



4.9 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

a) *Physically divide an established community?*

No Impact. The existing Holiday Haus Motel occupies the 1.55-acre project site. The site is located southeast of the intersection of SR-203/Main Street, within the Main Street Commercial District, which is the oldest business district in the community and is characterized by strip commercial development. Due to its size and location, the proposed project would not physically divide an established community. Additionally, the proposed development is a permitted use within the Commercial Lodging (CL) Zone, subject to a use permit.

Fire Access Road Alternative

Similar to the proposed project, the Fire Access Road Alternative would not physically divide an established community, as the Alternative's site boundary and location would be consistent with the proposed project.

Mitigation Measures: No mitigation measures are required.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact.

1987 Town of Mammoth Lakes General Plan

The *1987 Town of Mammoth Lakes General Plan (1987 General Plan)* is a comprehensive document that sets forth goals and policies for Town decisions concerning the community's future. The *1987 General Plan* was formulated for a 20-year planning horizon and includes: 1) A discussion of current and future planning issues concerning the community's functional and natural systems and activities relating to the use of lands, 2) findings which identify the major issues the General



Plan should address, 3) community goals addressing those issues and 4) specific policies to implement the goals.

The *1987 General Plan* is organized into three sections: Introduction and Administration; General Plan Elements; and Land Use Districts. The Introduction and Administration Section and each element of the *1987 General Plan* contain background information and findings relevant to present and future planning issues and community needs. The Land Use District Section identifies the Land Use Districts within the Town and sets forth the general type and intensity of land use to be developed within each District.

Each element includes overall and specific goals and policies. The *1987 General Plan* is comprised of the following seven elements:

- Land Use and Public Facility Element;
- Transportation and Circulation Element;
- Housing Element;
- Conservation and Open Space Element;
- Safety Element (including Seismic Safety);
- Noise Element; and
- Parks and Recreation.

The following discussion evaluates the proposed project for consistency with the Land Use and Public Facility Element and the Land Use District Section.

Land Use and Public Facility Element

The Land Use and Public Facility Element of the General Plan identifies Land Use Classifications and provides policy guidelines for classifications, distribution, intensity, and design.

Land Use Classifications and Distribution. Nine major land use classifications are referenced in the General Plan and illustrated on Figure 17, *1987 General Plan Land Use Map*, of the *1987 General Plan*. According to Figure 17, the proposed project site is designated Commercial, which is described as follows:

- Commercial (C) – The Commercial Land Use Classification indicates two types of commercial areas: resident-oriented retail/service commercial areas and specialized visitor-oriented commercial uses. Visitor-oriented commercial is primarily to be located in or near recreation activity nodes, major visitor lodging areas and in the Resort Land Use designations, which are intended to accommodate mixed uses. The density restriction for hotel-motel uses is 40 units (hotel-motel rooms) acre.

Density bonuses may be allowed in response to the provision of undercover parking at a ratio of one additional unit for each covered parking space subject to site constraints and conformance with all performance and development standards. Commercial development's total site coverage (including all impervious surfaces) should be limited to approximately 70 percent of the gross



lot area. Additionally, commercial development will be required to provide extensive landscaped areas, especially in and around parking facilities.

The proposed project has been analyzed for consistency with the development restrictions for the *1987 General Plan* Commercial land use classification; refer to Table 4.9-1, 1987 General Plan Development Restrictions – Project.

Table 4.9-1
1987 General Plan Development Restrictions – Project

Restriction	Unit of Measurement	Allowable Development	Proposed Project
MARKET RATE			
Maximum (per C Designation): 40 Hotel-Motel Rooms/Acre 12 Dwelling Units/Acre	1.55 Acres	62 Hotel-Motel Rooms	
Density Bonus: 1 Additional Unit/Covered Parking Space (no more than 2x allowable density)	135 Covered Parking Spaces	62 Hotel-Motel Rooms	
Total Market Rate		124 Hotel-Motel Rooms	120 Hotel-Motel Rooms
AFFORDABLE HOUSING (AH)			
Affordable Housing (AH) Units State Density Bonus (SDB) 9 Percent		11 Hotel-Motel Rooms	11 Studio and 1-Bedroom Units (or Hotel-Motel Rooms)
AH Units Not SDB			2 Studio Units (2 Hotel-Motel Rooms) ¹
AH Units Not SDB			1 Manager Unit (2 Hotel-Motel Rooms) ¹
Density Total		135 Hotel-Motel Rooms	135 Hotel-Motel Rooms
SITE COVERAGE			
Maximum:	1.55 Acres	70% of Gross Lot Area	60% of Gross Lot Area
1. The <i>1987 General Plan</i> states: 1.0 dwelling unit = 2 hotel/motel units; and the Town Code states: 1.0 studio/one-bedroom unit less than 850 s.f. = 0.5 dwelling unit; therefore, 2.0 studio units = 2 hotel rooms, and 1.0 manager unit = 2 hotel rooms.			

Intended Use. The project proposes development of a Hotel Condominium, conference space, and workforce housing along Main Street, proximate to existing visitor lodging, north of the Sierra Star Golf Course within the Lodestar Master Plan area, and adjacent to the North Village Specific Plan boundary. The project would be consistent with the development guideline promoting visitor-oriented commercial uses near recreation activity nodes. The project would utilize underground parking, thereby minimizing total site coverage. Additionally, the project's site plan incorporates extensive landscaping; refer to the Landscaping Plan available for review at the Town's Community Development Department. The proposed development would be consistent with the intent of the *1987 General Plan's* Commercial designation.



Density. As indicated in Table 4.9-1, the project proposes a combination of hotel rooms and dwelling units (or Affordable Housing [AH] units), and is using State Density Bonus (SDB).¹ The project proposes development of 135 hotel-motel rooms; therefore, the project's density would be consistent with that allowed under the *1987 General Plan* (135 hotel-motel rooms).

Site Coverage. Site coverage of the proposed project for all paved or other impervious surfaces (subsurface level) would extend to approximately 60 percent of the site. Therefore, the project's site coverage would be consistent with that allowed under the *1987 General Plan* (70 percent).

Identification of Planning Districts. The Town of Mammoth Lakes has been divided into 17 Land Use Planning Districts to allow area-specific planning issues, opportunities, and constraints to be identified and for tailored implementation plans to be developed; refer to Figure 24, *Urban Planning District Boundaries*, of the *1987 General Plan*. District boundaries are based in part on existing development types, topographic features, circulation patterns, and land ownership. The project site is located within District 4, which is referred to as the Main Street District; refer to the following *Land Use District 4* description for the project's consistency analysis.

Land Use District 4

Permitted land uses within District 4 include Commercial (C) and High Density Residential (HDR) (6 to 12 units per acre). The Implementation Plans identified for District 4 that are relevant to the proposed project are:

- On-site sedimentation basin, adherence to tree preservation and erosion control guidelines in the General Plan and Town Development Code.
- Redevelopment and special planning for the commercial area setting forth architectural theme, exterior building materials, sign control, coordinated trail/pedestrian system, landscaping theme.
- Gradual conversion of Main Street frontages, west of Manzanita to commercial lodging facilities.

The proposed project has been analyzed for consistency with the *1987 General Plan's* Land Use District 4 regulations and implementation plan, as follows:

Permitted Land Uses. The permitted uses within District 4 are Commercial (C) and High Density Residential (HDR) (6 to 12 units/acre). The Hotel Condominium proposed by the project would be a permitted use within District 4. Workforce housing would be provided in compliance with Code Section 17.36, *Housing*; refer to the *Zoning Code* discussion below.

¹ The State of California has adopted density bonus laws (Government Code Sections 65915 to 65918), which allow developers of residential units to receive a density bonus when a portion of the units are rented or sold at affordable rates. Density bonuses are available to various categories of residential projects, including very low income, lower income, and moderate-income. A developer may receive a density bonus, based on the percentage of affordable units proposed by a project, but must request the density bonus, as part of their development application.



Implementation Plan. The proposed project has been found consistent with the District 4 Implementation Plan, based on the following factors:

Access: A pedestrian/bike path is proposed parallel to SR-203/Main Street, north of the project site. The two existing access points from SR-203/Main Street are being replaced with one common access drive. Underground parking would be provided.

Erosion Control and Tree Preservation: The project would be subject to compliance with the following regulations/standards mitigating potential impacts involving erosion and trees:

- Requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities; refer to Response 4.8(a).
- Code Section 12.08.090, *Drainage and Erosion Design Standards*, which outlines the drainage and erosion design standards that are required by the Town, beyond NPDES requirements.
- Code Section 17.20.040(H), *Vegetation*, which requires the preservation of existing trees and vegetation within commercial zones to the maximum extent possible.

Commercial Area Redevelopment: The proposed building is designed to reflect a “mountain character” with materials and colors that would be harmonious with Mammoth’s outdoor environment; refer to Section 2.4, Project Characteristics. A pedestrian/bike path is proposed parallel to SR-203/Main Street, north of the project site. The project’s site plan incorporates landscaping through the project’s conceptual tree planting plan, which includes approximately 97 deciduous and evergreen trees to replace the trees being removed.

Conversion of Main Street Frontages: The project involves redevelopment of a Main Street frontage, located west of Manzanita, to commercial lodging.

Based on the analysis presented above, the proposed project would not conflict with the relevant policies and regulations of the *1987 General Plan* Land Use and Public Facility Element and the Land Use District Section.

Fire Access Road Alternative

Based on the factors outlined below, and similar to the proposed project, the Fire Access Road Alternative would not conflict with the relevant policies and regulations of the *1987 General Plan* Land Use and Public Facility Element and the Land Use District Section.



Land Use and Public Facility Element

Intended Use. The Alternative proposes development of a Hotel Condominium, conference space, and workforce housing, similar to the proposed project.

Density. The Alternative proposes development of 133 hotel-motel rooms, which include 119 hotel-motel rooms and 14 workforce housing rooms, for a total reduction of two hotel-motel rooms compared to the proposed project. Therefore, the density would be consistent with that allowed under the *1987 General Plan* (135 hotel-motel rooms).

Site Coverage. The Alternative's site coverage for all paved or other impervious surfaces (subsurface level) would extend to approximately 60 percent of the site, similar to the proposed project.

Land Use District 4

Permitted Land Uses. The Alternative proposes development of a Hotel Condominium, conference space, and workforce housing, similar to the proposed project.

Implementation Plan. The Alternative would not conflict with Land Use District 4's Implementation Plan, since it proposes access, erosion control, tree preservation, redevelopment, and conversion of the Main Street frontage, similar to the proposed project, with the following exceptions:

- A fire access road would be provided from the current proposed entry at SR-203/Main Street into the eastern portion of the project site, in the event the Intrastar 7B Road is not constructed upon project implementation; refer to Exhibit 2-6, *Alternative Conceptual Layout*. This is considered a minor variation from the project, since the Implementation Plan's objective is to reduce the number of access drives onto SR-203.
- More trees would be removed with the Alternative, when compared to the proposed project. This is considered a minor variation from the project, since implementation of Mitigation Measures BIO-1 and BIO-2 would reduce these impacts to less than significant levels.

Town of Mammoth Zoning Code

Title 17 of the Municipal Code, *Zoning*, establishes classifications of zones and regulations within these zones. According to the Town's official Zoning Map, the project site is zoned Commercial Lodging (CL). This zone is intended as an area designed primarily for the location of transient lodging facilities and such supporting commercial uses as restaurants and other commercial businesses, which provide services to residents and visitors to the community. Permitted and conditional uses within the CL Zone are outlined in Code Section 17.20.030, *Permitted and Conditional Uses*. The property development standards that apply to all land and buildings permitted in the CL Zone, pursuant to Code Section 17.20.040, *Property Development Standards*, are summarized in Table 4.9-2, *Summary of Property Development Standards*.



Table 4.9-2
Summary of Property Development Standards – Project

Standard ¹	Unit of Measurement	Allowable per CL Zone	Proposed Project
PARCEL REQUIREMENTS (MINIMUM)			
Gross lot area: 10,000 s.f. Gross lot area, corner lots: 11,000 s.f. Lot width: 75 Feet Lot width, corner lots: 90 Feet Lot depth: 100 Feet	+/-67,518 s.f. Gross Lot Area	See Minimum Parcel Requirements Standard	Satisfies the minimum parcel requirements.
DENSITY REQUIREMENTS			
Market Rate			
Hotels/Motels: 40 Guest Rooms/Net Acre	1.55 Net Acres	62 Guest Rooms	
Density Bonus: 40 Additional Guest Rooms/Net Acre	1.55 Net Acres	62 Guest Rooms	
Total Market Rate		124 Guest Rooms	120 Guest Rooms
Affordable Housing (AH)			
Affordable Housing (AH) Units State Density Bonus (SDB) 9 Percent		11 Hotel Motel Rooms	11 Studio and 1-Bedroom Units (or Hotel-Motel Rooms)
AH Units Not SDB			2 Studio Units (2 Hotel-Motel Rooms)
AH Units Not SDB			1 Manager Unit (2 Hotel-Motel Rooms)
Density Total		135 Guest Rooms	135 Guest Rooms
SETBACKS AND SEPARATIONS			
Front Yard: 20 Feet Side Yard: 0 Feet Side Yard, Street Side: 20 Feet Rear Yard: 0 Feet Distance Between Buildings: 0 Feet Distance Between Any Construction: 50 Feet		See Setbacks and Separations Standard	Northern: 20 Feet Southern: 7.8 Feet; Eastern: 20 Feet; Western: 6.8 Feet; Distance Bldgs: NA Distance Cons.: NA
LOT COVERAGE			
Maximum 60% of Gross Lot Area	1.55 gross acres	See Lot Coverage Standard	60% of Gross Lot Area
BUILDING HEIGHT			
0 to 10% Average Slope: 35 Feet From Natural Grade		See Building Height Restrictions Standard	51.16 feet ¹
Height Bonus: 10 Additional Feet With Understructure Parking (45 Feet)			
SNOW STORAGE			
Minimum: 60% of Uncovered Parking/Driveways		See Snow Storage Standard	4,140 square feet
Minimum: 10 Feet Wide by 10 Feet Deep			
PARKING			
Pursuant to State Density Bonus Law, Schedule of Required Parking; Refer to Response 4.15(f).		135 Parking Spaces	138 Parking Spaces (135 subterranean and 3 drop-off surface spaces)
Notes: 1. Upon approval of the State Density Bonus height concession request, the project would be allowed to extend 6.16 feet above the permitted height. Additionally, the proposed roof appurtenances would adhere to the allowable two feet above the permitted height.			
Source: 2. Code Chapter 17.20, Commercial Zones.			



The proposed project is analyzed for consistency with Chapter 17.20, *Commercial Zones*, of the Zoning Code, as outlined in [Table 4.9-2](#) and discussed below.

Permitted and Conditional Uses (Code Section 17.20.030). The project consists of Hotel Condominium units, workforce housing, and a conference area. The proposed project also includes a parking structure under the site for all the hotel and housing units. These are Permitted Uses within the CL Zone, subject to approval of a Use Permit.

Property Development Standards (Code Section 17.20.040). The property development standards that apply to all land and buildings permitted in the CL Zone are outlined in Code Section 17.20.040 and discussed below; refer also to [Table 4.9-2](#).

- **Parcel Requirements:** The project satisfies the minimum parcel requirements established for the CL Zone.
- **Density Requirements:** The project proposes development of 135 guest rooms; therefore, the project's density would not exceed the density limitation for the CL Zone.
- **Setbacks and Separations:** The project satisfies the minimum setback requirements established for the CL Zone.
- **Lot Coverage:** The CL Zone restricts site coverage to 60 percent. The total impervious gross lot coverage for the proposed project would be approximately 60 percent. Therefore, the project's lot coverage would not exceed the coverage limitation for the CL Zone.
- **Building Height:** The CL Zone restricts building heights to 45 feet (including 10-foot bonus for understructure parking). The project proposes a maximum of five stories with roof planes ranging from approximately 32 to 51.16 feet (up to 52.16 feet with roof appurtenances), thereby exceeding the building height limitation for the CL Zone (45 feet). The height variation proposed by the project is considered a less than significant impact, based on the following factors:
 - The roof design includes varying heights.
 - The building would be setback approximately 82 feet from SR-203.
 - The structure would be articulated to break up the massing of the building.
 - The lowest point of the structure would be adjacent to SR-203.
 - The increase in height above the 45 feet is a request consistent with State Density Bonus Law and only some portions of the building would exceed 45 feet, but would be no taller than 51.16 feet.
 - Existing topography and tree heights minimize the impacts of the building height.
 - The proposed project would result in less than significant impacts regarding view obstruction; refer to Response 4.1.
- **Snow Storage:** The minimum snow storage requirement for the CL Zone is 60 percent of uncovered parking/driveways. The project would require 3,966 s.f. of



snow storage. The project proposes a total of 4,140 s.f. of snow storage; therefore, the project satisfies the minimum snow storage requirements established for the CL Zone.

- Parking: The minimum parking requirement for the project is 135 spaces; refer to Response 4.15(f). The project proposes 138 parking spaces (135 subterranean and 3 drop-off surface spaces). Therefore, the project satisfies the minimum parking requirements established for the CL Zone.

The goal of Code Chapter 17.36, *Housing*, is the creation of workforce housing in Mammoth Lakes sufficient to mitigate the increased workforce housing demands created by new development. This includes the needs of part-time employees, full-time employees, and nonworking household members. Code Section 17.36.040, *Housing Mitigation Development Plan*, specifies that each developer submit to the Town for approval a Housing Mitigation Development Plan (HMDP), which shall contain specific and detailed information.

Implementation of the proposed project would generate service-related employment and consequently, a demand for workforce living accommodations. Table 4.9-3, Housing Requirements - Project, estimates the increased workforce housing demands created by the proposed project.

Table 4.9-3
Housing Requirements – Project

Description	Unit of Measurement	Factor	Project FTEE ¹	Housing (s.f.)
Multi-unit Transient Uses ² (Habitable Spaces)	53,485 s.f. ³	0.0005 FTEE/s.f. ⁴	27	
Total			27	
Workforce Housing Demand		6,750	27	7,000
Workforce Housing Proposed				8,215
Difference				1,465
1. FTEE = Full Time Equivalent Employee. 2. Table 17.36.030-1, <i>Employee Generation By Use</i>, of the Zoning Code. 3. 68,079 s.f. proposed by project – 14,594 s.f. demolition of existing use = 53,485 s.f. 4. This category includes all attached dwelling units within the resort, specific plan, commercial general, commercial lodging and Residential Multifamily 2 (RMF-2) zones, which are either intended for transient occupancy or can be rented out on a nightly basis. These include all hotel, motel, fractional, and resort condominium lodging, as well as condominium units, which are privately owned and can be rented out on a nightly basis. 5. Code Section 17.36.030(C).				

As indicated in Table 4.9-3, the project is estimated to generate approximately 27 FTEE, with a resultant aggregate workforce housing demand of 6,750 s.f. The project proposes 8,215 s.f. of workforce housing, resulting in an excess of 1,465 s.f. Thus, the project would provide sufficient housing to mitigate the workforce demand created by the new development in compliance with the requirements of Chapter 17.36 of the Zoning Code. Additionally, in compliance with Code Section 17.36.040, *Housing Mitigation Development Plan*, the Applicant is currently working with Mammoth Lakes Housing, Inc. on a HMDP containing specific and detailed information, which is available for review at the Town's Community Development Department.



Based on the analysis presented above, the project would comply with the Town's standards for the CL Zone and housing requirements. Project implementation would not conflict with the relevant policies and regulations of the Zoning Code.

Fire Access Road Alternative

The Alternative is analyzed for consistency with Code Chapter 17.20, as outlined in Table 4.9-4, Summary of Property Development Standards – Alternative, and discussed below.

**Table 4.9-4
Summary of Property Development Standards – Alternative**

Standard ¹	Unit of Measurement	Allowable per CL Zone	Proposed Alternative
PARCEL REQUIREMENTS (MINIMUM)			
Gross lot area: 10,000 s.f. Gross lot area, corner lots: 11,000 s.f. Lot width: 75 Feet Lot width, corner lots: 90 Feet Lot depth: 100 Feet	+/-67,518 s.f. Gross Lot Area	See Minimum Parcel Requirements Standard	Satisfies the minimum parcel requirements.
DENSITY REQUIREMENTS			
Market Rate			
Hotels/Motels: 40 Guest Rooms/Net Acre	1.55 Net Acres	62 Guest Rooms	
Density Bonus: 40 Additional Guest Rooms/Net Acre	1.55 Net Acres	62 Guest Rooms	
Total Market Rate		124 Guest Rooms	119 Guest Rooms
Affordable Housing (AH)			
Affordable Housing (AH) Units State Density Bonus (SDB) 8 Percent		9 Hotel Motel Rooms	9 Studio and 1-Bedroom Units (or Hotel-Motel Rooms)
AH Units Not SDB			3 Studio Units (3 Hotel-Motel Rooms)
AH Units Not SDB			1 Manager Unit (2 Hotel-Motel Rooms)
Density Total		135 Guest Rooms	133 Guest Rooms
SETBACKS AND SEPARATIONS			
Front Yard: 20 Feet Side Yard: 0 Feet Side Yard, Street Side: 20 Feet Rear Yard: 0 Feet Distance Between Buildings: 0 Feet Distance Between Any Construction: 50 Feet		See Setbacks and Separations Standard	Northern: 20 Feet Southern: 7.8 Feet; Eastern: 31.8 Feet; Western: 6.8 Feet; Distance Bldgs: NA Distance Cons.: NA
LOT COVERAGE			
Maximum 60% of Gross Lot Area	1.55 gross acres	See Lot Coverage Standards	60% of Gross Lot Area
BUILDING HEIGHT			
0 to 10% Average Slope: 35 Feet From Natural Grade		See Building Height Standard	51.16 feet ¹
Height Bonus: 10 Additional Feet With Understructure Parking			
SNOW STORAGE			
Minimum: 60% of Uncovered Parking/Driveways		See Snow Storage Standard	4,140 square feet
Minimum: 10 Feet Wide by 10 Feet Deep			



Table 4.9-4 (Continued)
Summary of Property Development Standards – Alternative

Standard ¹	Unit of Measurement	Allowable per CL Zone	Proposed Alternative
PARKING			
Pursuant to State Density Bonus Law, <i>Schedule of Required Parking</i> ; Refer to Response 4.15(f).		133 Parking Spaces	138 Parking Spaces (135 subterranean and 3 surface)
Notes: 1. Upon approval of the State Density Bonus height concession request, the project would be allowed to extend 6.16 feet above the permitted height. Additionally, the proposed roof appurtenances would adhere to the allowable two feet above the permitted height.			
Source: 2. Code Chapter 17.20, <i>Commercial Zones</i> .			

Permitted and Conditional Uses (Code Section 17.20.030). The Alternative proposes development of a Hotel Condominium, conference space, and workforce housing, similar to the proposed project. These are Permitted Uses within the CL Zone, subject to approval of a Use Permit.

Property Development Standards (Code Section 17.20.040).

- Parcel Requirements: The Alternative satisfies the minimum parcel requirements established for the CL Zone.
- Density Requirements: The Alternative proposes development of 133 hotel-motel rooms (two fewer hotel-motel rooms than the proposed project). Therefore, the project's density would not exceed the density limitation for the CL Zone, similar to the proposed project.
- Setbacks and Separations: The Alternative satisfies the minimum setback requirements established for the CL Zone.
- Lot Coverage: The Alternative's lot coverage for all paved or other impervious surfaces (subsurface level) would extend to approximately 60 percent of the site, similar to the proposed project. Therefore, the alternative's lot coverage would not exceed the coverage limitation for the CL Zone.
- Building Height: The Alternative proposes a maximum of five stories with roof planes ranging from approximately 32 to 51.16 feet, thereby exceeding the building height limitation for the CL Zone (45 feet). The height variation proposed by the Alternative is considered a less than significant impact, similar to the proposed project.
- Snow Storage: The Alternative would require 3,966 s.f. of snow storage. The Alternative proposes 4,140 s.f. of snow storage; thus, satisfies the CL Zone's minimum snow storage requirements, similar to the proposed project.



- **Parking:** The minimum parking requirement for the Alternative is 133 spaces; refer to Response 4.15(f). The Alternative proposes 138 parking spaces (135 subterranean and 3 drop-off surface spaces), thus, satisfies the CL Zone's minimum parking requirements, similar to the proposed project.

Implementation of the proposed Alternative would generate service-related employment and consequently, a demand for workforce living accommodations, similar to the proposed project. Table 4.9-5, *Housing Requirements – Alternative*, estimates the increased workforce housing demands created by the proposed Alternative.

**Table 4.9-5
Housing Requirements – Alternative**

Description	Unit	Factor	Project FTEE	Housing (s.f.)
Multi-unit Transient Uses ¹ (Habitable Spaces)	52,024 s.f. ²	0.0005 FTEE/s.f. ³	26	
Total			26	
Workforce Housing Demand		250 s.f./1 FTEE ⁴	26	6,750
Workforce Housing Proposed				7,802
Difference				1,299
1. Table 17.36.030-1, <i>Employee Generation By Use</i>, of the Zoning Code. 2. 66,618 s.f. proposed by Alternative – 14,594 s.f. demolition of existing use = 52,024 s.f. 3. This category includes all attached dwelling units within the resort, specific plan, commercial general, commercial lodging and Residential Multifamily 2 zones, which are either intended for transient occupancy or can be rented out on a nightly basis. These include all hotel, motel, fractional, and resort condominium lodging, as well as condominium units, which are privately owned and can be rented out on a nightly basis. 4. Town Code Section 17.36.030(C).				

As indicated in Table 4.9-5, the Alternative is estimated to generate approximately 26 FTEE, with a resultant aggregate workforce housing demand of 6,503 s.f. The Alternative proposes 7,802 s.f. of workforce housing, resulting in an excess of 1,299 s.f. Thus, similar to the proposed project, the Alternative would provide sufficient housing to mitigate the workforce demand created by the new development in compliance with the requirements of Chapter 17.36 of the Zoning Code.

Based on the factors discussed above, and similar to the proposed project, the Fire Access Road Alternative would not conflict with the relevant policies and regulations of the Zoning Code.

Mitigation Measures: No mitigation measures are required.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The project site is not located within the jurisdiction of a habitat conservation plan or natural community conservation plan; refer also to Response 4.4(f). Therefore, project implementation would not conflict with any applicable habitat conservation plan or natural community conservation plan.



Fire Access Road Alternative

Similar to the proposed project, the Fire Access Road Alternative would not conflict with any applicable habitat conservation plan, as the Alternative's site boundary and location would be consistent with the proposed project.

Mitigation Measures: No mitigation measures are required.



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