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January 31, 2022

Peg Blackall
Vice President of Design and Construction
Waterton
30 South Wacker Drive, 36th Floor
Chicago, IL 60606

Subject: Sierra Nevada Resort & Spa Project – Parking Analysis

Dear Ms. Blackall:

LSA is pleased to present this parking analysis for the proposed Sierra Nevada Resort & Spa project (project). The proposed project is on an approximately 6-acre site at the northwest corner of the intersection of Old Mammoth Road and Sierra Nevada Road in Mammoth Lakes, California. The proposed project would renovate and improve the existing hotel and restaurant facilities, as well as provide 186 surface parking spaces on site. This analysis determines whether the proposed parking supply would accommodate the projected peak parking demand.

Project Description

The project site is bounded by the Krystal Villa East Condominiums and the Mammoth Mall Restaurants and Shops on the north, Sierra Nevada Road on the south, Old Mammoth Road on the east, and Laurel Mountain Road on the west. Site ingress and egress will be provided via one driveway on Old Mammoth Road, one driveway on Sierra Nevada Road, and two driveways on Laurel Mountain Road.

The proposed project includes the following components and amenities (the conceptual site plan is provided as Attachment A):

- Renovation and upgrading of the existing 149 hotel rooms, public spaces, and 5,840-square-foot (sf) restaurant building (Rafters Restaurant)
- Demolition of the existing 5,960 sf restaurant building (formerly Jimmy's Taverna and Red Lantern) at the southeast corner of the site
- Removal of the Frosty's Miniature Golf Course from the center of the site
- Construction of 30 new resort cabins (rooms) at the center/south area of the site for a revised total of 179 hotel rooms
- Creation of a wine bar and seating deck accessed from the hotel lobby
- Development and operation of a food garden along the Old Mammoth Road streetscape
- Provision of a 186-space surface parking lot to serve the hotel, restaurant, and related uses

Parking Analysis

Parking Requirements

The proposed project includes 179 hotel rooms (149 existing and 30 new), the 5,840 sf Rafters Restaurant (no change from its existing size), and 186 surface parking spaces. According to the Clearwater Specific Plan, hotels require 1 parking space per every guest room and 2 parking spaces for management, and restaurants require 1 parking space per 150 sf. As shown in Table A (all tables are provided in Attachment B), the proposed project requires 220 parking spaces (181 hotel and 39 restaurant) per the Clearwater Specific Plan. As such, the proposed project would have a deficit of 34 parking spaces on site according to the Clearwater Specific Plan.

According to the Town of Mammoth Lakes Municipal Code, Section 17.44.040.B, Reduction of Parking, the review authority may reduce the minimum number of parking spaces required based on quantitative information provided by the applicant. To show that a reduction of parking would be satisfied, an analysis of the projected shared parking demand and alternative modes of transportation are discussed below.

Shared Parking Analysis

Shared parking is defined as the use of a parking space to serve multiple land uses without conflict. The ability to share parking spaces is the result of variations in the accumulation of vehicles by hour at the individual land uses and the relationships among the land uses that result in visiting multiple land uses on the same auto trip. As such, a shared parking analysis was conducted to identify the parking demand of the proposed project when taking into account the hourly parking demand variations among the mix of land uses (e.g., hotel and restaurant).

This shared parking analysis applies time-of-day percentages for hotel and restaurant uses based on the Urban Land Institute's (ULI) *Shared Parking* (3rd Edition). The ULI methodology for shared parking analysis was established in 1983 and has been approved by a committee of the Institute of Transportation Engineers as the recommended methodology for shared parking analysis. Many local government agencies have incorporated this methodology into their parking codes. Shared parking analysis takes into account the time-of-day variations in parking needs among the different uses on a site. For example, the peak parking demand for a restaurant use does not occur at the same time as the peak parking demand of a hotel use; therefore, parking between the uses could be shared at different times of the day.

Rafters Restaurant is a family-oriented, casual restaurant that will be open from 4:00 p.m. to 11:00 p.m., every day. However, in order to maintain future flexibility of the restaurant use and the hours of operation (open prior to 4:00 p.m.), LSA evaluated different restaurant types (e.g., hotel-restaurant/lounge, family restaurant, fine/casual dining) as part of the shared parking analysis.

In addition, based on the average of historical data collected over 365 days in 2019 from the Sierra Nevada Resort & Spa and Rafters Restaurant (summarized in a letter from the Sierra Nevada Resort & Spa in Attachment C), approximately 26 to 79 percent of restaurant diners are guests lodging at the hotel on site. These percentages were developed via recorded restaurant transactions made by hotel guests. Because of the internal capture between the hotel and restaurant uses, 21 to 74 percent of the restaurant parking demand would be new or additional vehicles parked on site.

Table B presents a shared parking analysis for the proposed project during the Saturday peak hour under the Clearwater Specific Plan parking requirements (220 parking spaces), factoring the time-of-day utilization of hotel-restaurant/lounge and hotel uses and the internal capture between these uses. With a parking supply of 186 spaces, the shared parking analysis concludes that the proposed project would have a peak parking demand of 184 spaces at 11:00 p.m. Therefore, a surplus of 2 parking spaces is forecast during the Saturday peak hour based on a hotel-restaurant/lounge on site.

Table C presents a shared parking analysis for the proposed project during the Saturday peak hour under the Clearwater Specific Plan parking requirements (220 parking spaces), factoring the time-of-day utilization of family restaurant and hotel uses and the internal capture between these uses. With a parking supply of 186 spaces, the shared parking analysis concludes that the proposed project would have a peak parking demand of 182 spaces at 11:00 p.m. and 12:00 a.m. Therefore, a surplus of 4 parking spaces is forecast during the Saturday peak hours based on a family restaurant on site.

Table D presents a shared parking analysis for the proposed project during the Saturday peak hour under the Clearwater Specific Plan parking requirements (220 parking spaces), factoring the time-of-day utilization of fine/casual dining and hotel uses and the internal capture between these uses. With a parking supply of 186 spaces, the shared parking analysis concludes that the proposed project would have a peak parking demand of 188 spaces at 11:00 p.m. Therefore, a deficit of 2 parking spaces is forecast during the Saturday peak hour based on a fine/casual dining use on site.

Table E presents a shared parking analysis for the proposed project during the Saturday peak hour under the Clearwater Specific Plan parking requirements (220 parking spaces), factoring the average time-of-day utilization of restaurant (hotel-restaurant/lounge, family restaurant, and fine/casual dining) and hotel uses and the internal capture between these uses. With a parking supply of 186 spaces, the shared parking analysis concludes that the proposed project would have a peak parking demand of 185 spaces at 11:00 p.m. Therefore, a surplus of 1 parking space is forecast during the Saturday peak hour based on various restaurant types (e.g., hotel-restaurant/lounge, family restaurant, fine/casual dining) on site.

As shown in the shared parking analysis (Table E), the parking demand of the proposed project is less than the parking requirements based on the average time-of-day utilization and internal capture of the restaurant and hotel uses. The parking supply can accommodate the forecast parking demand of the proposed project.

Alternative Transportation

The proposed project takes into account all modes of transportation. It does not conflict with any plans, ordinances, policies, or programs regarding public transit, bicycle, or pedestrian facilities. The proposed project would provide pedestrian/bicycle connectivity to/from the local circulation network while ensuring the safety of motorists, pedestrians, and bicyclists.

Transit facilities are accessible to and from the project site. There is an existing bus stop and turnout for the Red Line and Town Trolley (both operated by the Eastern Sierra Transit Authority) adjacent to Rafters Restaurant on the west side of Old Mammoth Road. The Red Line provides daily service throughout Mammoth Lakes via Old Mammoth Road and Main Street, between Snowcreek Athletic Club and Mammoth Mountain Main Lodge, every 20 minutes from 7:00 a.m. to 5:30 p.m. The Town Trolley provides free daily service throughout Mammoth Lakes, The Village, the Lakes Basin, and the mountain base lodges. The Town Trolley operates in the summer every 20 to 30 minutes from 7:00 a.m. to 10:00 p.m. (and from 10:00 p.m. to

2:00 a.m. the last week of June to the first week of September). The Town Trolley also operates in the winter every 30 minutes from 5:40 p.m. to 2:00 a.m.

To foster bicycle commuting, the proposed project would provide bicycle parking on site. The project would provide bike racks at the southeast corner of Rafters Restaurant along Old Mammoth Road. Class III bicycle routes exist along Old Mammoth Road that provide shared lanes for bicyclists and vehicles.

The proposed project would provide streetscape features along Old Mammoth Road such as seating, tables, lighting, fire pits, and a trellis structure to attract nearby residents and guests and increase pedestrian traffic to the site amenities and upgraded facilities, including the new food garden.

In recent years, rideshare businesses, such as Uber and Lyft, have established themselves as a legitimate transportation option nationwide. Rideshare services are expected to develop and expand over time in Mammoth Lakes, and would offer a favorable alternative to access the site without contributing to parking demand. The proposed project would encourage hotel guests and visitors on its website to use rideshare services to the extent possible (e.g., for those flying in and out of the Eastern Sierra Regional Airport in Bishop).

The amenities and features of the proposed project would promote alternative transportation, decrease the reliance of personal vehicles, and reduce both vehicle trips and parking demand on site. The parking profile of the proposed project would closely resemble hotel uses found in the North Village because of its proximity to other uses, where pedestrian and alternative transportation trips could reduce parking needs.

Pedestrian-friendly uses surrounding the site where employees and guests could walk to the proposed project include the Krystal Villa East Condominiums and the Mammoth Mall Restaurants and Shops to the north, the Sierra Park Villas to the south, the Sierra Manors Condominiums to the east, the Timberline Condominiums to the west, and the commercial uses at the southeast corner of Old Mammoth Road/Sierra Nevada Road.

Conclusion

This parking analysis has determined that the project would provide adequate parking based on the Clearwater Specific Plan parking rates, the time-of-day parking utilization and internal capture between hotel and restaurant uses, the existing and anticipated site operations, and the available alternative forms of transportation and project amenities.

If you have any questions, please call me at (949) 553-0666.

Sincerely,

LSA Associates, Inc.

Dean Arizabal
Principal

Attachments: A: Conceptual Site Plan
B: Tables
C: Sierra Nevada Resort & Spa and Rafters Restaurant Letter

ATTACHMENT A

CONCEPTUAL SITE PLAN

EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
TRASH & RECYCLING ENCLOSURE; REFER TO ARCHITECTURAL PLANS
EXISTING BUILDING
EXISTING GARAGE
(P-1) - CONCRETE PAVING
ACCESSIBLE PARKING; REFER TO CIVIL PLANS FOR ADDITIONAL INFORMATION
: CIVIL FOR ALL
OT GEOMETRY,
G LOCATIONS,
STRIPING ETC.
CRETE PAVING,
E CIVIL FOR ALL
ED ELEVATIONS
SEE ARCHITECTURAL FOR COLUMNS AT ENTRY, TYP.
(P-1) - CONCRETE PAVING, SEE CIVIL FOR ALL PROPOSED ELEVATIONS
EXISTING SIERRA NEVADA INN
EXISTING SIERRA NEVADA INN
1 L3.01
1 L1.02
WALK TO AVOID EXISTING TRANSFORMER
(P-1) - CONCRETE PAVING, SEE CIVIL FOR ALL PROPOSED ELEVATIONS
LAUREL MOUNTAIN RD.
EXISTING SIERRA NEVADA INN
EXISTING CHALET
EXISTING RAFTERS RESTAURANT
SPA
POOL
1 L1.03
1 L3.02
RESTROOMS
POOL EQUIP. & STORAGE
(P-1) - CONCRETE PAVING, SEE CIVIL FOR ALL PROPOSED ELEVATIONS
PROPOSED CABINS, TYP.
PROPOSED VILLAS, TYP.
OLD MAMMOTH RD.
SEE CIVIL FOR ALL
ING LOT GEOMETRY,
URBING LOCATIONS,
STRIPING ETC.
NG TREES ON SITE TO
I. PROTECT IN PLACE
: PROTECTION DETAIL
(P-1) - CONCRETE PAVING
TRASH & RECYCLING ENCLOSURE; REFER TO ARCHITECTURAL PLANS
PROPOSED LIGHT POLE LOCATIONS, SEE ELECTRICAL FOR FINAL LOCATIONS AND ROUTING
SEE CIVIL FOR TIE INTO ADJACENT
SIERRA NEVADA RD.
LA
OHU
OH
L1

ATTACHMENT B

TABLES

LSA

Table A: Parking Requirements

Clearwater Specific Plan Parking Requirements				
Land Uses	**Size**	**Unit**	**Parking Requirement**	**Spaces**
Hotel	179	room	1 space per room + 2 management spaces	181
Restaurant	5,840	SF	1 space per 150 SF	39
Total	-	-	-	**220**
			Parking Supply	**186**
			Parking Surplus/(Deficit)	**(34)**

SF = square feet

LSA

Table B: Weekend Shared Parking Analysis
(Hotel-Restaurant/Lounge)

	Hotel-Leisure[1]		Hotel-Restaurant/Lounge[1]					
	size = 179 rooms		size = 5,840 SF			**Total Hotel Rooms:**		**179**
	1 space per 1 room		1 space per 150 SF			**Total Restaurant SF:**		**5,840**
	+ 2 management spaces		demand = 39 spaces					
	demand = 181 spaces		- internal capture[2]		spaces	**Spaces**		
			6-9 AM	71%	11			
			9-11 AM	56%	17			
			11 AM-2 PM	26%	29			
			2-5 PM	47%	21			
			5-8 PM	63%	14			
			8 PM-close	79%	8			
Time	**% utilization**	**spaces**	**% utilization**		**spaces**	**Utilized**	**Provided**	**Residual/ (Deficit)**
6:00 AM	95%	172	0%		0	172	186	14
7:00 AM	95%	172	10%		1	173	186	13
8:00 AM	90%	163	30%		3	166	186	20
9:00 AM	80%	145	10%		2	147	186	39
10:00 AM	70%	127	10%		2	129	186	57
11:00 AM	70%	127	5%		1	128	186	58
12:00 PM	65%	118	100%		29	147	186	39
1:00 PM	65%	118	100%		29	147	186	39
2:00 PM	70%	127	33%		7	134	186	52
3:00 PM	70%	127	10%		2	129	186	57
4:00 PM	75%	136	10%		2	138	186	48
5:00 PM	80%	145	30%		4	149	186	37
6:00 PM	85%	154	55%		8	162	186	24
7:00 PM	85%	154	60%		8	162	186	24
8:00 PM	90%	163	70%		6	169	186	17
9:00 PM	95%	172	67%		5	177	186	9
10:00 PM	95%	172	60%		5	177	186	9
11:00 PM	100%	181	40%		3	184	186	2
12:00 AM	100%	181	30%		2	183	186	3
						Peak Shared Parking Demand		***184***
						Parking Supply		*186*
						Residual / (Deficit)		***2***

[1]Parking demand is based on the Town's Clearwater Specific Plan parking rates and parking utilization is based on the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition.

[2]26-79 percent of Rafters diners have historically been hotel guests. As such, the restaurant parking demand reflects the internal capture (e.g., additional [non-hotel] parking demand only).

SF = square feet

LSA

Table C: Weekend Shared Parking Analysis
(Family Restaurant)

	Hotel-Leisure[1]		Family Restaurant[1]					
	size = 179 rooms		size = 5,840 SF			Total Hotel Rooms:		179
	1 space per 1 room		1 space per 150 SF			Total Restaurant SF:		5,840
	+ 2 management spaces		demand = 39 spaces					
	demand = 181 spaces		- internal capture[2]		spaces	Spaces		
			6-9 AM	71%	11			
			9-11 AM	56%	17			
			11 AM-2 PM	26%	29			
			2-5 PM	47%	21			
			5-8 PM	63%	14			
			8 PM-close	79%	8			
Time	**% utilization**	**spaces**	**% utilization**		**spaces**	**Utilized**	**Provided**	**Residual/ (Deficit)**
6:00 AM	95%	172	10%		1	173	186	13
7:00 AM	95%	172	25%		3	175	186	11
8:00 AM	90%	163	45%		5	168	186	18
9:00 AM	80%	145	70%		12	157	186	29
10:00 AM	70%	127	90%		15	142	186	44
11:00 AM	70%	127	90%		26	153	186	33
12:00 PM	65%	118	100%		29	147	186	39
1:00 PM	65%	118	85%		25	143	186	43
2:00 PM	70%	127	65%		14	141	186	45
3:00 PM	70%	127	40%		8	135	186	51
4:00 PM	75%	136	45%		9	145	186	41
5:00 PM	80%	145	60%		8	153	186	33
6:00 PM	85%	154	70%		10	164	186	22
7:00 PM	85%	154	70%		10	164	186	22
8:00 PM	90%	163	65%		5	168	186	18
9:00 PM	95%	172	30%		2	174	186	12
10:00 PM	95%	172	25%		2	174	186	12
11:00 PM	100%	181	15%		1	182	186	4
12:00 AM	100%	181	10%		1	182	186	4
						Peak Shared Parking Demand		***182***
						Parking Supply		*186*
						Residual / (Deficit)		***4***

[1]Parking demand is based on the Town's Clearwater Specific Plan parking rates and parking utilization is based on the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition.

[2]26-79 percent of Rafters diners have historically been hotel guests. As such, the restaurant parking demand reflects the internal capture (e.g., additional [non-hotel] parking demand only).

SF = square feet

LSA

Table D: Weekend Shared Parking Analysis
(Fine-Casual Dining)

	Hotel-Leisure[1]		Fine/Casual Dining[1]				
	size = 179 rooms		size = 5,840 SF			Total Hotel Rooms:	179
	1 space per 1 room		1 space per 150 SF			Total Restaurant SF:	5,840
	+ 2 management spaces		demand = 39 spaces				
	demand = 181 spaces		- internal capture[2]		spaces	Spaces	
			6-9 AM	71%	11		
			9-11 AM	56%	17		
			11 AM-2 PM	26%	29		
			2-5 PM	47%	21		
			5-8 PM	63%	14		
			8 PM-close	79%	8		
Time	**% utilization**	**spaces**	**% utilization**		**spaces**	**Utilized**	**Provided**	**Residual/ (Deficit)**
6:00 AM	95%	172	0%		0	172	186	14
7:00 AM	95%	172	0%		0	172	186	14
8:00 AM	90%	163	0%		0	163	186	23
9:00 AM	80%	145	0%		0	145	186	41
10:00 AM	70%	127	0%		0	127	186	59
11:00 AM	70%	127	15%		4	131	186	55
12:00 PM	65%	118	50%		15	133	186	53
1:00 PM	65%	118	55%		16	134	186	52
2:00 PM	70%	127	45%		9	136	186	50
3:00 PM	70%	127	45%		9	136	186	50
4:00 PM	75%	136	45%		9	145	186	41
5:00 PM	80%	145	60%		8	153	186	33
6:00 PM	85%	154	90%		13	167	186	19
7:00 PM	85%	154	95%		13	167	186	19
8:00 PM	90%	163	100%		8	171	186	15
9:00 PM	95%	172	90%		7	179	186	7
10:00 PM	95%	172	90%		7	179	186	7
11:00 PM	100%	181	90%		7	188	186	(2)
12:00 AM	100%	181	50%		4	185	186	1
						Peak Shared Parking Demand		***188***
						Parking Supply		*186*
						Residual / (Deficit)		***(2)***

[1]Parking demand is based on the Town's Clearwater Specific Plan parking rates and parking utilization is based on the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition.

[2]26-79 percent of Rafters diners have historically been hotel guests. As such, the restaurant parking demand reflects the internal capture (e.g., additional [non-hotel] parking demand only).

SF = square feet

LSA

Table E: Weekend Shared Parking Analysis
(Average of Hotel-Restaurant/Lounge, Family Restaurant, and Fine/Casual Dining)

	Hotel-Leisure[1]		Restaurant[2]				
	size = 179 rooms		size = 5,840 SF			Total Hotel Rooms:	179
	1 space per 1 room		1 space per 150 SF			Total Restaurant SF:	5,840
	+ 2 management spaces		demand = 39 spaces				
	demand = 181 spaces		- internal capture[3]		spaces	Spaces	
			6-9 AM	71%	11		
			9-11 AM	56%	17		
			11 AM-2 PM	26%	29		
			2-5 PM	47%	21		
			5-8 PM	63%	14		
			8 PM-close	79%	8		
Time	**% utilization**	**spaces**	**% utilization**		**spaces**	**Utilized**	**Provided**	**Residual/ (Deficit)**
6:00 AM	95%	172	3%		0	172	186	14
7:00 AM	95%	172	12%		1	173	186	13
8:00 AM	90%	163	25%		3	166	186	20
9:00 AM	80%	145	27%		5	150	186	36
10:00 AM	70%	127	33%		6	133	186	53
11:00 AM	70%	127	37%		11	138	186	48
12:00 PM	65%	118	83%		24	142	186	44
1:00 PM	65%	118	80%		23	141	186	45
2:00 PM	70%	127	48%		10	137	186	49
3:00 PM	70%	127	32%		7	134	186	52
4:00 PM	75%	136	33%		7	143	186	43
5:00 PM	80%	145	50%		7	152	186	34
6:00 PM	85%	154	72%		10	164	186	22
7:00 PM	85%	154	75%		11	165	186	21
8:00 PM	90%	163	78%		6	169	186	17
9:00 PM	95%	172	62%		5	177	186	9
10:00 PM	95%	172	58%		5	177	186	9
11:00 PM	100%	181	48%		4	185	186	1
12:00 AM	100%	181	30%		2	183	186	3
						Peak Shared Parking Demand		***185***
						Parking Supply		*186*
						Residual / (Deficit)		***1***

[1]Parking demand is based on the Town's Clearwater Specific Plan parking rates and parking utilization is based on the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition.

[2]Parking utilization is based on Hotel-Restaurant/Lounge, Family Restaurant, and Fine Casual Dining of the ULI *Shared Parking*.

[3]26-79 percent of Rafters diners have historically been hotel guests. As such, the restaurant parking demand reflects the internal capture (e.g., additional [non-hotel] parking demand only).

SF = square feet

ATTACHMENT C

SIERRA NEVADA RESORT & SPA AND RAFTERS RESTAURANT LETTER

SIERRA NEVADA RESORT
& SPA

Dean Arizabal
LSA
20Executive Park, Suite 200
Irvine, CA 92614

Dean,

Please find below the information you requested regarding the usage of Rafters restaurant by hotel guests. We used hotel charges a metric to determine number of guests who used the facility at different times. To be representative of a "normal" year we used 2019 numbers to compile the information.

Percentage of restaurant guests who are hotel guests

- 6-9 AM: 71%
- 9-11 AM: 56%
- 11 AM-2 PM: 26%
- 2-5 PM: 47%
- 5-8 PM: 63%
- 8 PM-close: 79%

Please let me know if you need any additional information

Brent Truax
General Manager