

TOWN COUNCIL STAFF REPORT

Subject: Joint Town Council Meeting with the Planning and Economic Development Commission to receive a presentation on The Parcel Conceptual Land Use Alternatives and to provide staff direction on creating a preferred single Concept: Land Use Plan Alternative

Meeting Date: October 9, 2019

Written by: Grady Dutton, Public Works Director
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RECOMMENDATION:

Staff recommends Town Council and Planning and Economic Development Commission (PEDC) receive a presentation on The Parcel Conceptual Land Use Alternatives, discuss a wide range of topics related to those three alternatives, and provide comments and direction to staff leading to preparation of a single preferred Conceptual Land Use Plan.

BACKGROUND:

The conceptual land use planning process includes three joint Town Council/PEDC meetings. On June 26, the Town Council held the first of those meetings and provided input on draft goals and priorities for development of The Parcel. This joint meeting is the second planned meeting and the third is scheduled for December 11th. Since the June 26 meeting, there has been additional public engagement, highlighted by the “Plan The Parcel Multi-Day Design Workshop” held August 20-23. The August workshop resulted in the development of three conceptual land use plans. This October 9 Workshop will focus on narrowing the three concept plans down to a final preferred concept plan.

ANALYSIS/DISCUSSION:

The purpose of this joint workshop is to receive input and direction from Town Council and Commission in the preparation of a single concept land use plan for The Parcel. Staff and the consultant will present the three conceptual land use alternatives (Attachment 3) and will seek input regarding which features should be included in the Preferred Plan. The consultant has provided a framework for the Preferred Conceptual Land Use Plan document (Attachment 4) which will be finalized with information on the Preferred Plan components after the October 9 workshop. The workshop will also include information on fiscal analysis and developer solicitation (Attachment 5).

Fiscal Analysis

Staff has previously emphasized the importance of the final conceptual plan being fiscally sound. A significant part of the work underway is the fiscal analysis. As anticipated, preliminary pro formas prepared as a part of the Multi-Day Design Workshop indicated a significant estimated gap in project funding. Staff will provide information on funding and will need to update the funding model based on the final concept plan. Based on the input and direction received, staff will develop funding options and methods to meet the funding gap.

Developer Solicitation

Staff has prepared an outline of the Request for Qualifications to engage a development team to design, build, and manage The Parcel project. An outline is included as Attachment 5 and staff anticipates releasing the RFQ on October 24, 2019.

Alternatives – Key Differences

Staff has provided a brief summary of the alternatives with the key differences between the alternatives shown in **bold**.

Alternative 1

Alternative 1 represents the “Low Intensity” alternative. Features include:

- 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** per 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. Two Stories. All buildings in Alternative 1 are no more than **two stories** in height.
- D. Mill Ditch. The **Mill Ditch** is an approximately 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. Up to 130 additional 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 will connected with reliable transit, multi-use paths, trails, sidewalks, and bike lanes to provide residents with mobility options.

Alternative 2

Alternative 2 represents the “Medium Intensity” alternative. Features include:

- 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** per 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. Two to Four Stories. Most buildings in Alternative 2 are **2-3 stories** in height. A 4-story apartment building wraps the **parking structure** to help hide the garage.
- D. Mill Ditch. The **Mill Ditch** is an approximately 2-acre open space lined with multi-use paths and surrounded by small-scale multi-unit buildings and townhouses.
- 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**. Up to 130 additional 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 will connected with reliable transit, multi-use paths, trails, sidewalks, and bike lanes to provide residents with mobility options.

Alternative 3

Alternative 3 represents the “High Intensity” alternative. Features include:

- 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** per 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. Two to Three Stories. All buildings in Alternative 3 are **2-3 stories** in height.
- D. Larger Development Blocks: **Removal of 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. Up to 130 additional 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 will connected with reliable transit, multi-use paths, trails, sidewalks, and bike lanes to provide residents with mobility options.

Next Steps

Upon direction by the Council and Commission on October 9, staff and the consultant will prepare a preferred conceptual land use plan which will be presented on December 11 for consideration. Staff will be requesting that the Council consider accepting the preferred conceptual land use plan on December 11 as it will inform the development team that will be selected through the RFQ process.

ATTACHMENTS

- 1. Workshop Agenda
- 2. Workshop PowerPoint
- 3. Conceptual Land Use Alternatives
- 4. Draft Preferred Conceptual Land Use Plan Framework
- 5. RFQ Outline