

Downtown Neighborhood District Plans (DNDPs) Public Open House and Workshop

February 19 & 22 (Open House) & February 23 (Workshop)



WELCOME!



Feb 23rd Public Workshop Agenda

- **Introduction**
 - Purpose: Present and Discuss Two DNDPs Alternatives
- **Powerpoint Presentation**
 - Framework & Existing Conditions Recap
 - Preliminary Alternative Concepts
 - Two DNDP Alternatives: Greenway and Downtown
 - Next Steps: Analysis and Draft Recommendations
- Q&A
- Alternatives Discussion

What Is the Downtown NDPs?

Develop directed and strategic planning and policy recommendations for the Downtown (Main Street Corridor/North Old Mammoth Road/Shady Rest Districts)

- Analyze existing conditions, issues and opportunities
- Develop alternatives
- Preferred plan, facilities, opportunity sites, and recommendations
- Codify and implement through Zoning Code
- Develop a facilities financing and implementation plan

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NDP Process

Study Area Understanding → **Alternatives** → Preferred Plan

- Framework
- Existing Conditions
- Issues, Opportunities & Constraints

- Principles
- Range of Options
- Analysis

- Land use, mobility & infrastructure concepts
- Implementation strategies
- Review & acceptance

Planning Commission Town Council → Workshop → Workshop → Workshop → Planning Commission Town Council

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DNDPs Input

- Public Workshops and Focus Group Meetings
- Agency Partners – CalTrans, USFS, Mono County, MCWD, MLFPD, MUSD, MLTPA, ESTA, etc.
- Planning Commission and Town Council
- Surveys: <http://www.mammothmountain.com/mainstreetndp>
- Call or Email Us!



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Framework & Existing Conditions



Approved Framework

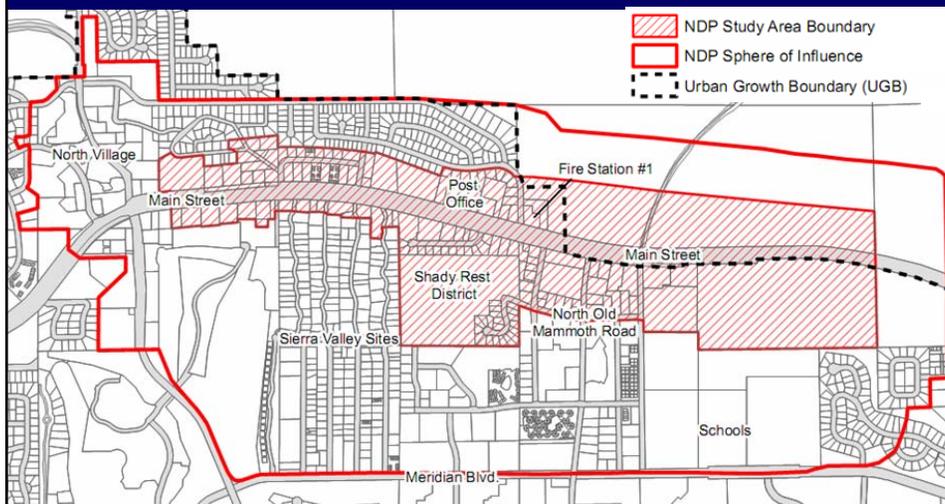
Overall Guidance to Prepare the NDP

- Study Area/Boundary
- Sphere of Influence
- Guiding Principles
- Preliminary Issues



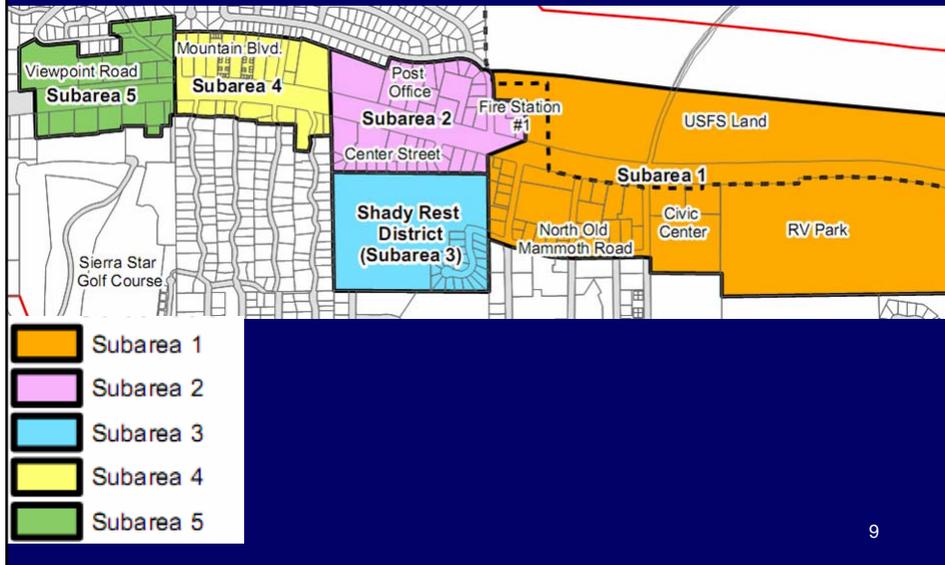
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Framework: Approved Boundaries



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Framework: Approved Subareas



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Framework: Guiding Principles

- 1 Mixed use (retail, commercial, hotel/lodging, workforce housing, parks, etc); lively, animated with people on the street. Where appropriate, uses should allow offices, residential housing and visitor accommodations above ground floor retail oriented to the street.
- 2 Active day and evening and through all four seasons where appropriate (e.g. anchor retail, services, open space and parks, entertainment uses/special events, workforce housing, art, etc).
- 3 Grand boulevard, most significant entry and exit for the town; determine how to improve the appearance of State Route 203 and the entrance to town ("sense of arrival"), including appropriate traffic calming.
- 4 Improve connectivity and circulation with bike and pedestrian paths, sidewalks, roads, and transit; emphasize connectivity, especially feet-first to the North Village along resort corridor. Incorporate suitable traffic calming measures and effective snow removal strategies (e.g. assessment districts).
- 5 Pedestrian-oriented streetscape that is walkable year-round, landscaped, accessible and safe.

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Framework: Guiding Principles

- 6 Maintain views of the Sherwin Range, the Knolls and Mammoth Mountain from public spaces and include significant tree preservation.
- 7 Assess strategic parking solutions tailored to context and location, including both underground and at-grade parking. Convenient public parking facilities, structured parking, small-scale surface parking, and shared and pooled parking. Strip mall development pattern shifted where appropriate to a pattern of commercial in front and parking in back with suitable screening of parking from neighboring properties.
- 8 Provide public access to surrounding forest lands.
- 9 Energy efficient design and infrastructure and high quality architecture (i.e. site and Mammoth appropriate, quality materials and finishes, geothermal heating district).
- 10 Emphasize the unique qualities of and provide a sense of arrival, transition and connection where appropriate to subareas within the district. Encourage a transition to more visually cohesive and well-defined development from existing “hodgepodge” of development types and uses (see specific characteristics in the Neighborhood and District Character Element of the General Plan).

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Framework: Themes and Concepts

1. Distinctive Places
2. Mountain Character
3. Walkable, Feet-first Environment
4. Sustainable, Successful Economy



Existing Conditions Analysis

- Study Area Overview
- Preliminary Issues
- Regulatory Context
- Tree Survey
- Opportunities and Constraints



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Existing Conditions Analysis: Key Issues

- No attractive “town entry” experience (no “there there”).
- Existing “hodge-podge” of buildings and uses are not connected, coherent, or appealing.
- Needs better gathering places (plazas, event venues, and parks) to create more lively and attractive destinations.
- Main Street not feet-first; unsafe for pedestrians (high vehicle speeds, 9 lane street is a barrier; gaps in ped. infrastructure).
- Large right-of-way and setback requirements place buildings far away from the street; poor visibility of storefronts. Snow storage blocks visibility of storefronts.

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Existing Conditions Analysis: Key Issues

- Existing surface parking is inefficient, unattractive, and is not the best use of land
- There is too much traffic during peak periods (i.e. 4pm on a winter Saturday).
- Cut-through traffic is a problem for adjacent residential neighborhoods.
- Small and fragmented ownerships along Main Street.
- Concern regarding “down-zonings” and whether existing uses would continue to be allowed.

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Preliminary Alternative Concepts



Alternatives Development: Approach

- Based on community input
- Compelling & “charismatic:”
A long term vision
- Broad community benefit
- Avoid “down-zonings”
- Allow existing uses
- Focus on opportunity sites
- Practical and financially feasible



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Hart/Howerton Concept



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Alternative Concepts: Constants

- Placemaking
- Complete Streets
- Emergency Access
- Snow Management Strategies
- Successful Economy
- Signage and Way finding



Alternatives Concept Summary

- *Polished Plan* – focused, incremental changes to improve aesthetics and functionality
- *Linked Anchors/Median and Roundabouts* – N. Village and Town Center provide anchoring hubs, median and roundabouts on Main Street/SR 203
- *Linked Anchors/Greenway* – N. Village and Town Center provide anchoring hubs, central greenway in median
- *Walkable Nodes* – Land use intensity in concentrated, pedestrian-oriented nodes along Main Street; new roads spread traffic; increase trips captured to transit (bus and gondola)
- *Gondola Options* – Three concepts of extending gondolas through town; 7, 9, and 10 station concepts

Alternatives



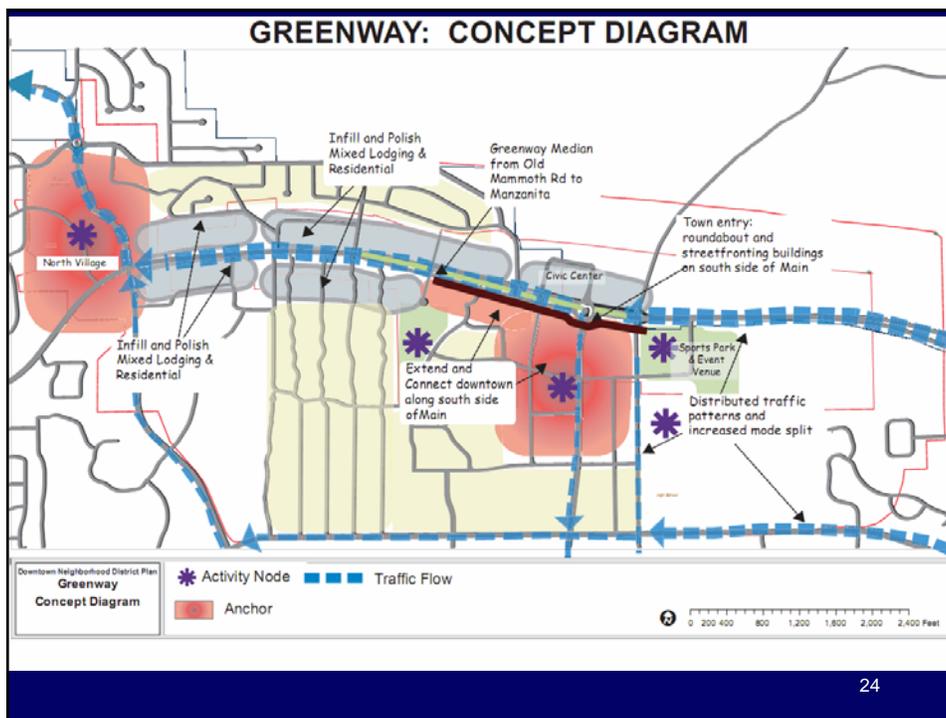
Focus on Refinement

- **Greenway** – Main Street is an attractive, functional, and efficient east-west corridor, including a central greenway extending from OMR to Manzanita, linking well defined anchors at the North Village and Town Center
 - Greenway tapered at west end based on Focus Group and other comments
- **Downtown** – Main Street is defined by a series of strong, well integrated and walkable nodes that unify and connect its north and south sides, providing a traditional “main street” character with street-fronting buildings, supported by a greater mode split and improved traffic management to a more efficient and connected street grid
 - Squareabouts modified to reduce sharp corners based on Focus Group and other comments

Greenway: Guiding Principles Achieved

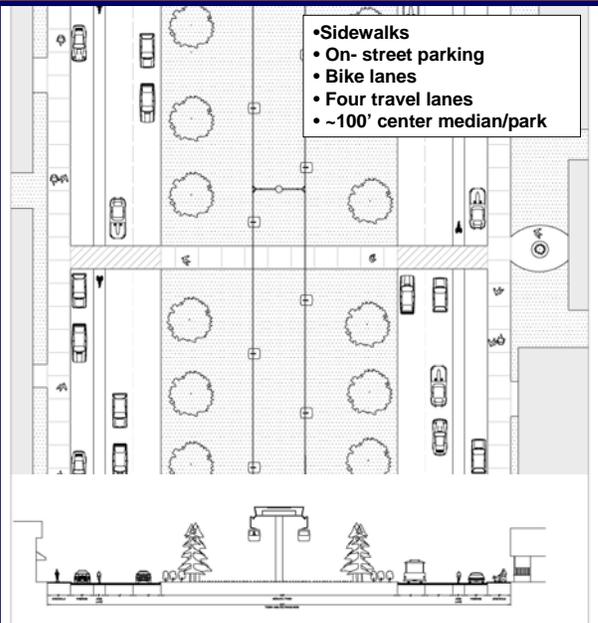
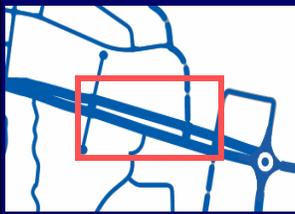
- **Attractive grand boulevard** with a central and functional landscaped greenway, bringing the **street front to the buildings**, while maintaining the most **efficient traffic flow** for vehicles
- **Lively and animated Town Center** through a mix of uses and street front retail focused along North Old Mammoth Road with **on street parking** and strategically located **parking structures**
- Active day and night, and year round, with anchor retail at Town Center and the North Village and **event venues** near the entry to town
- **Feet-first mobility** via complete streets, completing gaps in existing system, safer pedestrian crossings, expanding transit system with a gondola, tram, rapid bus line, or other
- New roads, road connections, traffic control devices and way finding **improve traffic flow and management**

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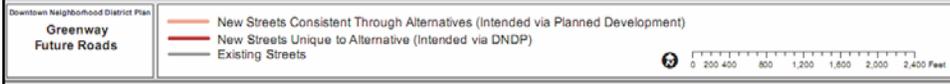
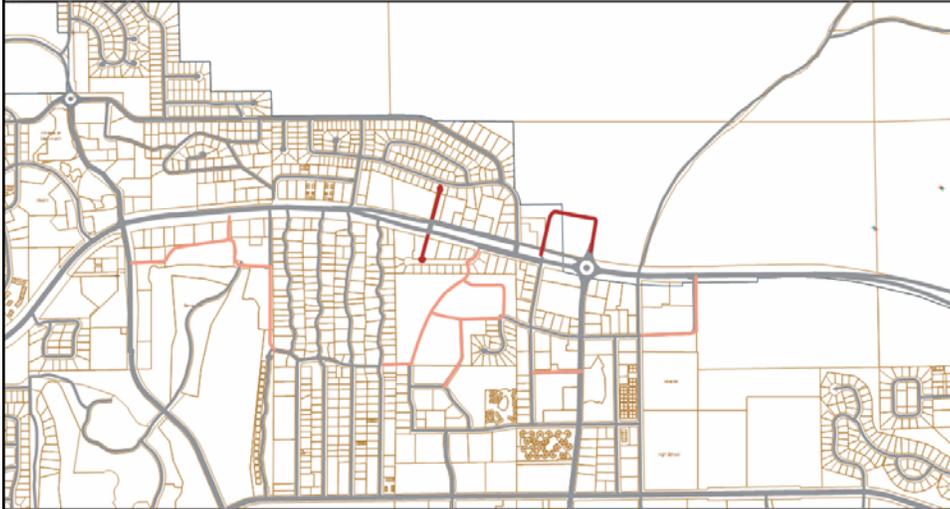


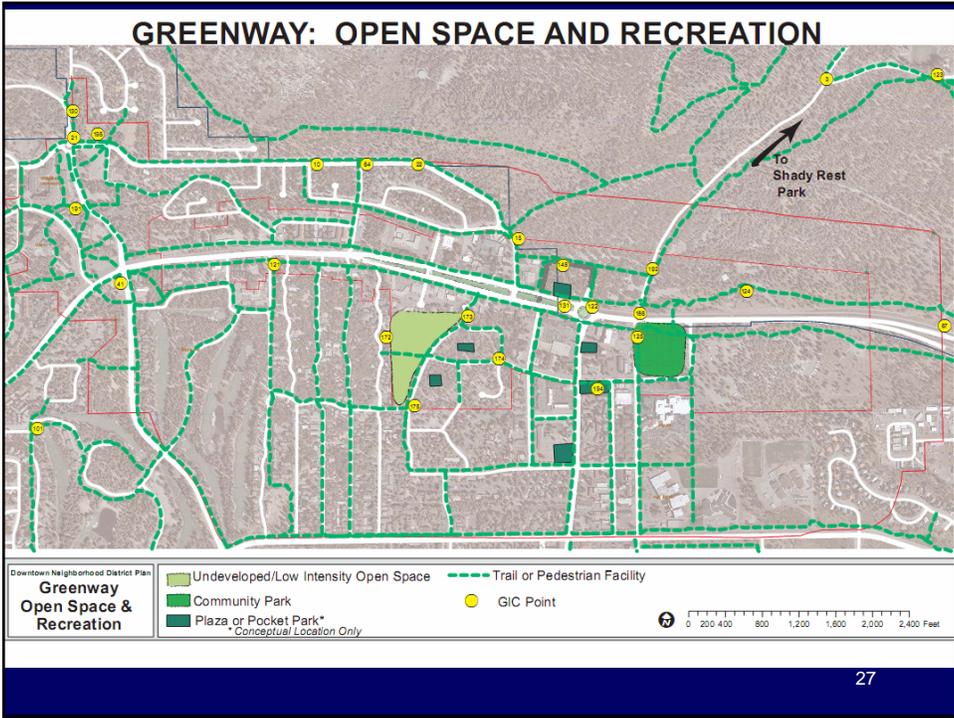
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Greenway: Street Sections



GREENWAY: FUTURE ROADS

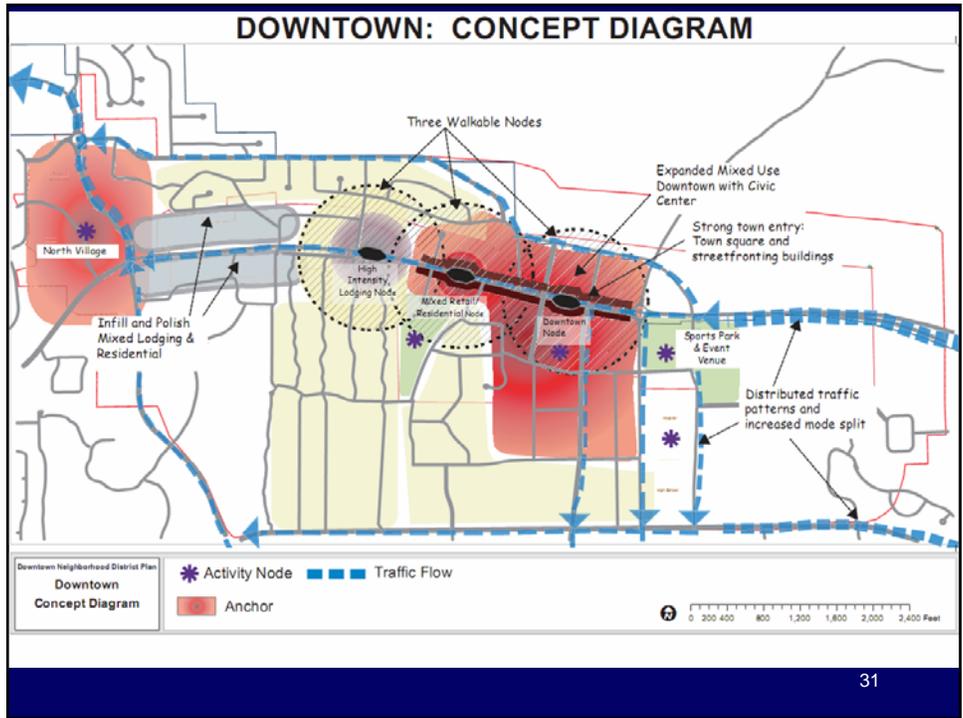




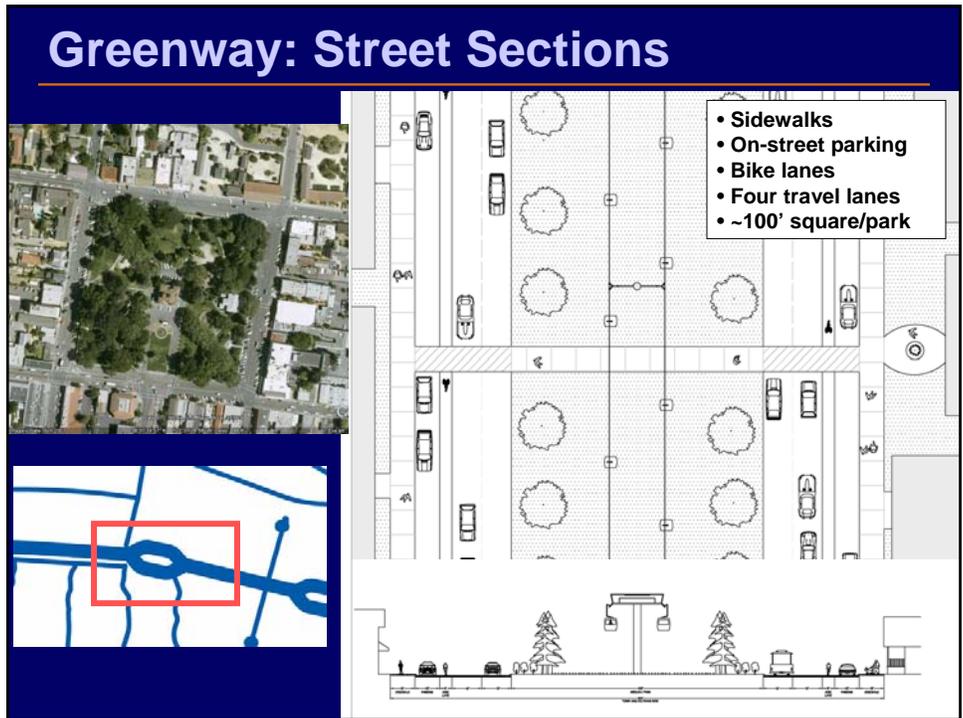


Downtown: Guiding Principles Achieved

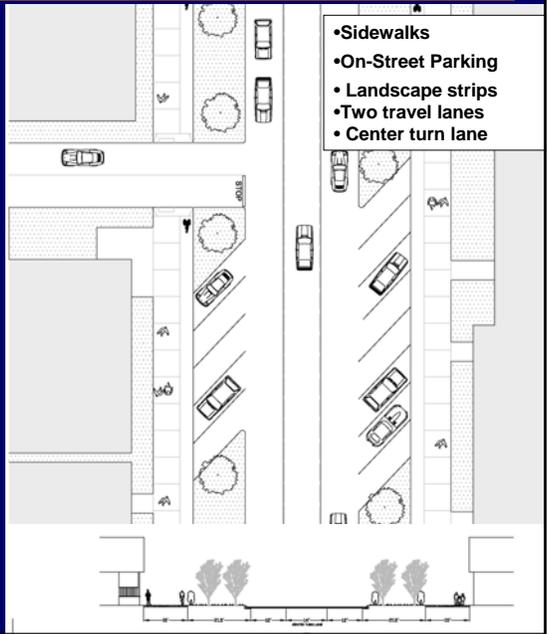
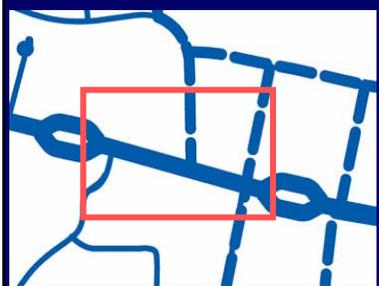
- **Lively and animated Town Center** along North Old Mammoth Road and Main Street
- **On street parking** and strategically located **parking structures** at each node
- Active day and night, and year round with **three activity nodes**: 1) Town Center with civic center, 2) Main Street mixed use, and 3) high intensity lodging
- **Event venues** near the entry to town and opportunities for events at each node
- **Traditional main street character** via squares and **bringing buildings to the street**
- **Feet-first mobility** via complete streets, completing gaps in existing system, safer pedestrian crossings with narrower ROW, calming traffic via squares, expanding transit system with a gondola, tram, rapid bus line, or other
- New roads, road connections, traffic control devices and way finding ₃₀ **improve traffic flow and management**



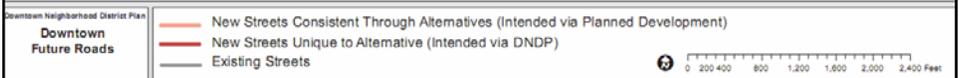
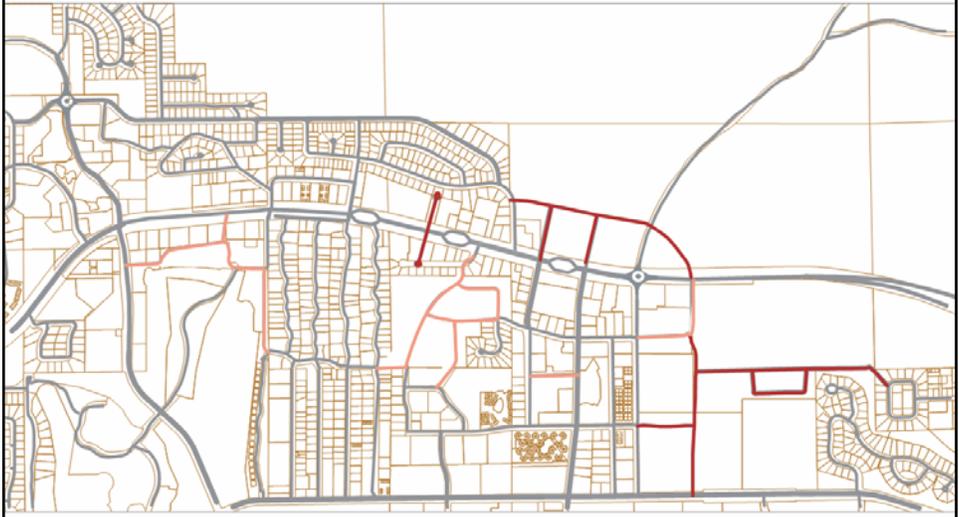
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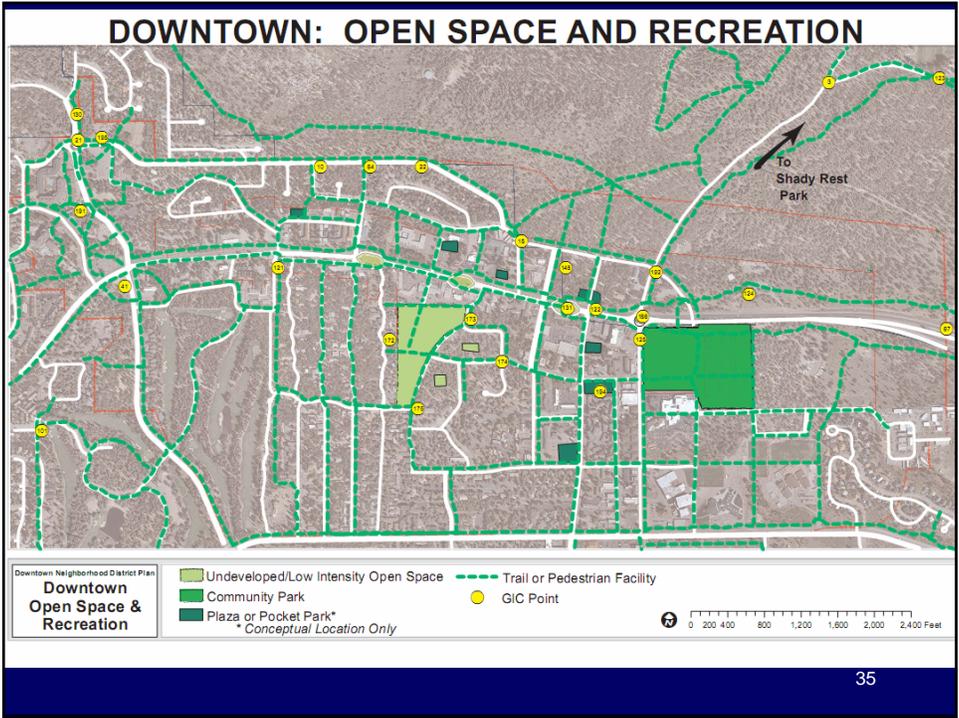


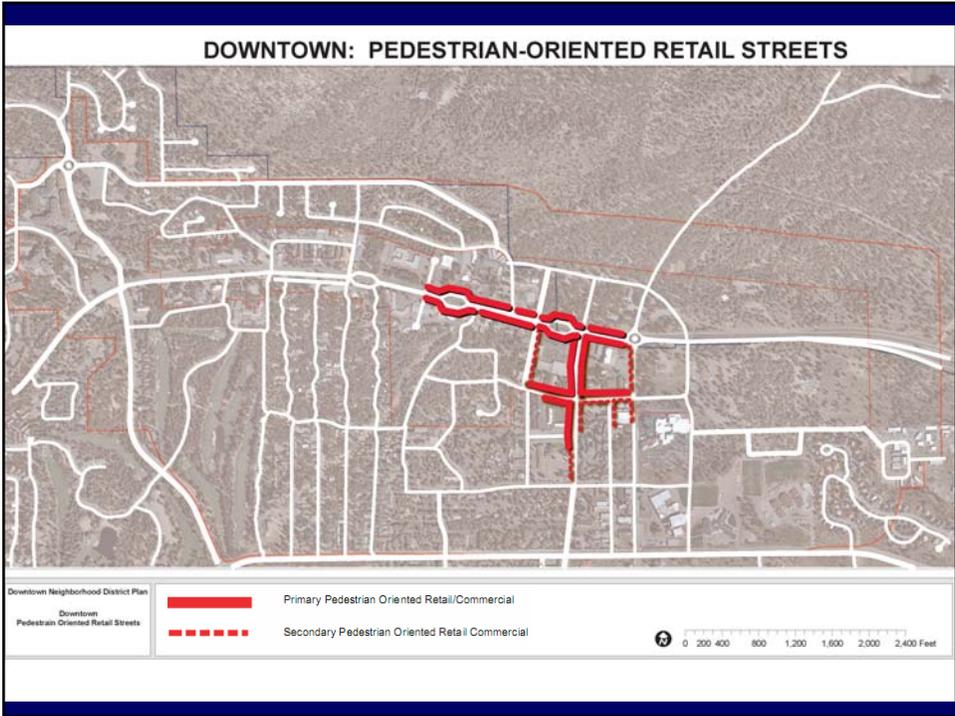
Downtown: Street-front Retail Section



DOWNTOWN: FUTURE ROADS







Alternatives Discussion



Next Steps



Next Steps

Evaluation (PAOT, PIEC, Phasing and Implementation, etc)

Final DNDPs Report and Recommendations

- Focus Group review
- Public Planning Commission and Town Council meetings for review and acceptance

Thank You!