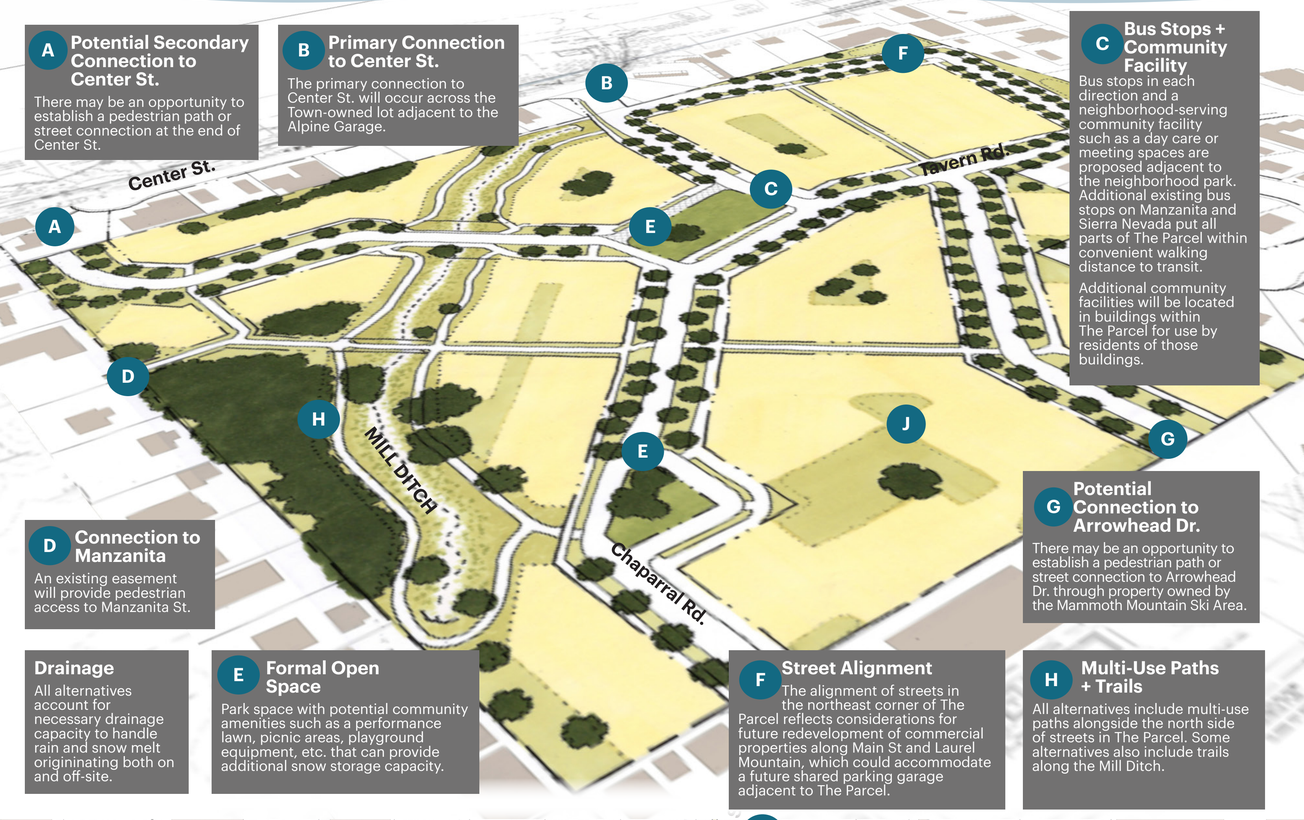
Features Standard to All Alternatives

THE PARCEL

All alternatives include a mix of unit types (studio, 1, 2, and 3-bedroom units) and include buildings that would be suitable for both rental and for-sale housing types.



A Potential Secondary Connection to Center St.

There may be an opportunity to establish a pedestrian path or street connection at the end of Center St.

B Primary Connection to Center St.

The primary connection to Center St. will occur across the Town-owned lot adjacent to the Alpine Garage.

C Bus Stops + Community Facility

Bus stops in each direction and a neighborhood-serving community facility such as a day care or meeting spaces are proposed adjacent to the neighborhood park. Additional existing bus stops on Manzanita and Sierra Nevada put all parts of The Parcel within convenient walking distance to transit.

Additional community facilities will be located in buildings within The Parcel for use by residents of those buildings.

D Connection to Manzanita

An existing easement will provide pedestrian access to Manzanita St.

G Potential Connection to Arrowhead Dr.

There may be an opportunity to establish a pedestrian path or street connection to Arrowhead Dr. through property owned by the Mammoth Mountain Ski Area.

Drainage

All alternatives account for necessary drainage capacity to handle rain and snow melt origininating both on and off-site.

E Formal Open Space

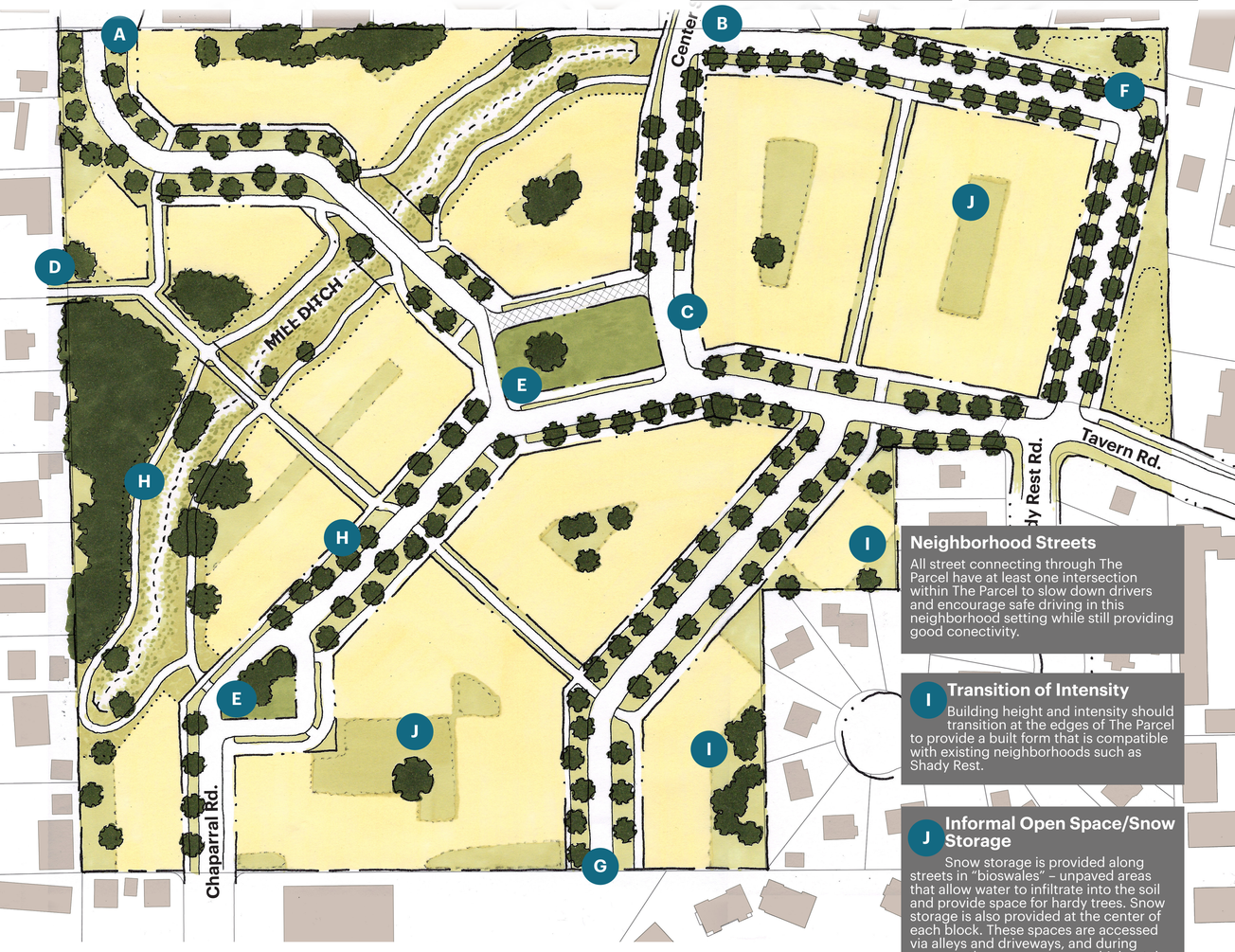
Park space with potential community amenities such as a performance lawn, picnic areas, playground equipment, etc. that can provide additional snow storage capacity.

F Street Alignment

The alignment of streets in the northeast corner of The Parcel reflects considerations for future redevelopment of commercial properties along Main St and Laurel Mountain, which could accommodate a future shared parking garage adjacent to The Parcel.

H Multi-Use Paths + Trails

All alternatives include multi-use paths alongside the north side of streets in The Parcel. Some alternatives also include trails along the Mill Ditch.



Neighborhood Streets

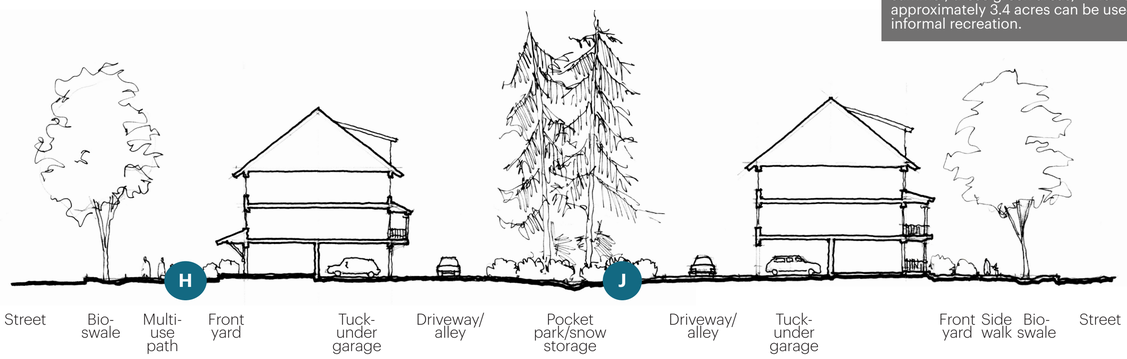
All street connecting through The Parcel have at least one intersection within The Parcel to slow down drivers and encourage safe driving in this neighborhood setting while still providing good conectivity.

I Transition of Intensity

Building height and intensity should transition at the edges of The Parcel to provide a built form that is compatible with existing neighborhoods such as Shady Rest.

J Informal Open Space/Snow Storage

Snow storage is provided along streets in "bioswales" – unpaved areas that allow water to infiltrate into the soil and provide space for hardy trees. Snow storage is also provided at the center of each block. These spaces are accessed via alleys and driveways, and during summer, these green areas, which total approximately 3.4 acres can be used for informal recreation.



A section drawing that cuts through the center of a block shows how informal open space that doubles as snow storage in the winter fits between buildings.

Features Standard to All Alternatives

Mammoth Lakes CALIFORNIA

How to Read the Alternatives

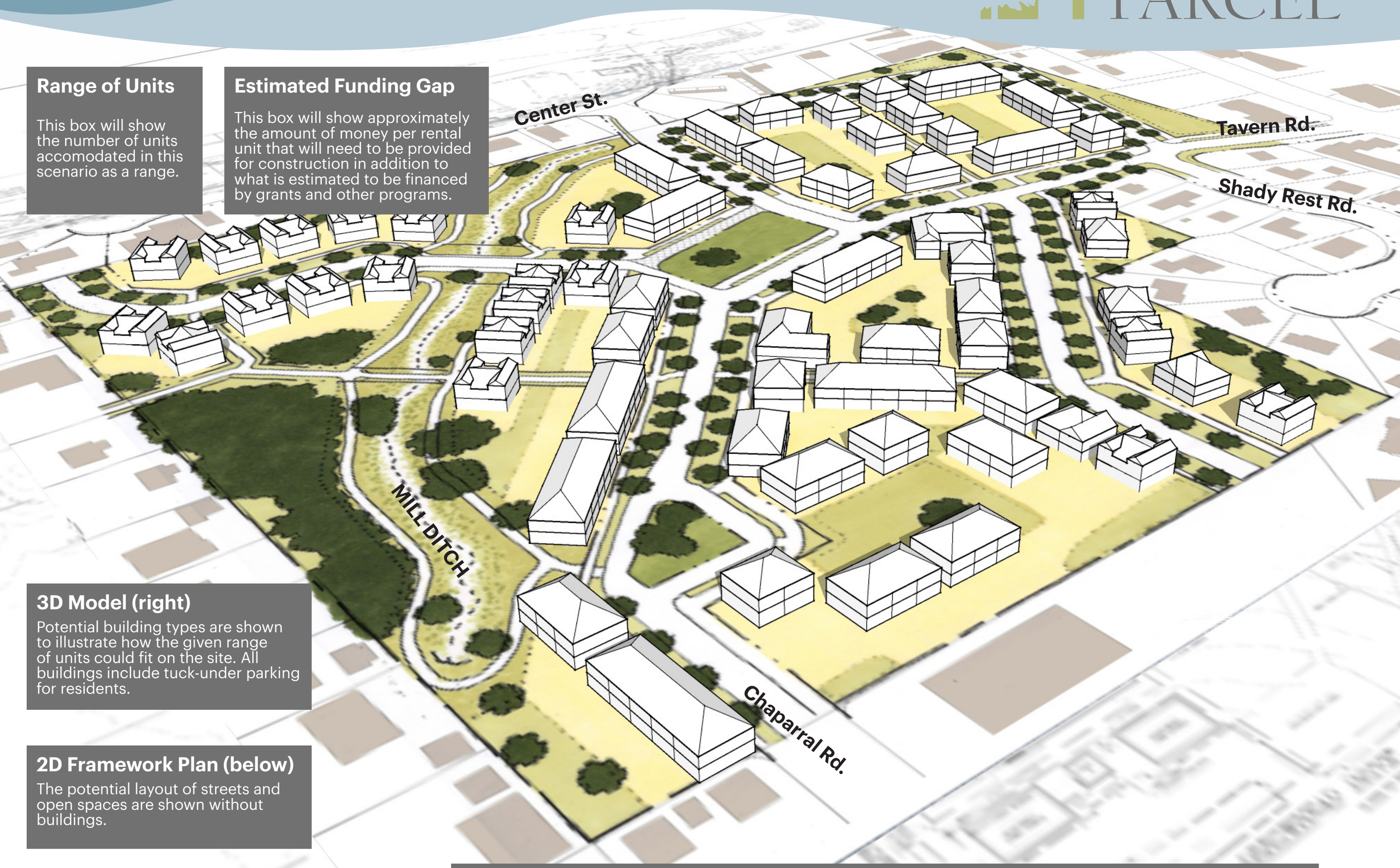
THE PARCEL

Range of Units

This box will show the number of units accomodated in this scenario as a range.

Estimated Funding Gap

This box will show approximately the amount of money per rental unit that will need to be provided for construction in addition to what is estimated to be financed by grants and other programs.



3D Model (right)

Potential building types are shown to illustrate how the given range of units could fit on the site. All buildings include tuck-under parking for residents.

2D Framework Plan (below)

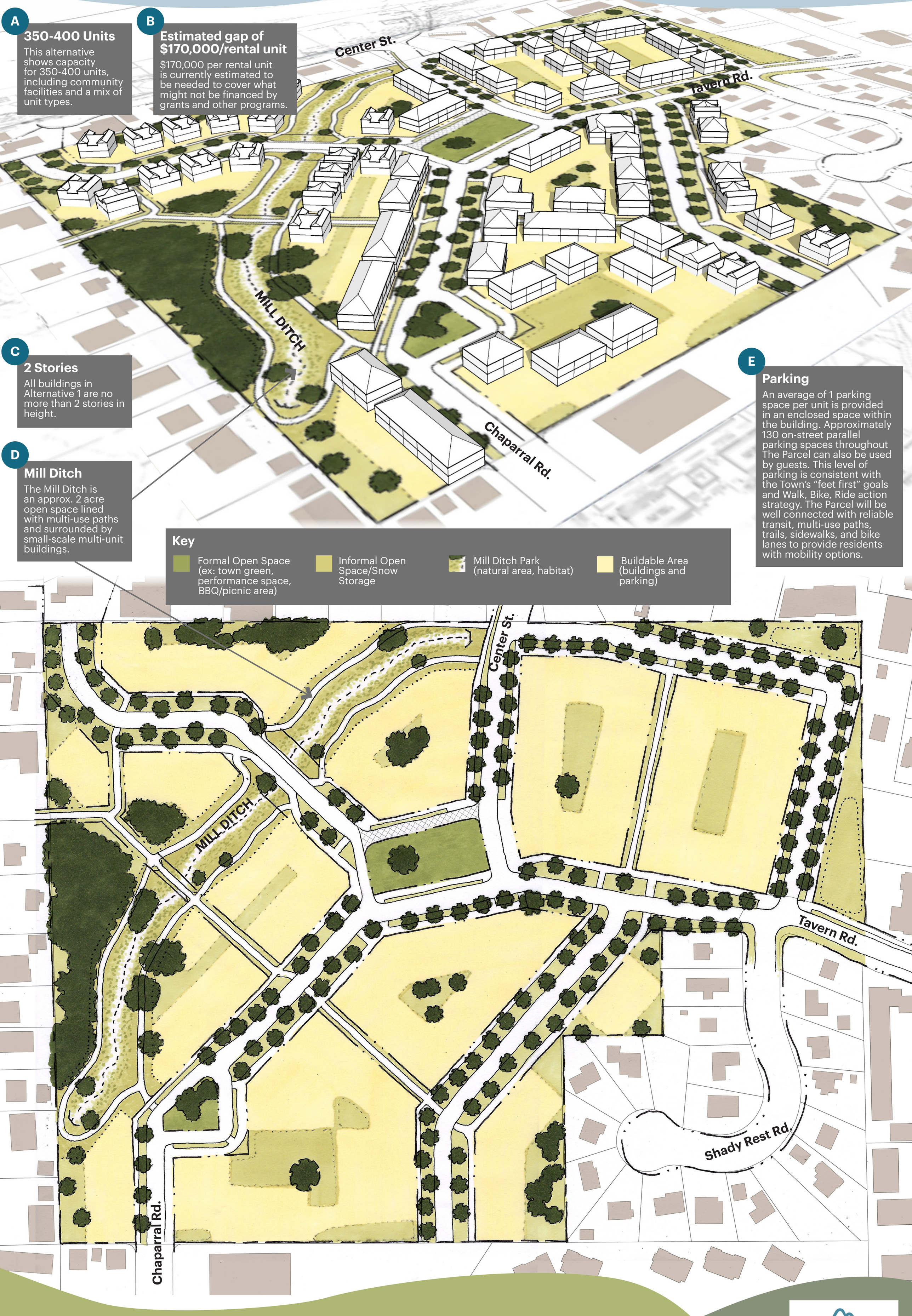
The potential layout of streets and open spaces are shown without buildings.

Key

- Formal Open Space (ex: town green, performance space, BBQ/picnic area)
- Informal Open Space/Snow Storage
- Mill Ditch Park (natural area, habitat)
- Buildable Area (buildings and parking)

Alternative 1 — "Low Intensity"

THE PARCEL



A

350-400 Units

This alternative shows capacity for 350-400 units, including community facilities and a mix of unit types.

B

Estimated gap of $170,000/rental unit

$170,000 per rental unit is currently estimated to be needed to cover what might not be financed by grants and other programs.

C

2 Stories

All buildings in Alternative 1 are no more than 2 stories in height.

D

Mill Ditch

The Mill Ditch is an approx. 2 acre open space lined with multi-use paths and surrounded by small-scale multi-unit buildings.

E

Parking

An average of 1 parking space per unit is provided in an enclosed space within the building. Approximately 130 on-street parallel parking spaces throughout The Parcel can also be used by guests. This level of parking is consistent with the Town's "feet first" goals and Walk, Bike, Ride action strategy. The Parcel will be well connected with reliable transit, multi-use paths, trails, sidewalks, and bike lanes to provide residents with mobility options.

Key

- Formal Open Space (ex: town green, performance space, BBQ/picnic area)
- Informal Open Space/Snow Storage
- Mill Ditch Park (natural area, habitat)
- Buildable Area (buildings and parking)

Alternative 1 — "Low Intensity"

Mammoth Lakes CALIFORNIA

Alternative 2 — "Medium Intensity"

THE PARCEL

A

400-450 Units

This alternative shows capacity for 400-450 units, including community facilities and a mix of unit types.

B

Estimated gap of $150,000/rental unit

$150,000 per rental unit is currently estimated to be needed to cover what might not be financed by grants and other programs.

C

2-4 Stories

Most buildings are 2-3 stories. A 4-story apartment building wraps the parking structure to help hide the garage.

D

Mill Ditch

The Mill Ditch is an approx. 2 acre open space lined with multi-use paths and surrounded by small-scale multi-unit buildings and townhouses.

F

Estimated parking structure funding gap

Approximately $12 million is currently estimated to be needed to fund the parking structure in addition to what is estimated to be financed by grants. Other grants and programs may be available to help reduce this funding gap.

E

Parking

Approximately 1.5 parking spaces are provided per unit in this alternative. An Average of 1 parking space per unit is provided in an enclosed space within the building, while additional parking for residents of The Parcel is provided in a parking structure. Approximately 130 on-street parallel parking spaces throughout The Parcel can also be used by guests. This level of parking is consistent with the Town's "feet first" goals and Walk, Bike, Ride action strategy. The Parcel will be well connected with reliable transit, multi-use paths, trails, sidewalks, and bike lanes to provide residents with mobility options.

Key

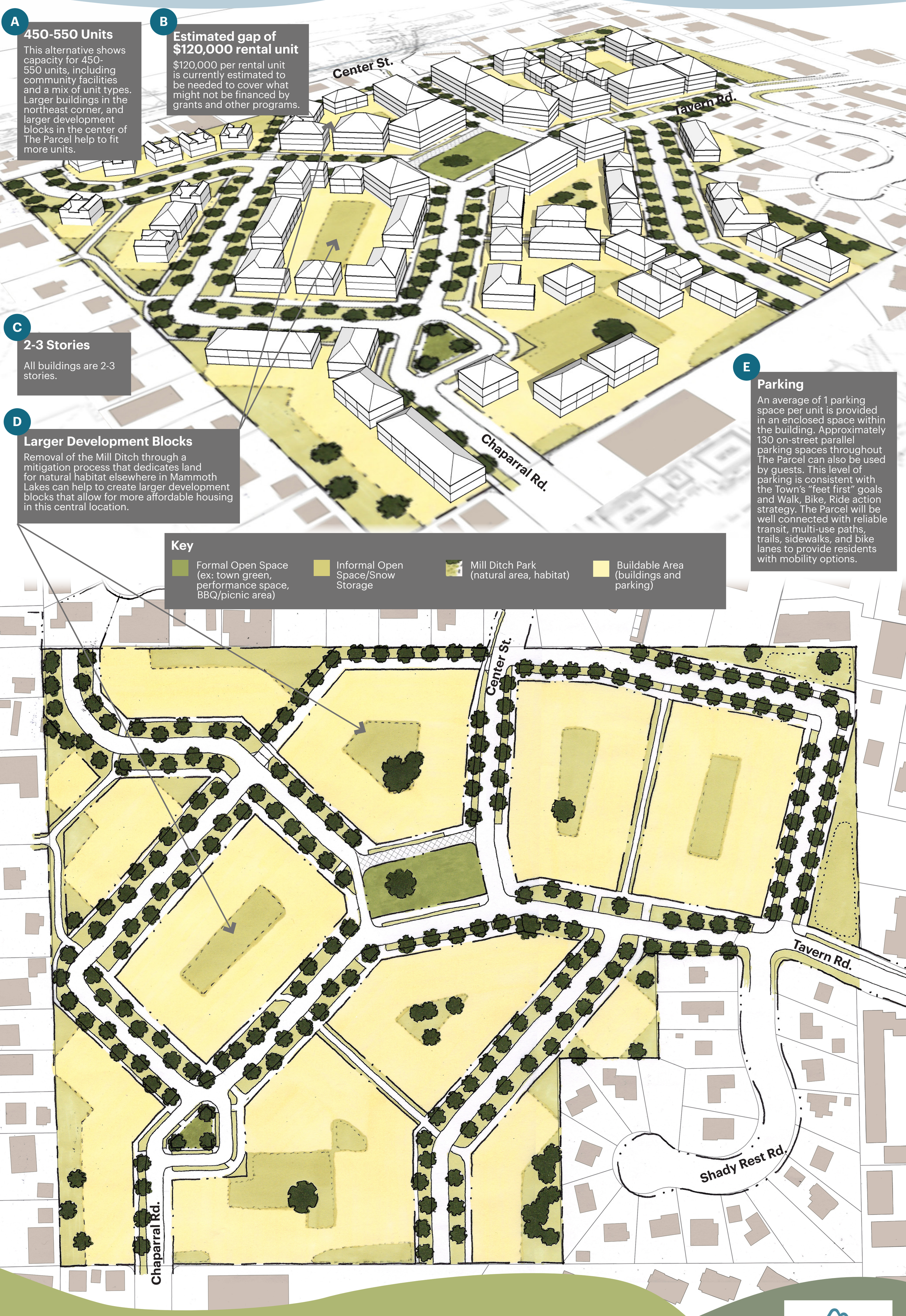
- Formal Open Space (ex: town green, performance space, BBQ/picnic area)
- Informal Open Space/Snow Storage
- Mill Ditch Park (natural area, habitat)
- Buildable Area (buildings and parking)

Alternative 2 — "Medium Intensity"

Mammoth Lakes CALIFORNIA

Alternative 3 — "High Intensity"

THE PARCEL



A

450-550 Units

This alternative shows capacity for 450-550 units, including community facilities and a mix of unit types. Larger buildings in the northeast corner, and larger development blocks in the center of The Parcel help to fit more units.

B

Estimated gap of $120,000 rental unit

$120,000 per rental unit is currently estimated to be needed to cover what might not be financed by grants and other programs.

C

2-3 Stories

All buildings are 2-3 stories.

D

Larger Development Blocks

Removal of the Mill Ditch through a mitigation process that dedicates land for natural habitat elsewhere in Mammoth Lakes can help to create larger development blocks that allow for more affordable housing in this central location.

E

Parking

An average of 1 parking space per unit is provided in an enclosed space within the building. Approximately 130 on-street parallel parking spaces throughout The Parcel can also be used by guests. This level of parking is consistent with the Town's "feet first" goals and Walk, Bike, Ride action strategy. The Parcel will be well connected with reliable transit, multi-use paths, trails, sidewalks, and bike lanes to provide residents with mobility options.

Key

- Formal Open Space (ex: town green, performance space, BBQ/picnic area)
- Informal Open Space/Snow Storage
- Mill Ditch Park (natural area, habitat)
- Buildable Area (buildings and parking)

Alternative 3 — "High Intensity"

Mammoth Lakes CALIFORNIA

Mill Ditch Trails

THE PARCEL

New Housing

Small-scale multi-unit buildings, or townhouse buildings line the Mill Ditch park with front doors opening to the paths and trails that run alongside the Mill Ditch.

Trails + Paths

A multi-use path with wayfinding signage runs along the north and a dirt path runs along the south side of the Mill Ditch. Both connect to the Town's trail and path system.

Trees + Plants

Some existing pines are preserved, while new deciduous trees provide shade in the summer while allowing sun to melt snow in the winter.

Mill Ditch Trails

Mammoth Lakes CALIFORNIA

The Parcel Neighborhood Park

THE PARCEL

Community Facility
The park could be anchored at one end by a community facility such as day care, a community meeting space, or other community-serving use.

Building Orientation
The fronts of adjacent buildings face towards the park to help create a lively public space that is inviting to the entire community.

Bus Stops
As the center of the neighborhood, the park is recommended as the location for two new bus stops in The Parcel.

Park Amenities
The park could include amenities desired by the community such as performance space, BBQ and picnic areas, and an open lawn for play.

Trees + Plants
Some existing pines are preserved, while new deciduous trees provide shade in the summer while allowing sun to melt snow in the winter.

The Parcel Neighborhood Park

Mammoth Lakes CALIFORNIA

Typical Residential Street

THE PARCEL

Street Trees

Deciduous trees provide shade in the summer while allowing sun to melt snow in the winter.

Snow Storage

"Bioswales" between the road and path/sidewalk provide space for snow cleared from the street. Each block contains additional snow storage for driveways and snow falling from roofs.

Trails + Sidewalks

Multi-use paths runs along the north side of most streets, while smaller sidewalks run along the south side.

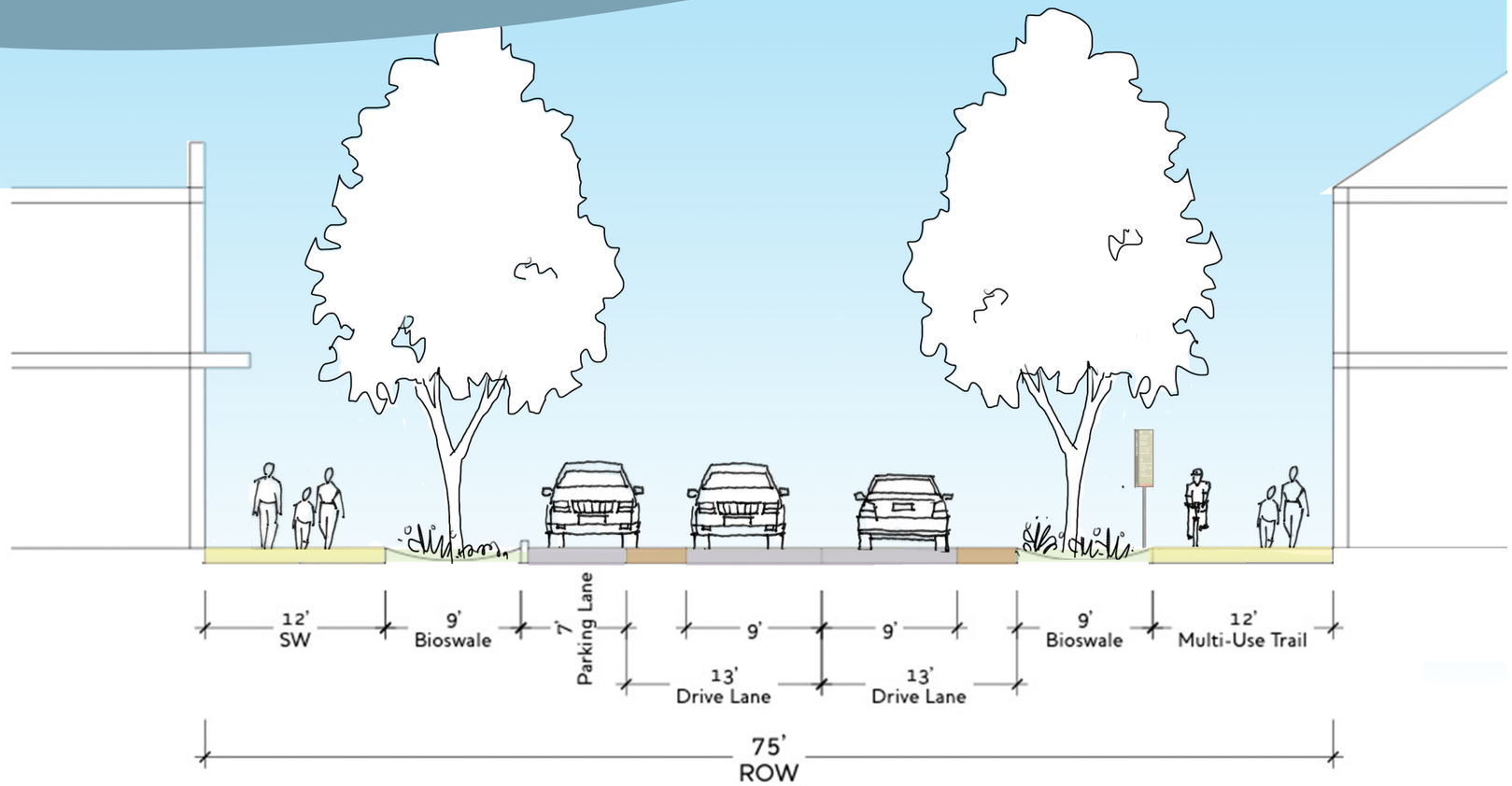
Welcoming Buildings

The front of buildings are oriented towards the street and include frontages such as porches and stoops.

Typical Residential Street

Mammoth Lakes CALIFORNIA

75’ Right of Way – “Flex Street”

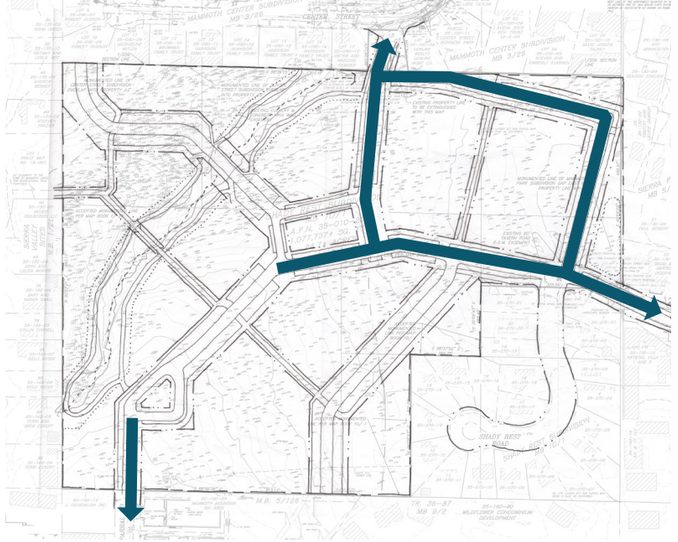


Unique Features

- Multi-use path on north side of street
- Wide sidewalk on south side of street
- On-street parking on south side of street

Standard Features

- Bioswales on both sides of street for snow storage
- 13’ drive lanes in each direction

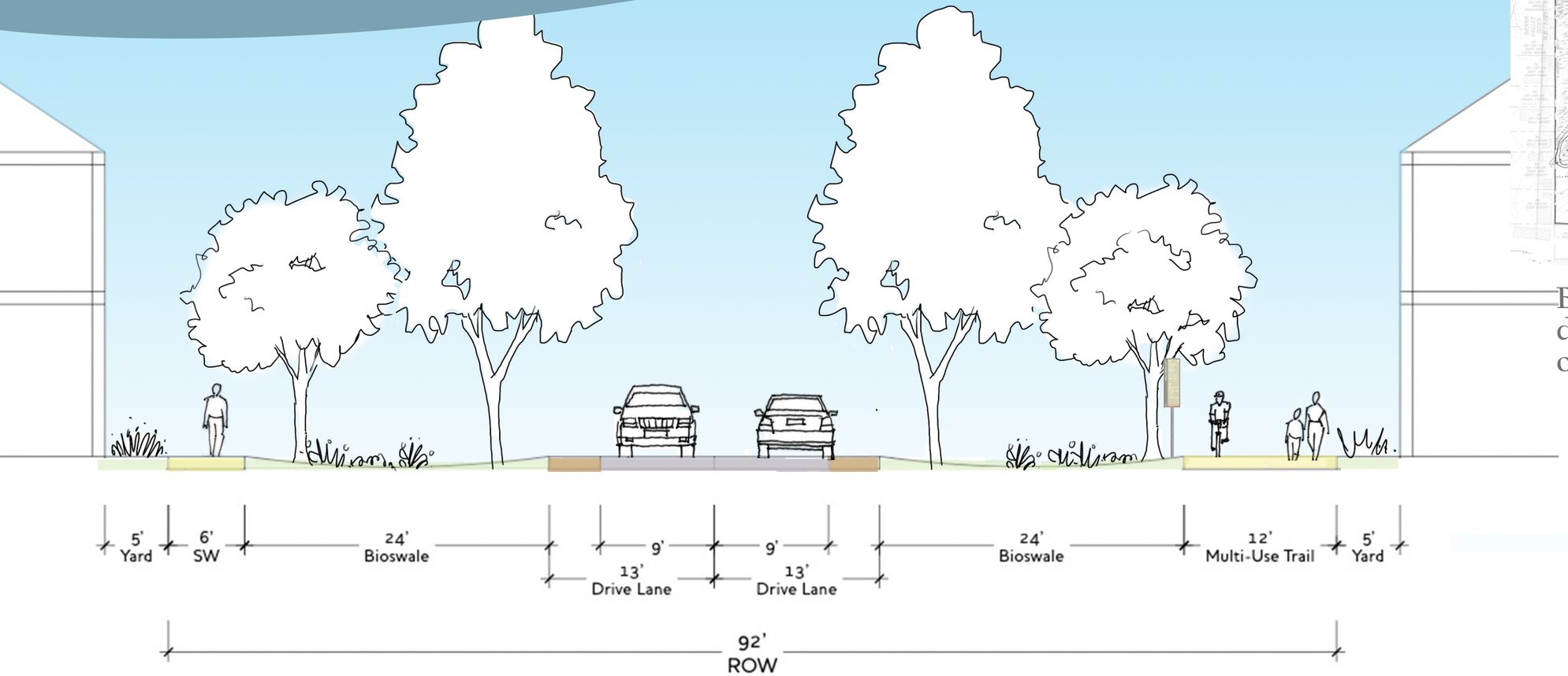


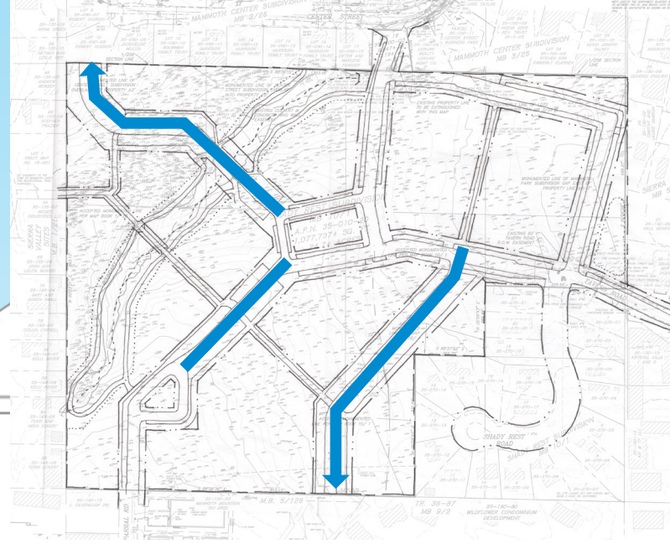
Dark blue lines indicate where this design is included within the overall street framework plan.

On-Street Parking

On-street parking is not common in Mammoth Lakes, but provides parking capacity without the need for a parking lot and helps to calm traffic. On-street parking in The Parcel is proposed only on streets with adequate snow storage capacity, and only in areas nearby a community facility such as a park or day care that may generate some occassional parking demand.

92' Right of Way – "Green Street" with sidewalks





Blue lines indicate where this design is included within the overall street framework plan.

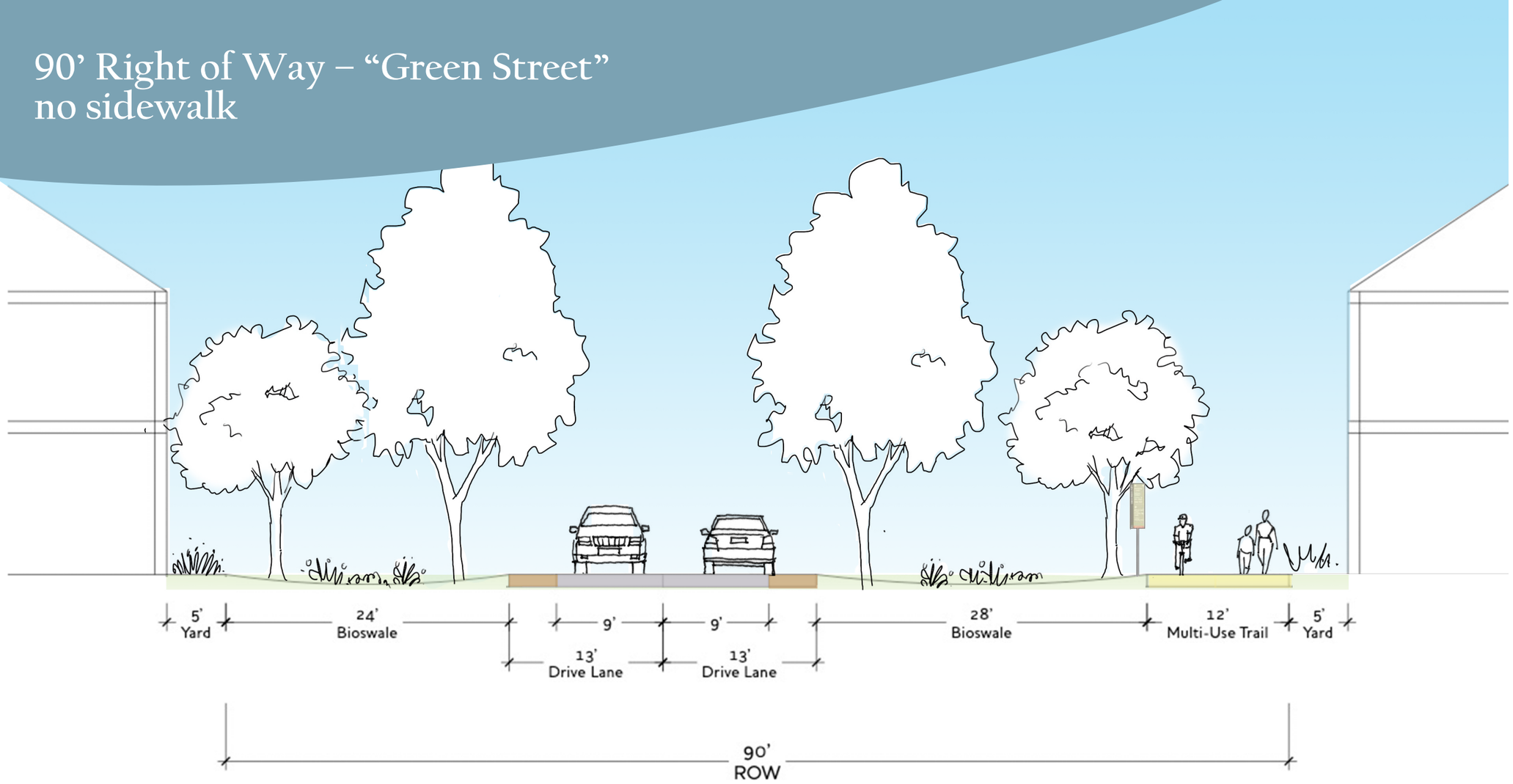
Unique Features

- Multi-use path on north side of street
- Sidewalk on south side of street

Standard Features

- Bioswales on both sides of street for snow storage
- 13' drive lanes in each direction

90’ Right of Way – “Green Street” no sidewalk



* Note: This street design is not currently included in any framework alternative, but has been included here to provide flexibility and options as the plans evolve.

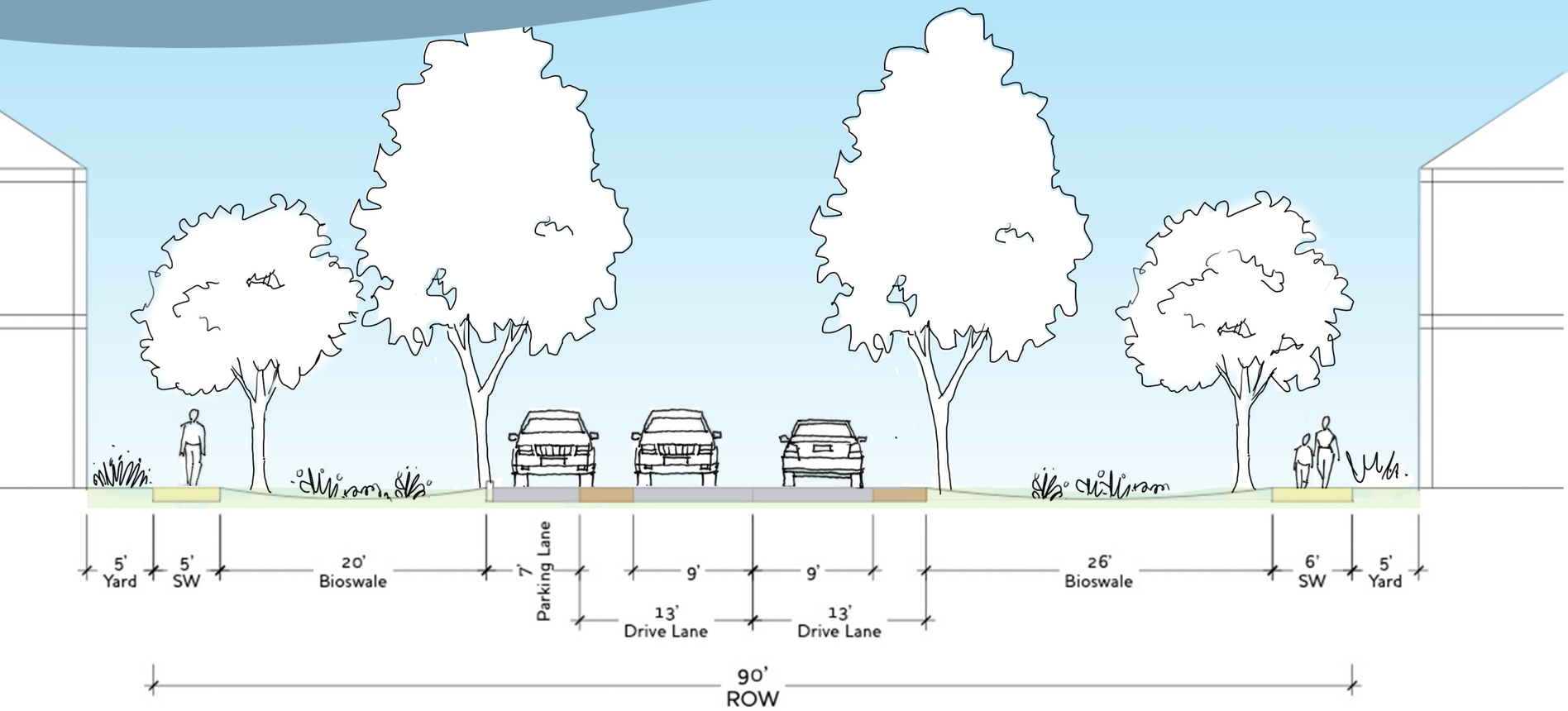
Unique Features

- Multi-use path on north side of street

Standard Features

- Bioswales on both sides of street for snow storage
- 13’ drive lanes in each direction

90’ Right of Way – “Green Street” with on-street parking



* Note: This street design is not currently included in any framework alternative, but has been included here to provide flexibility and options as the plans evolve.

On-Street Parking

On-street parking is not common in Mammoth Lakes, but provides parking capacity without the need for a parking lot and helps to calm traffic. On-street parking in The Parcel is proposed only on streets with adequate snow storage capacity, and only in areas nearby a community facility such as a park or day care that may generate some occassional parking demand.

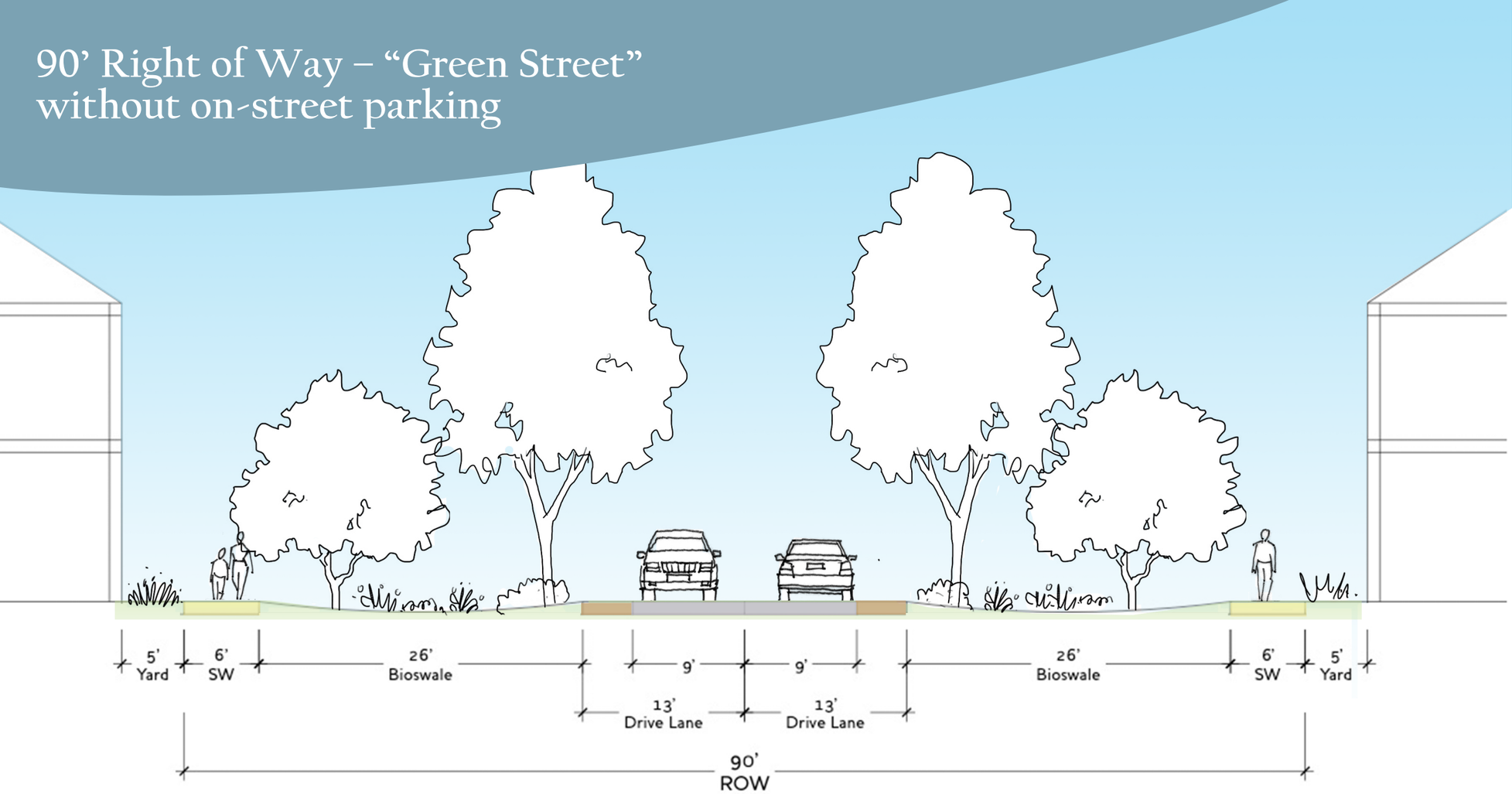
Unique Features

- Sidewalk on south side of street
- On-street parking on south side of street

Standard Features

- Bioswales on both sides of street for snow storage
- 13’ drive lanes in each direction

90’ Right of Way – “Green Street” without on-street parking



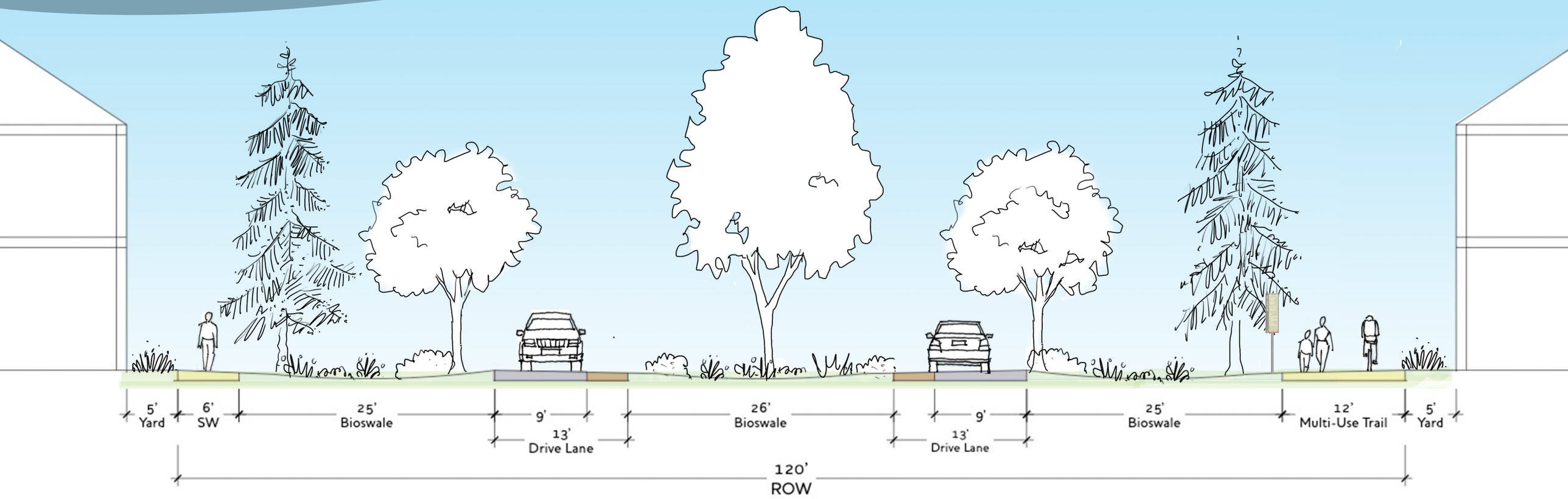
* Note: This street design is not currently included in any framework alternative, but has been included here to provide flexibility and options as the plans evolve.

Standard Features

- Bioswales on both sides of street for snow storage
- 13’ drive lanes in each direction

120' Right of Way – "Green Avenue"

* Note: This street design is not currently included in any framework alternative, but has been included here to provide flexibility and options as the plans evolve.



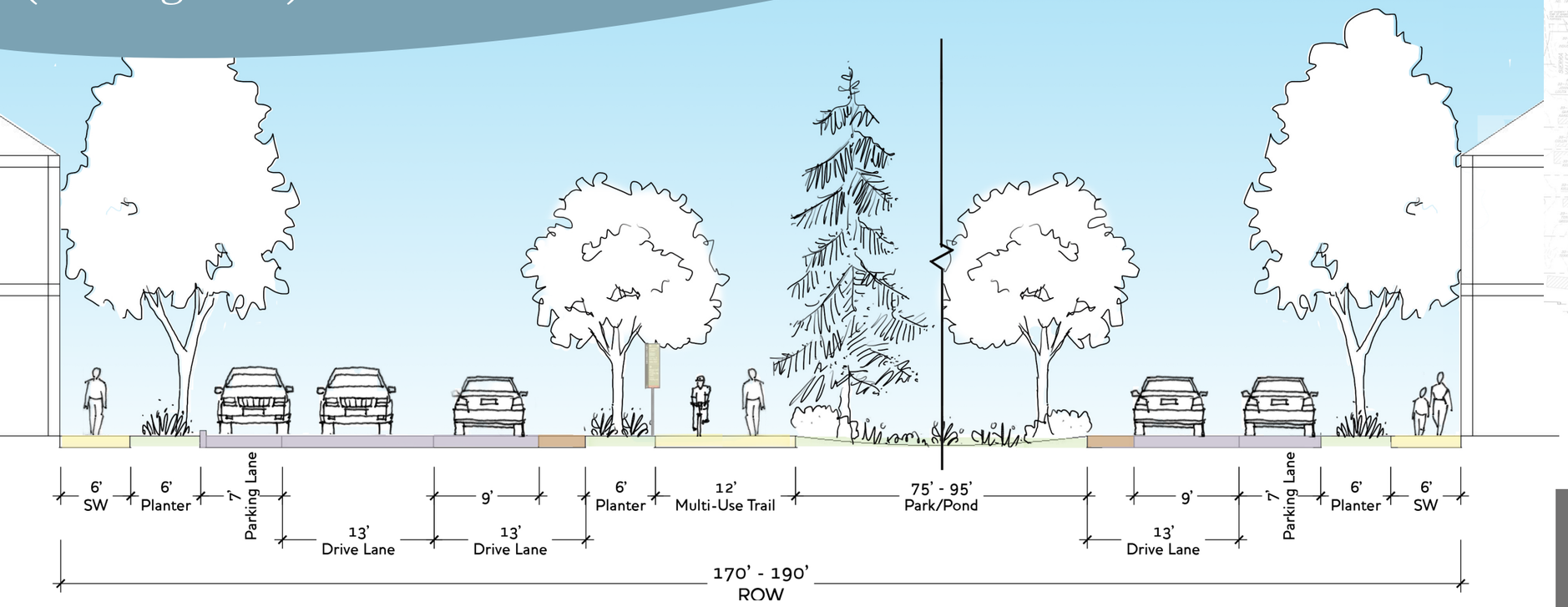
Unique Features

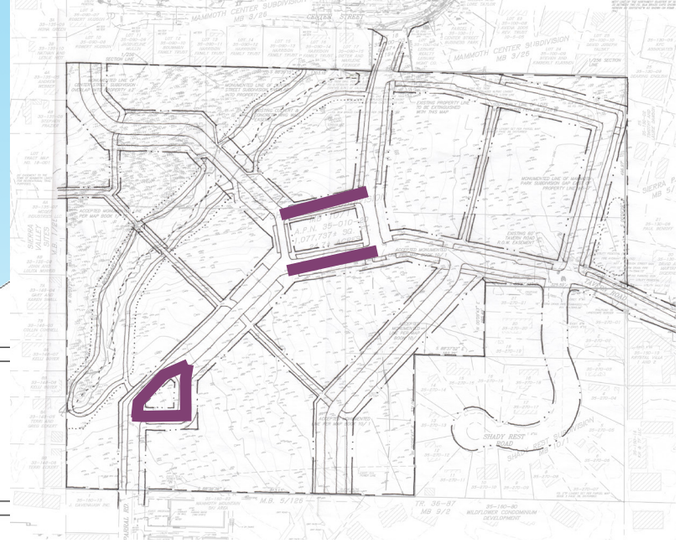
- Median with bioswale for snow storage
- Multi-use path on north side of street
- Sidewalk on south side of street

Standard Features

- Bioswales on both sides of street for snow storage
- 13' drive lanes in each direction

170’-190’ Right of Way – Park Streets (looking west)





Purple lines indicate where this design is included within the overall street framework plan.

Unique Features

- Streets border central neighborhood parks
- Multi-use path on north side of central park
- Sidewalks on all outside edges of streets
- One-way street on north side of park
- Curbless street condition on north side of park to allow for events to take place in street when closed to traffic

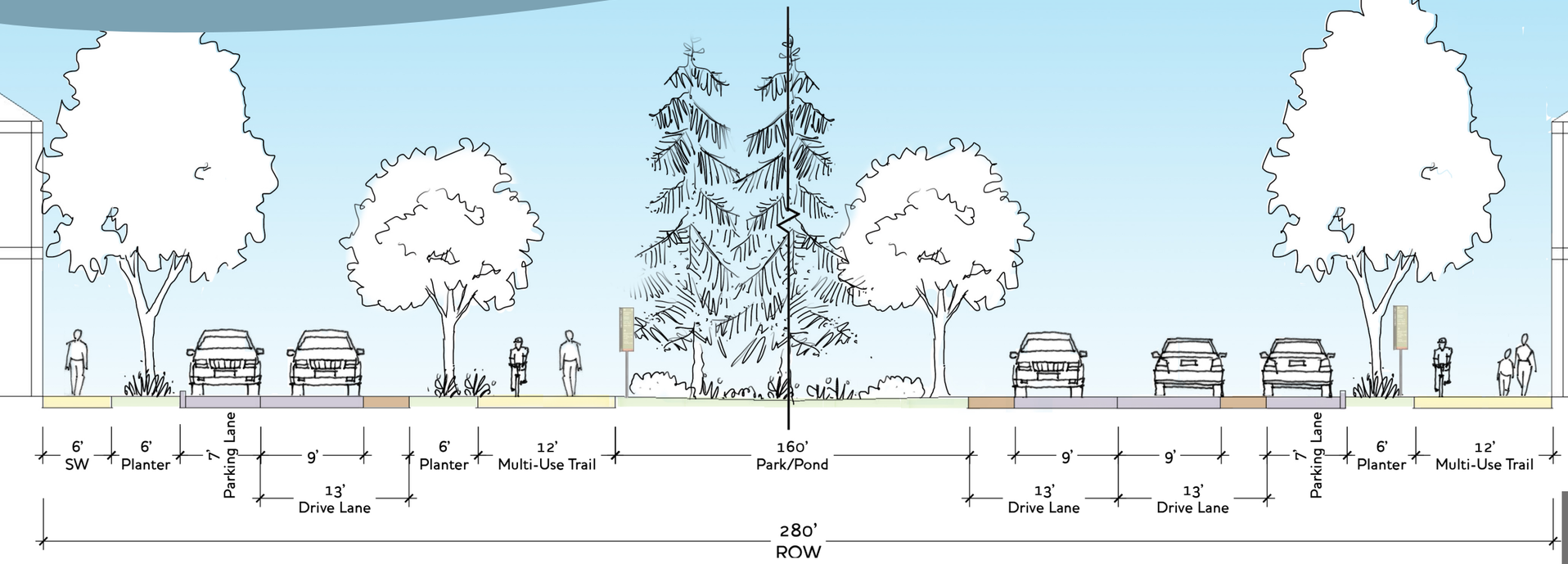
Standard Features

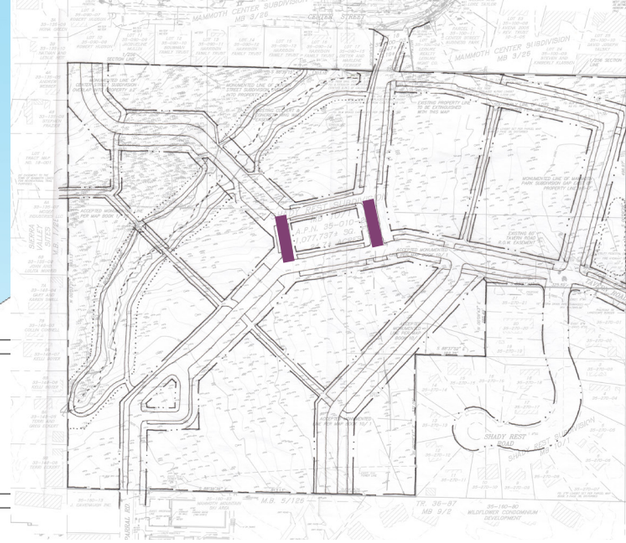
- Bioswales on both sides of street for snow storage
- 13’ drive lanes in each direction on north side

On-Street Parking

On-street parking is not common in Mammoth Lakes, but provides parking capacity without the need for a parking lot and helps to calm traffic. On-street parking in The Parcel is proposed only on streets with adequate snow storage capacity, and only in areas nearby a community facility such as a park or day care that may generate some occassional parking demand.

170'-190' Right of Way – Park Streets (looking north)





Purple lines indicate where this design is included within the overall street framework plan.

Unique Features

- Streets border central neighborhood park
- Multi-use path on west side of central park and outside edge of street lining the east side of the park
- Sidewalks on outside edge of western street
- One-way street on west side of park
- On-street parking on east and west streets

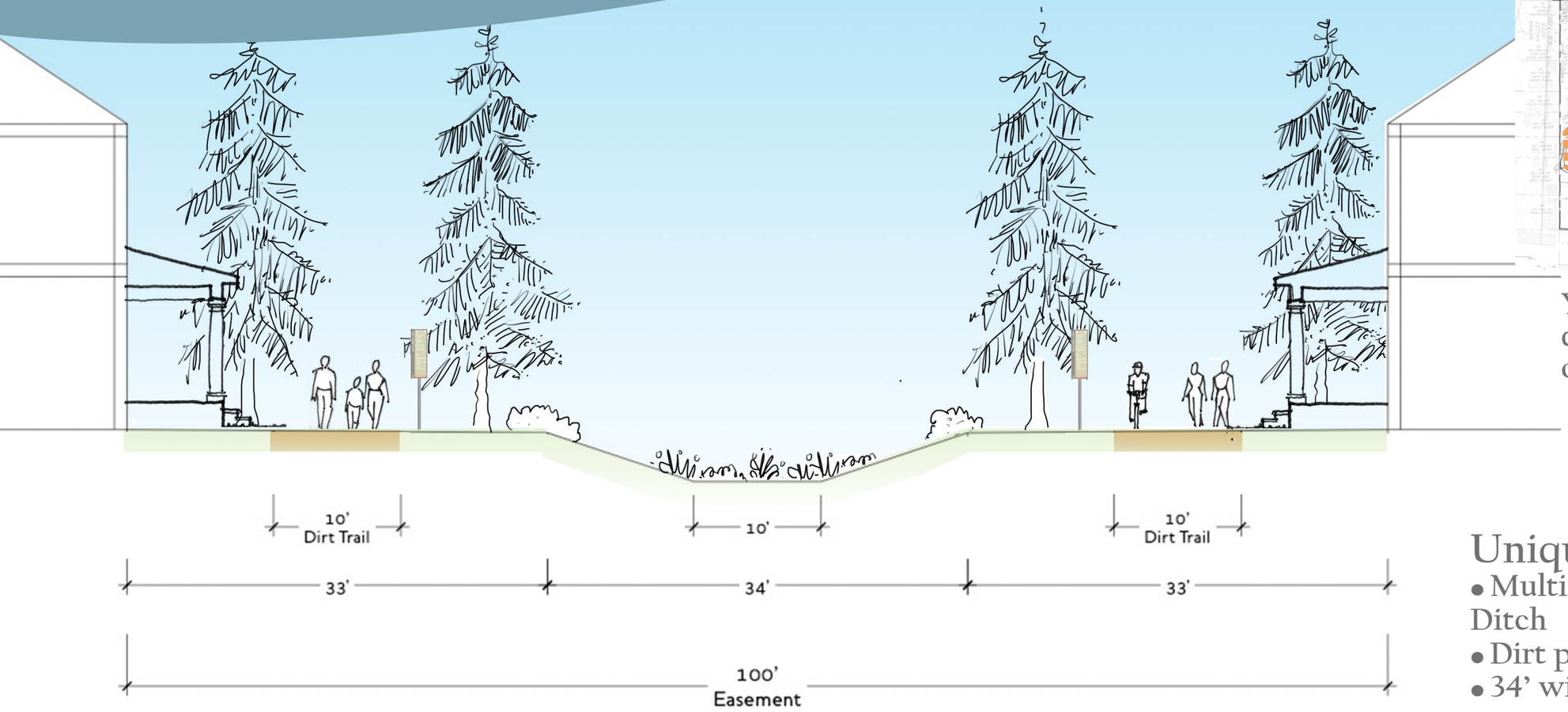
Standard Features

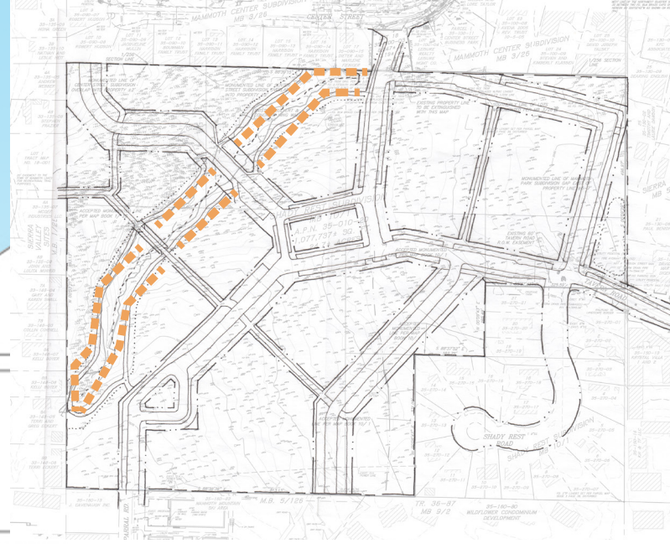
- Planter areas on both sides of street for snow storage
- 13' drive lanes in each direction on north side

On-Street Parking

On-street parking is not common in Mammoth Lakes, but provides parking capacity without the need for a parking lot and helps to calm traffic. On-street parking in The Parcel is proposed only on streets with adequate snow storage capacity, and only in areas nearby a community facility such as a park or day care that may generate some occassional parking demand.

100’ Easement – Mill Ditch path



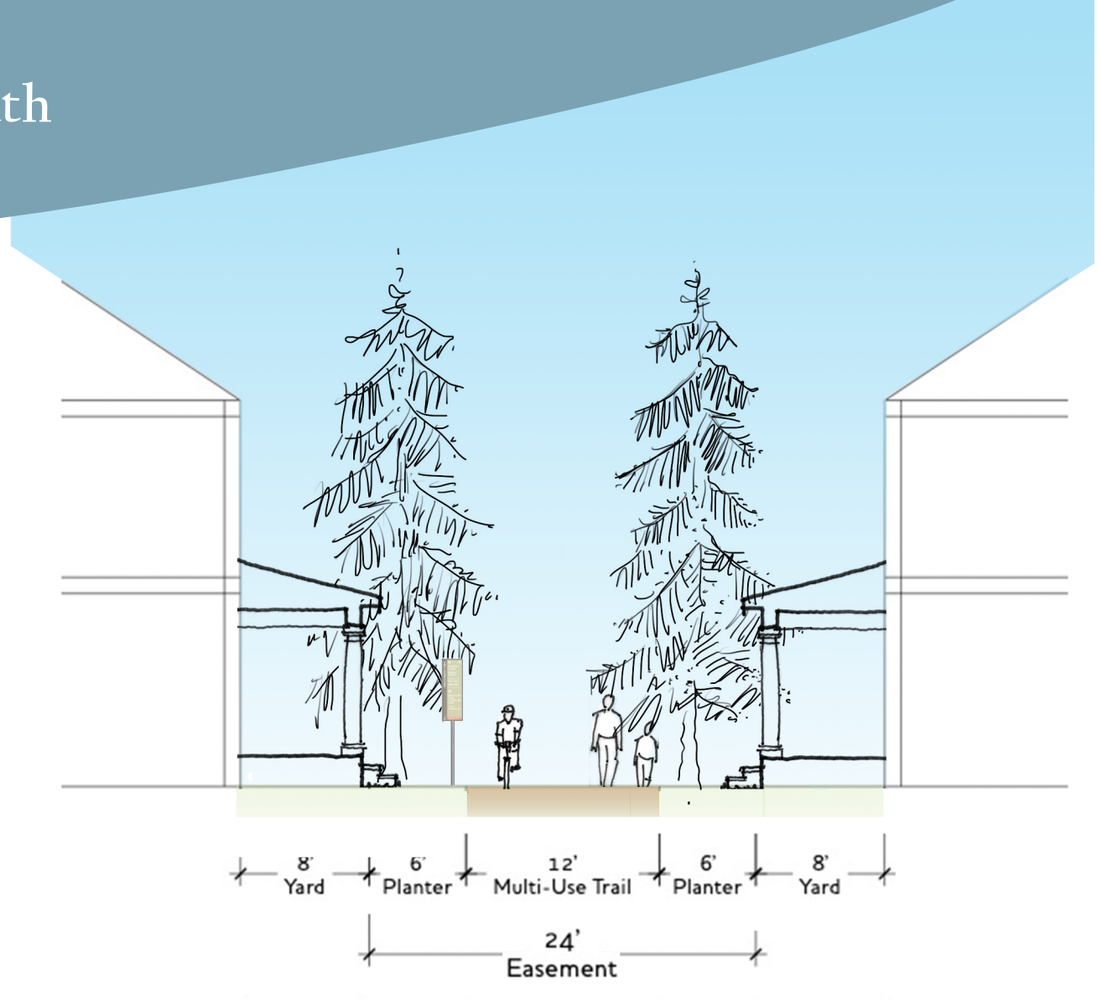


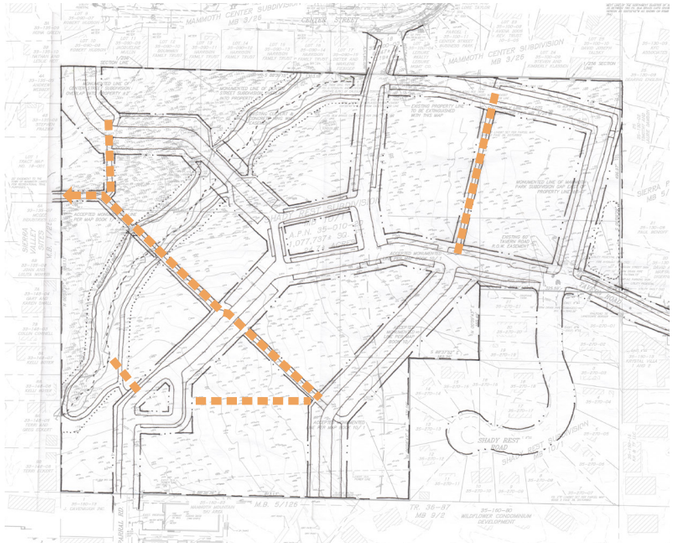
Yellow lines indicate where this design is included within the overall street framework plan.

Unique Features

- Multi-use path on north side of Mill Ditch
- Dirt path on south side of Mill Ditch
- 34’ wide drainage and habitat area

24’ Easement – Multi-Use Path



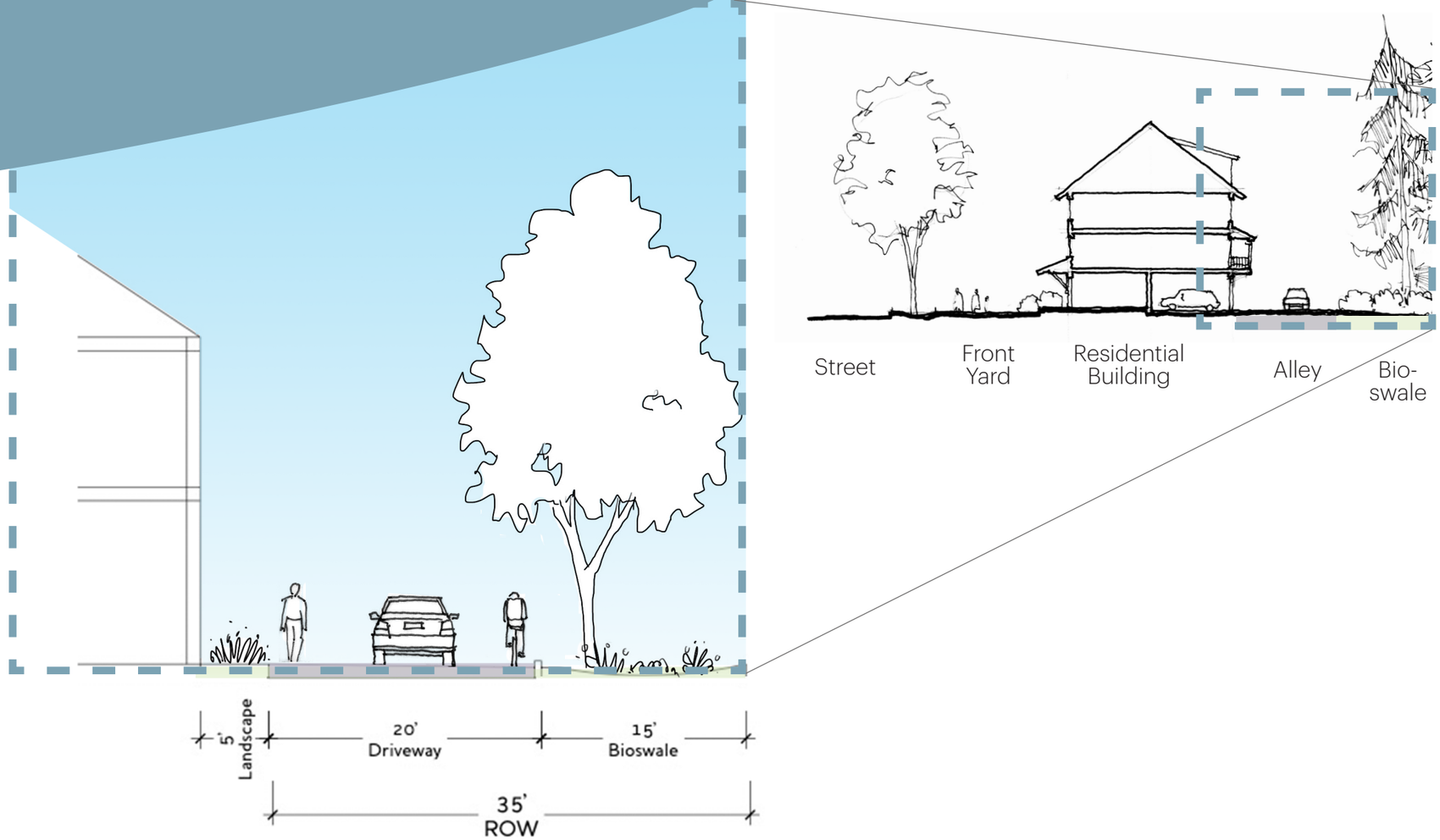


Yellow lines indicate where this design is included within the overall street framework plan.

Unique Features

- Multi-use trail, buffered by planting areas

35’ Right of Way – Alley

Unique Features

- Driveway to access rear-loaded parking and service areas
- Bioswale for drainage and snow storage