

ADVISORY DESIGN PANEL OF THE TOWN OF MAMMOTH LAKES

MINUTES

Tuesday, January 15, 2019

437 Old Mammoth Road, Suite 220, 2:00 P.M.
(Mono County Offices – Town & County Conference Room)

ROLL CALL

The meeting was called to order at 2:05 p.m. with members Elliott Brainard, Amy Callanan, Greg Enright, Dawn Vereuck, and Larry Walker present. Paul Chang and Robert Creasy were absent.

PUBLIC COMMENTS

There were no public comments.

BUSINESS MATTERS

1. The minutes of the October 30, 2018 meeting were approved.

DESIGN REVIEWS

2. Yotelpad Design Review. Staff contact: Nolan Bobroff, Associate Planner, (760) 965-3631.

The following project representatives were in attendance:

- RePlay (Project Applicant): Chris Heinrich; Gary Raymond; Mark Carney (phone)
- Method-Studio (Project Architect): Kyle Borchert; Joshua Greene; Scott Buckner
- Vine Realty (Project Realtor): Ron Barnes

Nolan Bobroff, Associate Planner, introduced the Yotelpad project and presented the design review analysis.

Gary Raymond, RePlay, presented the vision for the Yotelpad project and the project history.

Chris Heinrich, RePlay, discussed the schedule for the project and indicated that demolition of the existing buildings on the site and site grading would occur during spring 2019; construction of the parking structure would occur during summer 2019; modular units would be set in place starting spring 2020; and the project would be completed in early winter 2021.

The architect team from Method-Studio presented the vision for the design and discussed various architectural components of the project.

The ADP members asked questions of staff and the applicant and there was a discussion. The ADP members provided the following comments, which have been consolidated and organized based on comments applicable to site design, building design, and other design considerations:

Site Design

- 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.
- 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.

- The site is the gateway to the Village and that corner should be designed to welcome guests to the Village.
- 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*).
- 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.
- 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.
- 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

- 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.
- The architecture should be reflective of Mammoth and not try to mimic other resort communities.
- 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.
- 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.
- 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.
- 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.
- The combination of vertical and horizontal siding provides visual interest.
- 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.
- 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

- 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.
- 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.
- The snow storage plan needs to address temporary snow storage areas and snow hauling. The applicant indicated that the courtyard will be heated.
- 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.
- The pedestrian access should be moved closer to the building to try to discourage people from jaywalking across Minaret Road to access the gondola. The applicant asked staff to consider relocating the crosswalk closer to 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.

FUTURE AGENDA ITEMS AND PANEL MEETINGS

The next ADP meeting was tentatively scheduled for the 2nd or 3rd week of February 2019 to review the changes made to the Yotelpad project.

ADJOURNMENT

The meeting was adjourned at 5:10 p.m.