

**Downtown Neighborhood District Plans
Focus Group Synthesis Alternatives Summary**

Consensus GOAL: Target significant improvements that can result in positive and high impact changes to character, form and function.

	<i>Greenway Alternative</i>	<i>Downtown Alternative</i>
Concept	Main Street is an <u>attractive, functional, and efficient east-west corridor</u> , including a <u>central greenway</u> extending from Old Mammoth Road to Manzanita, linking <u>well defined anchors at the North Village and Town Center</u> .	Main Street is defined by a series of <u>strong, well integrated and walkable nodes</u> that unify and connect its north and south sides, <u>providing a traditional "Main Street" character</u> with street-fronting buildings, supported by <u>a greater mode split</u> and <u>improved traffic management</u> to a more efficient and connected street grid.
Purpose - How are the DNDPs Guiding Principles achieved?	<ul style="list-style-type: none"> ▪ Creates an attractive grand boulevard by incorporating a central and functional landscaped greenway, bringing the street front to the buildings, while maintaining the most efficient traffic flow for vehicles ▪ Supports a 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 implemented 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 wayfinding improve traffic flow and management 	<ul style="list-style-type: none"> ▪ Achieves a lively and animated greater Town Center focused along North Old Mammoth Road and Main Street through a mix of uses and street front retail. On street parking and strategically located parking structures are at each node ▪ Active day and night, and year round with three activity nodes: 1) Town Center with a civic center, 2) Main Street mixed use node, and 3) high intensity lodging node; event venues near the entry to town and opportunities for events at each node ▪ Creates a traditional main street character via squares with nodes and bringing the buildings to the street front ▪ Feet-first mobility implemented 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 wayfinding improve traffic flow and management
Street Character	<ul style="list-style-type: none"> ▪ Reconfigure Main Street within existing ROW, including central greenway median, elimination of frontage roads to bring street front to buildings ▪ Retail street frontage on south side of Main only from Old Mammoth Road to Manzanita ▪ Well defined and coherent streetscape sequence: <ul style="list-style-type: none"> ○ Natural character from 395 to entry marker ○ Manicured events/sports park ○ Greenway boulevard with forested townscape ○ Forested townscape at west end 	<ul style="list-style-type: none"> ▪ Reconfigured and narrowed, pedestrian-scale Main Street at town entry; narrowed right of way, buildings brought to street-front ▪ Excess ROW provides private development opportunities ▪ Well defined and coherent streetscape sequence: <ul style="list-style-type: none"> ○ Natural character from 395 to entry marker ○ Manicured events/sports park ○ Town Center and Main Street character ○ Forested townscape at west end
Mobility	<ul style="list-style-type: none"> ▪ Moderate changes to mode split and traffic pattern ▪ New transportation mode: gondola, tram or rapid bus along Main Street ▪ Moderate addition of new road connections and parallel routes ▪ Consolidate/simplify Main Street intersections, driveways and turn movements ▪ Greenway serves as pedestrian crossing refuge 	<ul style="list-style-type: none"> ▪ Aggressive changes to mode split and traffic pattern, including traffic calming on Main St ▪ Increased trip capture within mixed use and pedestrian-oriented nodes ▪ New transportation mode: gondola, tram or rapid bus along Main Street ▪ Increase connectivity and route choices with the significant addition of new road connections and parallel routes ▪ Pedestrian connectivity through new mid-block connectors and pedestrian routes, traffic calming and crosswalks
Major Facilities	<ul style="list-style-type: none"> ▪ Greenway/median ▪ Dispersed joint-use parking lots and garages ▪ Events/sports park at town entry ▪ Neighborhood park at Shady Rest ▪ Rapid ground or aerial transit line(s) 	<ul style="list-style-type: none"> ▪ Town squares ▪ Dispersed joint-use parking lots and garages ▪ Events/sports park at town entry ▪ Neighborhood park at Shady Rest ▪ Rapid ground or aerial transit line(s)

	Greenway Alternative	Downtown Alternative
Place/Program/Use	<ul style="list-style-type: none"> ▪ Subarea 1 (east Main St): <ul style="list-style-type: none"> ○ Events/sports park ○ Civic Center on USFS land ○ USFS housing ○ Mixed use ○ Town Center/mixed commercial with street-front retail on major streets ▪ Subarea 2 (Center St, PO): <ul style="list-style-type: none"> ○ North Main St - Mixed lodging, residential and limited commercial ○ South Main St - Town Center/mixed commercial, mixed use commercial/housing with street-front retail on major streets ▪ Subarea 3 (Shady Rest Tract): <ul style="list-style-type: none"> ○ Park/open space on wetlands ○ Mixed income resident housing ▪ Subarea 4 (Mountain Blvd, SVS): Mixed lodging/residential ▪ Subarea 5 (west Main St): Mixed lodging/residential 	<ul style="list-style-type: none"> ▪ Subarea 1 (east Main St): <ul style="list-style-type: none"> ○ Events/sports park ○ Civic Center on USFS land ○ Town Square with mixed use on USFS land ○ Mixed use ○ Town Center/mixed commercial with street-front retail on major streets ▪ Subarea 2 (Center St, PO): <ul style="list-style-type: none"> ○ Mixed commercial, mixed use commercial /housing with street-front retail on major streets, including north and south sides of Main Street ○ Some lodging at west end ▪ Subarea 3 (Shady Rest Tract): <ul style="list-style-type: none"> ○ Park/open space on wetlands ○ Workforce housing ▪ Subarea 4 (Mountain Blvd, SVS): Mixed lodging/residential with high intensity lodging focused around node ▪ Subarea 5 (west Main St): Mixed lodging/residential
"Givens"		
	<ul style="list-style-type: none"> ▪ Road network as shown in "existing" map (7B, Shady Rest, Connect Callahan, OMP connector, civic center connector) ▪ Complete streets ▪ Connected pedestrian/bike path along length of Main Street (full and complete sidewalks) ▪ Snow management ▪ Emergency access and response times ▪ Enhanced signage and wayfinding program ▪ Unified streetscape palette and design theme 	