

Chapter 5. Preferred Concept

The Downtown Neighborhood District Plan process described in the previous chapters has resulted in the formulation of a “Preferred Concept” for the Study Area. The Concept reflects the approved Framework and Guiding Principles, and the distillation or narrowing down of a broad range of alternatives to come up with preferred option based on a broad consensus from the public and the Focus Group.

The Preferred Concept includes a physical development concept, describing the features of land use, the mobility system, and public facilities that are envisioned for the Study Area, as well as a series of preliminary recommendations that would implement and guide the long-range physical development of the district. In addition, this chapter outlines the series of implementation actions that need to be undertaken, including recommended prioritization, timing, and funding.

As noted in the Introduction, the Preferred Concept is not the final Concept for the Downtown area. The Concept will be reviewed by the Planning Commission and Town Council, and with approval, will be used as a starting point for additional refinement and changes based on further technical analysis, including traffic modeling, Population at One Time (PAOT) and Project Impact Evaluation Criteria (PIEC) assessment, and feasibility assessment of issues such as Town adoption of the Caltrans right-of-way. These various analyses would be compiled and reported back to the Town Council and Planning Commission, along with a refined Concept, as the basis for subsequent codification as the Downtown NDP.

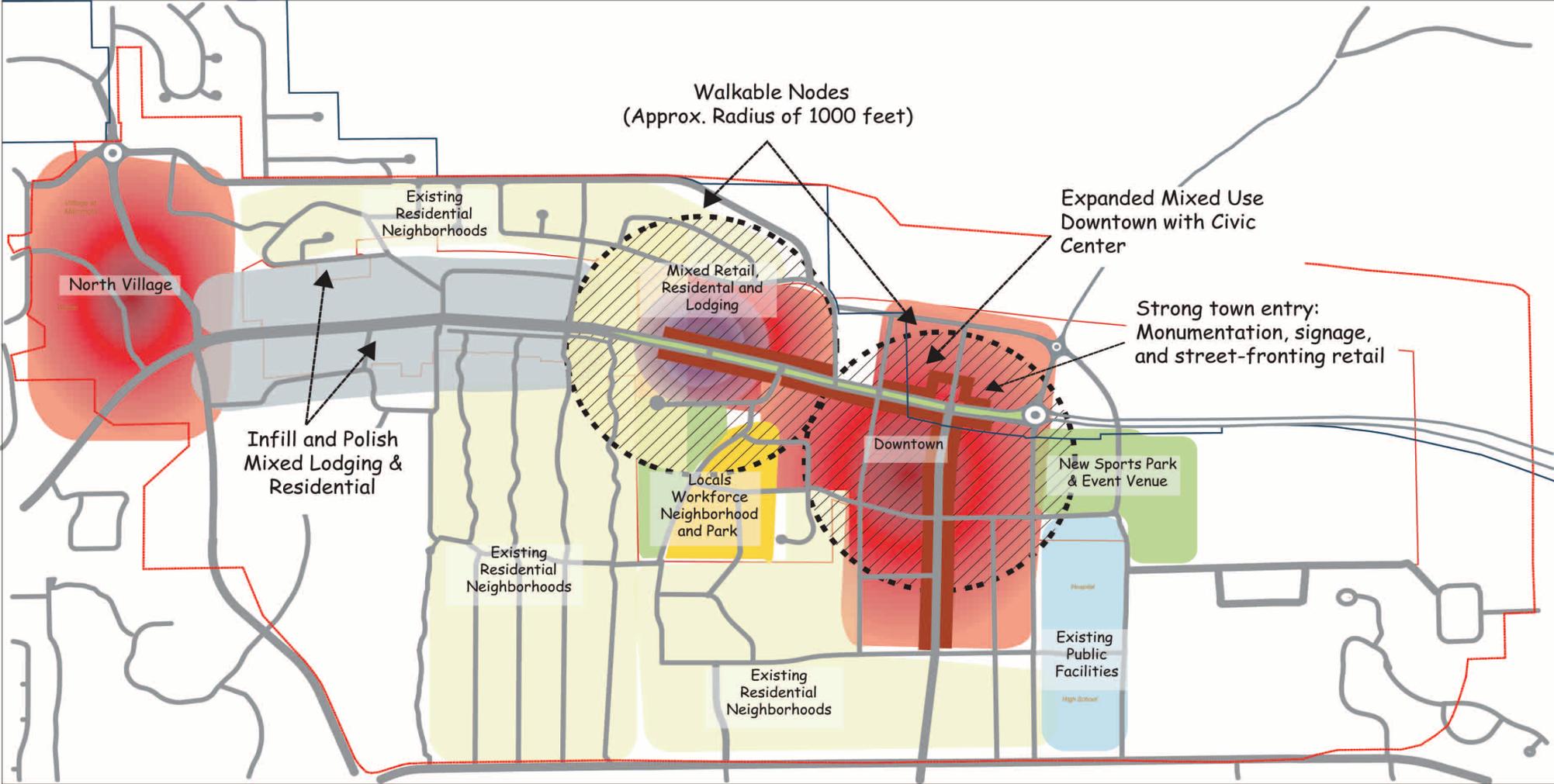
A. Overview and Vision

The Preferred Concept incorporates the consensus direction of the public and the Focus Group, developed through a series of public workshops and meetings. Together, these two groups worked to develop and refine the concept, which incorporates a broad and long-range vision for how this key area of the Town should look, feel, and function. A diagram illustrating the overall concept is shown in Figure 5-1. Individual components of the concept are explained in greater detail below.

1. DNDP Vision

The vision for the Downtown area is for a thriving mixed use district focused around the North Old Mammoth Road area and eastern part of Main Street. Main Street has a dramatically different aesthetic character than today, with a

PREFERRED ALTERNATIVE: CONCEPT DIAGRAM



<p>Downtown Neighborhood District Plan</p> <p>Preferred Alternative</p> <p>Concept Diagram</p>	Streets	Primary Street-Front Retail
	DNDP District Boundary	Walkable Nodes
	DNDP District SOI	

0 200 400 800 1,200 1,600 2,000 2,400 Feet

Figure 5-1: Preferred Concept Diagram

well-functioning roadway that can efficiently carry traffic, while also accommodating pedestrian activity, bicycles, transit and on-street public parking. A substantial median, potentially used as a right-of-way for a gondola, breaks up Main Street's four lanes of traffic, and provides a site for public art and streetscape features that add to Main Street's aesthetic appeal.

Buildings are oriented to the street, with sidewalks and opportunities to browse a range of retail shops and restaurants. Parking is well organized and located in public and private parking lots and surface and underground structures, and on-street. Snow removal is efficiently managed to maintain visibility of storefronts and allow for year-round pedestrian use of sidewalks and paths.

The Downtown district also provides a distinctive gateway entry to town, with monumentation, streetscape treatments and organization of buildings and public spaces that frame the transition along 203 from undeveloped open space to the urbanized area. A new sports park and event venue south of Main Street, and civic center north of Main Street at Old Mammoth Road enhance the gateway, contributing new public spaces and venues that help to activate and enliven the downtown district.

Wayfinding orients visitors, and helps to direct vehicle, bicycle and pedestrian traffic to the most efficient route to their destination. An expanded street network also helps to absorb and spread local traffic by providing new alternate routes and connections.

Shady Rest is a livable workforce neighborhood, conveniently located and well connected to surrounding neighborhoods, and providing a range of housing types and affordability for local residents, along with significant open space areas and parks.

Main Street west of Manzanita Road sees ongoing infill and improvements to vacant and underutilized properties, with new hotel and residential development, as well as upgrade and "facelifts" of some existing properties. Pedestrian connectivity is provided along the length of Main Street from the Downtown to the North Village as sidewalks and public paths, and an efficient transit system provides an accessible and convenient alternative to driving private automobiles.

2. Key Principles

The following represent the foundational principles behind the DNDP Concept:

- **The Preferred Concept is the community's concept.** It was developed based on participation by a broad cross-section of the community, including large and small business and property owners, members of various Boards and Commissions, representatives from the

Downtown Concept for Main Street

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development and tourism community, Advocates, and members of the public at large.

- **The Preferred Concept is practical.** It incorporates changes that can be implemented in phases over the long-term, based on resources and conditions at that time. It is also scalable, with both small-scale and larger-scale components that can be enacted by small and large property owners at their own pace and as new development moves forward, and by public agencies, including the Town, over time, as resources allow.
- **The Preferred Concept does not call for takings or down-zonings** that would reduce or remove private development rights, or that would result in non-conforming uses, and instead offers opportunities and incentives for re-investment and needed change.

B. Development Concept

This section outlines the major physical components of the Preferred Concept.

1. Transportation

The transportation system forms the “backbone” of the preferred concept, since it is the network and configuration of streets and associated facilities that help define the function and structure of the built environment.

Major transportation-related components of the Preferred Concept include the following:

a. Main Street Cross Section

A series of cross-section studies were developed for Main Street, which are shown in Figure 5-2 to Figure 5-4, and in Figure 5-24. As shown in those figures, Main Street is recommended to include four travel lanes, and for the existing discontinuous frontage roads to be removed. A center median (30-40 feet), on-street parking, sidewalks and bike lanes (see below), could be accommodated within a narrowed right of way of approximately 140 to 150 feet, rather than the existing 200 feet.

b. Complete Street Design

“Complete streets” is a planning term used to describe streets that incorporate facilities for transportation modes other than automobiles. Figure 5-2. As shown in the diagram, a complete street includes sidewalks, bike lanes and travel lanes that can accommodate both cars and transit. Landscaped medians and parkways are also included. The DNDP Concept envisions that almost all streets in the study area will be developed as complete streets, facilitating multi-modal connectivity and access.

TYPICAL MAIN STREET SECTION: DOWNTOWN

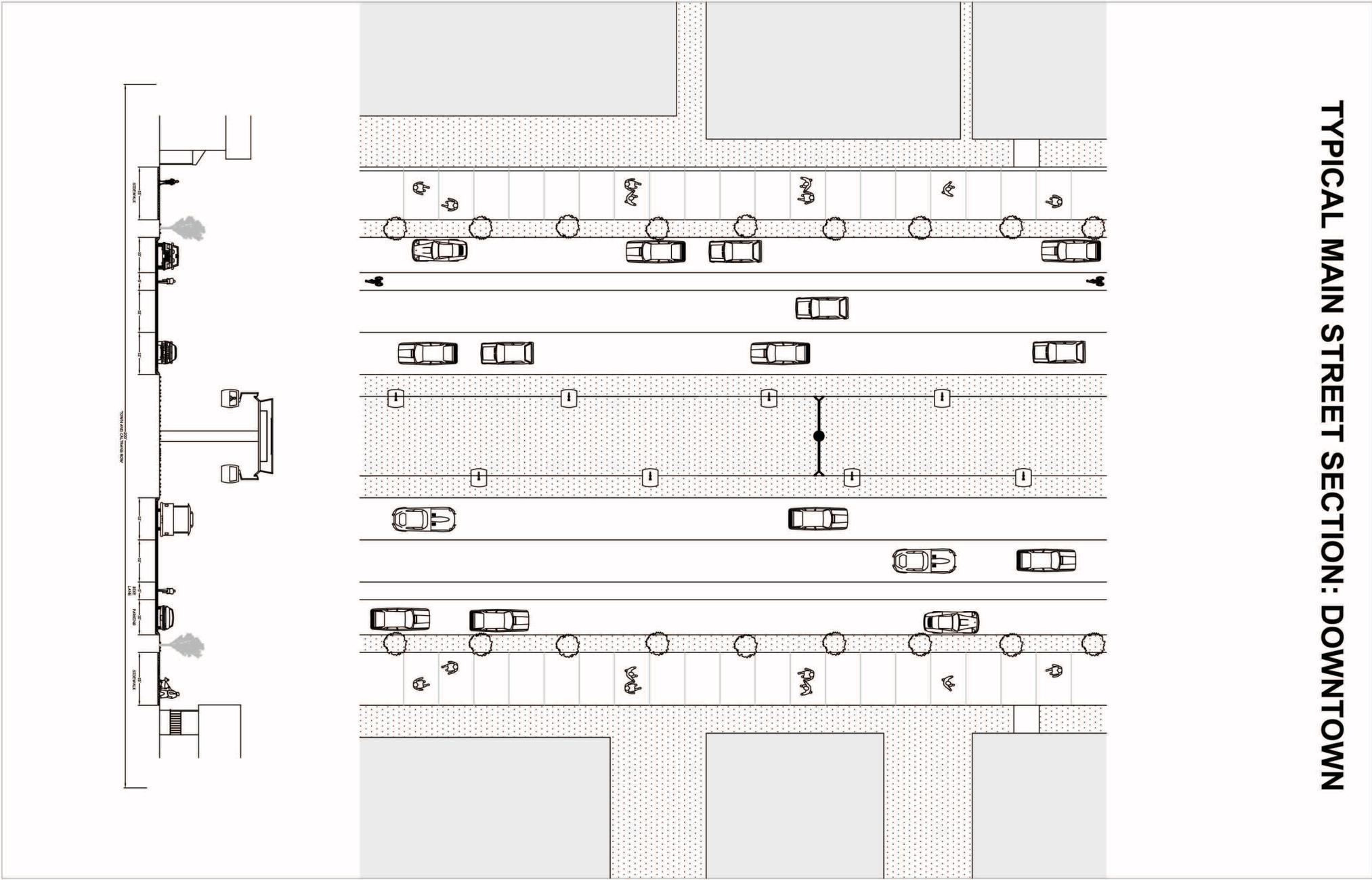


Figure 5-2: Downtown Cross Section

**TYPICAL MAIN STREET SECTION:
WEST OF MANZANITA**

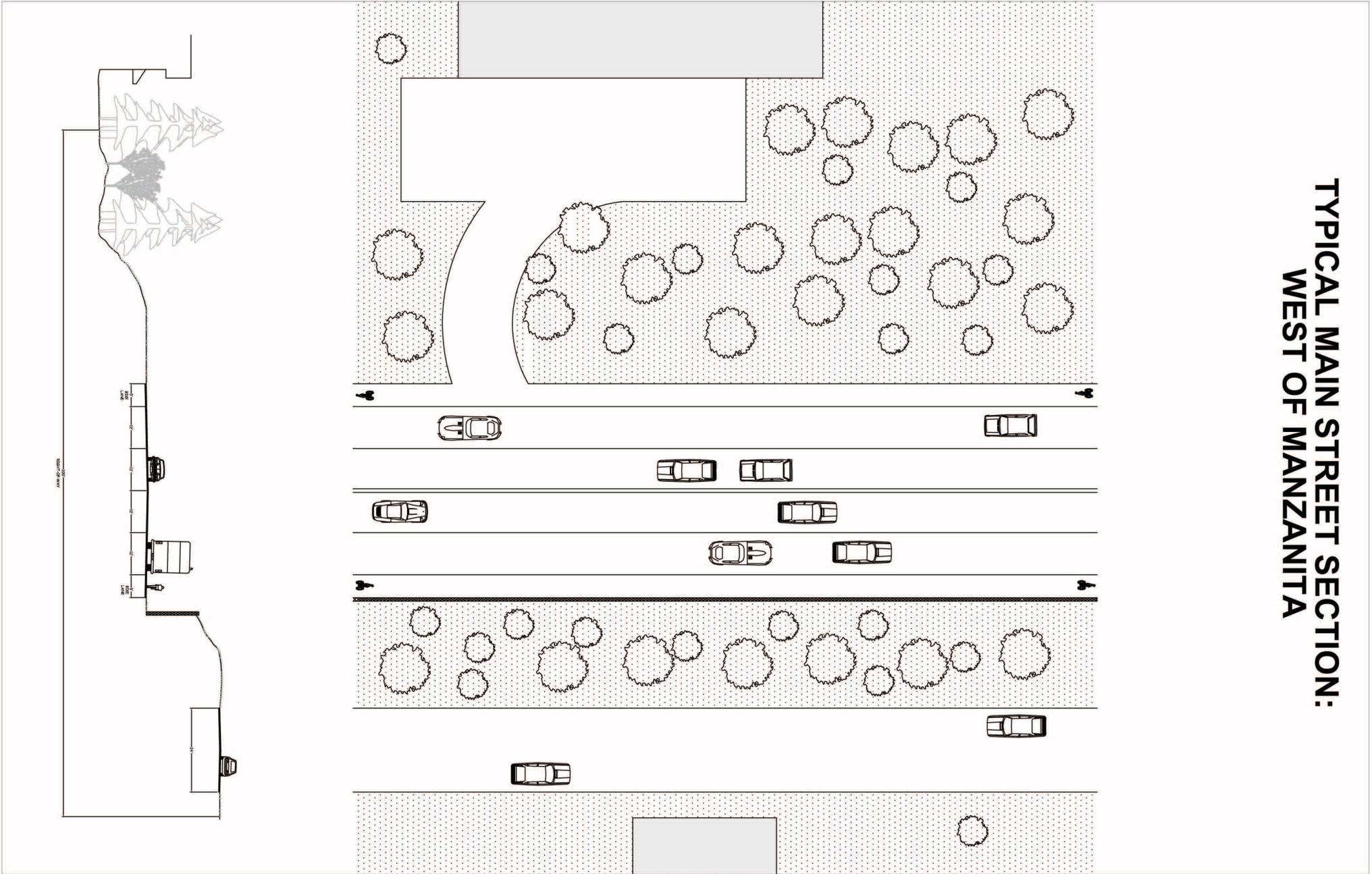


Figure 5-3: Typical Main Street Section, West of Manzanita

**TYPICAL MAIN STREET SECTION:
EAST OF OLD MAMMOTH ROAD**

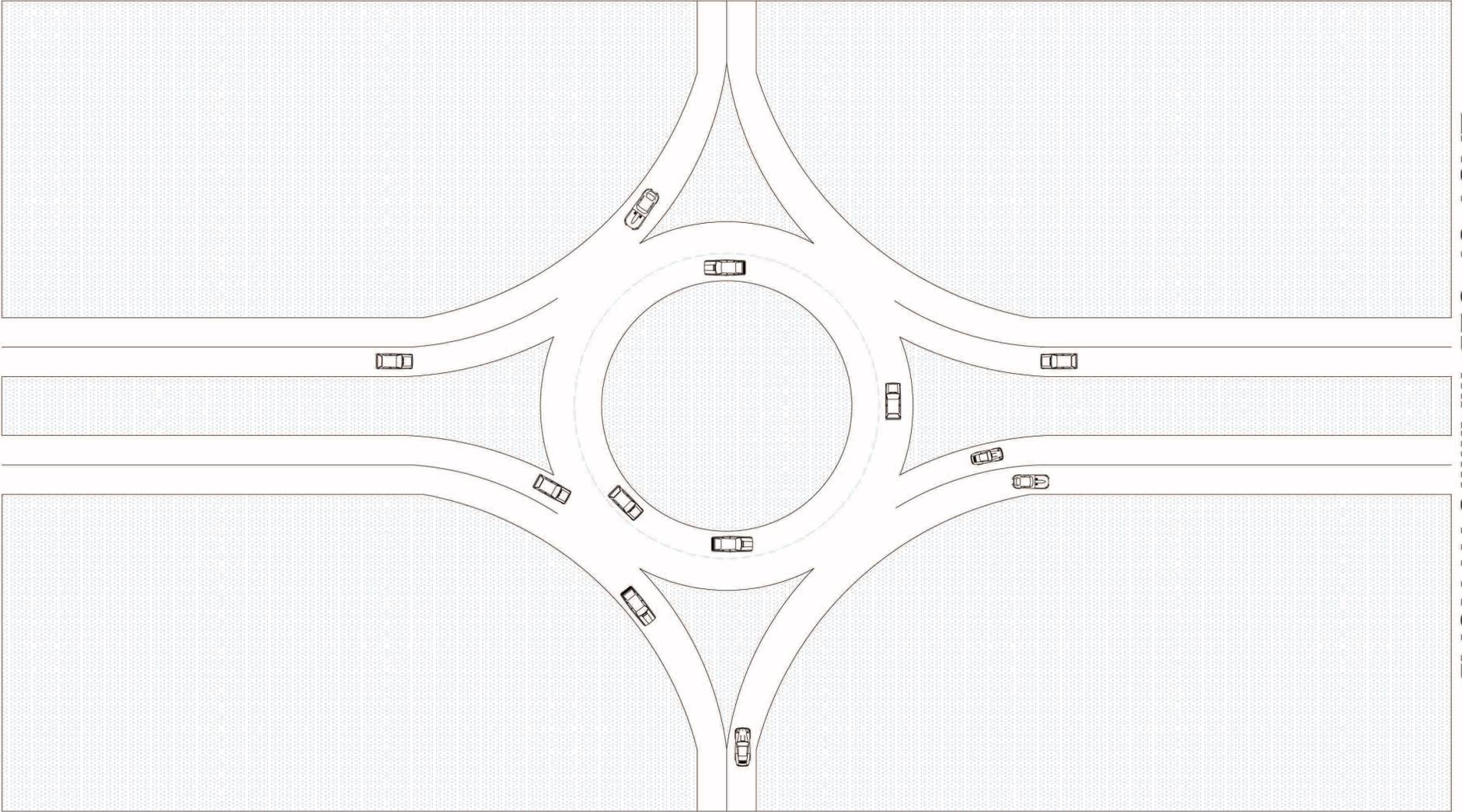


Figure 5-4: Typical Main Street Cross Section, East of Old Mammoth Road

Downtown Concept for Main Street

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c. Linked and Expanded Street Network

As shown in Figure 5-6 and Figure 5-7, the concept includes an expanded street network that provides additional new connectivity and alternative routes for traffic, including emergency vehicles. A number of these roadways are already included in Town planning documents like the Mobility Diagram, as facilities that are planned or projected to occur with new development. It should be noted that many of these roads are outside of the DNDP study area and Sphere of Influence. This fact recognizes that circulation for a study area this large can only be effectively considered on a town-wide basis, looking at the entire street network and traffic flow. Figure 5-5 illustrates the street pattern of the expanded network.

Although these alignments are included as part of the concept, the actual necessity for each roadway, and details of its specific design, classification, and alignment are subject to change based on additional traffic analysis and study.

d. Traffic Management

Traffic management is an important component of the DNDP concept. It refers to the ways in which the flow of traffic through the street network is facilitated and controlled, particularly at key intersections.

As shown in Figure 5-6 and Figure 5-7, the circulation system envisioned as part of the DNDP concept includes potential roundabouts at Highway 203 and Meridian Boulevard, Main Street and Sierra Park Road, and along Sawmill Road. These are in addition to already planned roundabouts at Old Mammoth Road/Minaret Road, Forest Trail/Minaret Road, and Meridian Boulevard/Minaret Road.

In addition to these future roundabouts, improved way finding and signage are seen as critical components of the circulation system (See Figure 5-8). For many visitors and some residents, Main Street is used as the default route to reach parts of town that could just as efficiently be reached in other ways. For example, visitors to the Snowcreek area or Eagle Lodge could be directed to turn off Highway 203 at Meridian Boulevard, rather than traveling via Main Street and Minaret Road. Similarly, Main Street is used as the major route out of town by visitors leaving after a winter weekend, when connecting to 203 via Meridian may be a reasonable (and sometimes faster) alternative. Providing these alternate routes has the potential to spread traffic over a larger number of streets, reducing traffic volumes and congestion on Main Street.

PREFERRED ALTERNATIVE: BLOCK PATTERN



Downtown Neighborhood District Plan

Preferred Alternative Block Pattern

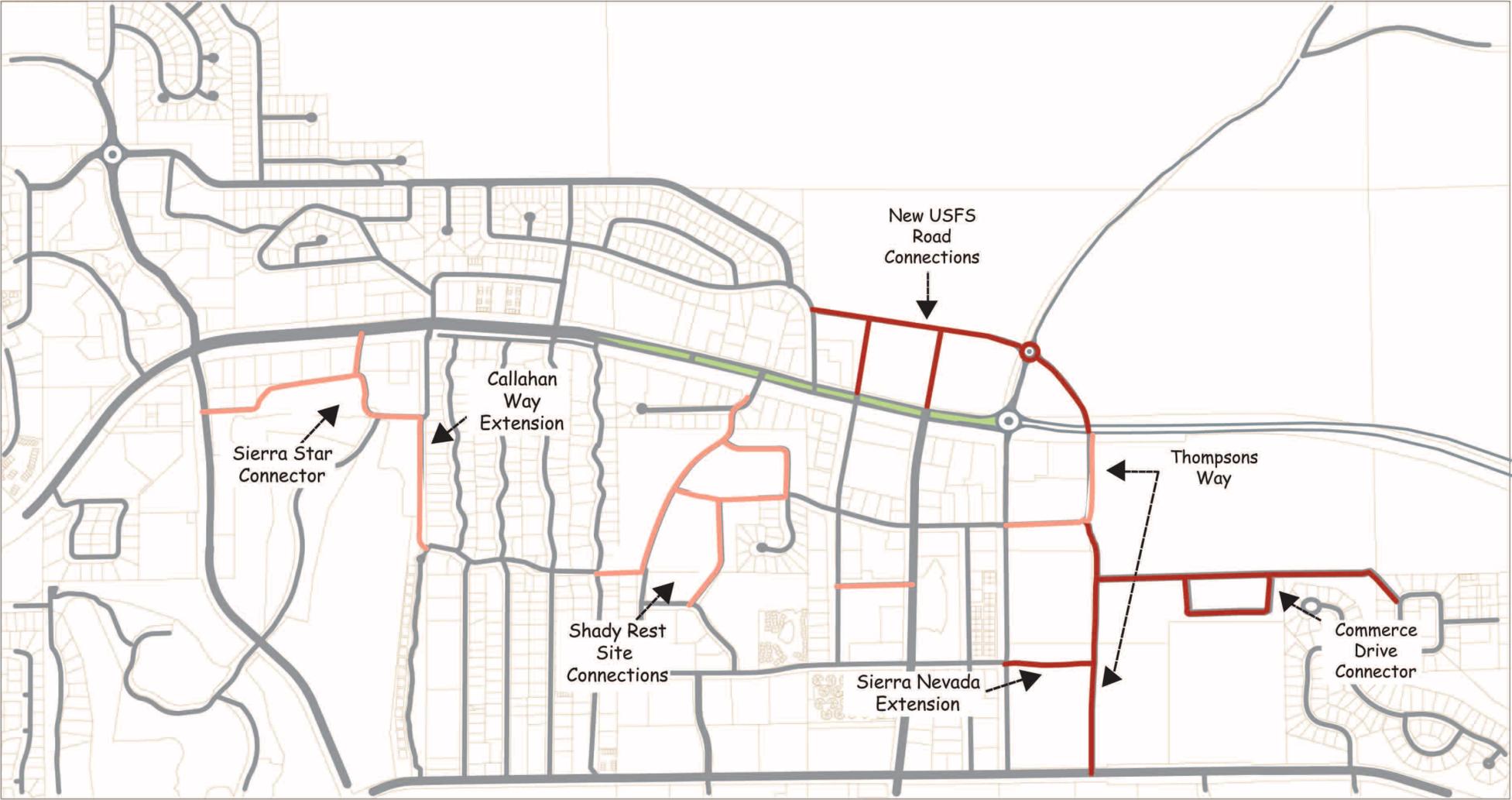
- Streets
- - - DNDP District Boundary
- DNDP District SOI



0 200 400 800 1,200 1,600 2,000 2,400 Feet

Figure 5.5: Block Pattern

PREFERRED ALTERNATIVE: FUTURE ROADS



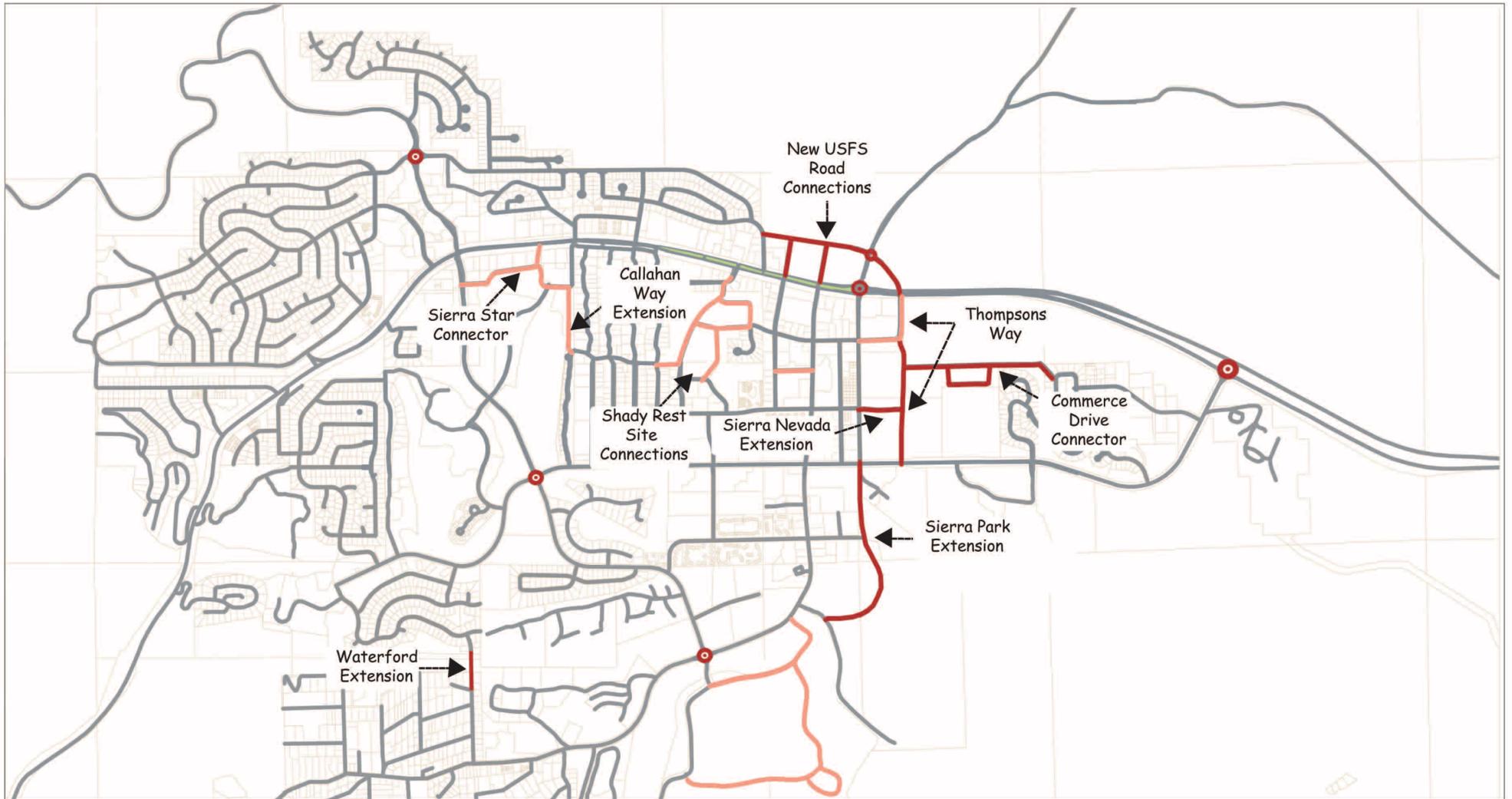
Downtown Neighborhood District Plan
Preferred Alternative
Future Roads

- New Streets Implemented by Other Planned Development
- New Streets Recommended by DNDP
- Existing Streets

0 200 400 800 1,200 1,600 2,000 2,400 Feet

Figure 5-6: Future Roads

PREFERRED ALTERNATIVE: CIRCULATION NETWORK



Downtown Neighborhood District Plan
**Preferred Alternative
 Future Circulation
 Network**

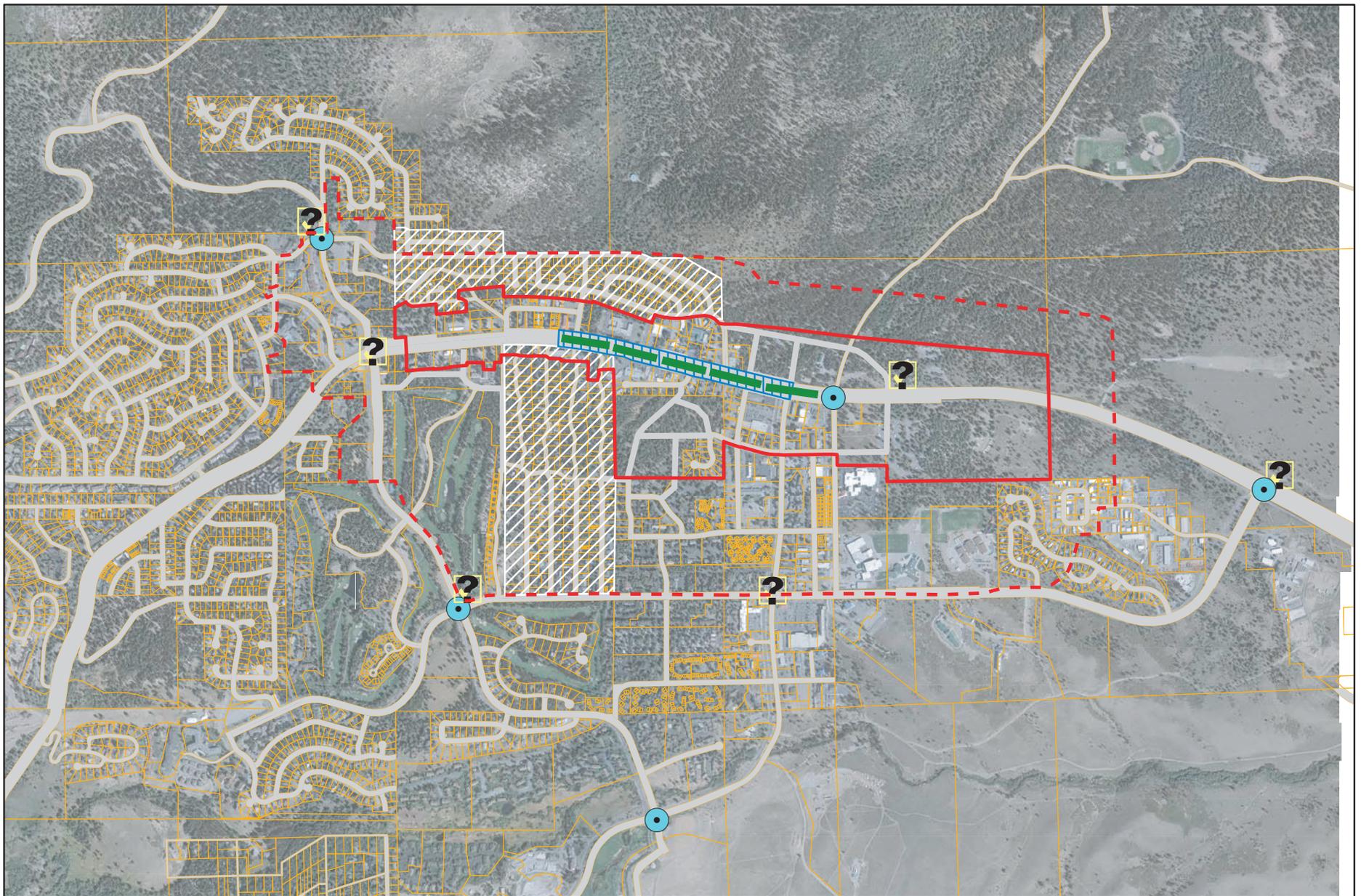
- New Streets Implemented by Other Planned Development
- New Streets Recommended by DNDP
- Existing Streets

- Proposed Roundabouts
- Median - Greenway

0 200 400 800 1,200 1,600 2,000 2,400 Feet



Figure 5-7: Future Circulation Network



Downtown NDPs Preferred Alternative Traffic Management	Neighborhood Traffic Management*	Roundabout	DNDPs Boundary
	Traffic Calming	Wayfinding	DNDPs SOI
	Squares	1 inch = 1,500 feet	

*Traffic calming, avoid cut-through traffic, pedestrian safety, etc

Figure 5-8: Traffic Management

Figure 5-9 and Figure 5-10 illustrate conceptual traffic flow and the different classifications of streets based on these proposed traffic management strategies.

e. Alternate Transportation Modes

While providing alternate routes and expansion of the road network is important to the success of the Preferred Concept, equally important is the concept of increased “mode split,” which means the balance between the numbers of people using alternate modes of transportation to the private automobile. The Downtown NDP Concept assumes increased mode split in the form of increased transit ridership (facilitated by additional stops and improved service); a reduction of trips within the Downtown by locating housing and lodging close to shopping and services so that driving between destinations becomes less necessary (known as “internal capture”); and an improved walking environment.

As discussed in Chapter 3, the alternatives process included discussion of a new gondola line as an additional transit mode that could carry large numbers of people and act as a “signature” feature for Main Street. There continues to be considerable disagreement as to whether a gondola is an appropriate or feasible option. However, the concept of a new transit mode that could quickly transport people to and from the downtown area, whether in the form of a gondola, tram or rapid bus line, was well-received during the process.

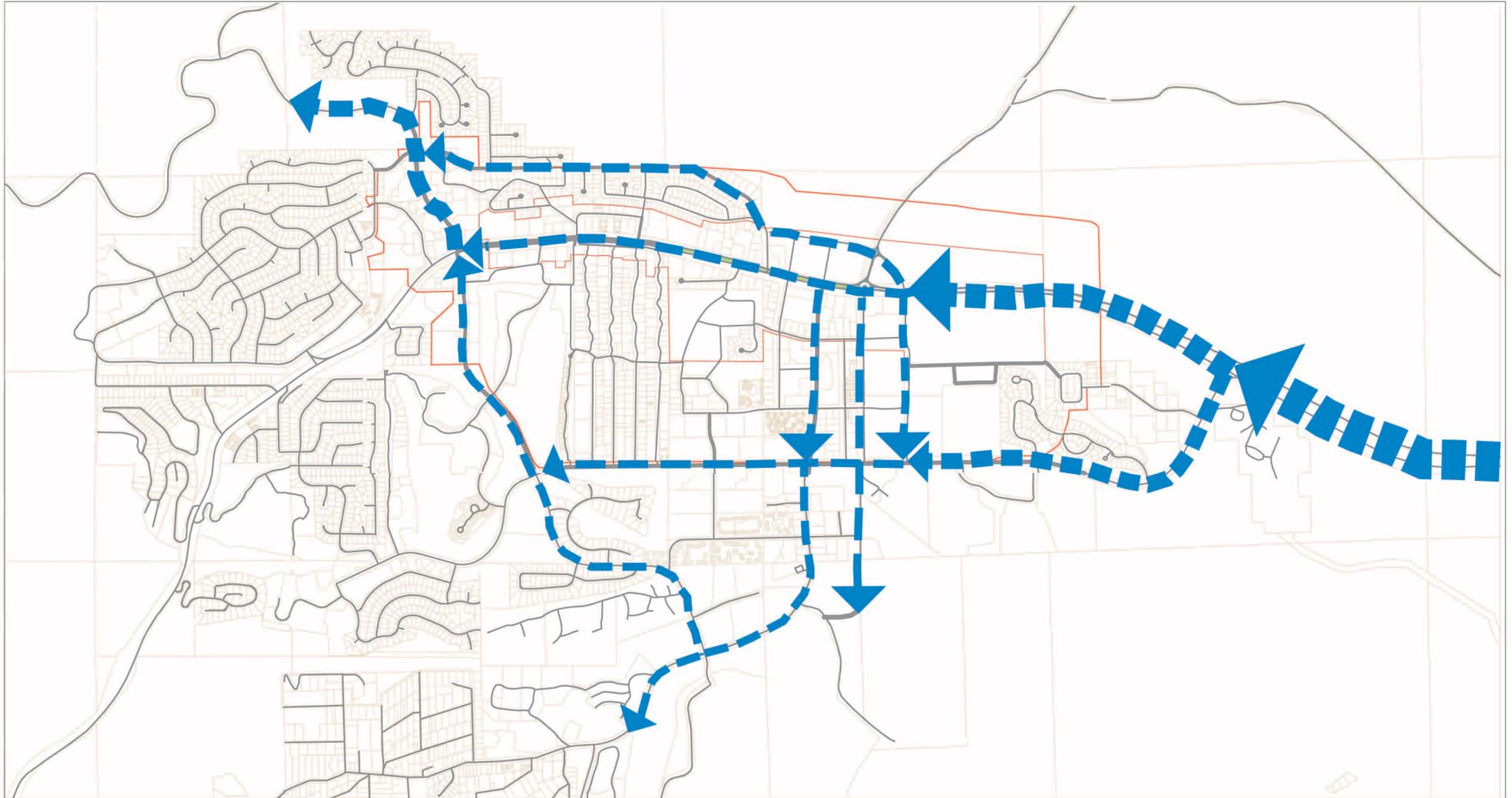
The proposed median that is an integral part of the DNDP Concept provides an opportunity to reserve right-of-way for a future gondola line, placing it in the public right-of-way rather than adjacent to private properties.

f. Pedestrian Facilities

An integral part of increasing mode split is improving the environment for pedestrians. Numerous studies have shown that willingness to walk to a destination increases greatly when conditions are perceived as safer for travel by foot, when pedestrian facilities are connected and well-maintained, and when the walking occurs in an attractive, interesting and pedestrian-scaled environment.

Creating a safe and walkable downtown is central to the DNDP concept. This would be facilitated by providing year-round pedestrian facilities (i.e. sidewalks and paths cleared of snow in the winter), additional safe crossing opportunities, particularly on Main Street, and providing better connectivity and wayfinding with regard to the broader trails and pedestrian network. Figure 5-11 shows the potential pedestrian network that would be included as part of the DNDP concept.

PREFERRED ALTERNATIVE: TRAFFIC DISTRIBUTION



Downtown Neighborhood District Plan Preferred Alternative Traffic Distribution	Streets	Traffic Distribution
	DNDP District Boundary	
	DNDP District SOI	

0 200 400 800 1,200 1,600 2,000 2,400 Feet

Figure 5-9: Traffic Distribution

PREFERRED ALTERNATIVE: STREET CLASSIFICATION



Downtown Neighborhood District Plan

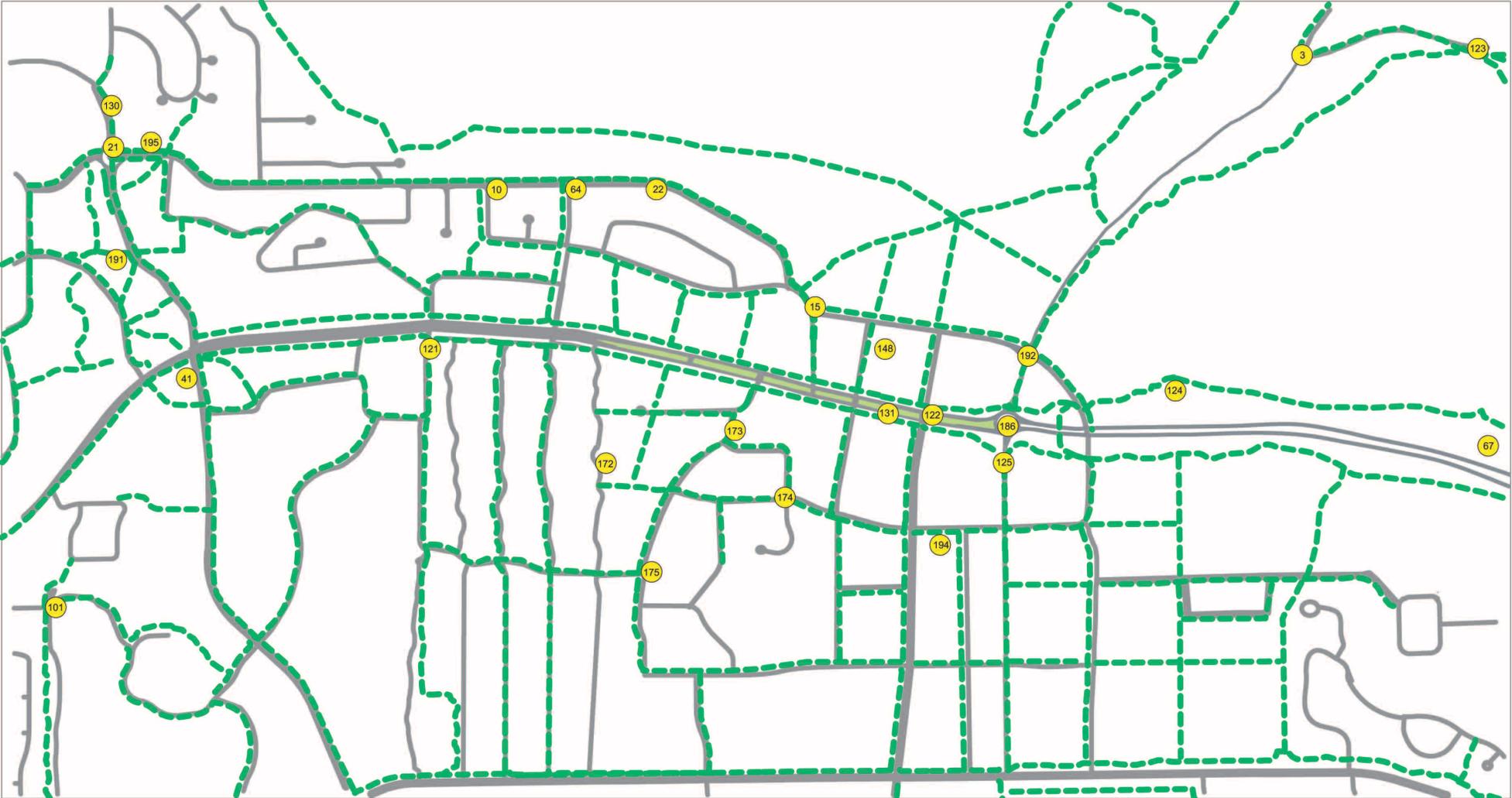
**Preferred Alternative
Street Classification**

-  Arterial Street
-  Collector Street
-  Local Street



Figure 5-10: Street Classification

PREFERRED ALTERNATIVE: PEDESTRIAN MOBILITY



Downtown Neighborhood District Plan
Preferred Alternative
Pedestrian Mobility and GIC Points

Legend:
- Dashed Green Line: Pedestrian Facilities
- Yellow Circle with Number: GIC Points
- Solid Grey Line: Streets

Scale: 0 200 400 800 1,200 1,600 2,000 2,400 Feet

North Arrow

Figure 5-11: Pedestrian Mobility

g. Public Parking

The need for adequate, well-designed public parking was a key issue raised during the DNDP process. Business owners in particular were concerned that a lack of convenient public parking can have a negative effect on trade. Currently, much of the parking in the Downtown area is provided in surface parking lots; there is limited sharing of parking, and it is not efficiently sited.

The Downtown NDP concept envisions a series of strategically located public parking facilities, in the form of surface and underground parking structures and shared parking lots, conveniently located near transit and within an easy walking distance of businesses and restaurants. On-street parking would be provided along Main Street as part of the Main Street “complete street.” Work completed for the Town by Nelson/Nygaard, a well known transportation consulting firm, has suggested the value of effective parking management strategies, such as the use of timed and/or metered parking to ensure that spaces are used as efficiently as possible. Nelson/Nygaard has also advocated for the use of tailored parking standards that account for factors such as proximity to transit, shared parking opportunities, and mixed use characteristics of an area, to avoid “overparking.”

2. Snow Management

Due to Mammoth’s winter climate, snow management is an important consideration. Snow deposited during winter storms and pushed or blown into large berms affects traffic and pedestrian flow and safety, and can impact access and visibility for local businesses during winter months.

The Downtown NDP concept calls for an aggressive and effective snow management strategy for Main Street, similar to that currently in place on Old Mammoth Road and in the North Village.

Instead of creating large berms or piles of snow along each side of Main Street, snow would be pushed and stored on a short term basis within areas reserved for on-street parking immediately following a storm, avoiding snow being blown or pushed onto sidewalks. Then, snow would be blown into trucks for removal and storage elsewhere. As is discussed later in this chapter, because this method of snow removal is more costly, a funding mechanism to handle the increased cost of snow management would have to be found.

3. Aesthetics and Character

The next thematic component of the DNDP Preferred Concept concerns the visual and design conditions within the study area, particularly for the Main Street corridor, which would see the most dramatic change in character.

Downtown Concept for Main Street

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a. Town Entry and Gateway

A central idea of the DNDP Concept is creation of a dramatic and distinctive sense of entry to the town that follows a logical visual sequence or transition from undeveloped and open space east of Sierra Park Road to the urbanized downtown.

The General Plan's "transect" concept reflects the idea that all features of a particular transect zone should reflect common and logically-related characteristics. For example, an urban transect will have more formal streetscape elements like sidewalks, street lighting and street furniture; open space in the form of plazas and squares rather than more natural parkland; and more intensive development types. A non-urban transect zone should reflect characteristic of a "rural" environment in terms of streetscape and landscape.

Defining an appropriate and distinctive entry to the Town was a key component of the Framework and issues discussion. The DNDP concept reinforces this gateway idea by:

- Defining a clear transition from rural to urban through appropriate design and streetscape standards.
- Incorporating opportunities for gateway monumentation and signage at the Town entry.
- Inclusion of a roundabout at Sierra Park Road as "marker" feature.
- Incorporation of a town square and civic center on the USFS property north of Old Mammoth Road. This idea was originally included in the Hart Howerton Concept, as illustrated in Figure 5-12.
- Development of a sports park/event center on the Town/County property south of Main Street at the town entry (see Section 5.b, below) as a signature feature to help to define the town entry.

Figure 5-13 and Figure 5-14 illustrates some of the ideas related to streetscape, public art and entry monuments that could be implemented within the Downtown area, utilizing the greenways, landscaped areas, and parkways that are an integral part of the concept.

b. Streetscape

The term "streetscape" refers to the visual elements of a street, including the road, adjoining buildings, street furniture (such as benches, trash receptacles,

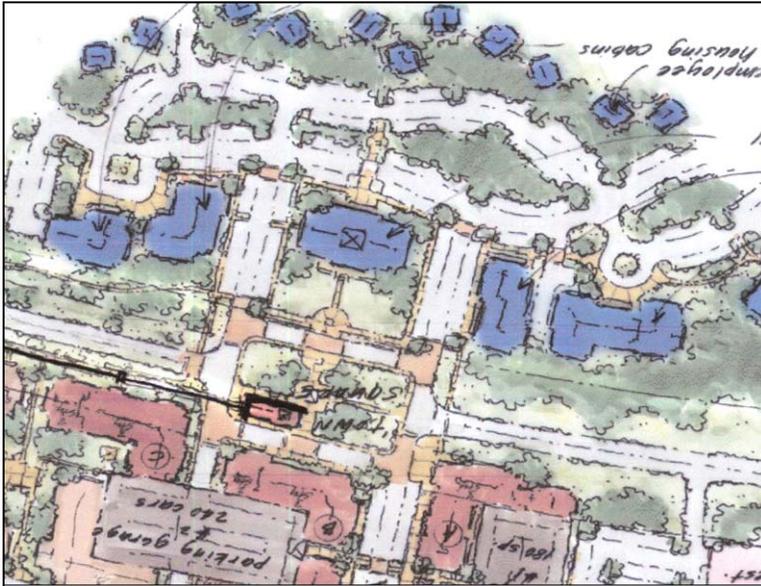


Figure 5-12: Hart Howerton Civic Center Concept

and light fixtures), trees and open spaces, etc, that combine to form the street's character. Most participants in the DNDP process agreed that the character and streetscape along Main Street is in need of significant improvement and change.

To achieve this, the Downtown NDP Concept envisions substantial upgrades to the Main Street streetscape. This includes:

- Appropriate natural landscaping (street trees and parkways) and paved hardscape areas that can be maintained year round, is suitable to the Mammoth environment, and does not significantly increase water use.
- Opportunities for strategically located public art, of a scale and type that enhances the overall streetscape and complements the character and function of the street.
- Incorporation of appropriate community-signage and way finding for both pedestrians and automobiles.
- Development of an appropriate palette of street furniture that is suitable for the character of Main Street and Mammoth Lakes.

Examples of streetscape features are shown in Figure 5-13.

Streetscapes, Public Art, and Entry Monuments



Figure 5-13: Streetscape, Public Art and Entry Monuments

Medians, Roundabouts, and Plazas



Figure 5-14: Medians, Roundabouts, and Plazas

Downtown Concept for Main Street

Chapter 5: Preferred Concept

c. Traditional "Main Street" Character

In the DNDP Concept, Main Street is reconfigured to create a scale and character more typical of a traditional downtown “main street.” Figure 5-15 shows examples of the characteristics and building types found in a traditional mixed use downtown core. As shown in these examples, this includes features such as buildings oriented to the street and with minimal setbacks to the sidewalk, and active ground level uses such as retail storefronts. An active and pedestrian-friendly environment is encouraged through creation of public spaces like small plazas, as well as inclusion of development standards that allow for outdoor dining and street vendors.

Figure 5-16 shows the streets within the DNDP study area that would be designated as primary and secondary retail streets. They include Main Street from Sierra Park Road to Manzanita Road, North Old Mammoth Road, and Tavern Road and parts of Laurel Mountain Road. Secondary retail streets would be located on the periphery of the downtown, and would provide a transition to residential and lodging areas. Certain site conditions, such as topography, may preclude some of these properties from being designed to function as part of a traditional pedestrian oriented retail street.



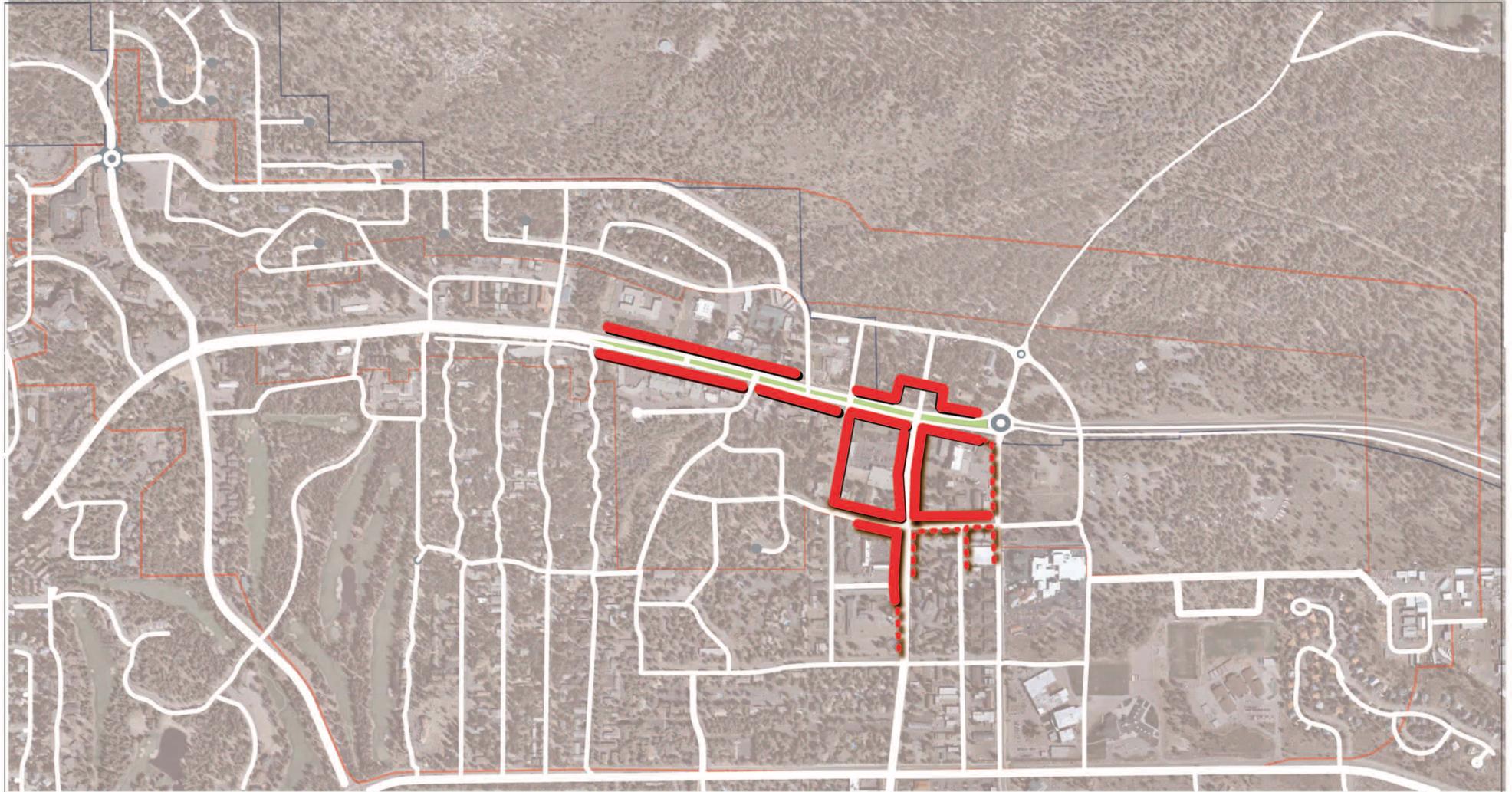
Street furniture includes elements like benches, street lighting, trash cans and planters

Downtown Core – Mixed Use, Street Front Retail, and Pedestrian Friendly



Figure 5-15: Downtown Core: Mixed Use, Street-front Retail and Pedestrian-Friendly

PREFERRED ALTERNATIVE: RETAIL STREETS



Downtown Neighborhood District Plan
**Preferred Alternative
Pedestrian Oriented
Retail Streets**

- Primary Pedestrian Oriented Retail/Commercial
- - -** Secondary Pedestrian Oriented Retail/Commercial



Figure 5-16: Retail Streets

4. Economic Development

Creation of an economically viable and implementable concept is a critical part of the DNDP concept, as are land uses and programming that can support the Town's destination resort goals. Without these aspects, implemented through public-private partnerships, public and private investment, and meaningful incentives for change, the concept cannot be successful.

a. Release of Excess Right of Way

The reduced Main Street cross-section, which proposes to eliminate the existing frontage roads and move future buildings close to the street, would create excess right-of-way along the Main Street corridor. This additional acreage could potentially be made available for purchase by adjacent property owners, offering an opportunity for this land to be returned to productive use, and providing a potential funding source for public improvements. Additional analysis on the feasibility of relinquishing the right of way to the Town will be completed.

b. Major Sports/Event Park

As shown in the DNDP Concept Diagram (Figure 5-1), the concept includes a major sports park and combined events facility located on the Town/County property at Main Street and Sierra Park Road. This idea was included in the initial Hart Howerton Concept (see Figure 5-17), and as shown could include several sports fields, as well as an outdoor performance venue that could host entertainment events. The proximity of the schools allows for possible shared use of sports facilities with the school district, and possible leasing or use of MUSD property. Figure 5-18 illustrates a number of examples of these types of facilities that have been built in other communities.

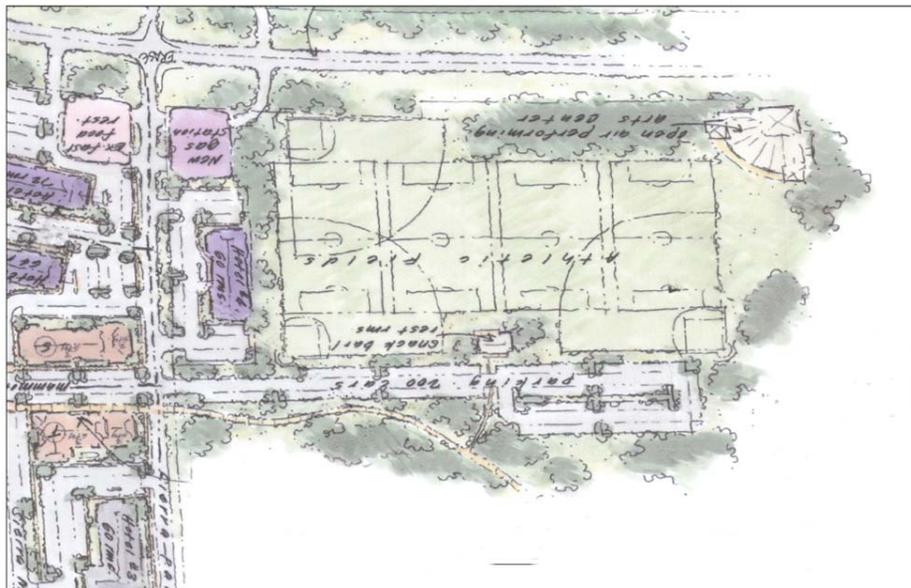


Figure 5-17: Hart Howerton Sports Park Concept

Public Event Spaces



Figure 5-18: Public Event Spaces

c. Multi-use animated spaces in commercial areas

Another opportunity for public-private partnership would be provided with development of smaller public spaces (plazas, pocket parks and squares) within the downtown core. Conceptual locations for public event venues, including the sports parks venue described above, are shown in Figure 5-19. The locations of public event venues should consider potential impacts to residential neighborhoods.

d. Joint Use Public Parking

As previously discussed, parking is a major issue and concern for the Downtown District. It is extremely expensive to construct surface, structured, and underground parking, which can tend to consume a significant portion of the developable area of a lot and make smaller properties very hard to develop.

The DNDP Concept includes a range of strategies to provide convenient shared public parking throughout the study area. These include off-site joint public facilities serving multiple downtown businesses, metered on-street parking, and private shared parking agreements. Illustrative locations for shared parking facilities are shown in Figure 5-20.

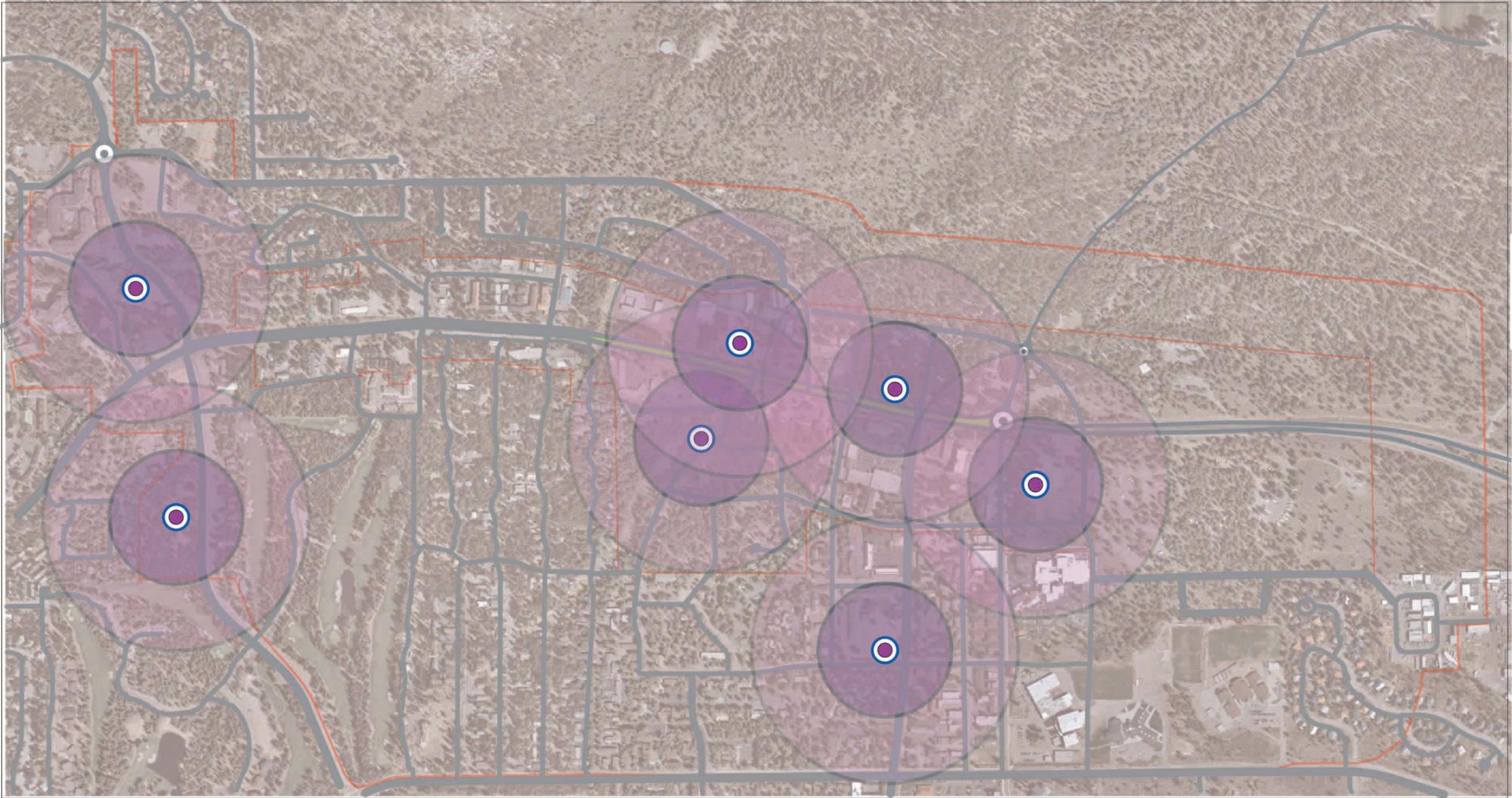
e. Shady Rest Livable Workforce Neighborhood

The importance of continuing to designate Shady Rest as a livable workforce neighborhood was emphasized throughout the NDP process. Shady Rest continues to provide a unique opportunity for the creation of housing for local residents and the local workforce. Shady Rest is envisioned as including a mix of housing types (from small lot single family homes, duplexes and triplexes), to townhomes and apartments. A mix of affordability is also desirable for Shady Rest, with both market rate and below-market rate units, and the livability for those units and the neighborhood as a whole is very important.

Open space, including the wetlands portion of the site, and one or more neighborhood parks to serve local residents would also be included. A neighborhood park at the north portion of the site should be visible and accessible from Main Street to the extent feasible, while also functioning as a buffer between the residential uses on Shady Rest site and Main Street.

Figure 5-21 shows a development concept for Shady Rest, as well as a series of images showing the types of housing and open space that might be included on the site.

PREFERRED ALTERNATIVE: VENUES



Downtown Neighborhood District Plan
Preferred Alternative Venues

- Streets
- DNDP District Boundary
- DNDP District SOI
- Event Venues (with 500 and 1000 foot walking radius)

Figure 5-19: Venues

PREFERRED ALTERNATIVE: PUBLIC PARKING

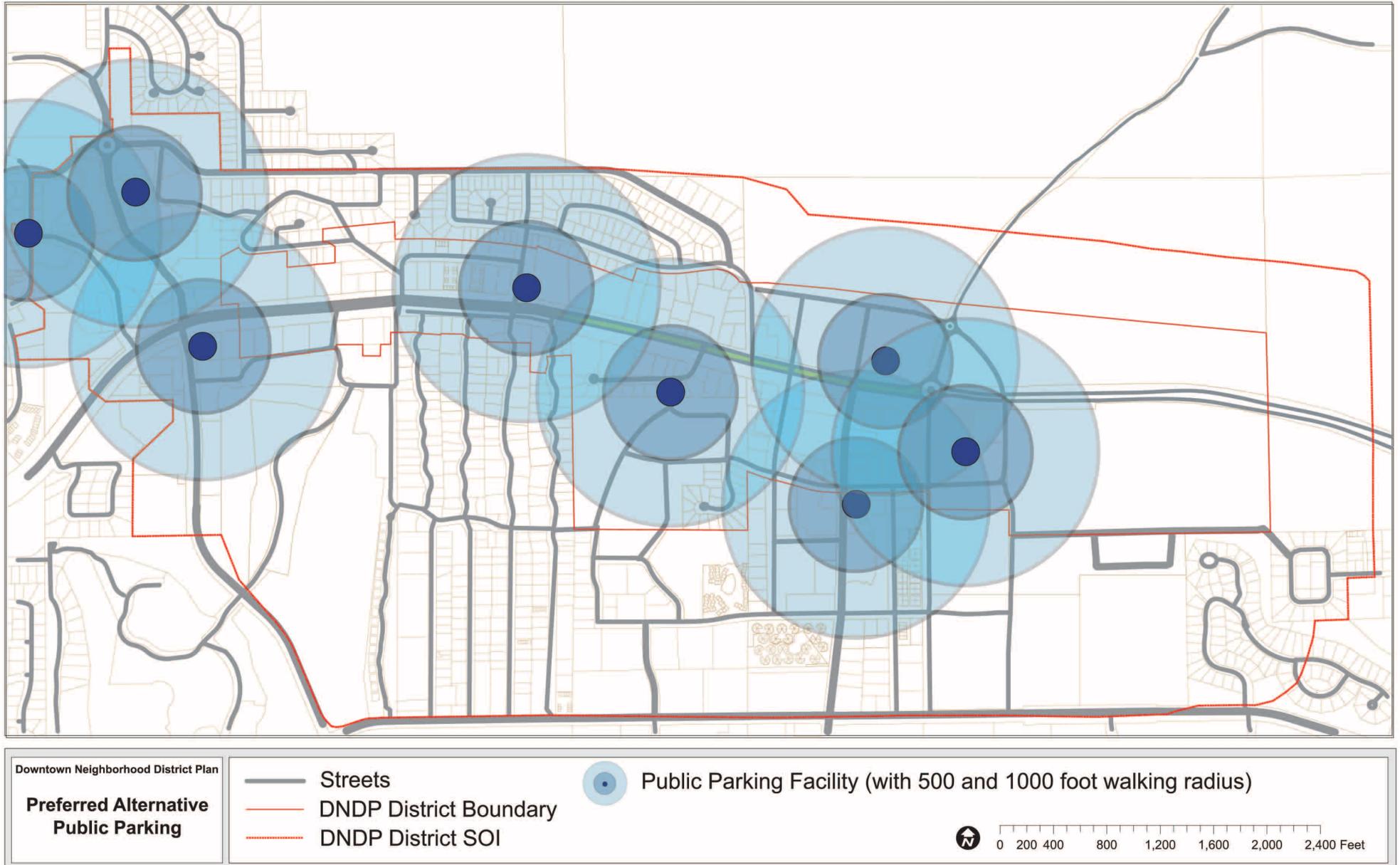


Figure 5-20: Public Parking

Shady Rest Site Development Concept

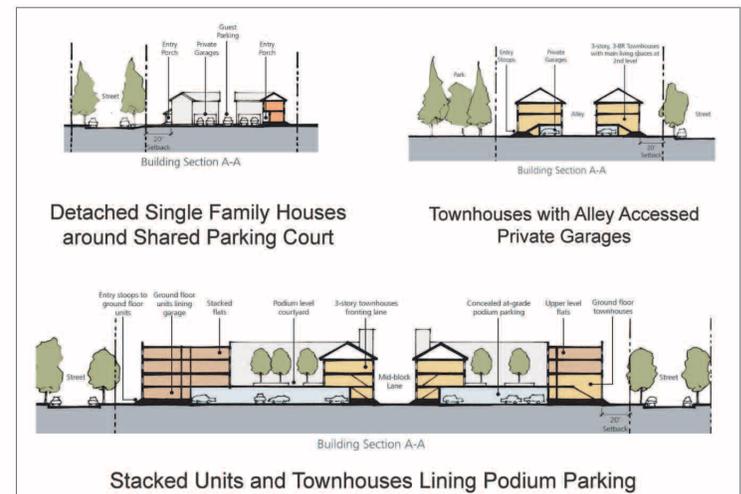
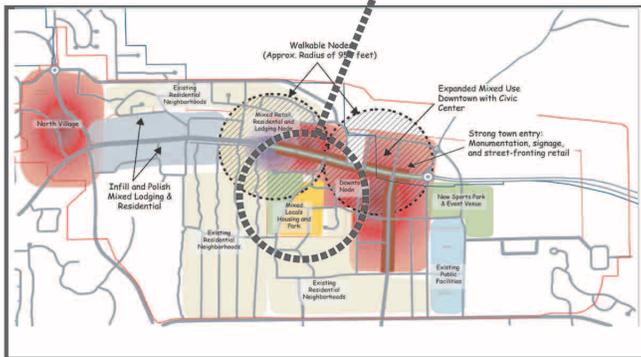
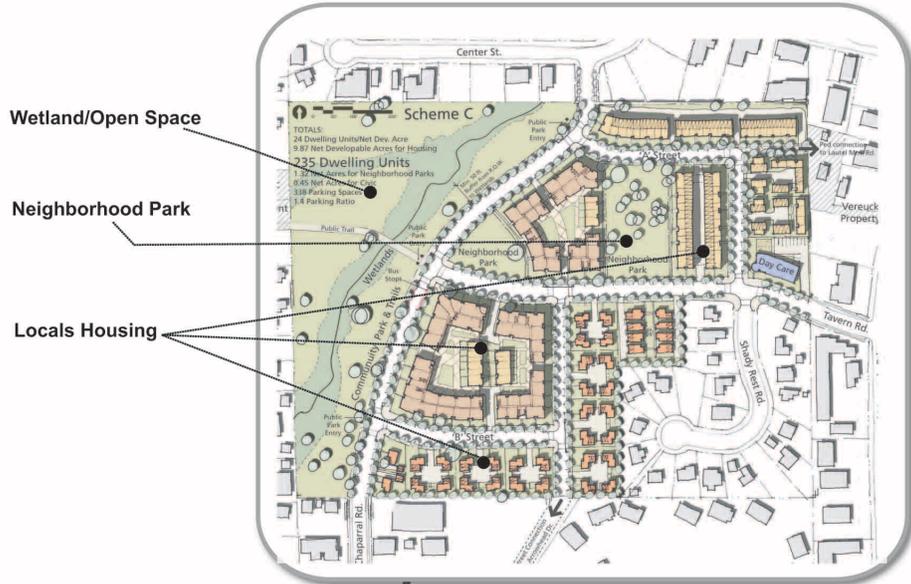


Figure 5-21: Shady Rest Site Development Concept

C. Preferred Concept Recommendations

This section presents a series of recommendations that support the physical development concept outlined above.

1. Land Use and Development Standards

a. Land Use

Recommendation 1.1. Develop zoning standards that allow for implementation of land uses as conceptually shown in Figure 5-22, which reflect the concept shown in Figure 5-1 and vision for the DNDP study area described in Section A.1 above. The recommended land uses shown in Figure 5-22 are keyed to a series of “place types” which are described more fully in Appendix C. Specific land uses for each subarea include :

Subarea 1:

- *Downtown:*
 - Mixed use development (ground floor retail with office or residential above), mixed use lodging/residential, and mixed use retail/office.
 - Standalone retail, office and restaurants.
 - Mixed medium and high density residential (apartments and condominiums).
 - Mixed lodging (hotels, motels, inns and specialty lodging).
- *USFS Property:* Civic/government uses, public open space, and employee housing.
- *Town/County Property:* Civic/government uses, recreational open space/park, event venue.

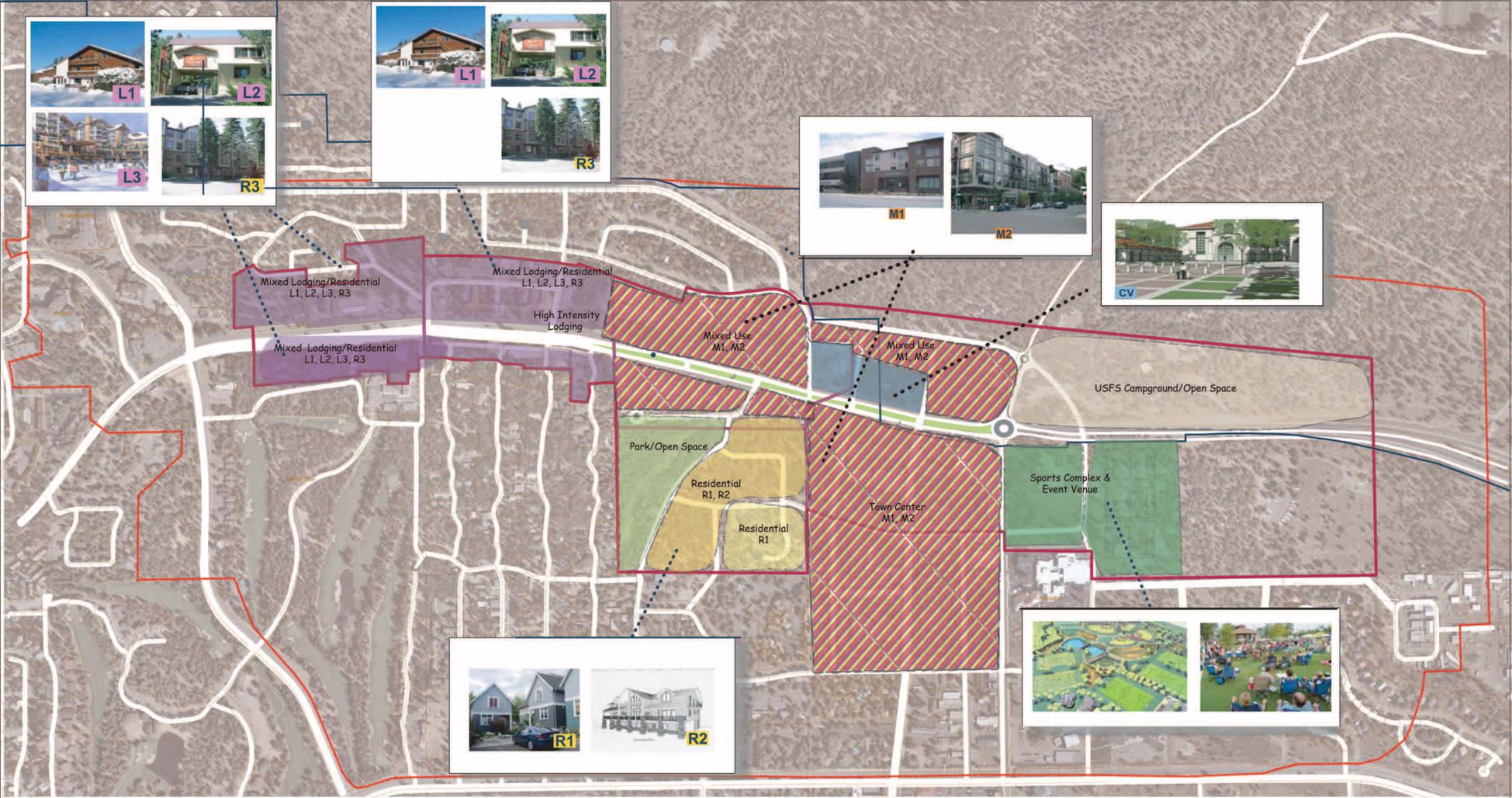
Subarea 2:

- Mixed use development (ground floor retail with office or residential above), mixed use lodging/residential, and mixed use retail/office, standalone retail and commercial, residential and lodging. Medium and high density residential.

Subarea 3:

- Mixed density residential (townhomes, duplex/triplex, and multi-family residential).
- Public parks/open space.
- Community facilities (e.g. childcare center, community center).

PREFERRED ALTERNATIVE: LAND USE



Downtown Neighborhood District Plan Preferred Alternative Land Use	Downtown NDP Study Area
	Downtown NDP SOI
	Urban Growth Boundary

Figure 5-22: Land Use

Subareas 4 and 5:

- Mixed lodging (hotels, motels, inns and specialty lodging).
- Medium and high density residential: Townhomes, apartments and condominiums.
- Limited and ancillary commercial (e.g. small neighborhood market, real estate offices, and hotel gift shops) and restaurants associated with lodging development.

b. Street Level Development Standards

Recommendation 1.2. Street front retail should be required on the streets identified in Figure 5-16. For primary retail streets, active ground floor uses should comprise at least 75 percent of the linear frontage of each block; for secondary retail streets, active ground floor uses should comprise at least 50 percent of the linear frontage of each block.

Recommendation 1.3. Off-street parking on designated retail streets should generally be located behind, to the side of buildings, or underground.

Recommendation 1.4. Retail streets should incorporate street trees, landscaping, lighting, street furniture, and transit shelters to provide a pleasant pedestrian experience. Development along retail streets should also incorporate landscaping, plazas, lighting, and other pedestrian amenities.

Recommendation 1.5. Public art should be incorporated throughout the commercial streetscape and in development projects as appropriate, such as in public/private plaza spaces. Public art shall complement and may be incorporated into the way finding system as appropriate.

Recommendation 1.6. Extensive blank walls or facades visible from the public right-of-way should not be permitted along retail streets in the downtown area. Pedestrian-friendly facades include but are not limited to transparent windows, display window, and art or architectural treatment that adds visual interest and variety at the pedestrian level.

Recommendation 1.7. Curb cuts along Main Street should be limited to provide safe, convenient vehicular access without compromising pedestrian safety. Shared driveways shall be required to the greatest extent possible and maximum driveway width standards shall be enforced.

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c. Setback Standards

Recommendation 1.8. Figure 5-23 shows recommended setbacks for various streets within the DNDP Study Area. The following setbacks are recommended:

- Main Street/Other Designated Retail Streets: Commercial and mixed use buildings should generally be built to the property line along Main Street and other designated retail streets. A maximum setback of up to ten feet may be allowed to accommodate entry courts, space for outdoor dining and patios, etc. Figure 5-24 shows the conceptual street section and setbacks for the downtown portion of Main Street.
- Main Street (West of Manzanita), Center Street, Mountain Boulevard, Sierra Boulevard, Alpine Circle, Thompsons Way: Minimum 10 feet, with participation in snow removal district or snow removal plan. Otherwise minimum 20 feet.
- Shady Rest Streets: Minimum 10 feet, with participation in snow removal district or snow removal plan. Otherwise minimum 20 feet.
- Commercial to Residential Transition: 15 feet Minimum.

Recommendation 1.9. Develop incentives for development and redevelopment to bring buildings up to the recommended setbacks, such as sale of excess right of way if feasible.

d. Building Height and Massing

Recommendation 1.10. Buildings should generally be between one and three stories. Height above three stories may be approved pursuant to the Community Benefits/Incentive Zoning policy, where it would allow for clustering of building mass to provide additional public open space, would not cause significant impacts to scenic views, or create significant shade and shadow impacts to public open space areas.

Recommendation 1.11. Building heights fronting designated retail streets should be one to two stories, and varied to allow for architectural interest within the pedestrian realm.

Recommendation 1.12. Building massing should be stepped back at a maximum angle of 45 degrees for portions of the building above 35 feet, to encourage solar access to the public/pedestrian realm, and protect public views to the extent possible. (See Figure 5-24)

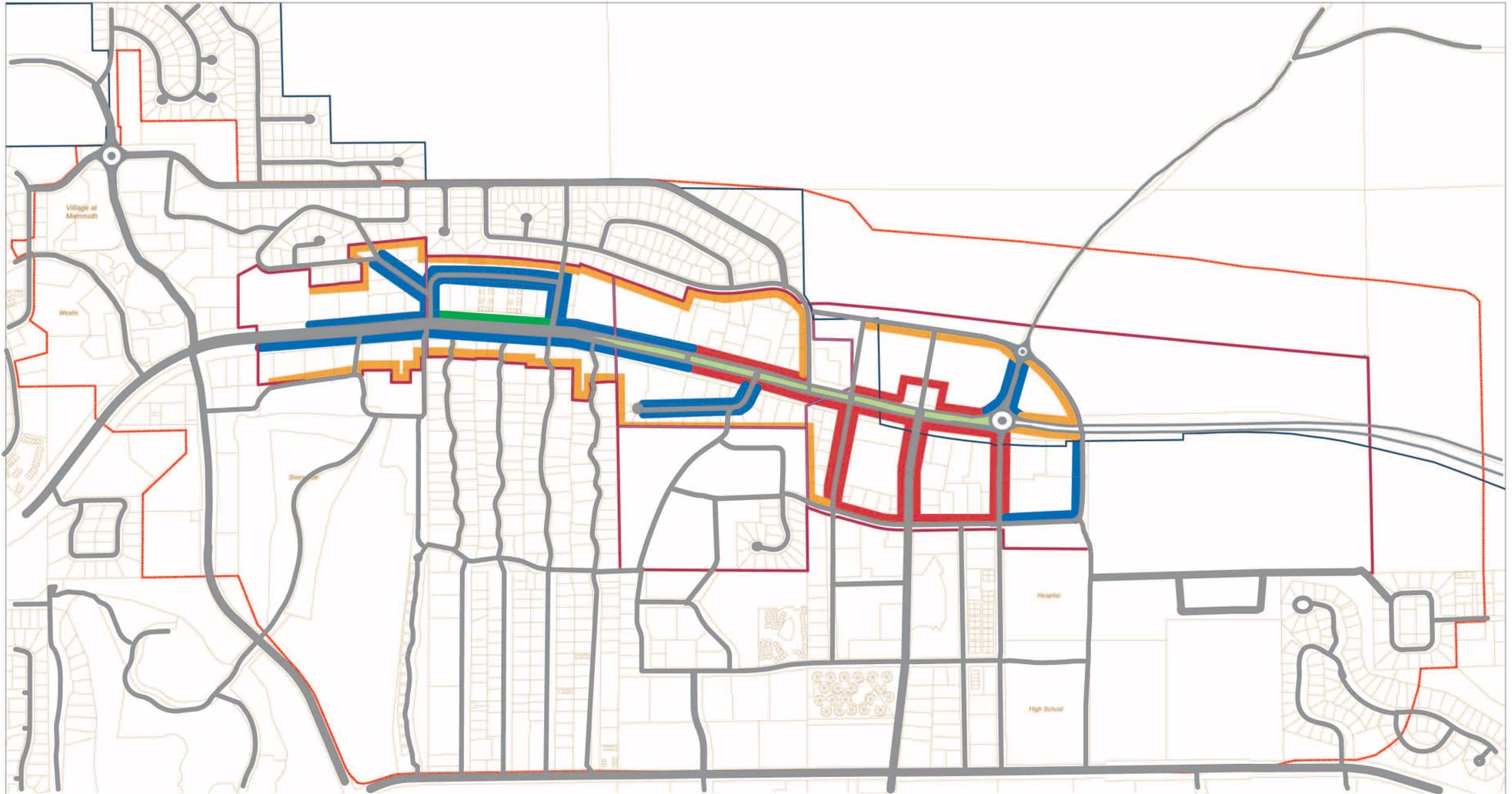


Figure 5-23: Building Setbacks

MAIN STREET CROSS SECTION AND BUILDING HEIGHTS

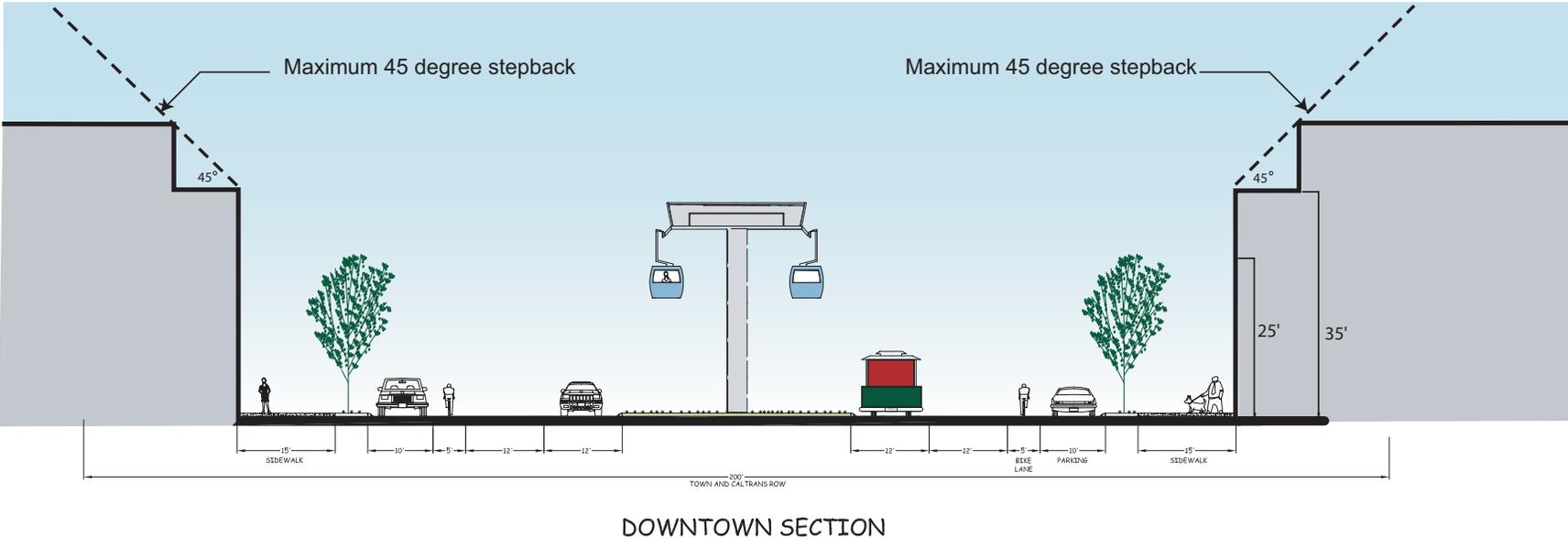


Figure 5-24: Main Street Cross Section and Building Heights

Recommendation 1.13. Buildings should be carefully sited so that shadows are not cast on sidewalks and public open spaces during the winter midday. The goal is to maximize sun exposure within the public realm between 10:00 a.m. and 2:00 p.m.

Recommendation 1.14. Utilize stepped building massing at the rear and side of commercial properties adjoining residential and open-space zoned parcels, to provide more sensitive transitions between those uses. Figure 5-25 illustrates conceptual transitional building envelopes between different land use areas, and compares them to those allowed under current zoning.

2. Placemaking

Recommendation 2.1. Create an entry statement at Main Street and Old Mammoth Road/Sierra Park Road that signals the entrance to Mammoth Lakes and the downtown. This entry statement may include a roundabout, town square, public art, landscaping, and signage, monuments, building placement and/or other appropriate and attractive features.

Recommendation 2.2. Design and architecture should be appropriate to the use and scale of the structure, and quality design, landscaping, lighting, and screening should be incorporated in all building design and site planning. Design that conveys innovation and creativity and discourages architectural monotony is encouraged.

Recommendation 2.3. Architectural styles and materials suitable to the local context and mountain community context of Mammoth Lakes should be utilized in all buildings.

Recommendation 2.4. Develop programs to encourage and incentivize improvement and upgrade of existing properties, including signage and façade improvements, repainting and repair, and incorporation of landscaping and screening in existing surface parking lots.

3. Mobility

a. Street Network and Traffic Management

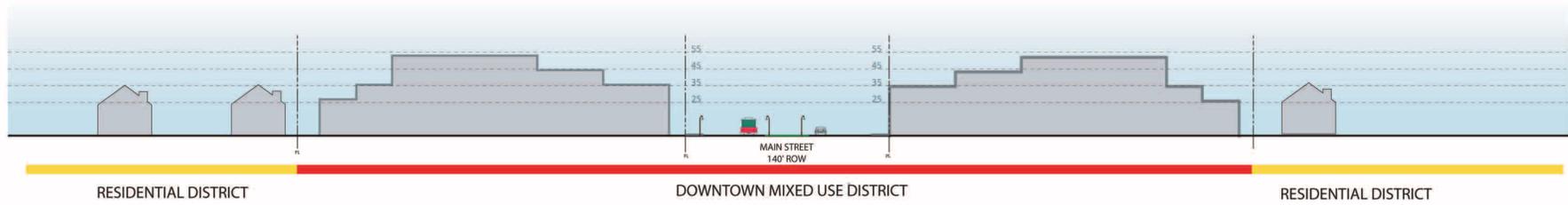
Recommendation 3.1. Provide vehicular and pedestrian mid-block connectors to create a more finely-grained network of streets and pedestrian routes that can connect neighborhoods and allow alternate circulation routes.

EXISTING AND CONCEPTUAL BUILDING ENVELOPES

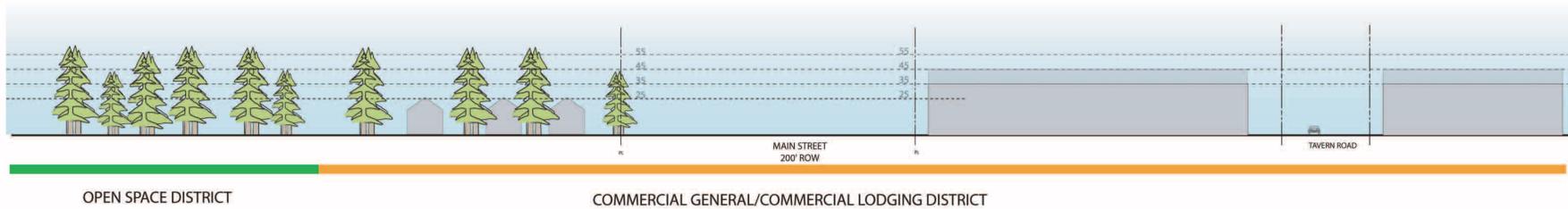
Existing Main Street Commercial to Residential Building Envelopes and Transition



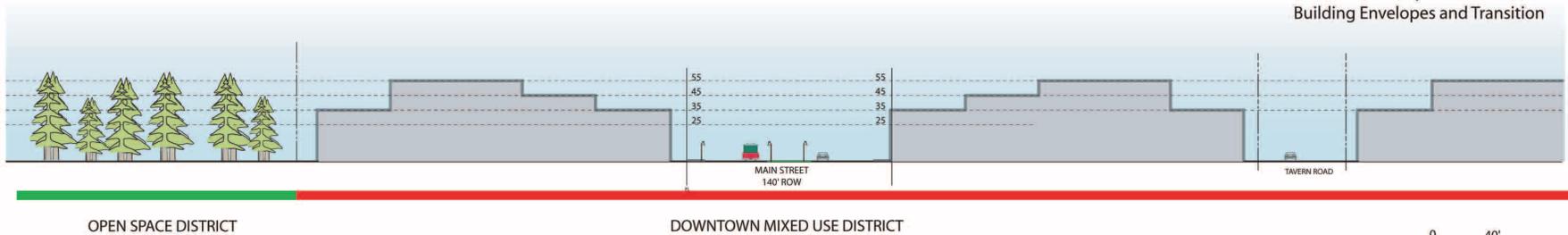
Conceptual Downtown to Residential Building Envelopes and Transition



Existing Main Street and Commercial Building Envelopes and Transition



Conceptual Downtown Building Envelopes and Transition



0 40'

Figure 5-25: Existing and Conceptual Building Envelopes

Recommendation 3.2. Implement the new streets and connectors shown in Figure 5-6 and Figure 5-7, including the following, subject to additional traffic study and analysis:

- Thompsons Way, which provides access to the new Courthouse, and which would be extended to the south to connect to Meridian Boulevard.
- Sierra Nevada Road Extension.
- Commerce Drive connector from Sierra Park Road to the industrial park (emergency access only).
- Extension of Sierra Park Road from Meridian to connect with Chateau Road and Mammoth Creek Road.
- New roads through the USFS property.
- Sierra Star Connector from Minaret Road to Callahan Way.
- Callahan Way extension.
- Shady Rest Site connector roads, connecting from Center Street to Tavern Road and Chaparral Way/Arrowhead Road.
- Waterford Street connection.

Recommendation 3.3. Implement roundabouts instead of traffic signals where feasible. Possible locations for roundabouts include the intersections of Meridian Boulevard and Main Street, and intersection of Old Mammoth Road and Main Street. Further analysis shall be completed by a traffic engineer to identify specifications for these roundabouts to determine feasibility.

Recommendation 3.4. Traffic calming measures should be incorporated into new and existing streets, particularly to reduce auto speeds in areas heavily used by pedestrians and bicyclists, as well as in residential neighborhoods, to improve safety and reduce the use of residential streets as cut-through routes.

Recommendation 3.5. Install signage and way finding to improve traffic flow, reduce trips on Main Street and Old Mammoth Road and safely direct pedestrians, bicyclists, and other users to their destinations.

b. Street Design

Recommendation 3.6. Narrow and reconfigure Main Street to eliminate the existing frontage roads, and create a four-lane cross section with a median, including turn pockets to allow safe turning movements.

Recommendation 3.7. All new streets should be designed as complete streets, including pedestrian and bicycle facilities. Minimum design standards shall be complied with to achieve safe separation of cars, bicycles, and pedestrians.

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Recommendation 3.8. Limit curb cuts on arterial streets, and consolidate existing driveways where possible. Garage entrances should be minimal and not interrupt the pedestrian flow. All garage and egress/ingress access points must meet the MLFPD standards.

Recommendation 3.9. Provide adequate street right-of-way dimensions to move traffic in a reasonable manner, maintain adequate response times and emergency access, provide on-street parking where feasible, accommodate bike lanes and landscape/“green” features, and promote a safe and comfortable pedestrian environment.

Recommendation 3.10. Coordinate with MCWD and other utility providers to consider opportunities for relocation of existing underground utilities in Main Street.

c. Parking

Recommendation 3.11. On-street public parking should be provided in commercial areas and along mid-block connector streets where feasible. Traffic analysis and cross section studies will determine the most appropriate on-street parking configuration(s).

Recommendation 3.12. Shared public and private parking throughout the DNDP study area is encouraged. Potential locations for shared public parking facilities are shown in Figure 5-20, above. Shared parking facilities should be strategically located and designed to reduce the amount of land dedicated to parking.

Recommendation 3.13. Private parking for commercial and lodging properties should be provided (in order of preference) underground or understructure, or within surface parking lots at the rear or side of the property. Surface parking in the front of properties should be strongly discouraged.

Recommendation 3.14. A comprehensive parking management plan should be developed for the downtown area, which should:

- Evaluate current parking ratios and determine appropriate standards for mixed use areas and uses.
- Determine strategies to achieve the most efficient use of public parking spaces, such as metering, time-limits, and/or paid off-street parking.
- Determine appropriate sites for shared/joint use public parking facilities.
- Evaluate the feasibility of underground parking structures (e.g. cost, etc).

d. Bicycle and Pedestrian Facilities

Recommendation 3.15. Require multi-use paths or sidewalks to be provided in conjunction with all new development. Feet-first infrastructure such as multi-use paths and sidewalks should be continuous throughout the district.

Recommendation 3.16. Conduct further assessment to determine the most appropriate and safest locations for pedestrian and bicycle crossings on Main Street.

Recommendation 3.17. Provide bicycle parking in publicly accessible areas throughout the DNDP study area, including at all activity nodes, transit hubs, and public open spaces. Bicycle parking should be evaluated alongside auto parking requirements and included in future development projects where appropriate. Amenities for cyclists, such as showers and locker rooms, should be encouraged.

Recommendation 3.18. Provide for pedestrian and bicycle connections to key access points and nodes that provide access to surrounding public lands, and ensure appropriate signage and wayfinding for those routes, consistent with the Trails System Master Plan, and signage and wayfinding program.

e. Transit

Recommendation 3.19. Transit should be encouraged and accommodated with necessary pull-outs, shelters, and signage, and safe and convenient year-round access to transit stops should be provided.

Recommendation 3.20. Transit should be improved and enhanced to increase mode split and reduce the number of private vehicles on the streets. Options such as an expanded gondola system and rapid bus should be further evaluated and studied to determine feasibility; however, the preferred concept should be able to accommodate these types of future transit infrastructure.

Recommendation 3.21. Transit hubs and stops shall be coordinated with areas of higher density and adequate parking facilities.

4. Snow Management

Recommendation 4.1. Develop a detailed snow management strategy to address snow storage and removal along Main Street, including clearing of pedestrian facilities. The strategy should address operations, maintenance, and financing and be coordinated with Caltrans.

5. Parks, Open Space, and Recreation

Recommendation 5.1. Implement a connected network of open spaces throughout the DNDP study area. Conceptual locations for parks, open space, and recreation facilities in the study area are illustrated in Figure 5-26.

Recommendation 5.2. Provide sports fields and an outdoor event venue at the entrance to town, north of the schools and south of Main Street (Town/County property). The schools should have convenient access to the sports fields. Public parking, transit, and other amenities such as restrooms, bleachers/seating, food and beverage purchase/service, picnic areas, play equipment, information, and landscaping (e.g. shade) should be provided.

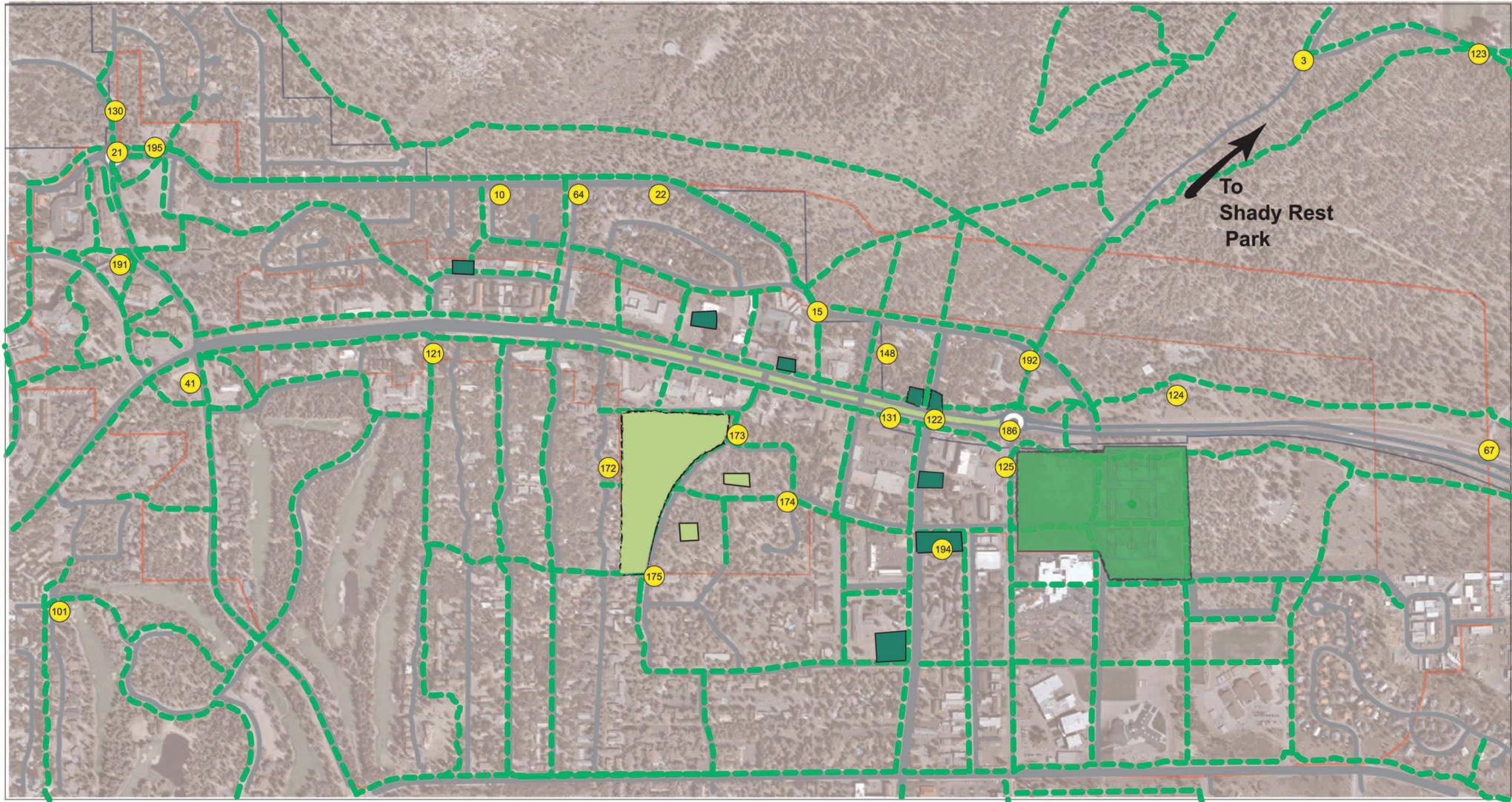
Recommendation 5.3. Provide a park/open space area on the northwest portion of the Shady Rest site to preserve the wetlands and riparian area and to provide community open space. Further analysis is necessary to determine if active recreation is appropriate in this area, which should be evaluated during the planning process for future development.

Recommendation 5.4. Provide accessible pocket parks and usable open space throughout the district to encourage walking and enhance quality of life.

Recommendation 5.5. Feet-first infrastructure and trails should connect all parks, open space, and recreational facilities in the DNDP study area. This infrastructure should be usable year round via walking, hiking, cross-country skiing, snowshoeing, etc.

Recommendation 5.6. Utilize the center median on Main Street as an attractive open space area that is appropriately landscaped (vegetation and hardscape) and maintained. The median shall function as a pedestrian refuge and may include benches, public art, and signage and way-finding.

PREFERRED ALTERNATIVE: OPEN SPACE AND RECREATION



<p>Downtown Neighborhood District Plan</p> <p>Preferred Alternative</p> <p>Open Space & Recreation</p>	Undeveloped/Low Intensity Open Space	Trail or Pedestrian Facility
	Community Park	GIC Point
	Plaza or Pocket Park* <i>* Conceptual Location Only</i>	

0 200 400 800 1,200 1,600 2,000 2,400 Feet

Figure 5-26: Open Space and Recreation

6. Sustainability

Many of the U.S. Green Building Council's Leadership in Energy and Environmental Design Neighborhood Development (LEED ND) concepts are incorporated into the DNDP recommendations. These include concepts for the reduction of auto dependency, creation of pedestrian and bicycle networks, the reuse of previously development sites in a more efficient manner, and proximity to housing, jobs and schools. In addition, the following measures are recommended to help to achieve sustainability goals.

Recommendation 6.1. Sustainability measures should be demonstrated in all development projects from construction to operation, including measures such as incorporation of alternate energy systems, use of high efficiency appliances and fixtures, incorporation of green materials and construction methods, and other measures equivalent to those found in the LEED-certification program.

Recommendation 6.2. Future projects should implement, to the extent feasible, measures aimed at improving water efficiency feasibility studies and reducing water use, including:

- Plumbing new buildings for dual-use of potable and recycled or grey water supply.
- Installing all irrigation plumbing systems to be completely separate from potable service connections, and meet the State requirements for use of recycled water for irrigation and water features supply.
- Utilizing US Environmental Protection Agency (EPA) Water Sense, California Urban Water Conservation Council (CUWCC) best management practices, and/or gray water dual plumbing to minimize water demands.

Recommendation 6.3. Conduct additional study to evaluate the feasibility of, and if feasible implement, recycled water pipelines along Main Street to facilitate eventual use of recycled water supply.

Recommendation 6.4. Evaluate the feasibility of, and if feasible develop a program for developers to mitigate increased water demand by funding retrofits of existing, non-water efficient projects.

Recommendation 6.5. Limit impervious surfaces to the extent possible, to allow the maximum area for natural infiltration and reduce storm water flows.

Recommendation 6.6. Integrated storm water management techniques should be incorporated into park, open space, and other landscaped areas to reduce runoff, increase percolation, and treat on-site storm water.

Recommendation 6.7. Infrastructure and future development should be designed to be “geothermal ready” in anticipation of a future geothermal heating district along Main Street.

7. Community Benefits

“For the successful and sustainable development of the community, each district should provide different recreation and leisure opportunities, uses, facilities and activities. Each district should add to and complement the community’s overall resort offerings and be programmed to serve the community as well as increase midweek and shoulder season visitation” (General Plan page 24).

Table 5-1 identifies community benefits specific to the Downtown District and explains why these are the identified community benefits, where the community benefits are desired within the district, and the priority level for each community benefit. For clarity, items that are typically required project features are listed in the first part of the table.

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Table 5-1: DNDP Required Project Components & Community Benefits

Project Requirements		Why	Where	Basis	Notes
1	Streetscape improvements	<ul style="list-style-type: none"> • Improve aesthetic conditions • Enhance pedestrian environment 	<ul style="list-style-type: none"> • Main Street, Old Mammoth Road and other designated retail streets 	General Plan	
2	Public access improvements and enhancements (e.g. mid-block connectors)	<ul style="list-style-type: none"> • Enhance recreation experience • Support “feet first” mobility 	<ul style="list-style-type: none"> • Throughout district 	General Plan	
3	Affordable and workforce housing	<ul style="list-style-type: none"> • Enhance community livability and affordability for local workforce 	<ul style="list-style-type: none"> • Throughout district 	Municipal Code/Housing Policy	
4	On-Site Recreational Open Space for Multi-family Residential Units	<ul style="list-style-type: none"> • Ensure livability and access to open space for residents 	<ul style="list-style-type: none"> • Throughout district 	Municipal Code	150 sf of indoor or outdoor recreation space per unit required, per Code
5	Public Plazas	<ul style="list-style-type: none"> • Enhance destination resort character • Enhance district character 	<ul style="list-style-type: none"> • Subareas 1 and 2 	General Plan	Large and/or strategically located projects may be required to provide at least one public plaza or other public open space area on-site.
6	On-Site Surface Parking	<ul style="list-style-type: none"> • Ensure adequate parking for uses 	<ul style="list-style-type: none"> • Throughout district 	Municipal Code	
7	Street-Front Retail on Designated Streets	<ul style="list-style-type: none"> • Enhance destination resort character • Enhance district character 	<ul style="list-style-type: none"> • On designated retail streets 	General Plan	

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Incremental Benefits Above Project Requirements ³		Why?	Where?	Notes
8	Special event areas and plazas, in excess of any number required.	<ul style="list-style-type: none"> Enhance destination resort character Enhance recreation experience 	<ul style="list-style-type: none"> Subareas 1 and 2 	<ul style="list-style-type: none"> See 5 above.
9	Public and Shared Parking Facilities	<ul style="list-style-type: none"> Support successful commercial district 	<ul style="list-style-type: none"> Throughout district 	<ul style="list-style-type: none"> Community benefit considered for provision of <u>public</u> parking spaces above the number needed to serve project demand.
10	Parks, sports fields and active recreation facilities	<ul style="list-style-type: none"> Enhance destination resort character Enhance resident and visitor recreation experience 	<ul style="list-style-type: none"> Subarea 1 (Town/County Site) Subarea 3 	<ul style="list-style-type: none"> Parks and open space considered as a community benefit for acreage provided above required minimum ratio.
11	Open space and passive recreational space	<ul style="list-style-type: none"> Enhance destination resort character Enhance resident and visitor recreation experience 	<ul style="list-style-type: none"> Throughout district 	<ul style="list-style-type: none"> Parks and open space considered as a community benefit for acreage provided above required minimum ratio.
12	Arts, culture, and heritage facilities	<ul style="list-style-type: none"> Enhance destination resort character Enhance resident and visitor recreation experience 	<ul style="list-style-type: none"> Subarea 1 	<ul style="list-style-type: none"> Provision of arts, cultural, and heritage facilities beyond those required for environmental mitigation or by code.
13	Enhanced transit facilities	<ul style="list-style-type: none"> Support “feet first” access Support successful commercial district 	<ul style="list-style-type: none"> Main Street and Old Mammoth Road Corridor 	<ul style="list-style-type: none"> Provision of transit facilities beyond those required for environmental mitigation or by code.

³ These benefits can be implemented at incremental scales, unlike the Significant Benefits above Project Requirements, listed below (14-19).

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Significant Benefits Above Project Requirements		Why?	Where?	Notes
14	Anchor retail and entertainment uses	<ul style="list-style-type: none"> • Enhance destination resort character • Create successful shopping district 	<ul style="list-style-type: none"> • Subarea 1 (Main Street and Old Mammoth Road and vicinity) 	<ul style="list-style-type: none"> • Retail spaces designed and located to accommodate an anchor retail tenant, or entertainment use (e.g. movie theater).
15	Convention and conference facilities	<ul style="list-style-type: none"> • Enhance destination resort character • Enhance resident and visitor recreation experience 	<ul style="list-style-type: none"> • Subarea 1 	
16	Child care facilities	<ul style="list-style-type: none"> • Enhance community livability for local workforce 	<ul style="list-style-type: none"> • Throughout district 	
17	Performance and cinema theaters	<ul style="list-style-type: none"> • Enhance destination resort character • Enhance resident and visitor recreation experience 	<ul style="list-style-type: none"> • Subarea 1 	
18	Underground on-site parking facilities	<ul style="list-style-type: none"> • Support attractive pedestrian-oriented district. • Support “feet first” mobility 	<ul style="list-style-type: none"> • Throughout district 	<ul style="list-style-type: none"> • Underground parking is desirable, and is more expensive to construct than surface parking
19	Snow play areas	<ul style="list-style-type: none"> • Enhance destination resort character • Enhance resident and visitor recreation experience 	<ul style="list-style-type: none"> • Subarea 4 and 5 	

D. Next Steps

The concepts and recommendation provided in this report represent a well-developed starting point for the further refinement and codification of the Downtown NDP into a final “Concept.” This refinement process will include additional technical analysis and review to evaluate the ideas presented, determine their feasibility and any potential “fatal flaws” and develop more detailed standards and guidelines that can frame appropriate development standards. Next steps are expected to include:

1. Conduct mobility analysis, in cooperation with Caltrans, including:
 - a. Traffic modeling of the townwide road network, that considers land use and mobility system changes.
 - b. Study feasibility of a potential gondola line and preferred dimensions and design of Main Street median.
 - c. Identify needed traffic system requirements and improvements, including intersection and network improvements.
 - d. Analysis of pedestrian, bicycle and parking facility needs within the Main Street corridor.
2. PAOT and PIEC analysis, including reporting by district for the Downtown NDP study area.
3. Additional meetings and coordination with partner agencies, including Caltrans, USFS, MCOE, MUSD, and others as needed, to discuss feasibility of property development concepts.
4. Compile and report analysis outcomes to the Planning Commission and other Commissions, and to the Town Council for input and direction.
5. Based on Planning Commission and Town Council approval, develop and codify standards as part of the Zoning Code Update effort, including required CEQA analysis.

E. Phasing and Implementation Concept and Considerations

This section highlights some of the phasing and implementation tasks that may be necessary to enact the recommended DNDP Concept. This task list is preliminary only, and will be subject to change and refinement as the components of the DNDP concept are refined. Some of these tasks are more complex and time intensive, such as negotiating with the USFS regarding disposition of USFS lands (B.1), than others. As shown in the table, ongoing coordination and partnership with other agencies and organizations, including Caltrans and others, will be critical. Outreach to Main Street property and business owners is also an important ongoing part of this process.

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Table 5-2: DNDP Implementation Tasks

Description of Task	Responsible Agencies	Term		
		1 year	2-5 years	5+ years
A. Main Street Right-of-Way				
1 Complete analysis of potential right-of-way, real estate, existing infrastructure, and operations/maintenance transfer(s), including snow management, needed to implement the DNDP	Town, Caltrans	✓		
2 Evaluate the cost and feasibility of Caltrans relinquishing Main Street right-of-way to the Town	Town, Caltrans	✓		
3 Negotiate with Caltrans regarding the disposition of Main Street right-of-way	Town, Caltrans	✓	✓	
4 Create a policy regarding disposition of any excess Main Street right-of-way	Town, Caltrans		✓	
B. Civic Center Complex				
1 Negotiate with USFS regarding disposition of USFS lands, including RV Park	Town, USFS		✓	✓
2 Amend the General Plan to allow for the Civic Center Complex on USFS lands outside of UGB if needed	Town, USFS, County, Hospital		✓	✓
3 Create and adopt a master plan for the Civic Center Complex on USFS lands	Town, USFS, County, Hospital		✓	✓
4 Create and adopt a master plan for the current Civic Center site (sports field/event venue site)	Town, County, MUSD, Hospital, USFS		✓	✓
C. Shady Rest Tract (Subarea 3)				
1 Update the Shady Rest Master Plan to be consistent with the DNDP	Owner/developer of Shady Rest Tract, Town		✓	✓
D. Mobility				
1 Prepare a pedestrian and vehicle access management plan	Town, Caltrans, ESTA, MMSA, MLTPA	✓		
2 Analysis of alternate transportation system feasibility and mode split impacts, including associated cost (e.g. gondola system, rapid buses, new transit stops, and others)	Town, ESTA, MMSA	✓		
3 Prepare a detailed snow management implementation plan for the DNDP study area, including operations, maintenance, and financing	Town, Caltrans, ESTA, MMSA	✓		

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Description of Task	Responsible Agencies	Term		
		1 year	2-5 years	5+ years
4 Complete parking opportunity site survey and district utilization study including parking demand, shared parking, and financial feasibility	Town, Caltrans, ESTA, MMSA	✓		
5 Prepare a pedestrian and vehicle signage and wayfinding plan for the DNDP study area	Town, Caltrans, ESTA, MMSA, MLTPA	✓		
6 Complete the Mobility Plan that will detail the circulation system and street sections	Town, Caltrans, MLFPD, ESTA, MLTPA	✓	✓	
E. Implementation				
1 Complete CEQA and adopt the Trails System Master Plan	Town, USFS, MLTPA	✓		
2 Complete CEQA and adopt the Parks and Recreation Master Plan	Town, USFS, MLTPA	✓	✓	
3 Complete CEQA and adopt the Mobility Plan	Town, Caltrans, MLFPD, ESTA, MLTPA, USFS	✓	✓	
4 Develop a DNDP Facilities and Facilities Financing Plan including a redevelopment agency (RDA)	Town	✓	✓	✓

Build Momentum: Short Term Actions

A series of affordable implementation components that will showcase the benefits of the Concept, beginning as soon as possible and continuing at closely spaced intervals, is important to represent affordable “wins” for the community. As many have suggested, building the new Main Street cross section as the first phase of Concept implementation would be the most desirable and practical; however, additional analyses and coordination, as described above, must be completed before this can occur. There are a range of action items that can be implemented in the near-term, to build early momentum for a revitalized Main Street:

- Implement pilot projects, including temporary conversion of selected frontage road segments into attractive pedestrian walkabout and gathering spaces.
- Install wayfinding and informational signage.
- Install a message/gateway marker.
- Establish a design palette and begin installation of street furniture like benches, lighting, trash cans, and planters.

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- Encourage aesthetic upgrades through simple improvements like installing “twinkle” lighting, seasonal banners, and national flags, refreshing landscaping, and improved property maintenance.
- Implement a focused public art installation program along the Main Street corridor.
- Develop and build support for alternative snow removal/management options and programs.
- Provide additional transit service and shelters/stops.
- Develop and implement a special events program.
- Develop financial and/or other incentives for commercial property enhancements and improvements consistent with the Concept.
- Partner with agencies and others to achieve positive short term improvements:
 - Caltrans: Improve pedestrian crossings to be safer, install signals where appropriate, and restripe Main Street to test new cross section (bike lanes, center median, and on-street parking).
 - MCWD: Enhance existing irrigation systems to be more water efficient.
 - SCE/HSEF: Upgrade existing lighting.
 - ESTA/MMSA: Implement a pilot project for a rapid bus system and downtown transit hub, and improve existing bus shelters.
 - Mono County: Improve the existing Civic Center site through signage, landscaping, benches, attractive fencing, or other means.
 - Mono County/Hospital/ESTA/Administrative Office of the Courts (AOC): Utilize the future Courthouse parking lot during off-court hours to test feasibility of a special event public parking facility in that location.

Financial Considerations

Many questions and concerns have been raised about the financing of the DNDP Concept and the potential burden on public funds and on property and business owners. Financial feasibility analyses are vital to implementation of the Concept and will be completed as part of the next steps in implementation. These analyses will evaluate costs of maintenance, such as hauling snow, road and landscape upkeep, and costs of public facilities, such as sports parks/event venues, parking structures, gondolas, and others. Results from financial feasibility analyses will be presented to the Town Council and public for review and consideration prior to implementation.