

Plan The Parcel!

Town Council + Planning and Economic Development Commission Workshop 2

October 9, 2019



Overview and Expectations

- Welcome
- Workshop Focus: The Pre-Development Planning Process:
“Plan The Parcel”
- The Parcel Team: Consultant and Town Staff Roles

Agenda

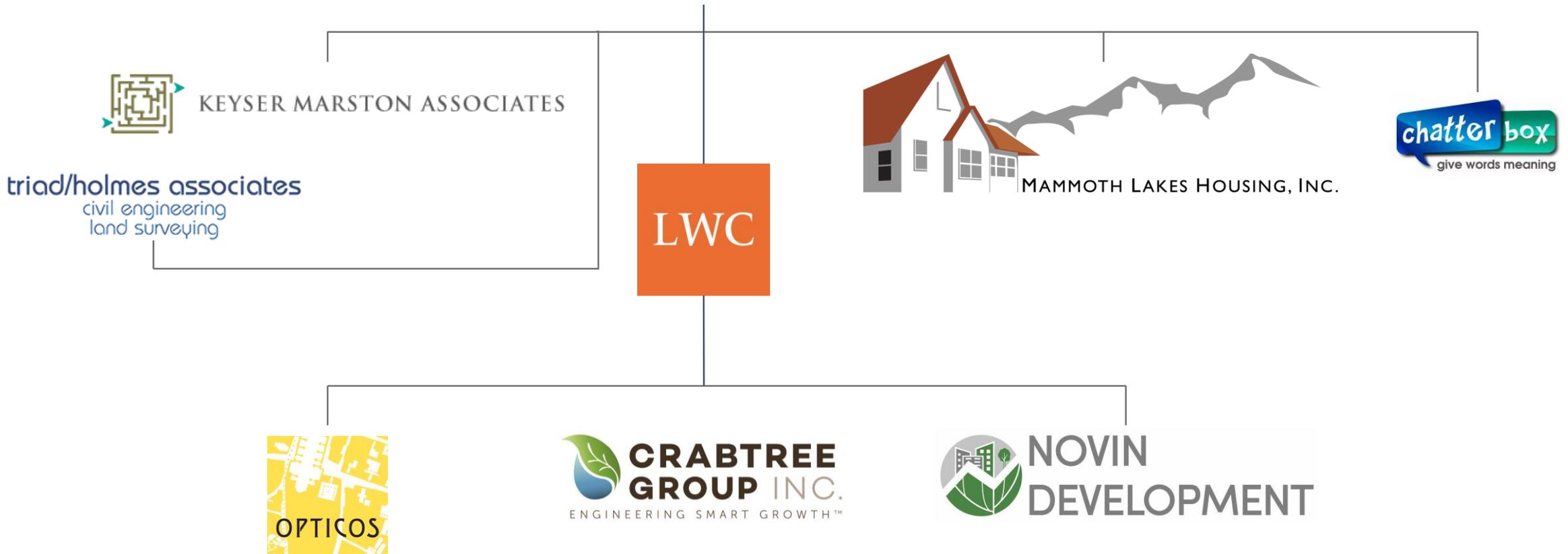
- 1 Welcome
- 2 Presentation
- 3 Council and Commission Discussion
- 4 Public Comments
- 5 Preferred Plan Direction

Purpose

Discuss feedback on The Parcel conceptual plan alternatives and provide direction for a preferred alternative

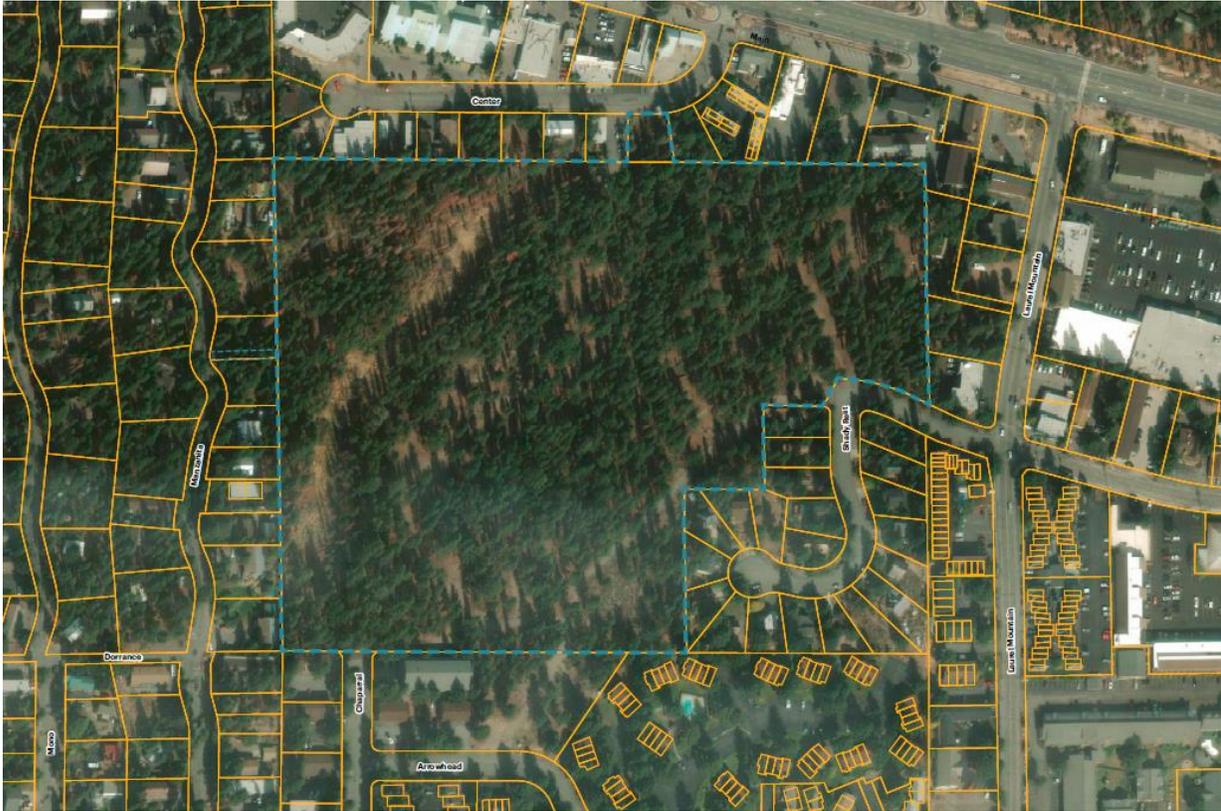
Introduction

Consultant Team



Background

The Parcel



Community Housing Action Plan (CHAP)

Mammoth Lakes Community Housing Action Plan Live, Work, Thrive!

November 2017



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Community Housing Action Plan (CHAP)

Mammoth Lakes

Short
Rental
Prog

Ince

Mammoth Lakes Housing Community Housing Action Plan: Live, Work, Thrive November 2017

NEAR TERM ACTION STRATEGIES to be in place by the end of 2020



NEAR TERM Action Strategies Summary to be in place by 2020 (con't)		
Acquisition of Shady Rest		Land – Public Private Partnerships
Acquire land through purchase.	<ul style="list-style-type: none"> Increase inventory of community housing; Foster public/private partnerships to catalyze development and share risk. 	<ul style="list-style-type: none"> Await outcome of Shady Rest discussions Pursue master planning process of Shady Rest, if applicable
Dedicated Tax		Funding
Sales, property, lodging, real estate transfer, excise tax can be dedicated sources for community housing efforts.	<ul style="list-style-type: none"> Increase local funding for housing Pair local funding with private investments, state and federal resources to leverage monies; build more community housing; meet range of housing price/income needs. 	<ul style="list-style-type: none"> Run 2018 ballot initiative for 2% of current 1.3% TOT to be dedicated to a Housing Fund. Consider also seeking 1% increase in TOT on the 2018 ballot measure. Develop staff, capacity, project plan to market with the funding request. Consider discretionary 2% TOT allocation in the interim.
Homebuyer Assistance		Housing Programs
Down payment assistance of grants or second mortgages for qualified buyers.	<ul style="list-style-type: none"> Serve higher incomes; allow higher home purchase prices Local funding source to expand program: TOT/general fund likely 	<ul style="list-style-type: none"> Build upon existing program through MLH Seek local funding to serve more moderate and middle income households: up to 200% AMI Work with employers to assist employees
Renter Assistance		Housing Programs
Grants/loans for first month rent/deposit or rent ongoing. Loans may be low- or no-interest.	<ul style="list-style-type: none"> Employer interest to develop first/deposit assistance program Expand utility assistance program Explore other options over longer term as resources available 	<ul style="list-style-type: none"> Develop a model policy for employers to provide first and deposit-re-paid through payroll deduction Work with MMSA on pilot project Explore rent assistance for the broader community with public funding over longer term



Community Housing Action Plan (CHAP)

Mammoth Lakes

Short Rental Program

Incentives



NEAR TERM ACTION	
Acquisition of Shady Rest	
Acquire land through purchase.	<ul style="list-style-type: none"> Increase inventory of housing; Foster public/private to catalyze development share risk.
Dedicated Tax	
Sales, property, lodging, real estate transfer, excise tax can be dedicated sources for community housing efforts.	<ul style="list-style-type: none"> Increase local funding; Pair local funding with investments, state resources to leverage build more community meet range of housing price/income needs.
Homebuyer Assistance	
Down payment assistance of grants or second mortgages for qualified buyers.	<ul style="list-style-type: none"> Serve higher income, higher home purchase buyers. Local funding source program: ROT/genera
Renter Assistance	
Grants/loans for first month rent/deposit or rent ongoing. Loans may be below- or no-interest.	<ul style="list-style-type: none"> Employer interest on first/deposit assistance Expand utility assistance Explore other options term/as resources

NEAR TERM Action Strategies Summary in place by 2020 (con't)		
Definition	Program Goal	Proposed Actions
Shady Rest - Design		
Community process to master plan the site.	<ul style="list-style-type: none"> Large, central parcel: Create a great neighborhood! Increase community housing choices. 	Land – Public Private Partnerships <ul style="list-style-type: none"> Understand circulation, housing mix, other amenities, and financial opportunities and constraints. Work closely with neighbors, future residents, and community stakeholders. Develop guiding principles; phased development.
Housing Mitigation Regulations		
TOML requires new residential and commercial development to pay fees related to their impact on employee housing needs. Adopted in 2015.	<ul style="list-style-type: none"> Desire more community housing in downtown/mixed-use development. Ensure fees collected represent net-neutral impact (development pays for their impact, no more, no less) Use fees to build units & leverage other funding/state/federal. 	Development Requirements <ul style="list-style-type: none"> Adopt fee increase schedule that will raise fees over time to address actual impacts. Scale fees based on size and intensity of use (e.g. 5,000 sq. ft. home should pay more than 1,000 sq. ft. home) Incentivize development of community housing by investing collected fees in new development. Require development of community housing if fee increases/incentives do not increase housing production.
Inclusionary Zoning (IZ)		
Requires that new residential subdivisions and PUD's include/build homes that are needed restricted for community housing.	<ul style="list-style-type: none"> If reinstated, est. 150 to 250 unit potential under current zoning (10% IZ) IZ helps get missing middle housing developed Avoid missing opportunities as development picks up & monitor markets 	Development Requirements <ul style="list-style-type: none"> Consider re-adopting inclusionary zoning within two years Design the ordinance to have carrots along with the stick Make inclusionary zoning a priority for the next election.



Income Levels

Income Category		Annual Income							
		Number of People in Household							
		1	2	3	4	5	6	7	8
≤50% AMI	Very low income	\$28,450	\$32,500	\$36,550	\$40,600	\$43,850	\$47,100	\$50,350	\$53,600
51-60% AMI	Low income	\$34,110	\$38,970	\$43,860	\$48,720	\$52,620	\$56,520	\$60,420	\$64,320
61-80% AMI		\$44,750	\$51,150	\$57,550	\$63,900	\$69,050	\$74,150	\$79,250	\$84,350
81-120% AMI	Moderate income	\$68,200	\$77,950	\$87,700	\$97,450	\$105,250	\$113,050	\$120,850	\$128,650

- AMI = Area Median Income
- Determined annually by the State for each County
- Mono County's AMI for a 4-person household is \$81,200

The Parcel Development Objectives identify that The Parcel should serve moderate income households (≤120% AMI)

Community Housing Action Plan (CHAP)

Needs Assessment

Distribution of Needed Community Ownership Housing by AMI

Income Level	MAXIMUM Affordable Purchase Price	Ownership Distribution	Units
<=60% AMI	Under \$162,000	12%	— 33
60-80% AMI	\$213,000	7%	— 19
80-120% AMI	\$325,000	25%	— 69
120-150% AMI	\$406,000	20%	— 55
150-200% AMI	\$541,000	21%	— 58
>200% AMI	Over \$541,000	16%	— 44
TOTAL	-	275	Approx. 275

NOTE: Shading indicates where there is a shortage of housing supply for residents and the workforce. Units provided in the lighter shade price point should be move-up housing for families, preferably offering three-bedrooms and garages.

Distribution of Needed Community Rental Housing by AMI

Income Level	Maximum Affordable Housing Payment	Rental Distribution	Units
<=60% AMI	\$1,035	35%	— 112
60-80% AMI	\$1,360	16%	— 51
80-100% AMI	\$1,725	12%	— 38
100-120% AMI	\$2,070	9%	— 29
>120% AMI	Over \$2,070	28%	— 90
TOTAL	-	320	320

NOTE: Shading indicates where there is a shortage of housing supply for residents and the workforce.

595 units needed through 2022 (all income levels)

- 275 ownership
- 320 rental

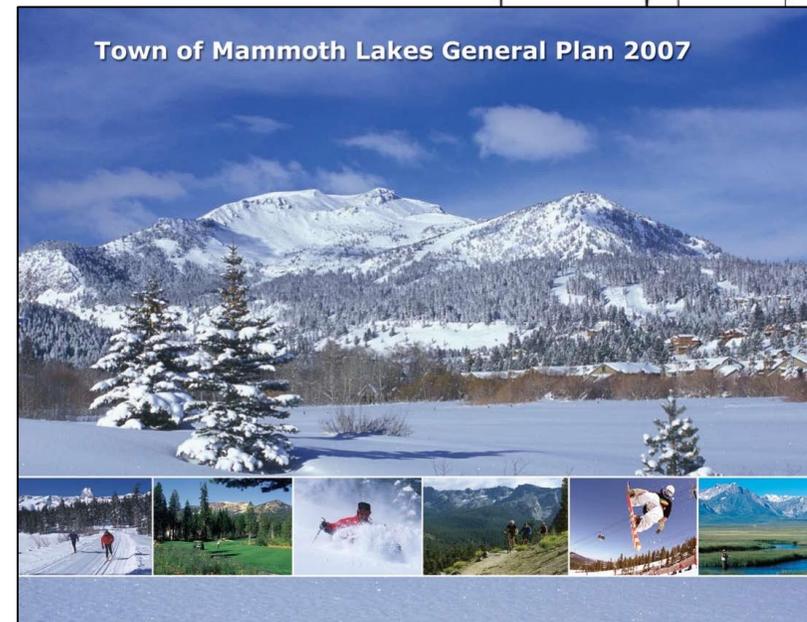
351 units needed through 2022 at ≤120% AMI

- 121 ownership units ≤120% AMI
- 230 rental units ≤120% AMI



The Parcel Planning Background

- **Master Plan (1991)**
 - Moderate income and below ($\leq 120\%$ AMI)
 - 172 units
- **General Plan**
 - A livable in-town neighborhood for the workforce
 - HDR-1
 - 12 units/acre
 - 24 units/acre if all deed restricted affordable housing



Other Considerations

Walk, Bike, Ride

- Shift from car-dominated system

Downtown Revitalization

- Flexible workforce housing solutions, efficient site design

Resilient Mammoth Lakes

- Housing Element Update

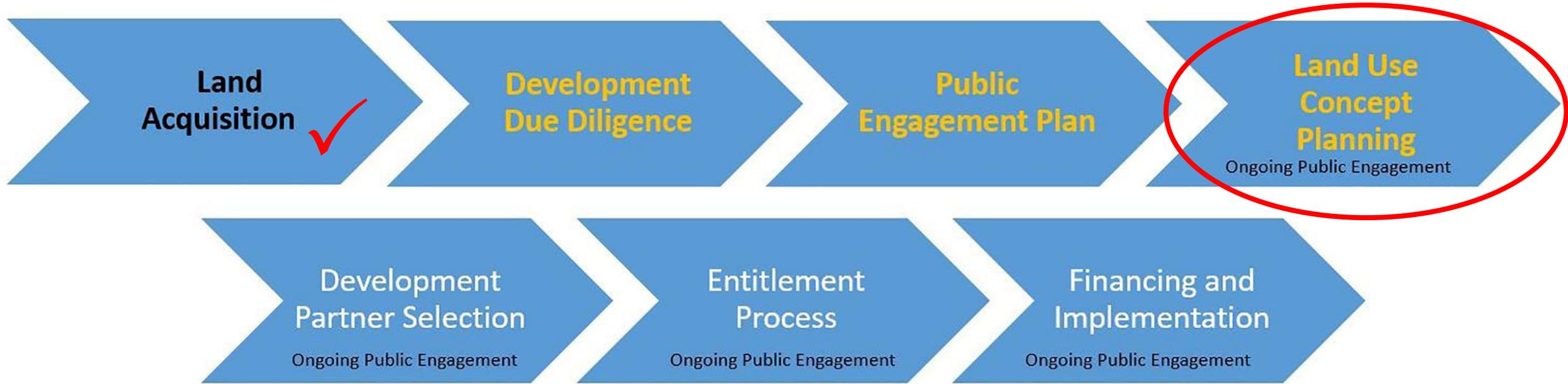
Housing Laws & Programs

- State laws incentivize affordable housing
- Funding criteria

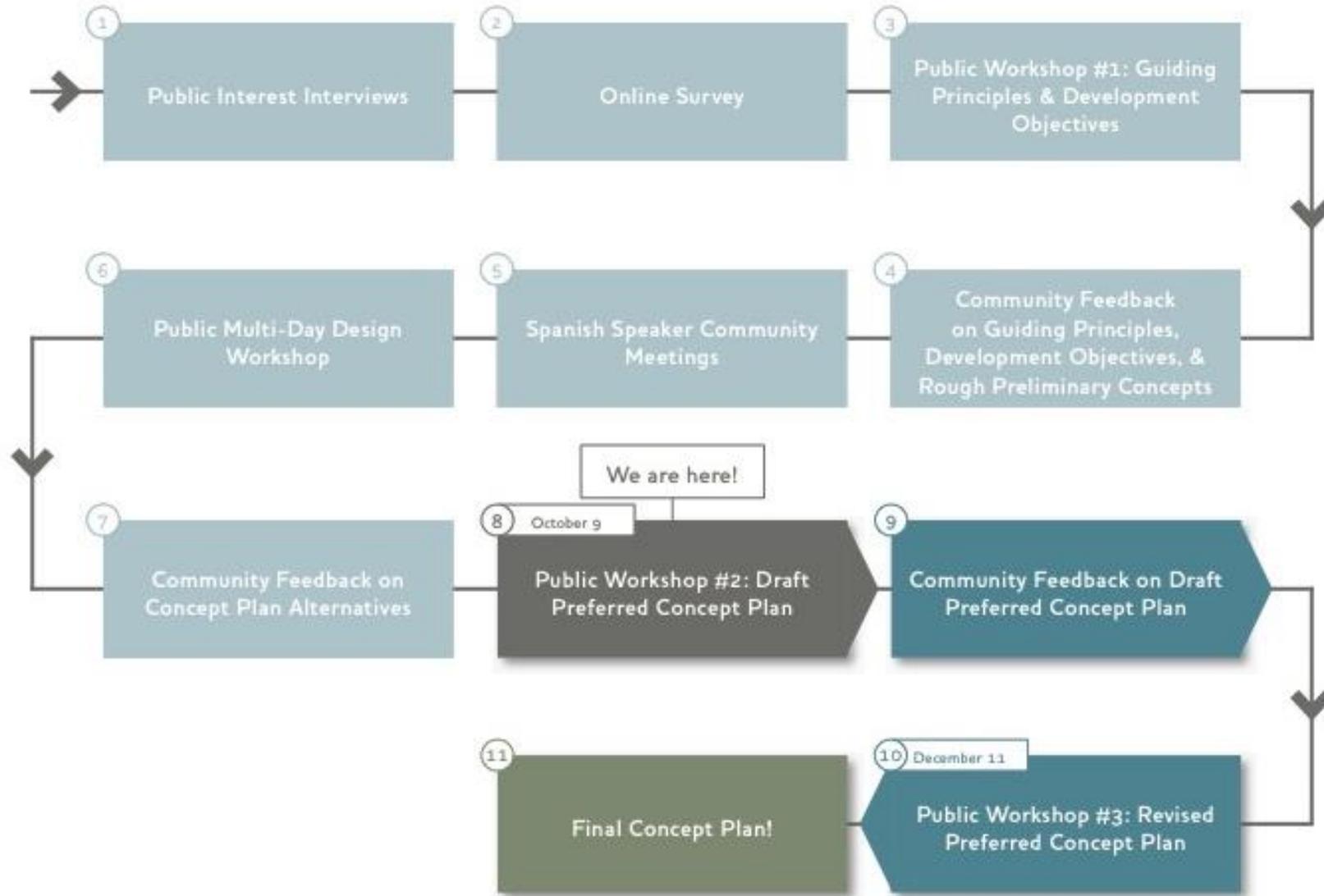


Plan The Parcel Process

Process



Process



Framework

Guiding Principles

- A Provide long-term community housing by addressing a substantial portion of Mammoth Lakes' current housing need.
- B Provide a range of mobility options and multi-modal (walk, bike, transit, etc.) connections from The Parcel to community destinations.
- C Provide amenities and open spaces while focusing on community housing and striving to make the best use of every square foot of land.
- D Focus on environmentally sustainable design concepts.
- E Establish a livable, integrated, and well-designed community housing neighborhood that stands the test of time.
- 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.

Feasibility Assumptions (1 of 3)

- **15 du/ac net density** is minimum to qualify for some affordable housing funding sources.
- Higher densities compete better for funding and allow for economies of scale, reducing funding gap per unit.
- **New transit stop** will be needed for funding competitiveness (along with better quality of life for residents).
- Substantive **bike and pedestrian improvements** will help reduce greenhouse gases and help compete for state funding.
- Project site is ideally walkable and amenity rich.
- **1:1 parking ratio (gross)** is the targeted goal for funding competitiveness, consistency with Town plans and policies, efficient land utilization, and overall financial viability.
- **Tuck under parking** is most space and cost efficient and reduces snow removal/storage burden (along with better quality of life for residents).

Feasibility Assumptions (2 of 3)

- All open space also functions as snow storage space, and all snow storage accommodated on-site (trucking snow is too expensive).
- Mill Ditch must have capacity to service existing watershed and rain and snowmelt from The Parcel.
- A variety of unit mix (studios, 1-bedroom, 2-bedroom, 3-bedroom units) and rents ranging from 30% to 120% AMI. As well as a combination of rental and home ownership.
- Moderate income and higher AMI units should be considered separate project phases (e.g., home ownership).
- Affordability of Tax Credit rental units must average to 60% AMI and cannot exceed 80% AMI for rental units.

Feasibility Assumptions (3 of 3)

- Complete build out will require **multiple phases**, some financed with 4% and some with 9% tax credits.
- All discretionary approvals must be in place by the funding application deadline for competitive funding sources like 9% credits and AHSC.
- Payment of **prevailing wage** was assumed in all scenarios.
- Financial analysis assumed 99-year ground lease from the Town, Town funding/development of infrastructure, and waiver of Town fees.
- Utilization of **modular construction** may reduce cost and time and should be further studied.
- An initial **first phase** is possible on an **expedited timeline**.
- Streamlined environmental clearance and approvals are possible through State bills like SB 35 or a workforce housing overlay district (SB 540).

Alternatives + Survey Results

Design Alternatives Online Survey

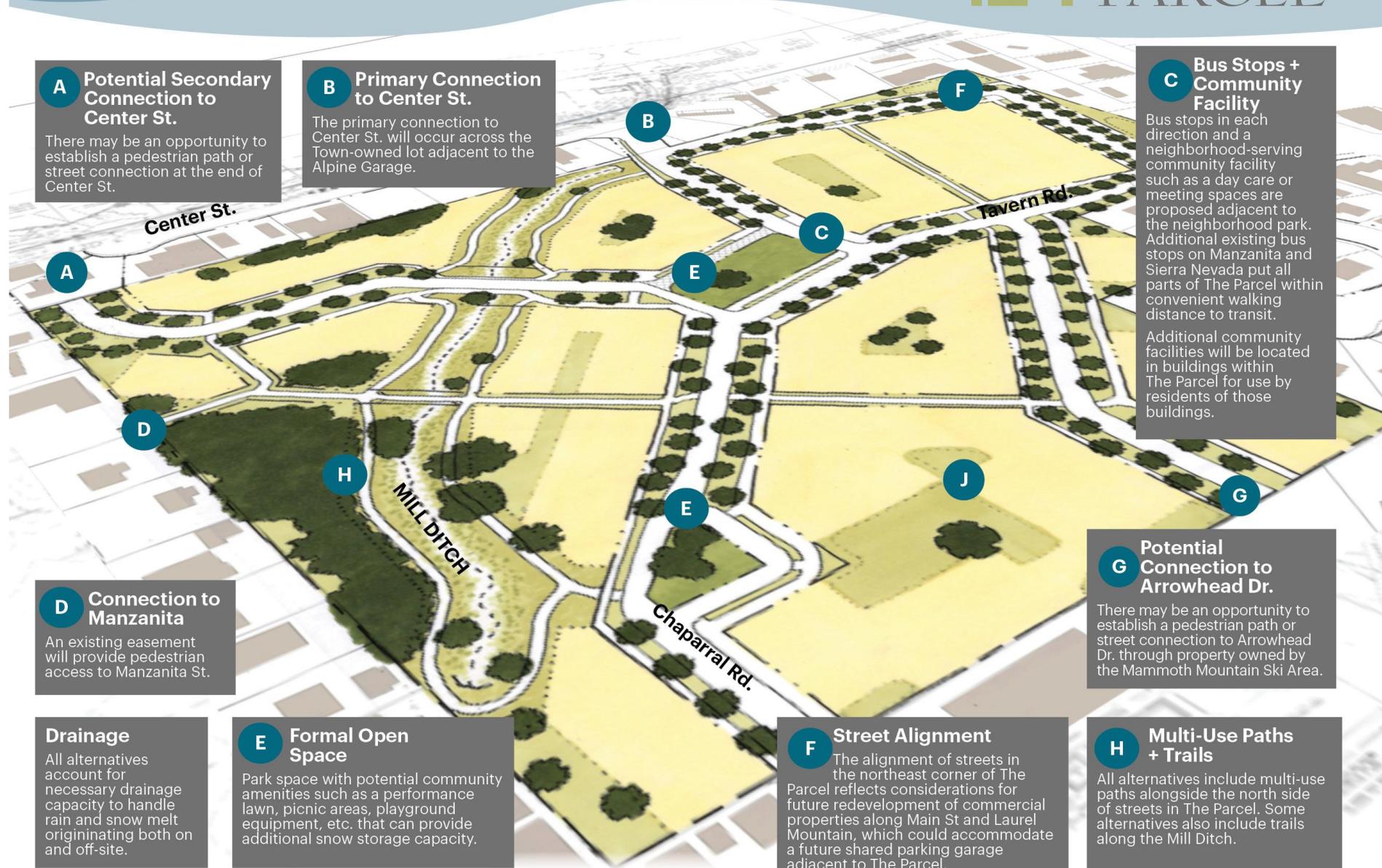
117 Responses

Open for 1.5 - 2.5 weeks

- Advertised/promoted via email blasts, social media, and door-to-door flyers
- Available in English and Spanish

Features Standard to All Alternatives

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.

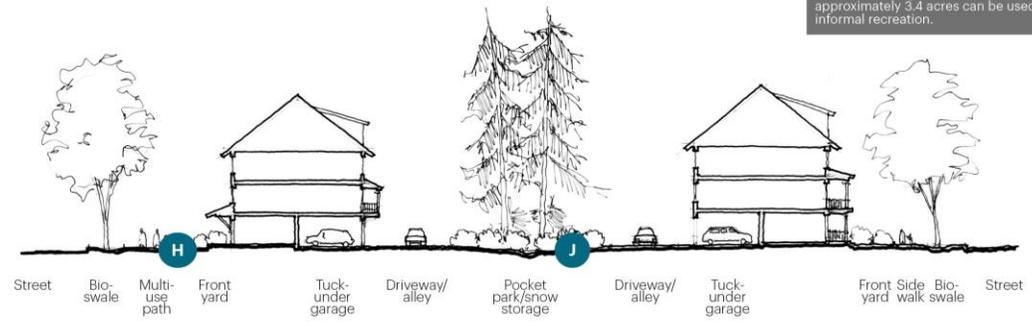
G Potential Connection to Arrowhead Dr.
There may be an opportunity to establish a pedestrian path or street connection to Arrowhead Dr. through property owned by the Mammoth Mountain Ski Area.

Drainage
All alternatives account for necessary drainage capacity to handle rain and snow melt originating 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.

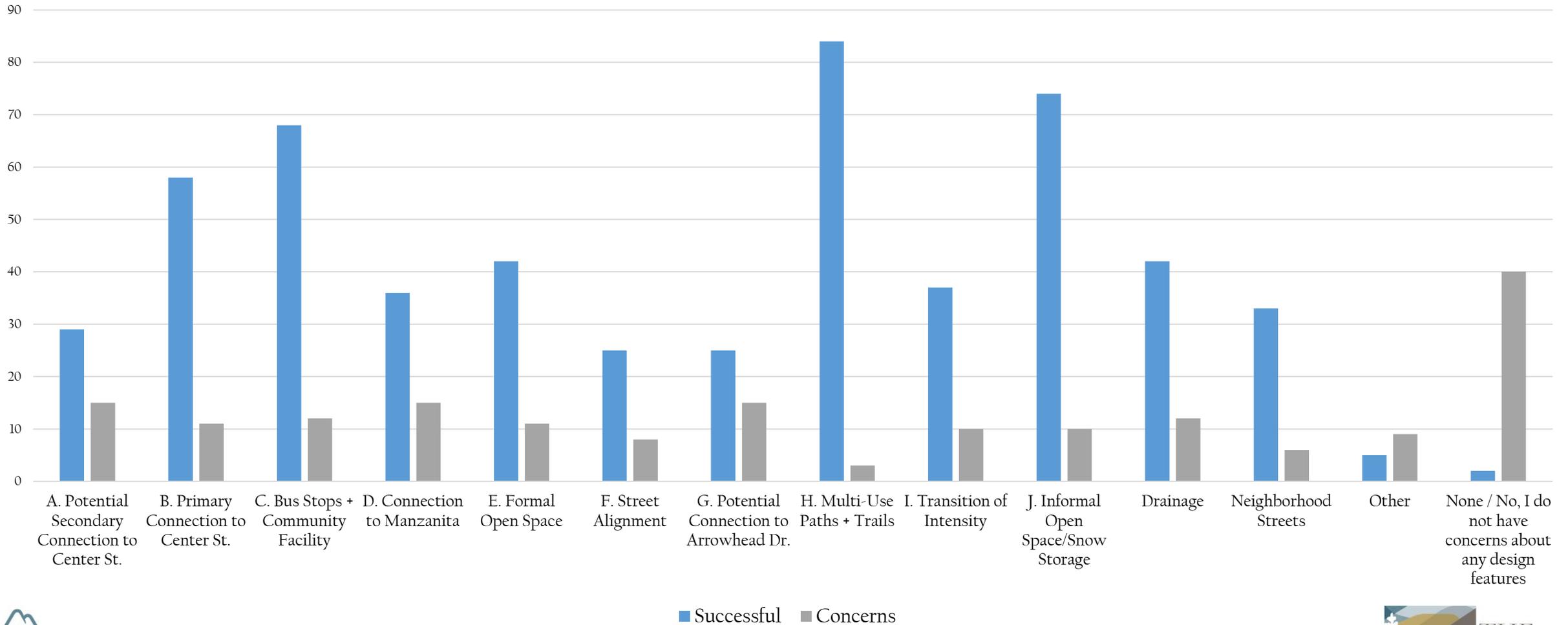


A section drawing that cuts through the center of a block shows how informal open space that doubles as snow storage in the winter fits between buildings.

Features Standard to All Alternatives

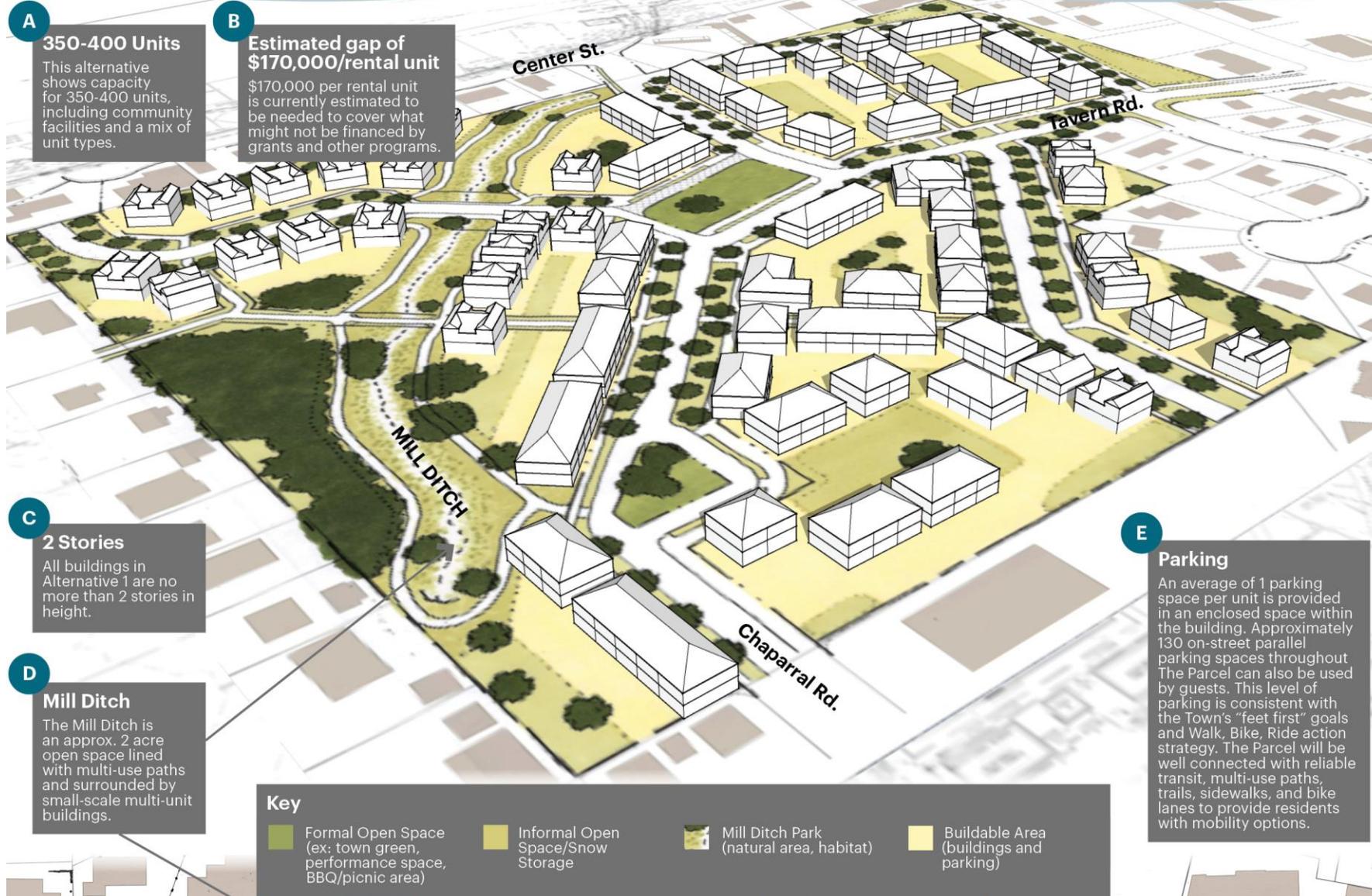
Standard Design Features

Which design features do you think will be most successful? Are there any design features you have concerns about?



■ Successful ■ Concerns

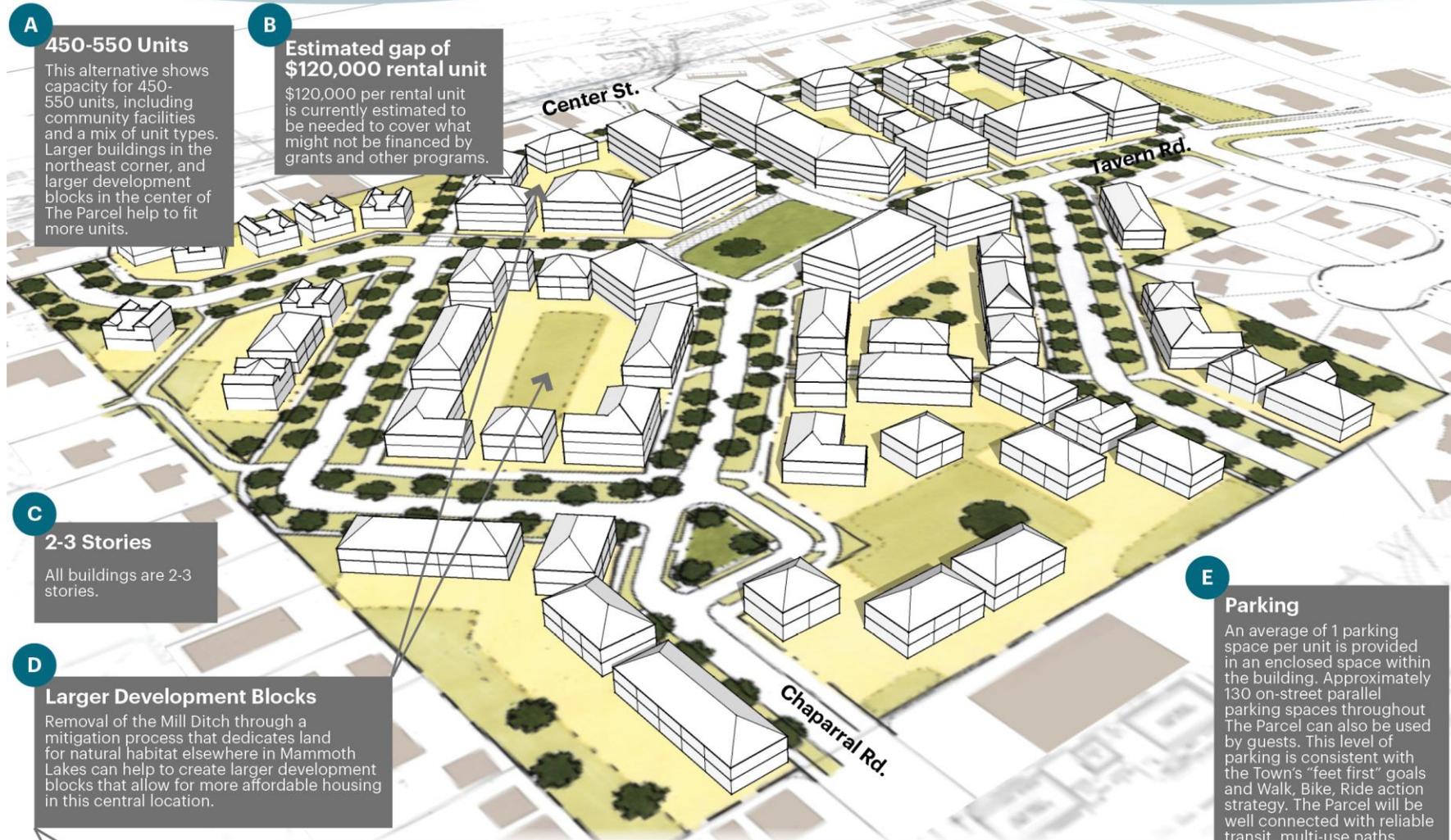
Alternative 1 — “Low Intensity”



Alternative 2 — “Medium Intensity”



Alternative 3 — “High Intensity”



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.

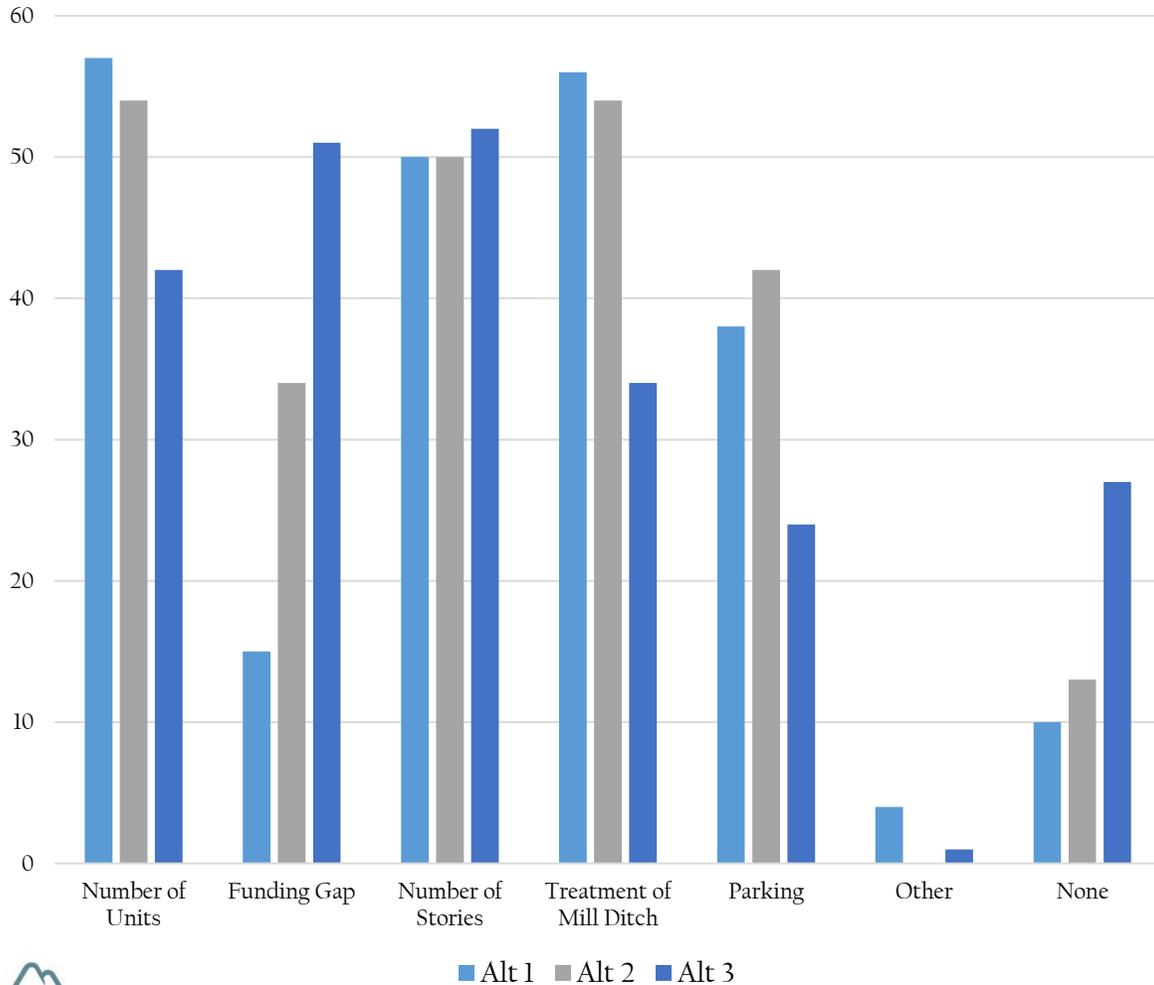
E
Parking
 An average of 1 parking space per unit is provided in an enclosed space within the building. Approximately 130 on-street parallel parking spaces throughout The Parcel can also be used by guests. This level of parking is consistent with the Town’s “feet first” goals and Walk, Bike, Ride action 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

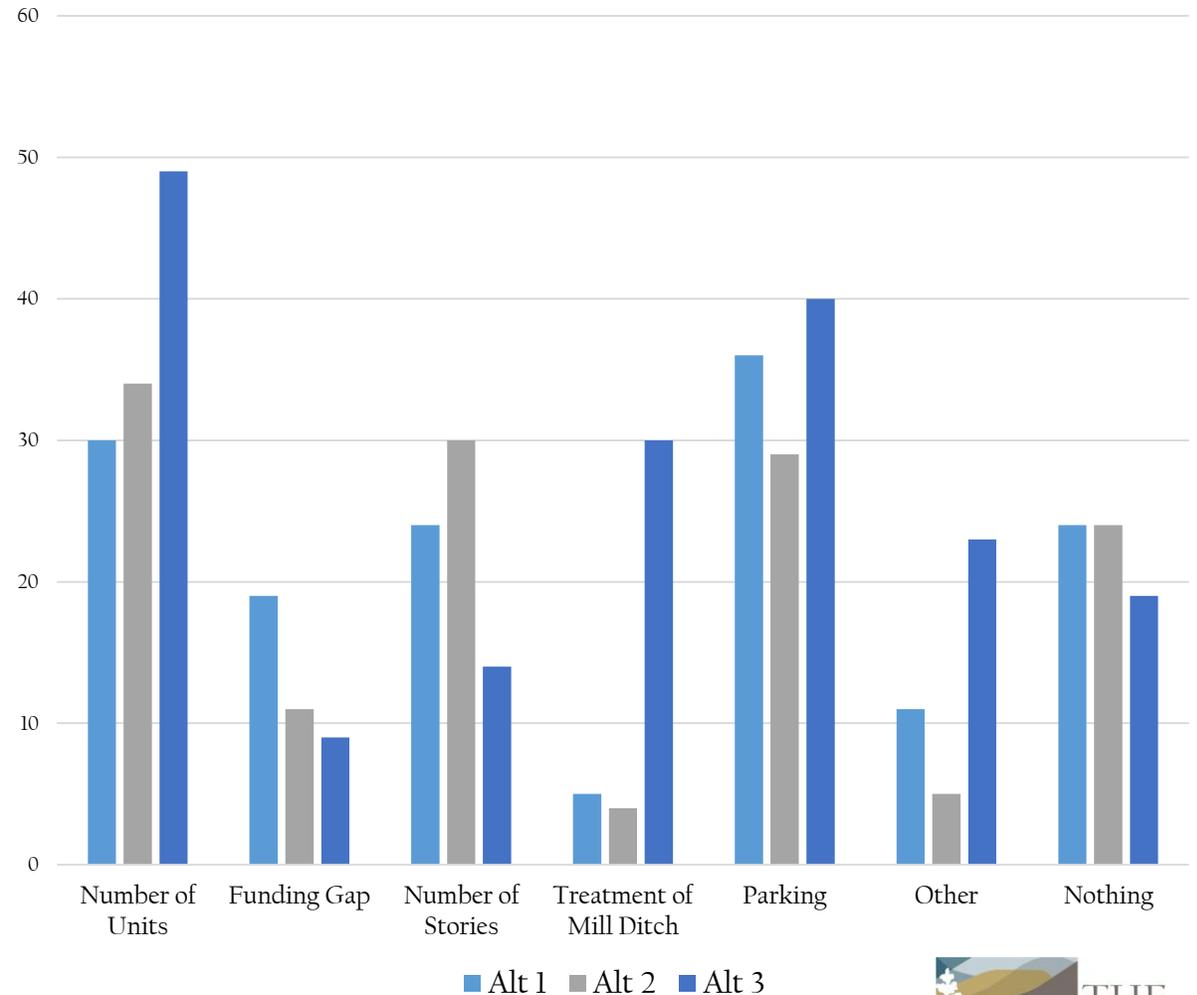
 Formal Open Space (ex: town green, performance space, BBQ/picnic area)	 Informal Open Space/Snow Storage	 Mill Ditch Park (natural area, habitat)	 Buildable Area (buildings and parking)
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Alternative Comparison

Which design features do you think will be most successful?



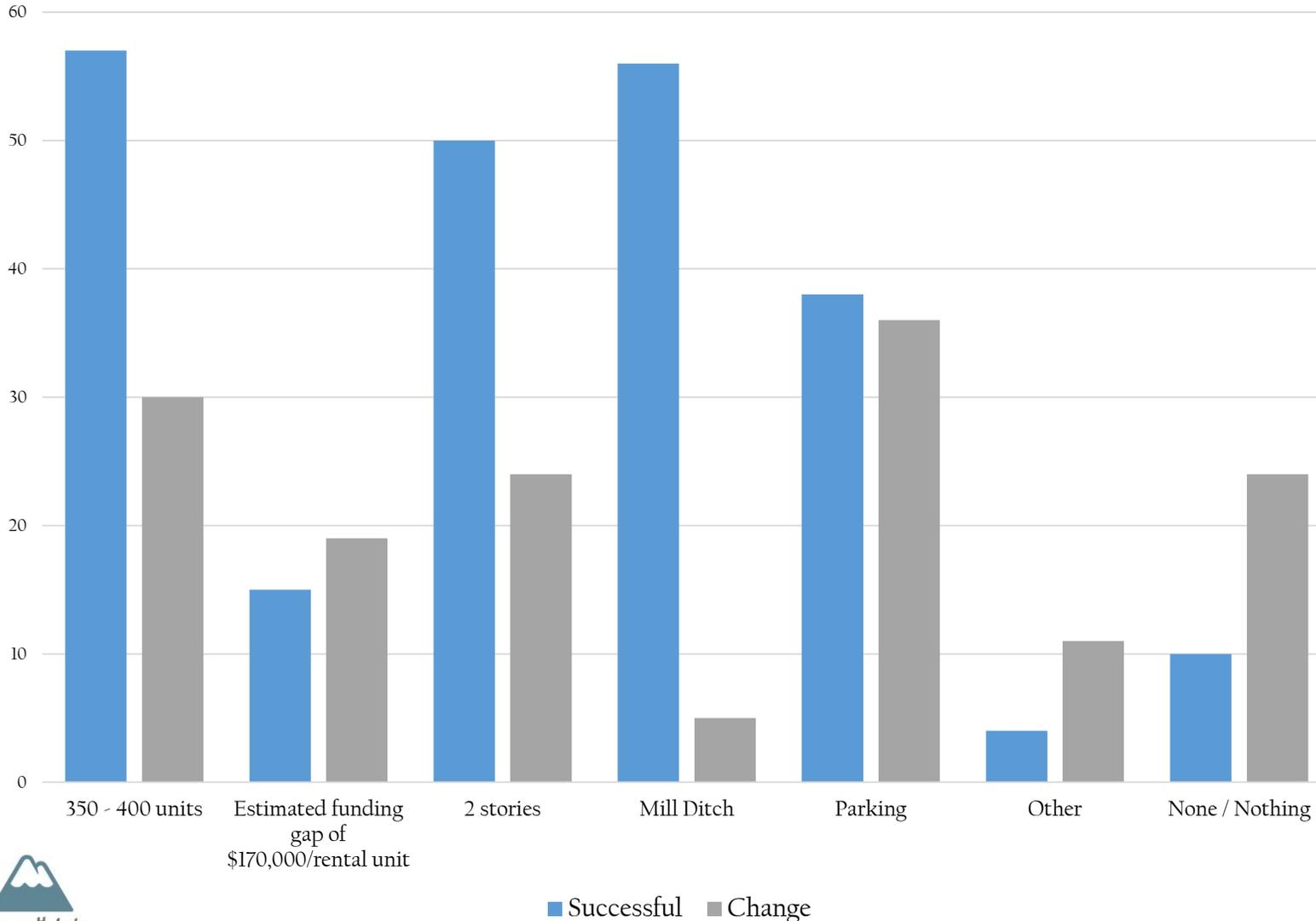
Which design features would you change?



Note: Estimated parking structure funding gap unique to Alt 2 and not included on this slide (see Alternative #2 slide)

Alternative #1

Which design features do you think will be most successful? Which design features would you change?

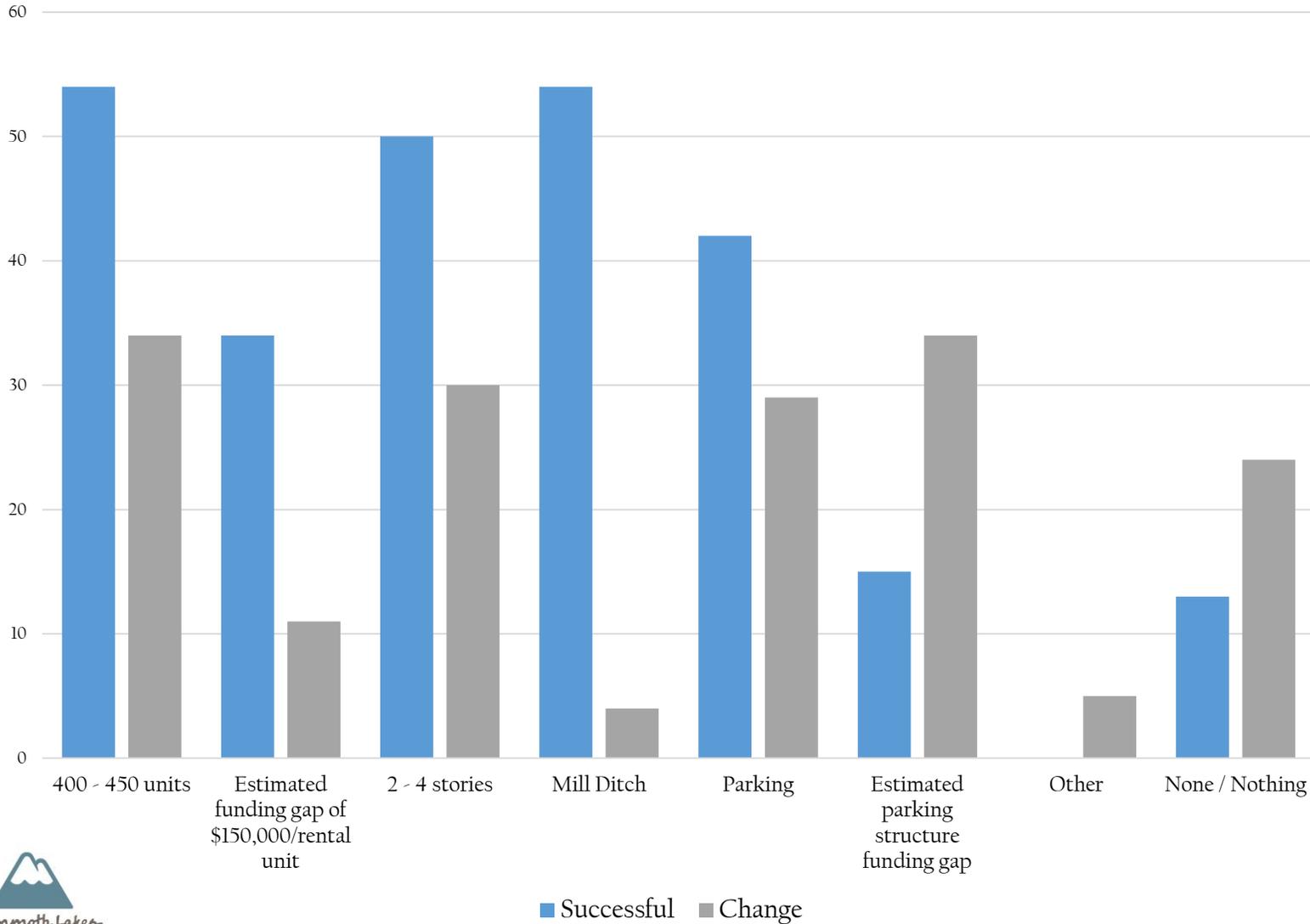


Comments:

- Lower densities and heights should be adjacent to Shady Rest neighborhood.
- Need to preserve open spaces and trees.
- Too few units / need more units.
- Too many units / too dense of a population.
- Ideally, funding gap would be less.
- Increase parking ratio / 1 parking spot is not sufficient.
- On-street parking will not be usable in the winter.
- A mix of building heights would be preferred / buildings could be taller to accommodate more units.
- Concerned about the Mill Ditch being able to handle runoff.
- Ensure dedicated child care facility is planned.

Alternative #2

Which design features do you think will be most successful? Which design features would you change?

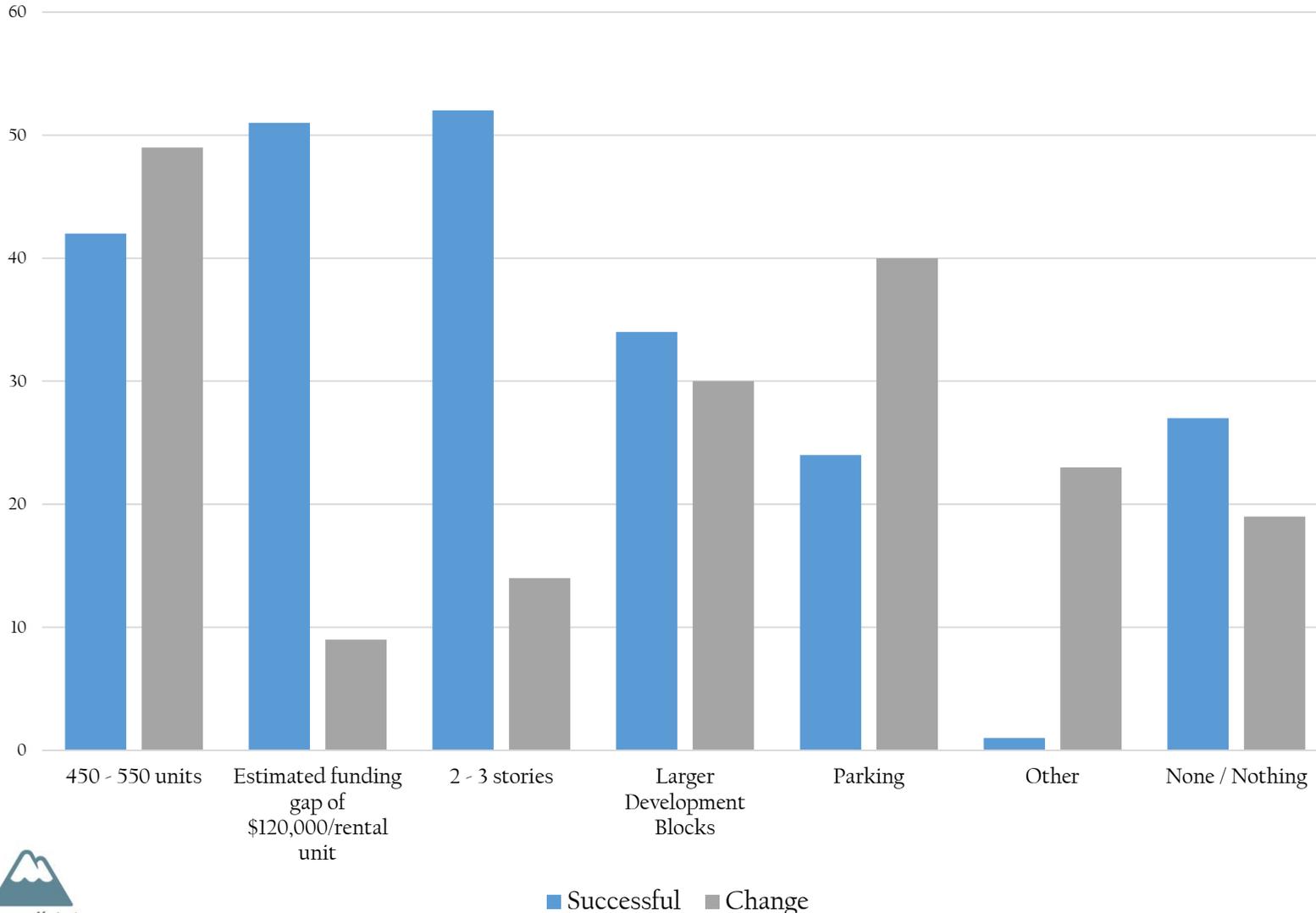


Comments:

- Large structures near Wildflower and Shady Rest seem excessive.
- Too few units / need more units.
- Too many units / too high density.
- Reduce costs / there should be no funding gap.
- 1 parking space per unit is enough.
- Need more parking / this parking ratio is getting closer to what is realistic.
- Consolidated parking may be beneficial / not sure if parking structure is right for The Parcel.
- 2 - 3 stories is appropriate (especially if tuck under parking is included) / 4 stories is too tall.

Alternative #3

Which design features do you think will be most successful? Which design features would you change?



Comments:

- Eliminate Mill Ditch.
- Preserve Mill Ditch and natural area.
- Good mix of building sizes but too dense overall.
- Extremely dense / way too dense.
- Reduce costs / there should be no funding gap.
- We should move away from reliance on cars.
- Need more parking.
- The parking garage should be included on this alternative.
- 1 - 4 stories is appropriate (especially if tuck under parking is included).
- No more than 2 stories.
- Larger development blocks are too urban.

Mill Ditch Trails



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.

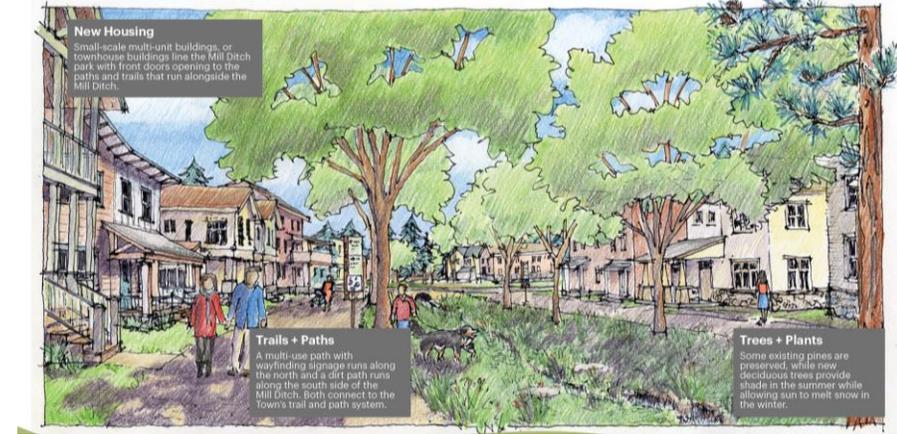
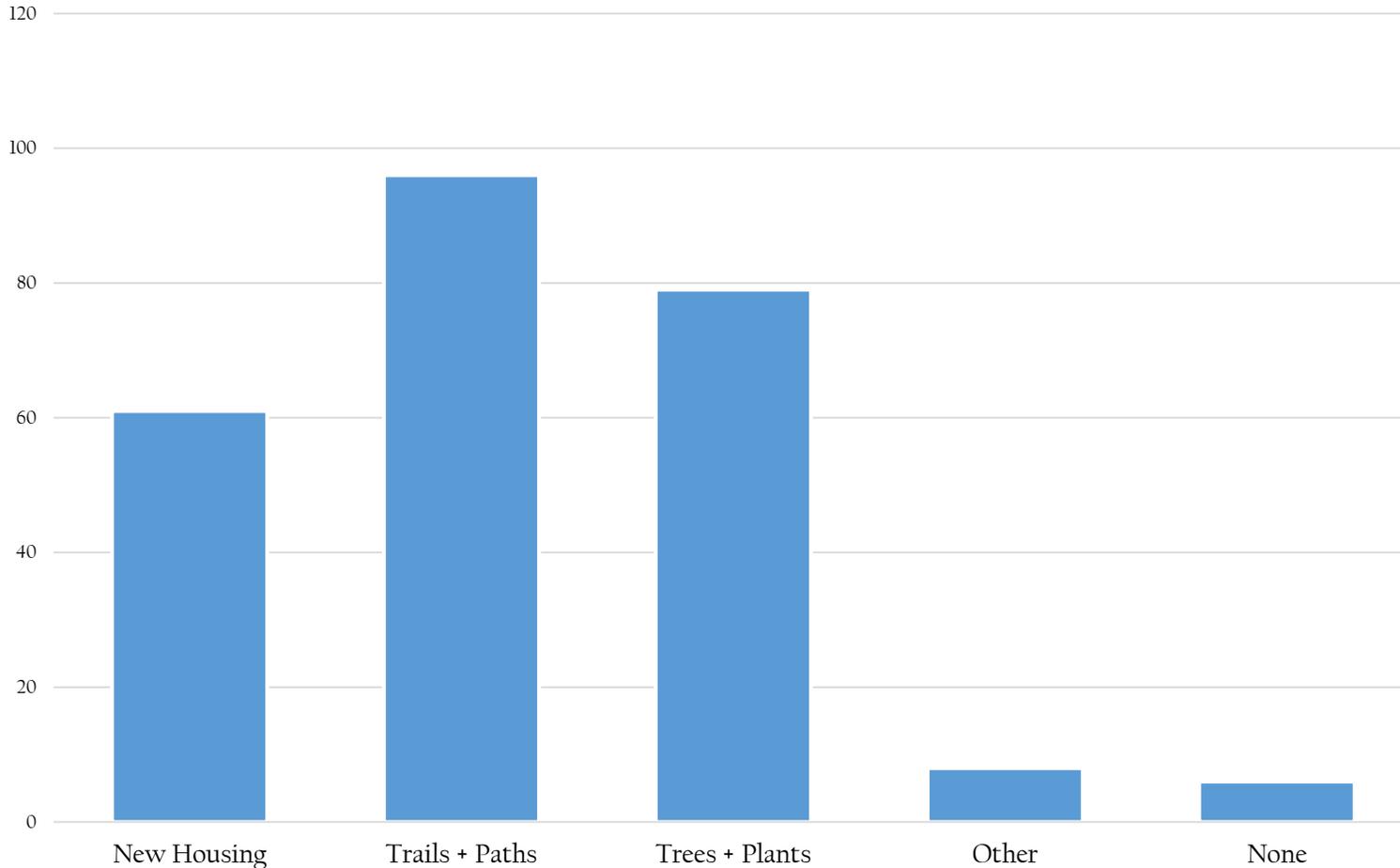
Trees + Plants
Some existing pines are preserved, while new deciduous trees provide shade in the summer while allowing sun to melt snow in the winter.

Mill Ditch Trails



Mill Ditch Trails

Which of the features in this illustration do you think will be most successful?



Comments:

- The front of the buildings facing the street is great/ housing entrances give a nice neighborhood feel.
- Natural area is nice but not necessary.
- Cover Mill Ditch and use it for parking.
- Do not cover Mill Ditch / keep it natural.

The Parcel Neighborhood Park



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.

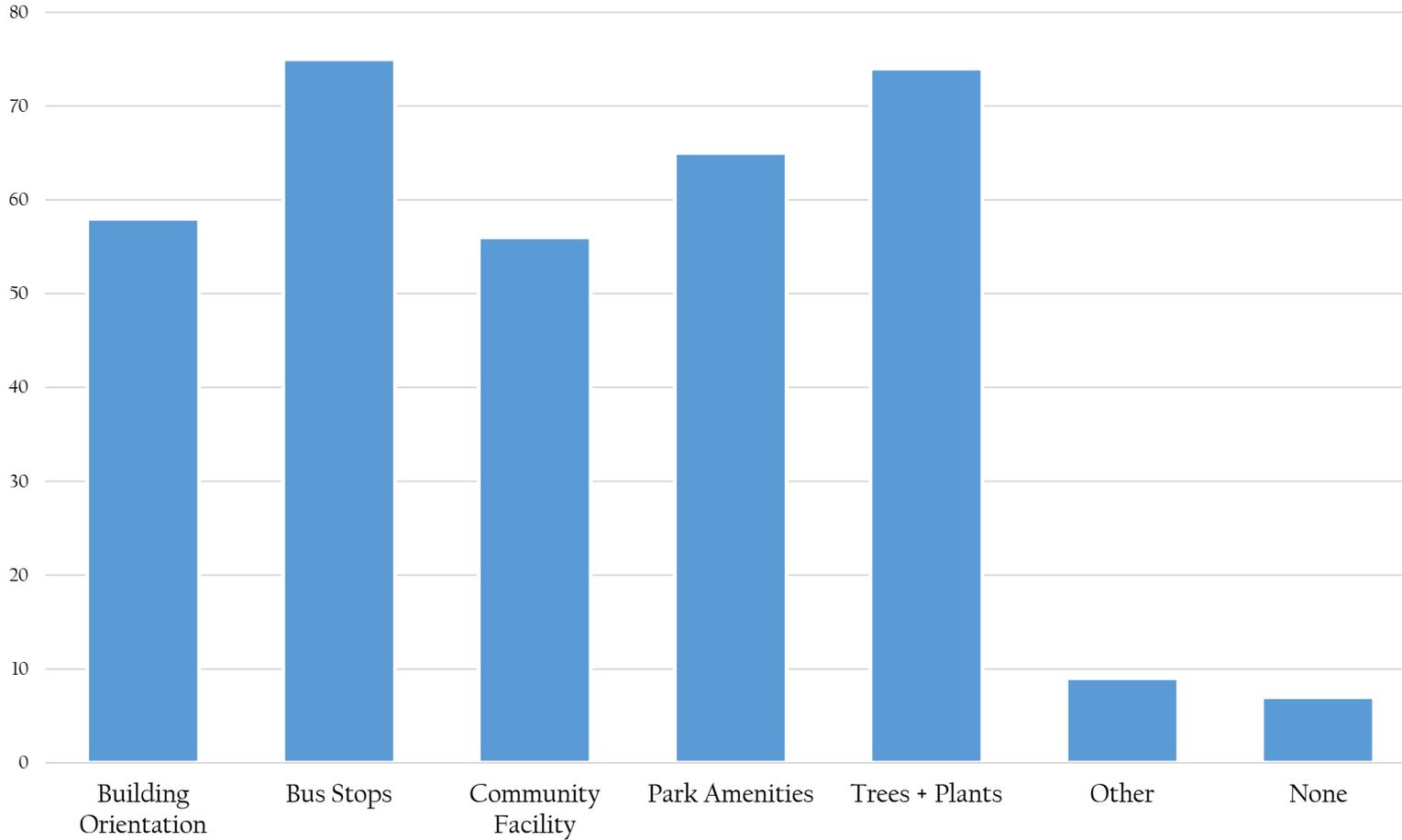


The Parcel Neighborhood Park



Neighborhood Park

Which of the features in this illustration do you think will be most successful?



Comments:

- Consider adequacy for snow storage and rain on snow events.
- Have some doors face parking lots and porches face the sun.
- Keep the existing old growth pine trees.
- Do not need a community facility.
- Do not need a park / yards or additional bioswale space is preferred.
- Park is not large enough for a neighborhood of this size / open space is highly valuable.
- Would change nothing.

Typical Residential Street



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

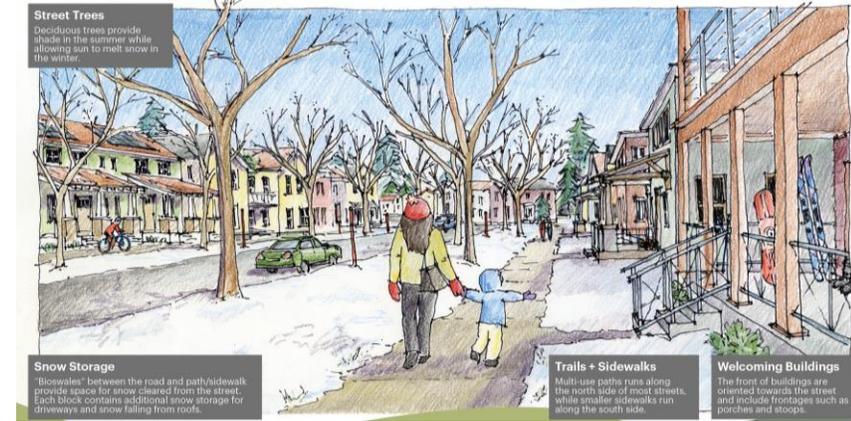
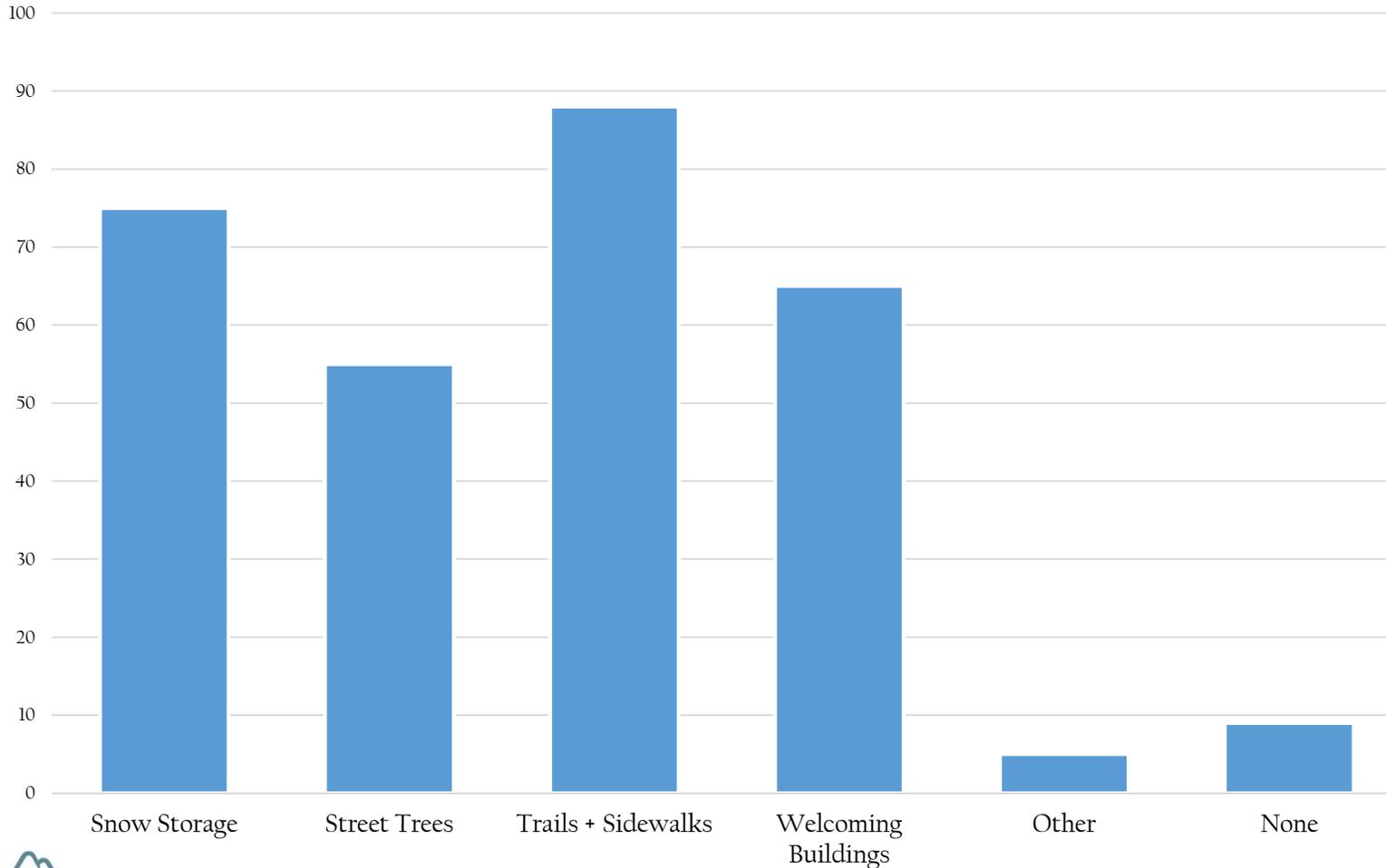
The front of buildings are oriented towards the street and include frontages such as porches and stoops.

Typical Residential Street



Typical Residential Street

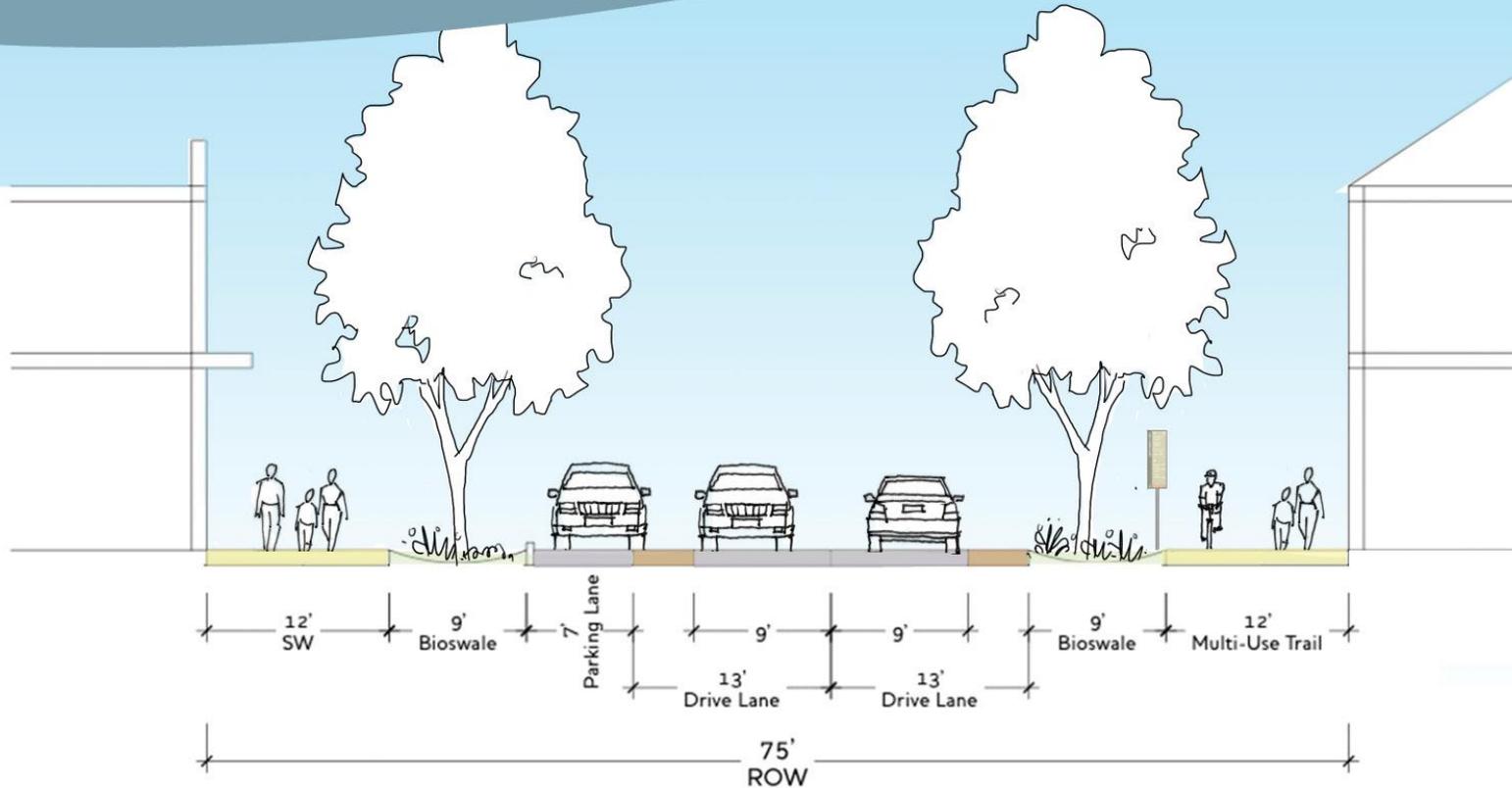
Which of the features in this illustration do you think will be most successful?



Comments:

- Street parking may lead to snow removal and snow storage problems.
- Shady porches won't get used – need to have outdoor space in the sun.
- Too many buildings / this is too urban.
- Everything should change.

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



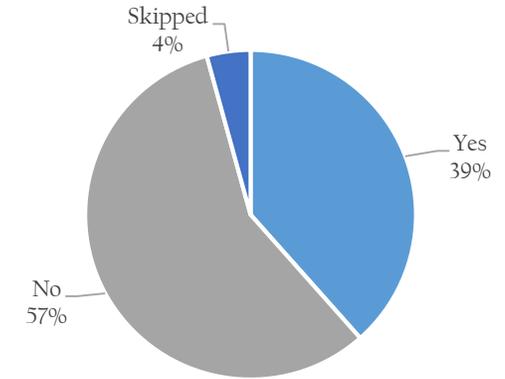
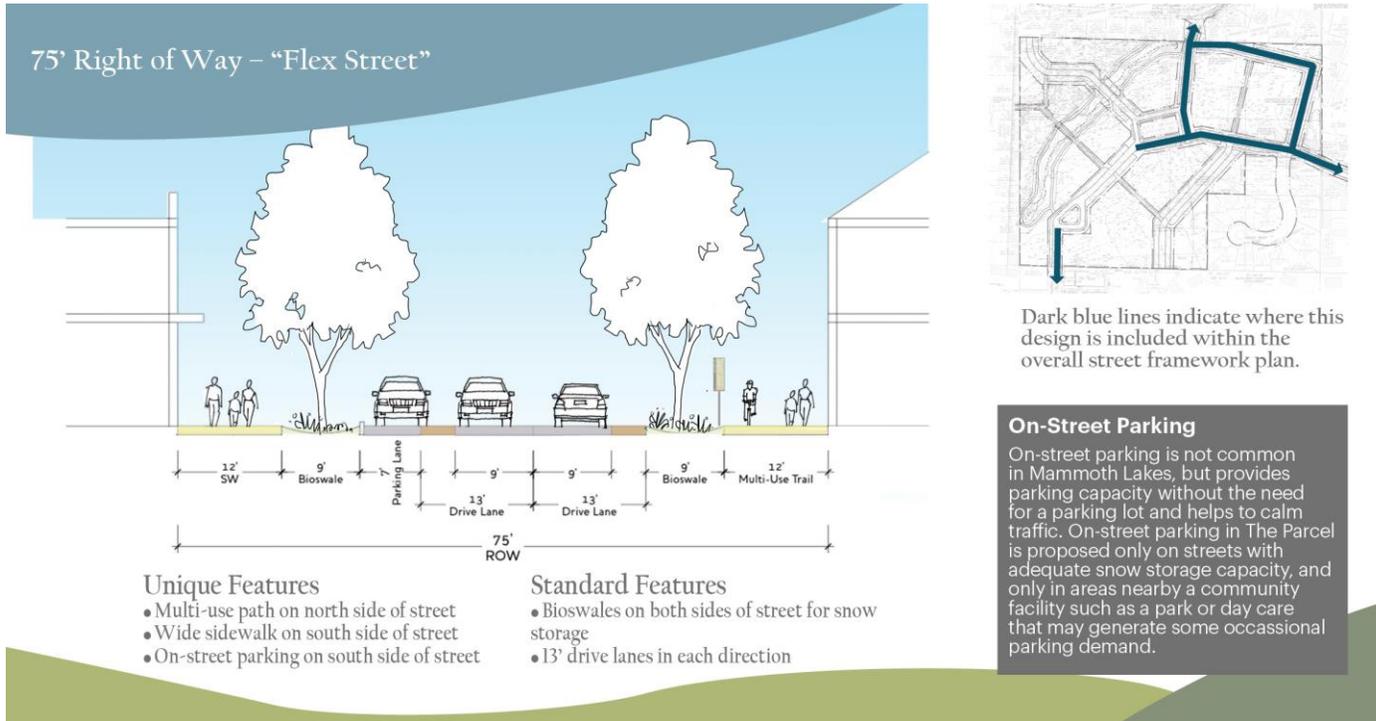
Dark blue lines indicate where this design is included within the overall street framework plan.

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 occasional parking demand.

Street Sections

Do you have any comments about the 75' Right of Way – “Flex Street” design?



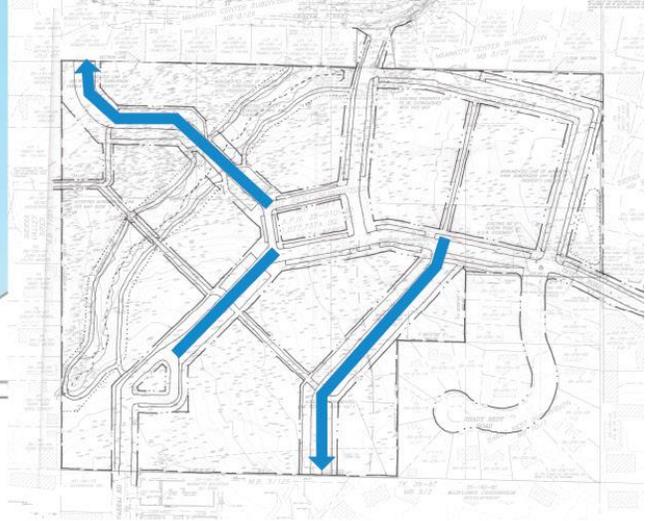
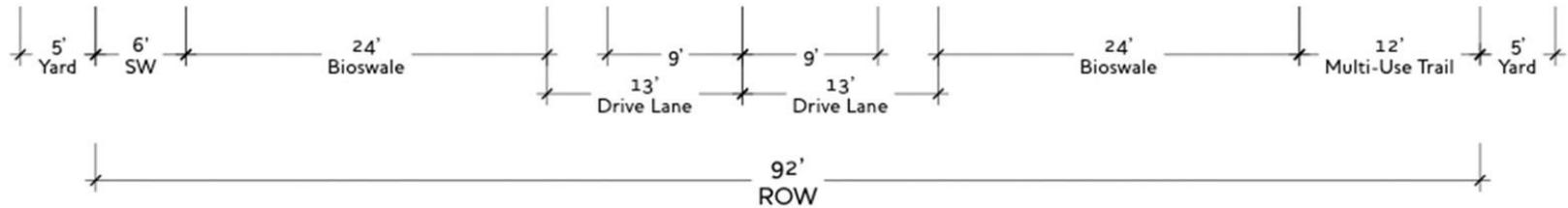
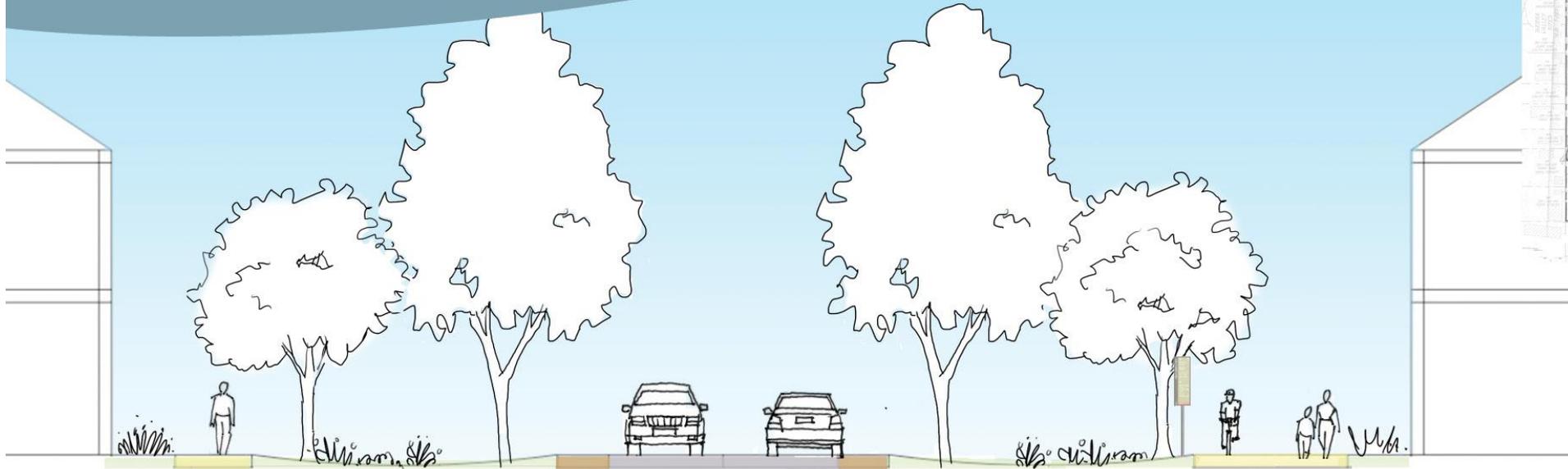
Successes:

- Looks good / makes sense.
- On-street parking and multi-use trail are great.

Comments/Concerns:

- Right of way is too wide.
- Right of way is too narrow.
- Concerned about on-street parking and snow storage.
- Concerned about trees getting in the way of snow storage.
- Concerned about bioswale being sufficient width for adequate snow storage.
- Traffic calming features should be incorporated.

92' Right of Way – “Green Street” with sidewalks



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

Unique Features

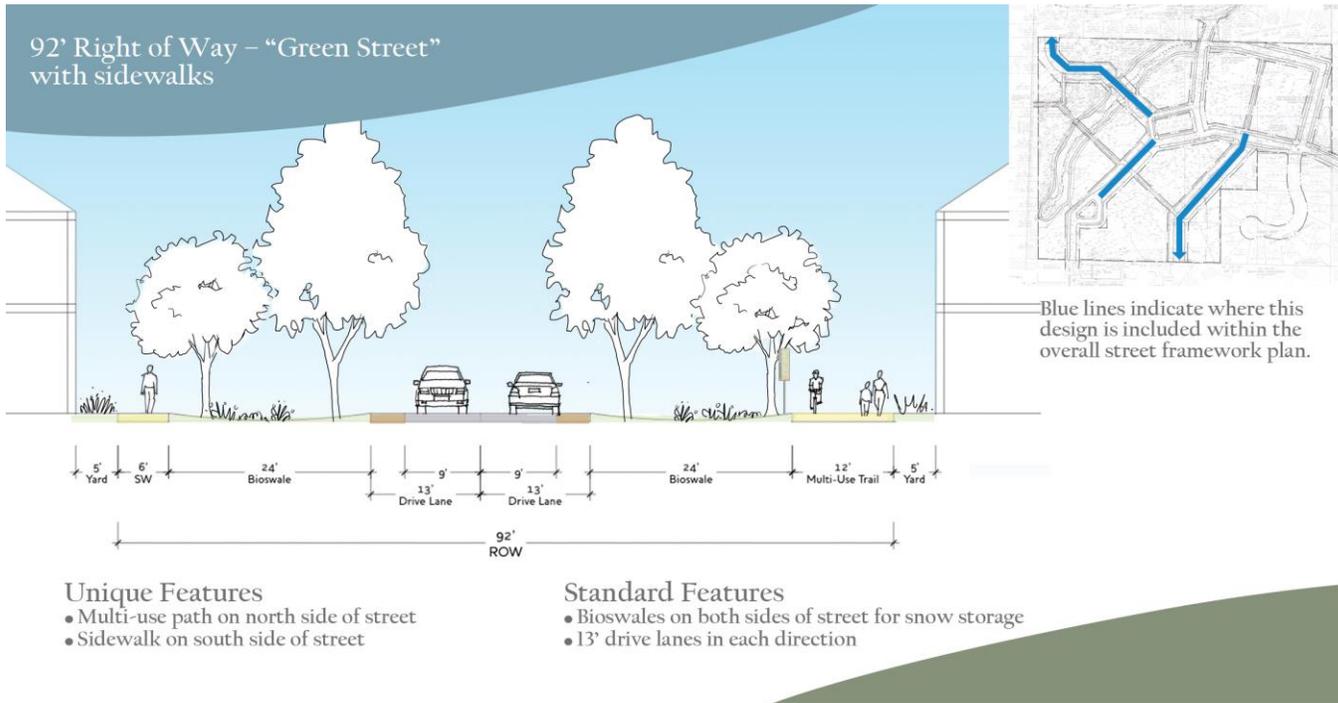
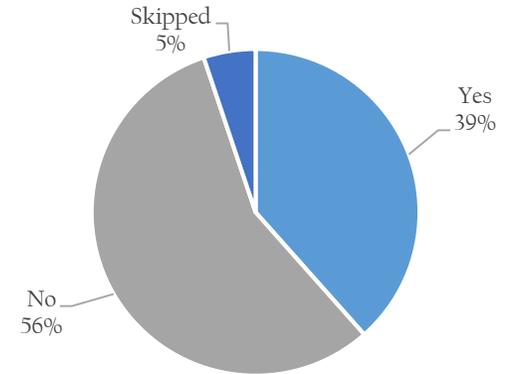
- Multi-use path on north side of street
- Sidewalk on south side of street

Standard Features

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

Street Sections

Do you have any comments about the 92' Right of Way – “Green Street” with sidewalks design?



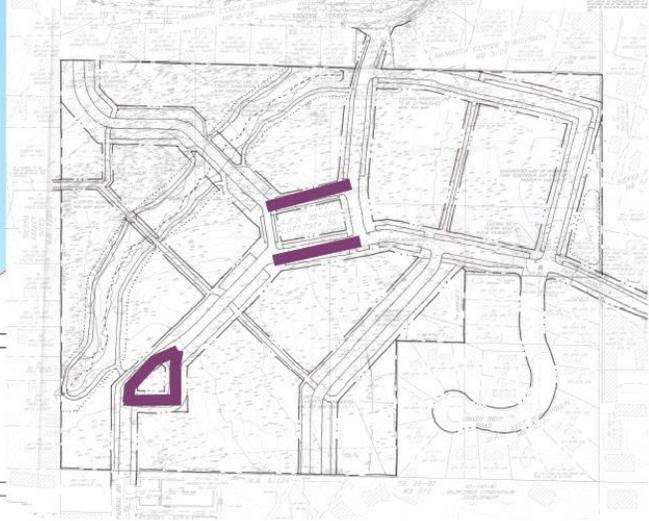
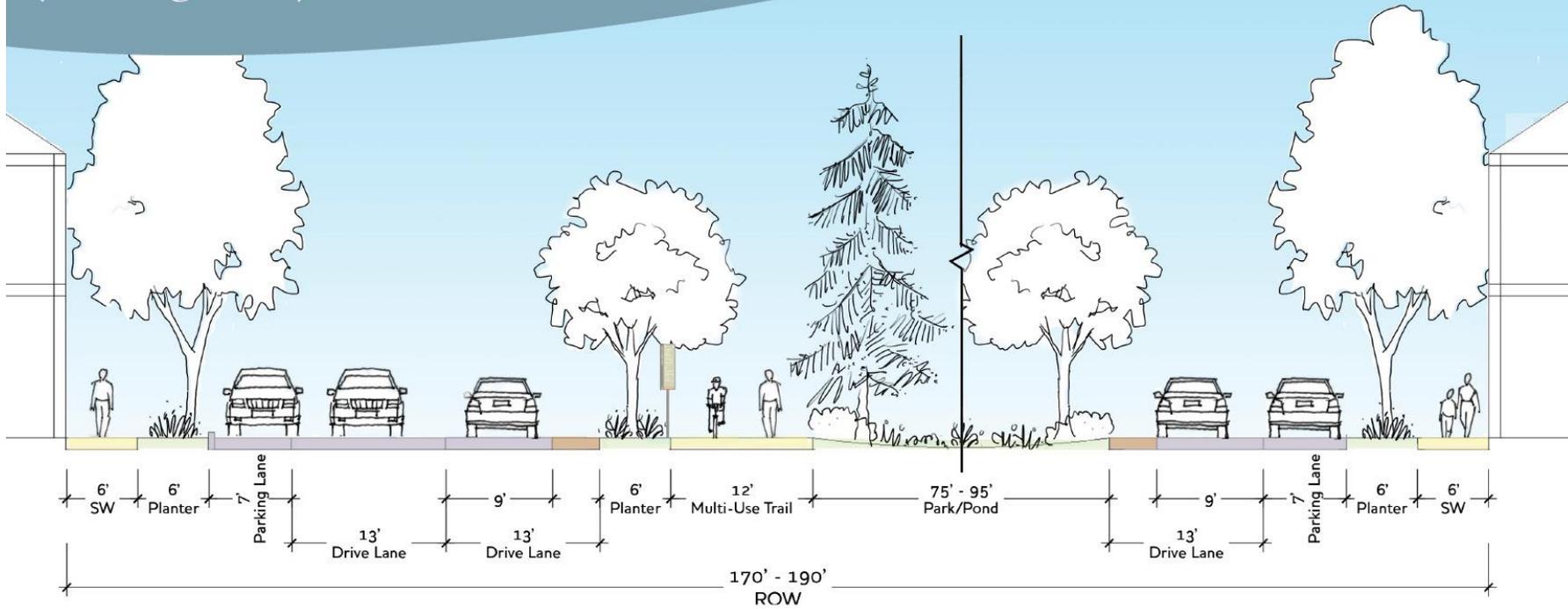
Successes:

- Looks good / makes sense / seems safe.
- This section is the best.
- Multi-use trail and sidewalk are great.
- Bioswales seem adequate for snow storage.

Comments/Concerns:

- Right of way is too narrow.
- Right of way is too wide.
- Don't waste space – high density housing is needed.
- Do not include trees or landscaping in snow storage areas.
- More greenery should be provided.

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

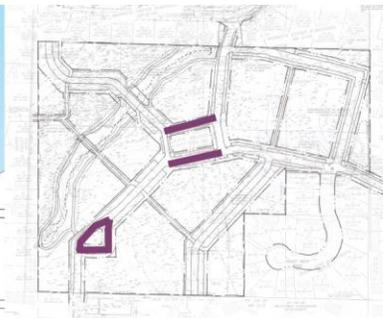
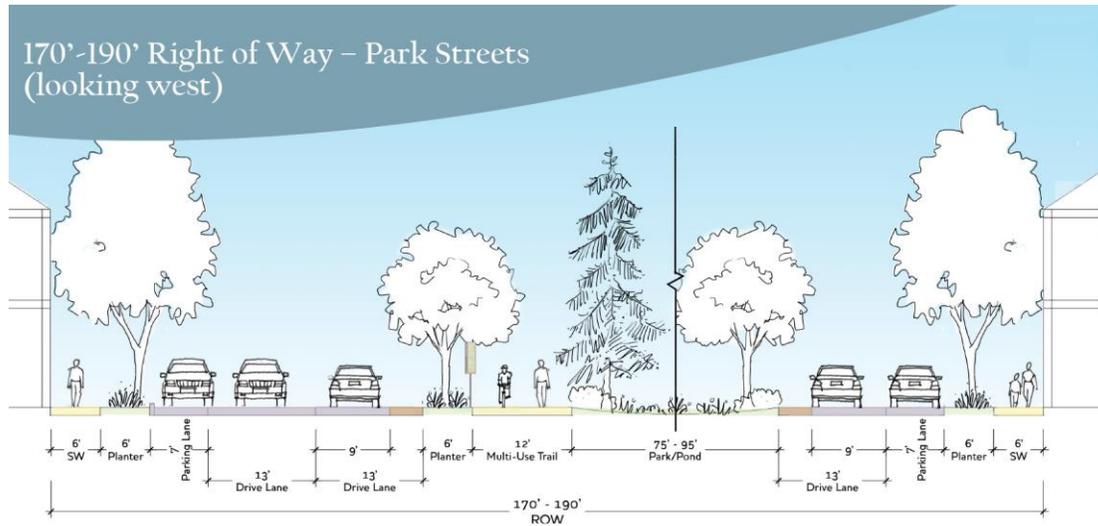
- Bioswales on both sides of street for snow storage
- 13' drive lanes in each direction on north side

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 occasional parking demand.

Street Sections

Do you have any comments about the 170' – 190' Right of Way – “Park Streets” (looking west) design?



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

On-Street Parking

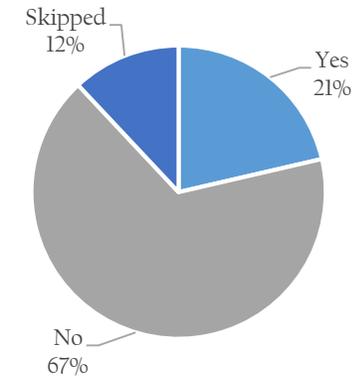
On-street parking is not common in Mammoth Lakes, but provides parking capacity without the need for a parking lot and helps to calm traffic. On-street parking in The Parcel is proposed only on streets with adequate snow storage capacity, and only in areas nearby a community facility such as a park or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

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



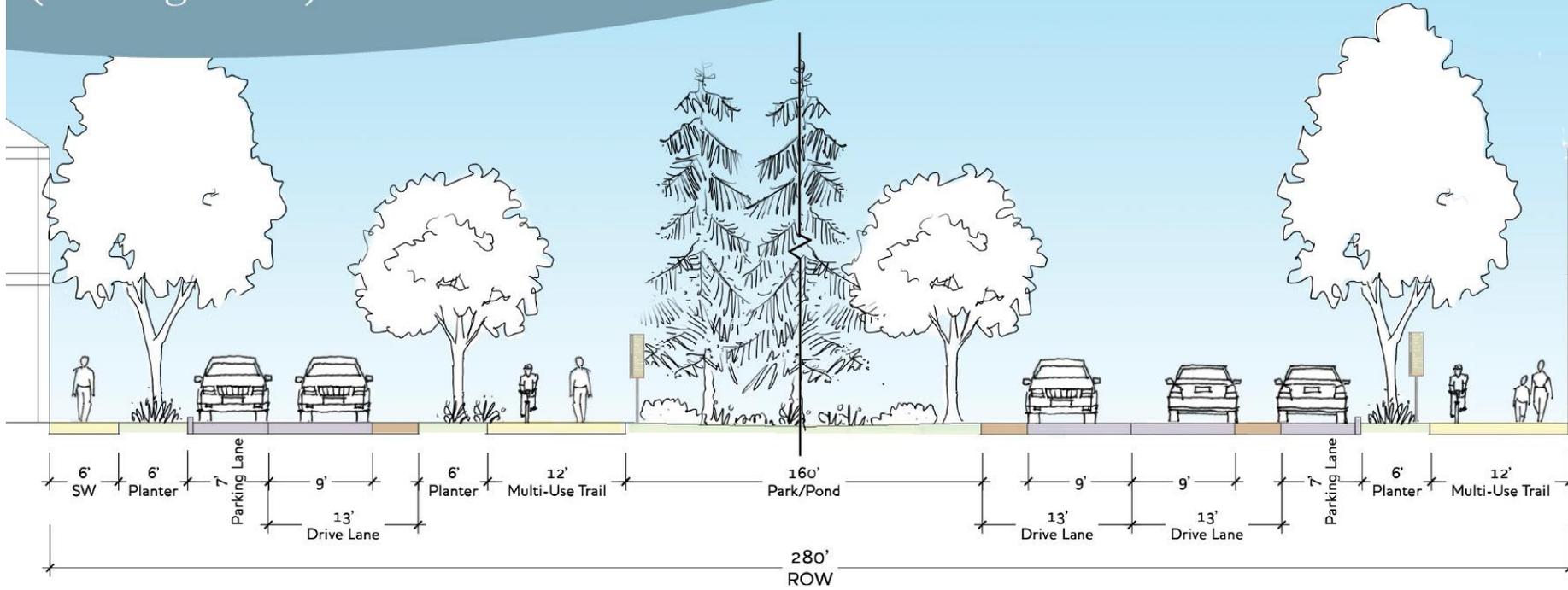
Successes:

- Looks good.
- Love the idea of curbless streets to provide space for events.

Comments/Concerns:

- Right of way is too wide.
- Don't waste space.
- Make drive lanes narrower.
- Traffic forecast would not require this much space.
- More greenery should be provided.
- Need more distance between sidewalks and buildings.
- Do not allow on-street parking.

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

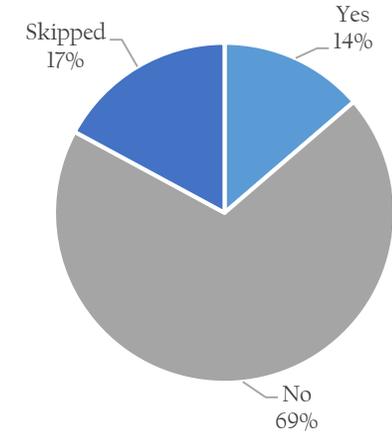
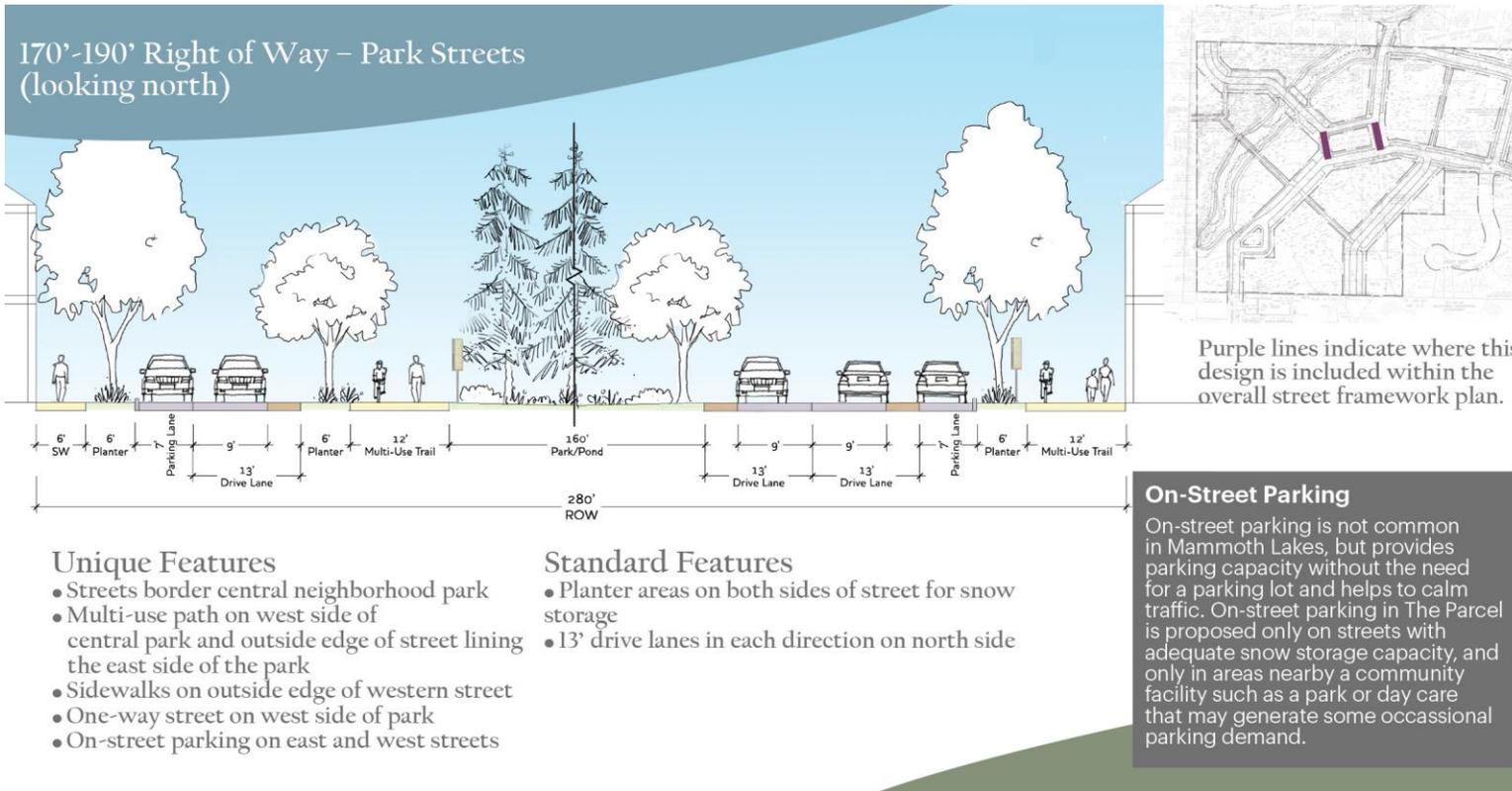
- Planter areas on both sides of street for snow storage
- 13' drive lanes in each direction on north side

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 occasional parking demand.

Street Sections

Do you have any comments about the 170' – 190' Right of Way – “Park Streets” (looking north) design?



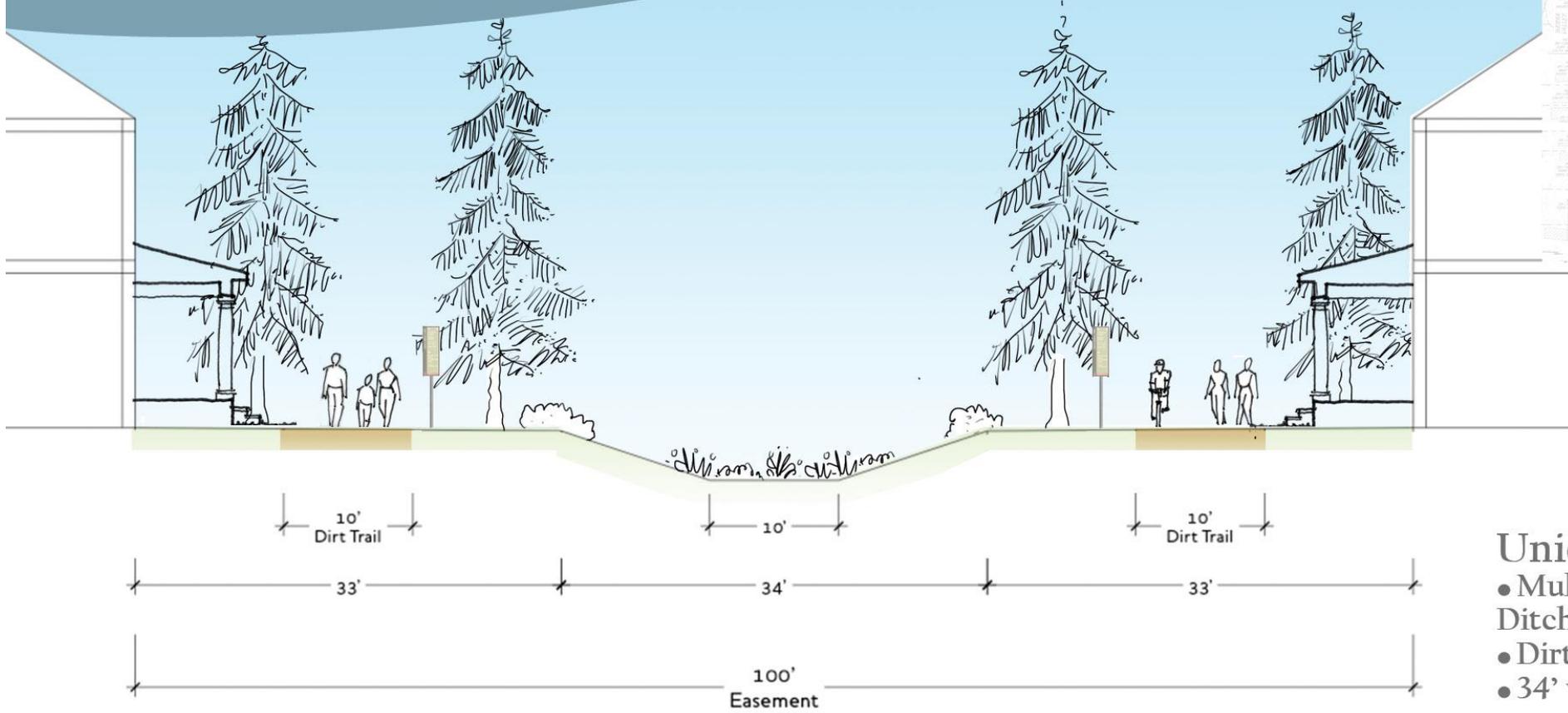
Successes:

- Looks good.
- Support maintaining on-street parking.

Comments/Concerns:

- One multi-use trail is enough.
- Right of way is too wide.
- Don't waste space.
- Too much traffic access.
- More greenery should be provided.
- Do not allow on-street parking.

100' Easement – Mill Ditch path



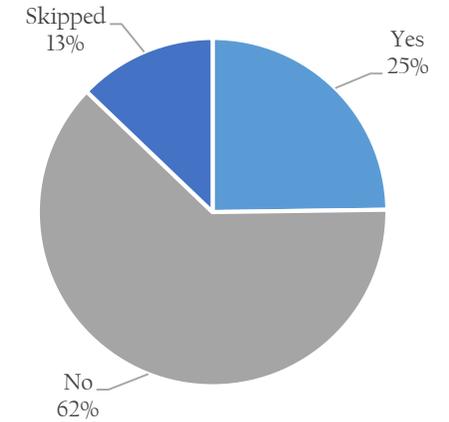
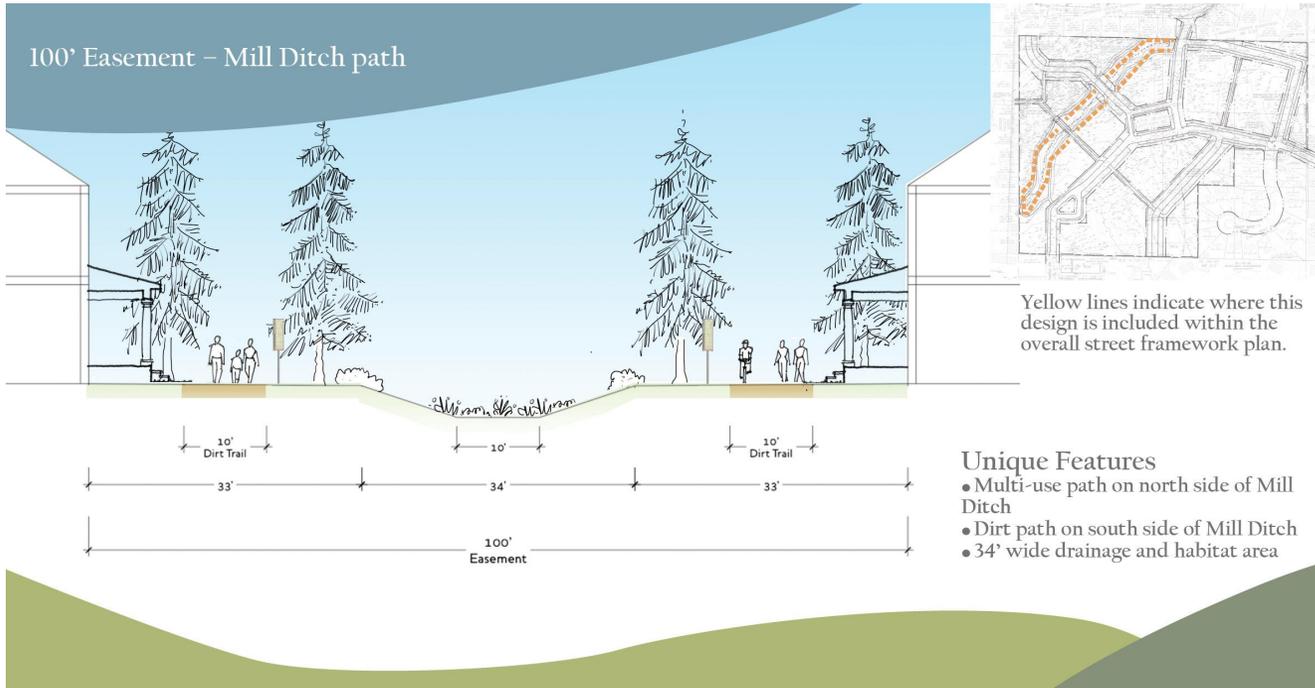
Yellow lines indicate where this design is included within the overall street framework plan.

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

Street Sections

Do you have any comments about the 100' Easement – “Mill Ditch” path design?



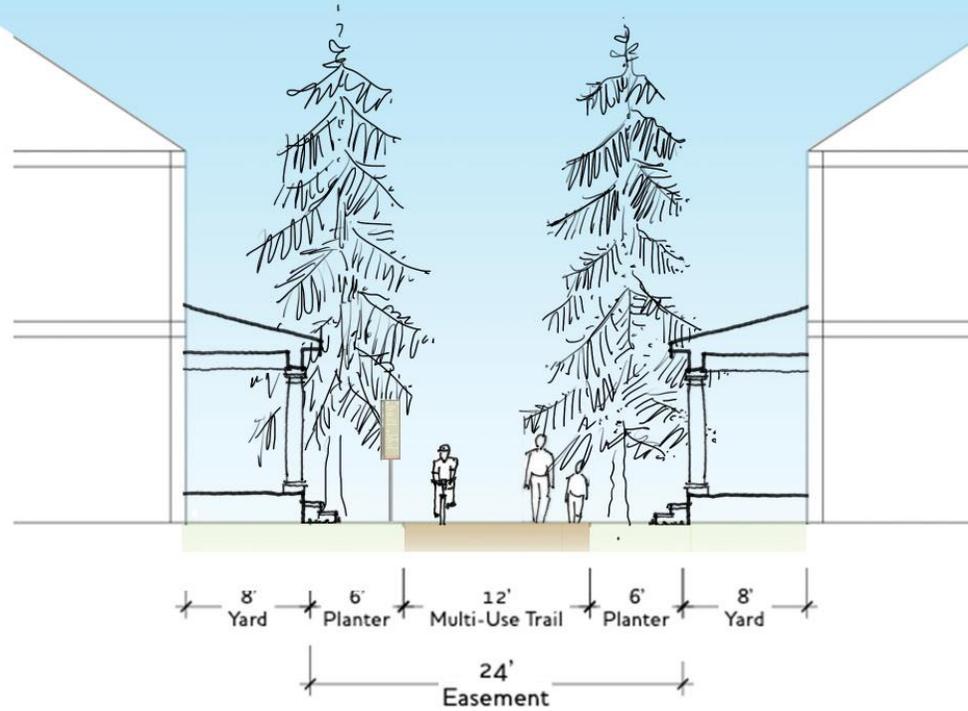
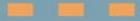
Successes:

- Love this / great feature.
- Support keeping it as natural as possible.

Comments/Concerns:

- Cover it and use it for development.
- Don't waste space.
- The easement could be even larger.

24' Easement – Multi-Use Path



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

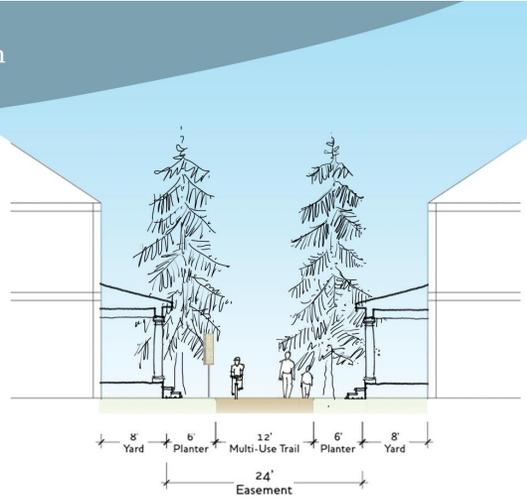
Unique Features

- Multi-use trail, buffered by planting areas

Street Sections

Do you have any comments about the 24' Easement – Multi-Use Path design?

24' Easement – Multi-Use Path

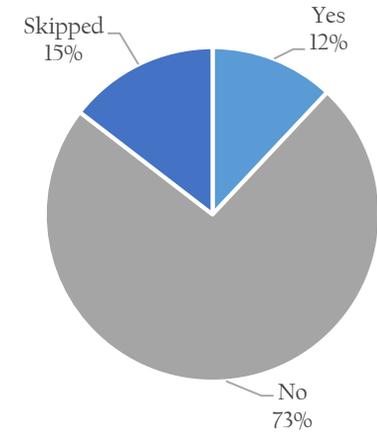


Unique Features

- Multi-use trail, buffered by planting areas



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



Successes:

- Love this / great feature.

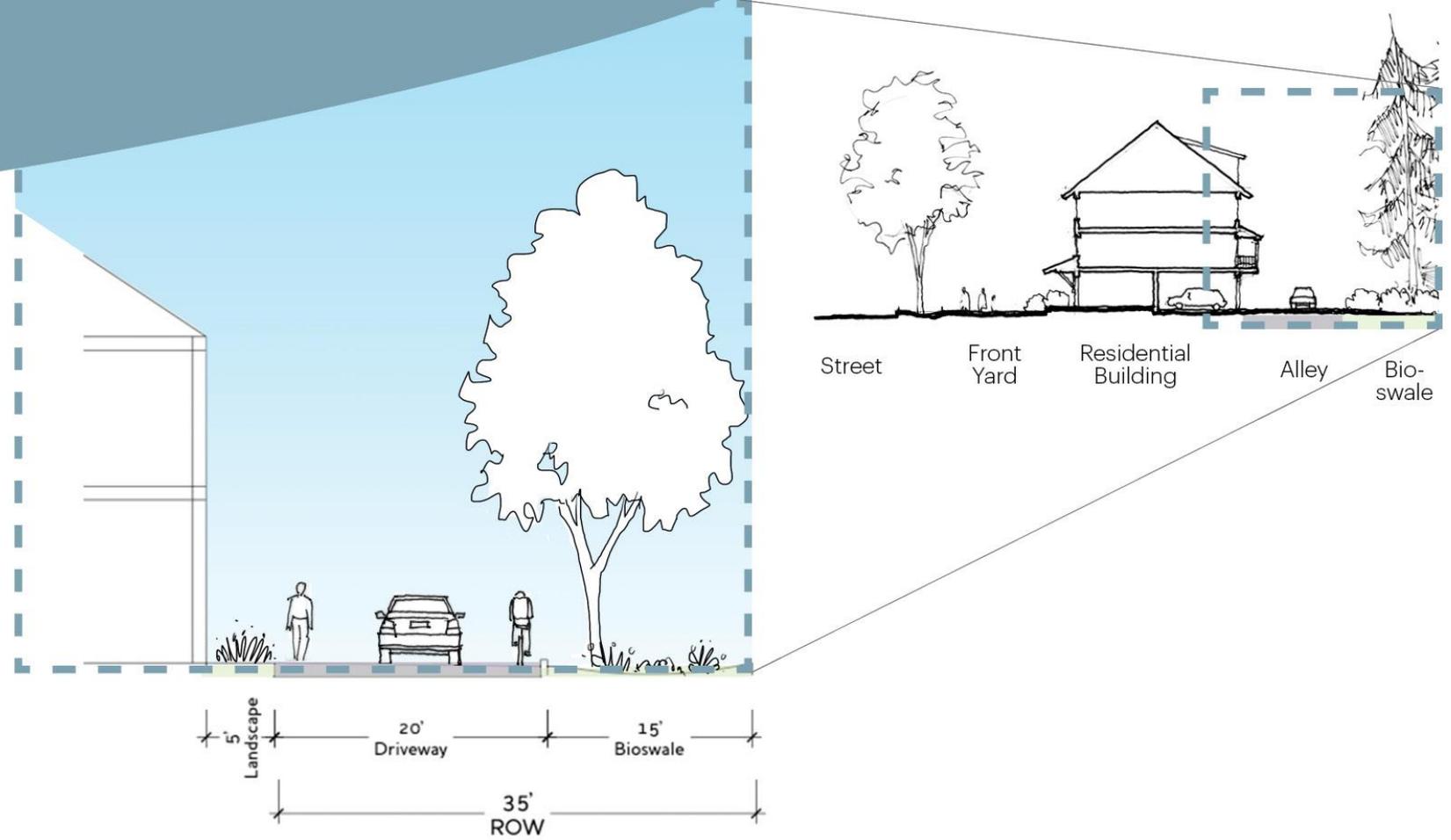
Comments/Concerns:

- Too wide.
- Too narrow.
- Doesn't seem like adequate snow storage is provided.

35' Right of Way – Alley

Unique Features

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



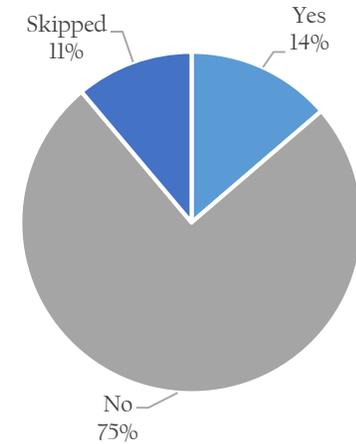
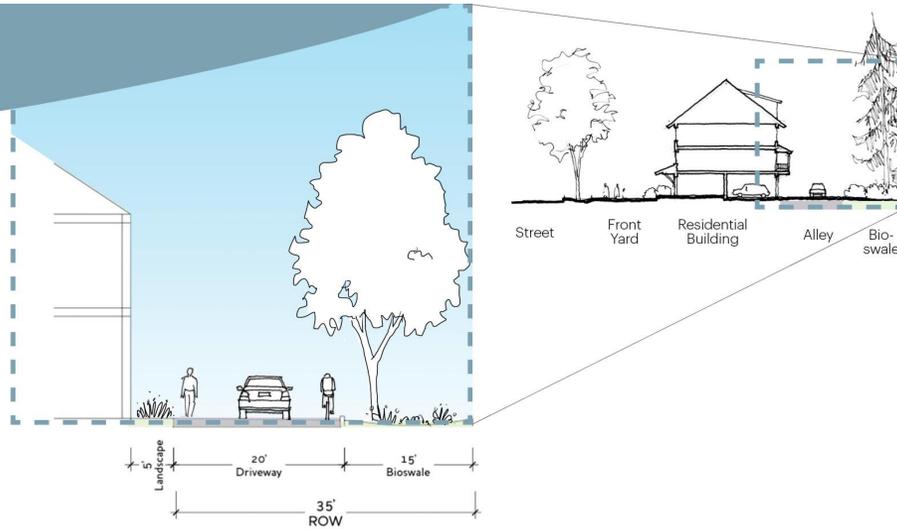
Street Sections

Do you have any comments about the 35' Right of Way – “Alley” design?

35' Right of Way – Alley

Unique Features

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



Successes:

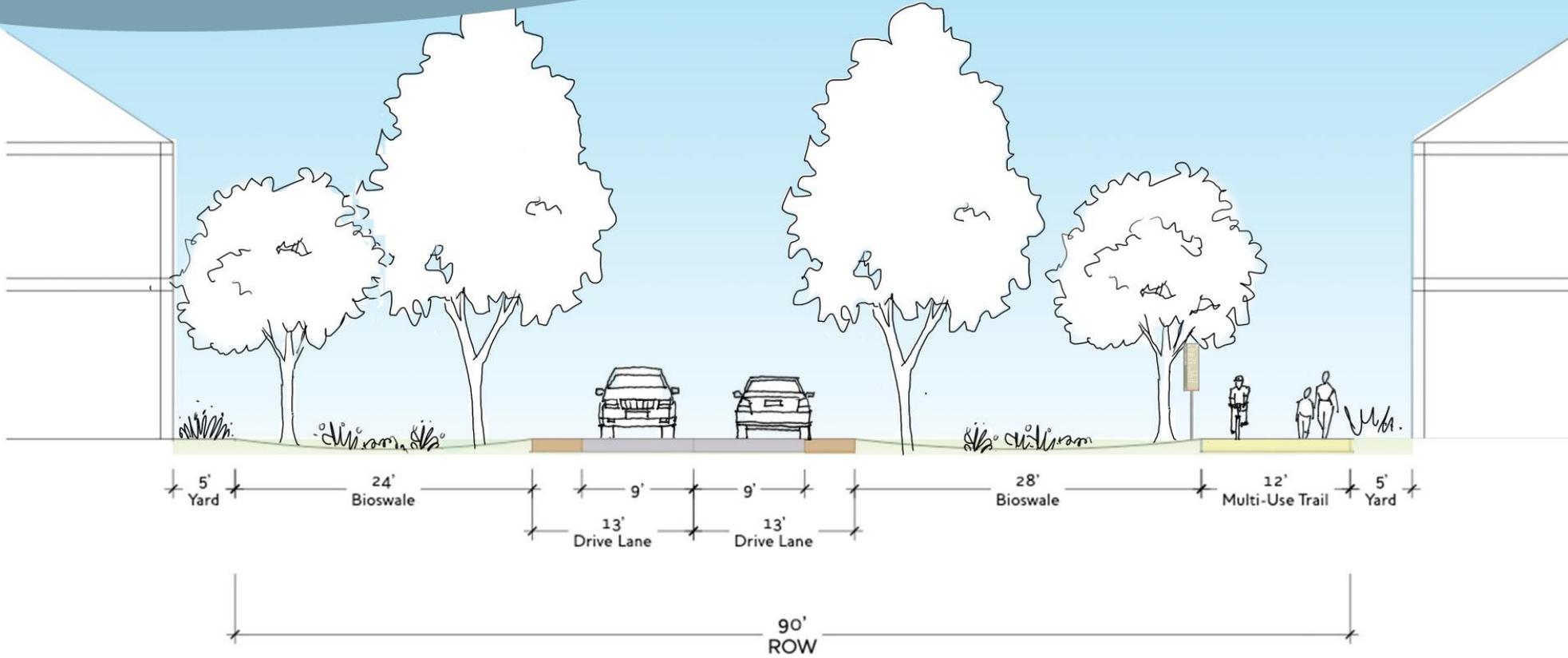
- Looks functional / good use of space.

Comments/Concerns:

- Alley will be misused for parking and storage.
- Concerned about snow storage.

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

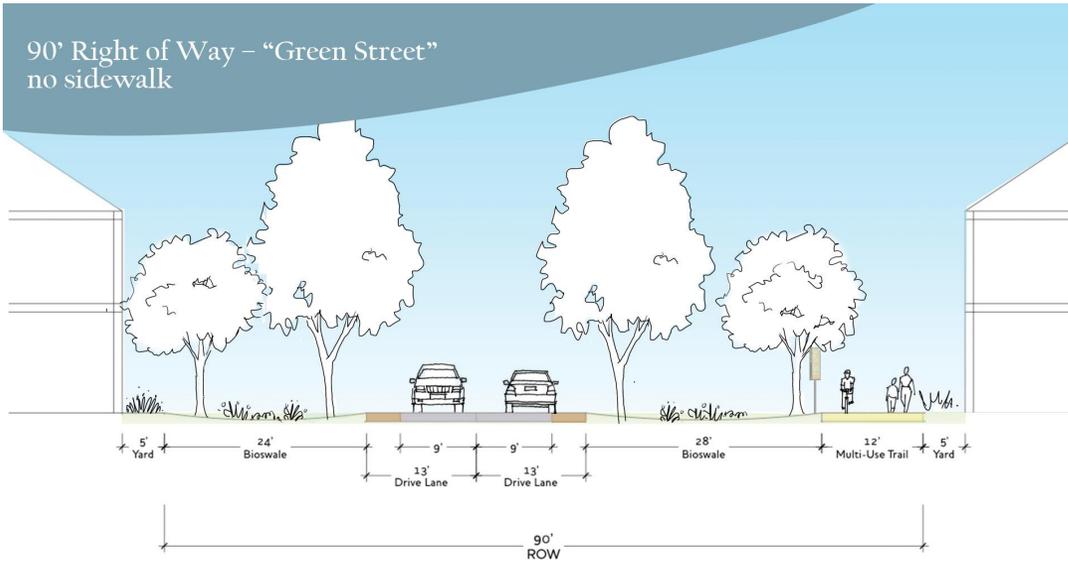
- Multi-use path on north side of street

Standard Features

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

Street Sections

Do you have any comments about the 90' Right of Way – “Green Street” with no sidewalks design?



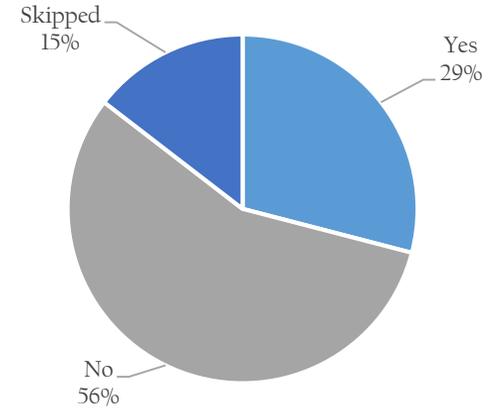
* Note: This street design is not currently included in any framework alternative, but has been included here to provide flexibility and options as the plans evolve.

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



Successes:

- This fits Mammoth’s existing style.

Comments/Concerns:

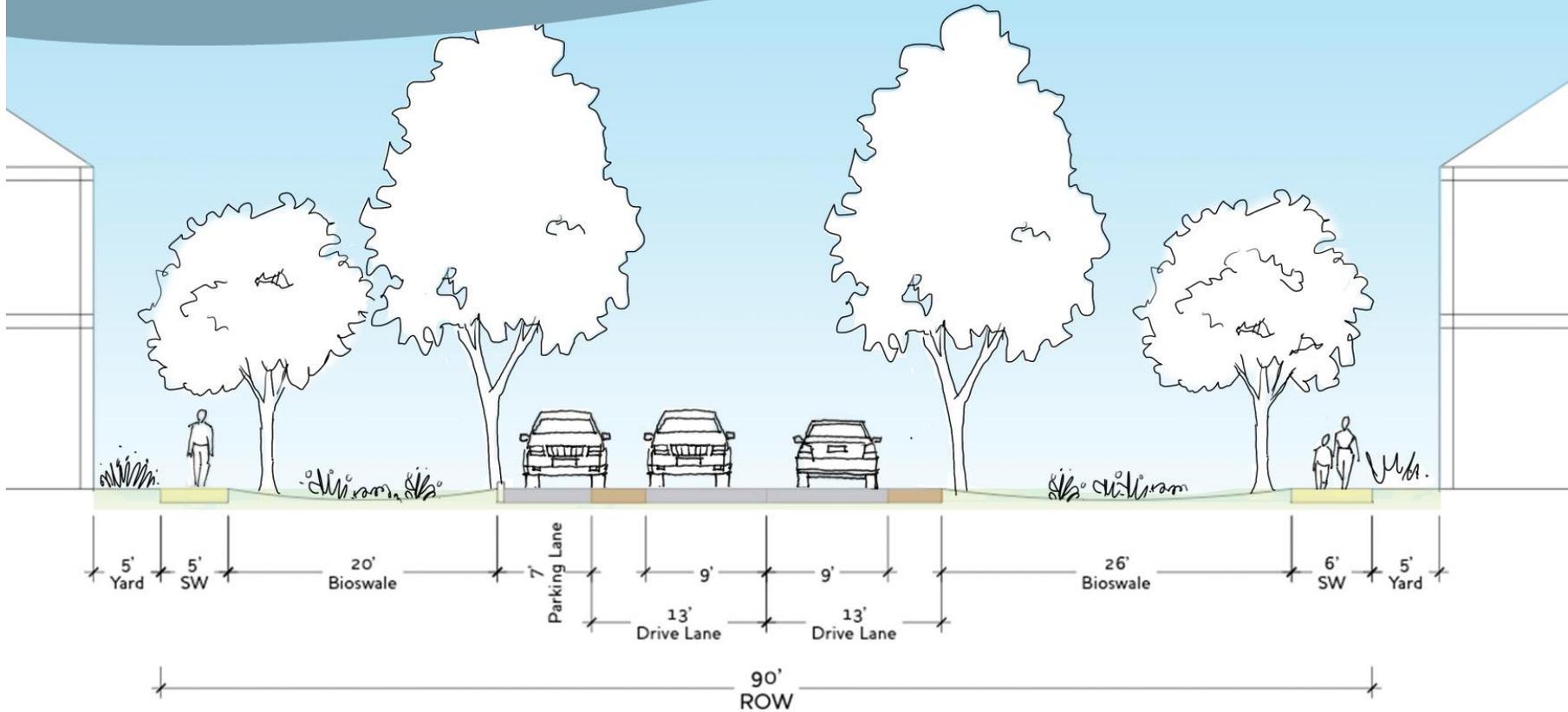
- Don’t eliminate sidewalks.
- If sidewalks are removed, include more on-street parking.
- More greenery should be provided.
- Need bike lanes on the street.

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 occasional parking demand.



Unique Features

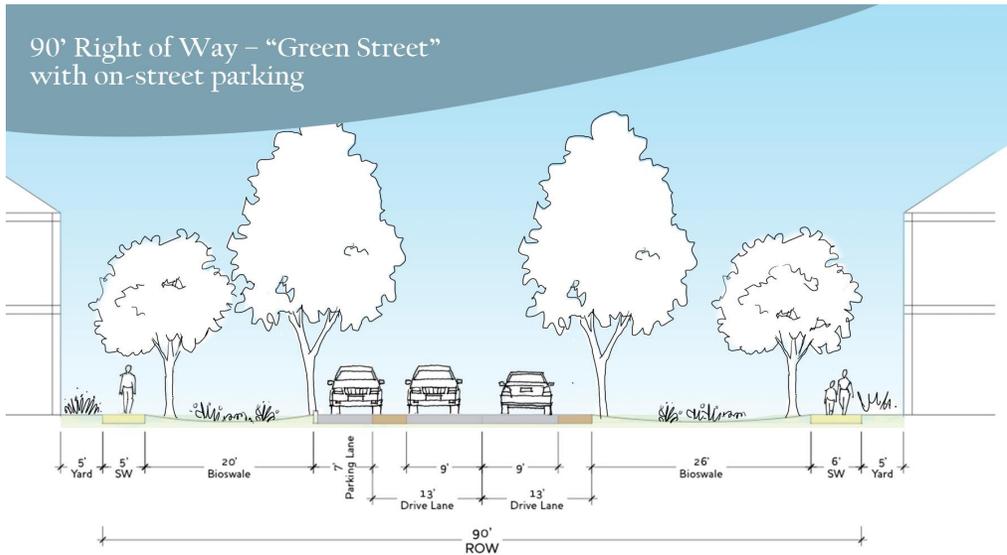
- Sidewalk on south side of street
- On-street parking on south side of street

Standard Features

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

Street Sections

Do you have any comments about the 90' Right of Way – “Green Street” with on-street parking design?



* 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

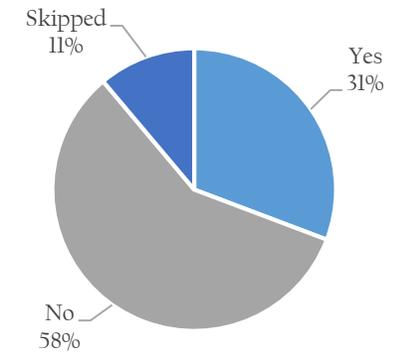
On-street parking is not common in Mammoth Lakes, but provides parking capacity without the need for a parking lot and helps to calm traffic. On-street parking in The Parcel is proposed only on streets with adequate snow storage capacity, and only in areas nearby a community facility such as a park or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



Successes:

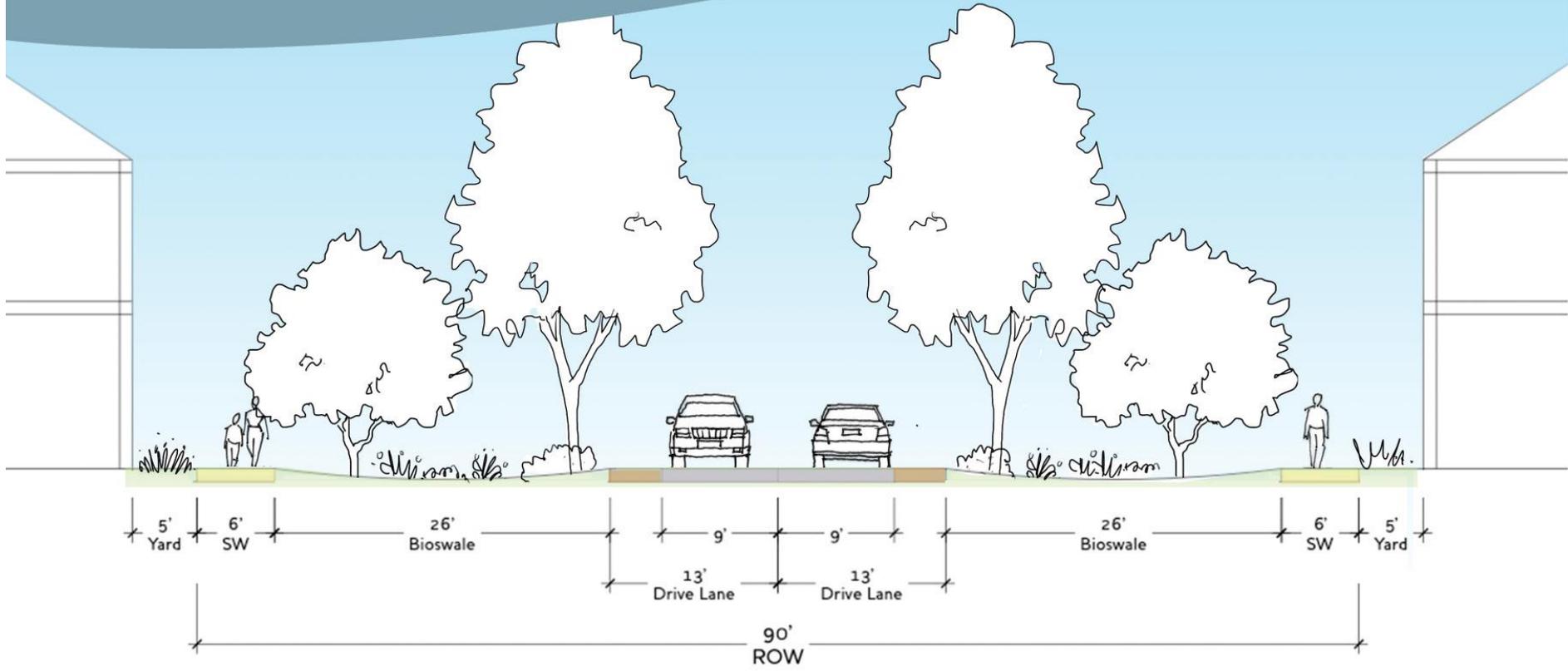
- Love this section.
- Support maintaining sidewalks.
- Good option to consider – on-street parking may be more useful than two multi-use paths.

Comments/Concerns:

- Right of way is too narrow.
- Multi-use paths should be provided.
- Do not allow on-street parking.
- Do not include trees or landscaping in bioswales.
- More greenery should be provided.
- Don't waste space – high density housing is needed.

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.

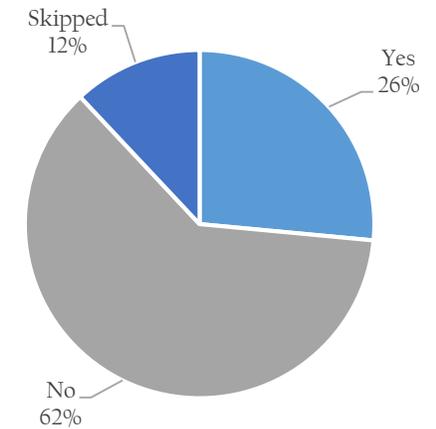
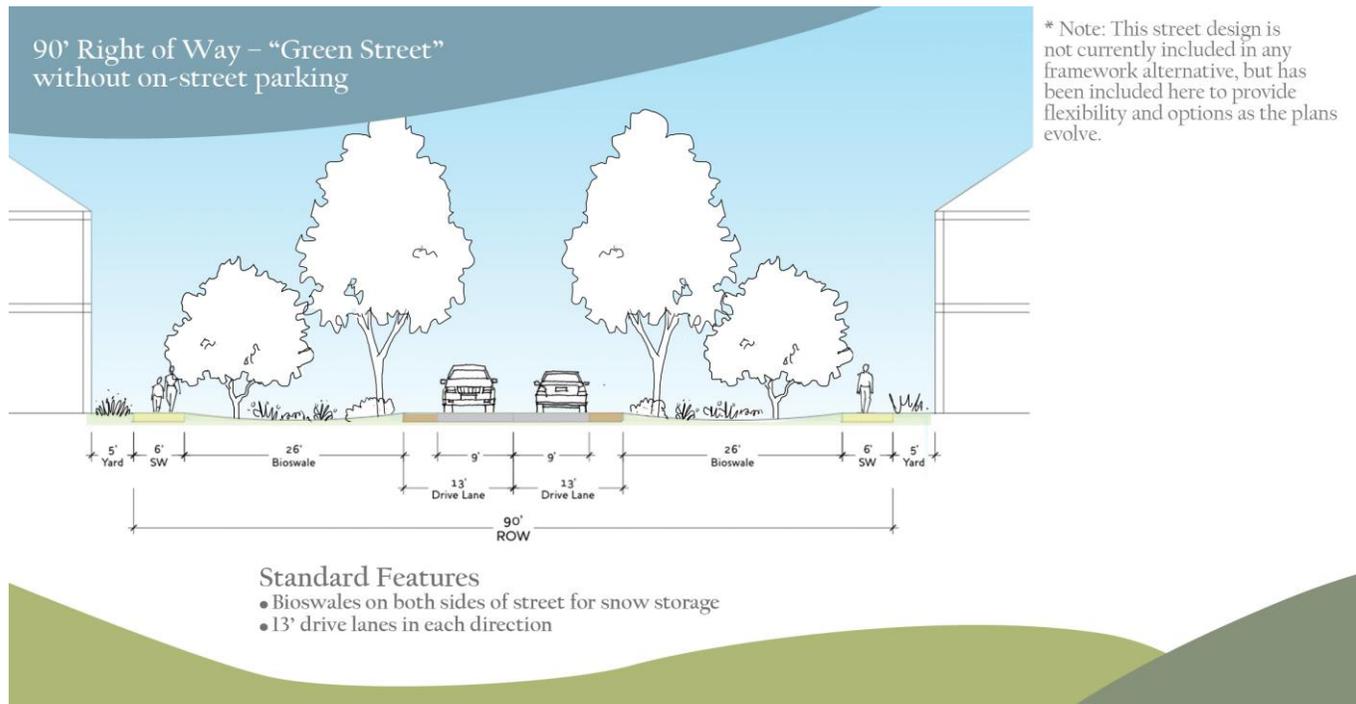


Standard Features

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

Street Sections

Do you have any comments about the 90' Right of Way – “Green Street” without on-street parking design?



Successes:

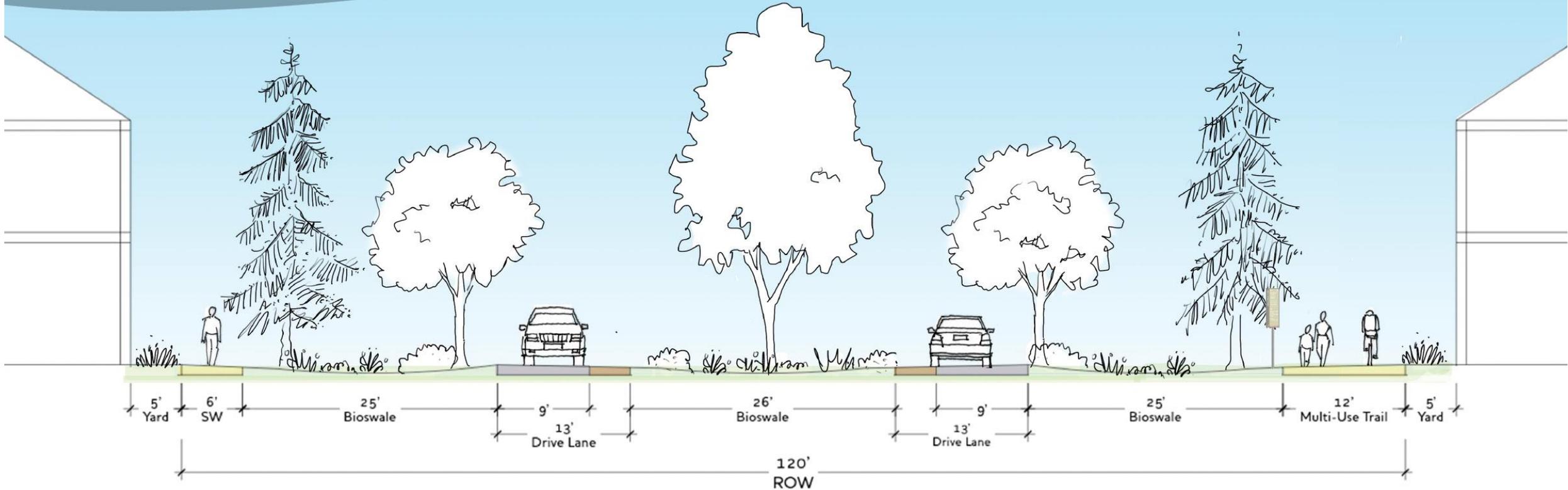
- Looks great.
- This section shows the best option for adequate snow storage.

Comments/Concerns:

- Prefer sidewalk on one side and multi-use path on the other.
- Need on-street parking.
- Need bike lanes on the street.
- Don't waste space – high density housing is needed.

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

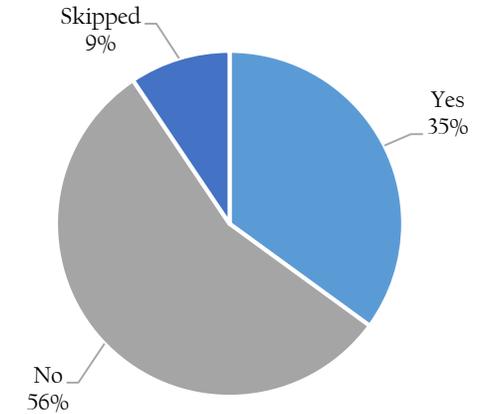
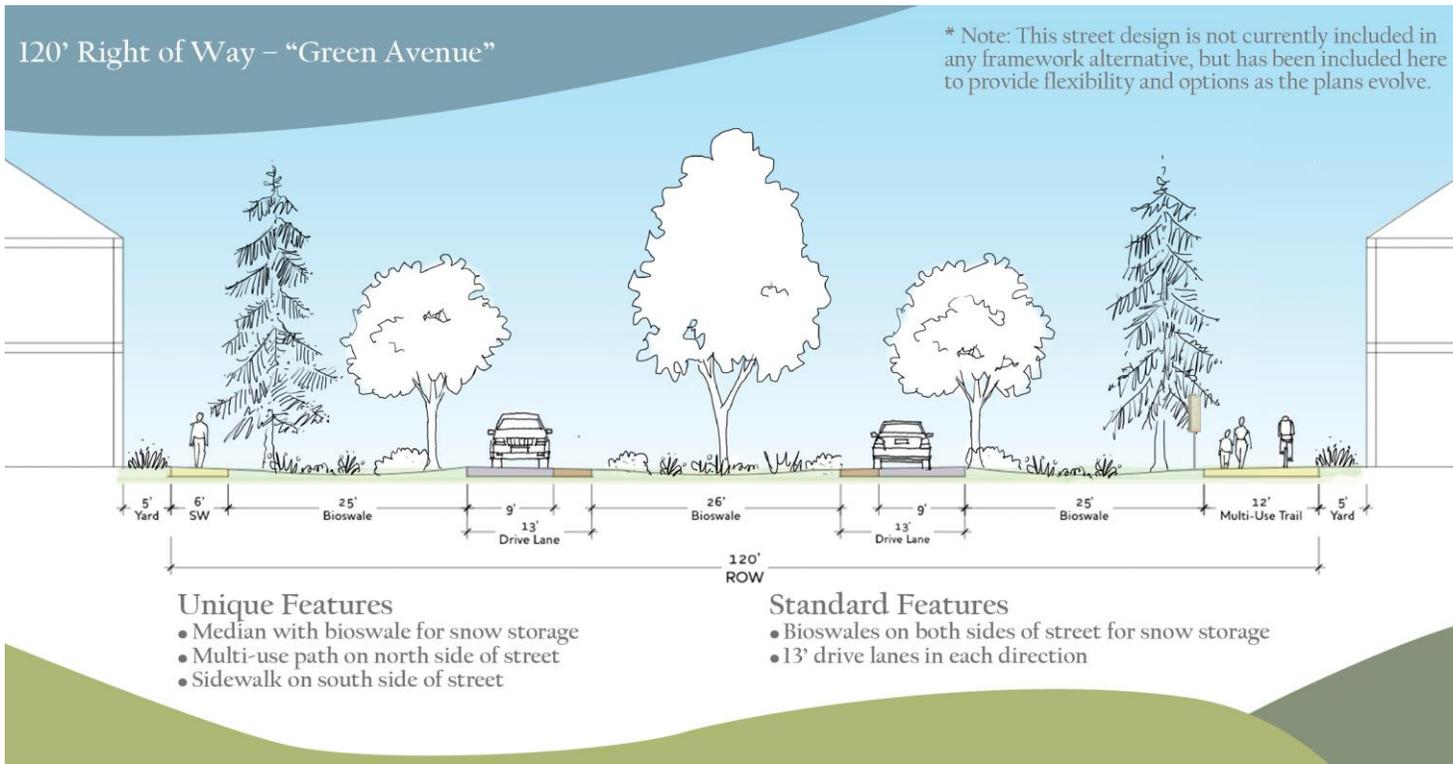
- Median with bioswale for snow storage
- Multi-use path on north side of street
- Sidewalk on south side of street

Standard Features

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

Street Sections

Do you have any comments about the 120' Right of Way – “Green Avenue” design?



Successes:

- Looks great.
- Provides effective buffers.
- Best section.

Comments/Concerns:

- Right of way is too wide / amenities are unnecessary.
- Do not include trees or landscaping in bioswales.
- Need on-street parking.
- Don't waste space – high density housing is needed.

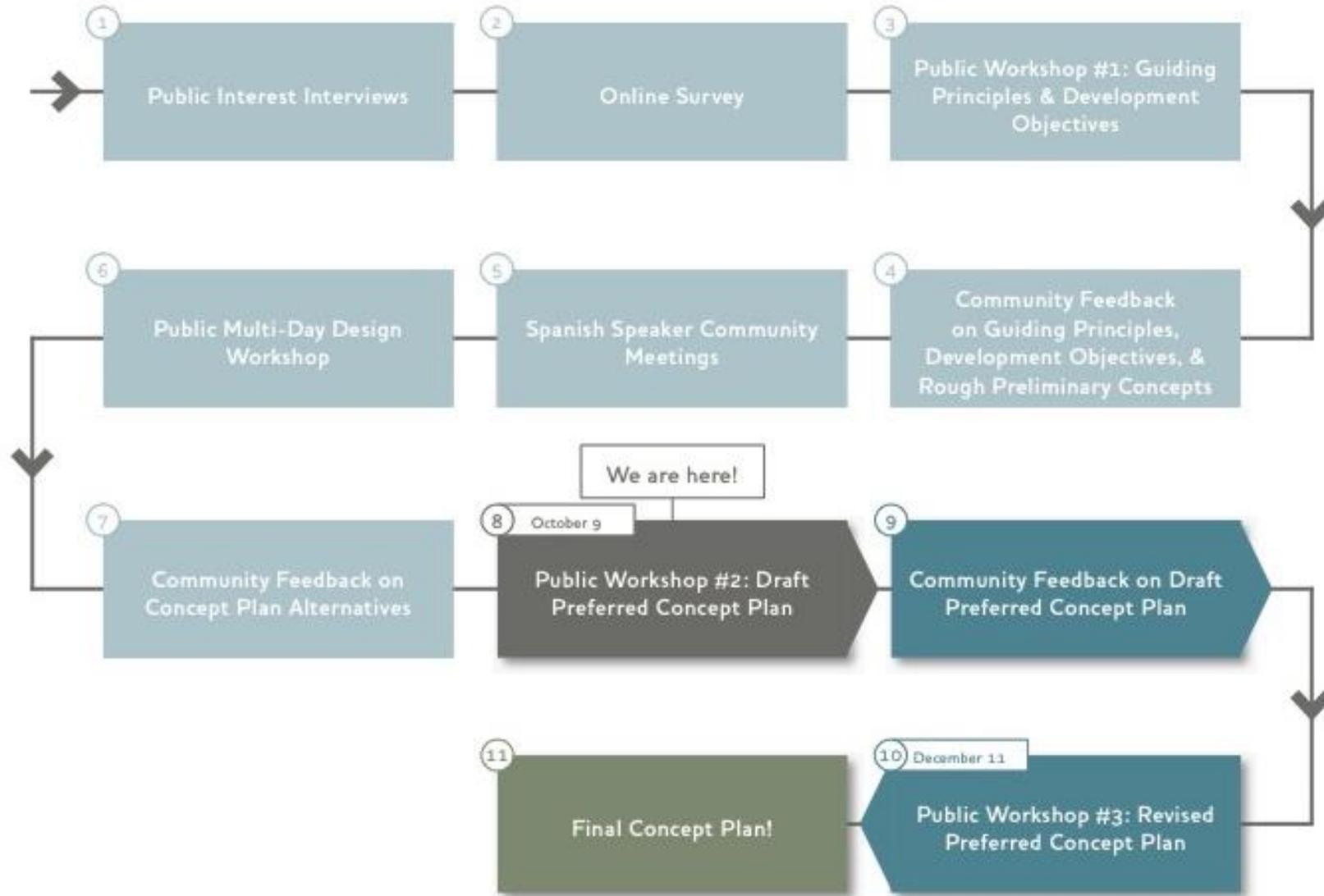
Other Comments

Do you have anything else to add?

- Make sure affordable housing remains the priority.
- Child care facilities would be a useful/necessary resource.
- Ensure the mountain town character is maintained.
- Lean toward more urban environment with “feet first” mentality to meet our community’s long-term housing needs.
- Preserve open space and as many trees as possible.
- Consider additional snow storage areas.
- Ensure this is a community-oriented neighborhood.
- Need more information on drainage and its adequacy in special weather events (e.g., rain on snow).
- Need more information on the funding gaps.
- Need more information on street sections and options.
- Good job! Excited about the future!

What's Next?

What's Next?



Stay Informed!

Find out more: www.theparcelmammothlakes.com.

“Like” The Parcel Facebook page

“Follow” The Parcel on Twitter and Instagram

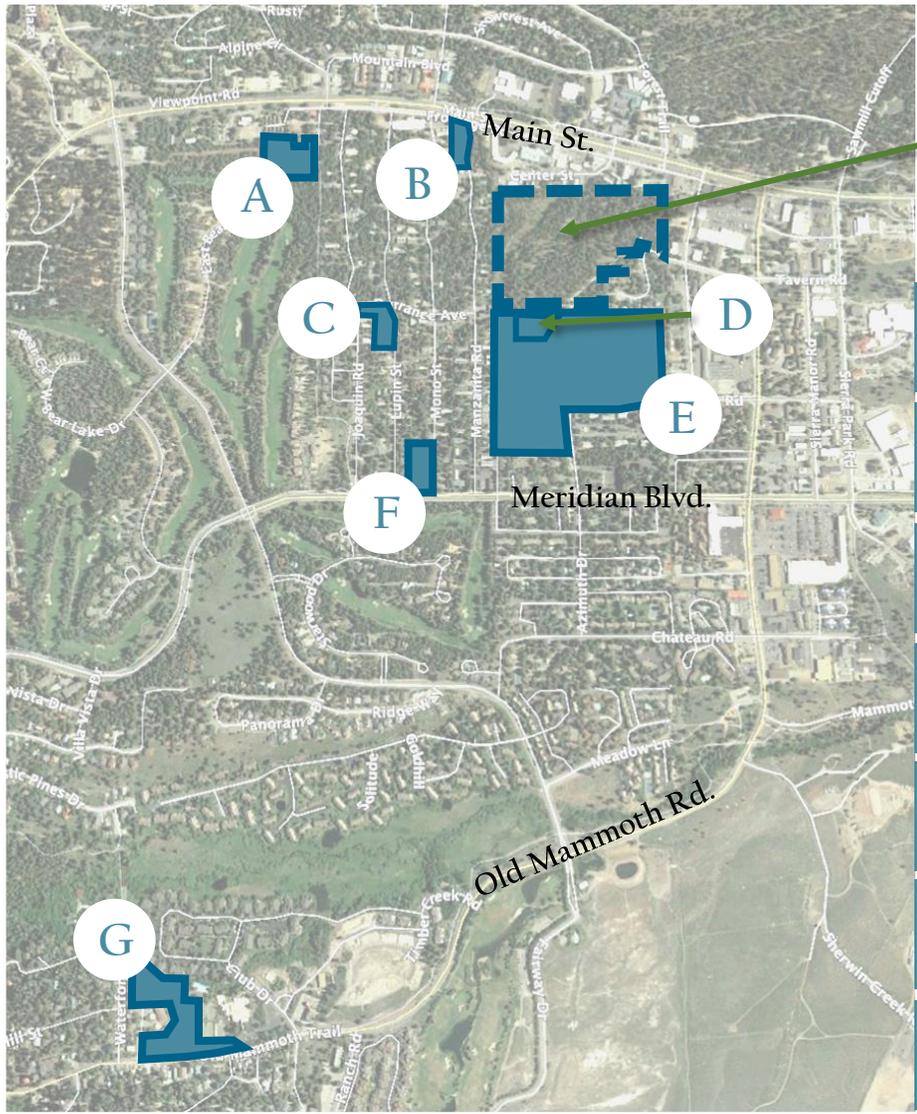
Sign up to participate online: EngageMammothLakes.com

Grady Dutton, Public Works Director, theparcel@TownofMammothLakes.ca.gov or (760) 965-3659
(please leave a message).



End

Density Comparisons



The Parcel (25 acres)

- Low Alternative – 350-400 units – 14-16 du/ac
- Medium Alternative – 400-450 units – 16-18 du/ac
- High Alternative – 450-550 units – 18-22 du/ac

A	San Joaquin Villas	16.13 du/ac
B	Manzanita Apartments	14.1 du/ac
C	Jeffrey's Apartments	18.39 du/ac
D	Sherwin View Park Apt.	13.59 du/ac
E	25 Acres south of Parcel	13.04 du/ac
F	Meridian Court	25 du/ac
G	Aspen Village	15.77 du/ac

Density Comparisons

The Parcel (25 acres)

Low: 350-400 units, 14-16 du/ac

Med: 400-450 units, 16-18 du/ac

High: 450-550 units, 18-22 du/ac

San Joaquin Villas	<ul style="list-style-type: none"> • 2.48 acres • 40 units 	<ul style="list-style-type: none"> • 16.13 du/ac
Manzanita Apartments	<ul style="list-style-type: none"> • 0.99 acres • 14 units 	<ul style="list-style-type: none"> • 14.1 du/ac
Jeffrey's Apartments	<ul style="list-style-type: none"> • 0.87 acres • 16 units 	<ul style="list-style-type: none"> • 18.39 du/ac
Sherwin View Park Apts.	<ul style="list-style-type: none"> • 2.06 acres • 28 units 	<ul style="list-style-type: none"> • 13.59 du/ac
25 acres south of The Parcel	<ul style="list-style-type: none"> • 25 acres • 238 units 	<ul style="list-style-type: none"> • 13.04 du/ac
Meridian Court	<ul style="list-style-type: none"> • 0.96 acres • 24 units 	<ul style="list-style-type: none"> • 25 du/ac
Aspen Village	<ul style="list-style-type: none"> • 3.31 acres, 52 units - affordable • 1.51 acres, 24 units - market rate 	<ul style="list-style-type: none"> • 15.71 du/ac • 15.89 du/ac

Parking Rate Comparison

Alternative	Parking Required by Town Code	Parking Proposed		Difference
Low (Alt. 1)	580	Tuck-under	370	(80)
		On-street	130	
		TOTAL	500	
Medium (Alt. 2)	630	Tuck-under	320	+160
		Garage*	340	
		On-street	130	
		TOTAL	790	
High (Alt. 3)	720	Tuck-under	520	(70)
		On-street	130	
		TOTAL	650	

- Town policies to reduce car reliance (Mobility Plan/ Element; Walk, Bike, Ride; etc.)
- Funding available for projects with reduced parking
- Trends towards reduced car ownership
- Innovations for car and ride-sharing

* Garage is wrapped with apartments. Garage parking includes spaces for those apartments wrapping the garage plus ~240 spaces for The Parcel residents at large.

- State law prohibits a parking rate higher than 0.5 spaces per unit to be imposed when an affordable housing project is located within ½ mile of a major transit stop (inclusive of guest and handicap parking)
- SB 35 prohibits a parking rate of greater than 1 parking space per unit to be imposed on affordable housing projects consistent with SB 35 (prevailing wage, skilled and trained labor)



Open Space Comparison

Alternative	Common Area/Rec Space Required by Town Code	Open Space Proposed		Difference
Low (Alt. 1)	53,000 – 60,000 s.f.	Formal Open Space (Neighborhood Parks)	21,000 s.f.	+58,600 s.f.
		Mill Ditch	94,000 s.f.	
		Community Facility	3,600 s.f. *	
		TOTAL	118,600 s.f.	
Medium (Alt. 2)	60,000 – 68,000 s.f.	Formal Open Space (Neighborhood Parks)	21,000 s.f.	+50,600 s.f.
		Mill Ditch	94,000 s.f.	
		Community Facility	3,600 s.f. *	
		TOTAL	118,600 s.f.	
High (Alt. 3)	68,000 – 83,000 s.f.	Formal Open Space (Neighborhood Parks)	21,000 s.f.	(58,400 s.f.)
		Mill Ditch	0 s.f.	
		Community Facility	3,600 s.f. *	
		TOTAL	24,600 s.f.	

- Bioswale areas along streets (open space in summer/ snow storage in winter) are ~ 150,000 s.f. (additional).
- Additional common area/rec space will be provided in each phase/project.

* Building footprint can accommodate more space for a community facility, but 3,600 s.f. was assumed.