Santa Margarita

Design Plan

DEPARTMENT OF PLANNING AND BUILDING
COUNTY OF SAN LUIS OBISPO

Santa Margarita

Design Plan

Adopted October 9, 2001

DEPARTMENT OF PLANNING AND BUILDING
COUNTY OF SAN LUIS OBISPO
SAN LUIS OBISPO, CA 93408

SANTA MARGARITA DESIGN PLAN

CREDITS

Board of Supervisors
Shirley Bianchi, District 2, Chair
Katchik Achadjian, District 4
Harry Ovitt, District 1
Peg Pinard, District 3
Mike Ryan, District 5

Planning Commission
Doreen Liberto-Blanck, Chair
Cynthia Boche
Wayne Cooper
Gene Mehlschau
Bob Roos

Department of Planning and Building
Victor Holanda, AICP, Director
Chuck Stevenson, AICP,
Supervising Planner
James Lopes, AICP, Project Planner
Laurie Wolff, Lori Shouman,
Zack Dahl, Interns

with the assistance of:
Chuck Crotser, Architect, AIA

Santa Margarita Area Advisory Council
Tina Salter, Chair

Design Plan Committee
Nick Fortune, Chair
Polly Cooper
Dutch Sawyer
Simone Smith
George Sullivan
Joel & Terri Switzer
John Wilkins

Table of Contents

I. INTRODUCTION
- A. Purpose of the Design Plan I-1
- B. Vision for Santa Margarita I-1
- C. Goals of the Design Plan I-2
- D. Key Issues and Opportunities I-3
- E. Policy and Planning Context I-6

II. EXISTING CONDITIONS & DESIGN CONCEPTS
- A. Physical Setting II-1
- B. Urban Design II-4
- C. Circulation and Parking II-7
- D. Streetscape Improvements II-8

III. DOWNTOWN COMMERCIAL GUIDELINES
- A. Minor Use Permit Requirements III-1
- B. Site Planning III-3
- C. Building Design III-13

IV. COMMERCIAL GUIDELINES OUTSIDE DOWNTOWN
- A. Minor Use Permit Requirements IV-1
- B. Site Planning IV-3
- C. Building Design IV-16

V. RESIDENTIAL DESIGN GUIDELINES
- A. Site Planning V-1
- B. Building Design V-10

VI. IMPLEMENTATION VI-1

APPENDIX: LIST OF PREFERRED TREES

List of Figures

Diagram of Land Use Policies I-6
Design Opportunities and Constraints I-15
El Camino Real Conceptual Striping Plan II-15
Highway 58 - Estrada Avenue Corridor Enhancements & Pedestrian Improvements .. II-19

I. INTRODUCTION

A. Purpose of the Design Plan

This design plan is intended to guide new development to fit within the historical and rural character of Santa Margarita, and the installation of public improvements in the downtown area that encourage pedestrian and social activity and calm traffic. The plan addresses the appearance of the public spaces, streets and development within Santa Margarita, and it responds to the preferences of the community's representatives with policies to guide future development.

"Make this town more of a town and less of a bedroom community."

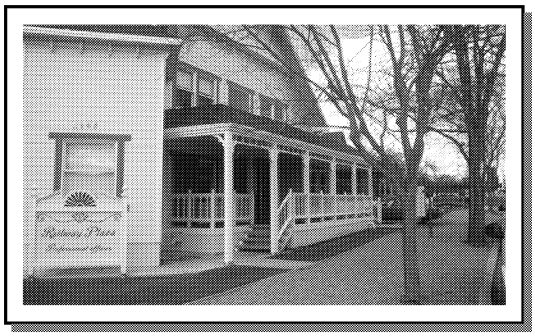
The design plan provides a common basis for making decisions about projects that may affect the appearance of individual properties or the overall character of Santa Margarita. It conveys a community consensus about commercial and neighborhood design achieved through public meetings and workshops. To realize the vision for Santa Margarita, design standards and guidelines are adopted to provide direction and promote communication about the best methods to achieve their intent.

B. Vision for Santa Margarita

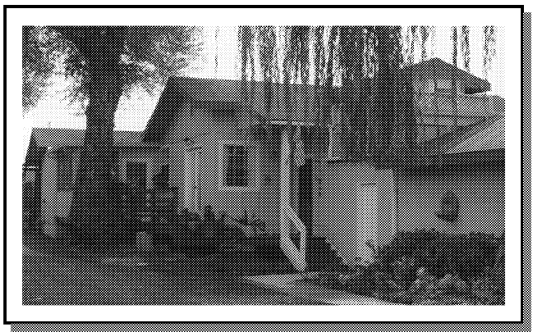
The vision for Santa Margarita conveys a sense of the community after the design plan is implemented: People in Santa Margarita enjoy a rural small town with shaded walkways, landscaped yards and an active, attractive downtown. Social life is enhanced by small plazas, pedestrian paths and wide, shaded sidewalks to enable connections with people. An enlivened downtown and business corridor appear consistent with the community's historical character.

Downtown buildings are similar in scale and architecture to the current ones. The addition of attractive new development encourages property owners to re-model existing buildings and upgrade their appearance. Increasing numbers of residents and visitors enjoy the street scene in downtown throughout the day and into the evening Through the downtown, the pavement of El Camino Real is narrower, occupied by wider sidewalks and split by a landscaped median that provides safer pedestrian crossings. Canopies of trees within wider sidewalks, bulb-outs and the median define and enclose the street and improve traffic and pedestrian safety.

Outside downtown, commercial development is located within an urban forest that shades the El Camino Real corridor. El Camino Real retains a two-lane width with bicycle and parking lanes. Pedestrians are separated from the street by a meandering path and parkway, curb and gutter. Buildings are located behind landscaping, paths and the parkway, with parking at the side and rear. Attractive fencing and landscaping screen storage yards. Projects have varied materials and building designs that relate well to their neighbors. In fencing and building design, unfinished materials such as metal or concrete block are used sparingly and in combination with other materials.



The residential neighborhoods retain their attractive tree-lined streets and large yard areas. Buildings continue to be subordinate to yard areas reserved for septic systems. Through community efforts, additional street trees are planted, drainage swales improved and culvert embankments made more attractive with rock or other natural materials. New houses are varied in design with interesting and authentic details from their respective styles. They are accompanied with fencing, drainage and access improvements that are compatible with the neighborhood.



C. Goals of the Design Plan

1. Guide new development to contribute to the local expression of building design and to blend with the built and historical context.

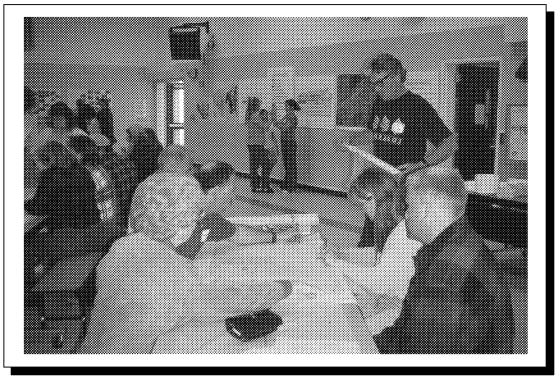
2. Plan a circulation pattern for pedestrians, bicyclists and vehicles with safe and pedestrian-friendly routes for traveling within the community.

3. Plan for the development of street-side improvements, including pathways and sidewalks, street lighting and furniture, trees and landscaping.

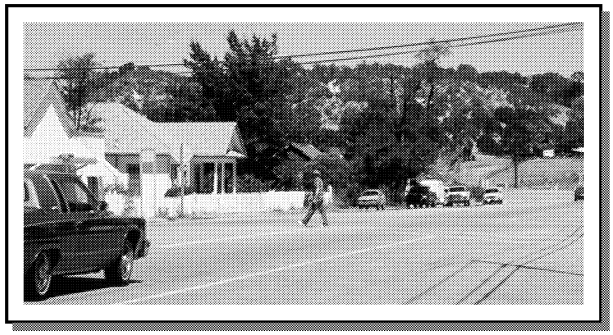
4. Identify locations for potential public spaces that will foster social activity and foster passive recreation.

D. Key Issues and Opportunities

At a workshop attended by over 120 people on March 27, 1999, participants identified important problems associated with design in the community. Small groups mapped their concerns and potential solutions and then presented them to the whole workshop. A compilation of the workshop results is available from the Department of Planning and Building. A visual summary of ideas is shown in the Opportunities and Constratints map. The following sections also summarize the issues and their potential solutions.



El Camino Real (Highway 58). El Camino Real is considered by many in the community to be too wide and dangerous to be in the heart of the town, partly due to its design as a state highway. Outside downtown, the lack of a defined walkway can lead to walking on the pavement too close to traffic. Rather than taking such measures as re-locating the state highway out of town, people would prefer slowing traffic and making the street more pedestrian-friendly. A series of features could accomplish this - by minimizing pavement width and constructing wide sidewalks or landscaped walkways, pedestrian 'bulb-outs' in the parking lane, textured cross-walks, a landscaped median and large street trees.



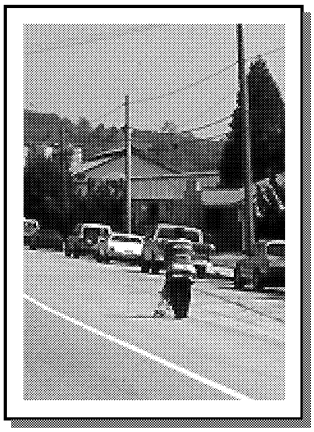
Downtown - El Camino Real & Encina Avenue

Estrada Avenue/Highway 58. Highway 58 south of the railroad to the edge of the community appears to lack sufficient paved width for bicyclists, shoulders for pedestrians, and safe street crossings, particularly at H Street. As a school crossing, t this intersection is considered unsafe for pedestrians and vehicles. Due to a small hill to the south, inadequate sight distance prevents an adequate response time to cross safely. Ditches, culverts, poor shoulder improvements all contribute to an unsatisfactory street. Suggestions are contained in Chapter II, Streetscape Improvements, with design concepts shown in a Corridor Enhancements Plan at the end of that chapter.

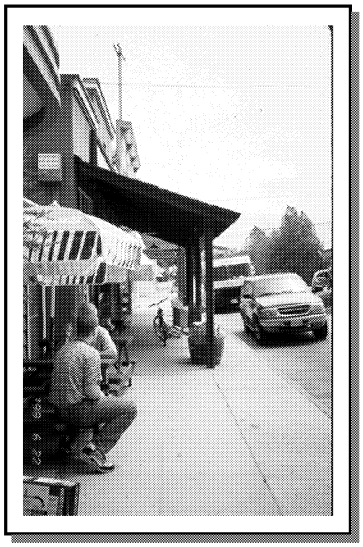
Gateways. Each entry to Santa Margarita provides an understated image about the community. Traffic tends to travel at highway speeds through these entries into the community. A combination of trees, landscaping, a low wall and community sign just outside town could identify and reinforce the edge of the community along Highway 58.

El Camino Real (Highway 58) at Wilhelmina Avenue

Streetscapes. The sides of each street do not provide consistent separation between pedestrians and vehicles. Although pathways are evident within narrow corridors, they may not be attractive or even safe for all ages of people. However, walking and bicycling are highly valued. More attention to pedestrian safety could result in defined pathways or sidewalks, benches and trash containers, helpful signs or kiosks, and low street lights to encourage circulation and social exchange. If the system of paths is improved and supplemented with trees, more people may be attracted to walk and bike through the community. 'Streetscape' designs can illustrate the features that are desired to accommodate and encourage these activities.

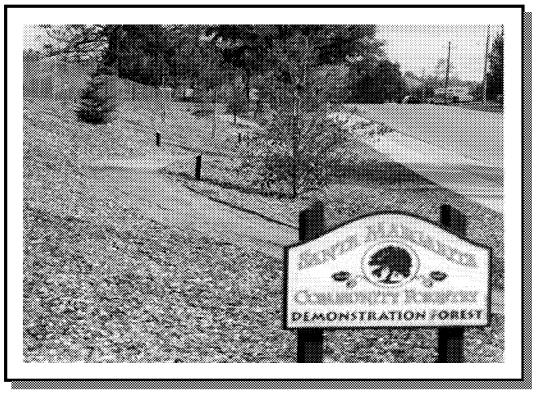


Outside Downtown



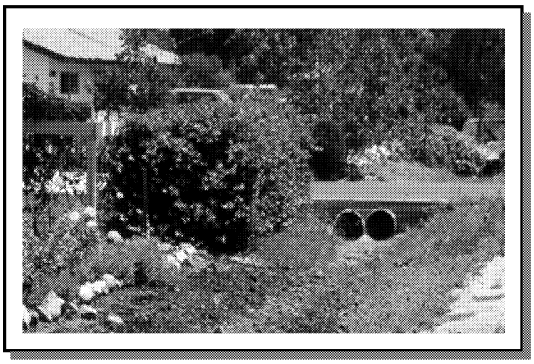
Public Spaces. Most people enjoy walking downtown to shop and get their mail. Small public spaces with picnic tables and bulletin boards exist near the Post Office. Other similar small plazas or parks are suggested to provide resting and social space for pedestrians. Opportunities for public spaces also exist at street ends on either side of the railroad, perhaps in front of stores in downtown within street rights-of-way, and incidentally with new commercial retail development, such as for outdoor dining. Depending on their size, plazas can be focal points for community events as well. A street-corner or mid-block plaza might be acquired that would provide a larger gathering place and public activity area. If the Post Office moves, it should remain in the downtown and provide a small plaza or courtyard, preferably with another public use such as the library or fire department. A coordinated program to acquire, develop and maintain the system of spaces shown on the Design Opportunities and Constraints Map should be initiated, working with the County Parks and Recreation Commission.

Linking Open Spaces. The circulation system can be designed to construct safe routes between the community's open spaces and other destinations such as downtown and the elementary school. Specific designs can guide public improvements so that walking and bicycling are encouraged by the presence of defined facilities. Examples of such designs are the Urban Forest pathway that was constructed by volunteers on H Street between Estrada (Highway 58) and the elementary school, and a path on Encina Avenue between the railroad and H Street.

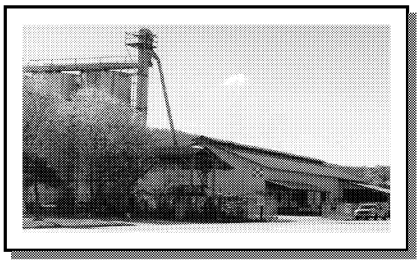


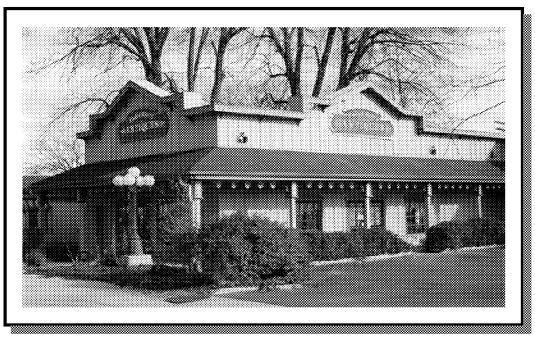
Pathway maintained by Community Forestry

Drainage Ways. Drainage of storm water is conveyed in a system of ditches, swales and creeks that in some locations have deteriorated and are hazardous and/or unsightly. In residential areas access to property is over culverts, and although the embankments of these small causeways are often neglected, they offer opportunities to trim the entries to properties and improve their appearance.



Commercial Development Design. Santa Margarita has an historical identity from both the railroad and highway eras as an agricultural center. This character could be lost if new retail and service commercial developments do not use authentic architectural character from the local 'vocabulary.'





Design guidelines should be used to create projects that achieve historical authenticity. Time-honored concepts for encouraging pedestrian circulation should also be utilized.

E. Policy and Planning Context

The County General Plan

The County General Plan includes policies that guide the development of communities, contained in the *Land Use Element*, which in *Framework for Planning* defines the classifications of land uses and regulates their development. The *Land Use Element* is one of several documents that are integrated as the County General Plan and that provide a comprehensive framework of policies and regulations to protect and manage local resources and community development.

Santa Margarita is located in one of 15 regions that are addressed by the *Land Use Element* area plans, in this case the *Salinas River Area Plan.* The area plan contains land use and circulation policies and regulations that are specific to Santa Margarita, other communities and rural areas. The regulations in the Planning Area Standards chapter are adopted as part of the *Land Use Ordinance*, to implement local development standards that take precedence over any other more general standards in the *Land Use Ordinance*. Both commercial and residential development are affected by standards in the *Land Use Ordinance*. Such features as setbacks, height, parking, landscaping, fencing, signs and solid waste, frontage improvements, grading and tree removal as well as others are addressed in the ordinance.

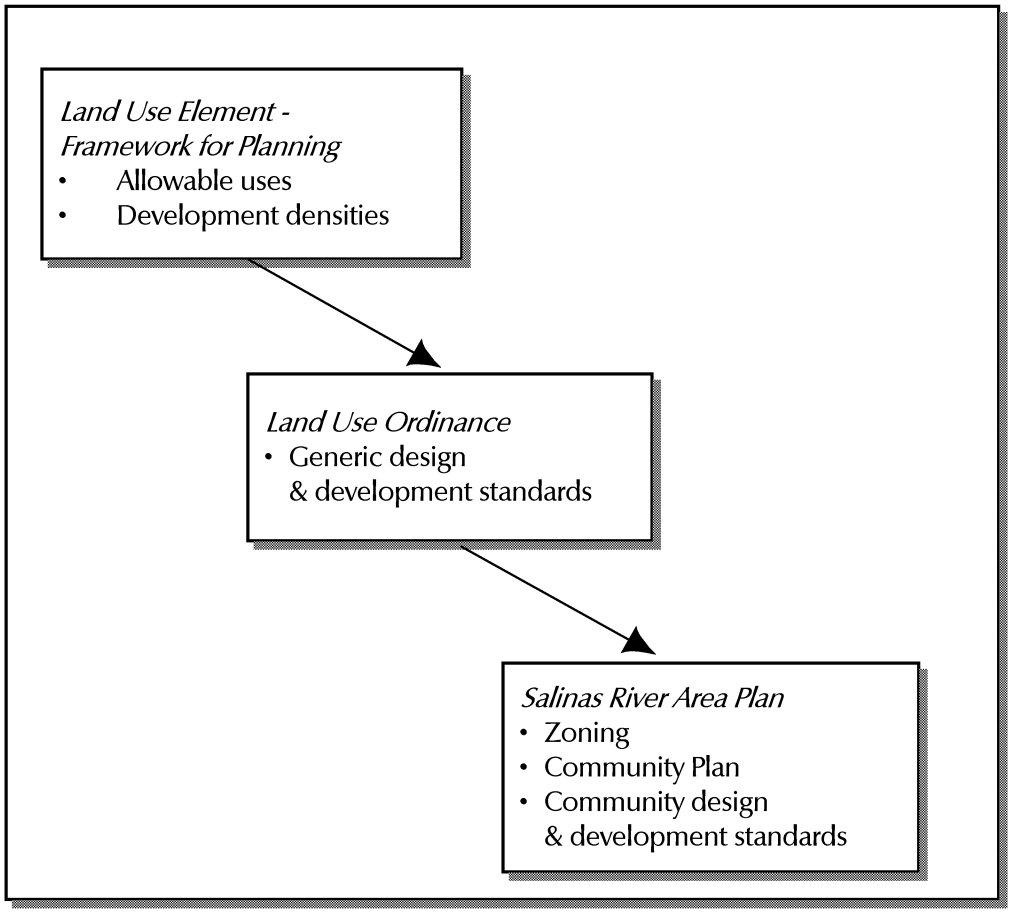


Diagram of Land Use Policies

Land Use Element

Framework for Planning - Table of Allowed Uses
Salinas River Area Plan - Land Use Category/Zoning maps
- Santa Margarita plan & standards, including the Santa Margarita Design Plan.

Land Use Ordinance

Chapter 22.02: Permit process and content requirements
Chapter 22.04: Site planning standards - e.g. setbacks, heights, etc.
Chapter 22.05: Site development standards - e.g. grading, etc.
Chapter 22.07: Flood Hazard standards
Chapter 22.08: Special use standards - for certain designated uses.

The Design Plan

This design plan is adopted as part of the *Salinas River Area Plan* to provide design-related policies that supplement the area plan. Proposed projects are subject to different kinds of regulations:

- Standards that are specific requirements for meeting the goals of the design plan. They take precedence over any conflicting *Land Use Ordinance* standards.

- Guidelines in the Commercial chapters are requirements for Minor Use Permit, Development Plan and other discretionary applications, and they are subjective and flexible in their meaning to allow for interpretation, so that alternative proposals can be considered. Design proposals should be determined to be equal to or better than a design guideline in order to be approved.

- Guidelines in the Residential chapter are <u>not</u> requirements but are suggestions only for designing a Building Permit application.

Both the standards and guidelines are intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve. Because of the importance of the design plan, it should be distributed to potential applicants early in the process of acquiring property and considering project designs.

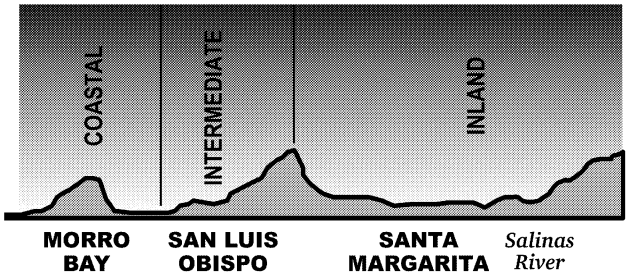
II. EXISTING CONDITIONS & DESIGN CONCEPTS

A. Physical Setting

1. Regional Location

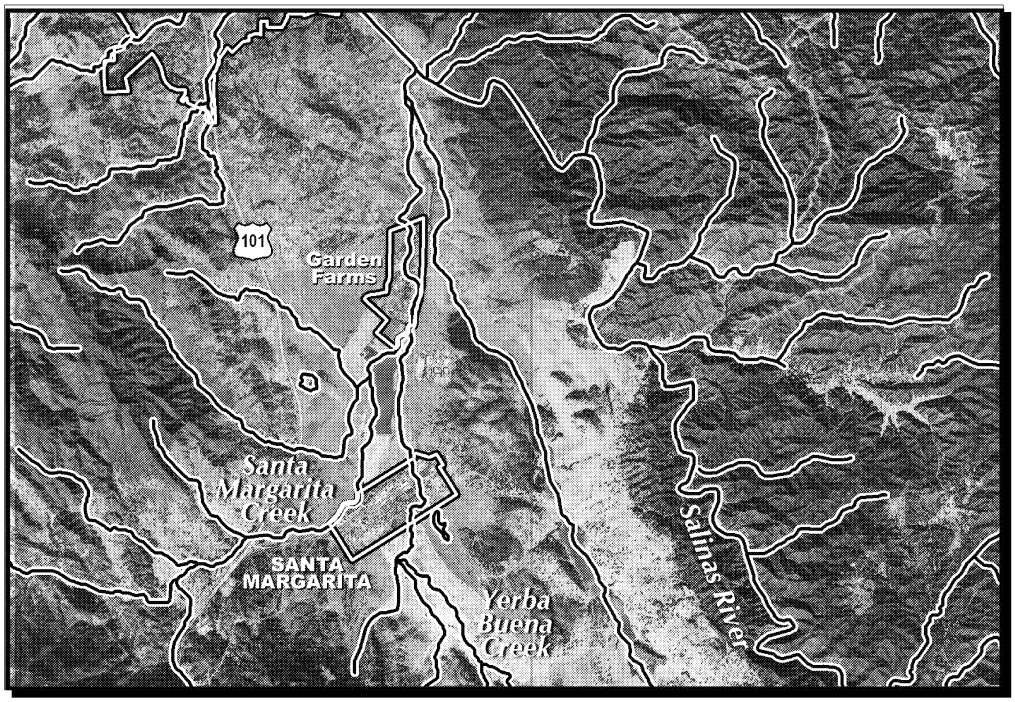
Santa Margarita is located in the upper portion of the Salinas River watershed, partly in the flood plains of the Yerba Buena and Santa Margarita Creeks, which flow from the Santa Lucia coastal range on the west and southwest. The area is locally described as part of the North County region of San Luis Obispo County. The coastal range blocks some coastal temperate influences, so that the resulting climate has high summer temperatures and winter temperatures often below freezing at night. Rainfall, however, is influenced by the Pacific storm cycles, and average rainfall is usually higher than in other North County areas.

Average summer high/low temperatures are 93/53 Winter temperatures average 61/34 degrees. *Average yearly rainfall is 31inches.*



Regional Climates

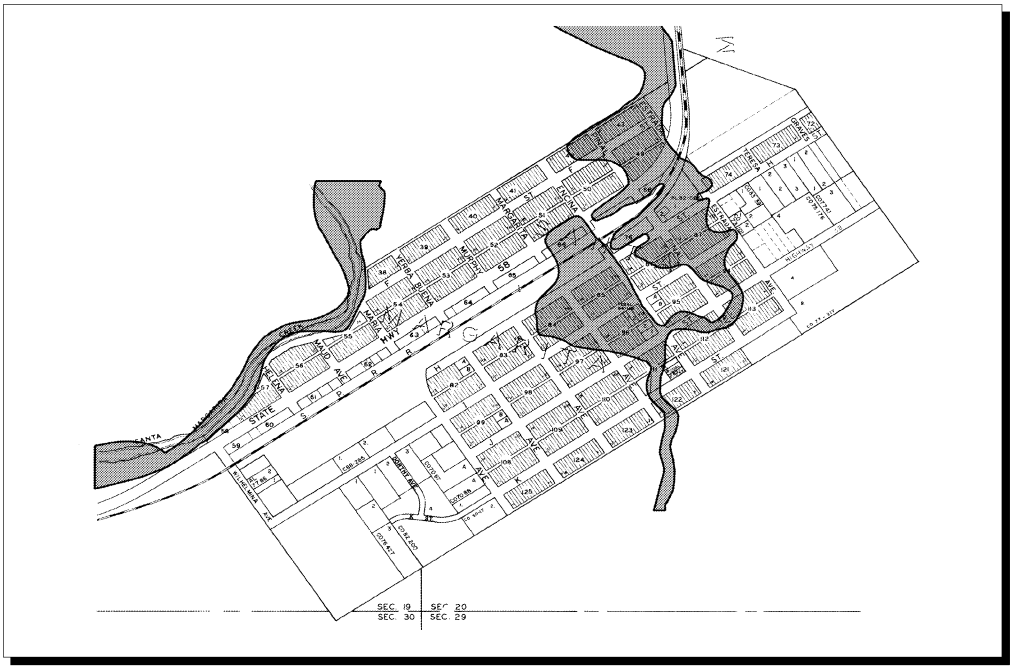
The community is surrounded by the Santa Margarita Ranch, which is a remnant of a rancho land grant created during the first half of the 19th Century by the Mexican



Santa Margarita and Surroundings

government. The ranch historically has been a working cattle ranch, with grain production in some portions. The ranch and Santa Margarita both utilize groundwater, of which a continued adequate supply is a concern for both users.

The setting of Santa Margarita within a flood plain means that most of the town is subject to flooding. New development in the shaded areas of the following figure is required to be located at least one foot above the elevation of the 100-year storm flood. To achieve this, site development must be designed to set buildings on fill pads that are usually above street level, which affects their accessibility and appearance.



Flood Hazard Areas

2. Community History

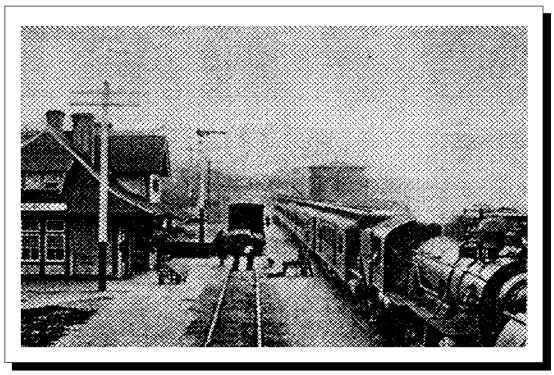
The town of Santa Margarita was formed with the purpose of establishing a settlement that would be the terminus of the Southern Pacific Railroad while construction brought the railroad to San Luis Obispo. After studying the most convenient route for the line, the railroad reached an agreement with Patrick Murphy, then-owner of the Santa Margarita Rancho, to obtain the right-of-way free and to partner in the sale of new town lots. The San Luis Obispo newspaper *The Tribune* announced on November 30, 1888 that "The town of Santa Margarita will

Ranch Headquarters

"There was beef and bread and salsa for everybody. Beef raw, beef roasted, beef on a stick, beef in hand, beef on a chip, rib tenderloin, round, chuck, briskit, roast stuffed with climate, jerky with scenery salad."
- Benjamin Brooks, Tribune, April, 1889.

be laid out upon a beautiful elevated plateau a short distance south of the old ranch house."[1] At what was reported to be the biggest camp meeting ever held in the county, an auction sale of the new town lots was held on April 20, 1889. A crowd of about 2,000 people participated in a barbeque hosted by General Murphy in the middle of the day, and at auction the highest price paid for a lot was for the first one, at $525 by Phillip Ready of San Luis Obispo, with other lots selling for between $150 and $275."

Construction of the railroad through the Cuesta Pass initiated the community as a 'railhead town,' which provided the rail yards, lodging, food and construction materials and part of the labor force. Once construction was finished, trains stopped at the depot, the community served travelers and became a rural town serving the ranches and farms in the upper Salinas Valley. Being near the old El Camino Real, which was the trail for horse-drawn travelers and walkers, Highway 101 was established through the community on the original G Street. The highway created a transportation corridor for automotive traffic that provided additional access to the community. When Highway 101 was moved to its current freeway location, the State of California replaced it with Highway 58, which extends southeast from town through the Carrizo Plain to Kern County.



Train Depot circa 1900 Courtesy: Nancy Polin

3. Land Use Pattern

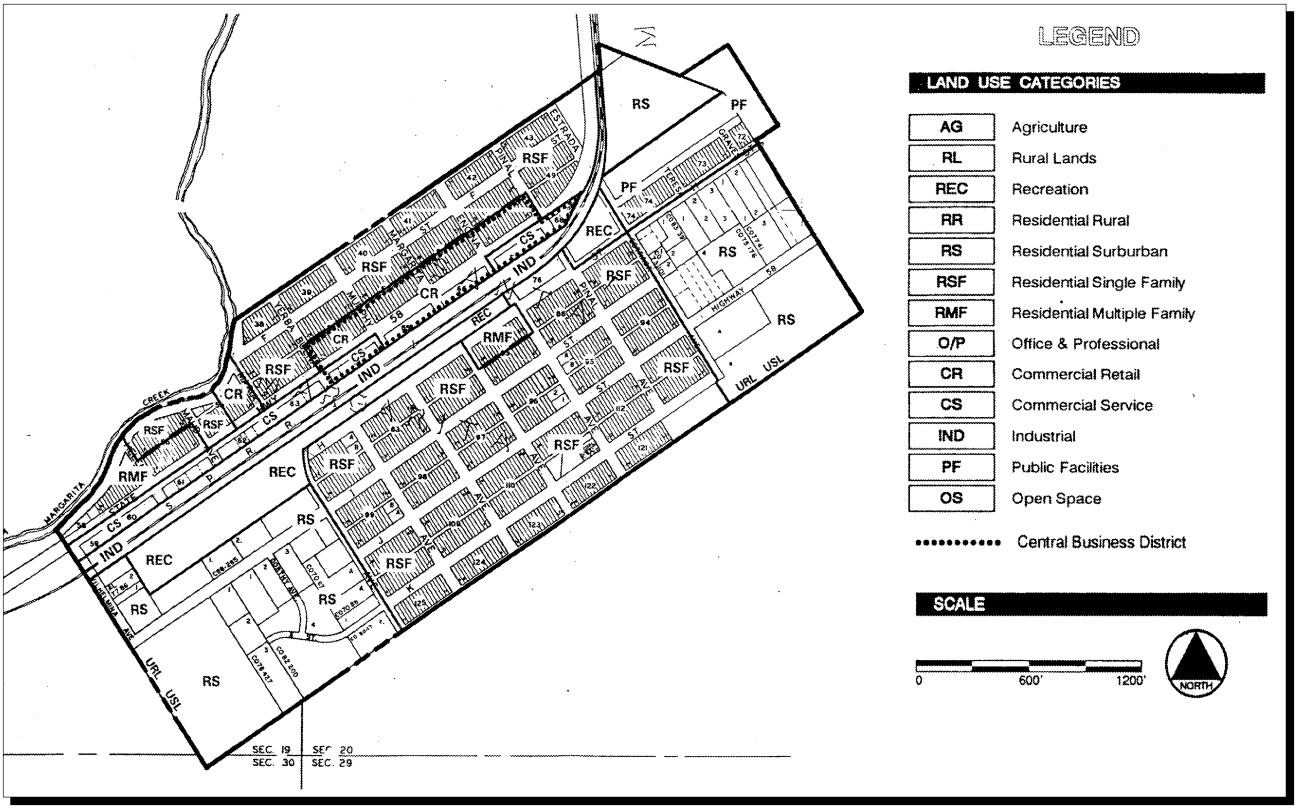
The community is surrounded by the Santa Margarita Ranch, which has always been an intrinsic part of the town. Wildlife from the ranch, such as quail, wild turkeys, deer and raccoons, are seen within town. Ranching activities on the ranch are observable from most neighborhoods. The presence of the countryside is a common, shared visual experience of most residents, and it establishes the identity of Santa Margarita as a separate, rural community.

Residential development is located within a grid of 25-foot wide lots, and in larger parcels in a Residential Suburban zone at the west and east ends of the community. Multi-family development has occurred in two smaller areas. Since all development must utilize septic disposal systems, yard areas are extensive and tend to limit the size of houses. The community's population in January, 2000 was estimated to be 1,266.

As with many California communities, the downtown has not survived several fires that destroyed most of its important buildings. The railroad depot no longer exists, and only a handful of the 19th Century buildings survive. A four-block section of El Camino Real Real is designated as the Central Business District, between Yerba Buena and Pinal Avenues. This core area is zoned for commercial retail uses on the northwest side of the

[1] Loren Nicholson, *Rails Across the Ranchos* (Fresno, CA: Valley Publishers, 1980). p. 73.

street and commercial service uses on the southeast side, which are also designated along this side to the end of the community at Wilhelmina Avenue. New commercial uses have developed primarily in the Commercial Service corridor, providing retail sales, contracting services and distribution to the larger region.
Along the railroad, the siding and original rail yards that were used for construction



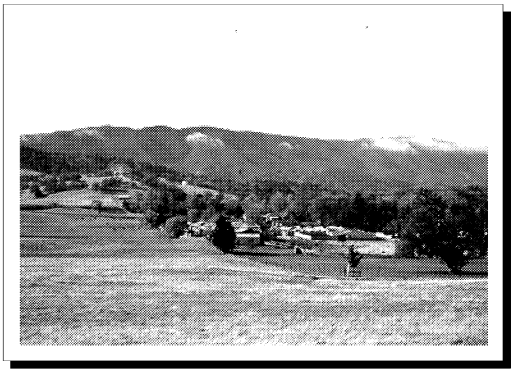
Land Use Category Map of Santa Margarita - May, 2001

support are recognized for their potential community recreation value, and are designated for Recreation uses. Only three avenues cross the railroad, at Wilhelmina, Encina and Estrada (Highway 58). Several paths informally cross the railroad between them.

B. Urban Design

1. Community Edges

The community stands out within the Santa Margarita Ranch as an island of development, surrounded by pasture and oak woodlands. The edges of the community are distinct as the urban lot pattern ends abruptly adjacent to the much larger ranch parcels. The



Southeast edge of Santa Margarita

distinctiveness of Santa Margarita in this setting is a favored image of residents, who desire it to be maintained rather than blurred with adjoining subdivisions.

The Agriculture zoning of the Santa Margarita Ranch next to town would not allow such a small-lot pattern unless either an agricultural cluster division were approved or a 'specific plan' approved for other development. The Salinas River Area Plan currently requires that any agriculture cluster division "shall reconfigure and/or relocate existing parcels with minimal or no visual impact on santa Margarita, Garden Farms or Highway 101." This requirement would direct a clustered land division away from the view of Santa Margarita, retaining its 'hard' urban edge. However, any other residential subdivision or development on the ranch such as a golf course would need to propose a 'specific plan' that would detail the development features and supporting infrastructure. Planning area standards give highest priority to clustering new residential areas as an extension of the community or within open space surroundings. An expansion of the community would be possible with this approach, which would be considered as a general plan amendment. The community should continue to retain a 'hard' urban edge through any development proposals that are reviewed.

2. Gateways

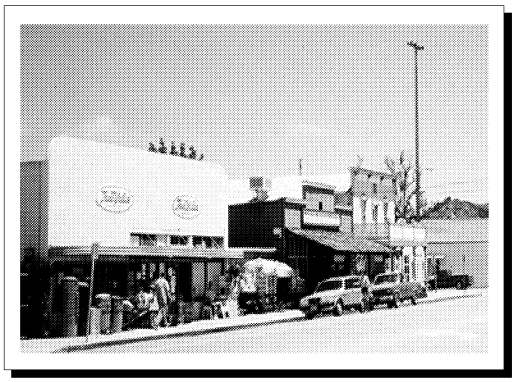
Southwest entry

Gateways are man-made or natural features that help define the transition from the rural to the urban area. They can be large trees on opposite sides of the road, a monument sign, landscaping features or even a median. Three entries into Santa Margarita occur on El Camino Real and Highway 58. They currently consist of open pasture land with broad views of the community on the north and east. An oak forest extends through the western entry to the riparian trees along Santa Margarita Creek. Each entry to the community has a Caltrans highway sign, followed by the edge of community development. The distinct edge of the community alone denotes the point of arrival, however, the views of property side yards at the entries, and the continued expanse of the highway into the community detract from a positive sense of arrival.

Traffic into town typically continues at highway speeds until well within the community, partly due to the openness of the entries. A more distinct transition and enclosed view would be needed to convey the impression of community that would encourage slower traffic speeds. Gateways can be created to emphasize one's arrival into the community. A range of improvements can be considered from additional landscaping, community signs, screening fencing, to statues and historic memorabilia to define the visual image of the community.

3. Development Image

Santa Margarita has a distinct architectural identity that is created by small-scale buildings with pioneer or frontier designs in the commercial corridor along El Camino Real. The visual impression of downtown conveys a pedestrian-friendly atmosphere with several late-1800s buildings, a community focal point at the Post Office, and open views to nearby hills. Lacking are substantial shade trees to block the summer sun and reduce temperatures, wider sidewalks and more pedestrian seating. Several vacant properties provide opportunities to complete sidewalk linkages and to create compatible, attractive development.

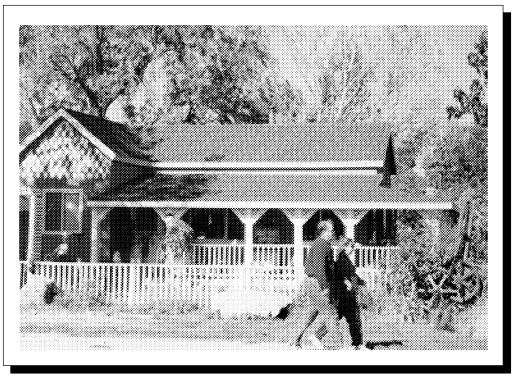


Newer buildings outside the downtown include features that mimic some of the pioneer style of architecture with varying success. The best looking buildings have authentic-appearing siding and roof materials, roof lines and detailed eave and molding designs that refer in scale and form to original pre-1900 designs. Where these treatments are less successful, the buildings appear to be modern adaptations that compromise in the choice of harder-to-obtain authentic features. While the finest materials and details may not be desirable in this rural setting, a more authentic and refined presentation could often be made with little additional expense to individual projects.

Other aspects of site development greatly influence the appearance of the commercial corridor, such as how it is organized and bordered. Where fencing materials and landscaping are minimal, the impression is of uncertainty between the public street and the private domain of the site. When open areas are used for storage, they often do not utilize the front setback for landscaping, and fencing may not provide a solid screen, both of which are required by the county Land Use Ordinance. The visual effect is the appearance of 'back yards' facing the main thoroughfare. The few remaining large trees within the corridor provide a green relief and backdrop. Some of the width of El Camino Real (Highway 58) could potentially be utilized for a wide landscaped strip between current development and the necessary street improvements. Large-growing trees in this strip would provide a canopy to give travelers a sense of enclosure, which could lower traffic speeds.

"Stop with the storage yards! Turn in the people who are not following county permit process!"
- Workshop comment

The residential areas have tree-lined streets of European elms that provide a tranquil and stately character. Dwellings are almost entirely single story and situated within large yards. The choice of building designs is usually modest and tasteful, often done with such historical styles as Craftsman or Victorian. Community pride led to the planting of the elms decades ago. Unfortunately, the elms are affected by severe elm leaf beetle infestation, are aging and often in decline. Replacement trees have not been planted in an effort to match the scale of the original plantings, however, an organization has been formed that could inspire planting new street trees. Santa Margarita Community Forestry is a non-profit organization that worked with the community to achieve a forested pathway between Estrada Avenue and the elementary school.



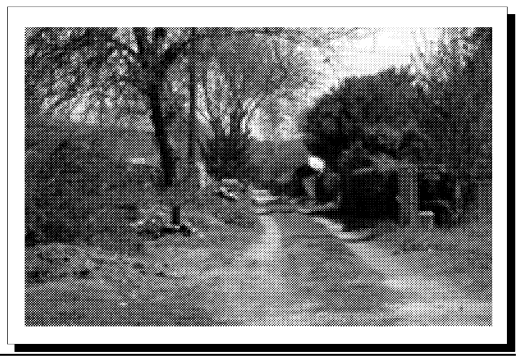
The yard areas of residences could be better organized if the alleys that exist were improved and utilized for rear access, parking and storage. Often the number and array of parked cars within front yard areas hides the better aspects of open yards. Fencing sometimes is with materials such as chain link that are more appropriate for industrial uses in other towns. The residential streetscape that is preferred would provide for safe pedestrian walking, minimize the extent of visible parking, and show a greater consistency in fencing materials. Home designs that are individual and creative, and that orient house entries to the street, with porches and historical references in their detailing are preferred, whether they are rustic or refined.

C. Circulation and Parking

Dislike? "4x4s going 65 mph to the lake; other non-residents speeding through town." - comment at workshop

Being less than one mile long and a half-mile wide, Santa Margarita has a scale that is conducive to walking or bicycling to downtown rather than driving. The majority of the residential parcels are within one-quarter mile of the center of downtown at Margarita and El Camino Real, which is typically a five-minute walk. However, most working residents commute to work outside the community. The presence of Highway 58, local distribution businesses and a major quarry nearby attract regional and inter-regional traffic. Streets are very wide and have 80- foot rights of way, except El Camino Real is 100 feet wide. Due to these factors, the community is both oriented strongly to automobile and pedestrian circulation.

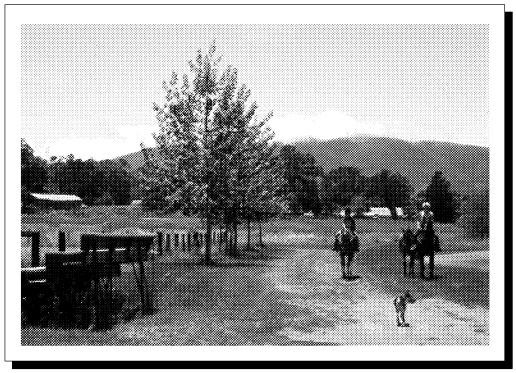
Vehicular circulation is concentrated on El Camino Real, Wilhelmina, I Street, Encina and Estrada Avenues.



Alleys exist on the blocks with 50-foot-wide lots. Most of them are under-developed, so that access to properties in most areas is not as desirable as from the fronting street. If improved and

upgraded, alleys could provide access to rear yard areas for parking and trash collection. These improvements might improve the appearance of front yards, where vehicles and trash containers are usually stored. The county Public Works Department would need to work with the community and the garbage company to implement an improvement program.

The community's rolling or nearly flat terrain is conducive to bicycling and lends to its popularity. Class II Bike Lanes are designated for I Street and Encina Avenue by the *County Bikeways Plan*. At this time, the paved shoulders on El Camino Real provide the only marked bikeways (not official lanes) for bicyclists.



Trail at horse arena

Trails for walking and riding horses are proposed in the *County Trails Plan* near or through the community. A prominent example is the Juan Bautista de Anza Historic Trail, which would follow the route of the Spanish explorer in the vicinity of Highway 101. Another trail would extend from Santa Margarita to the East Cuesta Ridge. These and other trails would cross property owned by the Santa Margarita Ranch that would need to be acquired.

D. Streetscape Improvements

1. El Camino Real/Highway 58

Currently, as State Highway 58, El Camino Real provides access for regional traffic and serves as the community's 'Main Street." The 100-foot right-of-way width can accommodate a four-lane highway with a center turn lane. However, traffic volumes are not projected to increase to levels requiring these improvements. In the long-term, a two-lane street width is anticipated to be adequate if a center turn lane or turning pockets are provided.

The remaining right-of-way provides space for parking and tree-lined pedestrian pathways or sidewalks. Street tree plantings can improve the appearance of the street and lend a sense of enclosure to remind drivers that they are within a community. With these improvements, excess right-of-way may remain that can be made available to adjoining property owners through a partial relinquishment of the state highway.

A conceptual street layout plan has been prepared that identifies the constraints and opportunities for an enhanced street corridor. It suggests the types of improvements from previous concept plans that were popular within the community. The Conceptual Striping Plan is shown at the end of the chapter on two pages, with two detail pages that show close-ups of typical blocks within and outside downtown.

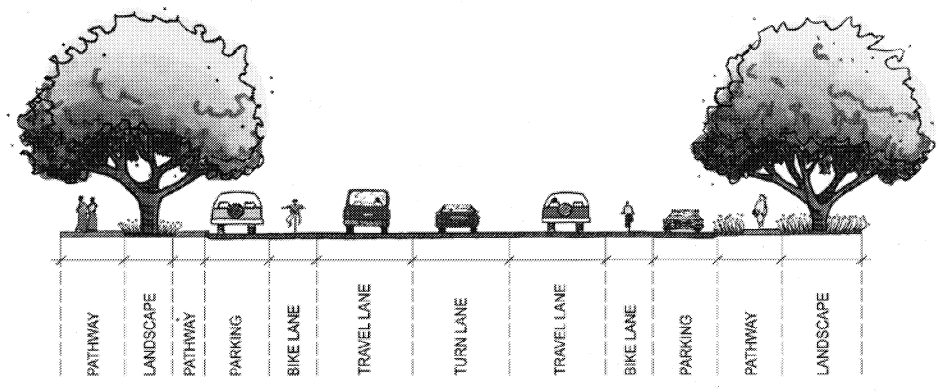
When a final streetscape plan is prepared, the following modifications should be considered: (1) locate the west community gateway further from Wilhelmina Avenue, (2) locate the east gateway north of the Highway 58 turn-off from El Camino Real, (3) locate the downtown gateway further from Yerba Buena Avenue to avoid driveway conflicts, (4) connect the elementary school and the park with the downtown along Highway 58, and (5) control "cut-through" traffic on I Street with traffic calming measures.

Outside Downtown

Outside the central business district, the conceptual street layout plan includes the following features:

Gateways. At each entry to the community, a gateway feature could establish a more distinct change from the rural highway to an urban street. Such features as large, canopied trees, low landscaping and a community monument sign would be appropriate close in to the pavement edge, with the necessary safety considerations.

Corridor Enhancements. The edge of the street could be better defined for pedestrian safety, access and drainage control, and slower traffic speeds. The following list identifies the preferred improvements as shown in the conceptual cross section:



Conceptual Cross Section of El Camino Real/Highway 58 Outside Downtown

a. Pedestrian crossings with concrete or asphalt textured surfaces, to inform drivers that they are in a pedestrian area. Warning signs should accompany these crossings, and a texture should be chosen that minimizes tire noise.

b. Wide paved bike lanes that exceed the minimum five-foot width recommended by Caltrans, to enhance bicyclist safety.

c. Paved parallel parking to separate vehicle parking from pedestrian circulation along the street.

d. Curb and gutter installation with driveway cuts and drainage outlets, to control access to properties and separate vehicles from pedestrians.

e. Parkways adjacent to the curb that provide landscaping and street trees that should be large canopied species chosen from the list in the Appendix.

f. Meandering pathways at least five feet wide to accommodate two people walking side-=by=side, utilizing decomposed granite or similar gravel.

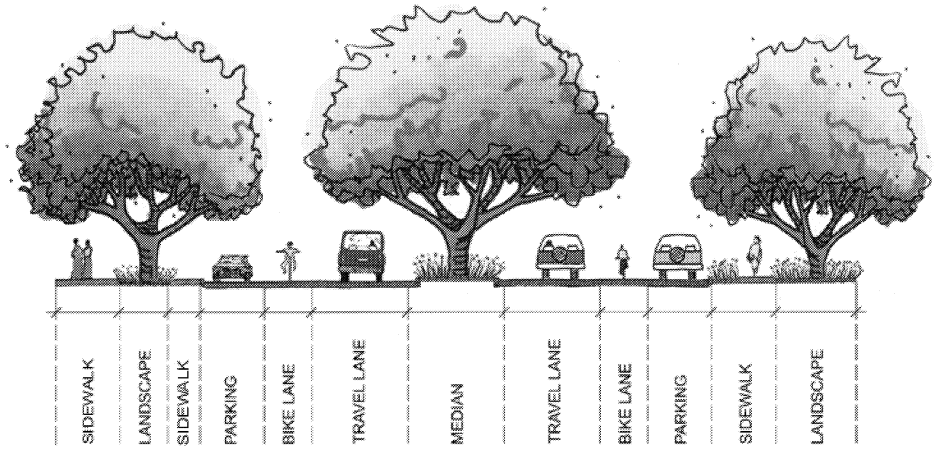
g. Landscaped edge adjacent to property lines that can be integrated with landscaping in front yards, with a consistent plant pallette that provides a water-efficient, 'green' image that reflects the climate of Santa Margarita.

Downtown

"El Camino is too fast."
-Workshop participant

El Camino Real within the downtown is too wide for a positive image and for safe pedestrian crossings. Unsafe traffic speeds were the most consistent comment among the "dislikes" expressed by workshop participants. By contributing to fast speeds, the street leads visitors and residents to drive faster than needed to comprehend the commercial and public aspects of downtown, which at slower speeds might attract them to stop and survey the scene more closely.

Within the downtown, the state highway needs to serve pedestrian needs equally as well as vehicle traffic. Wider sidewalks, landscaped planters and a center median, street trees, a few pedestrian lights and other streetscape improvements can provide an appealing pedestrian environment and reduce traffic speeds. Because the success of downtown depends on pedestrian traffic, features that bring pedestrians closer to each side of the street are necessary, and not only wider sidewalks but extensions called 'bulb-outs' should be installed where feasible. These and other improvements are suggested conceptually in the following street section, list and the street layout plan:



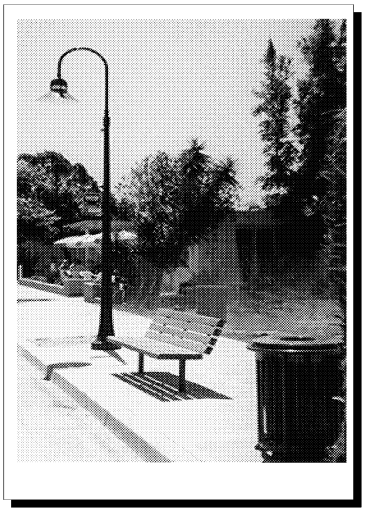
h. A landscaped center median that channels turning movements to turn pockets at popular locations. Large canopy trees should be planted as well as low-growing groundcover. Maintenance will need to be determined.

i. Pedestrian and landscaped bulb-outs adjacent to curb lines, leaving space to channel water along the curb. This space should be covered by decorative metal grates. Bulb-outs should be used at block corners to extend the sidewalk to the vehicle travel lanes, which will narrow the length and time of crossing. A storm drain may be necessary to re-route drainage at the corners.

j. Pedestrian crossings should be installed with concrete or asphalt textured surfaces, which will provide a 'rumble strip' noise to warn drivers that they are in a pedestrian area. Warning signs should accompany these crossings.

k. Wide sidewalks at a minimum 15 feet should be installed to supplement the existing ones.

l. Street trees that grow large canopies should be planted along the sidewalk edges and within the bulb-outs as near the street as practical. These trees should be maintained and trimmed to spread over the street and the travel lanes.

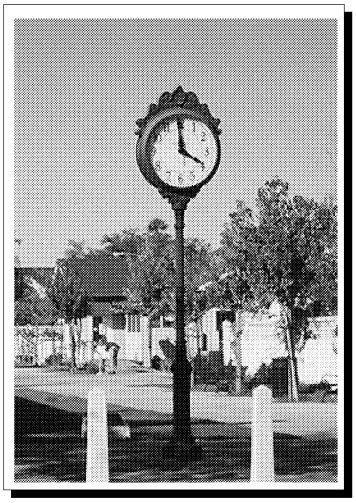


m. Benches and trash receptacles (see page III-8) should be installed at least every 100 feet.

n. Street lights at intersections should enhance pedestrian safety and meet State standards. Other street lights should be at a pedestrian-scale height (15 feet or less) similar to those shown here and on page III-12, and close enough to provide adequate lighting.

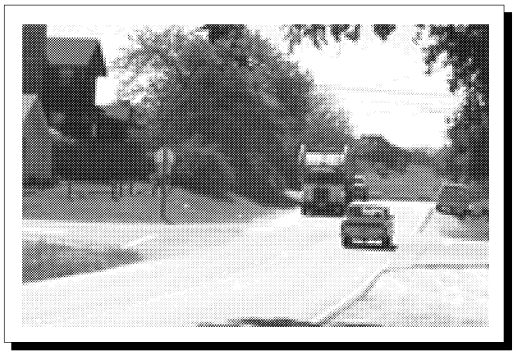
o. A kiosk, clock, phone booth or other features that provide information or gathering points for pedestrians.

p. Maintenance for these facilities and landscaping will need to be defined and formalized with on-going agreements.



2. Estrada Avenue/Highway 58

Along Estrada Avenue, Highway 58 south of the railroad has dangerous conditions for pedestrians and bicyclists. The H Street intersection lacks safety improvements for school children, and a small hill on the south blocks views of on-coming traffic. At I Street a narrow culvert bridge has no room for pedestrians outside the travel lanes, and a ditch and narrow elbow turn at J Street leave no room for pedestrians. The corridor between El Camino Real and the end of the community should be planned and constructed with pedestrian and bicyclist safety features, similar to the concepts in the Corridor Enhancements graphic following the El Camino Real conceptual striping plan.



Hill and sight distance problem at H Street

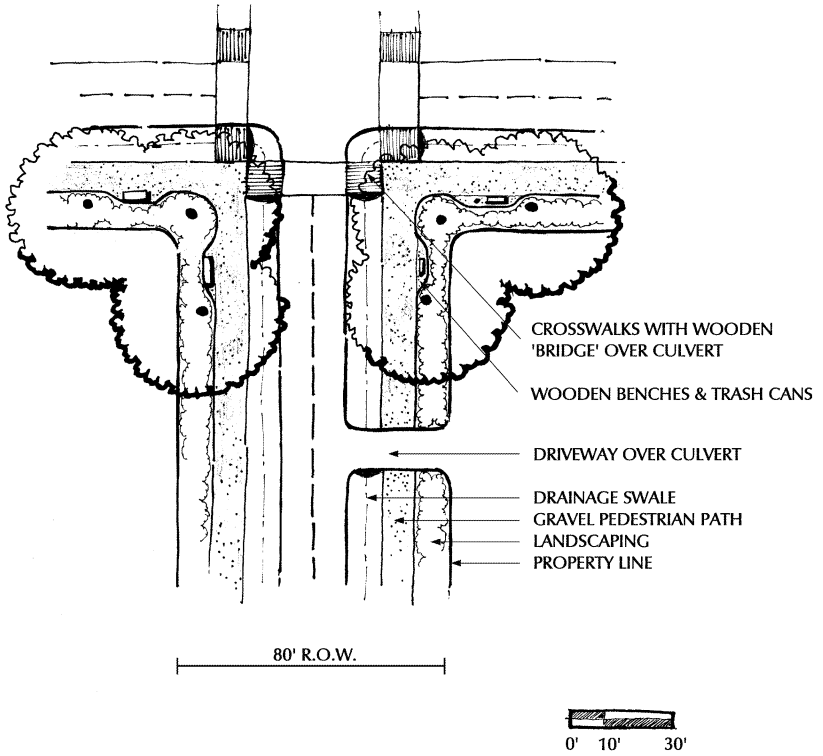
Narrow culvert crossing at I Street

Culvert and ditch at J Street

3. Residential Streetscapes

Residential neighborhood streets occur within an 80-foot right-of-way that provides space for drainage ways, parking and pedestrian pathways as well as the street. Many yard areas are extended into the right-of-way with landscaping and trees. Some of the largest species of trees occur within the right-of-way and contribute a majestic appearance.

To enhance their appearance, neighborhood streets could be reviewed in a sequence of community activities described in the Implementation chapter. A conceptual streetscape plan shown below illustrates these suggestions, with the implication that on-street parking would be intermingled with the drainage swales and paths.



Conceptual Streetscape Within Residential Areas

a. Street trees are suggested for voluntary planting within front yards, close to the front or street side property line, or within the right-of-way at least 10 feet from the edge of pavement. Street trees should be selected from the list provided in the Appendix.

b. Landscaping within the right-of-way is encouraged within 12 feet of the property line. Planting selections should be drought-tolerant, low-maintenance and low-growing (shorter than 30 inches) to enable exiting drivers to see on-coming traffic. Low, open fencing such as split-rail, picket or wire should be used at or within the front property line.

c. A continuous system of pathways is proposed that would connect different blocks with marked or textured street crossings, for the safety of pedestrians.

d. Drainage swales should be designed and constructed that respond to each block's flooding conditions and provide the shallowest slope feasible.

e. Culvert embankments should be lined with rock or stone veneer rather than broken or solid concrete. Individual designs and treatments are encouraged that will enhance, not detract from, nearby installations.

f. On-street parking would be provided either adjacent to the pavement or behind the drainage ways, depending on the grade of the drainage swale.

g. Block ends would have wooden benches and trash cans placed on concrete or other surfacing, adjacent to large-growing street trees. The pedestrian paths would connect to surfaced causeways over culverts.

III. DOWNTOWN COMMERCIAL GUIDELINES

A. Minor Use Permit Requirements

A Minor Use Permit is a conditional use permit that is required in addition to a building permit for new non-residential buildings, exterior facade remodeling and expansion of more than 10 percent the existing floor area. The purpose of the Minor Use Permit is to enable public review of significant land use proposals and ensure the proper integration into the community of land uses that, because of their type or intensity, may only be appropriate on particular sites, or may only be appropriate if they are designed or laid out in a particular manner.

Action on a Minor Use Permit is discretionary, and may include: approval based on the standards of the Land Use Ordinance and the General Plan, approval with conditions, or disapproval, based on a conflict with the provisions of the Land Use Ordinance and General Plan, or information in the Tentative Notice of Action or public hearing testimony. Preparation and processing of a Minor Use Permit application shall be in accordance with Land Use Ordinance Section 22.02.033.

The Minor Use Permit, as a discretionary permit, enables the use of two kinds of development regulations:

- **Standards** having specific, quantified, requirements that are basic and essential for meeting the above goals.

- **Guidelines** which are more subjective requirements that are flexible in their meaning to allow for interpretation, so that alternative proposals can be considered. Design proposals should be determined to be equal to or better than a design guideline in order to be approved.

Both standards and guidelines are intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve.

1. **Permit requirement.** Minor Use Permit approval is required for all new construction or exterior alteration of existing structures where a land use permit is required by Land Use Ordinance Chapter 22.01, except for the following:

   a. Minor exterior alterations, as well as expansions not to exceed 10 percent of the existing floor area, may be exempted from this requirement by the Director of Planning and Building. Such projects are still subject to other applicable requirements.

   b. Exterior facade remodeling and expansions that exceed 10 percent of the existing floor area may be approved as "minor" Minor Use Permits if they are determined to be categorically exempt from the California Environmental Quality Act by the Director of Planning and Building and are in conformance with the Santa Margarita Design Plan.

c. New uses that are proposed to occupy existing development. Such uses are still subject to other applicable permit requirements.

d. Single-family and multi-family residences and residential accessory structures, and agricultural accessory structures.

e. Where Development Plan approval is otherwise required by the Land Use Ordinance.

Intent: *Provide flexible design guidelines and opportunities for public input on new non-residential development.*

Reference: Land Use Ordinance 22.02.033 - Minor Use Permit
Framework for Planning - Table O - Table of Allowable Uses

B. Site Planning

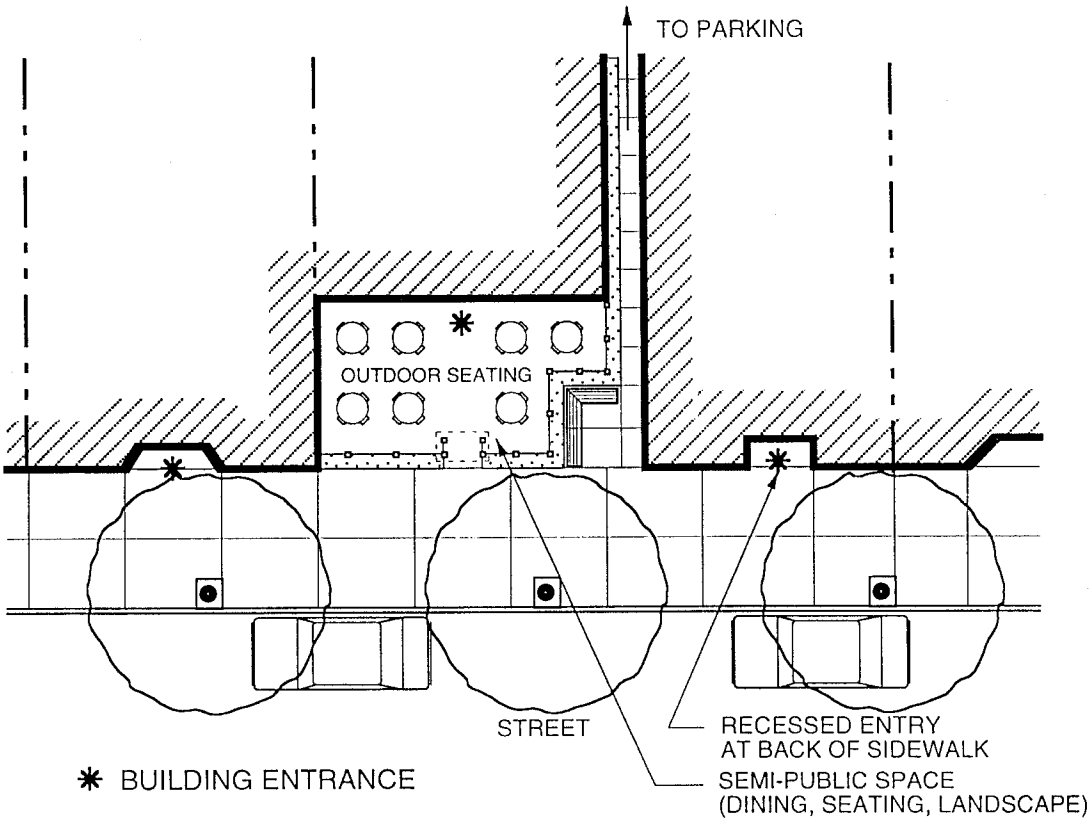
Site planning involves the arrangement of buildings, outdoor use areas and parking on a site. In the downtown, pedestrian circulation is essential to the success of businesses. Measures to encourage walking include building and entrance locations adjacent to streets, minor variations in a continuous pattern of facades parallel to streets, and small, partially enclosed pedestrian spaces and paseos or walkways.

1. Building Location

Buildings should be located at the front property line without intervening parking or landscaping. Where access is needed to the rear, buildings should be located on no less than 50% of the site frontage. Any spacing between buildings should have functions for pedestrian access and seating such as walkways or plazas, or other intended uses such as parking. Decorative or rustic wood fencing and gateways should be placed along the property frontage of any space to tie properties together visually.

Intent: *Maximize pedestrian circulation between buildings and provide a downtown character.*

Reference: Land Use Ordinance Sec. 22.04.100 - Setbacks

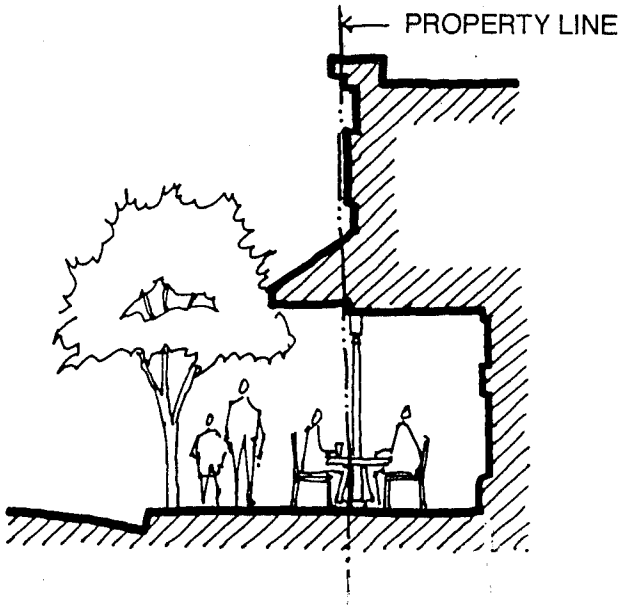


2. Building Insets

A recessed alcove is encouraged within the property for a building entry, seating, product display and other activities. The ground floor may be set back from where an upper floor projects out to the front property line, if the space between the sidewalk and the first floor facade is open and usable to the general public, such as for open-air displays, shopping or dining.

Intent: *Allow for shading and open transitional space at the ground floor.*

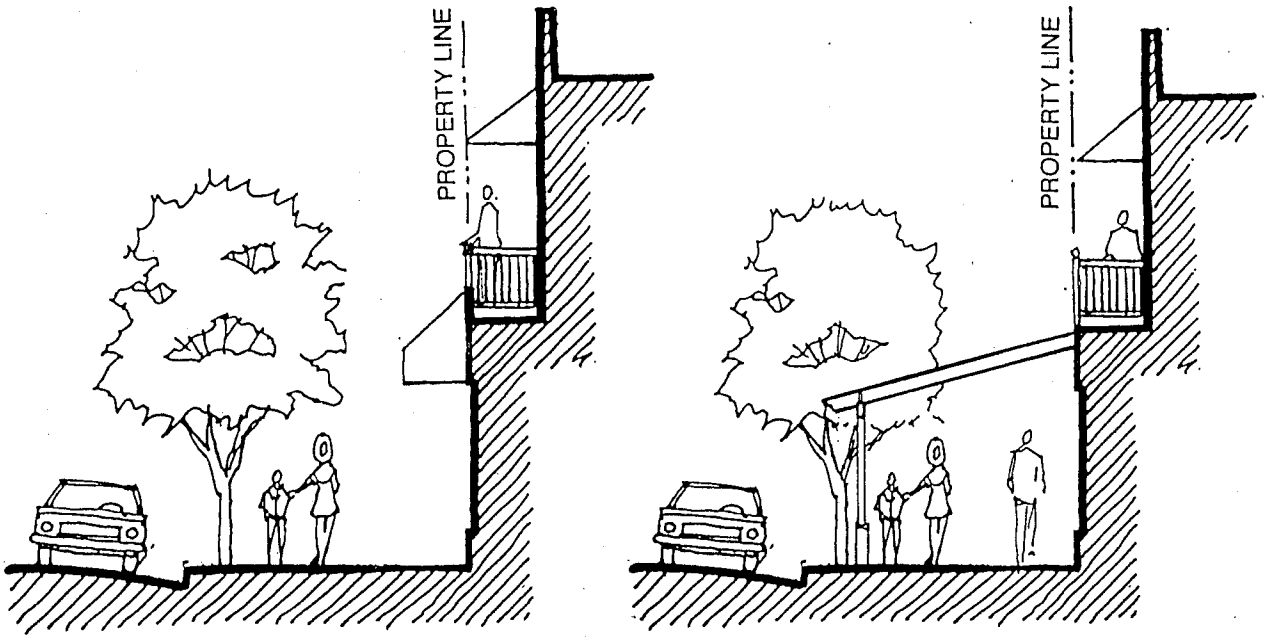
Reference: Land Use Ordinance Sec. 22.04.100 - Setbacks



3. Second Floor Setbacks

Second floors may be stepped back from first floor frontages to accommodate architectural elements such as porches, balconies, or trellises.

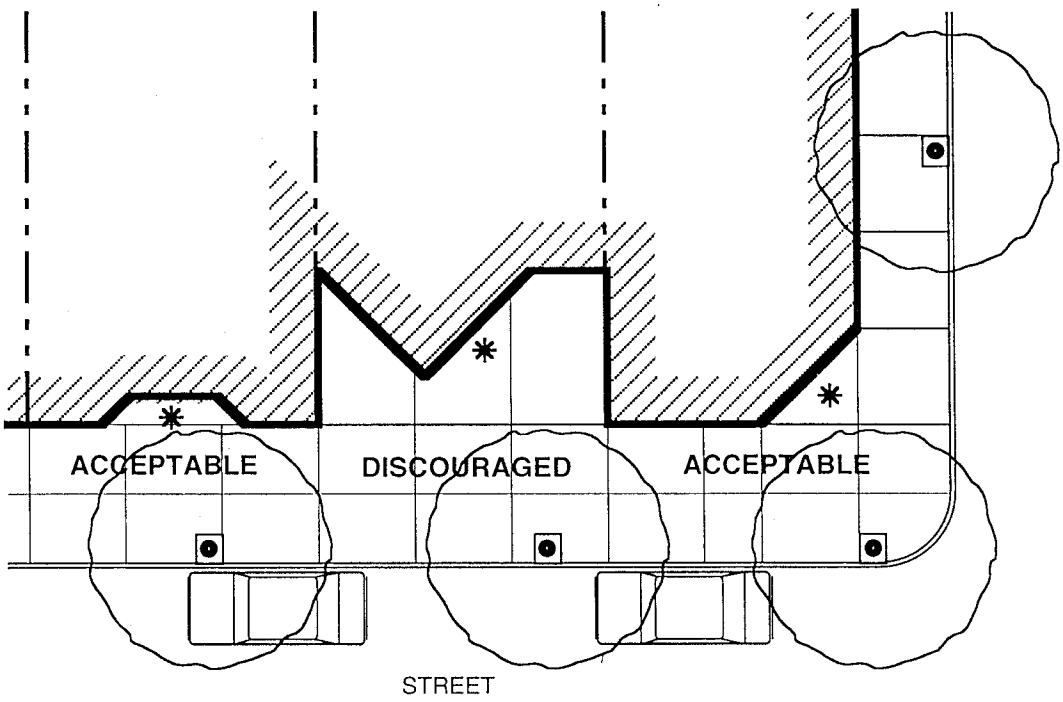
Intent: Allow for a variety of compatible building designs while maintaining downtown Santa Margarita's unique character.



4. Street Orientation

Front building walls should be parallel to El Camino Real (Hwy 58). Slight modifications may be appropriate, however, entire frontages set at wide angles to the street are not consistent with current development patterns and are not acceptable. Major pedestrian access for all buildings should be oriented to El Camino Real (Hwy 58). Secondary rear pedestrian entries are encouraged.

Intent: Preserve and enhance pedestrian traffic along El Camino Real (Hwy 58).



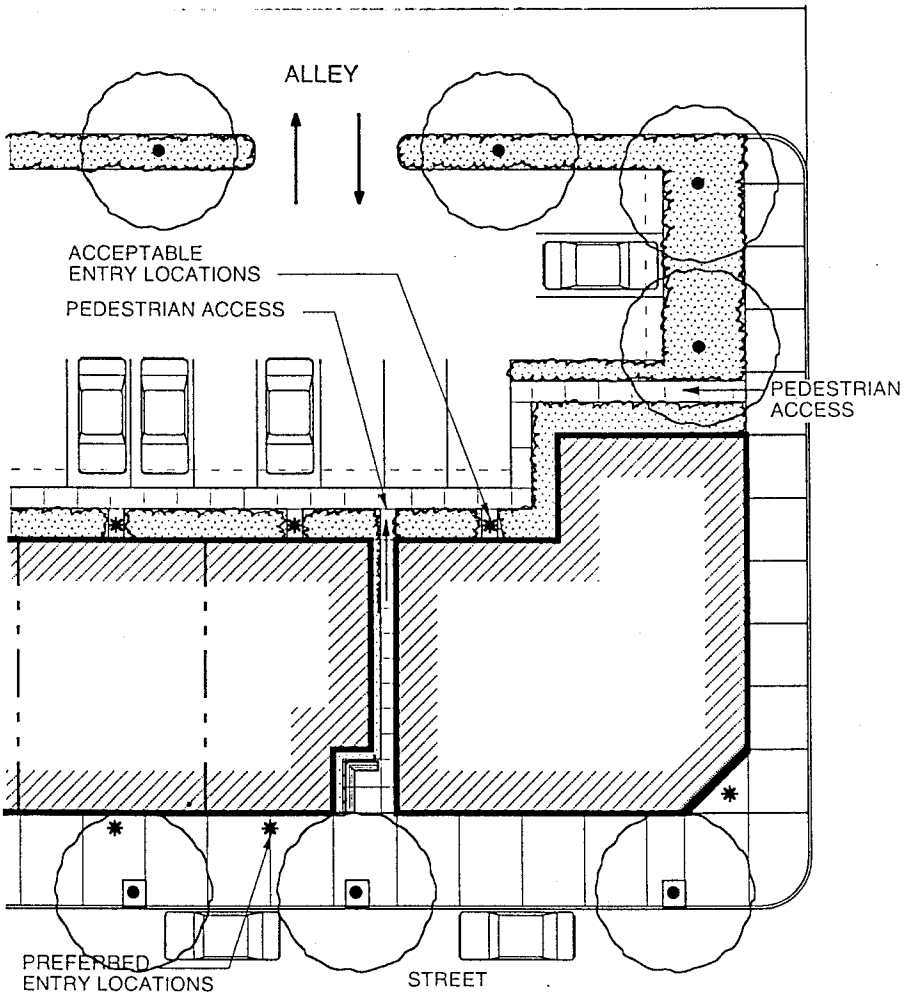
5. Parking Location

Consolidated parking facilities (common lots) are encouraged in the downtown area. Alleys are encouraged to provide access to parking lots, and they should be improved from the nearest street with all-weather surfacing to, and along, the rear frontage of projects. Parking lots should be located behind buildings, with access from an alley if available or by easement with property owners between the site and the nearest side street. New driveway cuts on El Camino Real are discouraged. Pedestrian walkways between buildings to parking lots are encouraged.

Where parking access must be from El Camino Real, a driveway between buildings to rear parking is preferred over locating parking lots at the street frontage. Such driveways should serve several businesses, be separated by at least 100 feet, and be narrow and combined with pedestrian ways.

Intent: *Emphasize the importance of street-fronting buildings and to protect the pedestrian character of the street frontage.*

Reference: Land Use Ordinance Sec. 22.04.160 - Parking and Loading



6. Parking Lot Design

Landscape features and/or architectural elements are encouraged that reflect the historic, glare-free and pleasant character of the downtown. Security for pedestrians should be provided by accessible rear building entries, lighting fixtures, pedestrian ways (paseos) to El Camino Real, and views from the nearest street. Parking lots should include specially treated pedestrian walkways to connect parking areas to buildings.

Intent:	*Provide parking lots that fit within the historical place of Santa Margarita, are easily accessible, serve multiple parcels, and have attractive landscaping.*
Reference:	Land Use Ordinance Sec. 22.04.164 - Parking Design Land Use Ordinance Sec. 22.04.166 -Required Number of Parking Spaces

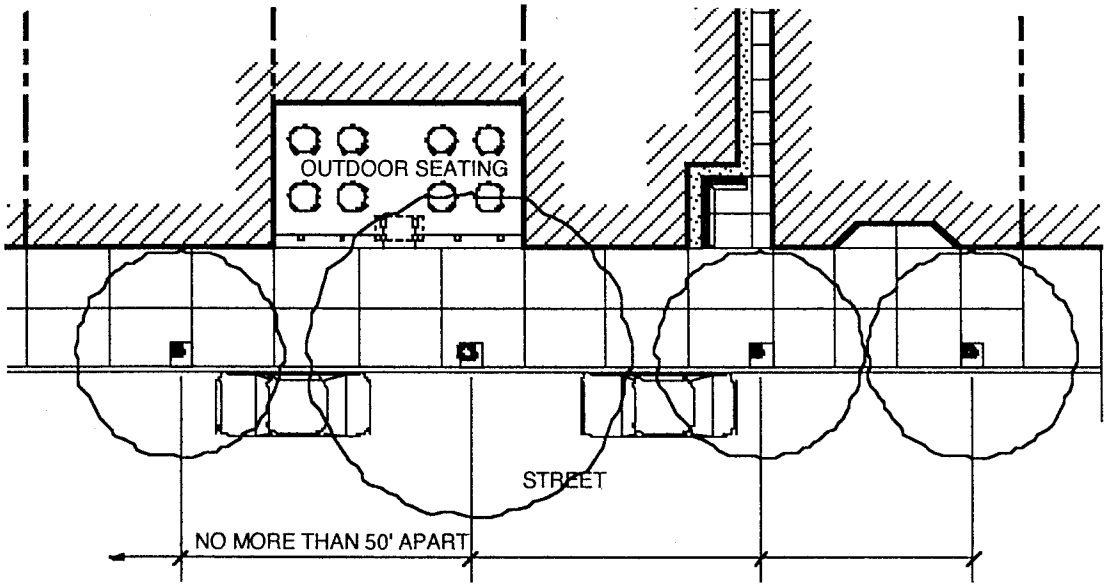
7. Tree Planting

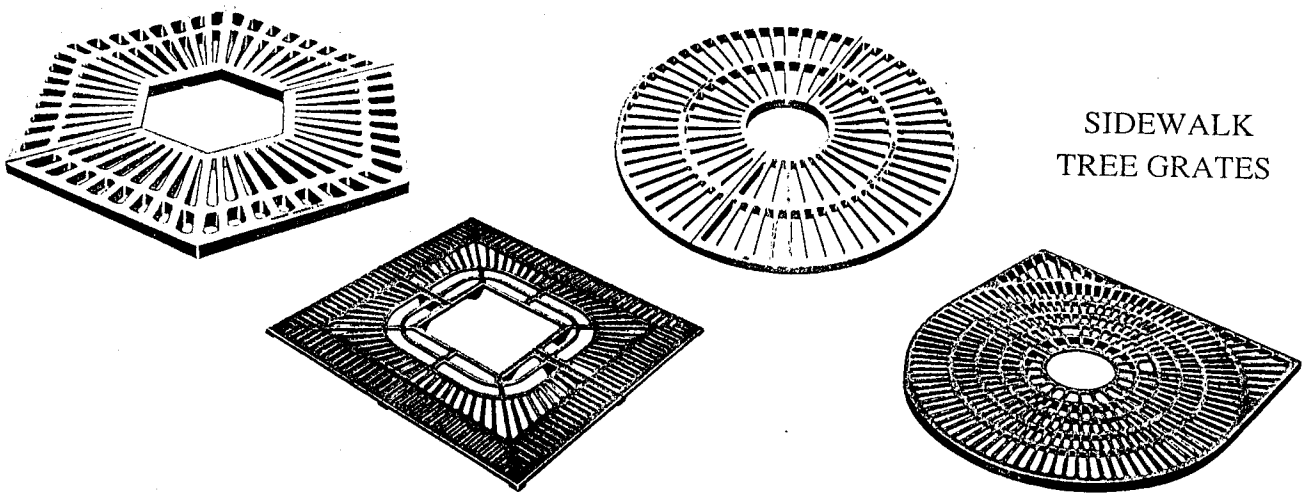
New development as well as remodeling of existing structures shall provide a minimum of one street tree per 30 feet of frontage, which may be spaced irregularly according to the dimensions of the trees at maturity. At least one large-and tall-growing tree should be planted within every 100 feet of street frontage, to carry forward the community's forested appearance and provide a canopy over El Camino Real. Preference is given to deciduous trees on both but especially the north side of the street, to allow for winter sun and summer shade. Tree species should be selected from the list in the Appendix.

New development and remodeling should preserve and protect all existing mature trees that are healthy in the downtown area.

Intent: *Create a tree-lined sidewalk to shade pedestrians and maintain existing trees.*

Reference: Land Use Ordinance Sec. 22.04.186 - Landscape Plans
Land Use Ordinance Sec. 22.05.060 - Tree Removal



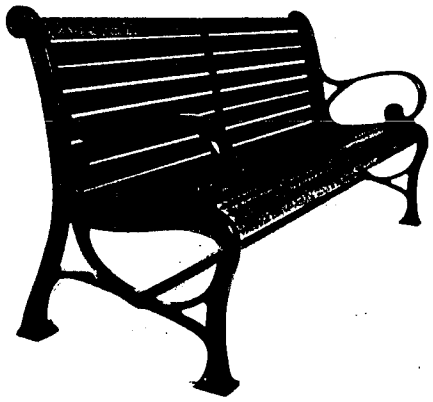


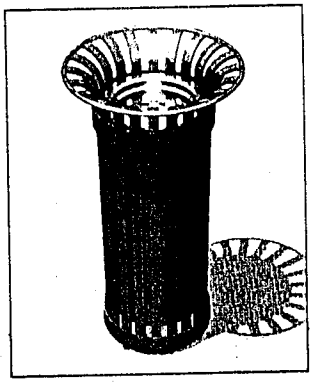
SIDEWALK
TREE GRATES

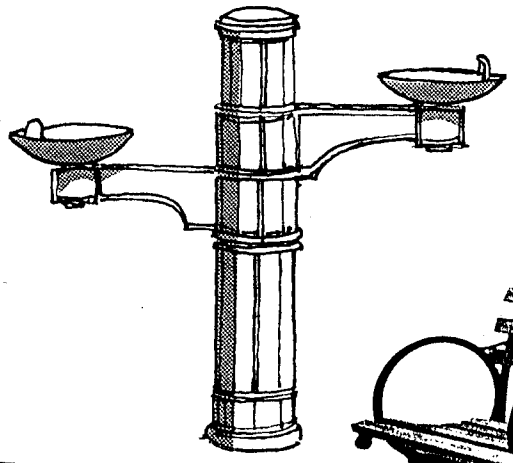
8. Street Furniture and Amenities

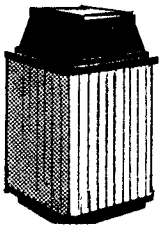
Pedestrian amenities should be provided with new development in the downtown, including but not limited to benches, picnic tables, trash receptacles, shade trellises, drinking fountains, lighting fixtures and public art. The design of such features should be consistent with any approved streetscape plan and meet requirements of the American with Disabilities Act. As an incentive to provide such amenities, applicants may request a 10% reduction in the number of required parking spaces in exchange for appropriate street furniture and amenities.

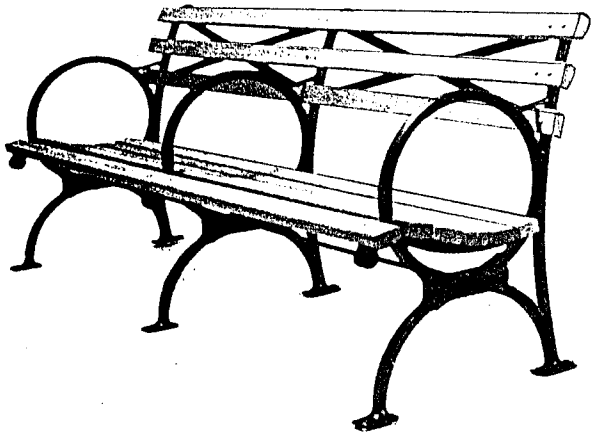
Intent: *Enhance the pedestrian experience along El Camino Real.*
Reference: Land Use Ordinance Sec. 22.05.166 - Required Number of Parking Spaces

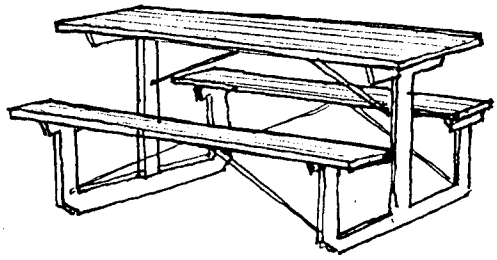












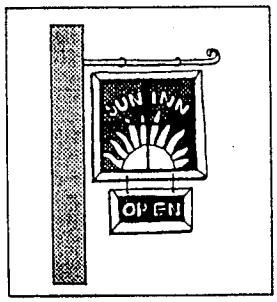
9. Signs and Advertising

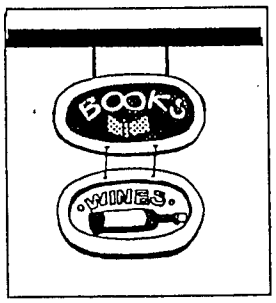
Signs should be designed as an integral element of new development in downtown Santa Margarita. The following guidelines should be addressed.

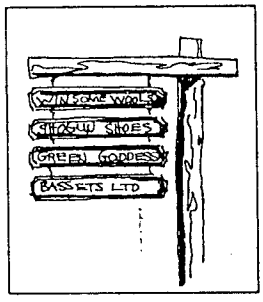
a. Individual tenant signs should be the minimum size necessary to identify the business and should not detract from the character of the surrounding area.
b. Suspended signs, logos, informational and directional signs are encouraged and should reflect the town's historical character.
c. Signs are encouraged to have borders, trim, and be recessed into their frames. They should be painted on wood or other durable material. Substances such as plastic or modern frameless glass are discouraged.
d. Lettering is encouraged that may be found in historic advertising.
e. Signs giving guidance to parking lots, bus stops, bicycle paths or similar uses should be combined with others or with lamposts where possible to avoid the additional clutter of sign posts in the public right-of-way.
f. Window signs should be limited to those that identify the business or use and temporary sale signs, which are limited to no more than 30 percent of the facade window area and no longer than a period of two weeks.
g. Opaque window panels that conceal the interior of a use are discouraged.

Intent: Enhance the pedestrian experience, slow traffic and maintain the historic character of downtown Santa Margarita

Reference: Land Use Ordinance Sec. 22.04.300 - Sign Ordinance





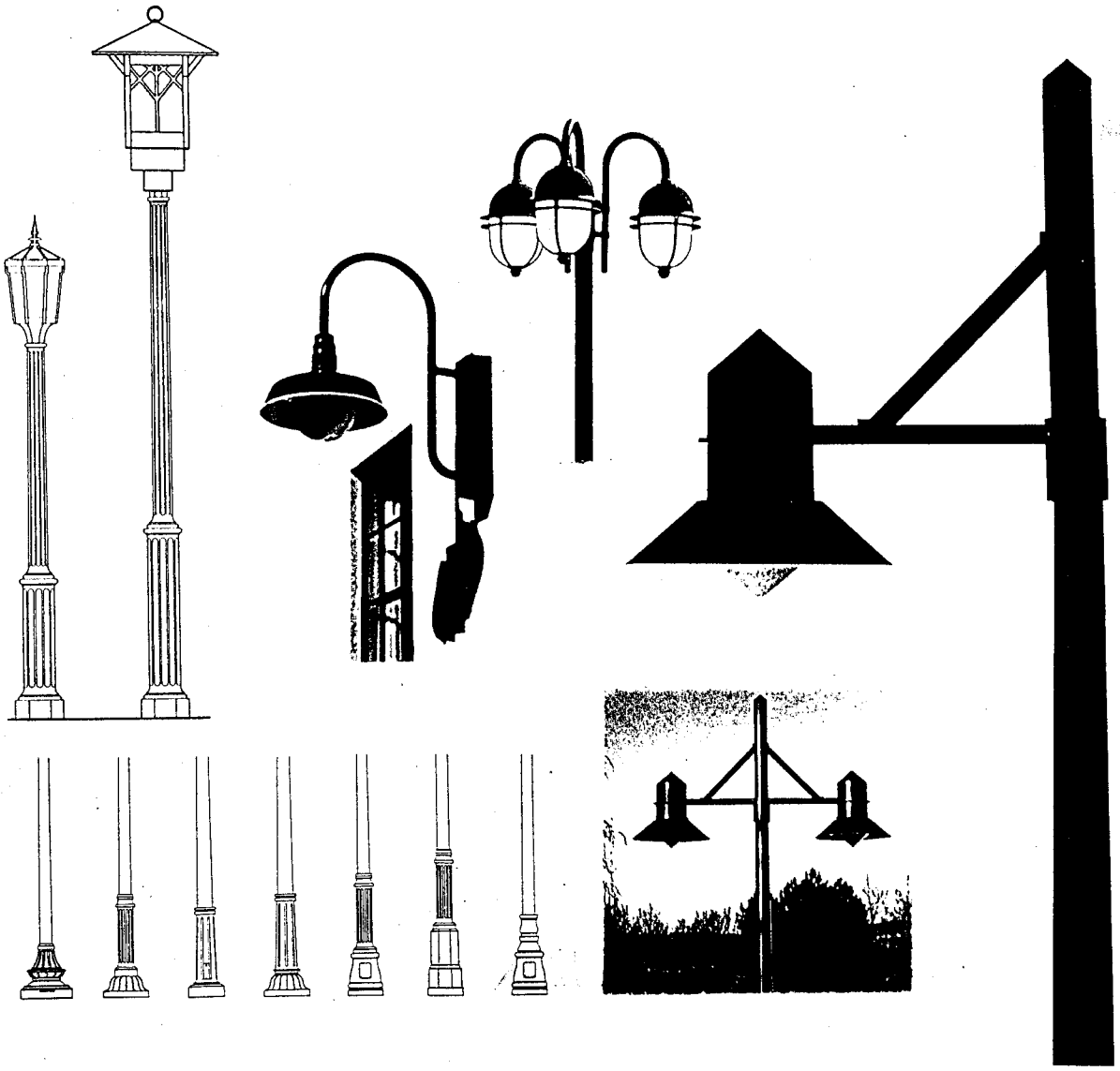


10. Lighting

Lighting for commercial developments in downtown Santa Margarita is an important component of project planning and should address the following guidelines:

a. Building light fixtures should relate to the scale of surrounding development and not exceed the building height.
b. Lighting should be designed to minimize the impact of lighting on adjacent sites and the night sky.
c. Vintage lighting and lamp posts should be used where lighting is visible from the street. Modern fixtures, wall-mounted 'wallpaks' or floodlights are discouraged.

Intent: The intent is to provide a safe, glare-free pedestrian environment and to maintain the historic character of downtown Santa Margarita.
Reference: Land Use Ordinance Sec. 22.04.320 - Lighting Standards



C. Building Design

Downtown Santa Margarita currently contains a variety of architectural styles. Architectural features should emphasize each buildings' unique identity within the context and historical character of the downtown. Building facades and signs need to have interesting details near eye-level to create interest for pedestrians.

1. Scale

Scale is the relationship between a building's size and that of adjacent structures and of a human being. Large-scale building elements may appear too imposing if they are situated in a smaller scale visual environment that is typical in Santa Margarita. The scale of buildings should be carefully related to adjacent buildings by gradual transitions of height and width. A human scale can be maintained through the following:

a. Horizontal emphasis through the use of trim and siding
b. Windows, moldings, fixtures or other architectural ornamentation
c. Awnings, eaves, structural bays or roof overhangs
d. Combinations of complementary colors
e. Landscape materials

Intent: Maintain downtown Santa Margarita's small town, historic appearance.

2. Scaling Devices

Wall surfaces that face streets should include alcoves, windows, doors, pilasters, moldings and other building wall features to create a repetitive rhythm that encourages continued walking along the street. Entrances are preferred at 25 to 30 foot intervals.

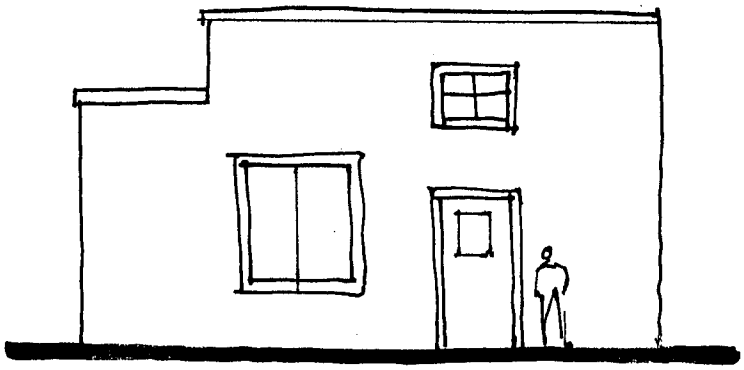
Intent: Create a continuous pedestrian path while maintaining the downtown character.

3. Bulk

The mass or bulk of a proposed building should be minimized in the downtown area, by breaking up its shape into smaller units. There are several ways to reduce the appearance of excessive bulk in large buildings including:

a. Vary the planes of the exterior walls in depth and/or direction.
b. Vary the height of the building so that it appears to be divided into distinct massing elements.
c. Articulate the different parts of a building's façade by use of color, arrangement of façade elements, or a change in materials.
d. Avoid blank walls at the ground floor level. Utilize windows, wall articulation, change in materials or other features.
e. Utilize architectural elements that transition the bulk from street level to the top of the parapet/roof, such as canopies, porches, arcades, and awnings.

Intent: Discourage large buildings which give the appearance of "square box" buildings which are generally unattractive and detract from the overall scale of the buildings in the downtown.



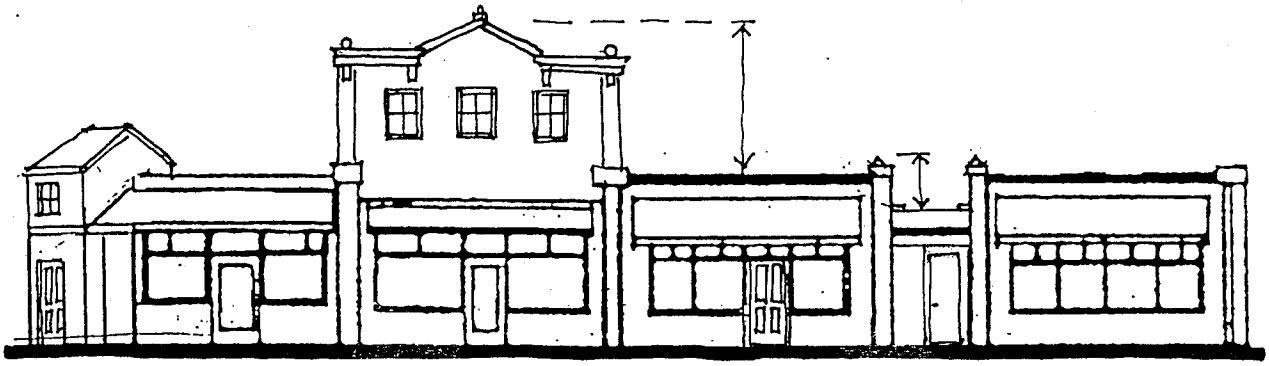
DISCOURAGED

PREFERRED

4. Height

With the exception of landmark buildings at key intersections, new buildings should be a maximum of two stories tall, or contain a second-story "false front" or parapet. False fronts should be subordinate in height to the floor below, and not be used as opportunities for large wall signs.

Intent: Assure that the height of new development is compatible with the two-story character of downtown.



AVOID

PREFERRED

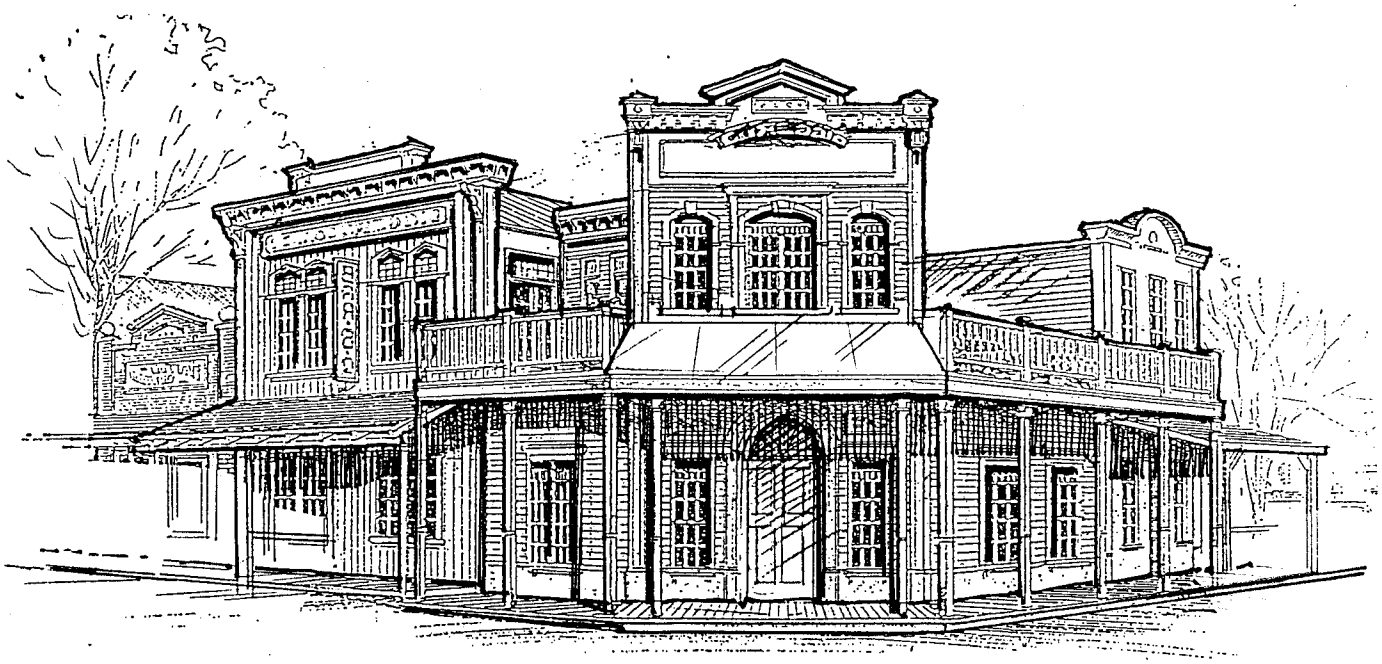
5. Corner Buildings

Any building located at an intersection corner should incorporate architectural features and spaces at the ground floor that emphasize the importance of pedestrian movement. These features may include building cut-offs, walk-through covered arcades, trellis structures, and other elements which do not obstruct visual sight lines for vehicles.

Intent: Provide pedestrian comfort and encourage walking.

Landmark buildings with a taller height, tower or other architectural element should be constructed at one or more of the corners of key downtown intersections.

Intent: Provide focal points of interest that enhance the identity of downtown Santa Margarita.



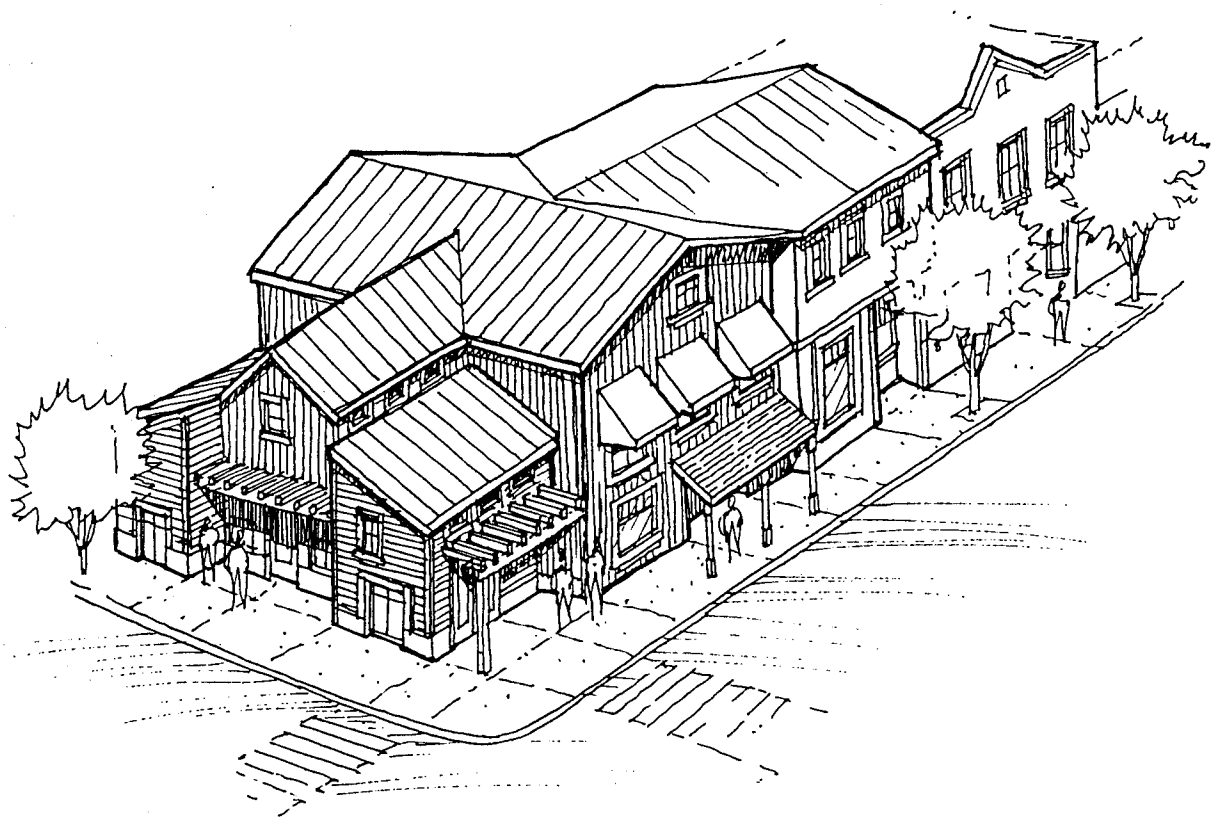
6. Building Facades

Building facades that front public areas should evoke the vernacular of a rural, western small town using historical themes from early California, frontier, Victorian and Craftsman styles. Facades that are visible from public streets should be consistent with the following elements:

Desirable Elements

a. Richness of surface and texture
b. Significant wall articulation (insets, porches, canopies, dormers, etc.)
c. Multi-planed, pitched roofs, roof parapets, false fronts
d. Roof overhangs
e. Articulated mass and bulk not exceeding two stories in height
f. Interesting and articulated wall surfaces
g. Screening of supports for false fronts
h. Regular or traditional storefront rhythm
i. Materials that reflect historical precedents

Intent: Encourage architectural features consistent with the existing character of downtown Santa Margarita.



Undesirable Elements

j. Highly reflective surfaces
k. Large blank, unarticulated wall surfaces
l. Unpainted flat concrete or masonry walls
m. Reflective glass
n. High tech plastic siding
o. Irregular, modernistic window shapes and rhythm
p. Square "boxlike" buildings
q. Standing seam metal all on the main façade
r. Mix of unrelated styles (i.e. rustic wood shingles and polished chrome)

7. Building Articulation

All facades should include three dimensional detailing to cast shadows and create visual interest on the facade. Architectural elements that are most desirable include:

a. Awnings and projections
b. Trellises, detailed parapets, or arcades
c. Interesting articulated wall surfaces
d. Variety of surface and texture materials
e. False fronts and pitched roofs

Intent: *Provide summer shade, comfort and interest for pedestrians while maintaining a unique downtown character.*

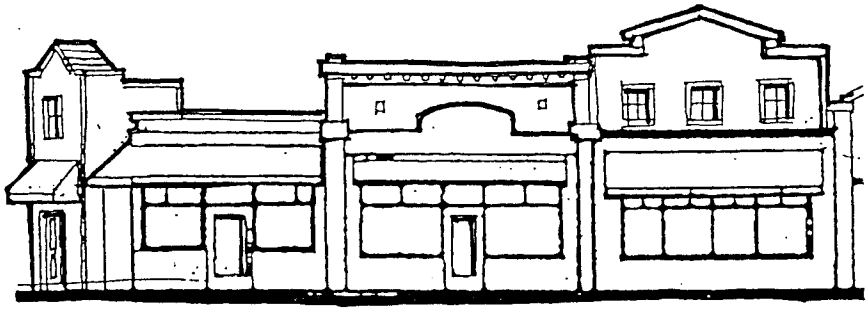
8. Roofs

Roof forms should be consistent with the traditions found in Santa Margarita and be integrated into the building composition. The following guidelines should be addressed when considering roof design:

a. Pitched roofs should not be mansard style
b. Pitched roofs should have at least one-foot eave overhangs and extend along the entire wall or canopy where used.
c. Roofs may be flat or sloped.
d. Screening with western false fronts is encouraged.
e. Blank parapet walls around roofs are discouraged without architectural decoration.
f. The visible portion of sloped roofs should be sheathed with a roofing material having a texture meaningful at the pedestrian scale, such as standing seam metal roofing, faux-wood shingle, or tile.
g. Roofs or parapet walls should 'wrap around' the entire building.
h. The roof should designed to screen rooftop equipment.
i. Radical roof pitches which create overly prominent or out-of-character buildings such as A-frames or chalet style buildings are discouraged

Intent: Encourage roofs that match the traditional vernacular in downtown Santa Margarita.

DISCOURAGED



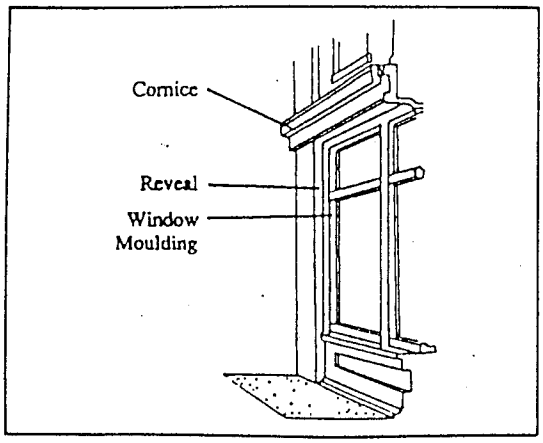
PREFERRED

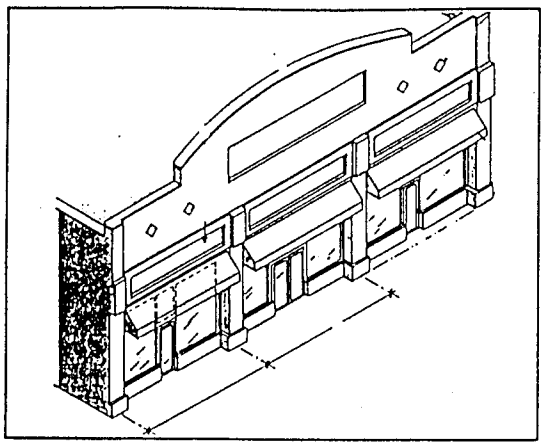
9. Windows and Doors

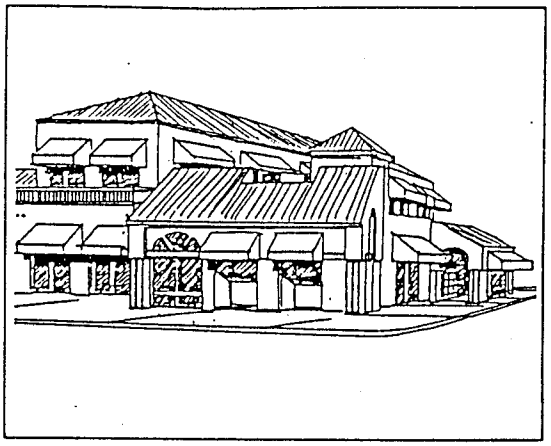
Window and door detailing should be consistent with the existing historical character of Santa Margarita. The following guidelines are recommended:

a. Multiple windows creating rhythmic articulation along a storefront are preferable to large single windows
b. Windows constructed of wood or with wood-character detailing are preferred
c. Flush mounted, frameless windows are inappropriate and discouraged
d. Panelized and partially glazed windows appropriate to historic character are preferred.
e. Transom windows and sidelights are recommended to create an open inviting entry.
f. Standard aluminum and glass commercial doors are inappropriate and discouraged.
g. Bulkheads below windows should be considered to accommodate potential flooding.

Intent: The intent is to maintain the character of the downtown.







10. Window Area

Storefront construction should be transparent (void) on approximately 60% of the wall plate, with a maximum of 85% transparency of the wall plate (not counting any false front). Upper floors that have smaller window openings punched into solid walls are encouraged.

Blank, solid end walls or side walls visible from public view should be avoided. If such walls are necessary for interior reasons, the building wall should receive some form of articulation of "add-on" elements such as awnings, cornice bands, arcades, trellises, etc.

Intent: Assure certain amounts of wall (solid) to window, doorway, or porch. (void) feature. This assures that storefronts will appear open and inviting, consistent with current storefront types.

PREFERRED

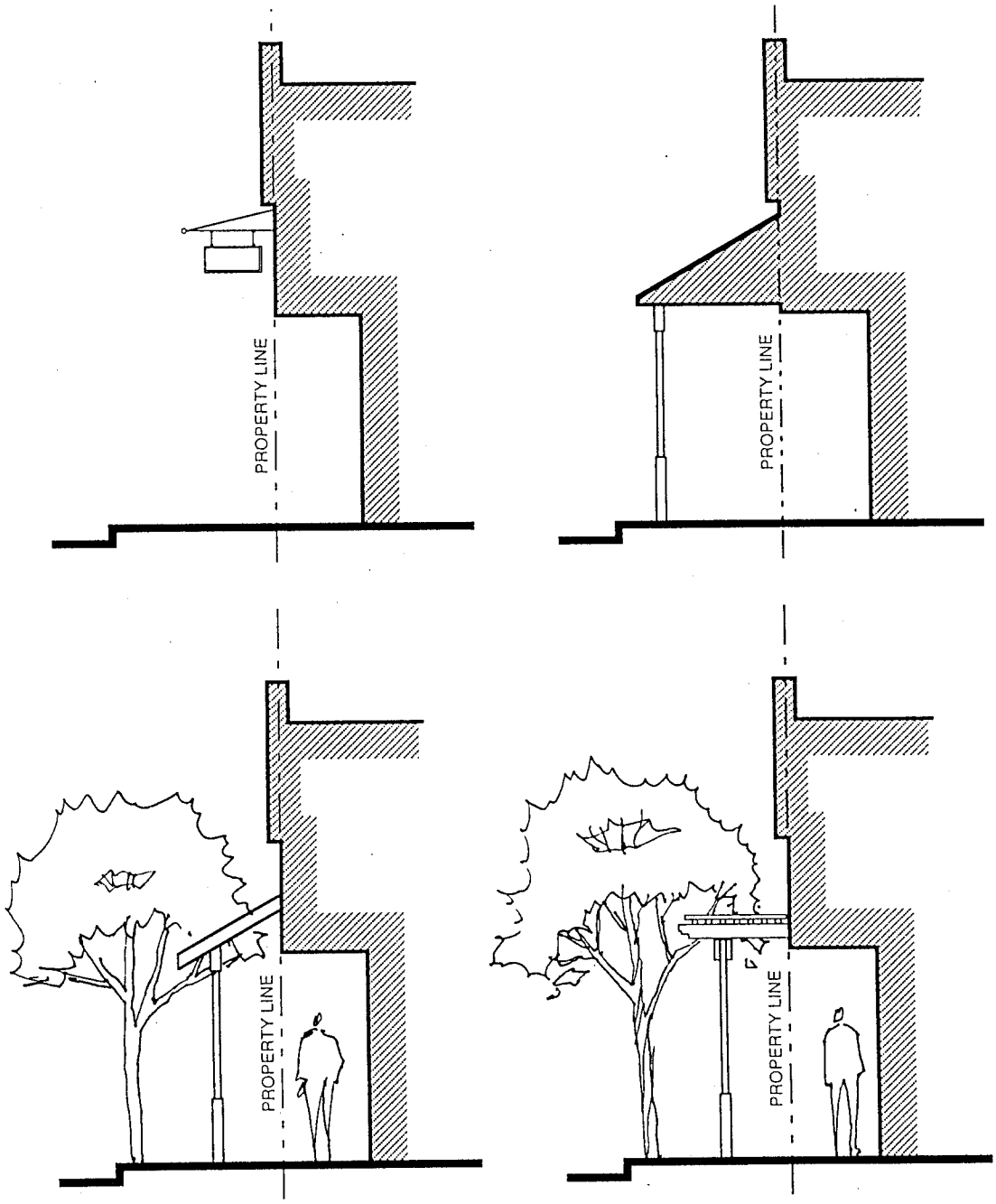
PREFERRED

11. Awning Projections

Awnings, trellises and other building projections are encouraged to project over the sidewalk that are relatively open and do not restrict pedestrian or vehicular movement.

Intent: *Provide shade for pedestrians with colorful articulation to the building façade.*

Reference: Encroachment permit



12. Color

Much of the existing color in Santa Margarita is derived from the building's materials such as wood, brick, stone, and stucco.

The dominant wall color of new buildings should relate to the inherant color of the primary building's finish materials. Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a brighter trim color might be appropriate.

a. The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception to this is where the colors of adjacent buildings strongly diverge from the design guidelines of this manual.
b. Wherever possible, minimize the number of contrasting colors appearing on the building exterior.
c. Depending on the overall color scheme, an accent color may be effective in highlighting the dominant color by providing contrast or by harmonizing with the dominant color.
d. Primary colors shall only be used to accent building elements, such as door and window frames and architectural details. Bright intense colors (not including fluorescent colors) can also be used to accent appropriate scale and proportion of to promote visual interest in harmony with the immediate environment.
e. In buildings of a particular historical character or architectural style, exterior color should be similar to buildings of this type.
f. Architectural detailing should be painted to complement the facade and tie in with adjacent buildings.

Intent: Assure compatibility with surrounding structures in downtown Santa Margarita.

13. Mixed-Use Buildings

Mixed-use buildings with ground floor retail and upper floor residential or office use are encouraged. Any residential uses should be established concurrent with the primary commercial use.

Intent:	*Increase pedestrian activity in downtown Santa Margarita.*
Reference:	Land Use Ordinance Sec. 22.08.162 - Dwellings in Office or Commercial Retail Areas

IV. COMMERCIAL GUIDELINES OUTSIDE DOWNTOWN

A. Minor Use Permit Requirements

A Minor Use Permit is a conditional use permit that is required in addition to a building permit for new non-residential buildings, exterior facade remodeling and expansion of more than 10 percent the existing floor area. The purpose of the Minor Use Permit is to enable public review of significant land use proposals and ensure the proper integration into the community of land uses that, because of their type or intensity, may only be appropriate on particular sites, or may only be appropriate if they are designed or laid out in a particular manner.

Action on a Minor Use Permit is discretionary, and may include: approval based on the standards of the Land Use Ordinance and the General Plan, approval with conditions, or disapproval, based on a conflict with the provisions of the Land Use Ordinance and General Plan, or information in the Tentative Notice of Action or public hearing testimony. Preparation and processing of a Minor Use Permit application shall be in accordance with Land Use Ordinance Section 22.02.033.

The Minor Use Permit, as a discretionary permit, enables the use of two kinds of development regulations:

- **Standards** having specific, quantified, requirements that are basic and essential for meeting the above goals.

- **Guidelines** which are more subjective requirements that are flexible in their meaning to allow for interpretation, so that alternative proposals can be considered. Design proposals should be determined to be equal to or better than a design guideline in order to be approved.

Both standards and guidelines are intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve.

1. **Permit requirement.** Minor Use Permit approval is required for all new construction or exterior alteration of existing structures where a land use permit is required by Land Use Ordinance Chapter 22.01, except for the following:

   a. Minor exterior alterations, as well as expansions not to exceed 10 percent of the existing floor area, may be exempted from this requirement by the Director of Planning and Building. Such projects are still subject to other applicable requirements.

   b. Exterior facade remodeling and expansions that exceed 10 percent of the existing floor area may be approved as "minor" Minor Use Permits if they are determined to be categorically exempt from the California Environmental

Quality Act by the Director of Planning and Building and are in conformance with the Santa Margarita Design Plan.

c. New uses that are proposed to occupy existing development. Such uses are still subject to other applicable permit requirements.

d. Single-family and multi-family residences and residential accessory structures, and agricultural accessory structures.

e. Where Development Plan approval is otherwise required by the Land Use Ordinance.

Intent: *Provide flexible design guidelines and opportunities for public input on new non-residential development.*

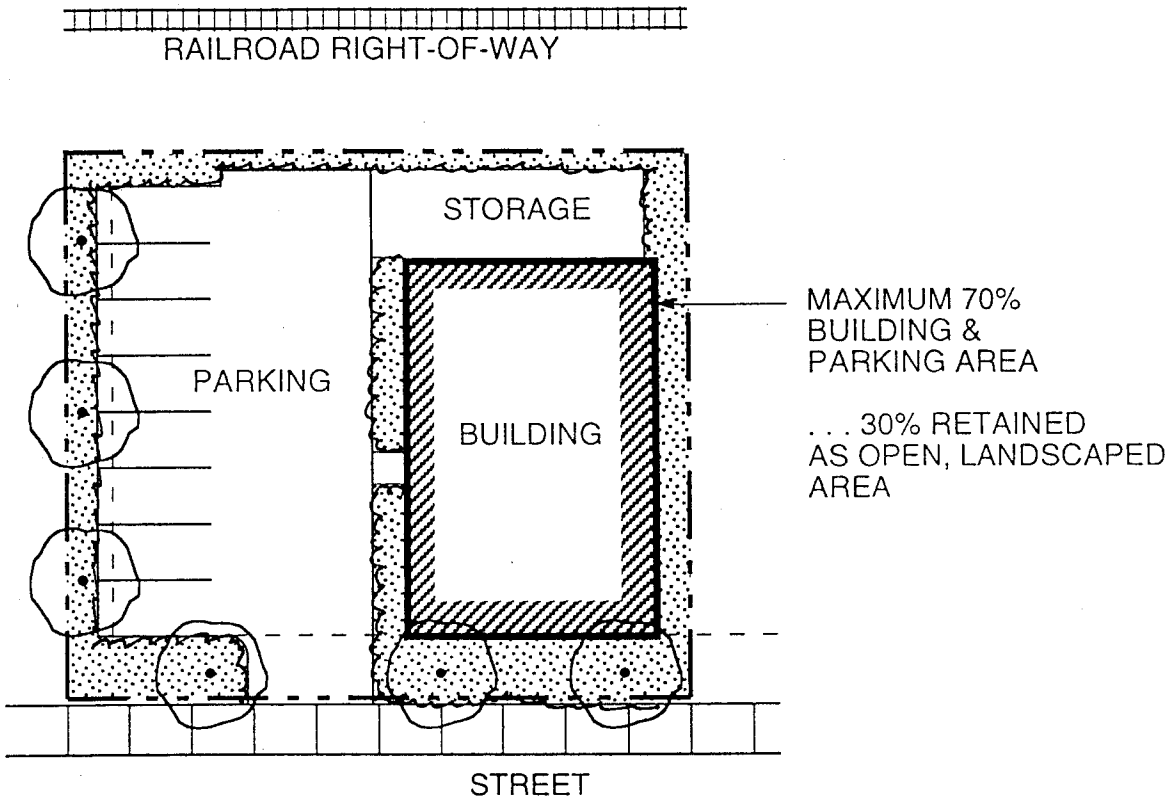
Reference: Land Use Ordinance 22.02.033 - Minor Use Permit Framework for Planning - Table O - Table of Allowable Uses

B. Site Planning

1. Site alteration and coverage

Coverage with buildings and parking lots should be limited to 70% or less of each site. Thirty percent of the site, outside the setbacks, should be in open uses, such as storage, displays, or sales areas, and landscaping. Permeable or semi-permeable pavers are encouraged within parking lots to help percolate storm water.

Intent: An important feature outside of downtown is open space for percolation, drainage detention and landscaping that softens visual impacts of parking, storage and outdoor use areas.

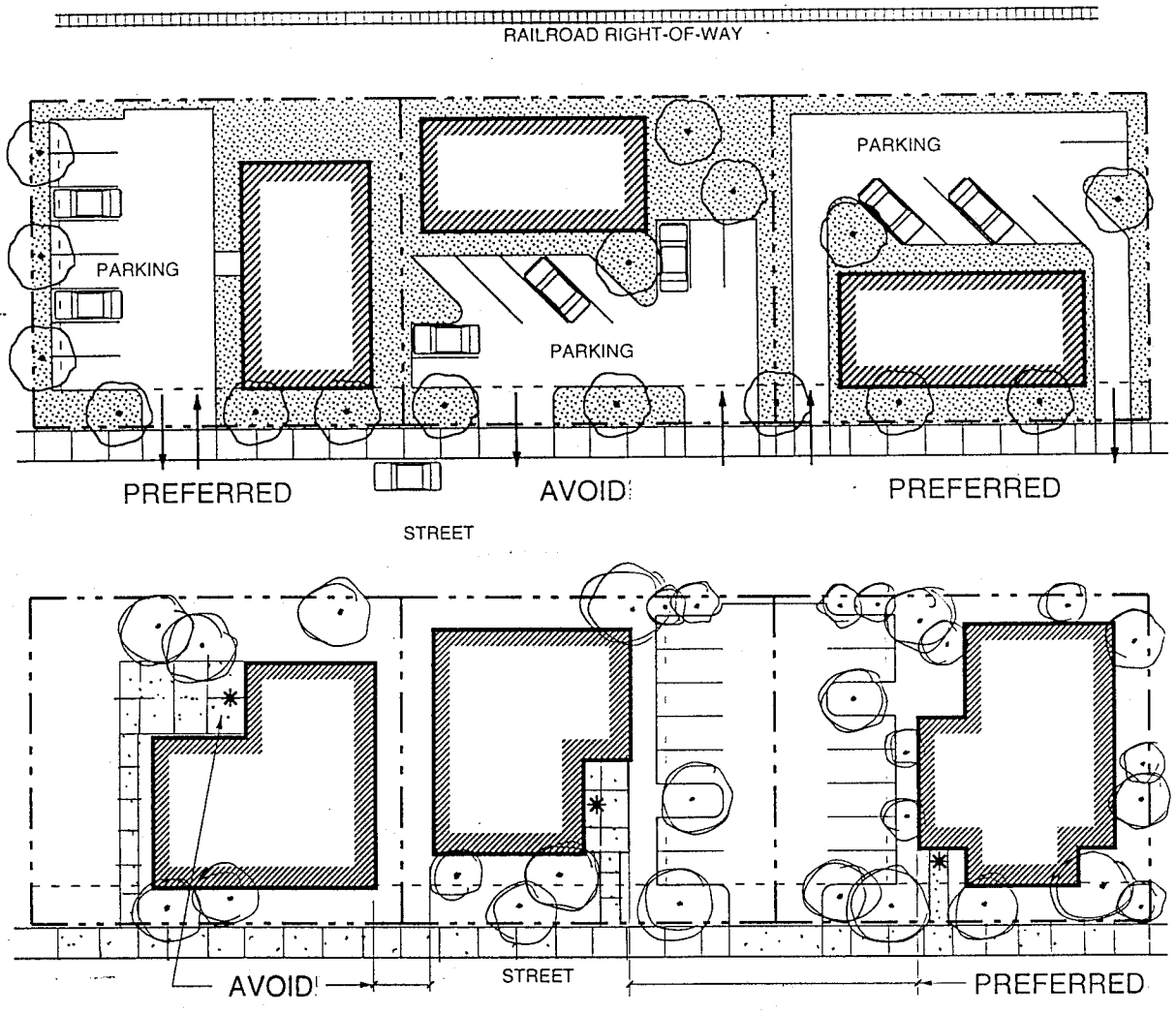


2. Context with nearby setting

Locate buildings adjacent to the major road frontages of the site, with at least one public building entrance facing the street. Locate buildings on adjacent sites to orient and relate to each other. Avoid double blank walls facing one another at the property line. Combine and share driveways where possible between sites.

Intent: *Avoid parking lots dominating Santa Margarita's non-residential streetscapes by introducing more building architecture close to the right-of-way.*

Reference: Land Use Ordinance Section 22.04.100.



3. Setbacks and Street Trees

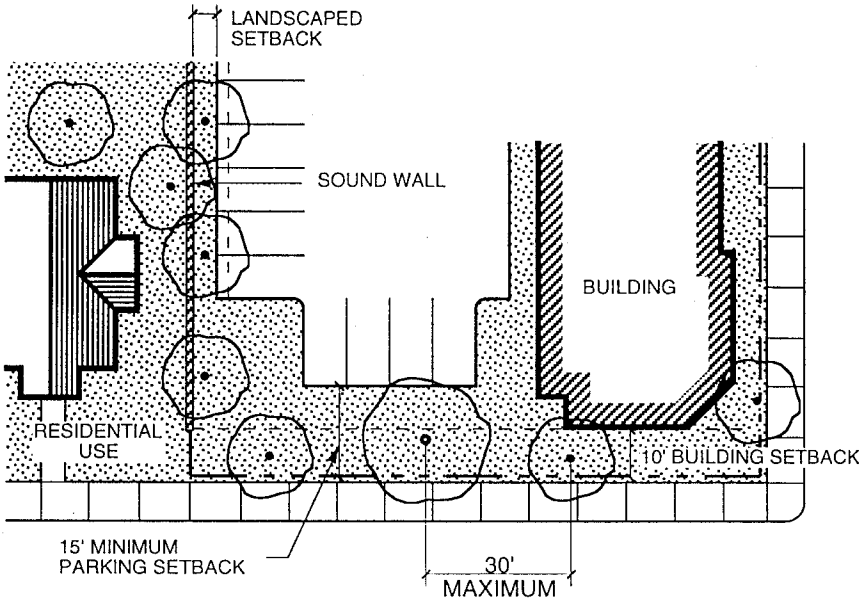
Front and street side setbacks for non-residential buildings shall be 10 feet minimum, and parking drives and areas should setback 15 feet minimum, to be measured from the street right-of-way. Setbacks should be landscaped with a tree canopy interspersed with views of open space or important features. Fencing within the setback is limited to open decorative fencing no higher than three feet, such as wrought iron or picket.

Where development is located next to a residence or a residential land use category, provide a sound attenuation wall and landscaping within the setback that is required by the Land Use Ordinance, regardless if the area is fenced from view, as a buffer from non-residential activity.

Street trees shall be provided within sidewalks, or within setbacks if sidewalks are not installed, at a ratio of one tree per 30 lineal feet. Trees should be spaced irregularly according to their mature dimensions. Tree species should be selected that will provide a shade canopy. At least one large- and tall-growing tree should be planted within every 100 feet of street frontage, to carry forward the community's forested appearance and provide a canopy over El Camino Real. Appropriate trees should be selected from the list in the Appendix.

Intent: *To preserve a feeling of spacious streets and strengthen Santa Margarita's rural identity.*

Reference: Land Use Ordinance Section 22.04.100

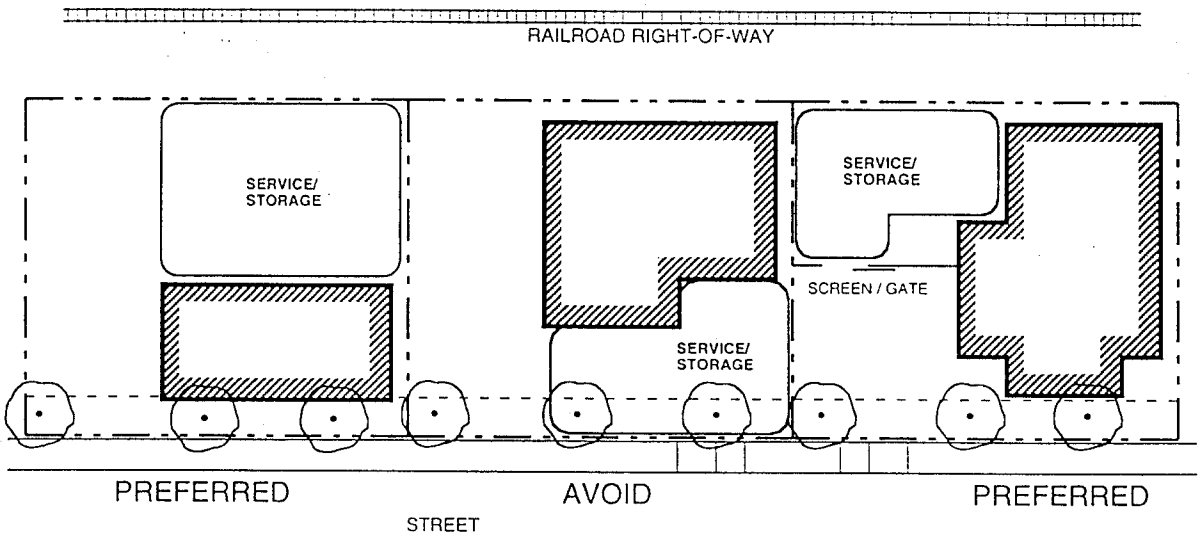


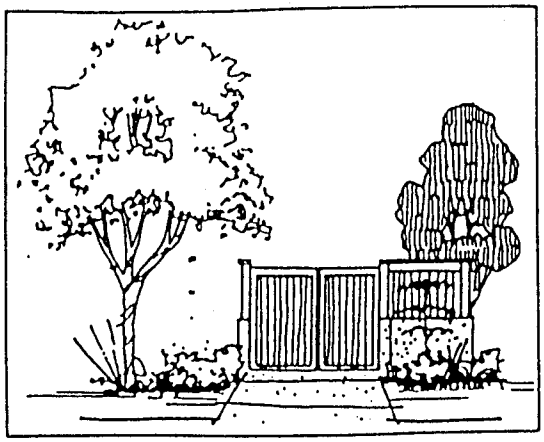
4. Service areas

Locate structures to conceal all service areas and storage areas from public street view. Incorporate these areas into the main building whenever possible. Orient service doors to the rear or side and avoid facing views from the front.

Ground level equipment: Mechanical and electrical equipment (condensers, exhaust fans, transformers, meters, etc.) at ground level should be installed within screened and sound-buffering enclosures in rear or side service areas.

Intent: *Promote quiet neighborhoods and un-cluttered development.*
Reference: Land Use Ordinance Section 22.04.190

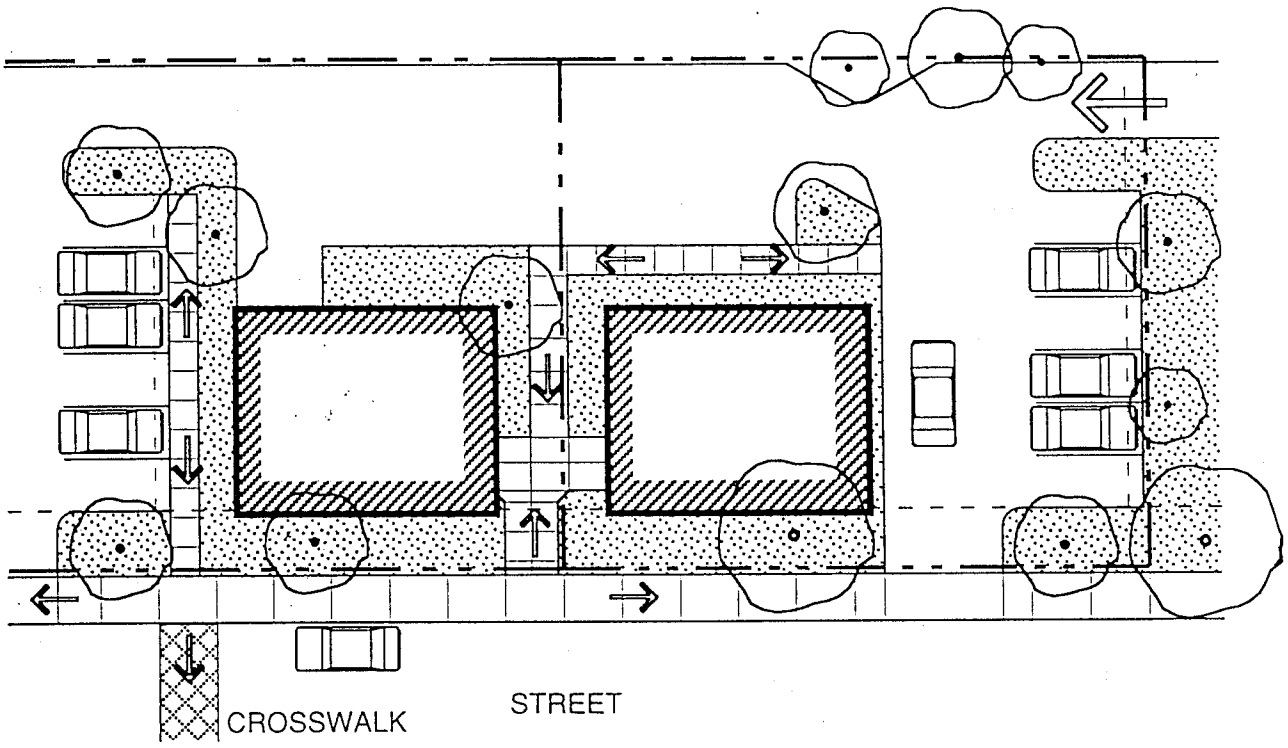




5. Pedestrian Links

Pedestrian walkways should connect all buildings in the development to public sidewalks, special street crossings and parking areas. Access to adjacent property should be planned to link projects visually by use of other architectural devices.

Intent: Provide an uninterrupted pedestrian network.



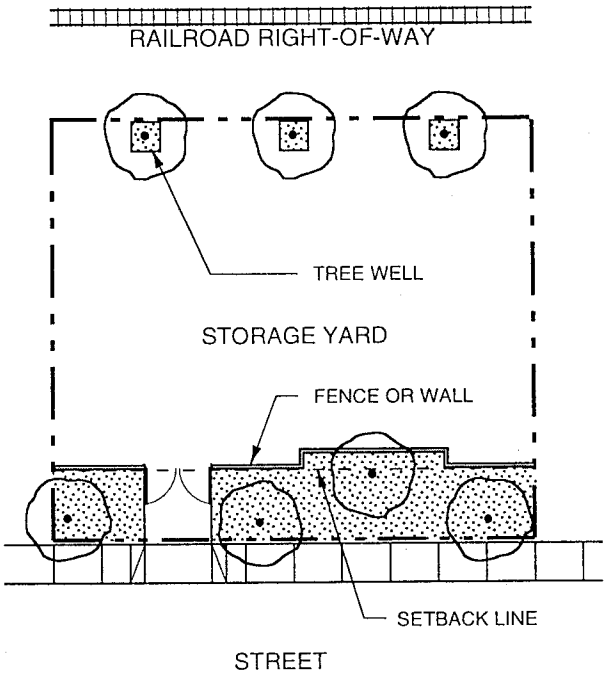
6. Storage Yards

Storage yards should be screened from public views and neighborhoods by solid fencing or walls as well as landscape planting, behind full setbacks, in accordance with the Land Use Ordinance.

a. Landscaping should be planted within the setbacks and within a rear buffer area at least 5 feet deep. Fencing or walls should be behind the setback. Fencing and landscaping should be staggered to provide room for large-growing trees.
b. Large-growing trees should be planted within the interior of the storage yard at a ratio of one tree per thousand square feet, to provide an urban forest appearance along El Camino Real.
c. Solid fencing or wall materials should not be substituted with chain link fencing (with or without slats).
d. Solid walls should be plaster-finished or use split-face or other textured finishes. Unfinished masonry walls are not appropriate.
e. Fences and walls should have at least one change in dimension, texture or materials, and they should be staggered at least every 30 feet.

Intent: *Provide effective screening of storage yards that conceals their contents and adds a natural character to their perimeter and interior.*

Reference: Land Use Ordinance Section 22.04.100 and 190.



7. Parking Lot Entry Location/Design

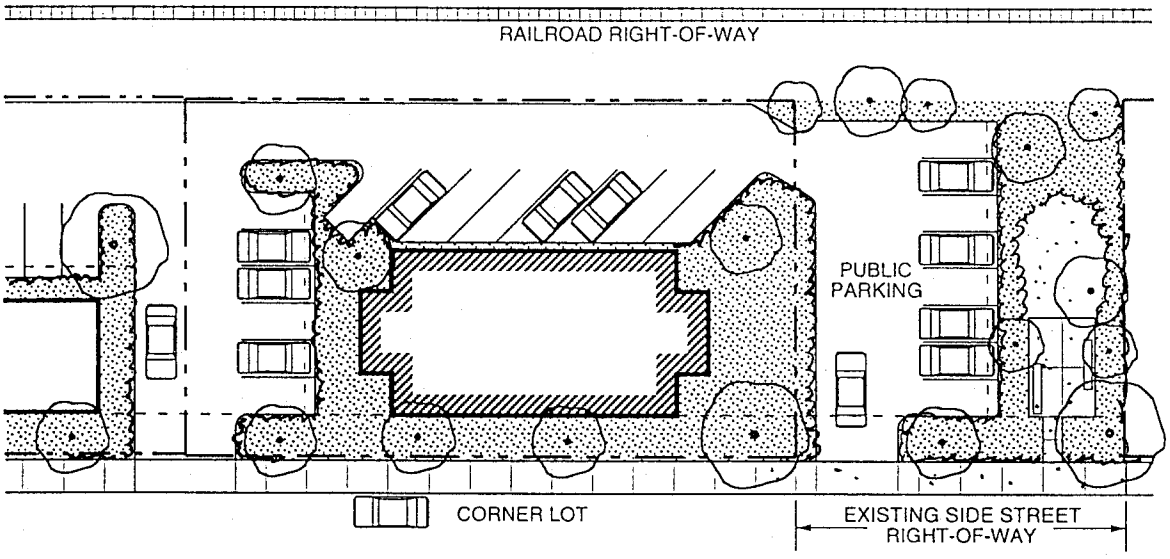
Parking lot entries along major streets should be located as far as possible from street intersections. Shared entries between properties are encouraged.

Where a corner location is being developed, parking lot entry should be from the side street. For side streets, parking lot entries should be at least 75 feet from intersections.

Access roads and/or parking lot entries for commercial developments should be located at least 100' apart unless a joint/shared driveway is designed.

Intent: *To maximize landscaping and minimize pedestrian/vehicular conflicts.*

Reference: Land Use Ordinance Section 22.04.164 - Parking Design Standards
Land Use Ordinance Section 22.05.104 - Site Access and Driveway Requirements

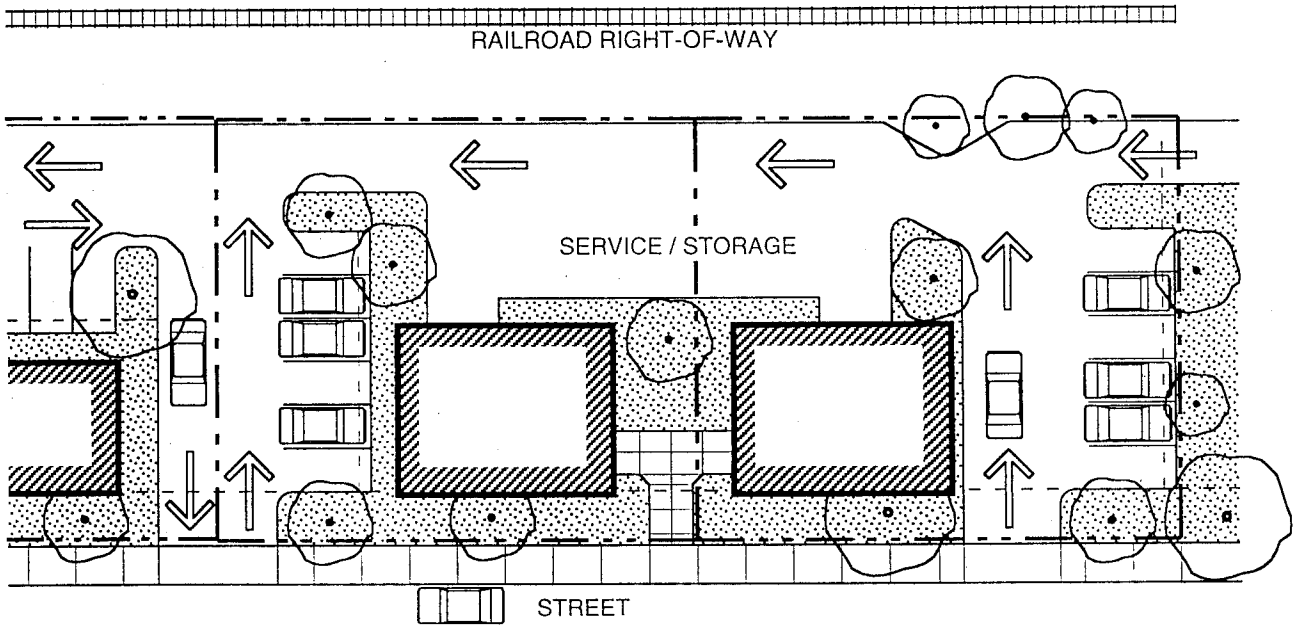


8. Parking Inter-Site Connections

Parking lot design should provide for vehicular connection to adjacent parcels where uses are compatible and such connection is practical and appropriate.

Intent: *Encourage access between adjacent sites without requiring pedestrians or vehicles to re-enter the public right-of-way to access the neighboring site.*

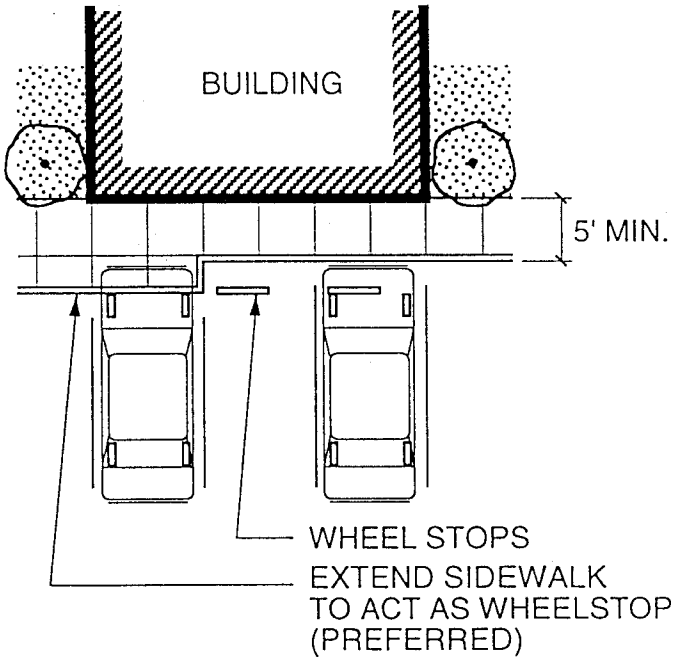
Reference: Land Use Ordinance Section 22.04.160

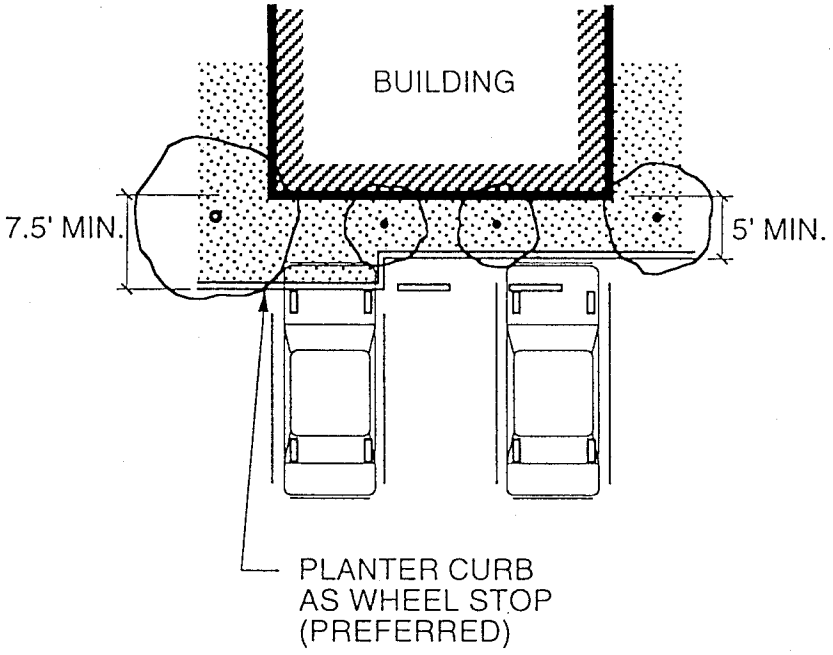


9. Parking Lot - Building Transition Space

Maintain a distance of at least 5 feet between a building and parking area. Except where walkways are provided, plant this transition space with groundcover, shrubs, and trees.

Intent: *The intent of this guideline is to avoid parked cars directly adjacent to exterior building walls.*





10. Parking Lot Landscaping

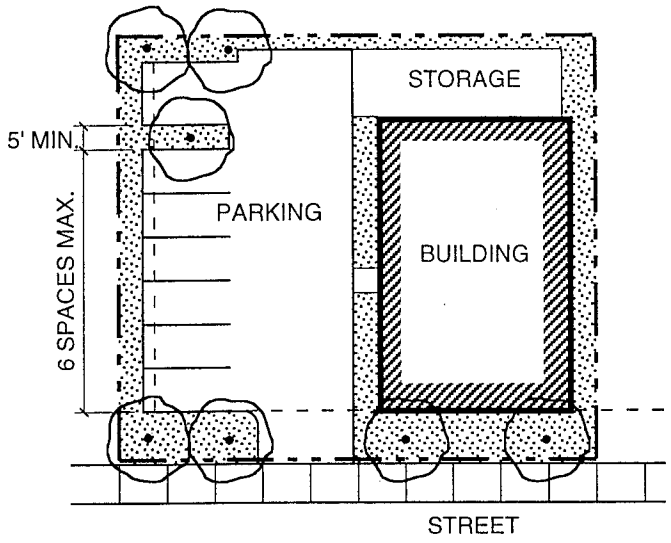
To provide a tree canopy, one of the following methods is recommended:

a. An island or break at least 5 feet wide should be provided at an interval of at least every 6 parking spaces in a row. At least one tree of minimum 15 gallon size should be provided in each required break, or
b. One tree planted at an interval of at least every 3 parking spaces. Under this method, a continuous row of up to 12 spaces may be used. If over 12 spaces, provide a planted break.

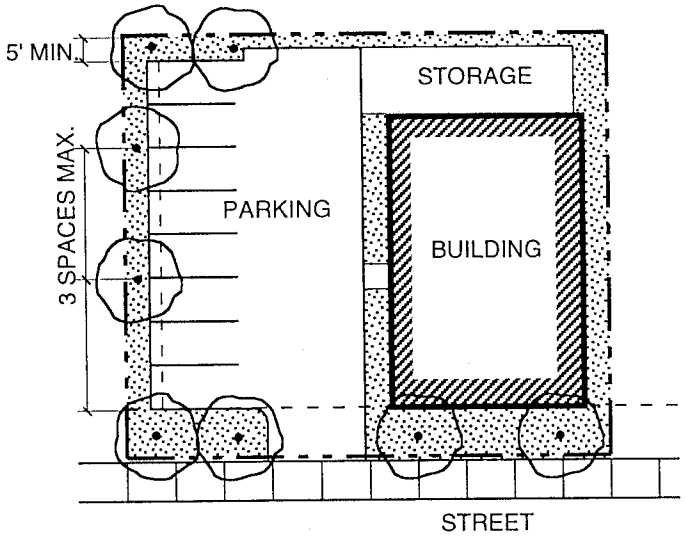
Whether using method a or b, provide a planted area with at least 2 trees at the end of each row of spaces.

Drainage detention or retention areas should be provided within parking landscaping areas. Permeable pavers and gravel surfacing should be utilized as much as feasible to promote percolation.

Intent: *To assure a shading tree canopy and drainage controls within parking lots.*
Reference: Land Use Ordinance Section 22.04.168f



OPTION A



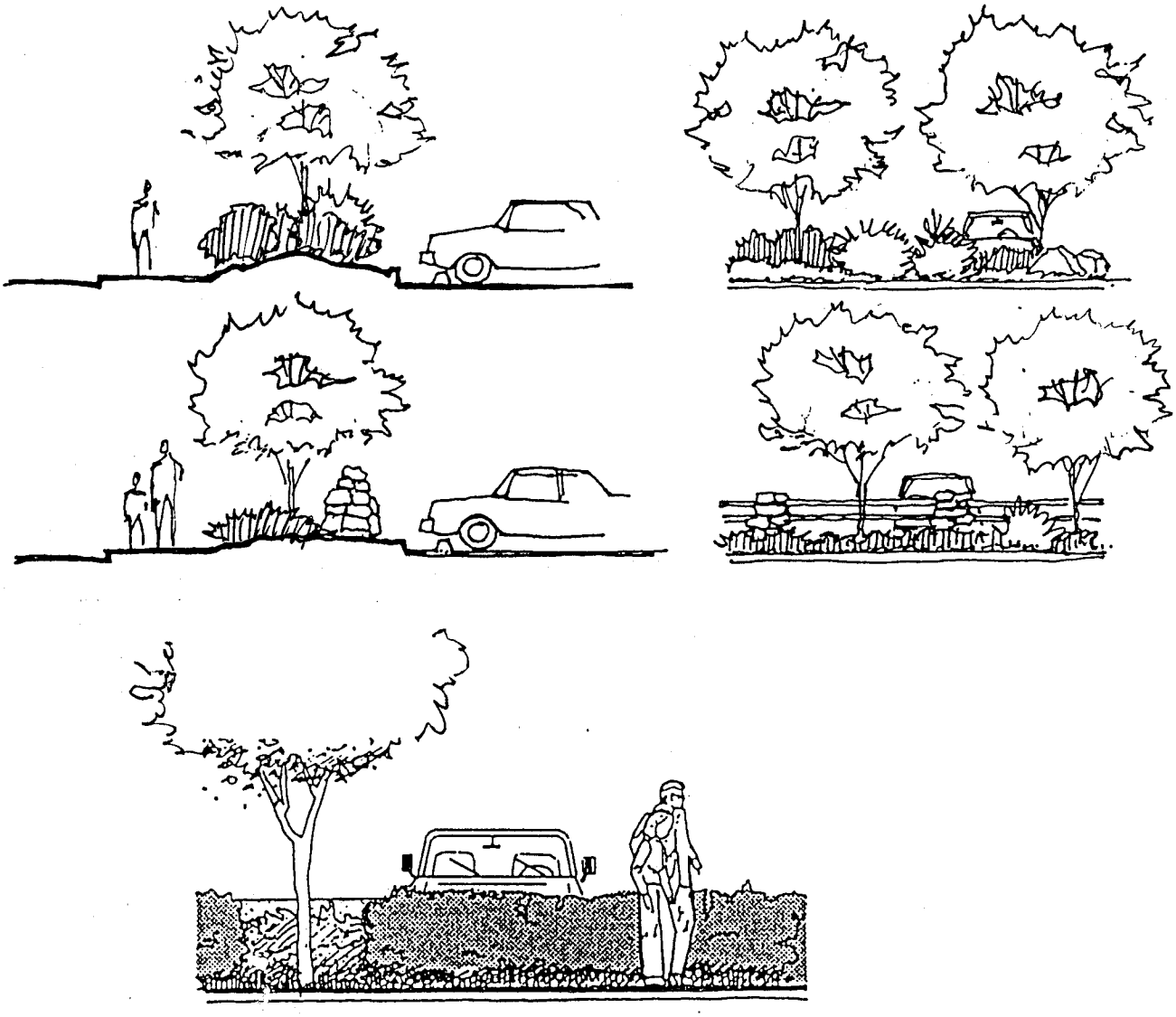
OPTION B

11. Parking Area Screening

Provide screening (berms, fence, walls, landscaping, lower grade, etc.) at least 3 feet in height between the street and parking. This will aid in obscuring views of automobiles while promoting views of buildings and signs.

Setbacks shall be landscaped to retain natural plants and features and be compatible with the existing natural landscape and the rural character of Santa Margarita. Berms, low walls of native stone, wooden rail fences, and native rocks and boulders are recommended along streets to give them a visual definition and prominence.

Intent:	*The intent of this guideline is to minimize the visual aesthetic impact of commercial parking areas will have on Santa Margarita.*
Reference:	Land Use Ordinance Section 22.04.160



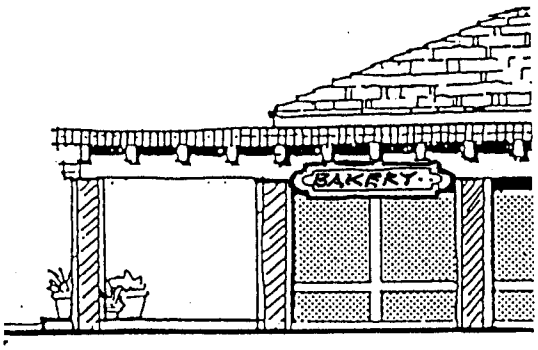
12. Signage/Advertising

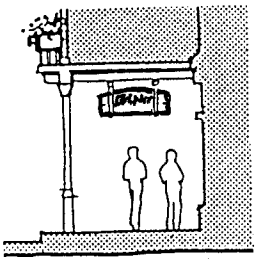
Signs should be designed as an integral element of new site and architectural development outside of downtown Santa Margarita.

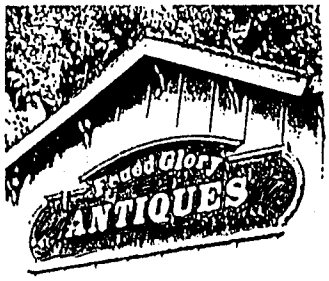
a. Monument signs are preferred over other free-standing signs, however, if other signs are used they should be no higher than 6 feet or the height of any adjacent fence whichever is less. Pole signs are discouraged.
b. Suspended signs are encouraged near or at building entries.
c. Individual tenant signs should be the minimum size necessary to identify the business and should not detract from the rural character of the surrounding area.
d. Signs are encouraged to have borders, trim, and be recessed into their frames. They should be sand-blasted wood with raised letters and multiple levels. Substances such as plastic or modern frame-less glass and internally lit signs are discouraged.
e. Lettering that may be found in historic advertising is encouraged.
f. Signs giving guidance to parking lots, bus stops, bicycle paths or similar uses should be mounted on lampposts where possible to avoid the additional clutter of posts in the public right-of-way.
g. Local materials such as wood or stone are encouraged.

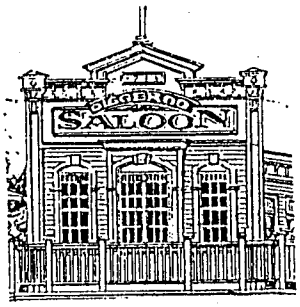
Intent: *The intent is to minimize obtrusive signage and preserve the rural character of areas outside the downtown.*

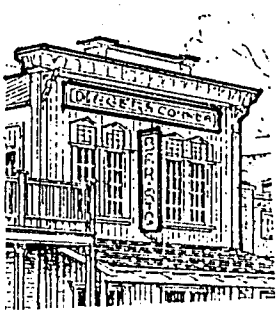
Reference: Land Use Ordinance Section 22.04.300

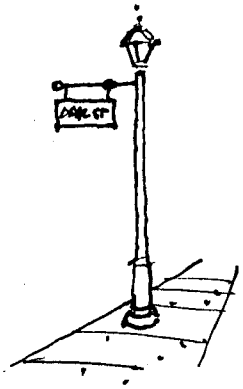












13. Lighting

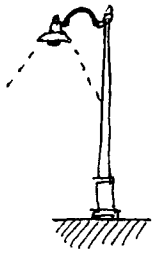
Lighting for commercial developments should be considered an important component of design plans.

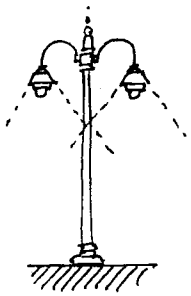
a. Security light fixtures should be mounted to direct light into the site rather than from the building outward.

b. The maximum height for lights is 20 feet or the height of the wall plate, whichever is less.

c. Building light fixtures should relate to the scale of surrounding development and not exceed the wall plate height.

d. Lighting should be designed to relate to the architectural style of any proposed building. Vintage lighting should be used when lighting is visible from a street. Modern fixtures and off-the-shelf 'wall-pak' lamps are discouraged. Metal halide lamps are encouraged to provide broader spectrum lighting.

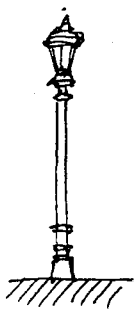


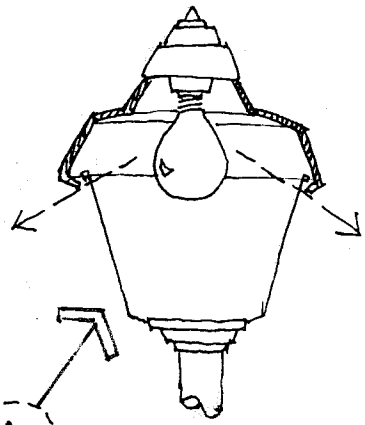


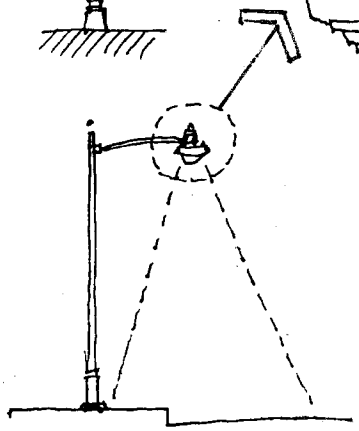
e. Direct beams or intense glare is to be avoided, and in no case should it travel beyond property lines.

Intent: *To minimize glare into the night sky and onto adjacent properties.*

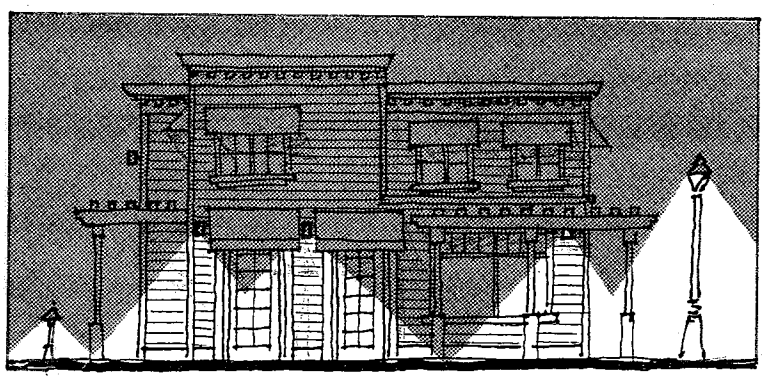
Reference: Land Use Ordinance Section 22.04.320 - Exterior Lighting







SHIELDED
CUT-OFF



PREFERRED

AVOID

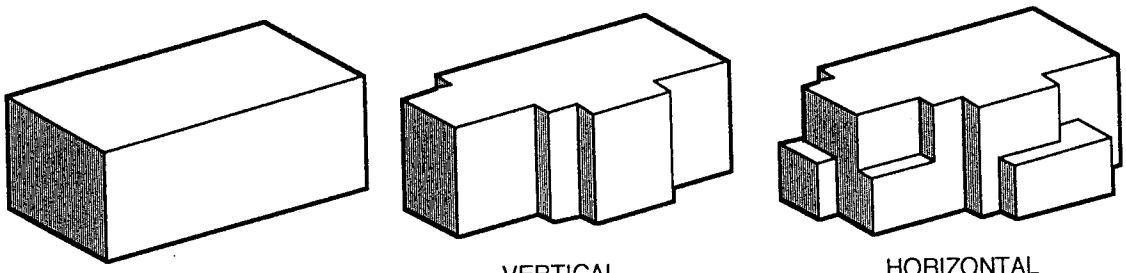
C. Building Design

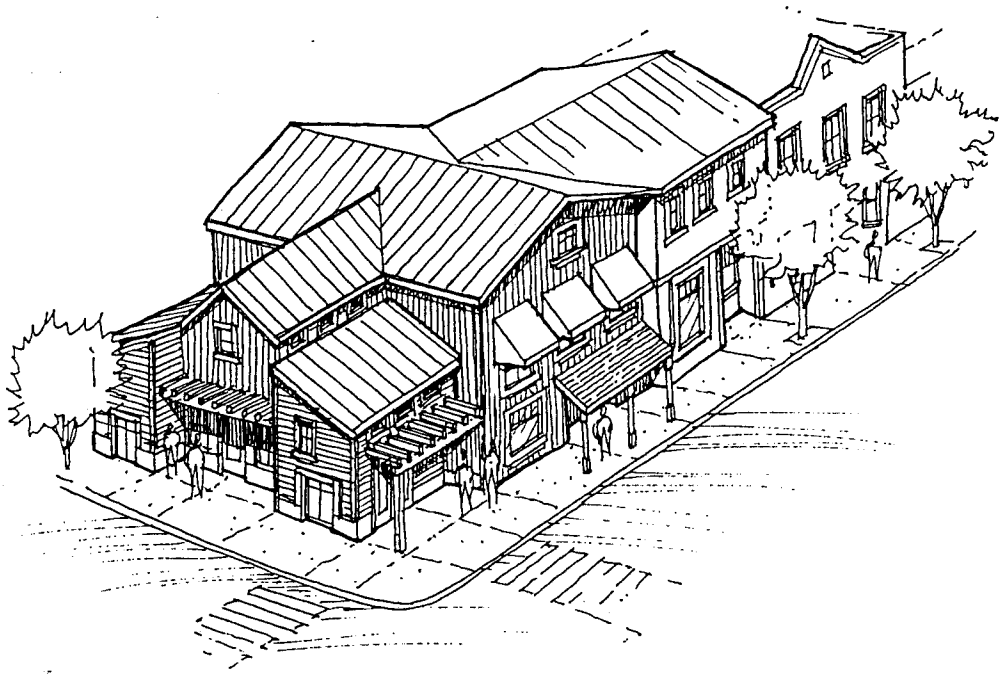
1. Bulk and Massing

Large buildings which give the appearance of "square box" buildings are generally unattractive and detract from the overall scale of Santa Margarita. There are several ways to reduce the appearance of excessive bulk in large buildings. Warehouses and industrial buildings should also be treated with the following elements:

a. Vary the planes of the exterior walls in depth and/or direction.
b. Vary the height of the building so that it appears to be divided into distinct massing elements.
c. Arrange the functions of the use so that the bulk is toward the rear, with public and office areas in front. Reveal or express the separate use areas of the building for articulation.

Intent: The intent is to encourage new development to maintain the scale of existing structures within the community.





2. Scale

Scale, for the purposes here, is the relationship between building size and the size of the adjoining permanent structures and the size of a human being. Large-scale building elements will appear imposing if they are situated in a visual environment of a smaller scale as is typical in Santa Margarita.

a. The scale of a building should be carefully related to adjacent pedestrian areas and buildings. The proportions of a building should be reduced the closer it is located to pedestrian use areas, such as the street sidewalk.
b. Large dominating buildings should be broken up by:
   - Horizontal emphasis through the use of trim
   - Adding awnings, eaves, windows, or other architectural ornamentation
   - Use of combinations of complementary colors; and landscape materials
c. Utilize "infill" structures to create transitions in bulk and scale between large buildings and adjacent smaller buildings.
d. Building scale can be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and details. The scale of such features should match the scale of the building.

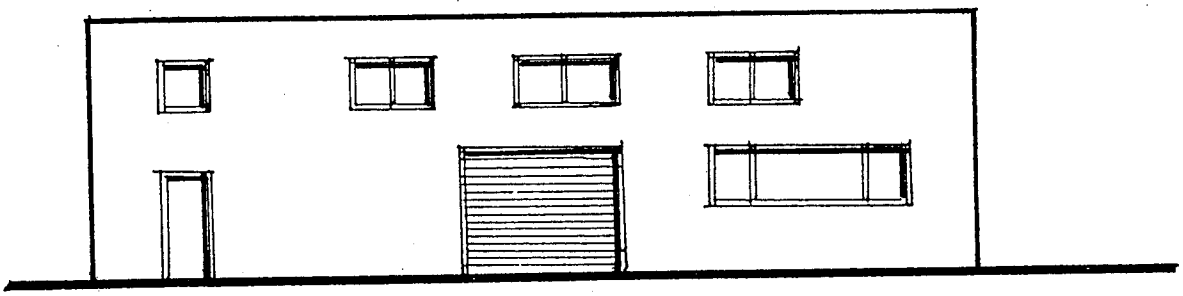
Intent: The intent is to encourage new development to maintain the scale of existing structures within the community.

3. Building Facades

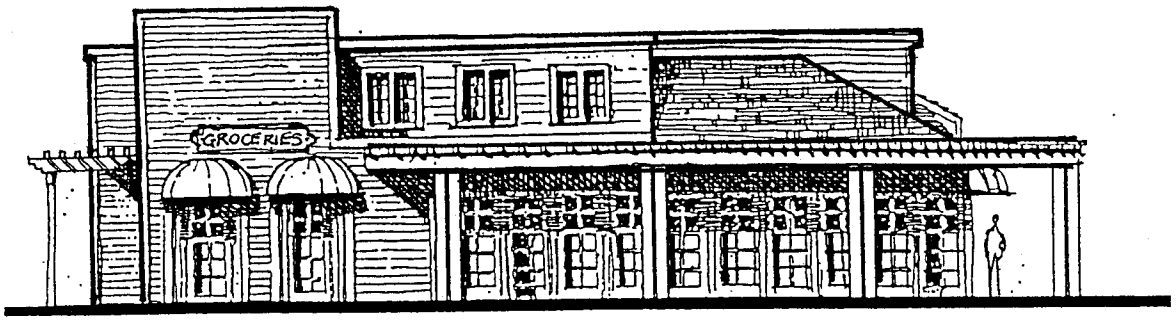
Desirable Elements
The qualities and design elements for commercial and industrial buildings that are most desirable include:

- richness of surface and texture
- significant wall articulation (insets, canopies, wind walls)
- distinctive massing (barn, western false front, multi-level)
- multi-planed pitched roofs
- wide roof overhangs
- interesting and articulated wall surfaces
- distinctive entries
- variety in materials
- styles that are encouraged include Victorian, stick-built Victorian, Craftsman, Pioneer, Rural Agricultural, and early California/Spanish-Colonial

Intent: The intent of this guideline is to encourage architectural excellence and maintain the character of Santa Margarita.



AVOID



PREFERRED

Undesirable Elements
The elements to avoid or minimize include:

- highly reflective surfaces
- large blank, unarticulated wall surfaces
- un-surfaced concrete walls
- reflective glass
- extensive flat roofs
- unarticulated roof lines and parapets
- irregular or contemporary window shapes
- steeply pitched roofs (A-frame)
- styles that are discouraged include Modern, Post-Modern, International, Spanish Revival, and Mediterranean

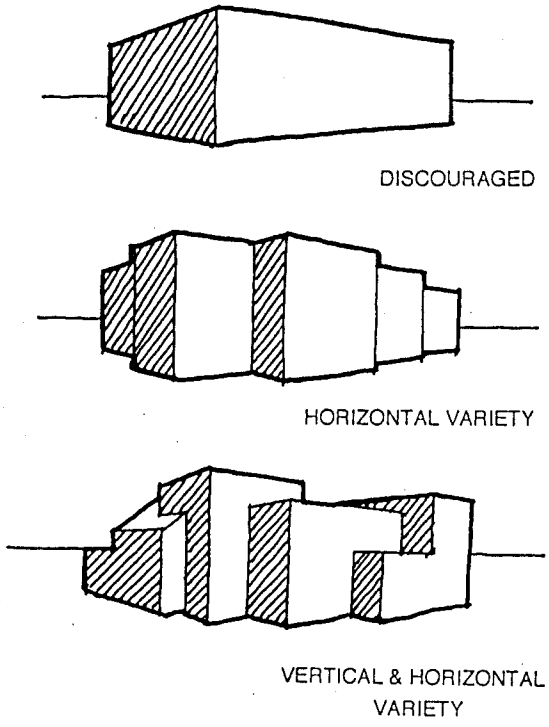
Intent: The intent of this guideline is to discourage certain architectural features and inappropriate building materials outside of downtown.

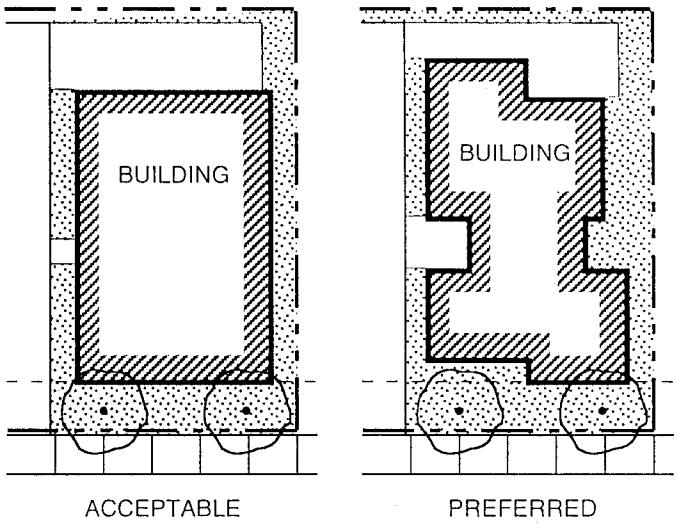
4. Building Articulation

All facades should include a variety of insets, corners, and jogs in the facade that emphasize interesting entries, outdoor spaces, and circulation paths where visible from the public road. These relief elements and other details should transition the bulk of the building from the street level to the top of the parapet or roof. Where buildings have flat roofs, parapets should be articulated with roof-line cornices and recesses to create visual interest.

a. Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials.
b. Avoid blank walls at the ground floor level. Utilize windows, wall articulation, change in materials or other features.
c. Utilize architectural elements that transition the bulk from street level to the top of the parapet/roof, such as built-in planters, canopies, porches, arcades, and awnings.

Intent: Building edges should have a varied form or pattern composed of insets, entries, corners, and jogs that create visual variety and interest, and give a sense of small-scale intimacy.





HORIZONTAL ARTICULATION

5. Materials of walls, visible roofs

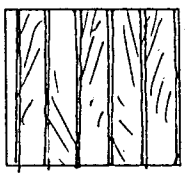
Wood and brick have traditionally been the primary wall surface materials utilized throughout Santa Margarita. Particular attention should be given to selecting among the following appropriate materials:

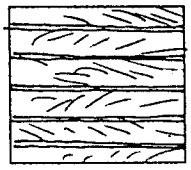
- Wood, as a primary and accent material
- Brick, as a primary and accent material
- Board and batten sliding
- Rock Veneer
- Split-face block as a low bulkhead
- Stucco surfacing with had trowel finish
- Metal mixed with other materials and details, to scale with the building mass.

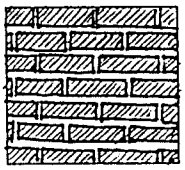
Inappropriate:

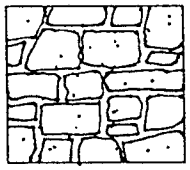
- Metal or aluminum-sided building with contemporary design
- Boxlike prefab metal catalog structures
- Unfinished concrete block
- Unfinished concrete "tilt up" construction
- Painted or white brick

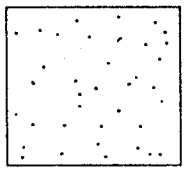
Intent: Encourage architects and designers to select appropriate primary and accent materials in Santa Margarita.

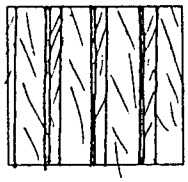

WOOD SIDING

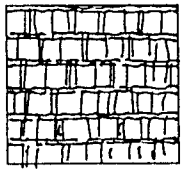

WOOD SIDING

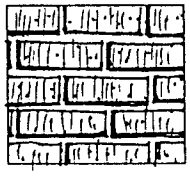

BRICK

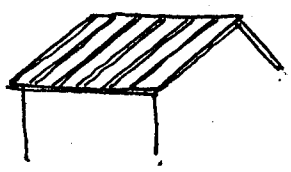

STONE

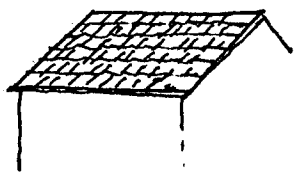

STUCCO

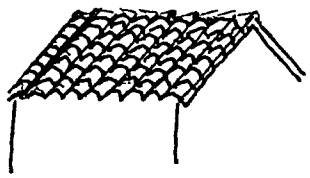

BOARD AND BATTEN


SHINGLES


SPLIT-FACE BLOCK


METAL – OK


SHINGLES/FLAT TILE OK


DISCOURAGED

6. Color

Much of the existing color in Santa Margarita is derived from the primary building's finish materials such as wood, brick, stone, and stucco.

a. The dominant color of new buildings should relate to the inherant color of the primary building's finish materials.

b. Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a brighter trim color might be appropriate. Subdued colors are defined as being in the middle range of brightness and value, as illustrated below:

c. The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception to this is where the colors of adjacent buildings strongly diverge from the design guidelines of this manual.

d. Wherever possible, minimize the number of contrasting colors appearing on the building exterior.

e. Depending on the overall color scheme, an accent color may be effective in highlighting the dominant color by providing contrast or by harmonizing with the dominant color.

f. Primary colors shall only be used to accent building elements, such as door and window frames and architectural details. Bright intense colors (not including fluorescent colors) can also be used to accent appropriate scale and proportion to promote visual interest in harmony with the immediate environment.

g. In buildings of a particular historical character of architectural style, exterior color should be similar to buildings of this type.

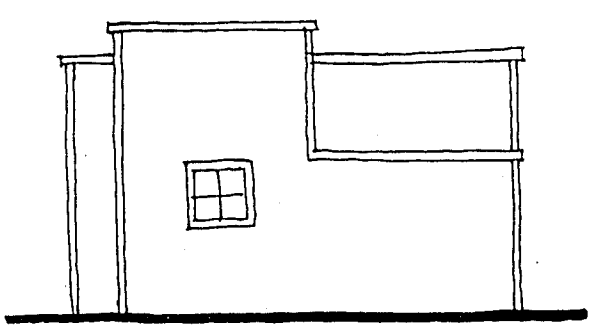
h. Architectural detailing should be painted to complement the facade and tie in with adjacent buildings.

Intent: The intent is to encourage new development in Santa Margarita to blend with existing color schemes on structures.

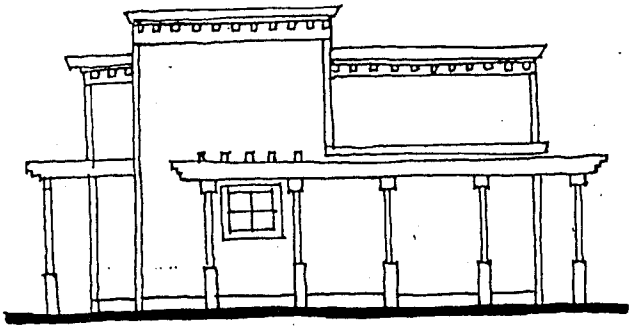
7. Window Area

Main (front, major entry) facade construction shall be a minimum of 30% transparent. Blank, solid end walls or side walls visible from public view should be avoided. If such walls are necessary for interior reasons, the building wall should receive some form of articulation of "add-on" elements such as awnings, cornice bands, arcades, trellises, etc.

Intent: *The intent of this guideline is to assure certain amounts of wall (solid) to window, doorway, or openings (void) feature. This assures that non-residential uses will appear open and inviting, consistent with other structures.*



AVOID



ENCOURAGED

PREFERRED

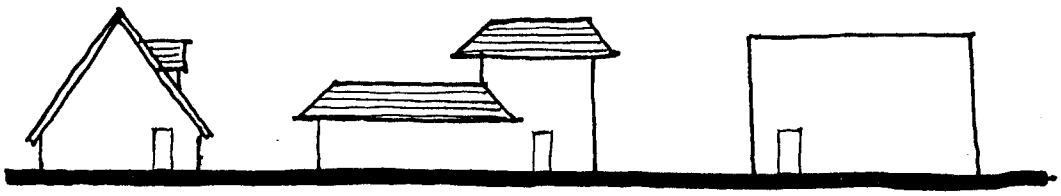
8. Roofs

The roof form should be designed in conjunction with the building's mass and facade, so that the building and roof present a consistent and integrated composition.

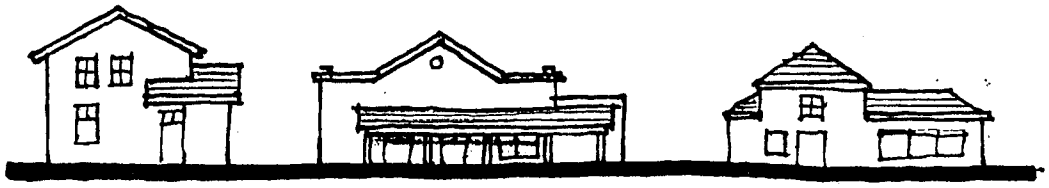
a. Simple pitched roofs such as gables or hips are preferred over flat roofs on commercial buildings.
b. The visible portion of sloped roofs should be sheathed with a roofing material having a texture meaningful at the pedestrian scale, such as wood- appearing shingles.
c. The roof should be designed to screen rooftop equipment.
d. Radical roof pitches which create overly prominent or out-of-character buildings such as mansard roofs, A-frames or chalet style buildings are discouraged.

Intent: *The intent is to encourage roofs that are similar to those existing in Santa Margarita.*

Reference: Land Use Ordinance Section 22.04.190a(i)



AVOID



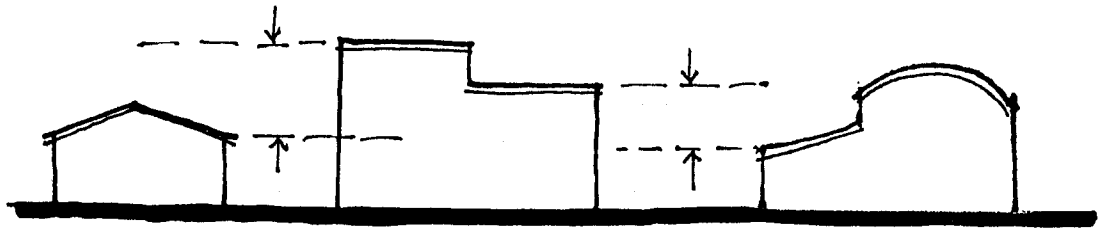
ENCOURAGED

9. Building height

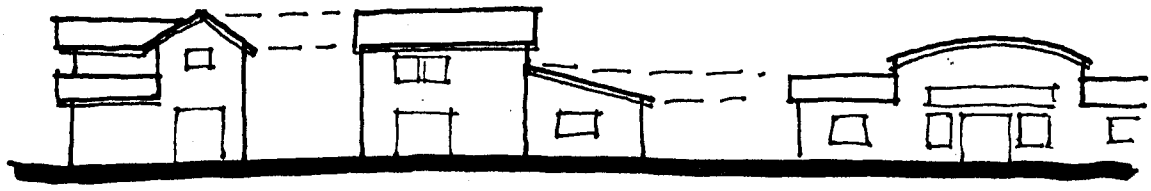
The height and scale of new development should be compatible with surrounding development. New development height should "transition" from the height of adjacent development to the maximum height of the proposed building.

Intent: *The intent is to encourage new development to maintain the scale of existing structures in Santa Margarita.*

Reference: Land Use Ordinance Section 22.04.120



AVOID



PREFERRED

V. RESIDENTIAL DESIGN GUIDELINES

Much of the charm of Santa Margarita is due to the forested and traditional character of its neighborhoods. This chapter seeks to encourage development that will enhance the community, without adding new permit requirements. Except for the standards below, the following guidelines are advisory only, which suggest measures to carry forward the character of the community. Potential applicants are encouraged to consider and utilize the guidelines although they will not be requirements during the permit process. Large neighborhood areas are located within a Flood Hazard designation of the Land Use Ordinance, Section 22.07.064,and as shown in the Appendix, which should be evaluated in project design.

A. Site Planning

Standards:

1. Front Yard Setbacks

The front setback for a fifty-foot-wide lot is 20 feet except that a proposed residence may be located at a15-foot front setback if it provides at least five feet of landscaping across the frontage within the street right-of-way.

2. Curb, Gutter and Sidewalk Waivers in the Residential Multi-Family Category

The Director of Planning and building may waive or modify Land Use Ordinance requirements for curb, gutter and sidewalks to be consistent with the concepts in the Santa Margarita Design Plan.

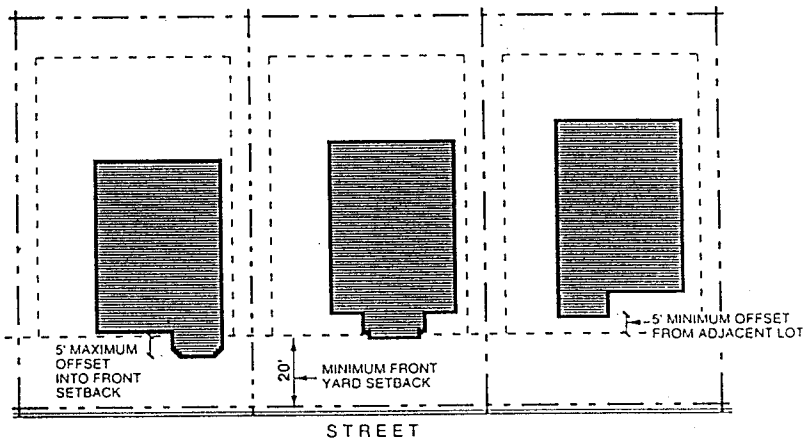
Guidelines:

1. Front Yard Setbacks

Siting the front of a residence further back from neighboring facades would also create texture and interest. New residential design should vary the front facade so that it is not entirely at the front yard setback.

Intent: *To create more variety, interest, and individuality in new residential development, and to avoid a bland, uniform, mass produced appearance along a local street.*

Reference: Land Use Ordinance Sec. 22.04.108

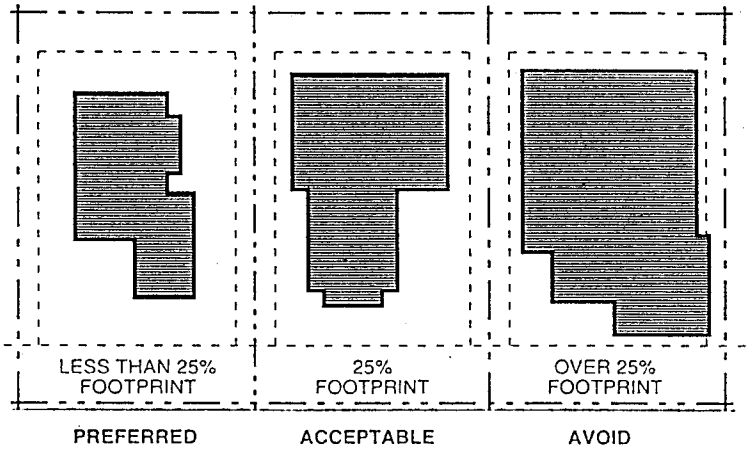


2. Scale

The scale of a proposed residence should be similar to neighboring houses. The ground floor area of a house and garage should not exceed 25% of the total lot size. Side setbacks should be wider than normal between residences as a priority in providing open spaces.

Intent: *Encourage new development to be in scale with the neighborhood, so that it does not appear crowded.*

Reference: Land Use Ordinance Sec. 22.04.110

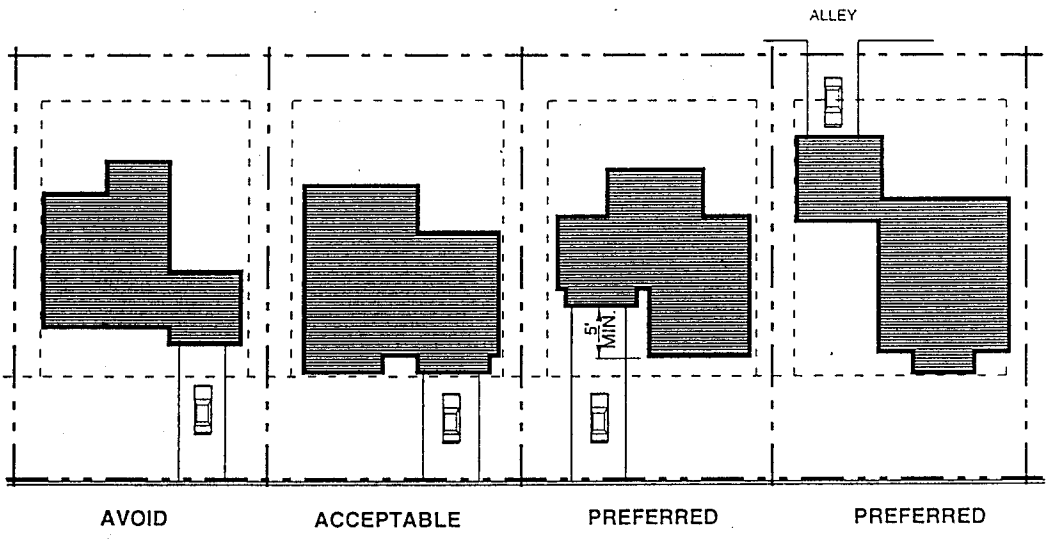


3. Garage Location

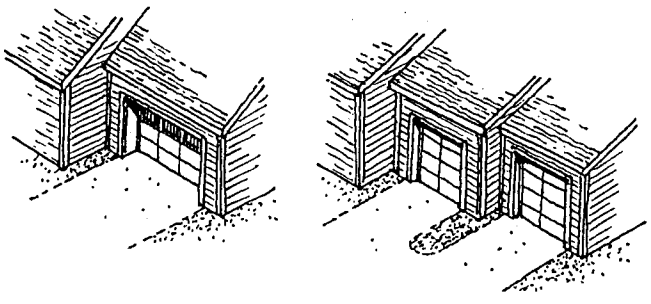
Garages and carports should be de-emphasized in the design of a residence by locating them no closer to the street than the front of the residence and preferably further back than the front. Access to garages is encouraged from alleys where possible to reduce the number of driveways and the presence of garages at front yards. The required 10-foot rear setback may be reduced to three feet for a garage that is no taller than 12 feet, as stated in Land Use Ordinance Section 22.04.112a.

Intent: *To maximize the landscaped edge along the street and enhance the historical pattern of residences in Santa Margarita.*

Reference: Land Use Ordinance Sec. 22.04.104d - Driveway design and construction

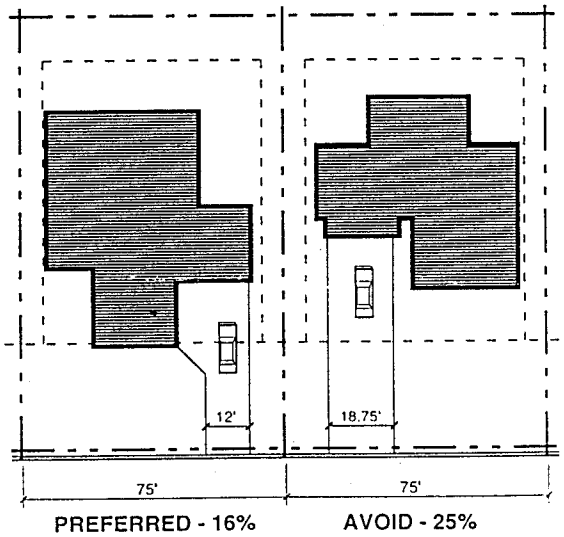


GARAGE SETBACKS



RECESSED DOOR

STAGGER DOORS



PREFERRED - 16% AVOID - 25%

DRIVEWAY WIDTHS

4. Driveways

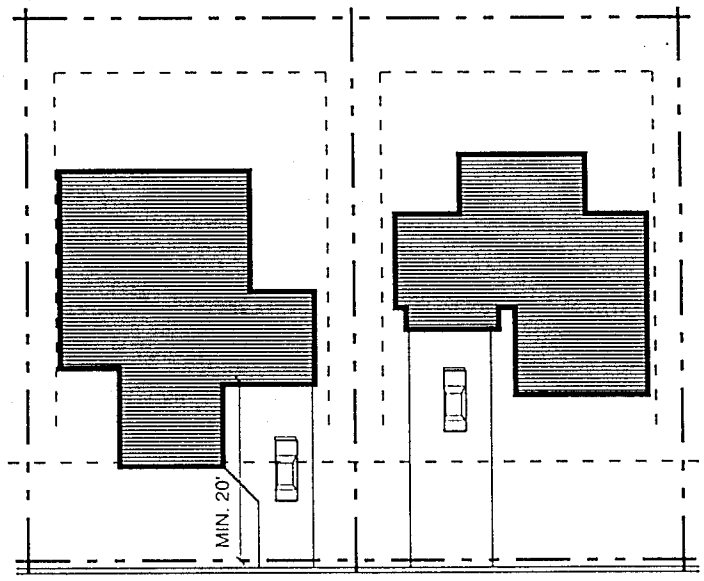
Driveway widths should be minimized at the street and flare wider to the garage door, No more than 12 feet of a lot frontage should be utilized for a driveway opening.

Driveways should be 20 feet long to provide space to park an automobile on the property and avoid its protruding into the street right-of-way.

Access construction is subject to an encroachment permit from the Department of Public Works. As part of the permit, drainage should be maintained or upgraded to current standards across the frontage. A culvert with a minimum diameter of 18 inches should be located beneath the driveway to convey drainage across the property frontage. Culvert embankments should be lined with natural materials such as stone or other rip-rap.

Intent: *Provide enough room to park within the site and avoid unsafe and cluttered conditions that can occur if parked automobiles protrude into the street right-of-way.*

Reference: Land Use Ordinance Sec. 22.04.163a



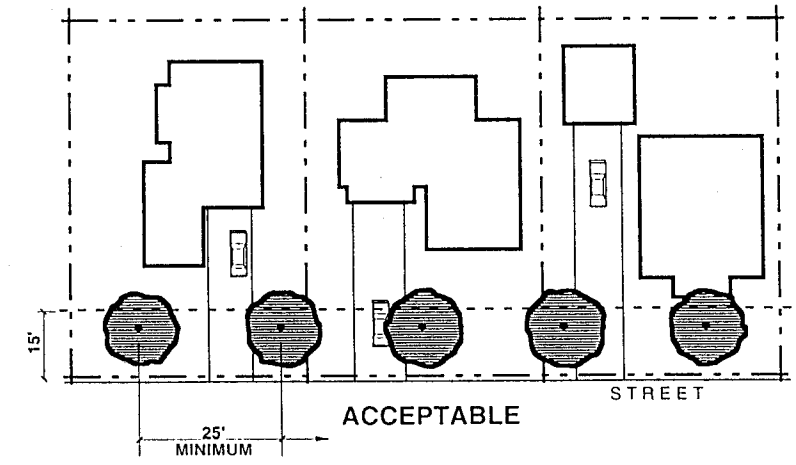
DRIVEWAY LENGTH

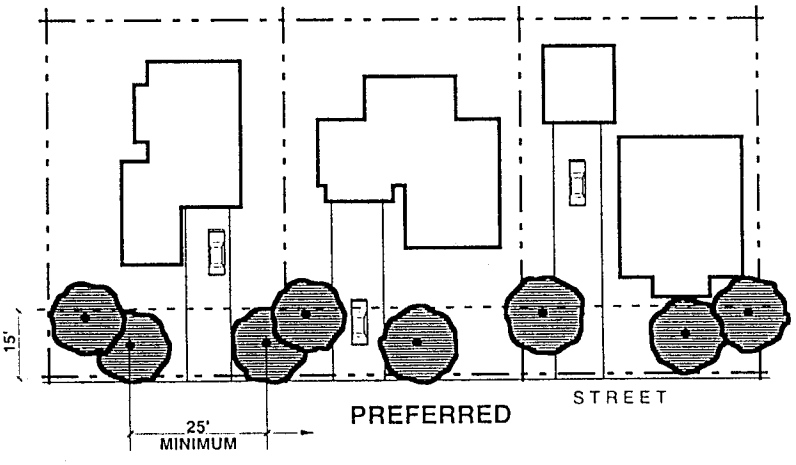
5. Street Trees

Within new development, street trees should be planted at a ratio of one per every 25 feet, of frontage, within 15 feet of the property line or in the public right-of-way at least 10 feet from the pavement edge. Irregular spacing or clustering trees is preferable to equal spacing. The preferred minimum size is 15 gallons. Street trees should be located at least three feet from any driveways, curbs or sidewalks unless a root barrier is installed with the tree. Suggested street trees for planting are listed in the Appendix.

Intent: *To provide a shade canopy along street edges in summer, to allow winter sun through, and to frame development within a natural setting.*

Reference: Land Use Ordinance Sec. 22.04.182 - Applicability of landscape standards



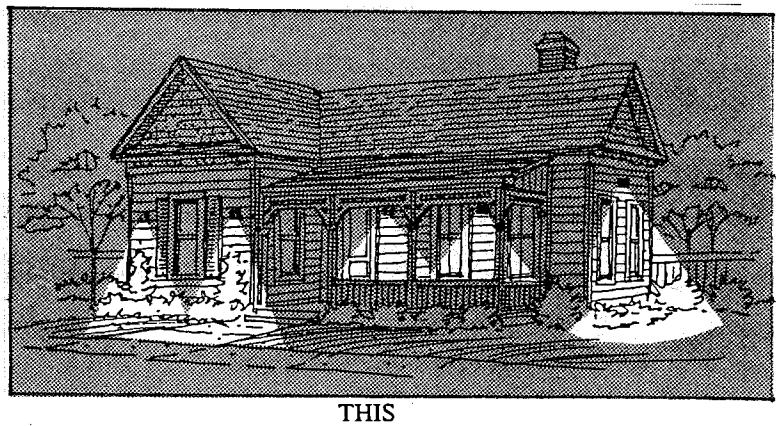


6. Yard Lighting

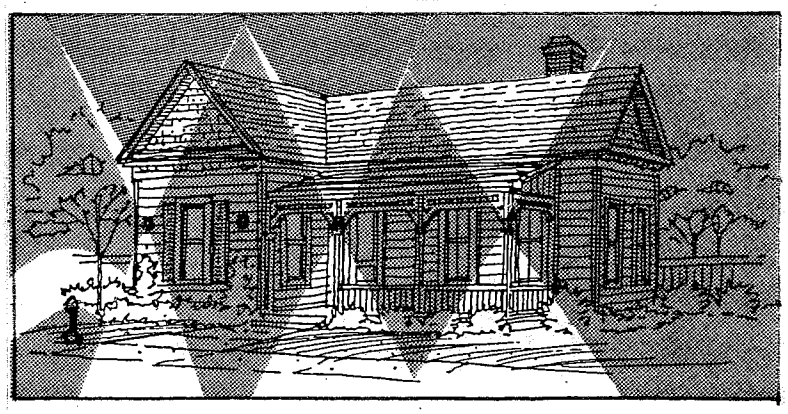
Yard lighting should be low-intensity, directed downward and not glare into the night sky. It is required by the Land Use Ordinance to be directed downward and shielded from glaring off-site.

Intent: *To provide adequate security and ornamental lighting yet minimize its glare and intrusion onto neighbors and the night sky.*

Reference: Land Use Ordinance Sec. 22.04.320 - Exterior lighting



THIS



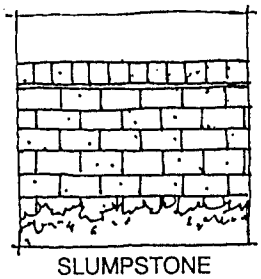
NOT THIS

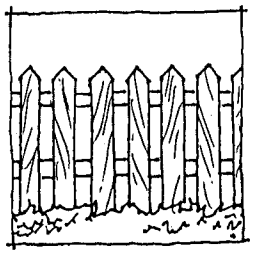
Path Lighting

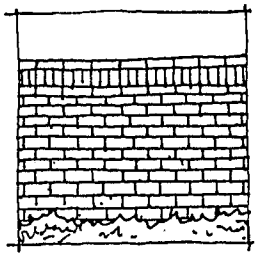
Accent Lighting

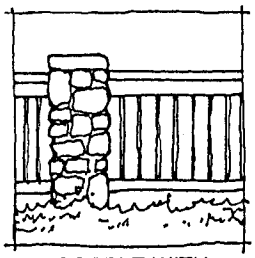
Specimen Tree Lighting

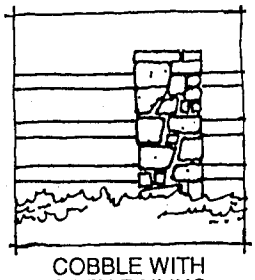
7. Fence/Wall Materials and Detailing


SLUMPSTONE


WOOD PICKET

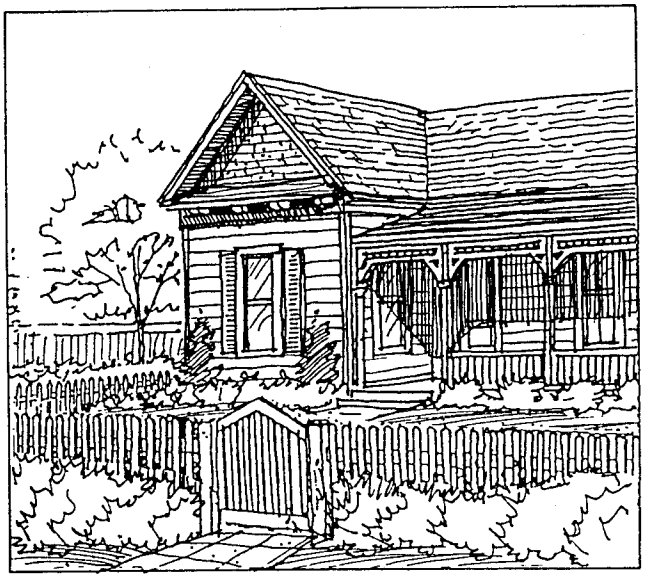

BRICK


COBBLE WITH
WOOD FENCING


COBBLE WITH
OPEN RAILING

Fences and walls that are visible from public streets should be constructed of durable, high quality materials and should be in character with the design of the residence. In general, walls should be constructed of wood, unit masonry, rock, or architectural wire. Unfinished precision block walls, solid metal or chain link fences should not be used. Walls with lesser quality of finish and detail may be considered for approval if they are continuously screened by landscaping.

Intent: *The intent is to recommend durable wall and fence materials consistent with the historic and rural environment of Santa Margarita.*

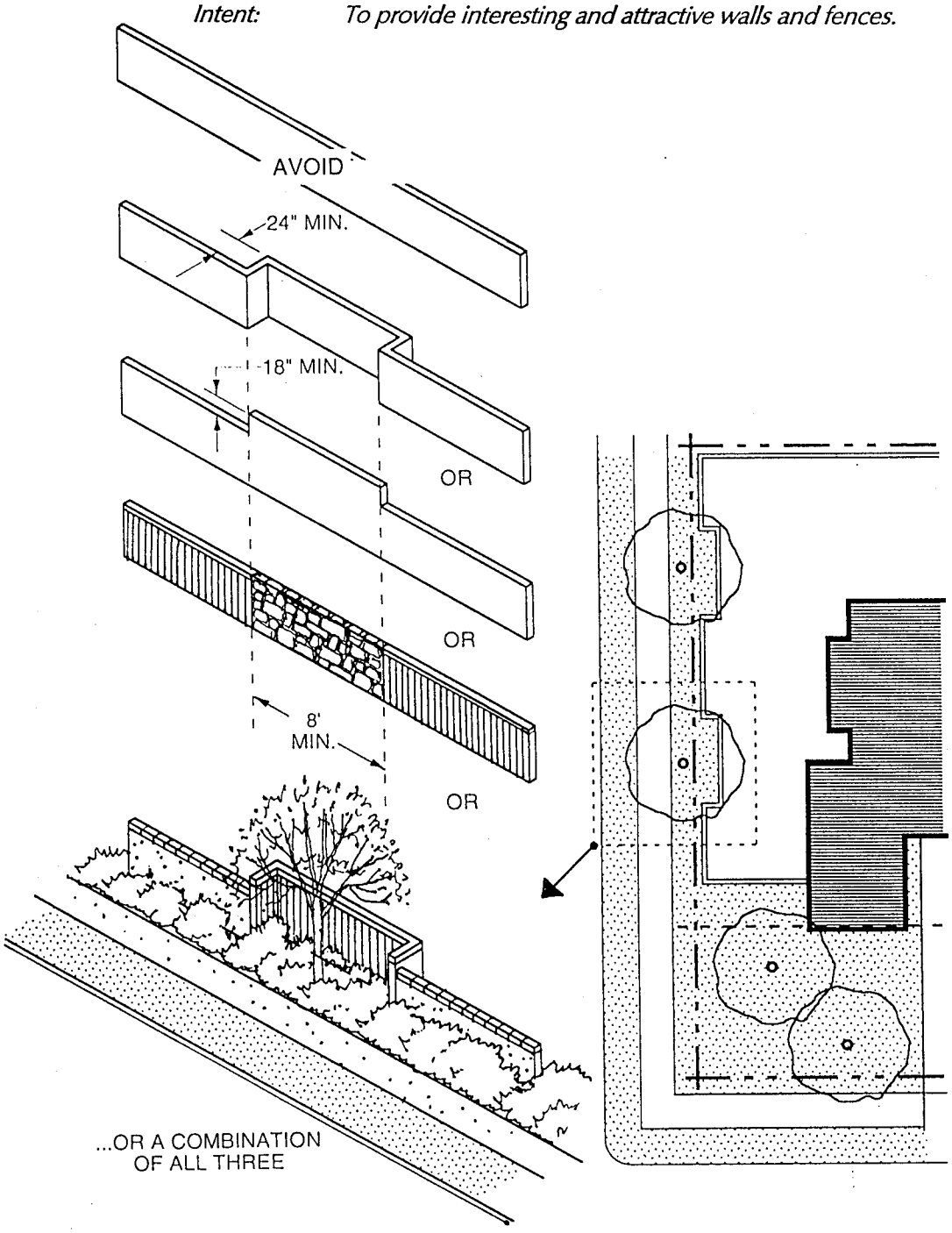


8. Fence and Wall Articulation

Solid fences and walls longer than 50 feet along public streets should incorporate at least two of the following for at least 10 feet at intervals of 50' or less:

a. A minimum 2' jog in vertical plane.
b. A minimum 1.5' change in height.
c. A change in basic materials such as from wood to masonry.

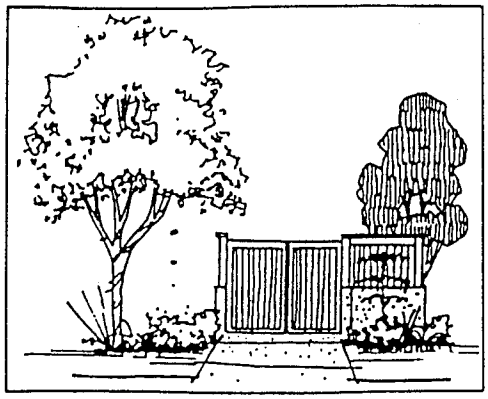
Intent: *To provide interesting and attractive walls and fences.*

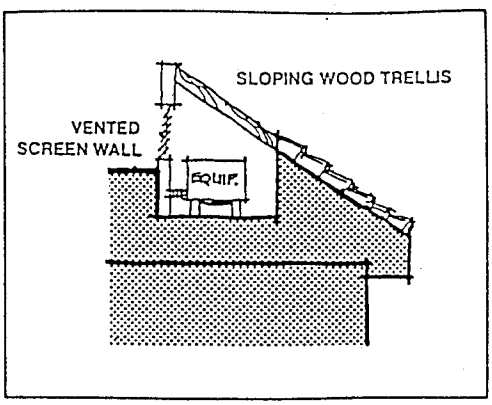


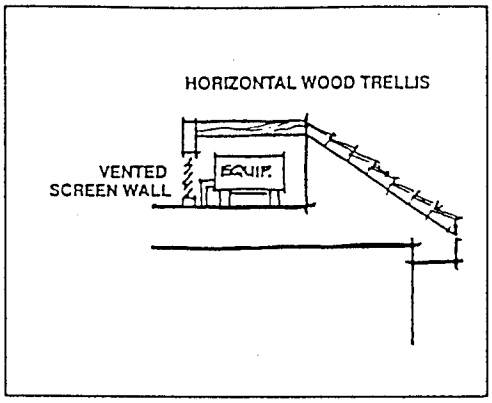
9. Screening

Utility and equipment areas should be screened from public and neighboring views. Trash enclosures should be designed into side yards of buildings to provide convenient access and effective screening. Mechanical equipment should be located off of roofs. Solar panels and satellite dishes over two feet in diameter should also be screened to the maximum extent possible. The first preference is to have such items located on the ground.

Intent: *To minimize noise pollution and visual clutter from the view of other residences.*







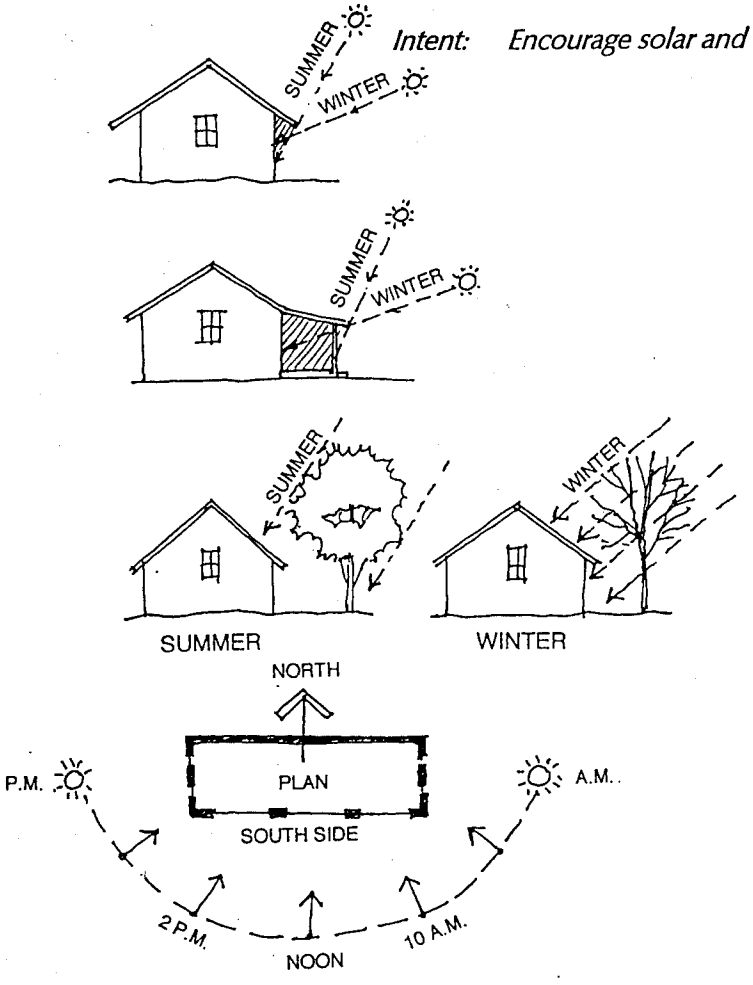
B. Building Design

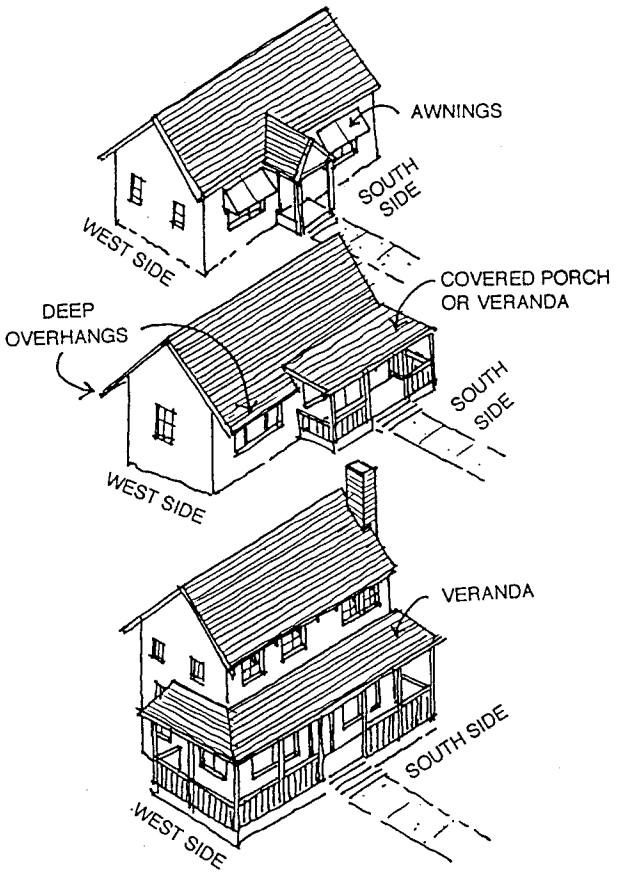
1. Energy Efficiency

Building design should take full advantage of energy efficiency, such as natural heating and/or cooling, sun and wind exposure, and solar energy opportunities.

a. Solar orientation. To allow for solar gain in winter, most windows should face south. To avoid summer heat gain in the summer, only a few, small windows should face west.
b. Overhangs. Where necessary to shade summer sun, windows on the south, east and west sides of a building should have overhangs or awnings. Covered porches or verandas may be appropriate especially on the east and west elevations.
c. Landscaping. Deciduous trees that create shade in summer but allow light to pass through in winter should be planted near building edges and outside sitting spaces. Shade trees are particularly welcome on the east and west where heat gain from the summer sun is not desired.
d. Energy Element guidelines. Other guidelines in the county *Energy Element* may be of interest.

Intent: Encourage solar and other energy efficiencies in new buildings.



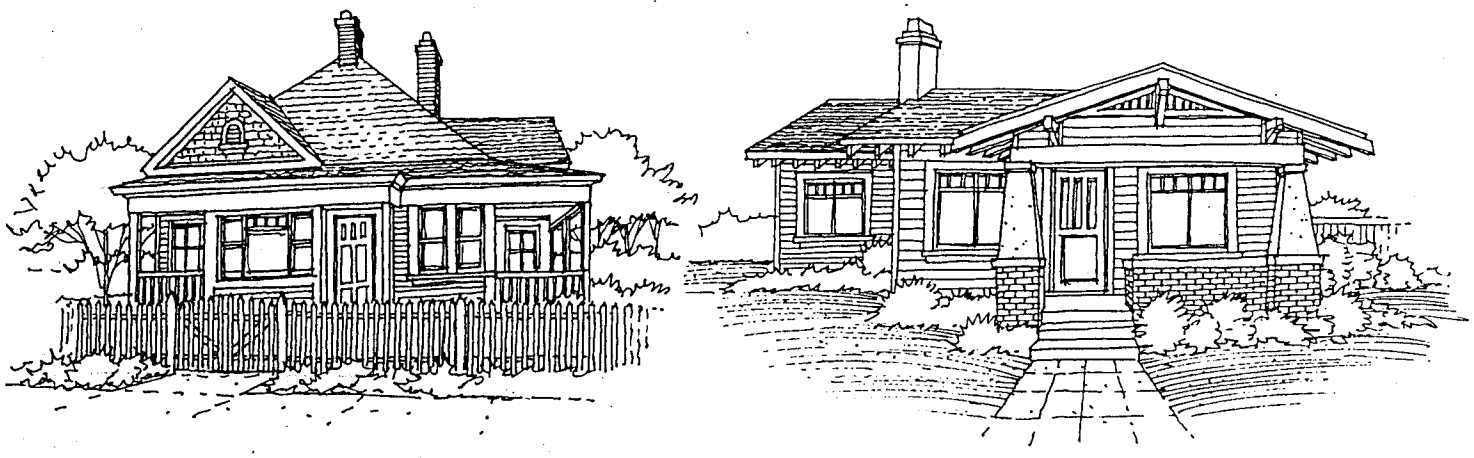


2. Entries

The main entry to a home should be located on the street side of the building within a porch or veranda to create a presence for the building on the street.

Side entries should be minimized and located unobtrusively in relation to existing doors and windows in neighboring residences.

Intent: *To provide direct access to the front yard area to encourage its use, and present a welcoming presence and an element of visual security to the street.*



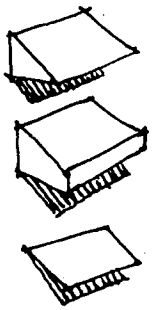
3. Windows

Windows are typically rectangular or round headed openings with various forms. The appearance of the window being recessed in to the wall is an important element for weather protection, shade, and to provide additional wall articulation.

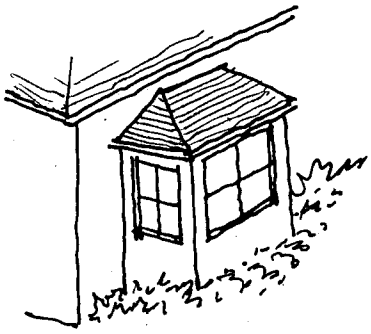
Appropriate:
Bay windows
French doors
Rectangular windows
Clerestory windows
Canvas awnings
Round window
"Greenhouse" windows
Wood, vinyl or painted window frames

Inappropriate:
Untrimmed windows flush with wall surface
Metal or vinyl awnings
Silver or gold colored window frames
Reflective glass

Intent: *To design windows that are in character with surrounding residential structures.*

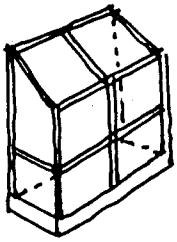


AWNINGS

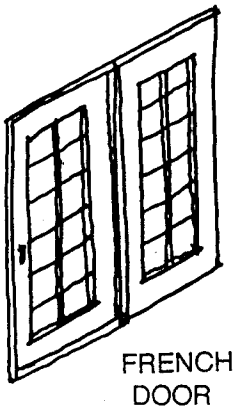


BAY WINDOW

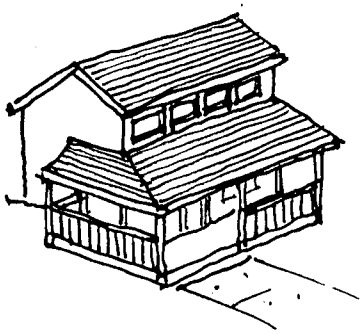
ROUND-TOP WINDOW



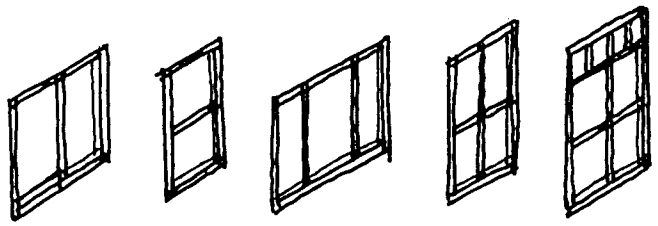
GREENHOUSE WINDOW



FRENCH DOOR



CLERESTORY



RECTANGULAR WINDOWS

4. Architectural Styles

Although specific architectural styles for residences are not required in Santa Margarita, new residential designs should be sensitive to the 'vernacular' or prevailing styles and forms within the vicinity. Preferred styles are listed below for guidance.

Preferred:
Early California, such as Spanish/Early Mission
Craftsman/Bungalow
Prairie
Stick-built Victorian and Victorian
Ranch

Not Preferred:
International
Modern or Post-Modern
Mediterranean

Intent: To encourage new residential design to be consistent with the architectural vernacular of Santa Margarita.

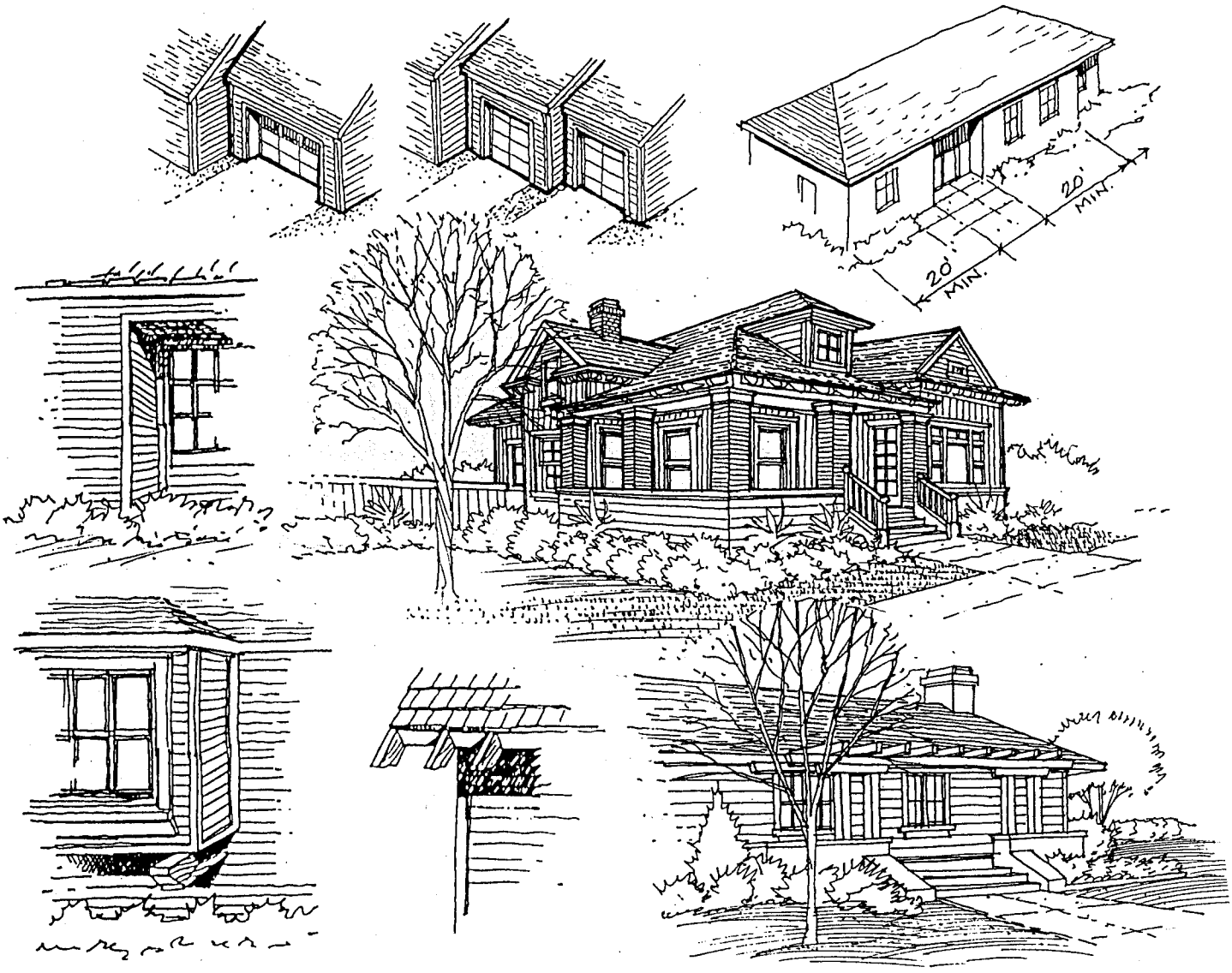
5. Wall Articulation and Relief

High-quality architecture provides articulation and details that represent the chosen style well, which is what is encouraged here. Avoid long, uninterrupted exterior walls on all structures. All sides of residences should be detailed and articulated with relief elements and changes in plane, by off-setting the wall plane to express interior spaces and provide outdoor spaces. Building walls should have relief to create an interesting blend of shadows, in-sets, varied materials and textures.

Encouraged:

- Wall bays with relief at least every 20 feet
- Pop-out, bay windows
- In-set windows
- Chimneys
- Trellises
- Arcades or verandas
- Changes in materials

Intent: To discourage stark, uninteresting residential structures.



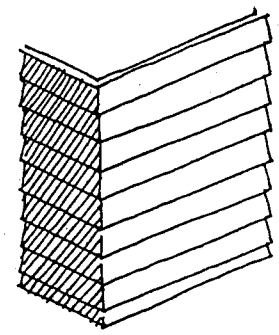
6. Wall Materials

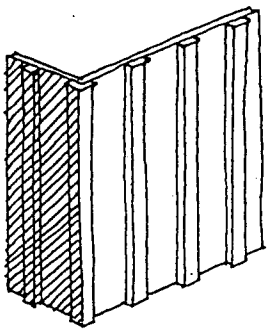
Stucco and horizontal wood siding have traditionally been the primary wall surface materials utilized throughout Santa Margarita for residential structures. These materials should predominate in the design of new development. Accessory buildings should be built of similar materials as the residence, unless within screened areas.

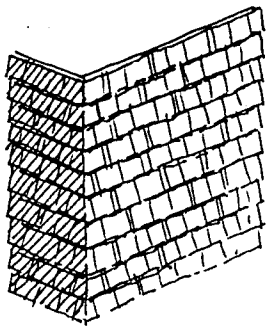
Appropriate:
Stucco - smooth, sand or light lace finish
Wood - as a primary and accent material
Old brick - as an accent material
Rock veneer - as an accent material
Board and batten siding

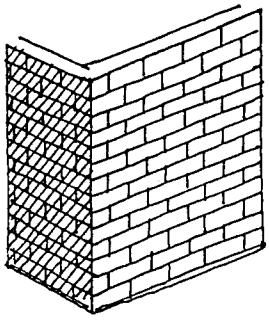
Inappropriate:
Metal or aluminum siding, including carports
"Log cabin" look
Unfinished concrete block
Unfinished concrete "tilt up" construction
Painted or white brick

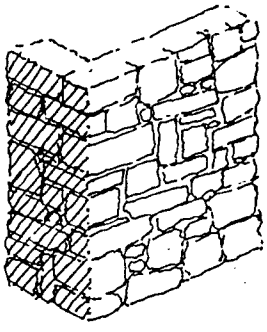
Intent: *To continue the more appealing aspects of the residential character of Santa Margarita.*

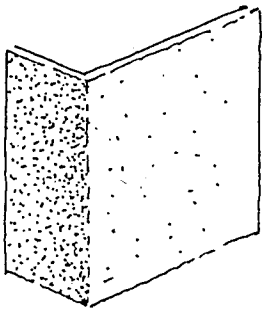

HORIZONTAL BOARDS

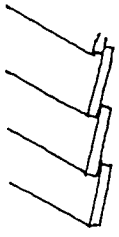

VERTICAL BOARDS

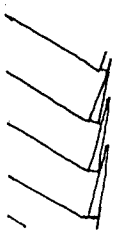

WOOD SHINGLES

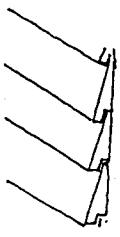

BRICK VENEER

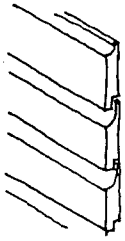

STONE VENEER

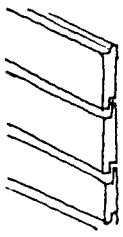

STUCCO

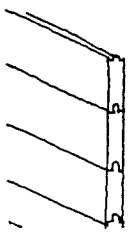

LAPPED


CLAPBOARD


RABBETED


SIMPLE

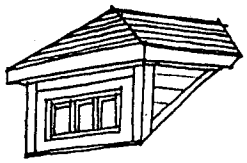

SHIPLAP


TONGUE AND GROOVE

7. Roofs

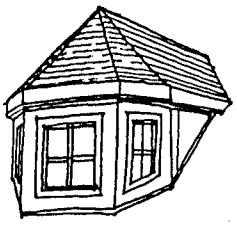
Roof materials should be consistent with the architectural concept of the residence and the character of the neighborhood.

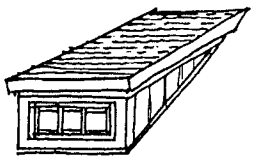
The design of roofs should include in-sets, varied roof planes and other articulation to break up facades and the roof, depending on the scale.


HIPPED

CURVED

EYEBROW

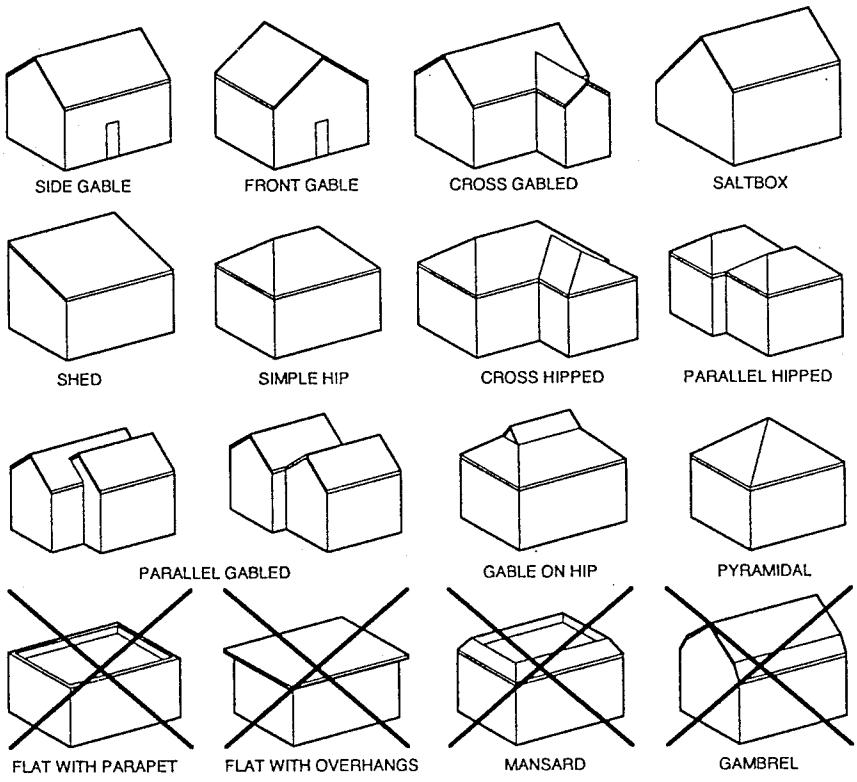

POLYGONAL

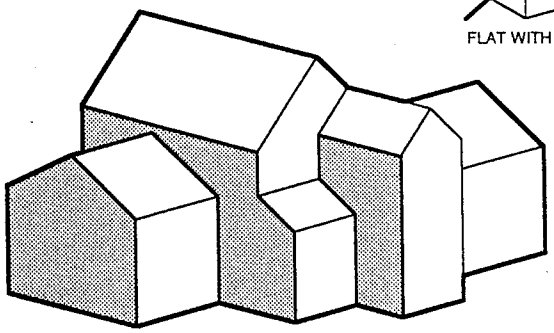

SHED

Appropriate:
Gable, shed, and hip roofs
Combination of roof types
Varying ridge height
Unglazed tile - as an accent material
Composition shingle

Inappropriate:
Large expanses of flat roofs
Gambrel roofs
Steep mansard roofs
A-frame type roofs
Metal roofs

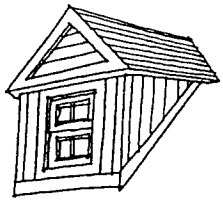
Intent: To encourage the design of roofs on residential structures to emulate the best design solutions in the community.





INSET

GABLE


GABLE

VI. IMPLEMENTATION

The success of this design plan depends partly on effective implementation of its concepts. Community leaders will need to work with public agencies to produce the plan's vision. The following tasks and programs are recommended to be accomplished within early but reasonable time frames:

1. **El Camino Real Streetscape Enhancements.** The county is preparing a 'layout' plan for the corridor that indicates the detailed features that would implement the streetscape sections of this plan. It should be reviewed and approved by the advisory council and Board of Supervisors. Completion of this plan will allow cost estimates to be made for grant applications that can be submitted to regional and state transportation funding agencies (San Luis Obispo Council of Governments and Caltrans. Once grant funding is secured, it should be developed from a conceptual plan into construction drawings.

2. **Highway 58 South of El Camino Real.** The Departments of Planning and Building and Public Works should work with Caltrans to improve the right-of-way with pedestrian and bicyclist safety features and eliminate existing hazards to cross-traffic and pedestrians. A streetscape plan should also be prepared by the Department of Planning and Building to obtain grant funding for corridor amenities such as pathways and trees, to be completed with Caltrans approval.

3. **Residential Streetscape Enhancements.** Streetscape plans should be developed at a detailed conceptual level to enable block improvements to be made on the basis of need and acceptance by individual neighborhoods. Similar to the El Camino Real drawings, these should be prepared so that they can be used for cost estimates to support grant applications. Detailed construction drawings should be prepared only after approval by neighborhood representative s at public workshops.

4. **Alleys.** The business and residential alleys should be improved voluntarily by property owners and by the county Public Works Department, and waste collection routes should be altered to use the improved alleys. Means of maintaining the alleys should be obtained as part of the process.

5. **Pathways.** The community can work with the county and major property owners such as Union Pacific Railroad to formalize the system of pedestrian paths through town. An ad hoc committee should be formed by the advisory council to pursue this project. Once the trail is approved and funding and maintenance are secured, the pathways should be designed in detail by a landscape architect so that they can be constructed.

6. **Beautification of Well Site.** At the county well site at Maria Avenue and el Camino Real, the Department of Planning and Building should work with the community, the Public Works Department and CSA 23 to upgrade the chain link fencing to a decorative wood fence with landscaping to improve and enhance its appearance from El Camino Real.

7. **Community Center Enhancements.** The Departments of Planning and Building and General Services should work with the community to plan functional and aesthetic enhancements to the community center located at I Street and Murphy Avenue. Streetscape improvements should also be planned adjacent to and along nearby streets to enhance pedestrian circulation to the site.

8. **Open Spaces.** The Department of Planning and Building and the Parks Division of the General Services Department should work with the land owners and the community to acquire, develop and maintain the system of parks and public spaces described in this plan. Such features as the horse arena should be developed as open natural areas and linked to the county park by a greenway (linear park) along H Street, and by landscaped pathways to street-end parks north of the railroad, to the community center and to other small public spaces.

9. **Tree Planting and Maintenance.** A tree planting and maintenance program should be developed to provide annual increases in these activities until its objectives are met The efforts of Santa Margarita Community Forestry should be encouraged and aided to expand its education and conservation activities. This group's *Walking Tour Guide* should be expanded by other informational sources, and its research on maintaining the health of the European elms should be supported. Assistance should be given to promote the values of an extensive urban forest, utilizing informational sources such as the State of Washington Community Forestry Council.

10. **Community Clean-up Days.** An initial event should be planned with the Department of Planning and Building to clean up unsightly yard areas, provide assistance in screening such materials, and to educate property owners on the proper storage and screening of stuff that detracts from an appealing and even beautiful community. Annual or periodic follow-up days should then be planned.

11. **Maintaining Streetscapes and Parks.** Local sources need to be obtained for funding long-term, continued maintenance of the streetscapes and park features, such as pathways, landscaping and irrigation, benches, trash receptacles, before construction funding is approved. Besides any new entities, the existing County Service Area 23 would be a possible source as well as Caltrans along Highway 58.

SCHEDULE FOR COMPLETING IMPLEMENTATION PROGRAMS
SANTA MARGARITA DESIGN PLAN

Title		Responsible Agencies	Potential Funding	Priority	Time Frame
1.	El Camino Real Streetscape Improvements	Planning & Building, SLOCOG, Caltrans	Grant funding: STIP	High	1-3
2.	Highway 58 South of El Camino Real	Planning & Building, Public Works, SLOCOG, Caltrans	Grant funding; STIP	High	1-3
3.	Residential Streetscape Enhancements	Planning & Building, Public Works	Grant funding, assessment district	Moderate	3-5
4.	Alleys	Public Works, Planning & Building	Grant funding, assessment district	Moderate	3-5
5.	Pathways	Planning & Building, General Services	Grant funding, assessment district	Moderate	1-3
6.	Beautification of Well Site	Planning & Building, Public Works, CSA 23	Community, assessment district	Low	3-5
7.	Community Center Enhancements	Planning & Building, General Services	General Fund, grant funding	Moderate	1-3
8.	Open Spaces	Planning & Building, General Services	General Fund, grant funding, assessment district	High	1-3
9.	Tree Planting & Maintenance	Planning & Building	Community fundraising, assessment district	High	1-3
10.	Community Clean-up Days	Planning & Building	General Fund, community fundraising	High	1-5
11.	Maintaining Streetscapes and Parks	Planning & Building; Caltrans; CSA-23; General Services for parks	County service area; Assessment district	High	1-3

APPENDIX

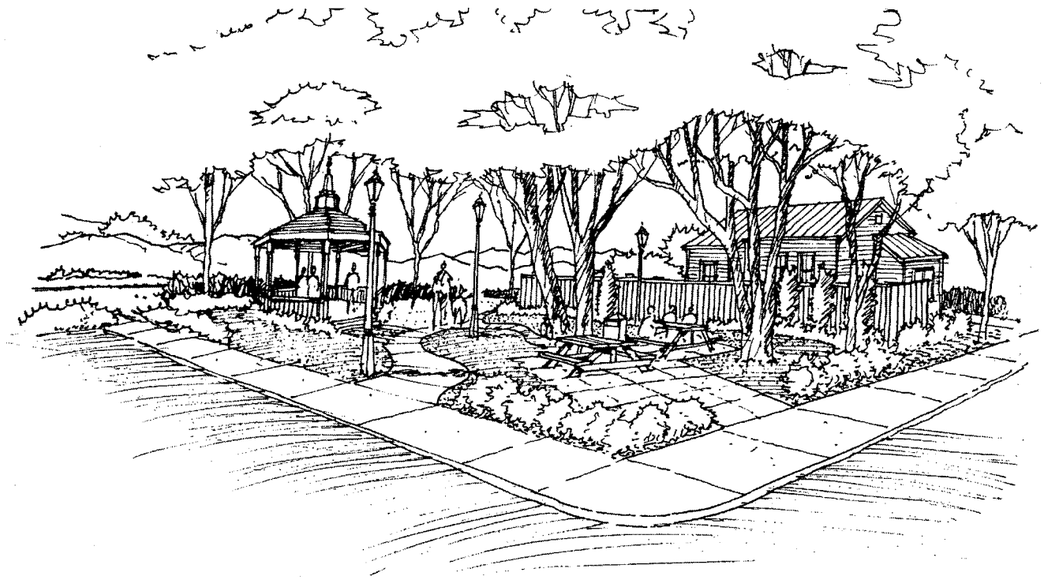
A. List of Preferred Trees

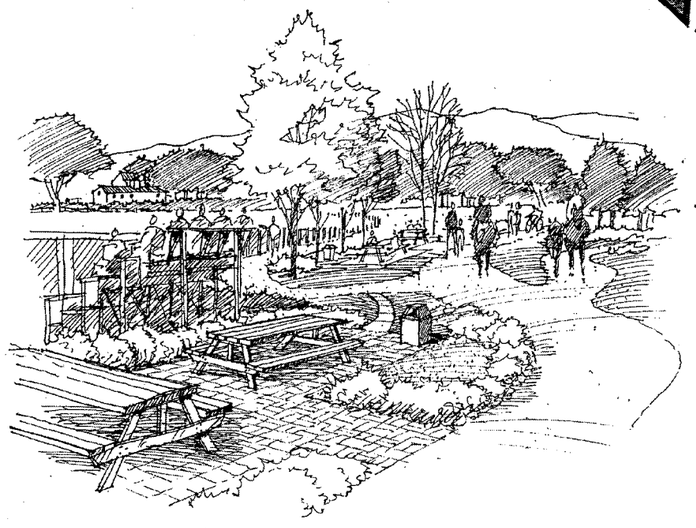
The following table lists the preferred trees for Santa Margarita as a guide to selecting appropriate species, to be used as a starting point in the selection process. Thanks to the source, Santa Margarita Community Forestry, a local non-profit organization.

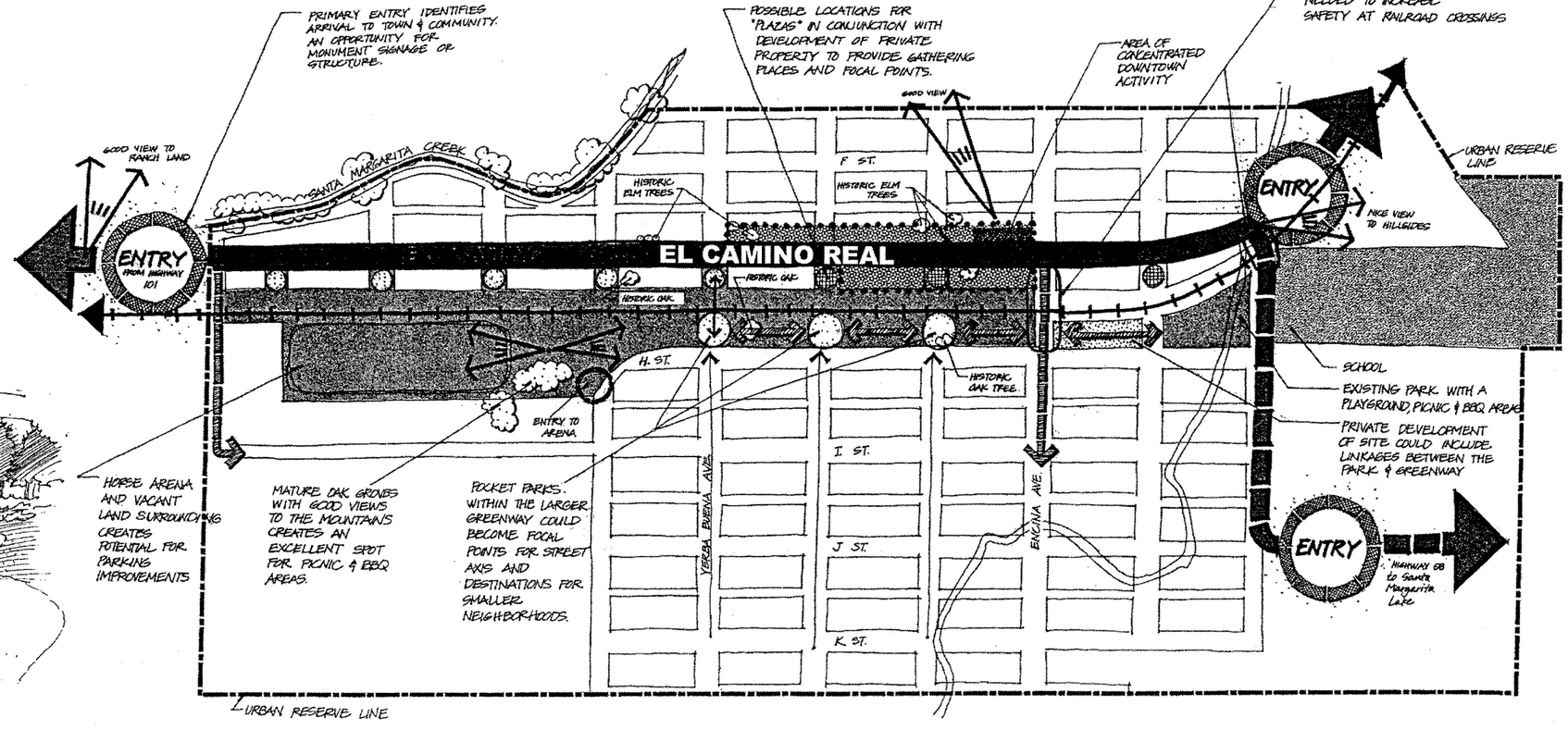
	Common	Scientific	Evergreen	Drought Tolerant	Native	Showy Flowers	Fall Color	Demonstration Forest	Walkabout Tour	Remarks
Small ~ Up to 35 ft.	California Buckeye	*Aesculus californica*		•	•	•	•			*Spectacular flower spikes; fruits are poisonous*
	Red Horsechestnut	*Aesculus carnea*	•			•				*Summer deciduous, but in a good way*
	Eastern Redbud	*Cercis canadensis*				•				*A much-loved tree*
	Western Redbud	*Cercis occidentalis*		•	•	•		•		*Colorful and hardy once established*
	Chitalpa	*Chitalpa tashkentensis*		•		•		•		*Beautiful, long-lasting blooms*
	Crape Myrtle	*Lagerstroemia indica*		•		•			•	*Somewhat overused but still a good choice*
	Sweet Bay Laurel	*Laurus nobilis*	•	•						*Aromatic leaves used by cooks*
	Crabapple	*Malus spp.*		•		•	•	•		*Choose only disease resistant varieties*
	California Laurel	*Umbellularia californica*	•	•	•					*Slow-growing but has many desirable qualities*
Medium ~ Up to 65 ft.	California Bigleaf Maple	*Acer macrophyllum*			•		•			*Size varies considerably with local conditions*
	White Alder	*Alnus rhombifolia*			•			•	•	*Useful and fast-growing native; invasive roots*
	Marina Madrone	*Arbutus 'marina'*		•				•		*Interesting and attractive fruits, flowers and bark*
	Incense Cedar	*Calocedrus decurrens*	•	•	•			•	•	*Slow-growing at first; highly recommended*
	Maidenhair Tree	*Ginkgo biloba*						•	•	*Named varieties are reliably male*
	Chinese Pistache	*Pistacia chinensis*		•				•	•	*Excellent fall color choice for our mild climate*
	Ornamental Pear	*Pyrus calleryana*				•	•			*Many varieties available*
	Holly Oak	*Quercus ilex*	•	•						*Nice oak for many landscape uses*
	Cork Oak	*Quercus suber*	•	•					•	*Interesting bark is source of commercial cork*
Large ~ > 65 ft.	Deodar Cedar	*Cedrus deodara*	•	•				•		*Highly recommended*
	Sweet Gum	*Liquidambar spp.*						•	•	*Needs summer water; great fall color*
	California Sycamore	*Platanus racemosa*			•				•	*Admired but subject to disease/pest problems*
	London Plane Tree	*P. x acerifolia*							•	*Very hardy performer*
	Valley Oak	*Quercus lobata*		•	•			•	•	*Highly rated native; massive, graceful, long-lived*
	Coast Live Oak	*Quercus agrifolia*	•	•	•				•	*Slow-growing native treasure*
	Coast Redwood	*Sequoia sempervirens*	•		•			•	•	*Needs ample water and room; does best in groups*

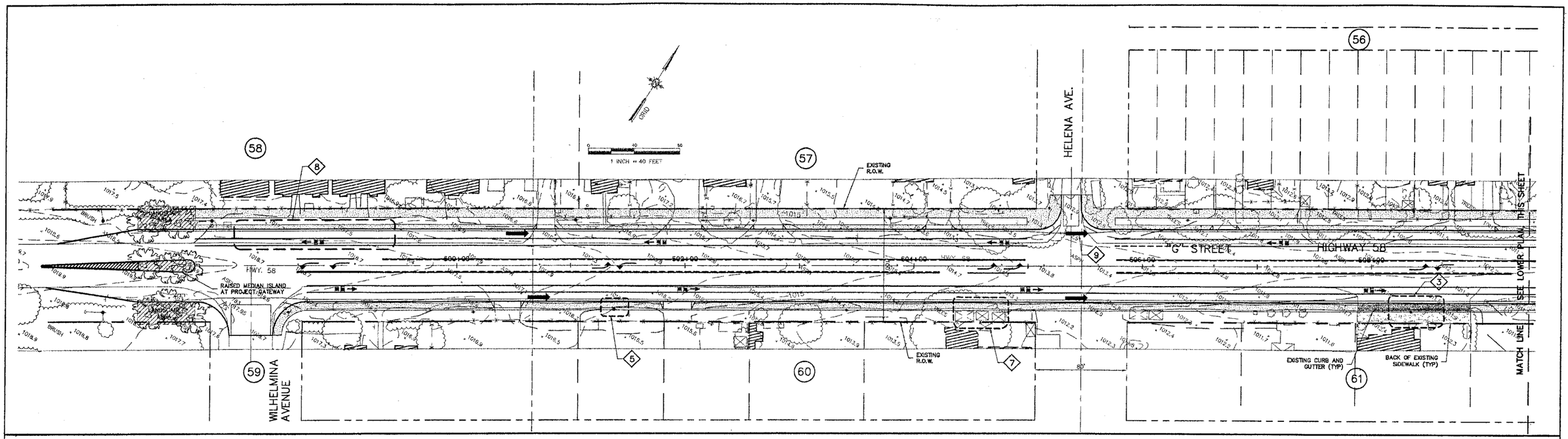
Santa Margarita

Design Opportunities and Constraints









LEGEND

- OFF-STREET DRAINAGE OPPORTUNITY
- EXISTING DRAINAGE CULVERT
- PROPOSED STREET DRAINAGE PATTERNS
- PROPOSED PAINTED MEDIAN
- PROPOSED 10' WIDE CROSSWALK
- PROPOSED CONC. CURB, GUTTER, AND SIDEWALK
- PROPOSED D.G. PATHWAY
- PROPOSED 6" CONC. CURB AND GUTTER
- PROPOSED 6" A.C. DIKE
- EXISTING CURB/GUTTER AND SIDEWALK BEYOND PROPOSED STREET IMPROVEMENTS (ABANDONMENT OR INTEGRATION INTO PLAN TO BE DETERMINED)
- EXISTING ASPHALT BEYOND PROPOSED STREET IMPROVEMENTS (ABANDONMENT OR INTEGRATION INTO PLAN TO BE DETERMINED)
- PROPOSED LANDSCAPING AREA
- PROPOSED STREET TREE

Cannon ASSOCIATES
ENGINEERS
PLANNERS
SURVEYORS
364 Pacific Street
San Luis Obispo, CA 93401
(805) 544-7407

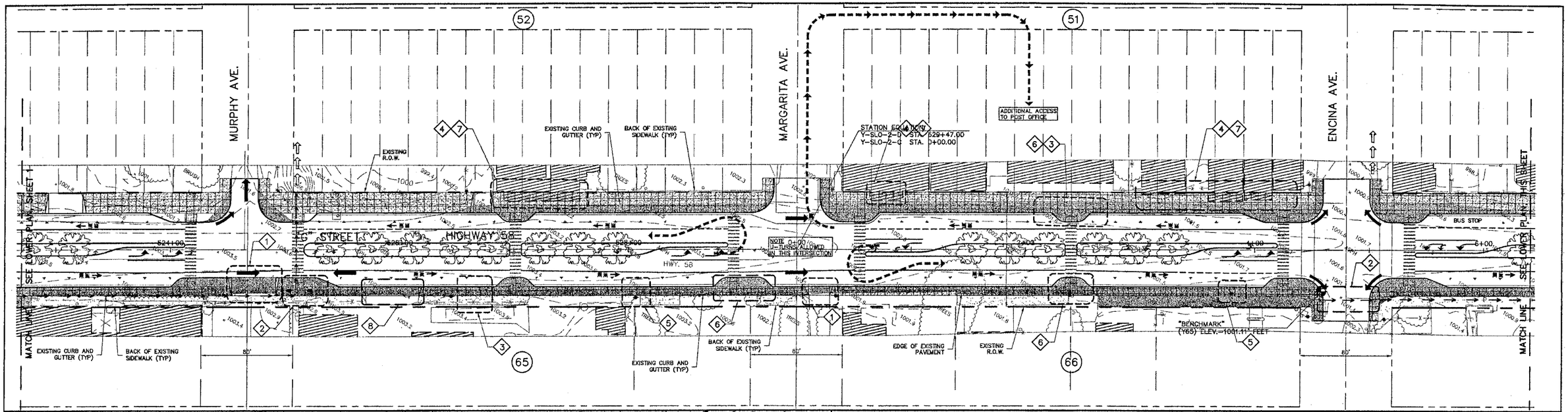
THIS DOCUMENT WAS PREPARED BY CANNON ASSOCIATES (CA) AS AN INSTRUMENT OF PROFESSIONAL SERVICE AND SHALL REMAIN THE PROPERTY OF CA. THE RECIPIENT MAY MAINTAIN COPIES FOR INFORMATION AND REFERENCE IN CONNECTION ONLY WITH THIS SPECIFIC PROJECT. FURTHER, THE RECIPIENT RECOGNIZES THAT CHANGES OR MODIFICATIONS TO CA INSTRUMENTS OF PROFESSIONAL SERVICE INTRODUCED BY ANYONE OTHER THAN CA MAY RESULT IN ADVERSE CONSEQUENCES WHICH CA CAN NEITHER PREDICT NOR CONTROL. ACCEPTANCE OF THE DELIVERY OF THIS DOCUMENT CONSTITUTES AGREEMENT TO THESE TERMS AND CONDITIONS.

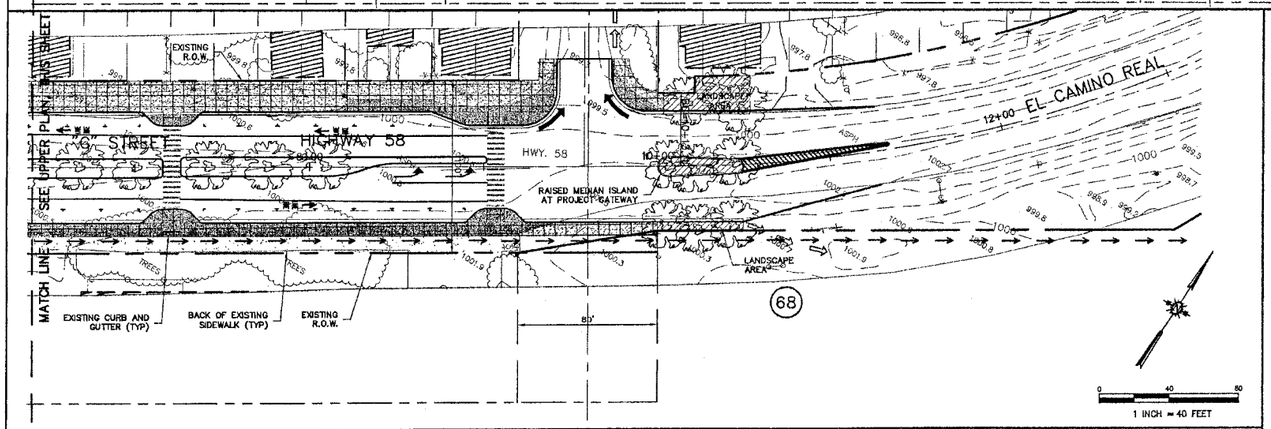
CONCEPTUAL STRIPING PLAN
EL CAMINO REAL
HIGHWAY 58
TOWN OF SANTA MARGARITA
SAN LUIS OBISPO COUNTY, CALIFORNIA

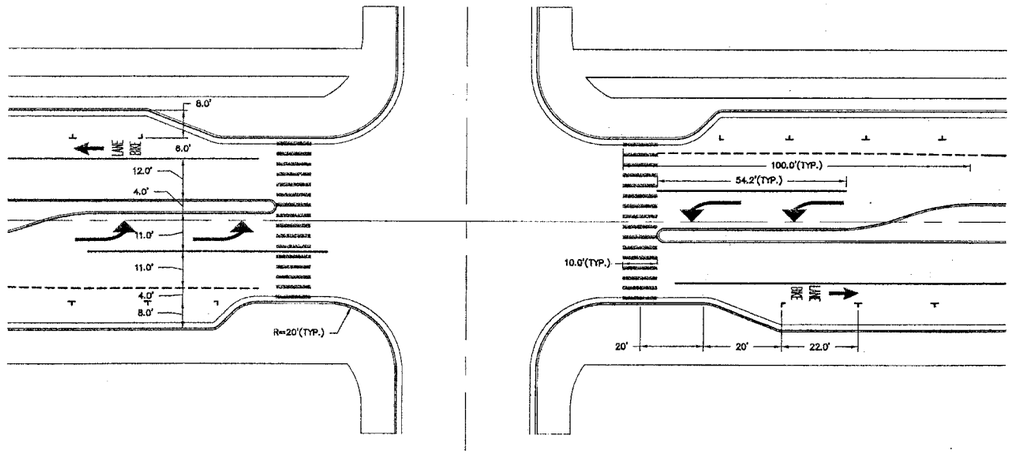
DRAWN BY	DATE	CA JOB NO.
LAR/CLJ	05/02/01	000719
CHECKED BY	SCALE	SHEET
DP	1" = 40'	1 OF 4

MAY 14 2001

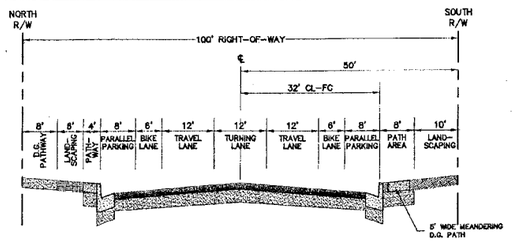
F:\proj\2000\000719\Civil\Master Drawings\071905T0.dwg 5-14-01 01:52:49 PM AlexR



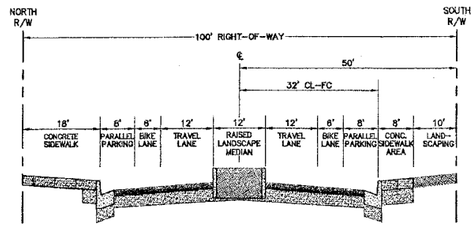




TYPICAL MEDIAN INTERSECTION
1"=20'



TYPICAL STREET SECTION – OUTSIDE OF DOWNTOWN
N.T.S.



TYPICAL STREET SECTION – DOWNTOWN
N.T.S.

MAJOR DESIGN CONSTRAINTS

(PARTIAL LIST OF MAJOR DESIGN ISSUES)

1. DRIVEWAYS LOCATED IN INTERSECTIONS MAY BE PROBLEMATIC FOR OPPOSING TRAFFIC AND IS NOT A GENERALLY ACCEPTED CONFIGURATION.
2. MAJOR EXISTING DRAINAGE FACILITIES CONFLICT WITH PROPOSED CURB, GUTTER, SIDEWALK, A.C. PAVEMENT, SURFACE UTILITIES, BUILDING STRUCTURES, ETC.
3. PROPOSED IMPROVEMENTS DO NOT ALIGN WITH ADJACENT EXISTING CURB, GUTTER, SIDEWALK, A.C. PAVEMENT, SURFACE UTILITIES, BUILDING STRUCTURES, ETC.
4. VERTICAL RELATIONSHIPS BETWEEN EXISTING BUILDINGS AND PROPOSED IMPROVEMENTS.
5. HORIZONTAL AND VERTICAL RELATIONSHIPS BETWEEN EXISTING UTILITY STRUCTURES (SUCH AS FIRE HYDRANTS AND UTILITY POLES) AND PROPOSED IMPROVEMENTS.
6. PROPOSED SIDEWALK WIDTHS AND CURB/GUTTER BULB-OUTS MAY NOT COINCIDE WITH EXISTING CURB, GUTTER, SIDEWALK, A.C. PAVEMENT, SURFACE UTILITIES, BUILDING STRUCTURES, ETC. (PRIMARILY VERTICAL RELATIONSHIPS)
7. EXISTING STRUCTURE ENCROACHES INTO PUBLIC RIGHT-OF-WAY, MAY REQUIRE RELOCATION, STREET DESIGN ALTERATION(S), OR PARTIAL RELINQUISHMENT.
8. EXISTING DRIVEWAYS HAVE BEEN APPROXIMATED (NUMBERS, LOCATIONS, AND WIDTHS) FOR THIS CONCEPTUAL PLAN – ALL DRIVEWAYS TO BE LOCATED AND IDENTIFIED WITH DETAILED DESIGN EFFORTS.
9. PROPOSED IMPOVEMENTS WILL ALTER EXISTING DRAINAGE CONDITIONS. STREET RUNOFF WILL BE CONCENTRATED INTO GUTTER FLOW. OUTLETS FOR, CONCENTRATED RUNOFF, HAVE YET TO BE DETERMINED.

Cannon ASSOCIATES
ENGINEERS PLANNERS SURVEYORS
364 Pacific Street
San Luis Obispo, CA 93401
(805) 544-7407

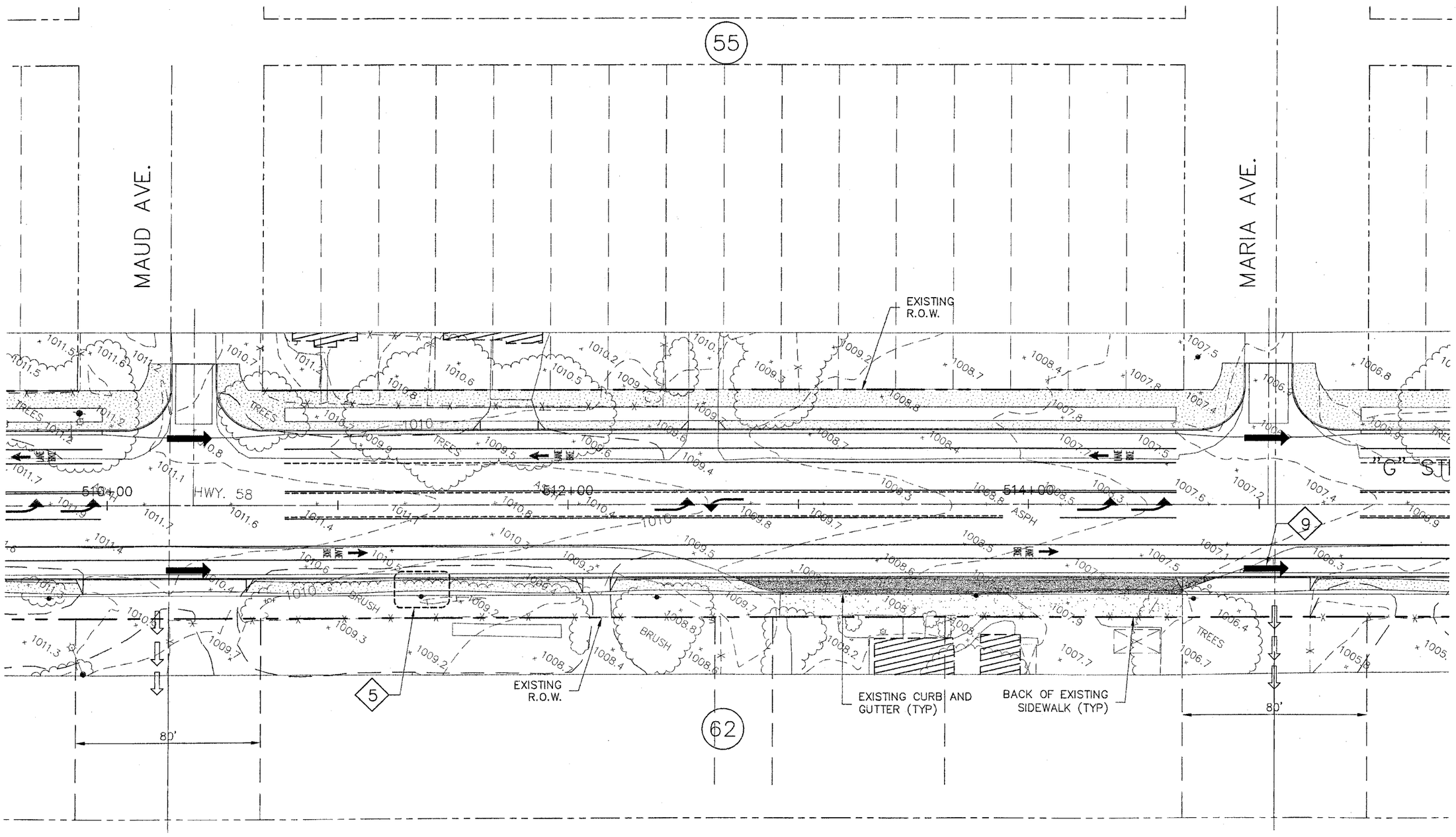
THIS DOCUMENT WAS PREPARED BY CANNON ASSOCIATES (CA) AS AN INSTRUMENT OF PROFESSIONAL SERVICE AND SHALL REMAIN THE PROPERTY OF CA. THE RECIPIENT MAY MAINTAIN COPIES FOR INFORMATION AND REFERENCE IN CONNECTION ONLY WITH THIS SPECIFIC PROJECT. FURTHER, THE RECIPIENT RECOGNIZES THAT CHANGES OR MODIFICATIONS TO CA INSTRUMENTS OF PROFESSIONAL SERVICE INTRODUCED BY ANYONE OTHER THAN CA MAY RESULT IN ADVERSE CONSEQUENCES WHICH CA CAN NEITHER PREDICT NOR CONTROL. ACCEPTANCE OF THIS DELIVERY OF THIS DOCUMENT CONSTITUTES AGREEMENT TO THESE TERMS AND CONDITIONS.

CONCEPTUAL STRIPING PLAN
EL CAMINO REAL
HIGHWAY 58
TOWN OF SANTA MARGARITA
SAN LUIS OBISPO, CALIFORNIA

DRAWN BY	DATE	CA JOB NO.
LAR/CLJ	05/02/01	000719
CHECKED BY	SCALE	SHEET
DP	1" = 40'	2 OF 4

F:\proj\2000\00719\Civil\Master Drawings\07190STD.dwg 5-14-01 01:54:33 PM AlexR

MAY 14 2001



1 INCH = 20 FEET

Cannon ASSOCIATES
ENGINEERS
PLANNERS
SURVEYORS
564 Marsh Street
San Luis Obispo, CA 93401
(805) 544-7407

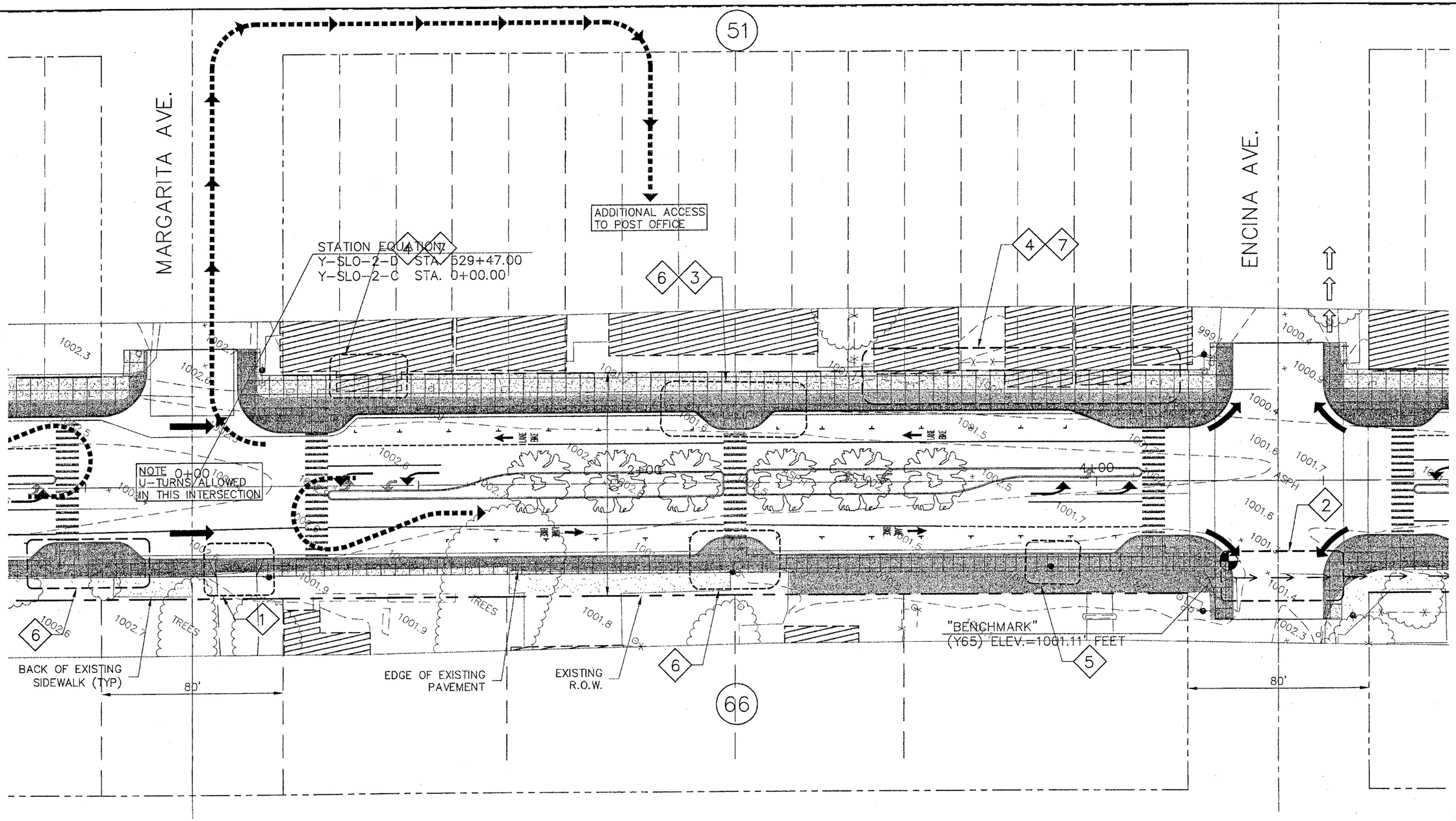
THIS DOCUMENT WAS PREPARED BY CANNON ASSOCIATES (CA) AS AN INSTRUMENT OF PROFESSIONAL SERVICE AND SHALL REMAIN THE PROPERTY OF CA. IT IS INTENDED MAY MAINTAIN COPIES FOR INFORMATION AND REFERENCE IN CONNECTION ONLY WITH THIS SPECIFIC PROJECT. FURTHER, THE RECIPIENT RECOGNIZES THAT CHANGES OR MODIFICATIONS TO CA INSTRUMENTS OF PROFESSIONAL SERVICE INTRODUCED BY ANYONE OTHER THAN CA MAY RESULT IN ADVERSE CONSEQUENCES WHICH CA CAN NEITHER PREDICT NOR CONTROL. ACCEPTANCE OF THE DELIVERY OF THIS DOCUMENT CONSTITUTES AGREEMENT TO THESE TERMS AND CONDITIONS.

CONCEPTUAL STRIPING PLAN – DETAIL
OUTSIDE OF DOWNTOWN
EL CAMINO REAL
TOWN OF SANTA MARGARITA
SAN LUIS OBISPO, CALIFORNIA

DRAWN BY	DATE	CA JOB NO.
LAR/CLJ	05/02/01	000719
CHECKED BY	SCALE	SHEET
DP	1" = 20'	3 OF 4

F:\proj\2000\000719\Civil\Master Drawings\071903ST0.dwg 5-14-01 01:55:02 PM AlexR

MAY 14 2001



Cannon ASSOCIATES
ENGINEERS PLANNERS SURVEYORS
554 Pacific Street
San Luis Obispo, CA 93401
(805) 544-7407

THIS DOCUMENT WAS PREPARED BY CANNON ASSOCIATES (CA) AS AN INSTRUMENT OF PROFESSIONAL SERVICE AND SHALL REMAIN THE PROPERTY OF CA. THE RECIPIENT MAY MAINTAIN COPIES FOR INFORMATION AND REFERENCE IN CONNECTION ONLY WITH THIS SPECIFIC PROJECT. FURTHER, THE RECIPIENT RECOGNIZES THAT CHANGES OR MODIFICATIONS TO CA INSTRUMENTS OF PROFESSIONAL SERVICE INTRODUCED BY ANYONE OTHER THAN CA MAY RESULT IN ADVERSE CONSEQUENCES WHICH CA CAN NEITHER PREDICT NOR CONTROL. ACCEPTANCE OF THE DELIVERY OF THIS DOCUMENT CONSTITUTES AGREEMENT TO THESE TERMS AND CONDITIONS.

CONCEPTUAL STRIPING PLAN – DETAIL
DOWNTOWN IMPROVEMENTS
EL CAMINO REAL
TOWN OF SANTA MARGARITA
SAN LUIS OBISPO, CALIFORNIA

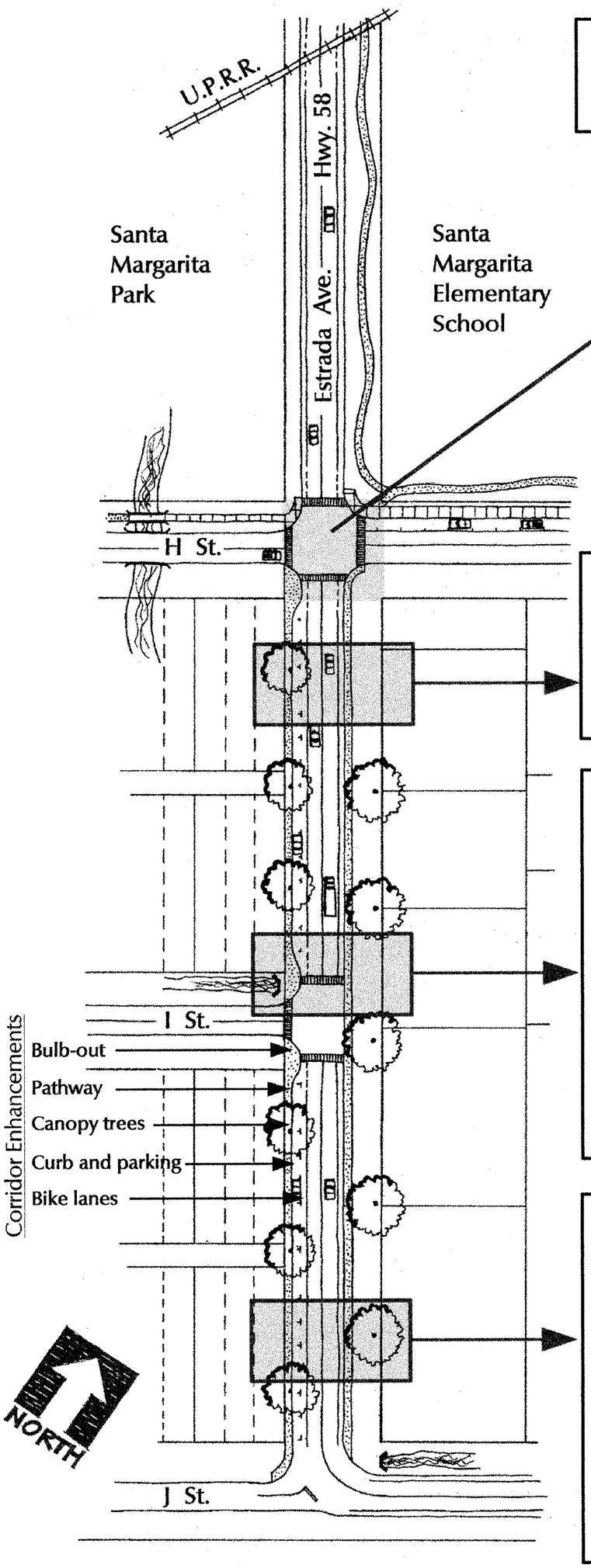
DRAWN BY	DATE	CA JOB NO.
LAR/CLJ	05/02/01	000719
CHECKED BY	SCALE	SHEET
DP	1" = 20'	4 OF 4

MAY 14 2001

F:\proj\2000\000719\Civil\Master Drawings\07190STD.dwg 5-14-01 01:55:17 PM AlexR

Highway 58 - Estrada Avenue

Corridor Enhancements & Pedestrian Improvements



H St. Intersection

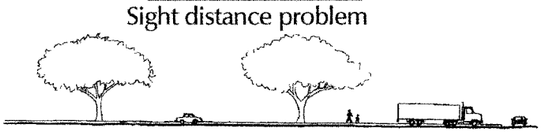
Unimproved corners and pathways

Solutions:

- Curbs at corners
- Textured crossings
- Sidewalk to pedestrian bridge
- Culvert at ditch

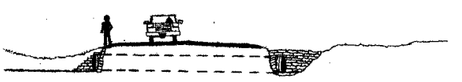
Hill South of H St.

Sight distance problem

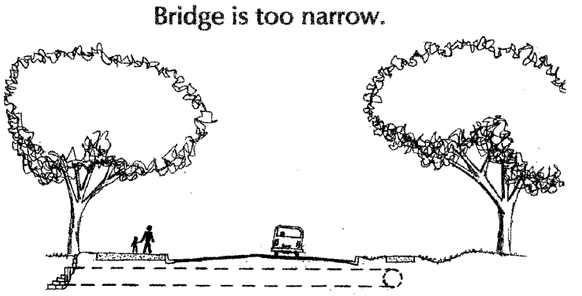


Solution: Eliminate hill.

Culvert Bridge at I St.



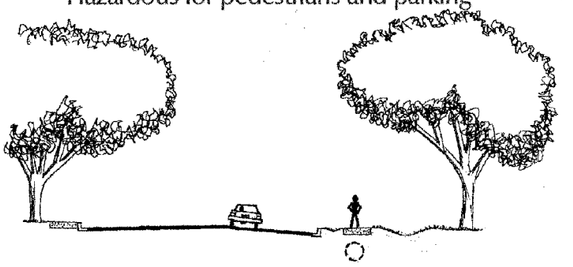
Bridge is too narrow.



Solution: Widen bridge for pedestrians and bikes.

Ditch Between I and J St.

Hazardous for pedestrians and parking



Solution: Culvert and Pathway