

TOWN COUNCIL STAFF REPORT

Title: Consider approval of the Parking Management Plan for the Sawyer (Parcel Phase 1) and update on the Kingfisher (Parcel Phase 2)

Meeting Date: October 5, 2022

Prepared by: Sandra Moberly, Community and Economic Development Director

RECOMMENDATION:

Receive an update from staff on the Parcel and approve the final parking management plan for Phase 1 “The Sawyer” in order to satisfy Condition 85 of Town Council Resolution 21-10.

BACKGROUND:

Project Milestones

2021	
Jan. 6	Town Council approved the Parcel Master Plan to establish zoning standards for the site and allow a 100% density bonus on the site for a maximum of 580 units.
Feb. 3	In accordance with the Surplus Land Act, the Town Council approved and awarded the contract for the sale of the Parcel to Pacific West Communities ¹ Inc. This included \$943K loan (land loan \$650K; deferred DIF loan \$296,600) Approved the use permit and design review for Phase 1 of the Parcel to allow 81 units (80 affordable, 1 manager) of housing to be built at the Parcel (Resolution 21-10 – Attachment 1).
Apr. 28	Approved the Disposition and Development Agreement (DDA) between the Town and The Pacific Companies (TPC) to memorialize the terms and conditions for conveyance of land within the Parcel site to TPC for development of the Parcel project. The Council’s approval included a reduction in the maximum unit count allowed within the DDA to 450.
May 5	Approved quitclaim deeds with Center Street and Main Street property owners to resolve a minor overlap between the north property line of the Parcel and the south property lines of the adjoining lots to the north.
Sept/Oct	Tree removal and rough grading began for Phase 1 “The Sawyer”

¹ The Pacific Companies is the parent company of Pacific West Communities.

Oct. 20	The Town Council allocated \$1.2M in local funding for public infrastructure associated with the Parcel. Town staff will work with TPC to determine funding gaps and will seek out grant funding for Parcel infrastructure prior to allocating the \$1.2M for this purpose.
Nov. 3	The Town Council conducted a Groundbreaking Ceremony at the project site, with over 50 members of the public in attendance.
2022	
May 11	PEDC approved TTM 22-001 to allow subdivision of the property into 14 lots for future affordable housing uses, 3 lots for open space and parks, and public street dedications to complete the westerly extension of Tavern Road, the creation of Inyo Street connecting Center Street and Tavern Road, and the northerly extension of Chapparral Road.
May 25	The Town Council approved allocating \$5.03M to the Parcel Phase 2 “Kingfisher” which represents funding of the Town’s portion of the Phase 2 anticipated construction costs.
July 13	PEDC approved Design Review 22-003 for the Parcel Phase 2 Kingfisher development. This included site and building design for the Kingfisher, which includes a total of 148 units (76- and 72-unit phases).
September	TPC submitted for Low Income Housing Tax Credit (LIHTC) and tax-exempt bond (CDLAC) financing. Awards are expected by November 30.

PHASE 1 “THE SAWYER” UPDATE

Following tree removal and rough grading in the fall of 2021, construction on the project resumed in April 2022 with continued construction of the building pads and rough grading of the new roads. Building permits were issued on May 3, 2022, allowing construction of the buildings to begin, starting with foundations and parking podiums. As of today, structural walls and columns to support the second-floor podium of both buildings are complete and forming the post-tensioned concrete podium itself is in progress. Prefabricated building modules, which have been in production since the Spring of 2022, are being delivered to an off-site staging area. Setting of modules on site is anticipated to begin later this month.

Work on the public roads and utility infrastructure has been ongoing throughout this past summer and fall season, starting with sewer, water, and storm drain. Dry utilities (electric, gas, communications) are expected to be installed this fall prior to paving. Construction of sidewalks and multi-use paths will resume this spring.

Completion of The Sawyer Building A and B and the Phase I infrastructure is scheduled for Fall 2023.

Funding

Phase 1 cost (excluding infrastructure) is approximately \$47M. Funding for Phase 1 will come from a variety of sources including California Housing Accelerator funding, Infill Infrastructure Grant funding, Mono County No Place Like Home funding, Mono County MSHA funding, and Town DIF deferrals and below market rate land loan. The Infill Infrastructure Grant contract was executed by the California Department of Housing and Community Development (HCD) on October 19, 2021. The California Housing Accelerator funding notice of award was received on February 3, 2022, and the standard agreement was executed in May 2022.

Parking – Condition of Approval 85

Phase 1 Parking Management Program

The Sawyer was designed to meet the Master Plan’s parking requirements; however, Design Review approval for Phase 1 included the following condition of approval:

85. Prior to the issuance of the first Certificate of Occupancy for a housing unit, the developer shall provide a parking management plan for final approval by the Town Council that demonstrates how alternative modes of transportation will reduce the parking needs for the project with consideration for the entire master planned area. Identified solutions shall be primarily derived from the Town's mobility planning efforts, including both accepted and adopted documents and should be in place prior to the issuance of the first Certificate of Occupancy. The parking management plan, that will be developed in coordination with the Town, should include clear metrics and triggers that allow additional parking to be provided for the project, with consideration for the master planned area, if the management plan does not achieve its goal.

The Pacific Companies (TPC) engaged Fehr & Peers, a traffic/transportation consultant, to complete a parking management plan in accordance with this condition of approval. The parking management plan describes how parking is managed in other similar communities and provides fourteen site specific strategies to manage parking at the Sawyer (**Attachment 2:** Fehr and Peers Parking Management Plan, Table 1, pages 3-4). The applicant has incorporated the strategies 1-5 into the project as required by the Parcel Master Plan:

1. *Long-term bicycle parking* – covered and protected bicycle parking and storage at all times of day.
2. *Short-term bicycle parking* – bicycle racks located near building facility entrances.
3. *On-street parking* – Additional on-street parking for guests or overflow parking.
4. *On-site transit stops* – Design and placement of on-site transit stops to increase access and ridership. Transit stop design should include bus shelter for use in all weather.

5. *Dedicated car and ride share program space* – Provide preferential and dedicated parking space for a community shared car (car not provided by management).

The applicant has committed to implement additional strategies 6-9 which include:

6. *Outlets for electric bicycle charging in bike storage room and common areas* – accessible outlets for residents to charge their electric bicycle in bike storage room and within common areas.

7. *Active Parking Management* – Property management staff responsible for parking management (e.g., ensure tenants not parking in unpaved areas, not parking in front of dumpsters, not parking on neighboring properties). This will include means to identify resident and visitor vehicles (e.g., stickers, hangers, guest parking passes).

8. *Free Educational Materials* – A guide will be provided to residents with alternative transportation mode information such as bicycle facilities/routes, transit routes, and walking paths to key destinations. The applicant has committed to posting materials in the community room or lobby as well as providing to residents.

9. *Gamification/Incentive/Rewards Program* – Property management to create competitions centered around any mode (biking competition, pedometer/walking challenges), develop recognition programs (Commuter of the Month, etc.) and provide prizes.

In addition to the above strategies proposed by the applicant, the Town has independently committed to building an approximately 50-space satellite public parking lot adjacent to the Sawyer and Phase 2 “The Kingfisher” which can serve as overflow parking for residents and park users in any phase. The Town intends on implementing a Town-managed permit process for the parking lot and track the usage to determine whether the additional parking will be needed long term. If Town staff determines that the parking lot is not required to meet project needs the Town may remove the lot at a later date in order to make the lot available for construction of additional affordable housing for the community.

Staff has determined that the proposed strategies will adequately manage the parking at the Sawyer. If unforeseen parking issues beyond the scope of these management strategies occur, the Town can work with TPC to implement additional strategies from Table 1 of the Parking Management Plan.

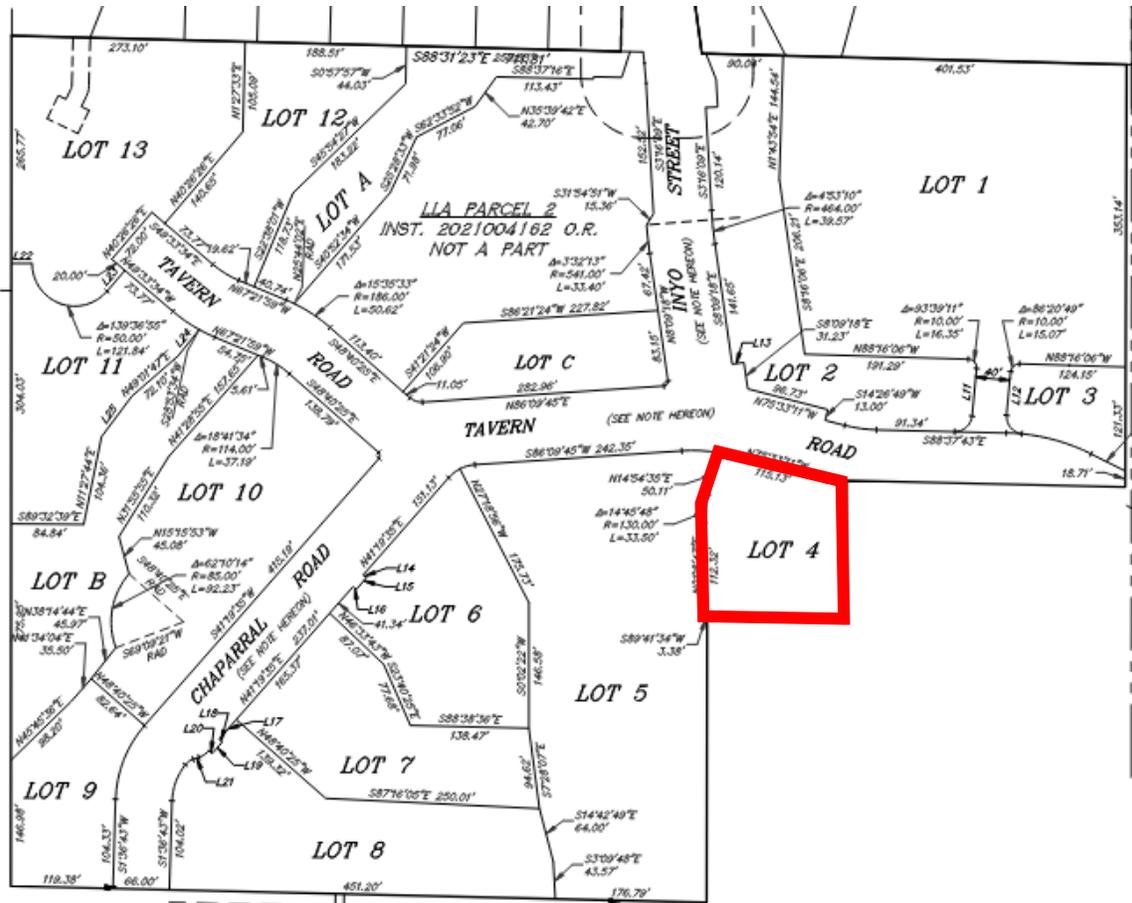


Figure 1: Town Satellite Parking Lot Location

PHASE 2 – “THE KINGFISHER” UPDATE

The Planning and Economic Development Commission approved Design Review 22-003 for the Kingfisher on July 13, 2022. TPC and the Town have been working on securing funding since project approval and expects a response to the Low-Income Housing Tax Credit (LIHTC) application by November 30. If unsuccessful, the team will continue pursuing funding through future rounds of LIHTC and other sources that may become available.

Project Summary

Phase 2 (Kingfisher) includes infrastructure improvements and construction of four 3-story buildings and one 4-story building for a total of 148 rental units (146 deed restricted affordable housing units and 2 manager’s units). The two-phased project includes 21 studios, 36 one-bedroom units, 53 two-bedroom units, and 38 three-bedroom units. All buildings in Phase 2 are double loaded interior corridor layouts with units on both sides with views in a variety of directions, similar to Phase 1. They have flat roofs designed to drain and meet TOML snow and wind loads.

The four 3-story buildings offer tuck-under enclosed carports with ground floor units facing Inyo Street and Tavern Road and will include small, covered porches along the sidewalk, creating a townhome-like atmosphere. These buildings have stairways at each end adjacent to the main entrances. All accessible units are located on the ground floor with accessible path access from parking and entrance sidewalks.

The L-shaped 4-story podium building has three residential floors over podium parking (similar to Phase 1 buildings) and a centrally located stairway and elevator core adjacent to a main lobby, some office space and primary entrance. Exit stairways are located at the end of each wing. This building forms the backdrop to a central open green space designed to retain natural features of the site, including retaining existing mature pine trees, and provide an amenity for residents. Each floor includes lounge areas, laundry facilities, library nooks, gear storage and other amenities for families including an indoor play area for young children. The main driveway and fire access loop circulates around the central green space and provides direct access to all buildings. The side facing the central green serves as the primary pedestrian entrance and the ground floor includes lobby space and indoor bicycle parking areas.

The smaller 3-story “tuck under” buildings (2A, 2B, 2C, and 2D) oriented along Inyo Street and Tavern Road are intended to engage the pedestrian experience along the public roadways, and measure between 40’-4” and 40’-10” high, with the covered porch element scaled to one-story height. Views from units on the street side look out onto and over the landscaped area west toward Phase 1 or south. Units on the inward side view out onto the central green and the podium building.

The central green area will include “natural” features that preserves existing trees and evokes the feeling of the native forest. The goal is for this centrally located amenity to support a high quality of life for residents and strengthen neighborhood bonds by providing areas to gather, play and socialize.

The tentative tract map and conceptual designs are provided below, Figure 2.

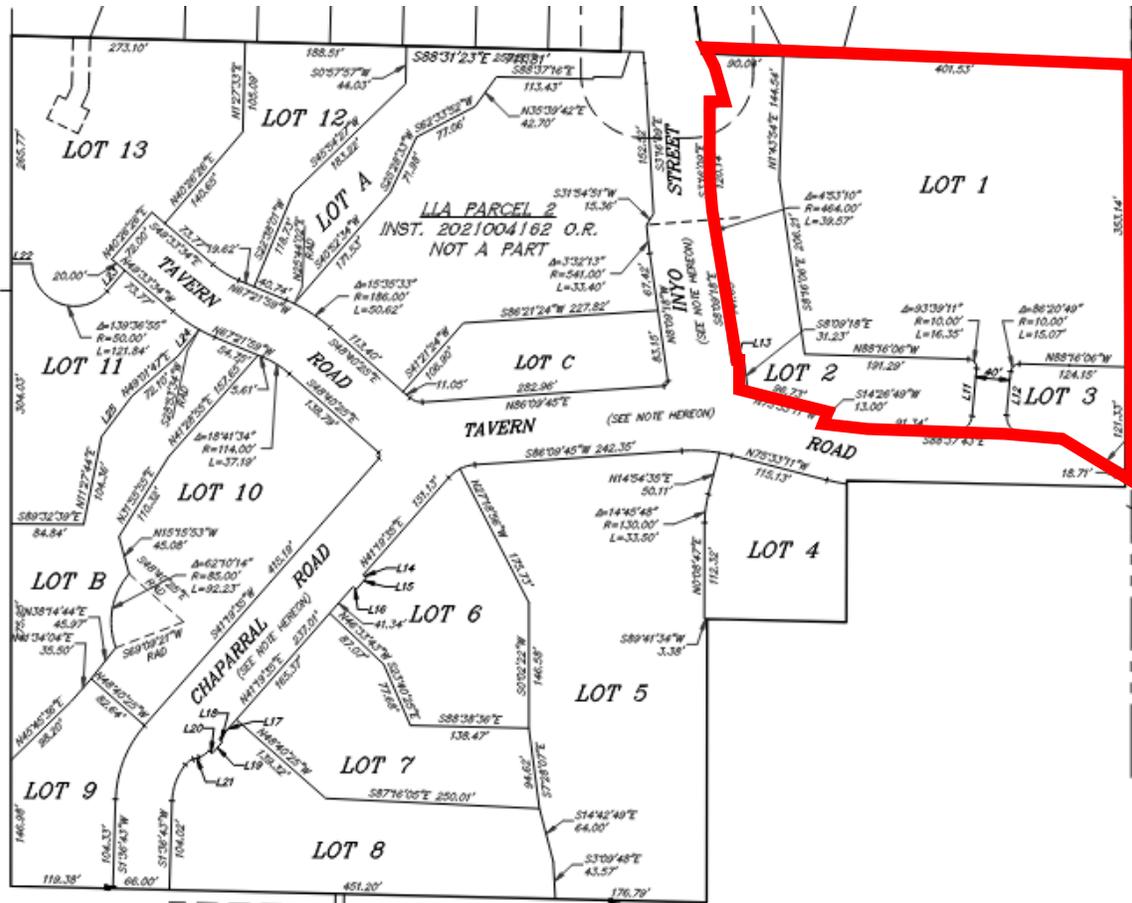


Figure 2: Tentative Tract Map



Figure 3 – Scaled imagery of Phase 1 (left) and Phase 2 (center)

Building 2A, 2B, 2C and 2D, are between 40’-4” and 40’-10” in height and include a total of 76 units. The smaller three-story “tuck under” buildings (2A, 2B, 2C, and 2D) oriented along Inyo and Tavern Streets are intended to engage the pedestrian experience along the public roadways. These units also include amenities such as covered porch elements.



Figure 3: 3-story Buildings 2A and 2D

Building 2E is the largest of the five buildings and includes four floors with three residential floors and one ground level podium parking. The building holds 72 units, varies in height from 53'-3" to 58'-3" and is an "L" shaped building located in the northeast portion of the site. As shown in **Figure 4** below, the primary pedestrian entrance and lobby face the inner central green to create pedestrian activity and is located at the nexus of the north wing and the east wing. The entry lobby includes 200 square feet of office space, 212 square feet of indoor play area, and 840 square feet of indoor bike storage. The total gross floor area for Building 2E is 89,390 square feet. The main drive and fire access loop circulates around the central green space and provides direct access to all buildings.



Figure 4: 4-story Building 2E

Both Phase 2 and the previously approved Phase 1 are intended to maintain basic, common character traits between them, while concurrently emphasizing unique thematic differences in the planning, material applications, architectural details, and landscape concepts of each.

The planning of Phase 1 revolved around the main central park as an amenity for the entire development. Adjacent to the park are common spaces: a community room, fitness gym, management and leasing offices, entrance lobby, and a day care center. This one-story component of the design provides a human scale element along the park frontage where the generous glazing provides a welcoming feel. The two 4 story podium buildings form more of a backdrop to the open space.

Phase 2 differs substantially in its relationship to the streets. Smaller, 3-story buildings engage the street and sidewalks with ground level units and porches fronting both major roads that serve the development, providing a more intimate building scale along the sidewalks. The larger 4-story podium building is set internal to the property and defines a central open space. Internal to the Phase 2 property, tuck-under parking spaces in the street-front buildings that are enclosed with garage doors form the perimeter of the loop drive. Phase 2 adopts much of the material palette from Phase 1 but introduces new and unique features. Stone cladding is displayed more prominently on stair towers, column bases, and building wainscots. This provides an attractive and durable base at ground level. A fiber cement board and batten cladding are used in lieu of the flat panel elements in specific locations to give more areas of vertically oriented texture on building facades. A primary theme throughout Phase 2 is adoption of 3 different color schemes depending on building types. Buildings 2A and 2D utilize a scheme very similar to Phase 1 which helps to

reinforce the continuity of the development. Buildings 2B, 2C, and 2E vary significantly in color application. Both phases adopt an articulation approach that utilize shed roof pavilions to differentiate building heights and forms, and a variety of module depths to create offsets in the wall planes. These variations are more pronounced on the smaller 3-story buildings of Phase 2. The landscape concept for Phase 2 departs from Phase 1 in terms of a more limited plant palette.

Parking for Phase 2

The project includes a total of 219 parking spaces with 113 covered spaces (72 podium garage parking spaces and 44 tuck-under carport stalls) and 103 surface spaces. No additional on-street parking spaces are planned for Inyo Street or Tavern Road. The project exceeds the Parcel Master Plan parking requirement by 39 spaces.

NEXT STEPS

Construction will continue on the Sawyer over the next year with delivery of the project anticipated in Fall 2023. Some tree removal for the Kingfisher is expected to begin this fall in anticipation of future construction and enabling more staging area. The next major milestone is funding for Phase 2. We anticipate that the results from the September LIHTC application will be made public by November 30. If the funding is not awarded, staff and TPC will work to determine other possible funding sources and will apply for funding as it is available.

Attachments

Attachment 1: Town Council Resolution 21-10

Attachment 2: Parcel Parking Management Plan: Phase 1 Parking Management Strategies and Monitoring Plan

Attachment 3: The Parcel Parking Management Plan: Background Data and Document Review

Attachment 4: TPC Parking Management Initiatives