



## Town of Mammoth Lakes

### Planning & Economic Development Commission Staff Report

Meeting Date: April 13, 2022

**AGENDA TITLE:** Consideration of the Parking Management Plan as a condition of approval for Use Permit 21-005 for the interim "Phase One" redevelopment of the Sierra Nevada Resort site located at 164, 202 and 248 Old Mammoth Road.

Applicant/ Property Owner: WH SN Mammoth, L.L.C.

**REQUESTING DEPARTMENT:**

**Community & Economic Development**

Sandra Moberly, Community and Economic Development Director

Gina Montecallo, Assistant Planner

**OBJECTIVE:**

1. Hear Staff and Applicant presentations
2. Planning & Economic Development Commission (PEDC) discussion
3. Public comments (as needed)
4. PEDC action to either:
  - a. Approve the Parking Management Plan of Use Permit #UP 21-005 with conditions as recommended by staff;
  - b. Approve the Parking Management Plan with modifications; or
  - c. Deny the Parking Management Plan

**SUMMARY:**

Proposal: The Parking Management Plan would consist of combination of solutions to mitigate the 34-space parking deficiency which is proposed as part of the Sierra Nevada Resort Redevelopment project. Design Review 21-005 and Use Permit 21-005 for the Sierra Nevada Resort Redevelopment Project were approved at the February 9<sup>th</sup>, 2022, PEDC hearing with the condition that the Parking Management Plan would require an additional PEDC approval prior to issuance of building permits. The Parking Management Plan would allow for a 15% reduction in required parking (186 parking spaces proposed) with the incorporation of a valet program, a monitoring study, and the use of nearby public parking.

Project Name: Sierra Nevada Resort Redevelopment  
Location: 164, 202 and 248 Old Mammoth Road  
Size of Property: 6.09 acres  
Zoning: Clearwater Specific Plan  
General Plan: Clearwater Specific Plan

## KEY ISSUES:

1. Can a parking reduction be approved pursuant to Condition No. 30 of Resolution No. PEDC 2022-06 for the approval of the Major Design Review 21-005 and Use Permit 21-005?

### I. INTRODUCTION AND BACKGROUND

The project site is currently the location of the Sierra Nevada Resort, a roughly 6.09-acre complex that includes a 149 unit, 2-story hotel, Rafters Restaurant and Jimmy's Taverna buildings that total in 15,600 square feet of restaurant space, a miniature golf course and pool. The resort was originally built in 1967 and was renovated in 2014. There are currently 230 parking spaces serving the site, distributed along Old Mammoth Road, Sierra Nevada Road, Laurel Mountain Road and along the north end of the property.

On February 9<sup>th</sup>, 2022, PEDC approved Major Design Review 21-005 and Use Permit 21-005 for the Sierra Nevada Resort Redevelopment Project. The approved project's scope entails the demolition of Jimmy's Taverna and Frosty's Miniature Golf Course, the renovation of the current 149-unit hotel with both interior and exterior improvements, the addition of 30 new resort cabins for a revised total of 179 hotel rooms, the enhancement of the Old Mammoth Road frontage and improvements to the site amenities. In addition, an Affordable Housing Mitigation Plan would incorporate seven employee housing units within the renovated hotel.

The Project proposes a 186-space surface parking lot to serve the hotel, restaurant, and related uses, which would result in a 34-space deficit per the Clearwater Specific Plan Amended Phase One parking standards. The Applicant has responded to the parking deficit by providing a Shared Parking Analysis which concludes that a surplus of 1 parking space exists during Saturday peak times. Additionally, to ensure that the parking demand is being met and to prevent overflow parking from negatively impacting adjacent residential neighbors, a Parking Management Plan (**Attachment 1**) has been proposed. According to Condition No. 30 of Resolution No. PEDC 2022-06 for the approval of the Major Design Review 21-005 and Use Permit 21-005, *"prior to issuance of a grading permit, Applicant shall submit a final Parking Management Plan which shall be reviewed and approved by the Planning and Economic Development Commission. The plan shall be in the form of a recorded document mutually agreed to between the property owner and the Town and shall address, at minimum, parking for standard hotel and restaurant operations as well as specific accommodations for special events. Such accommodations may include, but are not limited to, parking for oversized vehicles, valet parking operations, dedicated shuttles and/or the availability of additional off-site parking. At a minimum, the project shall include 184 vehicle parking spaces, with exterior surface parking spaces having a minimum size of 10-feet x 20-feet. Any potential valet parking stalls are not required to be striped, but evidence shall be provided that there is adequate space for the stalls and drive aisle to coexist."*

See **Figure 1** for the overall site plan provided by the applicant which shows the development and improvements as part of the Amended Phase One of the CSP.



Figure 1: Amended Phase One Site Plan

## II. PARKING MANAGEMENT PLAN PROPOSAL AND ANALYSIS

The Project proposes a 186-space surface parking lot to serve the hotel, restaurant, and related uses, which would result in a 34-space deficit per the Clearwater Specific Plan Amended Phase One parking standards. The proposed Parking Management Plan (**Attachment 1**) will employ a series of solutions to address the 34-space parking deficit. The Plan would consist of using a valet program along with a combination of on-street public parking spaces, public parking lots and private satellite parking lots.

The proposed project will implement valet parking at 85% percent occupancy of the 179-room hotel (152 occupied rooms). The percentage of occupancy that would trigger valet parking was based on the percentage of total rooms that allow the project to meet existing parking requirements, which is 85%. Once occupancy exceeds 85%, the project no longer complies with the Town parking requirements and therefore would need to implement mitigation measures.

The valet parking operations will include three valet attendants for the parking and retrieval of guest vehicles, as well as three off-site valet parking locations: Laurel Mountain Road on-street parking (approximately 10 spaces), the Town parking lot at the southeast corner of the intersection of Old Mammoth Road/Tavern Road (up to 50 spaces), and at 3721 Main Street which will have 10 additional spaces on an area with a compacted surface and stormwater retention. The Plan would be able to utilize approximately 10 future on-street public parking spaces on Laurel Mountain Road adjacent to the project, that are planned to be constructed in the summer of 2022 as

part of the Town’s “Laurel Mountain Road Rehabilitation and Sidewalk” capital project. Consistent with other public parking throughout Town, the spaces would be open to the public and would not permit parking overnight. Condition No. 52 of Resolution No. PEDC 2022-06 requires the property owner to enter into an agreement with the Town, taking responsibility for the removal and storage of snow from the sidewalk and the parking spaces adjacent to the project. A formal agreement with the property owner of 3721 Main Street confirming the applicant’s permission to use the lot for parking will be provided prior to Certificate of Occupancy.

The first 10 parking spaces on the north end of the site will be coned off to provide 150 feet of queuing capacity (or 6 vehicles at approximately 25 feet per vehicle). In addition, the first 4 parking spaces just west of the hotel entry will be reserved for any guests that may request early retrieval of their valet parked vehicles. Hotel/Restaurant guests will drop-off and pick-up vehicles in from of the Sierra Nevada Hotel main entrance. During the time valet parking is in place signs will be placed at all four entrances directing guests to the valet attendants. To minimize curbside congestion, valets will receive vehicles at the drop-off location and immediately move to into the queuing area across from the entry way so they can be parked after any rush. Short term guests who would like to self-park will be directed to offsite local public parking options. Valets will prioritize accommodating short-stay-guest vehicles on-site and long-stay-guest vehicles off-site. Protocols for guest vehicle pick-up will ensure the drop-off and pick-up location does not remain occupied unnecessarily. Parking for tour busses will be in designated areas. A typical bus is 45 ft in length (approximately 5 parking spaces) and consists of up to 25 rooms of occupancy creating additional available parking for other guests.

### **III. PARKING MANAGEMENT PLAN ANALYSIS**

The proposed Parking Management Plan meets the requirements of Condition No. 30 of Resolution No. PEDC 2022-06 by implementing an effective valet program which would be triggered at 85% hotel occupancy. The valet program would be a complimentary service for both hotel and restaurant guests while prioritizing short-term guests. The valet program would utilize on-site parking, on-street public parking along Laurel Mountain Road, the Town Park and Ride public parking lot on the corner of Tavern Road and Old Mammoth Road and, if the public parking is full, valet would utilize a third location at 3721 Main Street that holds 10 spaces. The combination of these sites allows for the valet program to be scalable for a range of occupancy from busy weekends to large special events. This service would enable the operators of Sierra Nevada Resort to manage parking and prevent overflow parking onto nearby streets and private property.

### **IV. STAFF FINDINGS AND RECOMMENDATION**

Staff finds that the proposed Parking Management Plan meets the applicable requirements and recommends that the Planning and Economic Development Commission approve the attached Parking Management Plan, meeting the requirements of Condition No. 30 of Resolution No. PEDC 2022-06.

#### **Attachments**

Attachment 1: Parking Management Plan

Attachment 2: Resolution No. PEDC 2022-06

Attachment 3: DR 21-005 PEDC Staff Report