
MAIN STREET PLAN PARKING EXCERPTS

Encouraging Transit Use

Enacting stronger incentives for residents and visitors to utilize the free bus and shuttle services in town will reduce the need for additional parking. This is a practical approach to alleviating congestion and parking problems that is commonly overlooked.

The Town should continue working with the transit agency (ESTA) to provide more efficient service and support it with state-of-the-art programs such as phone applications where people can interact with the system and know the bus routes and time tables.

Another recommendation, also discussed later in this Plan, is to provide shelters, with small public plazas. These should include bike parking, ski lockers, benches, lighting and signage that would encourage transit use, and reduce the need for parking (see conceptual sketch on page 49).

PARKING

As more development occurs, additional parking will be needed. Often, the amount of on-site parking required can deter development because of the high costs to build it. The Town has implemented new parking reduction strategies such as reduced ratios and the possibility of allowing in-lieu fees to support parking spaces off-site. The new standards are included in the Zoning Code Update. The latter option, or “parking district” approach, requires the Town (or a special district) to develop or partner to develop public parking lots or structures that could potentially serve multiple businesses and blocks within downtown. This concept was supported by the public. Feasibility studies to explore a parking district should begin as soon as possible to support the recommendations of this Plan.

Another recommendation for lessening the burden that parking requirements have on developers is to allow on-street parking to count toward on-site requirements, especially along Main Street. This will also encourage people to take advantage of the on-street parking spaces, which would buffer pedestrians and bicyclists from street traffic. Chapter 8 looks at strategic parking options in more detail.

Streetscape Elements

Installing high-quality street furnishings, lighting, plantings and signage is important to the success of a new Main Street. The streetscape strategy is summarized in Chapter 5.

Snow Management

Managing snow by quickly removing it from the street is an essential requirement for reconfiguring Main Street. During the winter months, on-street parking spaces will serve as temporary storage areas for snow that is plowed from travel lanes by Caltrans' snow maintenance vehicles. The Town or a management district would then remove the snow to clear the parking lanes and maintain visibility to businesses. The Town (or district) would also remove snow from the new sidewalk and cycle track areas.

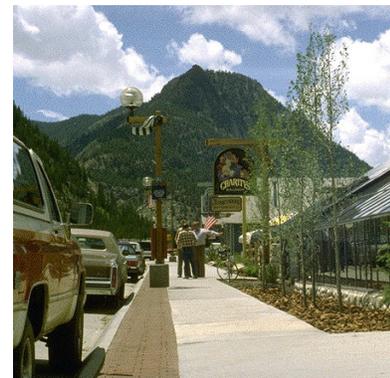
STREET DESIGN ALTERNATIVES

The Main Street Plan planning process evaluated several alternative street configurations. These included the specific “preferred alternative,” as recommended in the Downtown Concept for Main Street (DCMS), as well as other alternatives conceived to promote a more pedestrian-oriented Main Street.

The community reviewed each alternative during a series of workshops in the Spring of 2013, expressing a strong preference for the street design described in this chapter. A detailed description of each alternative explored is included in Attachment A. Implementation of street designs should meet current fire code requirements and town standards, or be reviewed and approved by appropriate departments.

On-Street Parking

All street design alternatives explored in the Main Street Plan and the earlier DCMS process included on-street parking along some sections of Main Street. This Plan establishes on-street parallel parking in the Downtown Main Street area from Sierra Park Road to Manzanita Road to provide a buffer between the sidewalk and the street while providing convenient customer parking for Main Street businesses. Eight foot wide parallel parking lanes on both sides of Main Street will provide approximately 200 additional parking spaces.



On-street parking protects the pedestrian by providing a buffer between the sidewalk and the street.

PARKING STRATEGIES

The Town, as part of the Downtown Commercial Zoning Code Update, has substantially reduced on-site parking requirements and introduced parking strategies such as shared parking (allowing adjacent properties with opposite peak operating hours to share parking spaces) and in-lieu fees (allowing developers to pay the Town to provide parking elsewhere.) This Plan recommends exploring a couple more options to better organize public parking within downtown in order to support redevelopment along the corridor.

District Parking

A parking district is an authority that provides centralized public parking in locations that allow for a variety of users. Parking districts are funded through parking revenues and in-lieu fees and are responsible for building and maintaining surface lots or garages which are strategically located to benefit the largest amount of businesses. They incentivize a “park once” strategy, where users are encouraged to park once and walk (or ride the bus) from the parking lot to their destination(s). For this reason, they must be conveniently located and the walk to and from must be pleasant. Implementing a parking district in downtown would help to incentivize more intense development by allowing developers to pay “in lieu” fees to the Town instead of providing the space on-site, thus providing more area for development. Another option is for a developer to partner with the Town (or financing district) to provide parking together. Often, this partnered approach saves both parties time and money. Design and construction costs can be shared rather than each one taking it on alone. When the parking structure is built, certain spaces are dedicated to the adjacent land uses only, and others are available as “public.” Another long-term solution to funding a parking district would be to initiate on-street parking meters, especially along Main Street where the fee for convenience could be well argued.



Underground parking is the most expensive, ranging from \$30-\$40k per space.



Parking structures are the mid-range option and can be nicely designed with land uses wrapping them so they contribute to the urban fabric.

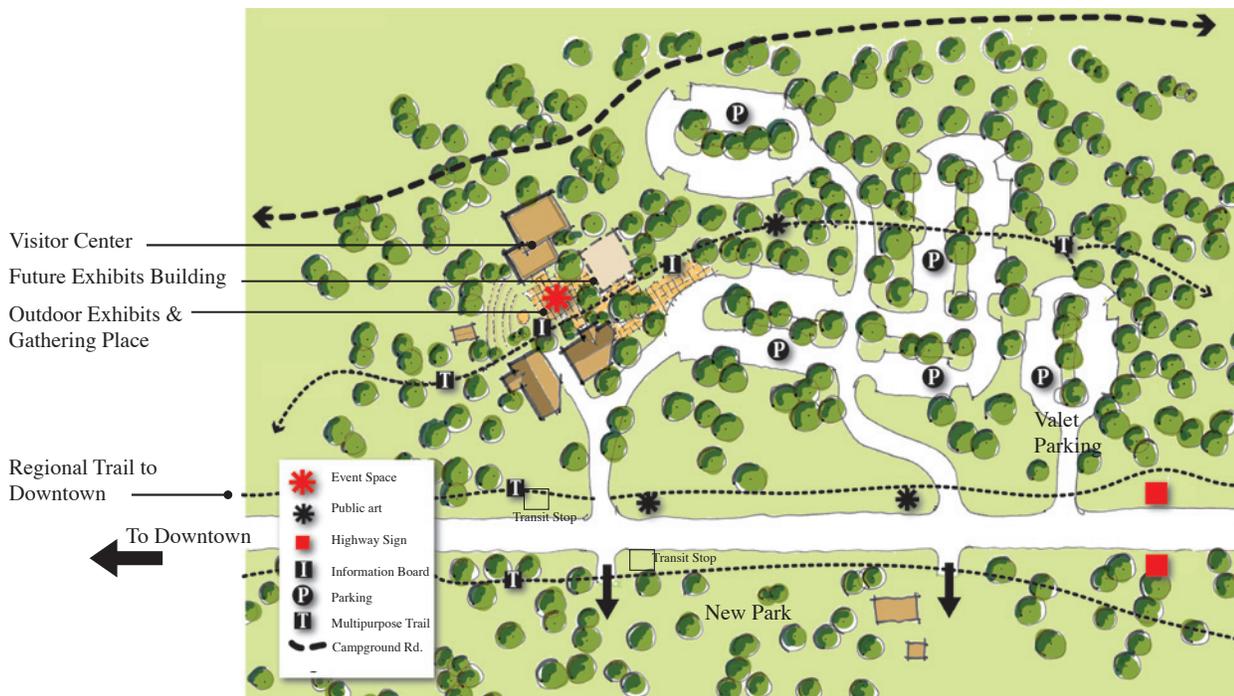


Surface parking lots are the least expensive option.

For Mammoth Lakes, there could be a few different types of district parking lots.

- **Park and Ride Lots** - These lots would be used by transit users, most likely to ride to and from the mountain. The locations of these lots must be near a transit stop and would ideally be on the east side of downtown, in the form of a surface lot, where there is adequate land. They need not be in a walkable downtown environment.
- **Valet Lots** - These lots would be used by visitors who drive to Mammoth Lakes, but will not need a car during their visit due to efficient transit service and walkability of Downtown. These lots could be the same as the Park and Ride lots, but instead of the driver parking there and taking transit, the cars would be valeted from the visitor’s hotel. Hotels could pay into the district for these spaces to reduce their on-site requirements.

Location Criteria - Park and Ride and Valet lots should be located on the eastern edge of Town when possible so that visitors are directed *through* Downtown as pedestrians, before arriving at their car. By doing this, it will reduce the amount of parking needed in the downtown, assuming that the options are clearly explained and convenient, and increase transit ridership. The sketch below shows the possibility of expanding parking options, including park and ride and valet parking, at the Visitor Center just east of Downtown. This option also includes concepts for linking into the existing trail network to allow visitors the option to park at the Visitor’s Center, get oriented to Town and gather information, and then walk or bike downtown as well.



Locating Park and Ride and Valet lots to the east of downtown will direct visitors through downtown as pedestrians as well as increase transit ridership and decrease surface parking lots in the downtown core.

- **Park and Walk Lots** - These lots would be used by visitors and residents for shopping and dining, or short trips downtown. These lots will directly support more intense development by freeing up more land that would have otherwise been taken up by required on-site parking spots.

Location Criteria - Park and Walk lots should be conveniently located throughout Downtown where there is enough intensity of development to support the need and where the walk to and from will be pleasant. These lots would be most appropriate for structured parking, although surface lots could work as well. They should be visible from Main Street where possible, or otherwise clearly marked with wayfinding signs along Main Street to direct people to them effortlessly. Ideally, Park and Walk lots should be located within 250' of Main Street or Old Mammoth Road. Better utilizing the existing Park 'n Ride lot at the corner of Tavern Road and Old Mammoth Road would be beneficial, with the possibility of building a parking structure in the future. This location is conveniently located and could be used as a park and walk lot as well as a park and ride lot.



Locate Park and Walk lots conveniently in the Downtown core with clear visibility or signage to direct users to them.

Count On-Street Parking Toward Site Requirements

Allowing on-street parking to be counted toward a site's (non-residential) parking requirements is a simple way to free up more land for development. Especially once properties along Main Street redevelop closer to the street, on-street parking spaces will be seen as "convenience" parking and will likely fill up before the off-street parking spaces. Therefore, they should be allowed to count toward a site's required parking.