

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

A

The current site plan for the Parcel anticipates 469 units of permanently affordable housing, which is largely consistent with the density anticipated by the conceptual land use plan.

- i Provide a variety of housing types (e.g., small house, duplex, triplex, townhouse, apartment).

The current plan includes a variety of housing types, four plex, townhome styles, and larger and smaller apartment units. Some will include podium parking and others tuck under parking.

- ii Provide a mix of unit types (e.g., studio, one-bedroom, two-bedroom, three-bedroom) to meet the needs of a variety of families and individuals.

The current site plan provides a mix of unit types in accordance with this objective. Specifically, the current site plan anticipates roughly 22% studio units, 30% 1-BR, 19% 2-BR and 29% 3-BR.

- iii Provide both deed-restricted rental and ownership products to accommodate households of different ages and incomes.

Due to shifting financing and market considerations it is not possible to determine to what extent ownership units will be feasible in the project. Phase 1 will be largely funded through Low Income Tax Credits and will therefore include rental units only. Homeownership units are planned to be incorporated into later phases of the project.

- iv Serve moderate income households and below ( $\leq$  120% AMI) consistent with the 2017 Needs Assessment.

The current plan intends to serve households at or below 120% of AMI. Phase I will focus on units at or below 80% of AMI.

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

B

The current site plan aligns with this principle by providing "complete streets" throughout the project that incorporate both sidewalks and multi-use paths. The site plan also anticipates transit stops located near the central park/ community facility as well as potentially within the southwest portion of the site. The plan would also create new street connections to and through the site between Tavern Rd, Center St, and Chaparral Rd., thereby significantly improving overall connectivity in the area.

- i Provide safe and intuitive pedestrian and bicycle connections through The Parcel to surrounding areas.

As shown on the site plan, all major street connections are proposed to include both sidewalks and multi-use paths, and a new multi-use path entering the site from the west is included; therefore, bike/ped access to and through the site will be provided on all four sides of the parcel. Additional sidewalk/path connections are provided between buildings to provide resident access and connections to other buildings within the project.

- ii Design a circulation network that prioritizes pedestrians, bicyclists, and transit.

As described above, the project incorporates both sidewalks and multi-use paths throughout the site as well as transit facilities near the central park/ community facility with additional transit facilities under consideration. The plan would also create new street connections to and through the site between Tavern Rd, Center St, and Chaparral Rd, thereby significantly improving overall connectivity in the area for all modes of transportation.

- iii Explore transit potential to determine how best to provide transit stops, possible shelters, and connectivity to the larger Mammoth Lakes community.

The project team is currently in the process of determining the optimal transit routes and frequency to serve the project, but at least one bus stop pair — one stop in both directions on the bus line with shelters at each stop — will be located in proximity to the primary community facility and park. The exact details of these facilities are still under discussion. The project team is also discussing the feasibility of additional transit facilities within the project, potentially located near the Chapparral entrance.

- iv Include traffic calming measures to create a safe, family-oriented neighborhood that minimizes vehicular speeding.

The current site plan provides several traffic calming measures, including marked and signed pedestrian/bicycle crossings, narrow road widths, sidewalk bulb outs and on-street parking. Additional traffic calming measures will be discussed as the concept moves further along.

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- v Explore parking and traffic management strategies to further encourage alternative travel modes, considering that some future residents will rely on individual vehicles.

The current plan will aim for a slightly higher ratio of parking to units compared to the conceptual land use plan which was 1.36 spaces/ unit. Additional traffic and parking management strategies will be developed as the project moves forward.

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

- C The current plan includes 3 "mini" parks and one central park area and also preserves significant portions of the "mill ditch" wetland open space. In terms of amenities, the plan provides for a large central building north of the central park which is intended to provide a mix of community-serving uses including childcare on the first floor with residential units on 3 stories above. Another smaller building on the northeast section of the site could also be programmed for similar community-serving uses.

- i Incorporate supportive uses (such as childcare facility) into the design.

As mentioned above, the project includes a large, centrally located building intended to include a childcare facility of some kind as well as community space.

- ii Provide amenities (such as community gathering spaces and/or parks and playgrounds) necessary for the successful functioning of a livable neighborhood.

As described above, the project includes two buildings intended to house community-serving uses. The exact size and use of the facilities are yet to be determined.

- iii Design amenity spaces to be multi-purpose (such as park space with snow storage, when compatible).

All open spaces within the project are designed to be able to accommodate snow storage as necessary.

- iv Consider pets in the design of the neighborhood.

The intent is to allow pets within the units, and there is ample open space provided on site that can accommodate pets as well.

- v Provide parking for residents and guests, but limit the land required for parking, thereby reserving available land for other uses.

Just over 650 parking spaces are currently shown on the proposed plan, which represents a total project ratio of nearly 1.4 spaces per unit.

Focus on environmentally sustainable design concepts.

- D The plan incorporates modular design and construction, saving materials throughout the buildout process. The development would meet or exceed the State's stringent Title 24 energy code, incorporate south facing roadways to assist with solar snow melt, use durable materials and focus on multi modal design throughout the development.

- i Integrate natural features (wetlands, trees, and open space) into the neighborhood design.

The project preserves much of the mill ditch and also preserves several heritage trees. Wherever possible/feasible, existing trees will be preserved in proposed open spaces.

- ii Incorporate sustainable infrastructure and energy-efficient designs.

The project incorporates "complete street" design considerations and orients building when possible to maximize solar exposure.

- iii Integrate well-planned snow storage areas and accommodate efficient snow management operations.

The project is designed such that the park areas as well as various areas behind buildings and at the edge of the site may be used for snow storage in winter as necessary. Snow storage calculations will be determined as the project moves forward.

- iv Minimize the amount of impervious paving to allow water absorption into soil on site and minimize runoff.

The site plan minimizes impervious paving by providing a substantial amount of tuck-under parking (approx. 425 spaces). Road widths are minimized to the extent possible while still meeting safety and snow management requirements.

- v Design for high durability and low maintenance.
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These will be primary considerations as we move forward with design and construction plans.

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

- i Create a neighborhood that connects seamlessly to the street network and reflects a design character appropriate to the Eastern Sierra Nevada mountain setting.

The proposed street network connects to three existing streets, thereby enhancing local connectivity to and through the site. The neighborhood is designed to provide appropriate transitions in density and building design consistent with the surrounding land uses.

- ii Design the site to provide a transition in building scale and type from the adjacent higher intensity commercial areas to neighboring residential areas.

The site plan provides an appropriate transition in building type and size, with the largest buildings being located on the northeast and central parts of the site and smaller two-story buildings located nearest to the existing residential neighborhoods to the southeast and west. Three story buildings are placed along internal streets and in areas where buildings of similar size and scale exist, to the northwest and south of the site.

- iii Ensure the site is designed to be pedestrian-oriented and comfortable to walk in and through.

These will be primary considerations as we continue with site design.

- iv Build upon the recent efforts of Walk, Bike, Ride and Downtown Revitalization to ensure the new neighborhood becomes an integral part of the greater community.

As stated above, the project will incorporate all modes of transportation consistent with the concepts of Walk, Bike, Ride.

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

- i Prepare an overall program for development and management that implements guiding principles, to the extent feasible, while achieving long-term viability.

The developer has over 20 years of experience as a developer and owner of multifamily housing units throughout the state and the western U.S. They are uniquely positioned to plan and program The Parcel to meet the requirements of financing sources and create long term community assets.

- ii Accommodate densities and design features necessary to qualify for essential funding.

The first phase is being considered for tax credits and will utilize the Infill Infrastructure Grant the Town has been awarded. The density of each phase and amenities provided are being thought through to meet and or exceed those requirements associated with financing.

- iii Consider specific and relevant regulatory actions that would be necessary to implement the development program.

In process

- iv Consider economic factors, including those related to potential investors, affordable housing developers, and future residents.

In process

- v Develop a phasing plan that reflects market conditions and encourages construction to begin as early as practical.

In process