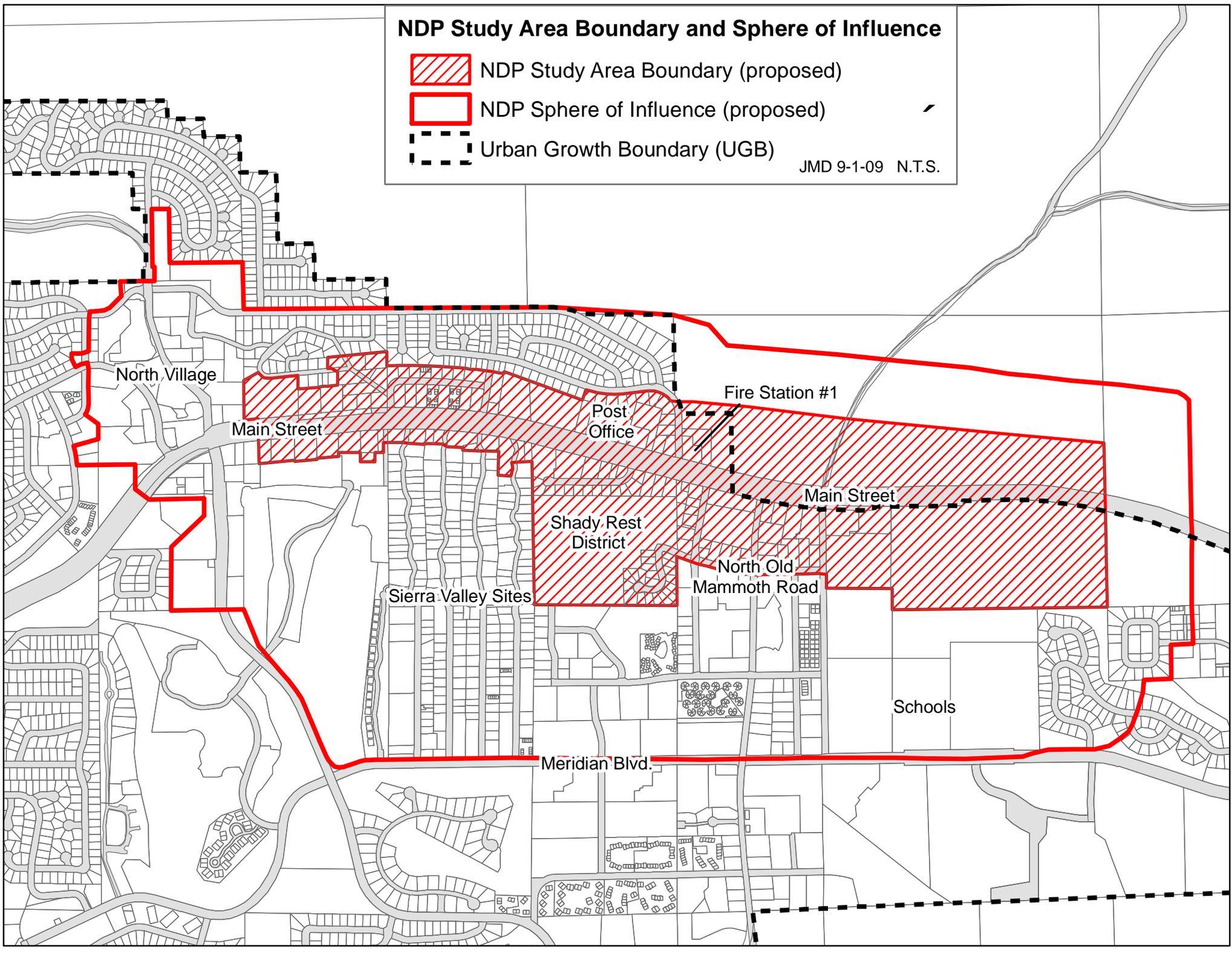


NDP Study Area Boundary and Sphere of Influence

-  NDP Study Area Boundary (proposed)
-  NDP Sphere of Influence (proposed)
-  Urban Growth Boundary (UGB)

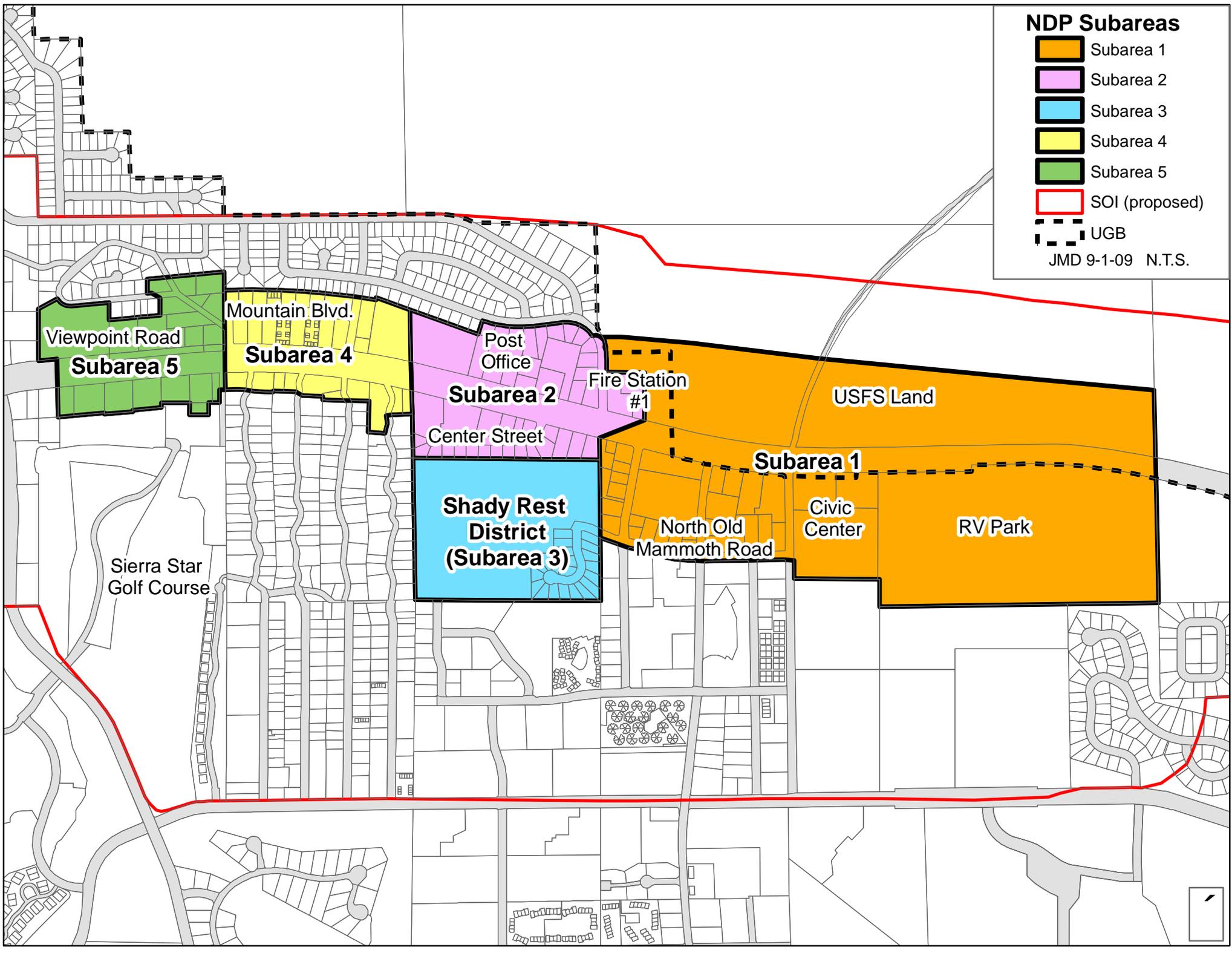
JMD 9-1-09 N.T.S.



NDP Subareas

-  Subarea 1
-  Subarea 2
-  Subarea 3
-  Subarea 4
-  Subarea 5
-  SOI (proposed)
-  UGB

JMD 9-1-09 N.T.S.



Viewpoint Road
Subarea 5

Mountain Blvd.
Subarea 4

Post Office
Subarea 2
Center Street

Fire Station #1

Subarea 1

USFS Land

Shady Rest District (Subarea 3)

North Old Mammoth Road

Civic Center

RV Park

Sierra Star Golf Course

DNDPs KEY GUIDING PRINCIPLES
Downtown NDPs Framework - Focus Group Revisions 9/17/09

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.
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).

* This is a summary set of key guiding principles; the comprehensive list of guiding principles will be included and referenced in the DNDPs. Numbering does not imply priorities.

Downtown NDPs Framework – Guiding Principles General Plan and Accepted District Studies

Main Street District (Subareas 2, 4 and 5)

The Main Street, Old Mammoth Road, and Shady Rest areas should invite pedestrian activity and provide gathering places and opportunities for interaction in a vibrant mix of retail, commercial, and workforce housing. Development should be attractive with a high level of detail and active storefront uses resulting in a pleasing pedestrian-oriented streetscape. Commercial corridors should be walkable year-round, vibrant, colorful, and accessible. Uses should be mixed to allow offices, residential housing and visitor accommodations above ground floor retail.

Buildings should have distinctive mountain architecture and varied roof forms with accentuating physical landmarks at intersections, street corners and other appropriate locations. The streetscape should be safe and designed for the pedestrian with the inclusion of street furniture, trees, flowers and planters, interesting sidewalk surfaces and public art.

New development should improve connectivity and circulation with bike and pedestrian paths, sidewalks and roads.

General characteristics:

1. Maintain views of the Sherwin Range, the Knolls and Mammoth Mountain from public spaces
2. Landscaping reinforces Eastern Sierra native pine, fir, aspen, ground cover and wildflowers
3. Landscaping establishes scale and street edge
4. Pedestrian-oriented sidewalk/boardwalk with public art, centrally located parks, plazas, courtyards and pedestrian links that create a sense of exploration
5. Walk-to neighborhood or community parks in all districts
6. Mid-block pedestrian access
7. Occasional small plazas and courts visible from the public way that can be used as public event venues
8. Active day and evening and through all four seasons
9. Retail and services in storefront setting, located next to the sidewalk
10. District animation with retail oriented to the street
11. Higher lot coverage may be acceptable with pockets of effective landscaping and open space
12. Encourage transit-oriented development

13. Strip mall development pattern shifted to a pattern of commercial in front and parking in back
14. Convenient structured parking and small-scale surface parking
15. Shared and pooled parking
16. Alley and side street access for deliveries, service and emergency access and pedestrian connections appropriate to district character

Special Study Area

Improvement of the function, operations and design of the Main Street/State Route 203 corridor in Mammoth Lakes has long been an objective of the Town. This area, joined with Shady Rest and Old Mammoth Road, presents the opportunity to foster the development of a compact, pedestrian-oriented, mixed use community core.

Extensive community participation will be required, including residents, businesses and property owners, California Department of Transportation (“Caltrans”), other local agencies and districts, and Town appointed and elected officials. The planning effort should:

1. Assess the form and function of the overall right-of-way and potential for reducing or eliminating frontage roads
2. Determine how to improve overall circulation and pedestrian convenience and safety
3. Assess strategically located public parking facilities to serve commercial areas
4. Determine how to improve the appearance of State Route 203 and the entrance to town
5. Assess the form and character of existing and future development and the creation of mixed use neighborhoods

Main Street characteristics

1. Grand boulevard, most significant entry and exit for the town
2. Primary intersections (Old Mammoth Road, Manzanita Road, Minaret Road) create visual book-ends to neighborhoods
3. Multiple safe pedestrian crossings from north to south side of Main Street
4. Landscaping and commercial mixed use development located so as to frame and enclose the boulevard
5. Incorporate Murphy Gulch as a natural landscape amenity.
6. Reduction or elimination of frontage roads
7. Long major street divided into distinct and unique areas:
 - a. From town entry to Laurel Mountain Road:
 - (1) Landmark entrance architectural design
 - (2) Integrates civic center design with Eastern Sierra forest

- (3) Inspirational and inviting to the community, a town square
 - (4) Mixed use and shared parking resource
 - (5) Old Mammoth Road entrance
 - (6) Connected and integrated with Shady Rest workforce neighborhood and Sierra Nevada Road
- b. From Laurel Mountain Road to Manzanita Road/Sierra Blvd:
- (1) Create a vibrant mix of retail, commercial and workforce housing
 - (2) Neighborhood commercial for central Mammoth neighborhood
 - (3) Outdoor enjoyment
 - (4) Forested and natural
- c. From Sierra Blvd to Minaret Road and Lake Mary Road:
- (1) Mountain portal and gateway to the North Village District
 - (2) Lake Mary Road gateway
 - (3) Smooth transition and connectivity from commercial to commercial
 - (4) Mixed use, lodging and residential
 - (5) Heavily forested, greater setbacks and acknowledgement of slopes
 - (6) Lower lot coverage
 - (7) Promenade on both sides

Gateway (northwest), Civic Center and North Old Mammoth Road (Subarea 1)

Gateway characteristics*

Located south of State Route 203, east of Old Mammoth Road, the Gateway District should be an attractive and iconic corridor in to and out of town, and should communicate Mammoth Lakes' character. It includes schools, hospital, industrial park, library, parks, trails, open space and the future Civic Center site. The District should provide a safe pedestrian environment, and emphasize linkages between all elements in the Gateway District and the community's residential neighborhoods. Significant public views should be preserved through high-level design standards

- 1. Viewsheds to White Mountains, Sherwin Range, the Knolls and Mammoth Mountain are preserved
- 2. Campus setting, spacious and comfortable with gathering areas
- 3. Civic character and a town square
- 4. Civic, educational, recreational, public uses and athletic fields
- 5. Broad setbacks and open space between buildings
- 6. Pedestrian-friendly approach along Sierra Park Road and Meridian Boulevard
- 7. Pedestrian linkages among all uses
- 8. Access to surrounding forest lands
- 9. A sense of arrival to each component within the district
- 10. Circulation pattern to provide for short-term visits and drop-offs

11. Long-term parking underground
12. Industrial uses screened from public view
13. Shared use of facilities and parking
14. Transit with bus pullouts and shelters

* Not all of these characteristics apply to the northwest portion of the Gateway District included in the Main Street NDP.

Civic Center characteristics

The Civic Center, located within the Gateway District on the southeast corner of State Route 203 and Sierra Park Road, should be attractive, welcoming, accessible, and the symbolic center for the community. The Civic Center should embody the natural setting and spirit of Mammoth Lakes, and be designed as a functioning public space to support special events.

The Civic Center should have a cohesive design with building elements and forms in common and appropriate building placement and design. Civic architecture should recognize historic patterns of the town and represent rugged mountain architecture. Buildings should be articulated, elegant and built with design elements that create a sense of permanence and strength. Building design should include a building base designed for pedestrians with a high level of detail and quality materials. Iconic features should be integrated into civic architecture and places.

1. Attractive, welcoming and symbolic center for the community
2. Reinforce rugged, natural setting of the town
3. Conveniently accessible to the community and clients:
 - a. Emergency access
 - b. Transit, vehicular, bike and pedestrian access
 - c. On-street and underground parking
 - d. Customer service
4. Serves as important community activity center:
 - a. Strategic parking resource linked to transit
 - b. Public event venue
 - c. Economic development catalyst to Tavern Road and Sierra Park Road areas
5. Sierra Park Road design as a significant public street/open space
6. Reinforce the importance of:
 - a. Legislative and judicial function of the people
 - b. Public safety and security

- c. Civic events and functions
- d. Daily use and enjoyment
- e. A place of employment

North Old Mammoth Road characteristics

- 1. Traditional small-scale mixed use “Main Street” development pattern

District Goals from the NOMRSS

Program opportunities include but are not limited to:

- 1. Convention and conference facilities
- 2. Performance and cinema theaters
- 3. Anchor retail and entertainment uses with emphasis on residential and community services
- 4. Open space
- 5. Plazas and special event areas
- 6. Arts, culture and heritage facilities
- 7. Public parking facilities potentially utilizing land within the public right-of-way
- 8. Workforce housing
- 9. Child care facilities
- 10. The intersection with Main Street is an entryway to town and should include the following characteristics:
 - a. Grand boulevard, most significant entry and exit for the town
 - b. Primary intersections (Main Street and OMR) create visual book-ends to the neighborhoods
 - c. Multiple safe pedestrian crossings from north to south side of Main Street

Shady Rest District (Subarea 3)

Shady Rest characteristics

- 1. A livable in-town neighborhood for the workforce:
 - a. Not fractional, not second homes
 - b. Mechanisms to ensure units remain at determined rates in perpetuity
 - c. Variety of unit size and scale
- 2. Preservation and restoration of unique site features, including wetlands
- 3. A community-oriented design:
 - a. Neighborhood context and connections:

- (1) Pedestrian and auto connections to adjoining areas and neighborhoods (e.g. Sierra Valley District, Tavern Road, Main Street, and Center Street)
 - (2) Traffic calming and management with adjoining neighborhoods
 - (3) Trail and pedestrian emphasis
 - (4) Transit accessible
- b. Integrated site planning and architectural design:
 - (1) Accessible wetlands and community park(s) connected to the community
 - (2) Significant tree preservation
 - (3) Unobtrusive, articulated buildings
 - (4) Minimum paving, maximum permeable surface
 - (5) High quality materials
 - (6) Parking
 - (7) Energy efficient design
 - (8) Innovative snow management
4. A future catalyst to surrounding commercial areas
5. Developed in phases:
 - a. High quality of living throughout (no disparity, grouping, or phasing by income)
 - b. Reasonable product absorption rate
6. Long-term affordability:
 - a. Durability of materials and design
 - b. Designed for low operating and maintenance costs and energy efficiency
 - c. Transit accessibility
7. Provision of key resident amenities such as:
 - a. Child care
 - b. Active and passive recreation

**Downtown Neighborhood District Plans (DNDPs) Framework
Preliminary Issue Identification**

Element or Topic	Issues	General Plan Summary Evaluation Item
Neighborhood and District Character (Sense of place)	1. How can the district achieve the district character description in the General Plan (i.e. mixed-use, vibrant and pedestrian-oriented district)?	1. Neighborhood and District Character Element.
Economy (Contribution to a sustainable economy - DRCEDS)	2. Does this district require a level of commercial, resort or housing amenities unique to achieving the character of the district or that could be enhanced to better serve the community? 3. How does the district provide for additional tourism (mid-week and shoulder season visitation), economic diversification, office space, etc? How does district support long-term visitation year-round with midweek occupancy (DRCEDS)? 4. Existing services (e.g. Vons) are already maxed out or do not exist; what impact could this district have on existing services and quality of life? 5. How is redevelopment constrained (e.g. existing uses, property ownership, financing, previous legal challenges, etc)? 6. How will the configuration, design, and disposition of excess rights-of-way and lands of State Route 203/Main Street be addressed?	2. Neighborhood and District Character and Policy E.3.D. 3. Goal E.1 and E.2; Policy E.1.J, E.2.A, E.3.C, and E.3.D. 4. Goal E.1, E.2, and E.3. 5. N/A. 6. N/A.
Arts Culture, Heritage and Natural History (Arts and cultural resources)	7. Does this district require a level of arts and culture unique to achieving the character of the district or that could be enhanced to better serve the community? 8. Does this district offer a unique heritage or natural resource that should be preserved (e.g. view sheds)?	7. Neighborhood and District Character and Goal A.2 and A.3. 8. Goal A.1, A.2, R.1 and R.2.
Community Design (Transect characteristics,	9. What are the Transect characteristics of the district?	9. Appendix B.

<p>design, building height and “village in the trees”)</p>	<p>10. How does the district fit within the forest as a “village in the trees?”</p> <p>11. What are appropriate building heights (minimum and maximum), massing, setbacks and/or step backs? Should a diverse range of building types be analyzed?</p> <p>12. How should views and view corridors be preserved?</p> <p>13. How will neighborhood livability be addressed (including view preservation)?</p> <p>14. Is the DNDPs area intended to serve locals, visitors, or both?</p>	<p>10. Goal C.1 and C.2; Policy C.2.V and C.2.X.</p> <p>11. Goal C.1, C.2 and C.3; Policy C.2.D, C.2.E, C.2.I, C.2.L and C.2.N.</p> <p>12. Goal C.2; Policy C.2.J, C.2.V and C.2.W.</p> <p>13. See 12.</p> <p>14. Neighborhood and District Character.</p>
<p>Land Use (Mix and types of uses [housing, commercial, retail, etc.], density, PAOT and PIEC)</p>	<p>15. Does the district require a set of land use characteristics such as hotel, mixed-use, single family or multi-family unique to achieving the character of the district or that could be enhanced to better serve the community?</p> <p>16. Does the district require a level of density unique to achieving the character of the district or that could be enhanced to better serve the community? How is density calculated?</p> <p>17. How will the PAOT model and PIEC table be used to evaluate density alternatives?</p> <p>18. What is an appropriate mix of, types, and location(s) for housing (including affordable/workforce housing), lodging/hotel, commercial and retail spaces?</p> <p>19. How will Hart Howerton’s Main Street Concept be evaluated in the DNDPs?</p> <p>20. How are the NOMRDSS, Shady Rest Neighborhood District Plan and North Village Planning Study incorporated? What is the relationship to South Old Mammoth Road?</p> <p>21. How will the district provide for appropriate transitions and/or buffers? What is the relationship of this district to adjoining portions of town?</p>	<p>15. Neighborhood and District Character; Goal L.1, L.2 and L.3; Policy L.3.F, L.5.A, L.5.E and L.5.F.</p> <p>16. Neighborhood and District Character; Goal L.1 and C.2; Policy C.2.F and C.2.H.</p> <p>17. Goal L.1 and Policy L.1.A.</p> <p>18. Goal L.1, L.2, L.3 and L.5.</p> <p>19. N/A.</p> <p>20. Goal L.1 and Policy L.1.D.</p> <p>21. Goal L.1 and Policy L.1.B.</p>

	<p>22. How will future development be integrated with the existing development and entitled projects (e.g. courthouse, police station, Holiday Haus, etc)?</p>	<p>22. Goal L.1, L.3 and L.5.</p>
<p>Mobility (Feet-first, park once, way-finding, trails, and pedestrian facilities).</p>	<p>23. Does this district require a level of mobility such as circulation, parking, transit, way-finding and/or trail amenities, and snow removal unique to achieving the character of the district or that could be enhanced to better serve the community?</p> <p>24. How will this NDP be tied into the Mobility Study and Trails Master Plan? What are the street and trails plans for this district?</p> <p>25. How does the district achieve “feet-first, transit second and cars last” mobility?</p> <p>26. How can pedestrian safety on Main Street be improved?</p> <p>27. How will ownership of Main Street/SR 203 be addressed in the DNDPs? Can the district’s traffic pattern be improved (do we need more signals?, other traffic calming measures, etc)?</p> <p>28. How will this district be efficiently and effectively integrated and connected with the rest of the community year round, including public access to USFS lands?</p> <p>29. Is there enough transit capacity for this district? Are gondolas a feasible option?</p> <p>30. How will shared and pooled parking opportunities be incorporated? How can we ensure adequate and convenient parking is provided?</p> <p>31. How will snow storage/removal be addressed (snow currently blocks views to storefronts and vehicle line of sight)?</p> <p>32. Where is cut-through traffic a problem and how can the NDP improve this issue?</p>	<p>23. Neighborhood and District Character; Goal M.1, M.3, M.4, M.5, M.6 and M.9.</p> <p>24. Mobility Element, Appendix D, and Action P.5.C.1.</p> <p>25. Goal M.3, M.4 and M.5; Policy M.3.B, M.4.A, M.4.B, M.4.F, M.5.A and M.5.B.</p> <p>26. Policy M.4.B, M.4.C, M.4.F and C.2.P.</p> <p>27. Policy M.4.F.</p> <p>28. Goal M.3; Policy M.3.A.</p> <p>29. Goal M.5; Policy M.5.A, M.5.B and M.5.C.</p> <p>30. Goal M.5 and M.6; Policy M.6.A, M.6.B and C.2.H.</p> <p>31. Goal M.9 and Policy S.3.D.</p> <p>32. Goal M.3, M.7 and M.8; Policies M.7.A, M.7.D, M.7.F, M.8.A, and M.8.C.</p>

<p>Parks, Open Space and Recreation (Recreational opportunities and facilities and open space – Parks and Recreation Master Plan).</p>	<p>33. Does this district require a level of park, open space or recreation amenities unique to achieving the character of the district or that could be enhanced to better serve the community?</p> <p>34. How will this NDP be tied into the Parks and Recreation Master Plan? Where should parks be located? What size parks are necessary or appropriate?</p> <p>35. What year round activities are provided for people of all ages to accommodate build out of the district?</p> <p>36. Where are year round public trails located throughout the district? Are they adequately connected to the Town system, MLTPA GIC points, and adjacent USFS land?</p>	<p>33. Neighborhood and District Character; Goal P.2, P.3, P.4 and P.5.</p> <p>34. Goal P.2, P.3 and P.5.</p> <p>35. Goal P.4; Policy P.4.B.</p> <p>36. Goal P.3 and P.5; Policy P.3.B, P.3.C, P.5.B, P.5.C and P.5.D.</p>
<p>Resource Management and Conservation (Tree preservation, wetlands and riparian habitat, and sensitive natural resources)</p>	<p>37. Does this district require a level of tree retention or sensitive natural resources preservation such as wetlands and riparian habitat unique to achieving the character of the district or that could be enhanced to better serve the community?</p> <p>38. Do any Natural Resource Studies apply?</p> <p>39. How is the district designed for long-term sustainability (e.g. PIEC analysis)?</p> <p>40. What design practices and alternative energy opportunities will be or can be incorporated (passive solar, geothermal, etc)?</p>	<p>37. Neighborhood and District Character; Goal R.1, R.2 and R.4.</p> <p>38. Goal R.1, R.2 and R.4.</p> <p>39. Goal C.1; Policy C.2.F, C.2.H and C.2.O</p> <p>40. Goal R.6, R.7 and R.8; Policy R.8.E.</p>
<p>Public Health and Safety (Emergency access, safety, and public services).</p>	<p>41. Does this district have special public resource needs such as emergency access and egress, fuel-tree reduction or public services unique to achieving the character of the district or that could be enhances to better serve the community?</p> <p>42. How should storm drain issues be addressed in the NDP (e.g. Sierra Valley Sites)?</p> <p>43. How can the district enhance the school system and children?</p>	<p>41. Goal S.3, S.4, and M.7; Policy M.7.F, S.3.L, S.3.N and S.4.A.</p> <p>42. Goal S.3.</p> <p>43. Goal S.1 and S.2; Policy S.1.C.</p>