MECHANICAL ENGINEER ON IRRIGATION EQUIPMENT ABOVE PARKING GARAGE PLANTER BEDS, TYP.

PLACE CONTROLLER IN PARKING GARAGE, PROVIDE ELECTRICAL OUTLET NEAR CONTROLLER LOCATION. COORDINATE WITH ARCHITECT AND MECHANICAL ENGINEER FOR SLEEVING LOCATIONS.



TREES

- Populus tremuloides
Quaking Aspen
- Pinus jeffreyi
Jeffrey Pine
- Existing Tree, typ
(to be protected and preserved)

SHRUBS

- Amelanchier utahensis
Serviceberry
- Cornus sericea
Dogwood
- Pinus mugo 'Slowmound'
Slowmound Mugo Pine
- Potentilla fruticosa
Shrubby cinquefoil
- Ribes alpinum
Alpine Currant
- Rhus trilobata
Oakbrush / Three Leaf Sumac
- Arctostaphylos patula
Greenleaf Manzanita
- Ceanothus velutinus
Snowbrush

GROUNDCOVERS

- Arctostaphylos uva-ursi
Kinnikinnick
- Juniperus horizontalis 'Bar Harbor'
Bar Harbor Juniper
- Mahonia aquifolium 'compacta'
Compact Oregon Grape
- Rhus aromatica 'Grow Low'
Grow Low Sumac

PERENNIALS

- Aquilegia spp.
Columbine
- Aquilegia canadensis 'Little Lanterns'
Little Lanterns Columbine
- Leucanthemum x superbum 'Alaska'
Alaska Shasta Daisy
- Monarda didyma
Bee Balm
- Echinacea purpurea
Purple Coneflower
- Rudbeckia californica
California coneflower
- Eriogonum umbellatum
Sulfur Buckwheat

LANDSCAPE DESIGN STATEMENT:

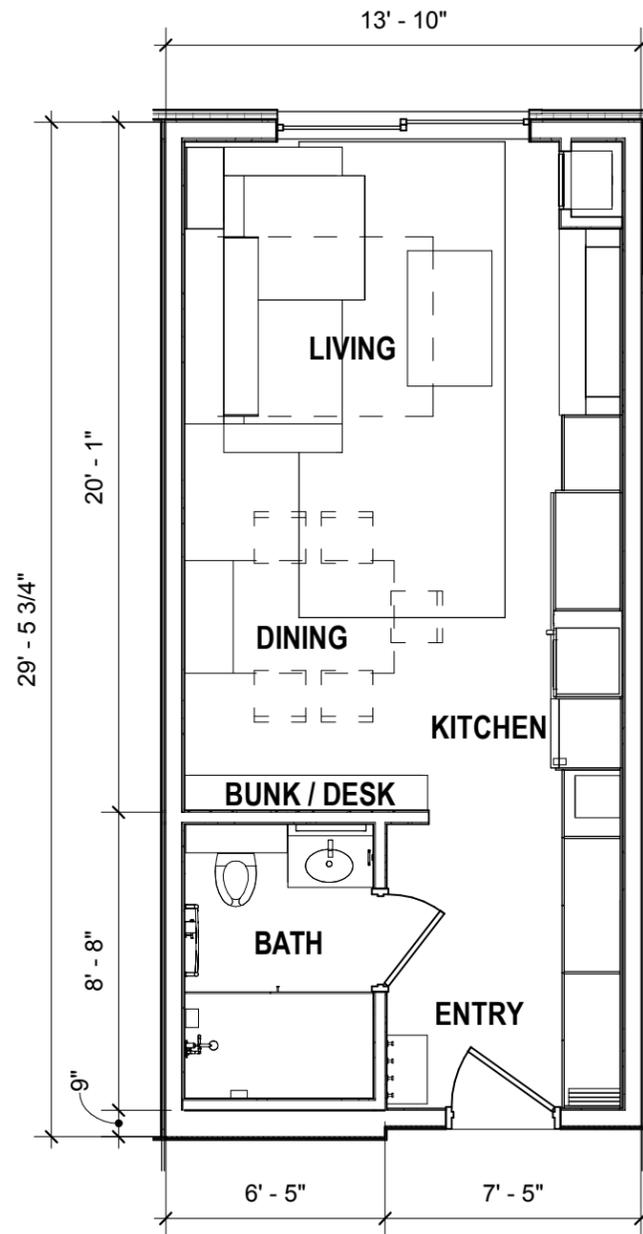
A LIMITED PALETTE OF NATIVE PLANTS WILL COMPRISE A MAJORITY OF THE PLANTS USED ON SITE. TURF AREAS WILL BE MINIMIZED TO PET FRIENDLY AREAS. TREES ARE USED TO PROVIDE SHADE, FRAME AS WELL AS SCREEN VIEWS AND TO PROVIDE VISUAL INTEREST. JEFFREY PINES WILL BE REPLANTED WHERE POSSIBLE TO MAINTAIN THE BEAUTIFUL TREE CANOPY OF MAMMOTH LAKES. PERENNIALS WILL ADD COLOR AND INTEREST TO MUCH OF THE PUBLIC REALM INCLUDING THE FRONT OF THE BUILDING AND THE PLANTERS LOCATED IN THE 'BACKYARD' AREA.



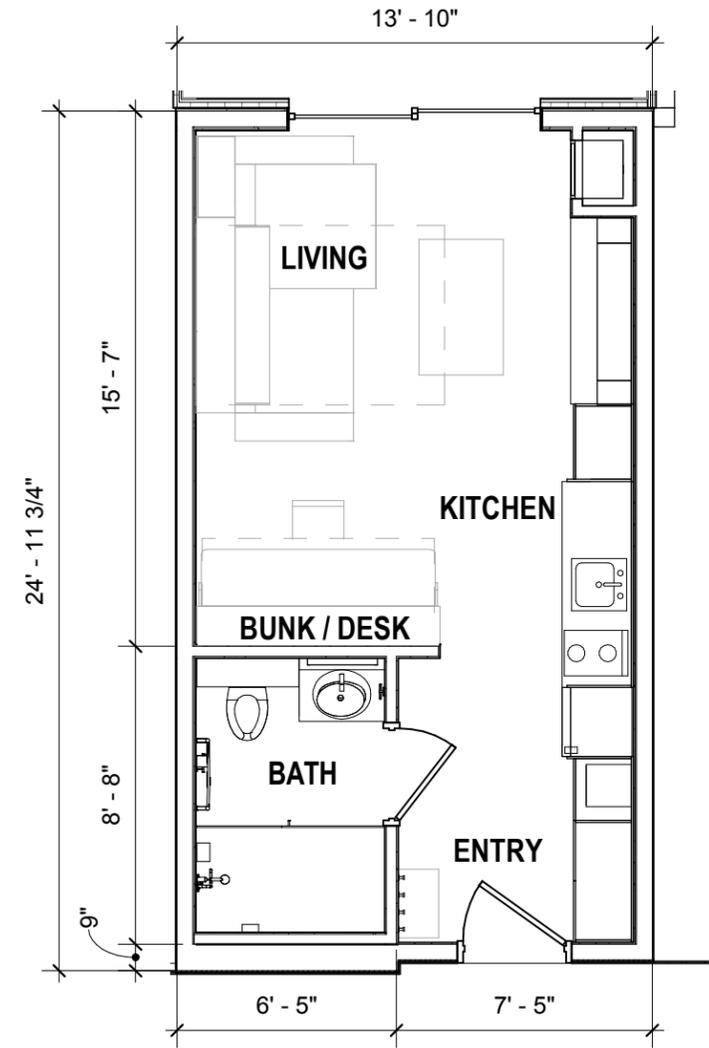
Jeffrey Pine



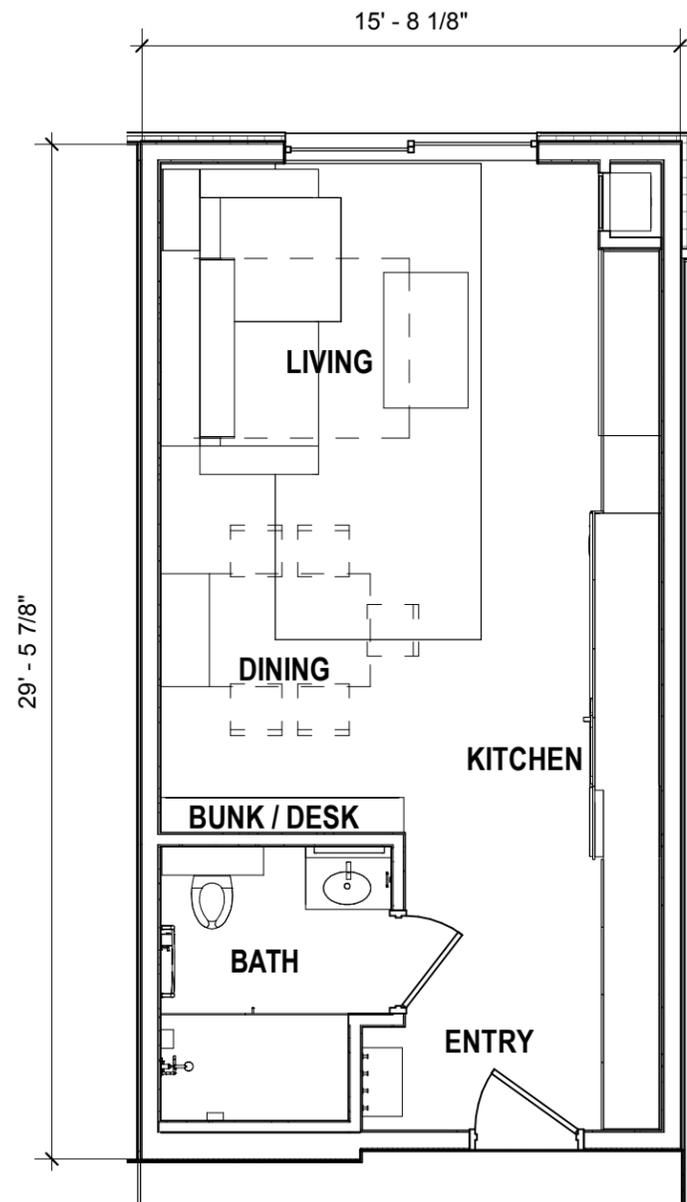
Quaking Aspen



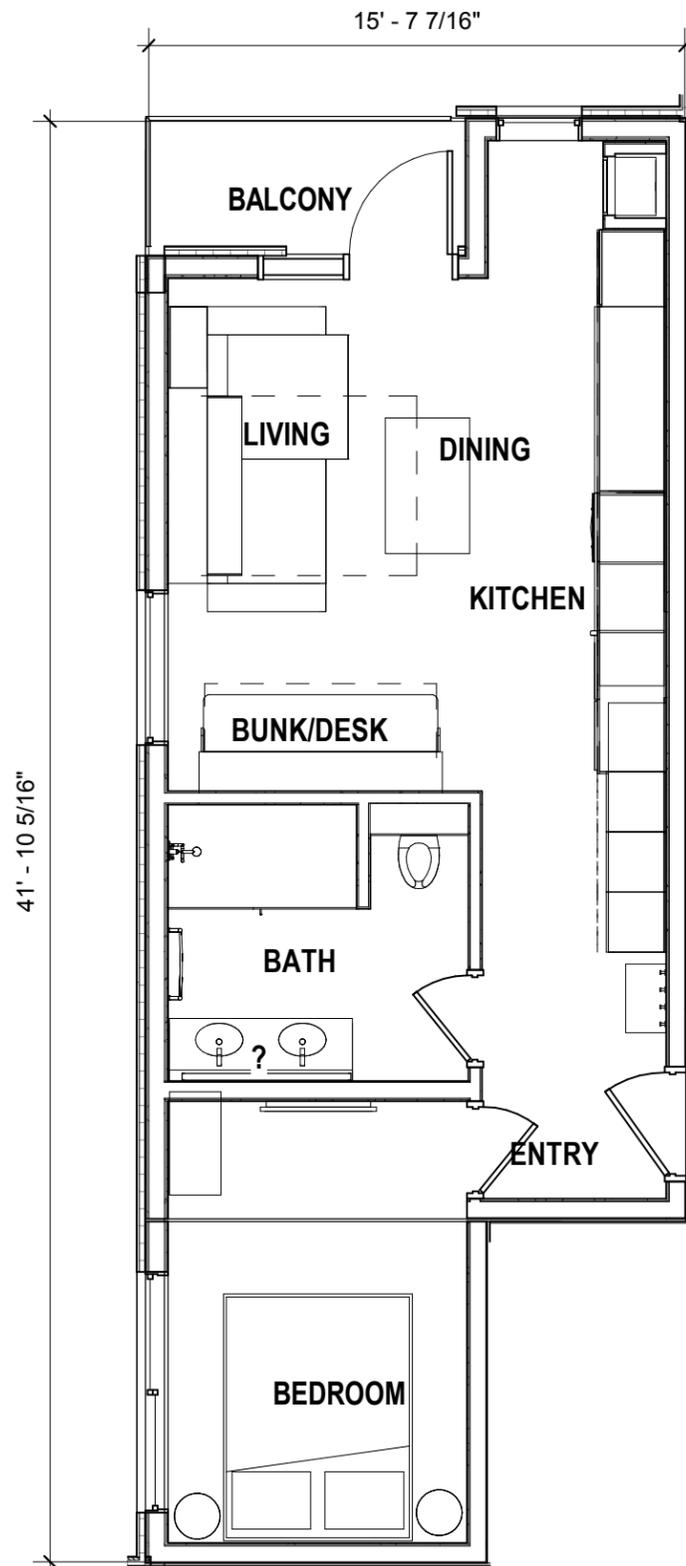
TYPE "B" UNIT



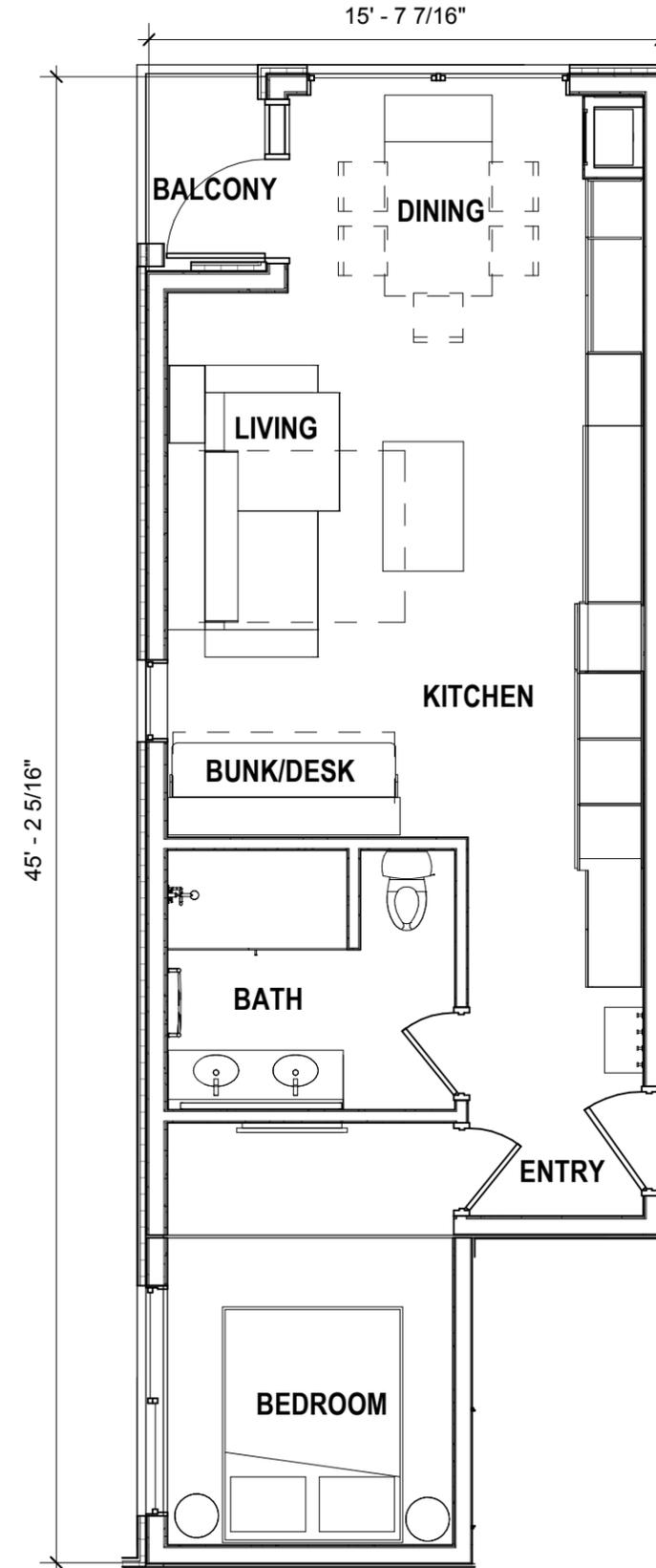
TYPE "A" UNIT



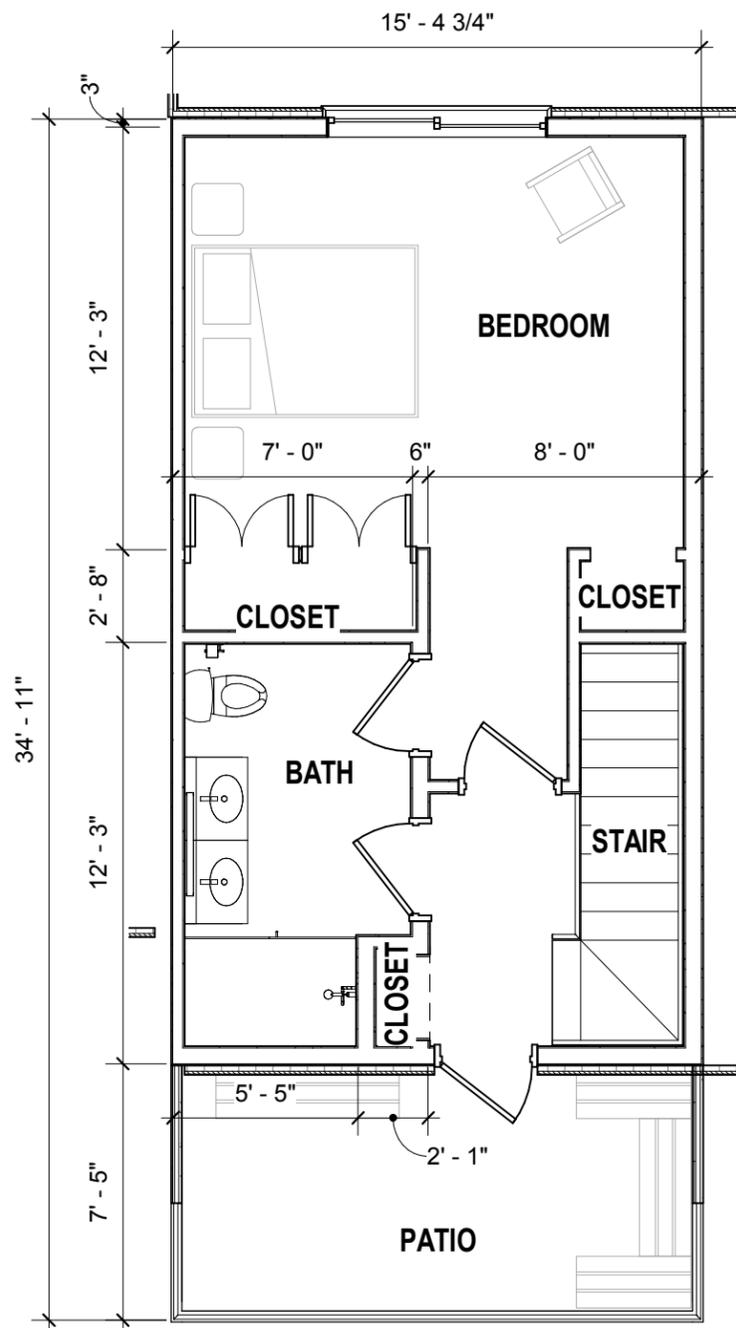
TYPE "D" UNIT



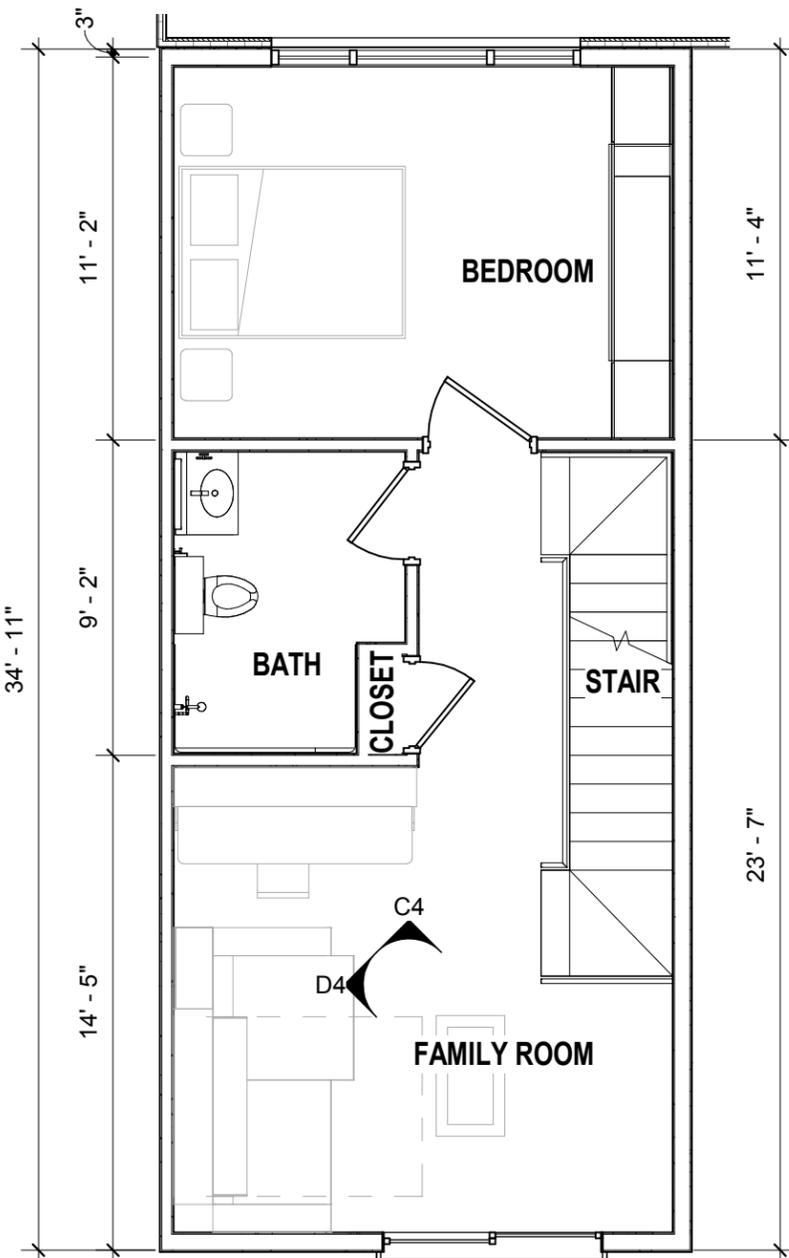
TYPE "C" UNIT



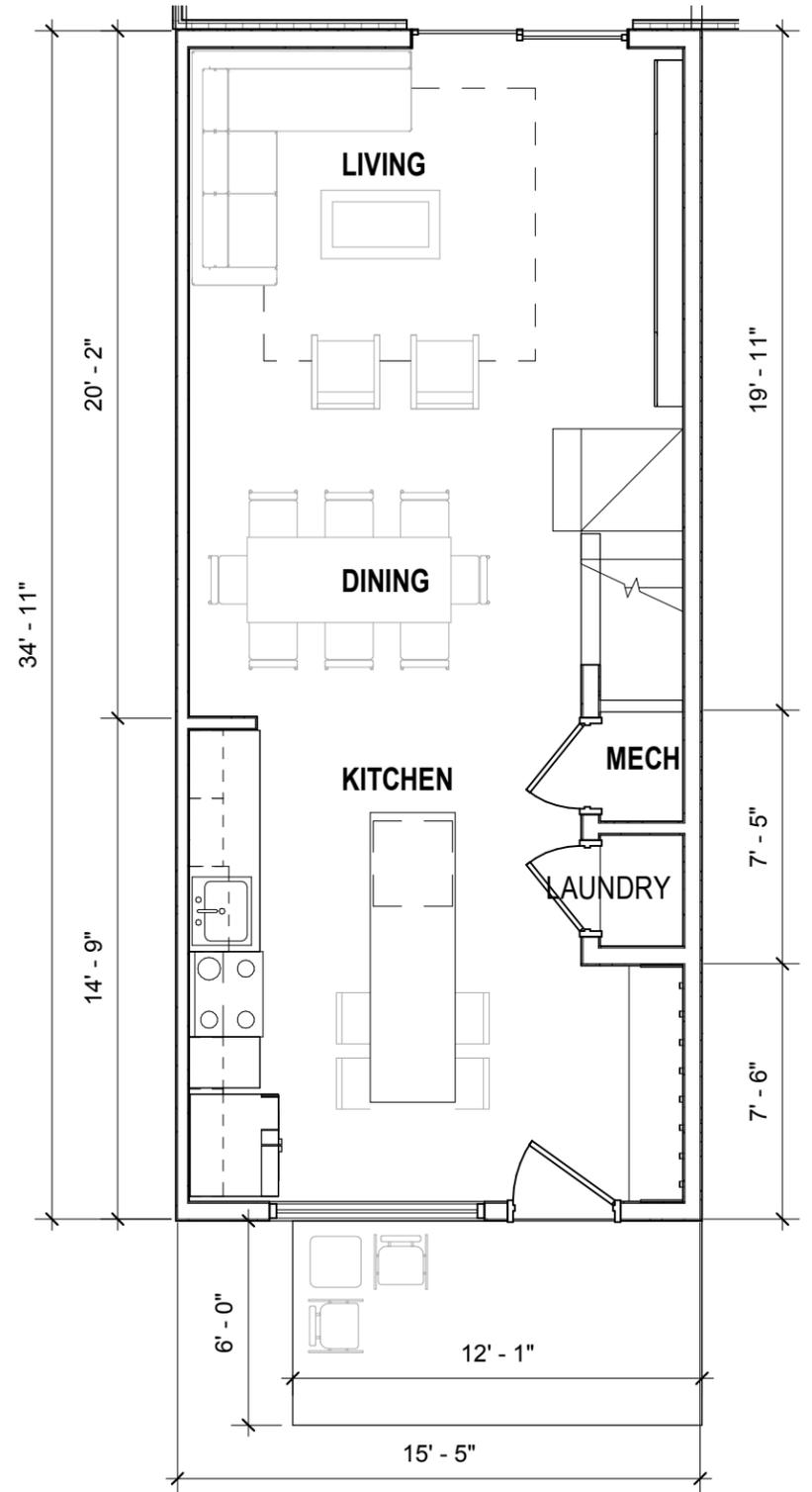
TYPE "E" UNIT



THIRD LEVEL



SECOND LEVEL



MAIN LEVEL

Attachment 2

**Advisory Design Panel Comment Letter
w/ Applicant Responses to Comments,
dated January 28, 2019**



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
P.O. Box 1609, Mammoth Lakes, CA 93546
Phone (760) 965-3630 | Fax (760) 934-7493
www.townofmammothlakes.ca.gov

January 28, 2019

RePlay Destinations
Attn: Chris Heinrich
17000 Wedge Parkway
Reno, NV 89511
cheinrich@replaydestinations.com

Re: Yotelpad (Design Review 18-006)
Location: 6040, 6042, 6060 Minaret Road
APN: 033-043-002-000; 033-043-001-000; 033-043-003-000

Dear Mr. Heinrich:

The Mammoth Lakes Advisory Design Panel (ADP) has reviewed the submittal dated November 13, 2018 for the Yotelpad project. This letter addresses comments made at the ADP meeting on January 15, 2019.

The ADP members provided the following comments, which have been organized based on comments applicable to site and building design:

Site Design

1. Pedestrian circulation is an issue and the project, as designed, is not consistent with the North Village Design Guidelines related to pedestrian connectivity. The front parking area impedes pedestrian connectivity to the Village and the visual of the parking lot and adjacent sidewalk as you turn from Main Street and Minaret Road appears as a "sidewalk in the middle of a freeway." The pedestrian area on the corner will be limited to summer use only and will be oftentimes windy.
 - Response:
 - The SW Corner has been re-designed to address pedestrian connectivity (Refer to Drawing F.2 & H.1) to the sidewalk along Minaret and to the crosswalk on the corner of Minaret and Mainstreet.
2. The southwest corner of the site is the most visible location in Town and to use it as a parking lot is a loss. Consideration should be given to developing that corner with hotel guest uses (i.e., lobby area or restaurant space) to animate that corner and add visual interest and provide a buffer between the street and the rest of the project.
 - Response:
 - The SW Corner has been re-designed to animate the corner by re-focusing the restaurant patios (Refer to Drawing F.1, F.2 & H.1).
 - The arrival valet area has been greatly reduced in size and all parking has been eliminated. The arrival valet area has also screened with landscaping, landscaping walls, etc. (refer to drawings G.4 and F.1)

The applicant proposed trying to incorporate smaller detached commercial buildings near the southwest corner of the site to bring the building to the street and provide pedestrian connectivity (*Note: Parking for detached commercial uses would need to be analyzed*). The ADP advised that any detached buildings would need to be integrated into the overall project design and should make an architectural statement.

- Response:
 - There were 2 potential options discussed to address the SW corner – Buildings or Landscaping.
 - Buildings:
 - The exploration of buildings proved out more operational challenges if they were hotel related or retail buildings.
 - Landscaping/Building
 - It was felt that a landscaping solution along with the reworking of the corner of the building was a more successful solution.
3. The site is the gateway to the Village and that corner should be designed to welcome guests to the Village.
- Response:
 - We agree that this is one of the sites that is a gateway to the Village and along with the re-design of the SW Corner (monument sign, animated with restaurant patios, landscaping, etc.) we also feel the arrival experience to the front door of the building is as important.
4. The number of surface parking spots should be reduced in order to reduce the size of the parking lot (*Note: a minimum of three check-in parking spots are required*).
- Response:
 - The arrival valet has been reduced in size and all permanent parking has been eliminated (5 valet stalls). The size of the arrival valet lot was in part dictated by the required Fire Truck turning radius movements and setup.
5. The site design should take advantage of the existing vegetation around the site and preserve as many trees as possible, especially near the southwest corner of the site.
- Response:
 - All of the large existing trees within the Caltrans right-of-way will be reserviced (refer to drawing G.5).
6. The project appears to have landed on the site and is not integrated into the natural slope of the site nor does it consider the transitions between adjacent properties. Some ideas for better integration into the site include: (1) using natural boulders that are stacked for retaining walls, rather than an engineered block retaining wall; (2) terracing or stepping the parking down; (3) terracing the landscaping up from the street with landscaped knolls; or (4) working the entire building into the grade.
- Response:
 - Natural Boulders
 - We will introduce natural boulders as retaining walls wherever possible.
 - Terracing the Parking & Building
 - The type of building proposed does not lend itself economically or operationally to stepping/terracing.
 - Terracing of Landscaping
 - The redesign of the SW corner provides significant terracing.
7. The Commercial Downtown zoning standards should be considered, and the buildings should be better oriented to the street and the surface parking area should be reduced or relocated so that it is not visible. Allowing surface parking with the provision of adequate landscaping contradicts the goals of the Commercial zoning standards, which encourage surface parking areas to not be visible and be located behind or to the side of buildings.

- Response:
 - As with any property of this type a sense of arrival is extremely important and having the front door orientated to the front street is a part of that arrival experience.
 - Parking has been eliminated and only hotel Valet temporary parking has been provided.

Building Design

8. The forms and mass of the building are too severe and are not broken up enough. The applicant could consider removing or varying some of the building modules to break up the massing.
 - Response:
 - Additional roof element at level one has been extended further north on the main façade to help break up the massing per the discussion at the first review. See the updated exterior elevations for reference.
9. The architecture should be reflective of Mammoth and not try to mimic other resort communities.
 - Response:
 - The exterior material and color palette is customized for Mammoth Lakes context and character. Additional measures for opening up façade with storefront to activate and engage this important gateway to the village have been enhanced – please see the updated exterior elevations provided for reference.
10. The materials and colors are appropriate, but the transitions between materials should be better thought out to break up the massing. The floor to ceiling stone on the townhomes appears daunting and cold. A wall on the front of the building comprised of one material and/or a raised roof/patio feature could break up the massing and create a more horizontal feel.
 - Response:
 - Agreed. See response to item above. Also, it was our understanding that, after much discussion and utilizing the more zoomed in photo-realistic rendering of the townhomes, that the massing/material approach was in alignment with the character and context of mammoth/north village. on minor enhancements to related elements have been made.
11. The roof form is too consistent and needs to be broken up more. This is an issue for both the townhomes and the hotel building.
 - Response:
 - The proposed exterior massing for the YotelPad project features a parapet wall that steps in-and-out, following the undulations of the floor plan. the roof line of the town homes has been updated to also step to add visual interest along the length of the facade. See the updated exterior elevations provided for reference.
12. The buildings need a better connection to the ground. This could be achieved with color and material (does not need to be stone) or through the use of a storefront type material/metal.
 - Response:
 - The proposed exterior elevations for the YotelPad project features “floor to ceiling” storefront & stone columns on level one in several key areas for amenity spaces such as the main entry/lobby/restaurant/bar/lounges/etc, excepting only the bedroom units & service spaces. see the exterior updated elevations provided for reference.
13. Colors should stay as neutral as possible and include greys and dark colors with natural wood tones added in. The color palette should avoid rich-browns and red-browns since they end up turning pink and avoid stone that has red tones since the high UV rays eliminate yellow and red. Natural stone should be used.

- Response:
 - The proposed exterior material/color palette for the YotelPad project features cementitious fiber board siding and natural stone veneer with medium to dark greys. This will be balanced with a natural wood tone siding to align with the appearance of a neutral clear stained cedar. The exterior material palette also includes a tightly corrugated (non-standard) dark-grey metal panel in certain areas to enhance the overall character of the façade. natural cedar will be used in limited soffit areas for additional “warmth” in key exterior programmed areas near the building(s). See the updated exterior elevations provided for reference.
- 14. The combination of vertical and horizontal siding provides visual interest.
 - Response:
 - The proposed exterior material palette for the YotelPad project features both vertical and horizontal siding patterns. see the updated exterior elevations provided for reference.
- 15. Consider using cement board siding with a natural wood appearance rather than natural wood cedar to provide for longevity and less maintenance. Use of natural wood cedar under the ceilings on the patios is appropriate since those areas do not receive direct sunlight.
 - Response:
 - The proposed exterior material palette for the YotelPad project features cementitious fiber-board siding in lieu of natural wood, except at key soffit locations, where a natural cedar is proposed to be installed. see the updated exterior elevations provided for reference.
- 16. The railing on the deck need additional detail and variation in the materials should be considered (i.e., not all pickets). The railing are an opportunity to dress up the building and provide visual interest.
 - Response:
 - The proposed deck railing for the YotelPad project will feature a cost-effective painted steel rail with both vertical and horizontal elements. See the updated exterior elevations provided for reference. details will be provided in a subsequent response.

Other Design Considerations

- 17. Consideration should be given to whether the parking structure could be accessed from Main Street. Caltrans would need to weigh in on whether that would be approved and the grade change would be difficult to work with.
 - Response:
 - The grades are prohibitive for access off of Main Street or View Point Road.
- 18. Service truck routes for deliveries and trash removal need to be well thought out and analyzed to ensure there will be limited impacts to surrounding businesses and streets. The applicant could consider a one-way route through the parking structure if Caltrans allowed for exiting onto Main Street. The applicant indicated that would cause additional visual impacts on the south side of the project and would require additional tree removal along Main Street.
 - Response:
 - The grades are prohibitive for access off of Main Street or View Point Road. Also the parking garage heights will not accommodate larger delivery vehicles.
- 19. The snow storage plan needs to address temporary snow storage areas and snow hauling. The applicant indicated that the courtyard will be heated.
 - Response:
 - Refer to drawing H.1.1 for the extent of the snowmelt system.

20. The landscape plan should use native trees and use trees that are larger than 5 gallons. Landscaping on the southwest corner of the site could be a focal point and have additional landscape features (i.e., terracing, variety of trees and plants, sign) and a pedestrian pathway that meanders through that area and connects to the Main Street sidewalk.
- Response:
 - Retaining wall has been terraced and use of boulders
 - Existing large trees within the Caltrans R.O.W provide significant screening (refer to drawings E.2 and F.3)
21. The applicant asked staff to consider relocating the crosswalk closer to the gondola to try to discourage people from jaywalking across Minaret Road to access the gondola. Staff indicated that as the Village develops, the final location for the pedestrian infrastructure will be determined so that it best serves foot traffic.

Please respond to this letter in writing. Please provide responses in the same order they are shown in this letter. If changes have been made to the plans not resulting from this correction list please indicate the changes and purpose of the changes in your response.

Please provide the requested plans and materials or advise me in writing as to your intended submittal date within 60 days from the date of this letter. Where the total time to provide the additional materials is expected to take longer than 120 days, the application should be withdrawn and a re-submitted once the application is ready. Absent a response within 60 days, the Town will deem your application withdrawn and return your application materials and any unused portion of your application fee.

After the submittal in response to this letter has been received, staff will review the submittal for completeness and any applicable issues and schedule a meeting of the Advisory Design Panel. Please contact me at this office (760) 965-3631 if you have any questions.

Respectfully,

Nolan Bobroff
Associate Planner

Attachment 3

Advisory Design Panel Staff Report, dated January 15, 2019

[Full ADP Staff Report w/ Attachments Available online at:
<https://www.townofmammothlakes.ca.gov/DocumentCenter/View/8888/ADP-Staff-Report-20190115>]



Town of Mammoth Lakes

Advisory Design Panel Staff Report

Date:	January 15, 2019	File No.:	Major Design Review (DR) 18-006
Place:	Town & County Conference Room, 2 nd Floor Minaret Village Shopping Center Mammoth Lakes, CA 93546	Project:	Yotelpad
Time:	After 2:00 p.m.	Location:	6040, 6042, 6060 Minaret Road
Appeal Status:	Not Applicable	General Plan:	North Village Specific Plan (NVSP)
Applicant / Owner:	RePlay Destinations - Chris Heinrich / One Mammoth, LLC	Specific Plan:	North Village Specific Plan (NVSP)
Environmental Review:	Conformance review with the existing North Village Specific Plan Environmental Impact Report	Zoning:	North Village Specific Plan (NVSP)

TITLE: Yotelpad Design Review

A. EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review the proposed Yotelpad project, which will be located on the 2.6-acre site at the northeast corner of Minaret Road and Main Street. The Yotelpad project is a mixed-use project consisting of a five-story condo-hotel with 156 units, 21 three-story townhome units, 4,700 square feet (sq. ft.) of restaurant/lounge space, understructure parking for up to 185 vehicles with valet service, and other amenities and site improvements such as a pool, bocce ball court, and a sidewalk along Minaret Road. The approvals required for this project include a tentative tract map and major design review.

The project is subject to the Town's General Plan, Zoning Code, North Village Specific Plan (NVSP), and the NVSP Design Guidelines, all of which are available for review on the Town's website (<https://www.townofmammothlakes.ca.gov/>). Staff requests that the ADP review, discuss, and provide comments on the site and building design, based on the analysis provided in this staff report and the standards and recommendations provided for in the guiding documents.

B. DESIGN REVIEW AND ANALYSIS

1. Background

Pursuant to the NVSP, all new projects within the NVSP area require approval of a Major Design Review application by the Planning and Economic Development Commission (PEDC). The purpose of the design

Report Prepared By:
Nolan Bobroff, Associate Planner

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

review is to implement the General Plan policies related to community design and character, to promote excellence in site planning and design to complement the natural environment and enhance the image of the town as a mountain resort community, and ensure that the architectural design of structures and their materials and colors are appropriate to the function of the project and consistent with the image for the NVSP area.

Projects which are deemed significant by the Community and Economic Development Department also require review by the ADP prior to review and a decision by the PEDC. The role of the ADP is to provide impartial and professional advice to Town staff and the PEDC on site planning and building design based on the same guidance that staff uses in their analysis. Those recommendations are then typically used to make changes to the project that improve conformity with the guiding documents, which include the Town’s General Plan, Zoning Code, NVSP, and the NVSP Design Guidelines.

A Major Design Review application for the Yotelpad project was submitted to the Town in November 2018. Prior to the formal submittal of the application, a concept review application was submitted in August 2018, which provided an opportunity for staff to provide preliminary comments on the proposed project. The concept review application was reviewed by the PEDC Design Committee on August 28, 2018 and comments were provided to the applicant. The minutes from that meeting are included as Attachment 3.

2. Site Context and Project Proposal

Site Context

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

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

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

Table 1: Surrounding Land Uses and Zoning

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

Project Proposal

The Yotelpad project is a new mixed-use condo-hotel project that consists of a five-story condo-hotel with 156 units (studio and 1-br units), 21 three-story townhome units (2-br units), 4,700 sq. ft. of restaurant space, understructure parking for up to 185 vehicles with valet service, and a 17 space surface parking lot. The condo-hotel units are being branded as “micro-units” that will range in size from 334 sq. ft. (studio unit) to 569 sq. ft. (1-br unit) and the townhome units will be approximately 1,300 sq. ft. The vision of the project is to have smaller living spaces that are accompanied by a variety of amenity spaces, such as a fitness room, kids zone and media center, numerous indoor and outdoor fireplaces, a pool and hot tub, and bocce ball court.

The subject site is identified in the NVSP as Parcel 38 (Dempsey/Nevados site) and was the subject of an Implementation Agreement completed in 2007, which provided a density bonus and certain concessions on development standards that are applicable only to this site.¹ The project, as proposed, is consistent with all of the development standards for this site and the RG zone. The project consists of three separate buildings, which are proposed to be constructed atop the parking structure. The condo-hotel units and the restaurant space will all be located in a five-story building that is parallel to Minaret Road. The townhome units will be located within two buildings located along the northern and eastern property lines. The site layout is intended to provide a transition between the denser North Village core and the adjacent residential area to the east and the building on the eastern side of the property has a substantially lower maximum height than the hotel structure.

Access to the site will be from Minaret Road and will lead to a 17-space surface parking lot area intended for guests checking in. The remainder of the parking for the project is proposed to be located understructure and will utilize valet services to park the guest’s vehicles. Access to the parking structure is proposed to be on the north side of the site.

3. Design Review and Analysis

The design review and analysis in this report is organized following the organization of the content in the NVSP Design Guidelines (<https://www.townofmammothlakes.ca.gov/DocumentCenter/View/404/The-Village-at-Mammoth-Design-Guidelines?bidId=>). The NVSP Design Guidelines are used as the primary reference in this report, as the guidelines were written to represent the objectives, goals, policies, and standards provided for in the NVSP, General Plan, and Municipal Code. Comments have been provided to address consistency and conformity with the NVSP Design Guidelines. Objectives from the NVSP Design Guidelines, where applicable, are specified in *Italics*.

a. Site Design

1. Site Planning

- The site has been designed to take advantage of the topography of the site and proposes to construct a partially subterranean parking garage that is located below natural grade on the northern portion of the side and above natural grade on the southern portion of the site. The elevated portion on the southern portion of the site will provide an elevated platform above Main Street that will provide unrestricted views to the south of the Sherwins and will provide a pedestrian friendly environment occupied by a pool, spa, restaurant patio, and other site amenities.

¹ The Implementation Agreement transferred 36.625 units (*equal to 73.25 bedrooms*) of unused residential density from the Snowcreek Athletic Club site to the subject site and provided a 5% increase in lot coverage, a 16 foot increase in the maximum permitted height, and up to a 20% reduction of setbacks. The unused residential density was the result of a density bonus provided to the owners of the Snowcreek Athletic Site in exchange for 4.41 acres of unimproved property that was ultimately developed with affordable housing (Aspen Village Apartments).

- The buildings are situated to minimize impacts to neighboring land uses and the larger, taller building is proposed to be located closer to the denser North Village core and the smaller, shorter buildings are proposed to be located along the perimeter of the site adjacent to the residential area to the east and adjacent hotel use to the north.
- The buildings are situated to minimize shading to adjacent land uses. As shown on the Shadow Study (Attachment 2, Sheet F.0), no shading of Minaret Road or Main Street will occur as a result of the project and shading of a portion of the adjacent site to the north will only occur around the winter solstice. Portions of the interior common space areas will be shaded at various times of the day throughout the year, but the pool area, located on the southeast corner, will remain largely unshaded.

2. Surface Parking

- The NVSP and the NVSP Design Guidelines allow for short-term surface parking for passenger drop-off and loading, if adequate landscaping is provided. The Conceptual Landscape Plan (Attachment 2, Sheet G.4) indicates that numerous Aspen, Pine, and Maple trees will be planted at the southwest corner of the site and along the western boundary of the site to assist in screening the surface parking lot. Attachment 2, Sheet J.1 shows the view looking to the northeast from the southwest corner of the intersection at Main Street and Minaret Road.

Staff Comment: The surface parking lot being located on the prominent southwest corner of the site was an item of concern during the PEDC Design Committee meeting.

3. Subterranean Parking

- The portions of the parking structure that are above natural grade will be sided with the same stone as the remainder of the structure.

Staff Comment: Staff recommends additional variation in the materials near the southeast corner of the parking structure to assist with breaking up the mass of the structure.

- The entrance of the parking structure is located on the northern side of the site away from areas with pedestrian activity. However, the drive aisle leading to the parking garage has a downward slope of approximately 9.5% and will be shaded during the winter months.

Staff Comment: Staff recommends the use of a heated ramp to avoid ice build-up.

b. Building Design

1. Form and Mass

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

2. Scale

- *Variations in wall materials should define the scale.* The wall materials consist of wood (western red cedar) with a vertical application, fiber cement siding in charcoal-brown color tones with a horizontal application, corrugated metal panels in a charcoal color with a vertical application, and cultured stone.

Staff Comment: The Town's experience with cultured stone is that it is fragile and is easily damaged by snow removal operations and falling ice and snow and real stone is encouraged because of its durability. Cultured stone may be an acceptable material in areas protected from snow and ice, but not along the base of a building.

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

3. Roof Form

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

4. Building Facades

- *The visual alignment of building facades should be varied.* The building façade is varied through steps in the building walls, changes in material colors and types, and angled walls on the north and south ends of the larger hotel building.
- *Use recessed balconies to add rhythm and texture to the façade.* Each unit has a balcony, which is recessed into the façade. This further breaks up the building massing.
- Unfinished structural concrete is not permitted and all walls are proposed to be finished with a stone like product.

5. Base and Lower Wall

- *Materials shall appropriately provide the building to ground relationship.* The majority of the ground floor in the pedestrian areas are storefront windows with an awning above.
- *Full stone walls are encouraged at prominent locations and buildings should have a durable base at the pedestrian level.* The portion of the parking structure that is above grade in the southwest corner is proposed to be finished with a cultured stone. As mentioned above, the Town's experience with cultured stone is that it is fragile and is easily damaged by snow removal operations and falling ice and snow and real stone is encouraged because of its durability. Cultured stone may be an acceptable material in areas protected from snow and ice, but not along the base of a building.

6. Windows and Doors

- *Windows should be typically rectangular and vertically oriented.* Throughout the buildings, the windows have a similar vocabulary. Smaller windows are used in some areas to provide visual interest.

7. Entrances, Porches

- *Places of pedestrian ingress and egress should be defined by the architecture of buildings.* The primary hotel entrance is defined by large storefront windows and an awning system that has varying angles.
- *Porches should be slightly higher than adjacent walkways or streets.* A cantilevered patio projects off of the restaurant area over a portion of the parking lot and the pedestrian walkway on the south side of the property.

8. Materials (Samples of the materials are available at the Town offices. A photo of the materials is included on the last page of Attachment 2).

- *Wood siding is encouraged.* The majority of the siding is a combination of western red cedar wood siding with a vertical application and charcoal-brown colored fiber cement siding with a horizontal application.
- *Metal can be used in limited amounts.* The majority of the proposed siding materials are wood and fiber cement board. Corrugated metal in a dark, non-reflective color is proposed as an accent material on various portions of the building.

9. Colors (Samples of the materials are available at the Town offices. A photo of the materials is included on the last page of Attachment 2).

- *Building walls shall incorporate appropriate colors from the local natural setting.* The proposed colors are a combination of light natural wood and darker charcoal colors. The variation in colors is intended to break up the massing of the buildings.
- *A mix of colors are encouraged.* The proposed colors alternate between light and dark to provide contrast and visual interest.
- *Walls color should be vertically organized to express building modules and characters.* The color and material changes occur on different sections of the building and the colors are maintained throughout the vertical section.

c. Landscape Design

1. Due to the proposed subterranean parking structure, the majority of the trees on the site are proposed to be removed. Replacement tree plantings will be located throughout the site and an assortment of Maples, Aspens, and Pine trees are proposed. The majority of the proposed plants are on the Town's recommended plants list.
2. Low walls will be used throughout the project to serve as informal seating areas. Additionally, numerous fireplace and other seating areas will be located throughout the project.
3. All pedestrian areas will be connected with paths throughout the project. An additional walkway and plaza area is proposed for the south side of the project.

d. Snow Management

1. A detailed snow management plan was not provided in the initial submittal, but has been requested.

e. Vehicle and Pedestrian Circulation (P. 11-12)

1. Guests checking in will be directed to pull into the surface parking area directly in front of the hotel entrance. Vehicles will then be parked by the valet parking operators.
2. A service vehicle parking plan was not provided in the initial submittal, but has been requested.

3. The applicant has been working with the Mammoth Lakes Fire Protection District to address emergency vehicle access. The preliminary plan is for emergency vehicles to access the interior area of the site via the garage driveway ramp and the pull-out that is proposed to be located between the main hotel building and the northern townhome building.
4. A sidewalk that conforms to Town Standards is proposed along the property frontage on Minaret Road and will connect to the newly completed sidewalk on Main Street.

The Town is looking into options to close the sidewalk gap that will exist between the northern edge of the project site and the sidewalk adjacent to the South Hotel site.

4. Next Steps

The ADP's comments will be documented in meeting minutes by the Secretary and distributed to the panel members and the applicant. As a part of their comments, the ADP may request that the applicant return to a subsequent meeting of the ADP to review any changes made to the project. After review of the project by the ADP has concluded, and any applicable staff and agency comments have been addressed, the entitlement process will continue. The Planning and Economic Development Commission will ultimately approve or deny the Major Design Review application in conjunction with the Tentative Tract Map.

C. RECOMMENDATION

Staff requests that the ADP review, discuss, and provide comments on the site and building design, based on the analysis provided in this staff report and the standards and recommendations provided for in the guiding documents. The ADP may request that the applicant return to a subsequent meeting of the ADP to review any proposed changes to the project.

Attachments

- Attachment 1: Narrative, dated November 2018
- Attachment 2: Project Plans, dated November 2018
- Attachment 3: PEDC Design Committee Minutes, August 28, 2018