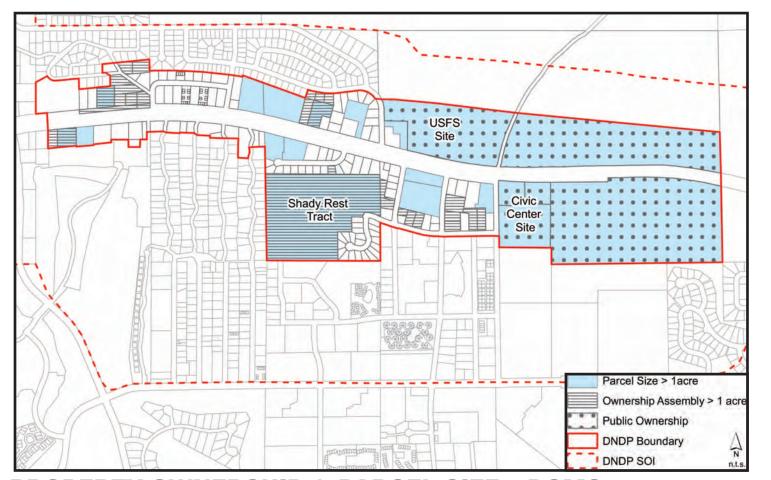
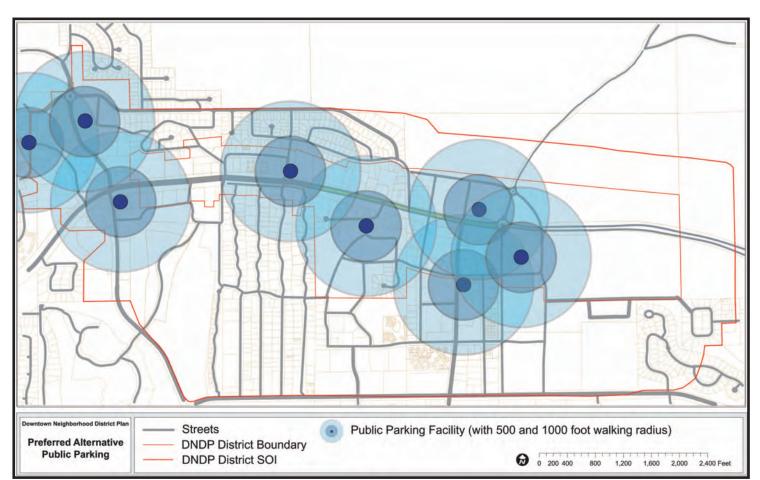


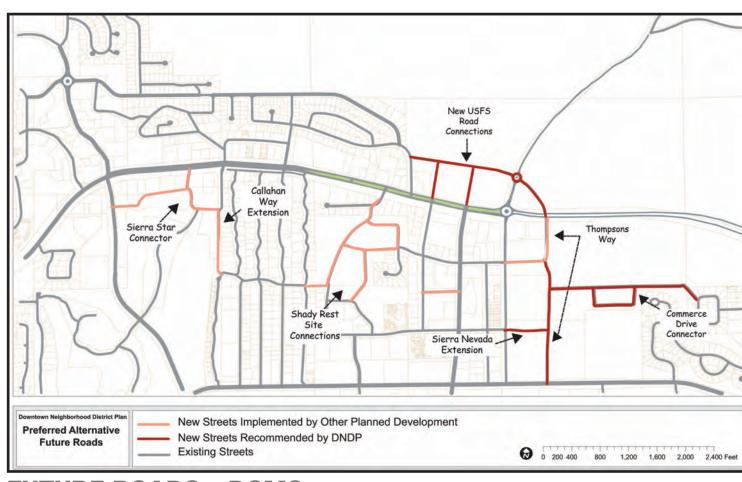
PREFERRED ALTERNATIVE - DCMS



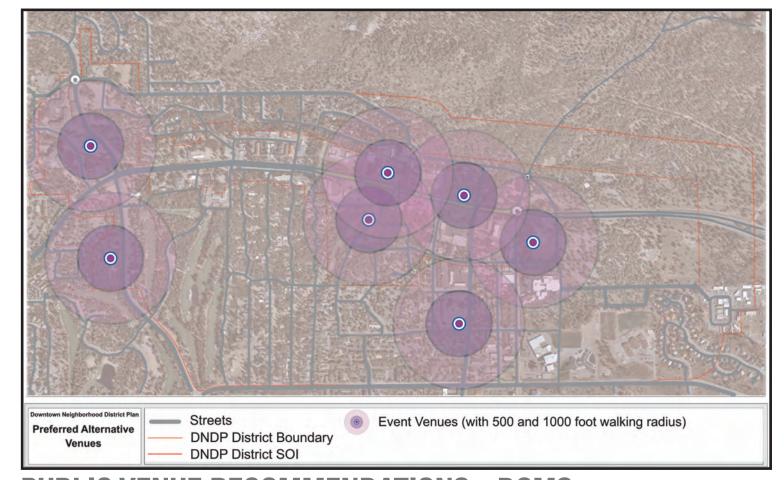
PROPERTY OWNERSHIP & PARCEL SIZE - DCMS



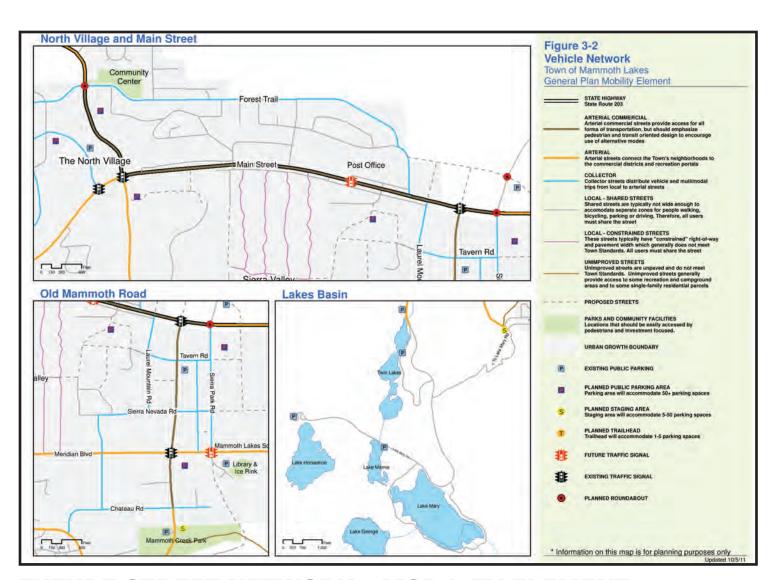
PUBLIC PARKING RECOMMENDATIONS - DCMS



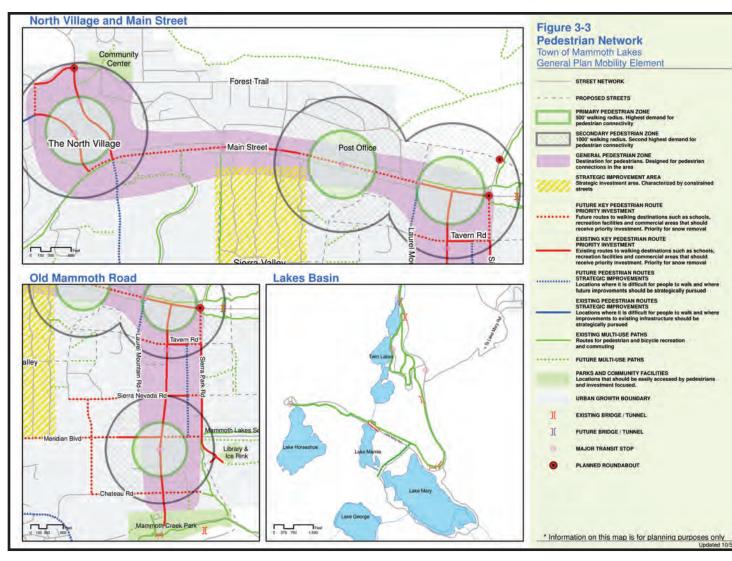
FUTURE ROADS - DCMS



PUBLIC VENUE RECOMMENDATIONS - DCMS



FUTURE STREET NETWORK - MOBILITY ELEMENT



FUTURE PEDESTRIAN NETWORK - MOBILITY ELEMENT

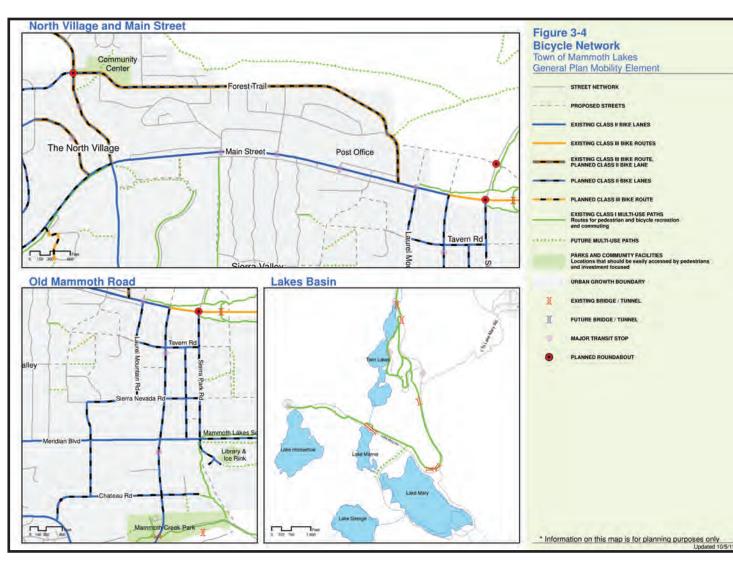
DOWNTOWN CONCEPT FOR MAIN STREET SEPTEMBER, 2010

From August 2009 to June 2010, a Neighborhood District Planning (NDP) process took place to develop a Framework for the study area and come up with a set of design alternatives. A series of Focus Group and public meetings were held and through an intensive public outreach process, a Preferred Concept was developed.

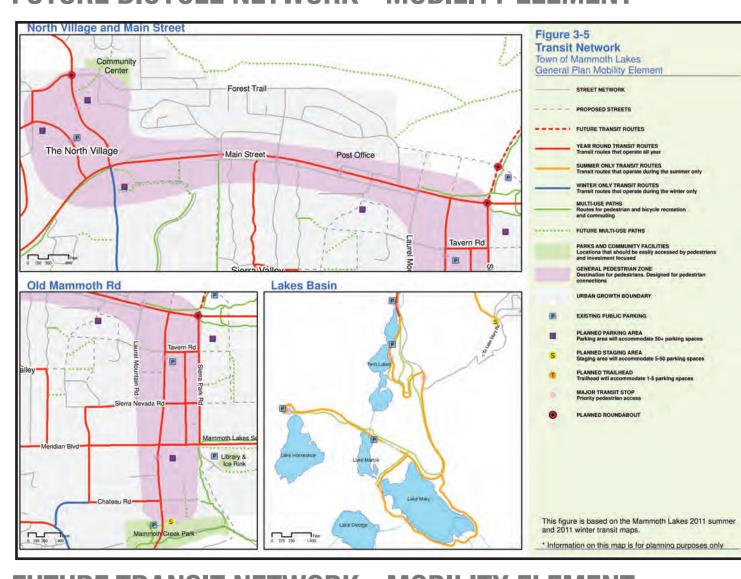
The study area for the NDP process included the Main Street/Highway 203 corridor from the Town entry to Minaret Road, the North Old Mammoth Road area, and the 25-acre Shady Rest site.

The Guiding Principles for this process were as follows:

- Mixed Use Retail on ground floor oriented to the street with offices or housing above.
- Active Day and Night Provide anchor retail, parks, venues and other destinations
- Grand Boulevard Incorporate traffic calming measures on Main Street and create a "sense of arrival"
- Improve Connectivity More bike and pedestrian paths, sidewalks, roads, and transit. Create a "feet first" environment.
- Pedestrian-Oriented Streetscape walkable year-round, landscaped, accessible and safe.
- Maintain Views Sherwin Range, Knolls and Mammoth Mountain from public space & tree preservation.
- Strategic Parking Solutions underground and at-grade parking convenient to public facilities explore shared and pooled parking. Reverse existing pattern and where appropriate, put parking in back.
- Public Access to surrounding forest lands.
- Energy Efficient Design/Infrastructure/Architecture high quality and specific to Mammoth.
- Emphasize Unique Qualities sense of arrival, transition to more visually cohesive and well-defined development form.



FUTURE BICYCLE NETWORK - MOBILITY ELEMENT



FUTURE TRANSIT NETWORK - MOBILITY ELEMENT

DRAFT GENERAL PLAN MOBILITY ELEMENT OCTOBER, 2011

The Draft Mobility Element of the General Plan (2011) "establishes the Town's goals, policies, and actions necessary to achieve a progressive and comprehensive multimodal transportation system that serves the needs of residents, employees, and visitors in a way that is connected, accessible, and safe."

There are two main concepts of the Mobility Element:

- The Triple-Bottom Line The community's social, economic, and natural capital
- "Feet-First" Transportation emphasizes and prioritizes non-motorized travel first, public transportation second and vehicle last.

Major Mobility Principles are as follows:

- Complete Streets: serve all users and all abilities
- Safety: a safe system is fundamental
- Environment: improve air quality, water quality and slow climate change
- Management: transportation infrastructure is an expensive and limited resource
- Context-Sensitive Design: design follows function, character and environment
- Public Spaces and Places: streets are an important part of "placemaking"
- Community Health: improving transportation improves health
- Affordability: integration of housing and transportation planning can influence affordability
- Economy: efficient transportation supports a strong economy







