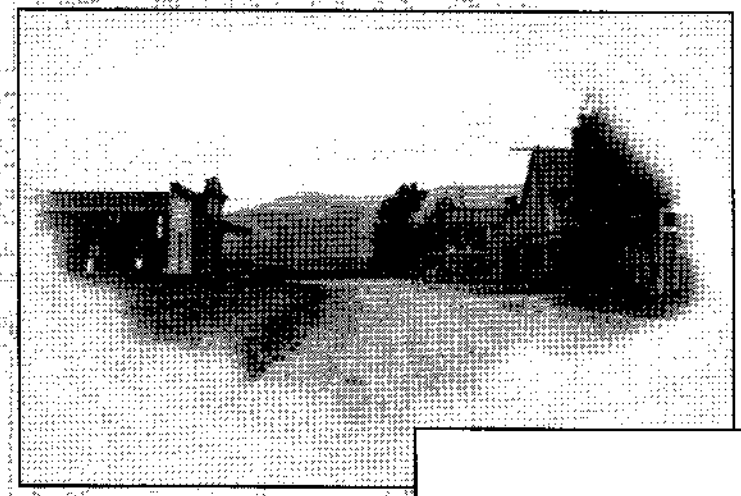
Olde Towne Nipomo

Design and Circulation Plan



by:

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OLDE TOWNE NIPOMO
DESIGN AND CIRCULATION PLAN

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ACRONYM LIST

ADT - Average Daily Traffic
ATE - Associated Traffic Engineers
CDBG - Community Development Block Grant
EFM -
FEMA - Federal Emergency Management Agency
ISTEA - Intermodal Surface Transportation Efficiency Act
LOS - Level of Service
LUO - Land Use Ordinance
MUP - Minor Use Permit
OTN - Olde Towne Nipomo
PCRR - Pacific Coast Railroad
PHT - Peak Hour Traffic
SLO COG - San Luis Obispo County of Governments

OLDE TOWNE NIPOMO
DESIGN AND CIRCULATION PLAN

Old Jocko's Water Tower
Painting by Fred Sweeney

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Part 1

Introduction and Planning Background

PART 1
Introduction and Planning Background

1.1 Introduction and Background

The Olde Towne Nipomo Design and Circulation Plan (OTN Design and Circulation Plan) was prepared under the joint auspices of the County of San Luis Obispo and the Olde Towne Nipomo Association (OTNA). The OTNA took the lead among several local citizens' groups in encouraging the revitalization of the Olde Towne Nipomo core area. The Chamber of Commerce and local citizens also played a role in the planning process.

Nipomo, first flourishing in the 1880s as an agricultural shipping point on the Pacific Coast Railway, has deep roots in a rural and historic past. Olde Towne is the historic downtown area of Nipomo along W. Tefft Street centered between Thompson Avenue (the original highway) and the railroad tracks that paralleled Carrillo Street and Nipomo Creek. The demise of the railroad in the late 1920s and a great fire in 1923 delayed future development plans for Nipomo. Construction of a new Highway 101 in the late 1950s and expansion of the residential population in the 1970s primarily on the west side of the highway further changed South County development patterns. As a result, the historic part of town was never rebuilt and became increasingly obsolete and vacant.

PURPOSE

With increasing population and development in the 1990s, it has become apparent to many of the community leaders, that a second resurgence nearly one century after the first, is both desirable and possible. Their local enthusiasm and desire to maintain the historic and rural quality of the old downtown area lead to the drafting of the present plan.

The residents and business owners of Nipomo have expressed a strong desire to protect and enhance the Olde Towne's rural character. This revitalization plan intends to protect and restore Olde Towne's uniqueness while accommodating growth in the future. With strong coordinated design direction based upon an upgraded circulation system, Olde Towne Nipomo can resurrect its historic village character. The OTN Design and Circulation Plan serves as a guide for the design of all new public improvements as well as commercial and office development within the historic downtown.

Nipomo residents have a deep affection for their community's agricultural setting, historic past, and quality of life. They feel strongly about the need for the community to protect its special historic character and maintain continuity between the newer, growing west side and the established, historic east side. The community clearly wishes to avoid the haphazard community development common to other growing towns. They feel that with good planning, well-identified goals, community accepted guidelines as well as political and economic support of the wider community, Olde Towne Nipomo can return to an effective and vital component of the developing South County area. The purpose of the OTN Design and Circulation Plan is to facilitate and focus this process.

PLANNING GOALS

The goal of the OTN Design and Circulation Plan is to create a visual environment that evokes a varied yet unified image. The community's preference is to maintain and strengthen the village character and not invite "big-box" retailing or highway commercial development. With a defined set of guidelines, both residents and business owners are able to perceive and relate to the common character of the entire community.

Design guidelines in this plan will guide property development in Olde Towne Nipomo so that the character of the community is protected and enhanced. These guidelines provide landowners, businesses, and prospective developers the ability to make design decisions that are consistent with the plan early in the process.

The guidelines are both advisory and discretionary, to be used in the review of development projects by the County as a project evaluation tool. They also provide a set of ideas to assist in project development. The purpose is to ensure that every new development will carefully consider the community context in which it takes place and make a conscientious effort to develop a compatible relationship to the natural and historic setting, neighboring properties and community design goals.

In addition to guidelines, the plan includes specific standards regarding street improvements and the location of buildings along W. Tefft Street and Thompson Avenue. The intent of these standards is to ensure a unified street character and uniformity of development of public facilities.

The goal of the circulation portion of the OTN Design and Circulation Plan is to provide a pedestrian-friendly downtown with convenient access and parking. The infrastructure improvements and common streetscape theme will set the stage for the desired atmosphere of Nipomo as development of Olde Towne incrementally takes place. The circulation plan provides the foundation for County funding decisions, as well.

THE PLANNING PROCESS

The OTN Design and Circulation Plan evolved out of a process of citizen involvement in a community workshop format. At a series of workshops, the public was encouraged to participate in hands-on activities aimed at incorporating their ideas into the planning effort. At the first workshop, the citizens identified major community characteristics that they desired. They reviewed areas requiring improvement and listed commercial activities desired in the core area. The workshop concluded with a community preference survey. A slide show of various architectural styles, street and parking standards as well as street furniture allowed the participants to identify preferences they felt were most in character with Nipomo.

In the second workshop, with over 60 participants, small focus groups were formed to actually design their community. The result was a series of maps, key words, and concepts that formed the consensus of the citizens and gave guidance to the consultant team.

The last workshops concluded with a series of design standards and guidelines based upon information from the first two workshops. The result is a plan that states a strong vision for Nipomo by responding to community desires.

The OTN Design and Circulation Plan sets forth the vision for the Olde Towne that recognizes the preservation and revitalization of the Olde Towne area as paramount. It addresses existing conditions, needs and a vision of the future. It encourages a mix of land uses supported by a unifying pedestrian network. It sets forth detailed guidelines for the preservation and enhancement of the Olde Towne area and establishes design standards for public spaces and street improvements.

STUDY AREA

Olde Towne Nipomo is a rural village with its core at the intersection of W. Tefft Street and Thompson Avenue. The intensity of commercial and residential development decreases as one moves outward, away from the core intersection. The study area covers an approximately 20-block area stretching almost two-thirds of a mile between Highway 101 and Thompson Avenue centering on W. Tefft Street (see Figure 1.1).

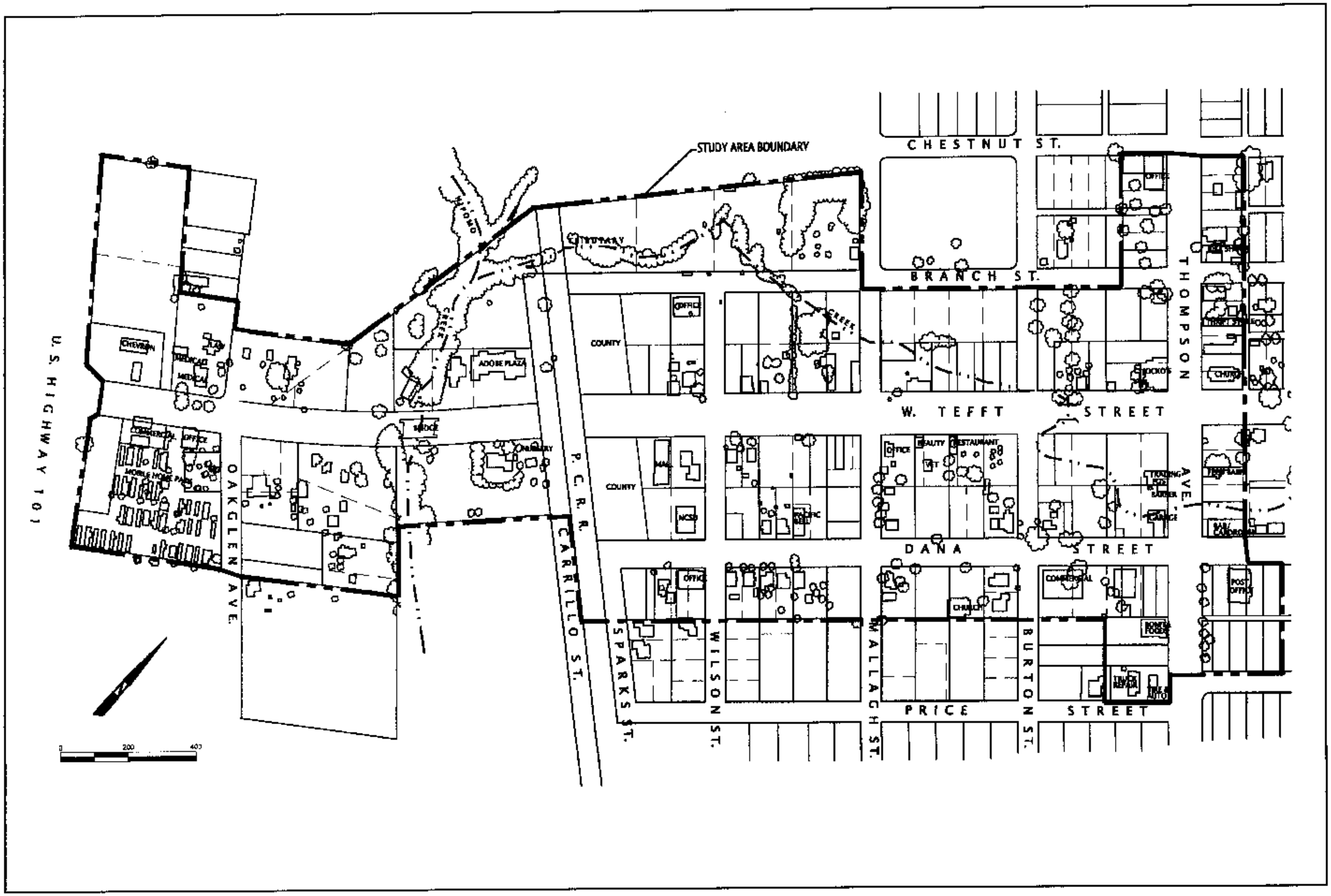


Figure 1.1: Downtown Study Area

1.2 Existing Conditions

OLDE TOWNE HISTORY/CHARACTER

The character of Olde Towne Nipomo is that of a friendly, sociable and safe town with a compact downtown amidst a rural/agricultural surrounding area. The core eight blocks are small enough that a pedestrian community is easily achievable.

The Olde Towne area contains scattered single family homes and is surrounded on the north, east, and south by single family residential developments. It contains institutional buildings such as the Nipomo Community Service District's new building, several churches, and a school. A branch of Nipomo Creek defines nearly half of the northern boundary. U.S. Highway 101 effectively terminates the core commercial area from the newly developing area to the west on the mesa adjacent to Highway 101 (see Figure 1.2: Major Physical Features).

The architectural character of the existing commercial buildings is either a wood version of early Victorian/western commercial or a more contemporary stucco derivation of earlier Spanish styles. With the exception the old church at the intersection of W. Tefft and Thompson Avenue, few of the existing structures provide a strong architectural presence which can be the model or focal point for future development. We emphasize, however, that the expectation for architectural design is more for a unified and strong community presence rather than specific architectural masterpieces. Existing structures should be retained where reasonable, but because of the 1923 fire and general aging of buildings there are few structures that contribute to the desired architectural character. In conclusion, Olde Towne Nipomo can start with a relatively clean slate and draw upon its historic past.

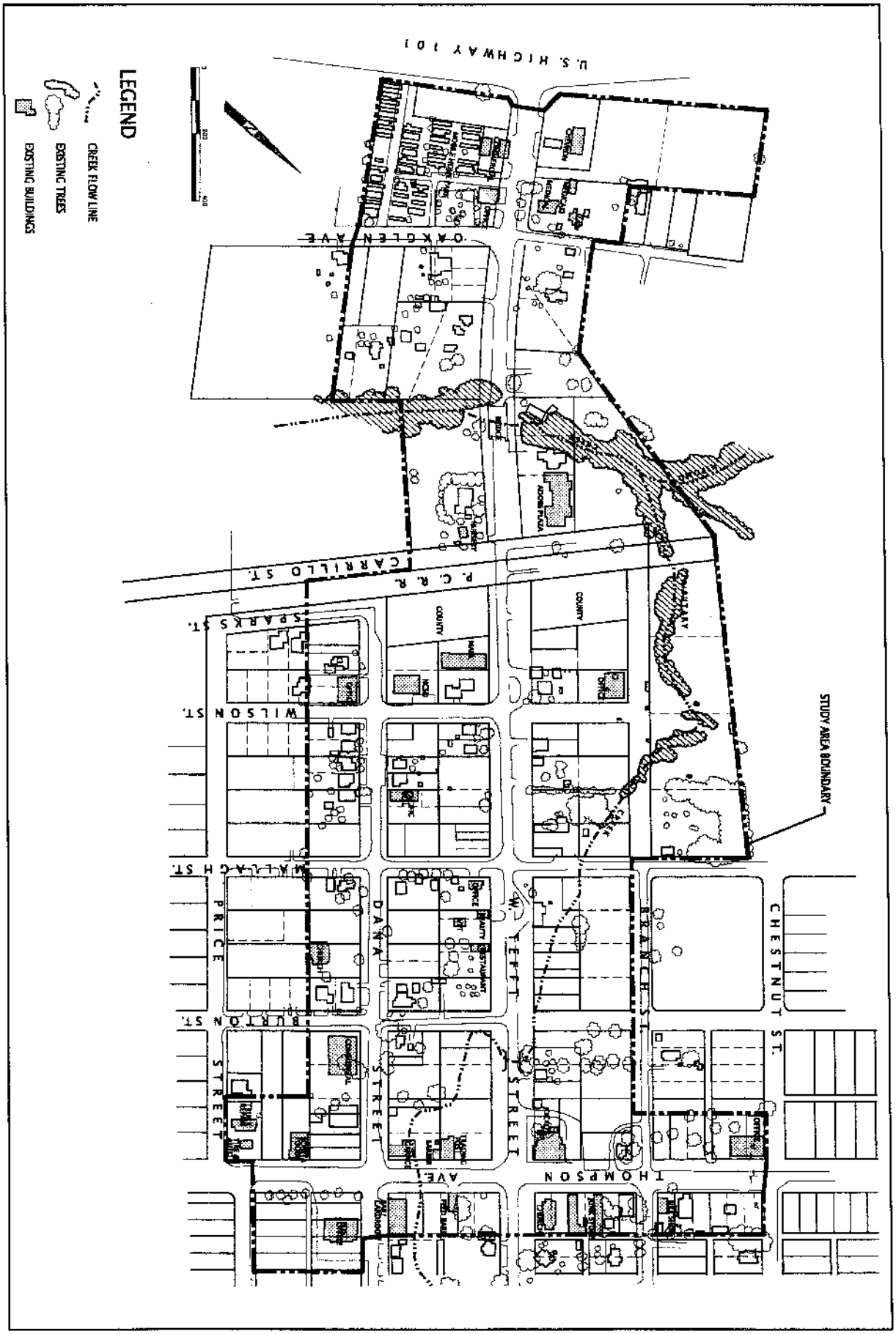


Figure 1.2: Major Physical Features

LAND USES

The South County Area Plan for Nipomo calls for residential neighborhoods adjacent to an expanding central business district. The commercial core is intended to accommodate an expansion of retail businesses. Approximately 46 acres in the Olde Towne area are designated for commercial retail activities. Nine acres are zoned for office and professional uses. Multiple family residential zone areas are planned in proximity to the commercial center to foster compact and orderly development. Single family residential parcels (1/4 to 1/2 acre) encompass Olde Towne, which in turn, provide a transition to the outlying suburban and rural areas. There are also smaller subdivided lots ranging from 6,000 to 10,000 square foot. The current land use plan also provides for existing and future public facilities including parks, schools, public services, and a civic center site. The County-owned properties along the railroad, zoned Public Facility, comprise 2 acres of land. The South County Area Plan (page 4-38) suggests that the former Pacific Coast Railroad station and warehouse sites "be developed with a combination of public services and offices, meeting hall, museum, parking plazas, or parks". The area plan includes a conceptual plan for Nipomo that encourages expansion of the civic area southeast on the Pacific Coast Railroad corridor.

CREEKS AND OPEN SPACE

Nipomo Creek and one of its main tributaries flow through the study area. A significant portion of the branch (from Thompson Avenue to the area near West Branch Street) has no intrinsic visual value at present since it is relatively free of vegetation. The portion beginning north of Branch Street, through the junction with Nipomo Creek and south, however, has a significant tree canopy. The adjacent area is relatively undeveloped. There is potential to preserve the creeks of Nipomo by incorporating them as assets into future development.

The area adjacent to Carrillo Street along the former railroad right-of-way contains two significant open parcels each approximately half a block in size. These were the former sites of the railroad station and warehouses. The location and size of these parcels, in addition to their ownership by the County of San Luis Obispo, make them a prime consideration for public or special development uses as noted in the South County Area Plan.

FLOODING

County and Federal Emergency Management Agency (FEMA) maps show the majority of the study area subject to flooding. However, these maps are computer generated based upon generalized records. While they are sometimes refined by flood-specific information, it appears from anecdotal evidence supplied to the consultant team, that local experience does not confirm the extent of flooding shown on the map (see Figure 1.3).

Federal requirements for flood insurance, implemented by the County, require that the maps either be adhered to or changed through hydrological studies, a costly and time consuming process. Therefore, while it appears that the areas subject to flooding may be in doubt, the design plan is based upon the official information available at this time.

As a result, certain assumptions have to be made about the elevation of buildings and the improvements required for roadways and bridges. The assumptions are as follows:

- In most cases, new buildings must be located 18 inches above existing grade plus 6 inches in freeboard. Thus, all new construction will be located 2 feet higher than the existing grade.
- Existing bridges will have to be redesigned.
- Road drainage systems will have to drain into the existing creek system.

Some of these items, especially the requirement to locate new buildings 18 inches above ground, are expensive and have a significant impact on the character of the community since sites must be elevated. Further hydrological studies should be made by the County or the community to determine the accuracy of both extent and depth of potential flooding in the community.

As the Olde Towne area develops, the amount of run-off water will increase as vacant land is paved and developed. Experience demonstrates however that the increased surface runoff impacts the adjacent creek in a relatively short time span. The greater impact of accumulated runoff from more distant hillsides will take time to build up.

Thus, there may be little flood impact from the additional development since the designated flooding occurs in the study area itself.

It may be necessary to build culverts in the creek in certain locations, such as the parcels between Burton and Mallagh Streets on the north side of W. Tefft Street. Generally, creek culverts are discouraged and Nipomo Creek and its tributary should be used to enhance the open and rural character of the downtown.

One concept which can help preserve the existing creek while also providing recreational opportunities is the development of a linear park which will enhance the natural function of the creek. Revegetation and erosion control are primary concerns. Pedestrian trails and picnic areas are appropriate.

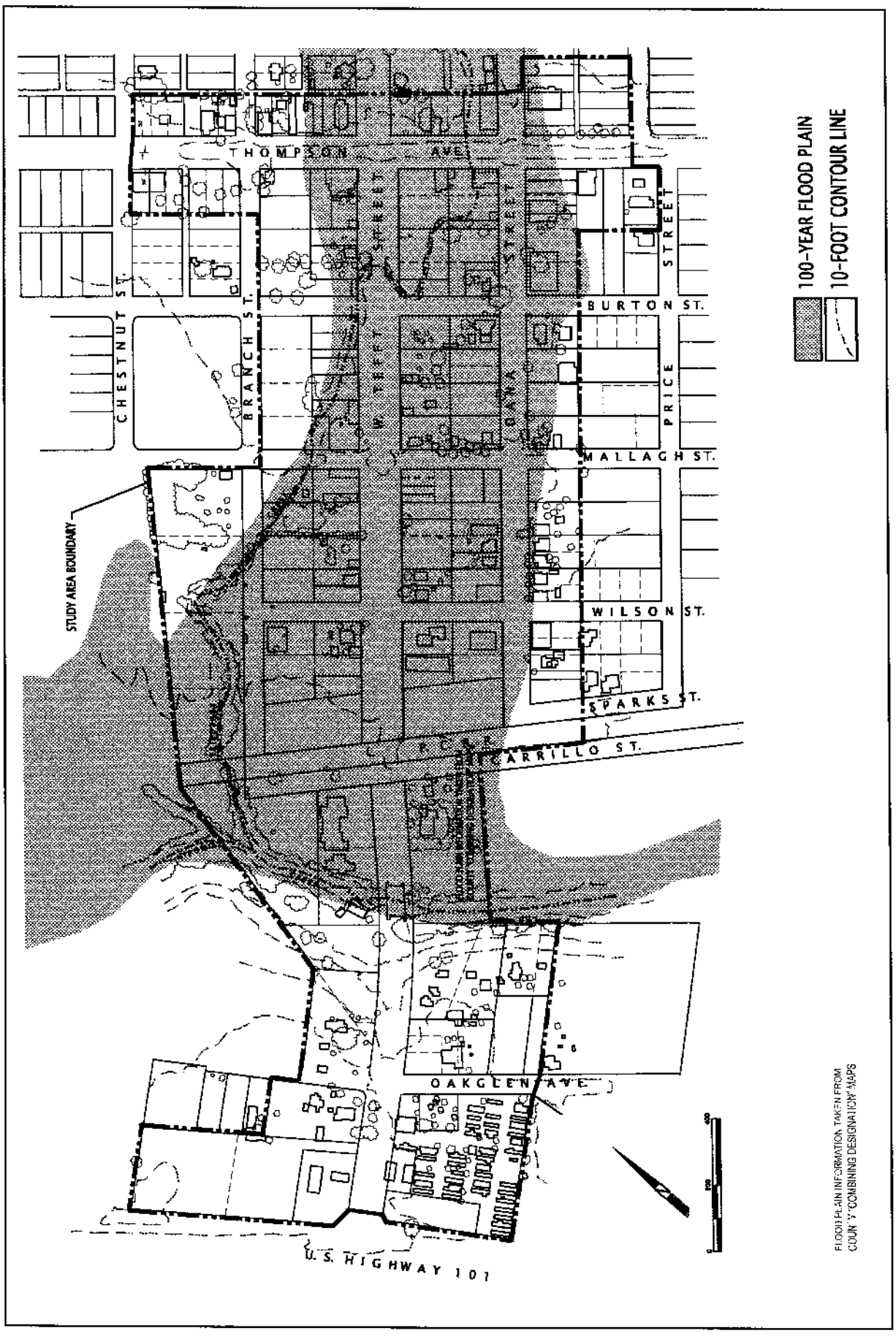


Figure 1.3: Flood Plain Map

1.3 Community Goals and Objectives

The following community goals and objectives were generated during the public workshop process. The consultant team then took this information and categorized it into goals that are general and directive in nature and objectives that identify obtainable actions.

GOALS

Visual Character

- Protect and enhance the existing small town character of the Olde Towne area.
- Promote the rural character and historic heritage of Olde Towne Nipomo.
- The architectural character should continue the traditional Victorian style of buildings associated with the town's history.
- Generate a strong visual identity and unique sense of place.
- Preserve views of the foothills and major stands of trees.

Pedestrian Orientation

- Design public and private development in Olde Towne Nipomo to foster a pedestrian-oriented village character.
- Develop a street character that encourages walking throughout the core area.

Integrated Planning and Design

- Design structures in a human scale with articulation and visual interest at the pedestrian level.
- Develop architectural guidelines and standards that emphasize the overall character of the community rather than individual buildings. (See Design Objectives.)

Economic Basis

- Encourage revenue-generating development such as small-scale retail shops, restaurants, and an inn that will attract residents and
- visitors alike.
- Develop a core-area planning concept, which will attract new businesses.
- Identify funding mechanisms and implementation measures to attract and retain businesses.

DESIGN OBJECTIVES

Planning and Design Objectives

- Create an historic "Towne Square" as the focal point for Olde Towne on the County's railroad property.
- Establish prominent gateways such as entry monument signs and landscaping into the Olde Towne area.
- Generate street standards that define the relationship of new construction to the street.
- Identify architectural and landscape guidelines on the desired community character to landowners, builders, and developers.

Circulation and Parking Objectives

- Extend West Branch and West Dana Streets through to Carrillo Street to provide circulation alternatives to W. Tefft Street.
- Improve W. Tefft and Thompson Avenue to provide diagonal parking on each side, bicycle lanes, a turning lane and wide sidewalks.
- Develop a parking plan with public parking lots that serve each of the four quadrants of the core area.
- Utilize the northern portion of the creek system as a recreational pedestrian and bicycle path between Branch and W. Tefft Streets.
- Develop a series of sidewalk and pedestrian amenities that complement commercial development and provide design continuity.

The workshops were fundamental in defining the planning, design, and circulation objectives of the community. They served as the forum to further identify community objectives by highlighting certain land uses and activities as desirable. The results and details of these community preferences are described in Appendix B.

1.4 Funding Mechanisms and Implementation Strategies

Implementation of the OTN Design and Circulation Plan will require coordinated action between the public and private sectors. The public sector (County) will be responsible for the street improvements on W. Tefft Street from Carrillo Street to Thompson Avenue. This category includes widening and paving of the streets, underground utilities, design of intersections, parking layout, and in the case of the Olde Towne, installation of curb, gutter, and a portion of the sidewalk. The County Board of Supervisors allocated funds for this purpose in November 1997. The County will also be responsible for reviewing each proposed development, assuring that the standards are met, and encouraging adherence to the guidelines. OTNA, or a similar community group, will work as an advisory body to the County staff.

As the NCSD provides more urban services and assumes more maintenance responsibilities, it will play an increasing role in the development of Olde Towne.

The private sector will be responsible, through development of individual projects, for the implementation of the guidelines.

The intangible part of the implementation process, one that cannot be legislated or mandated by standards, is the enthusiasm and creativity of the community itself in encouraging the best and most appropriate development. This is done through personal leadership and encouragement by the citizens and institutions of Nipomo itself. The formulation of these very guidelines shows a community commitment toward improving the historic downtown. The installation of the public street improvements by the County and the reduced parking requirements are major development incentives.

The actions and funding sources identified below provide technical guidance but cannot replace the political will of the community to get things done to its satisfaction and benefit.

RECOMMENDED ACTIONS

Renovation of Existing Buildings

The strategy of this plan is to build on the history and character of the existing buildings where they can contribute to the overall quality of the community. While there are some funds available for qualified historic structures, the effort required to list and qualify for tax credits and potential grants is difficult. Creation of an historic district allows the historic building codes to apply in the case of old qualifying structures. This allows some currently non-complying structures or street facades to be saved when modern codes would make their retention impossible. The other ingredient to saving and renovating old structures that give irreplaceable character to a community is to establish a positive community attitude. It is up to the community business members and residents to encourage owners to renovate their old structures. It is also up to the community to encourage the County to allow special creativity in saving what is left of the historic fabric.

- Action: County to adopt and apply historic building codes to the study area.
- Action: County to encourage individual owners and developers to retain and restore appropriate historic structures through tax credits, historic building codes, or other financial incentives.

Business Development Strategies

Attracting potential businesses and convincing them to locate in Olde Towne Nipomo is usually a community effort spear-headed by the Chamber of Commerce. Typical outreach efforts include generating an information package identifying the advantages of locating in the core area and initiating an outreach program with specific people responsible for getting information to owners, realtors and potential developers. It is also desirable to combine County-wide efforts such as the Visitors and Conference Bureau (VCB) to get their assistance in publicizing the tourism potential of the area.

- Action: Develop a market feasibility study so potential developers can identify strengths and weaknesses in the local economy.
- Action: Develop an information package to solicit new businesses that fit within the concept of the Olde Towne as identified in this plan. (See Appendix A for a list of businesses identified in the workshops as desirable by the community.)
- Action: Develop specific policies for adoption by the Chamber of Commerce and other local community groups promoting the Olde Towne.
- Action: Generate a publicity program and integrate such publicity with other community activities such as the Octoberfest, neighborhood days, etc.
- Action: Join the VCB or other organizations that can further Nipomo's business development strategies.
- Action: Develop a marketing program which emphasizes the development incentives for locating a business in the Olde Towne downtown; specifically the reduced parking requirement and the installation of the public improvements by the County.

Code Enforcement

Code enforcement is handled by County personnel and is initiated on a complaint basis by members of the community. The intent is to improve site conditions, adherence to building codes, improvement or elimination of "eyesores", and insure public health, safety and welfare. In the interests of community good will, however, calling in a code enforcement officer should be an action of last resort. A personal review with the owner or tenant should precede a formal code enforcement effort. A policy on code enforcement should be formalized so that owners and community leaders are clear about how the process will be implemented.

- Action: Generate a code enforcement policy that formalizes citizen action, such as a subcommittee of the Olde Towne Business Association, to contact property owners. The County code enforcement program should be used as a last resort.

FUNDING SOURCES

Funding for the creation and implementation of the OTN Design and Circulation Plan comes from a variety of sources. Primary federal sources include Community Development Block Grant (CDBG) funds and the Intermodal Surface Transportation Efficiency Act (ISTEA) program. Lighting District funds helped pay for these guidelines and will be available for street lights on Thompson Avenue and Tefft Street. In November 1997, the Board of Supervisors deemed improvements to Olde Towne Nipomo a priority and allocated approximately $240,000 in ISTEA funds. This money, along with money previously funded for street paving, will provide funding for the fundamental street improvements, including curb, gutter, and sidewalk.

In addition to the standard funding sources for street and lighting improvements, there have been several special grant and land acquisition programs that should be considered as the Olde Towne develops. The source for special grants include major off-site remediation funds from companies such as Unocal and PG&E, which typically apply to environmental remediation or creek improvement projects. Another source of funding comes from special bond funds that are issued by the State of California for park and recreation projects. These could be applicable to the park and possible creek improvements.

In the early 1990s, many of the special grant and funding sources were greatly reduced, however, there is the potential that they will be increased again as the positive business cycle continues in California.

- Action: One of the community groups such as Olde Town should designate a person or subcommittee to monitor special funding sources.

COUNTY CODES AND PERMIT PROCESS

The OTN Design and Circulation Plan provides extra emphasis on planning and design principles, not additional regulatory steps. No additional layer of government such as an Architectural Review Commission is necessary for implementation. However, this does not prevent the OTNA from forming its own advisory review board.

The OTN Design and Circulation Plan is consistent with the County General Plan and Land Use Ordinance (LUO). It will be incorporated into the South County Area Plan and adopted by reference in the County-wide Design Plan. No changes to the zoning or list of permitted uses are anticipated: the existing zoning designations do not conflict with the intent of the guidelines.

The review process for new development in Olde Town is the Minor Use Permit (MUP). All MUP applications will conform to these guidelines dated _____, as adopted by the Board of Supervisors in Resolution No._____. The process will be governed by the existing MUP County procedure. The County Ordinance requires a MUP for projects over 10,000 square feet in size. Given the parcel sizes in Nipomo, most, if not all, new projects will be under 10,000 square feet in size. Thus, the MUP process for all new development, including those projects less than 10,000 square feet, provides local design review and a vehicle to vary from the standards.

MUP approval is required for all new construction or exterior alteration of existing structures where a land use permit is required by LUO Chapter 22.01, except for the following:

- Minor exterior alterations, as well as expansions not to exceed 1,000 square feet, that are in conformance with the OTN Design and Circulation Plan may be exempted from this requirement by the County Planning Director. Such projects are still subject to other applicable permit requirements.

Part 2

Community Design Guidelines and Standards

PART 2
COMMUNITY DESIGN GUIDELINES AND STANDARDS

2.1 Applicability of Principles, Guidelines and Standards

The purpose of this section is to function as a community design handbook. The design principles, guidelines, and standards described in this section have been developed to implement the community goals and objectives for the physical character of the Olde Towne. It is expected that this section will be reproduced and provided as information to encourage and guide project designers and developers. It is also intended as a tool for project review by the County Department of Planning and Building.

The provisions of OTN Design and Circulation Plan will be used as criteria for project evaluation along with the applicable requirements of the South County Area Plan, the LUO, and the Real Property Division Ordinance. This document replaces the requirements of the South County Area Plan for commercial and office/professional development in the Olde Towne Nipomo area. Exhibit 4 shows the Eastside Downtown Design Concept, which will supersede Figure 4-14 of the South County Area Plan.

The guidelines contained in this section include goals, policies, guidelines, and standards and are shown in Table 2.1 and described in detail later in this section. Goals are the fundamental expression of community values and describe a future vision. Policies are more specific than goals and establish an objective for decision makers. Guidelines are advisory and provide direction on how to implement goals and policies. Standards are specific in nature and a MUP would be needed for a deviation. Unless otherwise specified in the Guidelines, the site development standards of the LUO apply toward development in Olde Towne Nipomo.

The street and sidewalk character demonstrate the approach to circulation desired by the community. Diagonal parking, generous sidewalks, limited number of driveways per block, and contextual design along W. Tefft and Thompson Avenue are the objectives of the street standards. The County will construct the streets, curbs, gutters, and a portion of the sidewalks. (See Part 3 for circulation policies and street standards.)

While the street improvement standards will be common throughout the area, the community's intent is to allow greater design flexibility for individual buildings while maintaining the overall design compatibility. No specific historic style is, therefore, mandated in these guidelines. The design direction, however, is to draw upon the historic community character which is primarily "Western Victorian Commercial" with no Spanish influence. Characteristics of this style are defined in greater detail later in the section. They include zero or minimal street setbacks, relatively tall street facades with an emphasis on vertical proportion of openings and a simplified "Italianate" detailing that was commonplace in the western United States after the Civil War up through 1920. Italianate details include overhanging eaves with decorative brackets, cupolas, and balconies. Cast iron was used in the mid-19th Century, predominantly in the eastern United States - wood became more prevalent as the country grew westward. Good examples of buildings exhibiting this design character can be found in Los Alamos, Templeton, and Los Olivos, which were all developed in times contemporary to Nipomo.

Table 2.1: Design Guidelines and Standards

Policies	Guidelines	Standards	Comments
Policy 1 Building Setback	front setback transitional space 2nd floor setback converted residence	front setback (zero)	page 4 A continuous storefront façade without intervening parking is critical to creating a pedestrian environment.
Policy 2 Parking Lots	parking lots location of lots screening driveway location parking lot location	Parking lot location (to rear of buildings)	page 5 Relates to Policy 1 - parking lots behind the buildings focus attention on commercial activities and reduce the appearance of parking lots. Diagonal parking will provide parking near store entrances.
Policy 3 Connections of Parking Areas	shared parking connections between lots	Connection of rear parking lots	page 7 Parking lot entry/exit in the public right-of-way interferes with pedestrian movement. Connections are needed between rear parking lots.
Policy 4 Parking Lot Design	pedestrian crossings crosswalk delineation	None	page 7 It is important to minimize pedestrian crossing of parking aisles and to emphasize pedestrian access ways.
Policy 5 Parking Lot Landscaping	shade trees end row plantings planting islands	Parking lot landscaping	page 8 Parking lots must be landscaped to screen vehicles from public view. This is a standard requirement.
Policy 6 Nipomo Creek Corridor	maintenance lining bridges landscape setback easements offers of dedication channel enhancement	Setback Grading Riparian vegetation	page 9 The Nipomo Creek Corridor should be preserved and enhanced as a natural channel. A minimum creek setback is necessary to achieve this goal.
Policy 7 West Tefft Street Tributary Creek	maintenance culverts building setback easement offers of dedication graded slopes structural embankments riparian vegetation	Setback Creek piping Riparian vegetation	page 11 The Tributary Creek Corridor should be preserved and enhanced as a natural channel. A minimum creek setback is necessary to achieve this goal.
Policy 8 Determine Extent of Flooding	flood study	None	page 13
Policy 9 Drainage Improvements	drainage channels head walls detention basis	None	page 13
Policy 10 Creek Crossings	creek crossings bridges culverts	Creek crossing	page 14 Aesthetic bridges or arched culverts are necessary to enhance Nipomo Creek as a natural amenity.
Policy 11 Public Utilities	screenings trash enclosures utility screening	Underground utilities Screening	page 15 Tefft Street is on the County's priority list for undergrounding utilities. Screening of storage/service area is a standard requirement.
Policy 12 Mechanical Equipment	ground level and roof-mounted equipment	Ground level and roof-mounted equipment	page 15 Screening of mechanical equipment is a common practice.
Policy 13 Public Park	intersection historical design building setback land use	Parking location Bike path Sewer lift station	page 16 Standards should be employed to emphasize the public park as the gateway to Nipomo.
Policy 14 Residential and Mixed Use	converted residences mixed use development residential use	None	page 17 Mixed use development can foster revitalization in Olde Towne.
Policy 15 Height and Character	façade height width height design character windows building scale landmark buildings	None	page 19 Two-story (or "false front") buildings foster the frontier Victorian character of Olde Towne. (There are questions among OTNA of what is the historical and desired character of Nipomo.)

Policies	Guidelines	Standards	Comments
Policy 16 Architectural Treatment	walls detail features detailing facades fenestration parapets maintenance roof lines roof type flat roofs	None	page 21 Architectural treatment is necessary to avoid large, blank wall surfaces.
Policy 17 Building Entries	entry location secondary entry	None	page 23 Building entries to be provided from the fronting street for security.
Policy 18 Entry Treatment	recessed entries overhangs balconies	None	page 23 Recessed entries create a transitional space between street and the building. (Building Code requirement that no door may swing out into the sidewalk.)
Policy 19 Pedestrian Building Scale	awnings pedestrian clearance	None	page 24 Awnings are a good, simple tool to create a pedestrian environment.
Policy 20 Historical Character	building color materials columns shutters murals	None	page 25 Promote the rural and historical character of Olde Towne Nipomo.
Policy 21 Windows and doors	placement materials scale orientation style character transom windows window and door styles	None	page 26 Transparent windows and doors promote an open and inviting store appearance.
Policy 22 Village Open Space	courtyards open space location open space features	None	page 28
Policy 23 Street Trees	street trees - arterials other street trees existing trees	Specimen size – arterials Specimen size- other streets	page 29 Street trees are an important pedestrian and aesthetic feature of Olde Towne. (need to start planting early)
Policy 24 Signs	signage tenant signs scale design character lettering directional signs	None	page 30 Signs should be an integral part of building architecture.
Policy 25 Lighting	lighting fixture height impact lighting fixture character	None	page 31 Encourage historical lighting fixtures.
Policy 26 Street Furniture	tree grates styles	None	page 31 Street furniture should complement the historical character.
Policy 27 Public Streetscape	planters sidewalk clearance crosswalks pedestrian crossing/safety curb ramps sidewalk width	None	page 33 The streetscape design should enhance pedestrian use.
Policy 28 On-Street Parking	diagonal parking parallel parking	None	page 33 On-street parking should be maximized in business core.
Policy 29 Key Intersection	buildings pavement definition	None	page 34 Provide focal points at key intersections.
Policy 30 Traffic Control	driveway location traffic signs traffic calming		Traffic control devices should be incorporated into street design to promote safety.
Policy 31 Entry Signs	median landscaping parking location	None	page 37 Entry signs to identify Olde Towne Nipomo.

2.2 Basic Design Principles

The following principles state the most important concepts in making Olde Towne the community desired by its citizens. These principles are the foundation and reference point for the guidelines and standards developed later in this section.

1. Design for the Human Scale - design for the human scale and perceptions, to create a sense of neighborhood and community that is interesting and comfortable to walk in.

2. Ecological Responsibility - design in harmony with nature and incorporate natural features to create a sense of uniqueness.

3. Community Focus - design to create an identifiable commercial core and a social place where people want to gather.

4. Streetscapes- design streets for safe traffic control, smooth traffic flow, and pedestrian orientation.

5. Mixed Use - design for a mix of residential and commercial land uses to vitalize the community and encourage people to live near their work.

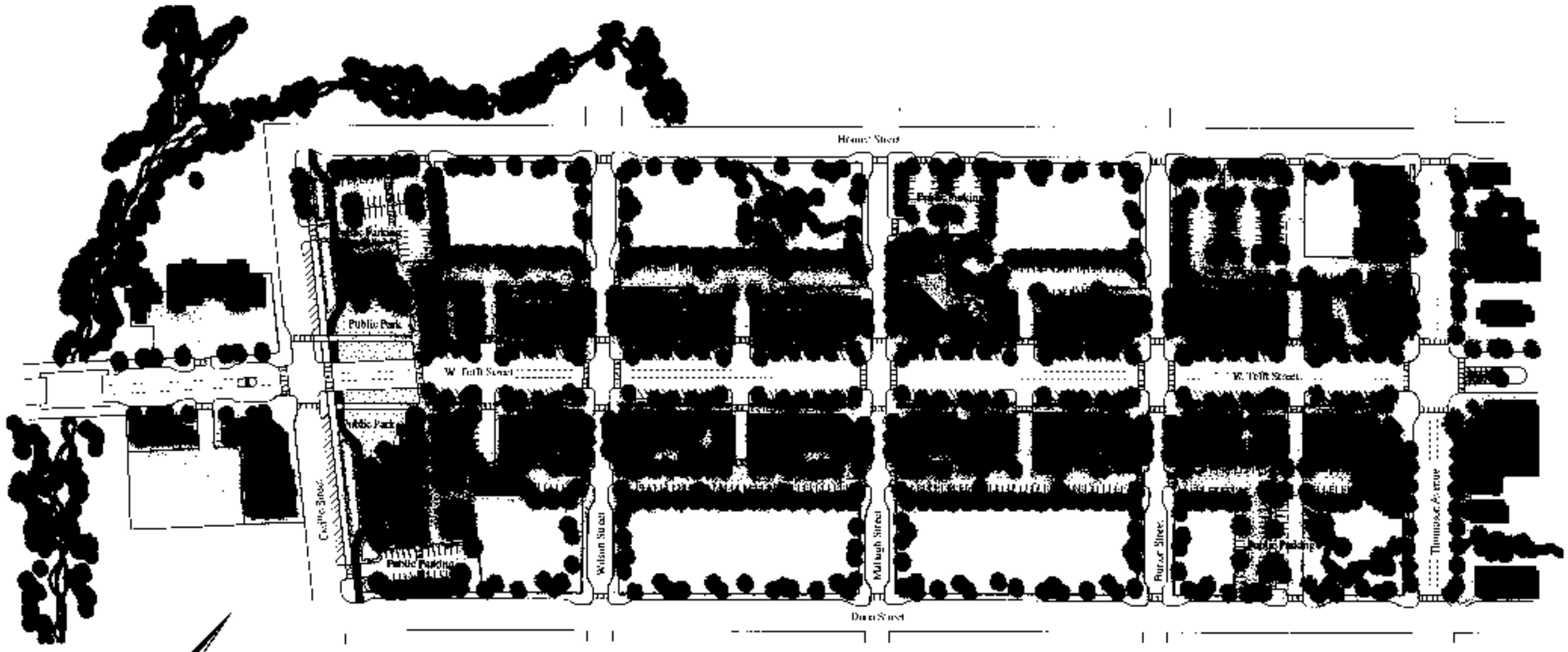
6. Design Theme - specify an architectural style or styles for the community which encourages individual expression (for each business) while establishing a common design theme.

7. Maintenance - utilize community materials that facilitate short-term and long-term maintenance and security.

The following design guidelines incorporate each of these principles. The guidelines must be specific enough to provide direction and ensure quality development. At the same time, they must be flexible enough to foster design and technological innovation. They also must recognize the existing historical character by encouraging complementary new development.

2.3 Site Planning Policies, Guidelines, and Standards

The Olde Towne Nipomo area is typical of many small town/rural communities. The historical buildings are predominantly adjacent to the street with a lack of emphasis on vehicles. This arrangement can encourage walking, shopping, and social interaction if the proper pedestrian amenities are provided. The intent of these site planning policies, guidelines, and standards is to strengthen the historical pattern and intensify the pedestrian activity of Olde Towne Nipomo.



Scale: 1 inch = 200 feet

Note: This plan is conceptual in character. The exact shape and placement of buildings as well as the size and location of parking lots, including designated public parking lots, illustrates a preferred situation. It is not absolute or binding on the community or an individual landowner. This plan shows just a portion of the entire study area.

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Cannon ASSOCIATES

Olde Towne Nipomo

Figure 2.1: Conceptual Design Plan

BUILDING SITING/ORIENTATION

Generally, the front building wall should be located parallel to the street. Slight modifications will be allowed for the design of specific project entries to allow for such things as a sidewalk cafe or temporary display of merchandise. The intent is to provide a continuous pedestrian route adjacent to the commercial storefronts.

The ground floor of any building located on W. Tefft Street (between Carrillo Street and Thompson Avenue) and Thompson Avenue should be built to the front and side yard lot lines. The block can be interrupted with pedestrian passageways (also called Paseos) and a very limited number of driveway cuts that allow vehicular access and parking at the rear of the building. However, while the area around Oakglen Avenue and Nipomo Creek is part of the planning area, the existing pattern of development and grade of W. Tefft Street prevents this standard from being reasonably implemented there. County standards will govern development in this location, as well as on side streets in the study area.

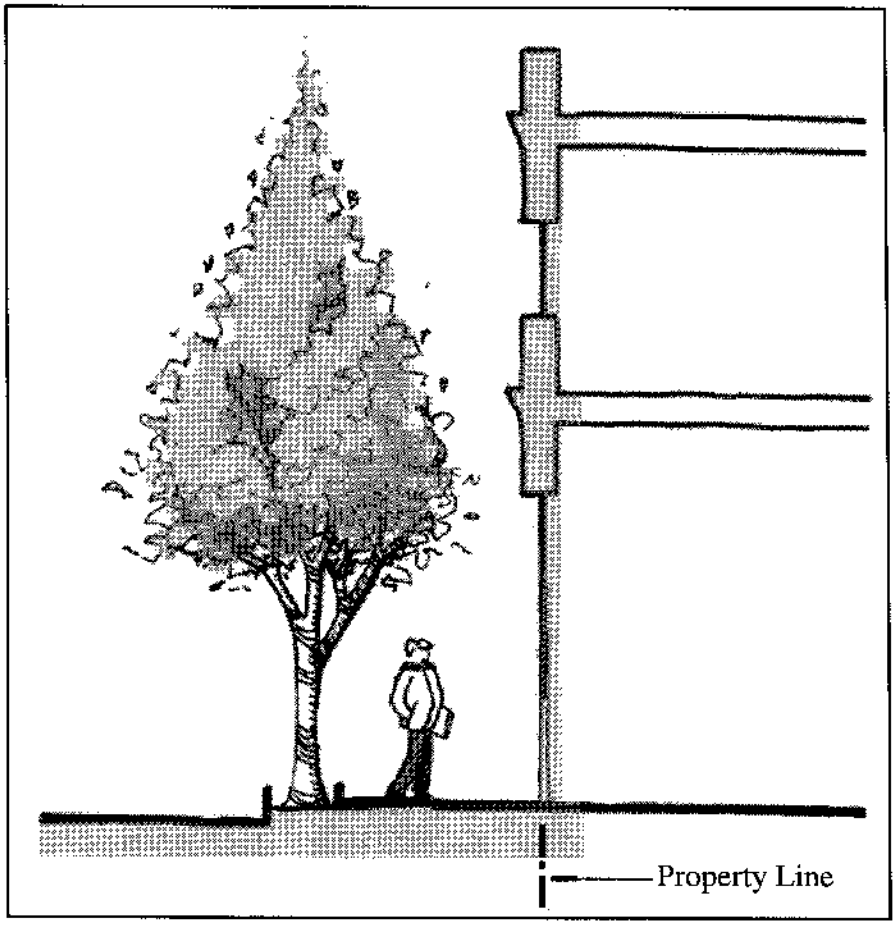

Figure 2.2: Front Setback

POLICY 1: Building Setbacks (Thompson/Tefft Corridor)

Buildings should be built to front and side property lines, without intervening parking and minimal landscaping, to create a continuous storefront facade.

Guidelines

a. Front setback. Front setbacks for new buildings along Tefft Street and Thompson Avenue should be generally zero. (See Figure 2.2)

b. Transitional space. Portions of the ground floor may be set back to create transitional space for building entries, seating, product display and other activities. (See Figure 2.3)

c. Second floor setback. Second floors set back from first floor frontages are discouraged for new buildings along Tefft Street and Thompson Avenue.

d. Converted residence. When converted to commercial or office use, existing residences that are set back from the street should make use of the front yard area. Porches, trellised entries, and courtyards are recommended methods to enhance the pedestrian connection between the building and the street. The front yard design should also enhance pedestrian continuity along the street frontage.

Standard

1. Front setback. To create a continuous facade, buildings shall be built to the front property line without intervening parking.

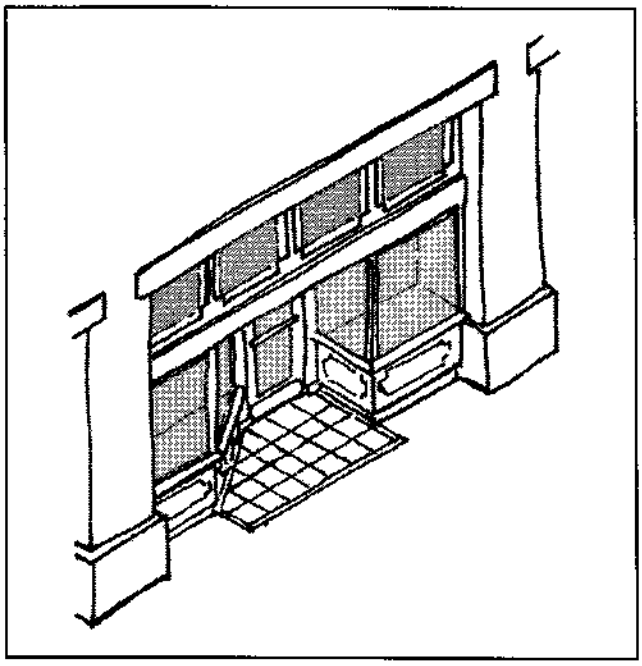

Figure 2.3: Transitional Space

PARKING LOTS

The design of parking areas in the Olde Towne Nipomo commercial area is especially important. Parking areas must be sized and located to encourage new development and connect properly with the street system. This often impedes the goal to create a pedestrian-friendly environment. The parking lot guidelines strive to minimize the appearance of parking lots while providing good access for vehicles and pedestrians.

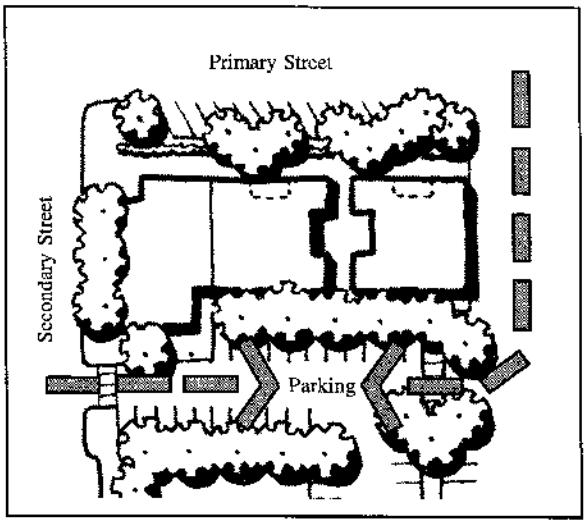

Figure 2.4: Parking Lots

POLICY 2: Parking Lots

Parking lots should be designed to be as visually unobtrusive as possible. (See Figure 2.4)

Off-street parking requirements are addressed in Part 3.4.

Guidelines

a. Parking lots. Off-street parking lots should be constructed as identified in Part 3. These lots will provide 300 to 350 parking in Olde Towne.

b. Location of parking. Parking areas (except on Thompson and Tefft) should be located near the rear or center of the site and surrounded by buildings and landscaped areas.

c. Driveway location. Where a corner lot is being developed, the parking lot entry should be located on the side street.

d. Parking lot size. Small parking areas of 30 cars or fewer are encouraged.

Standards

1. Parking lot location. For new construction on Thompson Avenue and W. Tefft Street, parking lots shall be located to the rear of the structure.

2. Public parking lots. Public parking lots shall be established near the park and commercial district as described in Part 3.4 and shown in Figure 3.1.

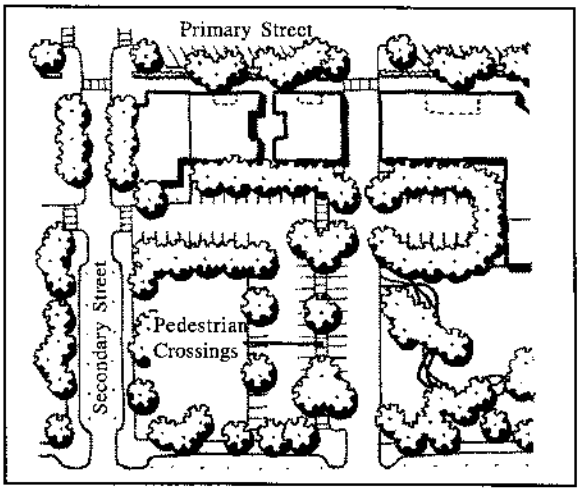

Figure 2.5: Parking Lot with Connections

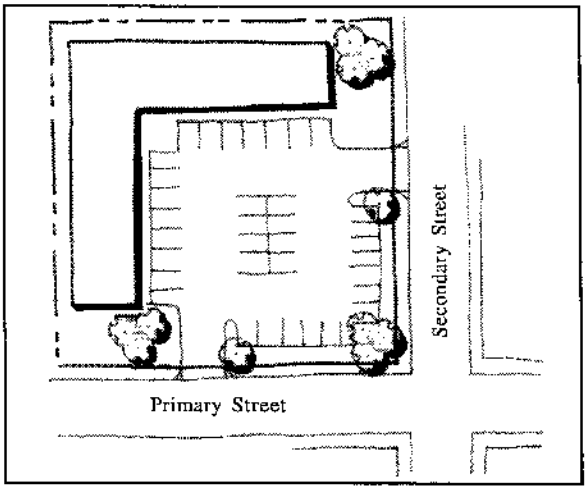

Figure 2.6: Parking Lot without Connections

3. Screening. Parking areas visible from the public right-of-way should be screened to reduce glare from parked vehicles. Parking lots located adjacent to the street shall provide 3 feet of screening (berms, fences, walls, lower grade, etc.) between the street and parking. (This is only for parking lots, or portions of parking lots, not feasible for location to the rear of buildings.)

4. Property owners shall provide 40 percent of the required parking spaces on-site and pay in-lieu fees for the public spaces subject to establishment of a parking district and an in-lieu fee ordinance (see Parts 3 and 4 for full discussion).

POLICY 3: Connection of Parking Areas

Parking lot design should encourage circulation between adjacent developments. (See Figure 2.5 and 2.6)

Guidelines

a. Shared parking. Shared parking areas are encouraged.

b. Connections between lots. Parking lot design should provide for vehicular connection between adjacent parcels without re-entering the public right-of-way.

Standard

1. Connection of parking areas. Parking lots shall be designed to provide vehicular connection between adjacent parcels.

POLICY 4: Parking Lot Design

Parking lot circulation should be designed to maximize pedestrian safety.

Guidelines

a. Pedestrian crossings. Parking areas should be designed to minimize the need for pedestrians to cross parking aisles.

b. Crosswalk delineation. Emphasize pedestrian aisle crossings to alert drivers and channel pedestrian movement. Pedestrian access should be striped with paint or utilize different paving materials.

POLICY 5: Parking Lot Landscaping

Parking lots should be landscaped to soften the "hardscape" environment and screen vehicles from public view.

Guidelines

a. Shade trees. Long rows of parking spaces should be broken up by providing a tree canopy using one of the following methods:

1. A planted island or a break at least five feet wide should be provided at intervals of at least every five to six parking spaces in a row. At least two trees of minimum 15 gallon size should be provided in each required break. (See Figure 2.7)

2. One tree planted at an interval of at least every three parking spaces. Under this method, a continuous row of up to 12 spaces may be used. If over 12 spaces, provide a planted break. (See Figure 2.8) A list of recommended trees for parking areas is contained in Appendix A.

b. End-row plantings. Whether using method 1 or 2, provide a planted area with at least two trees at the end of each row of spaces.

c. Planting islands. When parking requirements exceed 30 spaces, divide the area into smaller lots separated by planted areas and walkways.

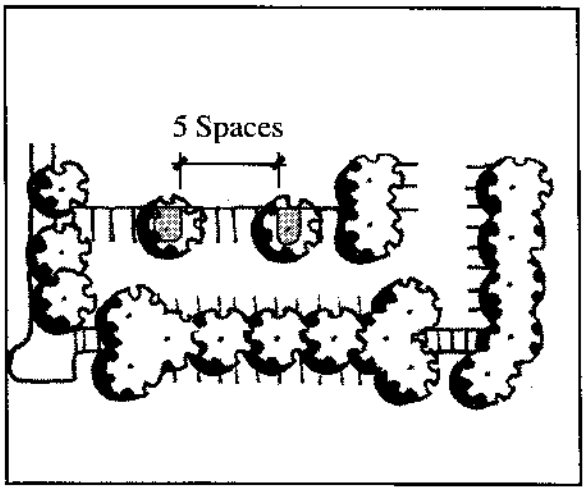

Figure 2.7: Planted Island or Break ever 5 Spaces

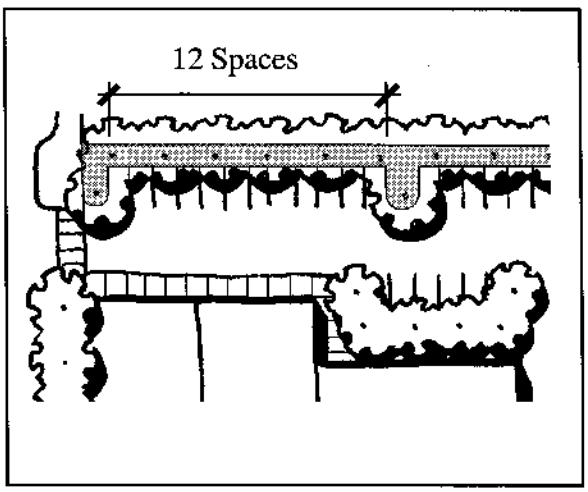

Figure 2.8: Planted tree every 3 Spaces

Standard

1. Parking lots shall be landscaped with shade trees, end-row plantings, and planting islands.

RESOURCE CONSERVATION

Protection of natural resources and preservation of rural character are a high priority in the community of Nipomo. The following development criteria focus on creek enhancement as the best way for Olde Towne to take advantage of its natural resources.

POLICY 6: Nipomo Creek Corridor

The Nipomo Creek corridor shall be preserved and enhanced as a natural channel.

Guidelines

a. Maintenance. Property owners should maintain the creek channel to keep it free of trash and dead vegetation that could plug culverts.

b. Lining. The creek should not be lined or enclosed.

c. Bridges. Bridges are the preferred means for vehicular crossing.

d. Landscape setback. Building development, roadway construction, and introduced landscaping should be located away from the top of the creek bank a sufficient distance to retain any existing riparian vegetation and habitat.

e. Easements. Creek preservation and maintenance easements should be required as a condition of approval for development along the creek.

f. Offers of dedication. Offers of dedication for a trail on properties abutting the Nipomo Creek should be required as a condition of approval for any subdivision or discretionary LUP or public easement approval.

g. Channel enhancement. Where the creek and riparian zone have been degraded, development should include enhancement of creek channels (consistent with maintaining proper creek flow) to create natural looking creek corridors. Enhancement measures should include retention of existing native vegetation, planting of new native vegetation, and erosion control measures that blend with the natural environment.

Standards

1. Setback. A minimum setback of 20 feet from the top of bank of Nipomo Creek shall be required for all development activities. (See Figure 2.9)

2. Grading. Grading adjacent to Nipomo Creek shall be in accordance with the overall Drainage Study and Flood Control Plan for the Olde Towne area.

3. Riparian vegetation. Native riparian vegetation shall be planted within the portion of the creek on the subject property, where necessary to achieve summer shade coverage of the creek bank.

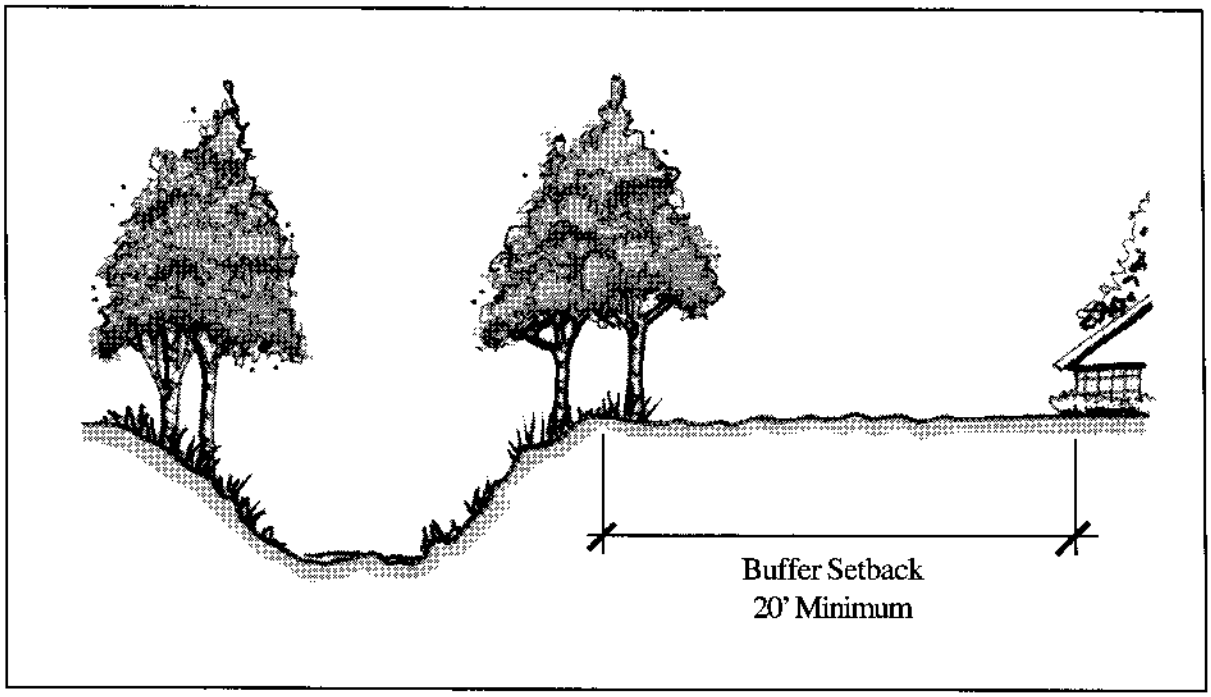

Figure 2.9: Creek Setback

POLICY 7: W. Tefft Street Tributary Creek

The tributary channel to Nipomo Creek, paralleling and crossing W. Tefft Street, should be used to enhance the open and rural character of the downtown. (See Figure 2.10)

Guidelines

a. Maintenance. Property owners should maintain the creek channel to keep it free of trash and dead vegetation that could plug culverts.

b. Culverts. The number of culverts, except as delineated in standards below, should be minimized and their locations identified as a part of a recommended Drainage Study and Flood Control plan for the entire Olde Towne area.

c. Building setback. Buildings should be set back an adequate distance from the top of bank to prevent disturbance of existing or introduced riparian vegetation.

d. Easements. Creek preservation and maintenance easements should be required as a condition of approval for development along the creek.

e. Offers of dedication. Offers of dedication for a trail on properties abutting the tributary channel should be required as a condition of approval for any subdivision or discretionary land use permit or public easement approval.

f. Graded slopes. Man made, graded slopes adjacent to the creek should not exceed a 4:1 slope.

g. Structural embankments. Structural embankments with accessible ramps and stairs may be used as a part of development design.

h. Riparian vegetation. Riparian vegetation should be planted to achieve summer shade coverage of the bank and creek bottom.

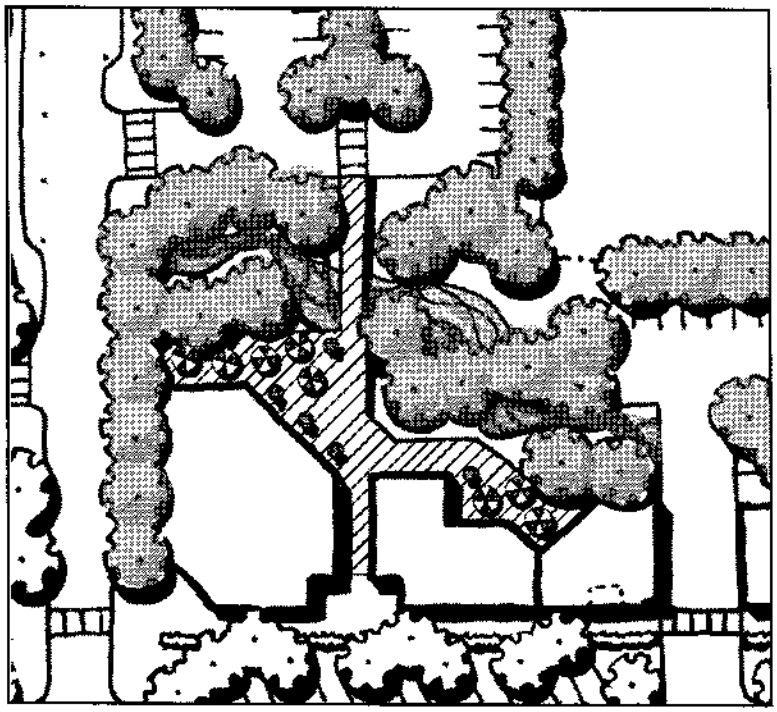

Figure 2.10: Concept for Downtown Tributary

Standards

1. Setback. A minimum setback of 15 feet from the top of bank of the tributary creek shall be required for all buildings. (See Figure 2.11)

2. Creek piping. A portion of the creek between Thompson Avenue and W. Tefft Street and that portion which is within 50 feet of W. Tefft Street at Mallagh Street shall be realigned and piped to facilitate consistent commercial development along W. Tefft Street.

3. Riparian vegetation. Native riparian vegetation shall be planted within the portion of the creek on the subject property, where necessary to achieve summer shade coverage of the creek bank.

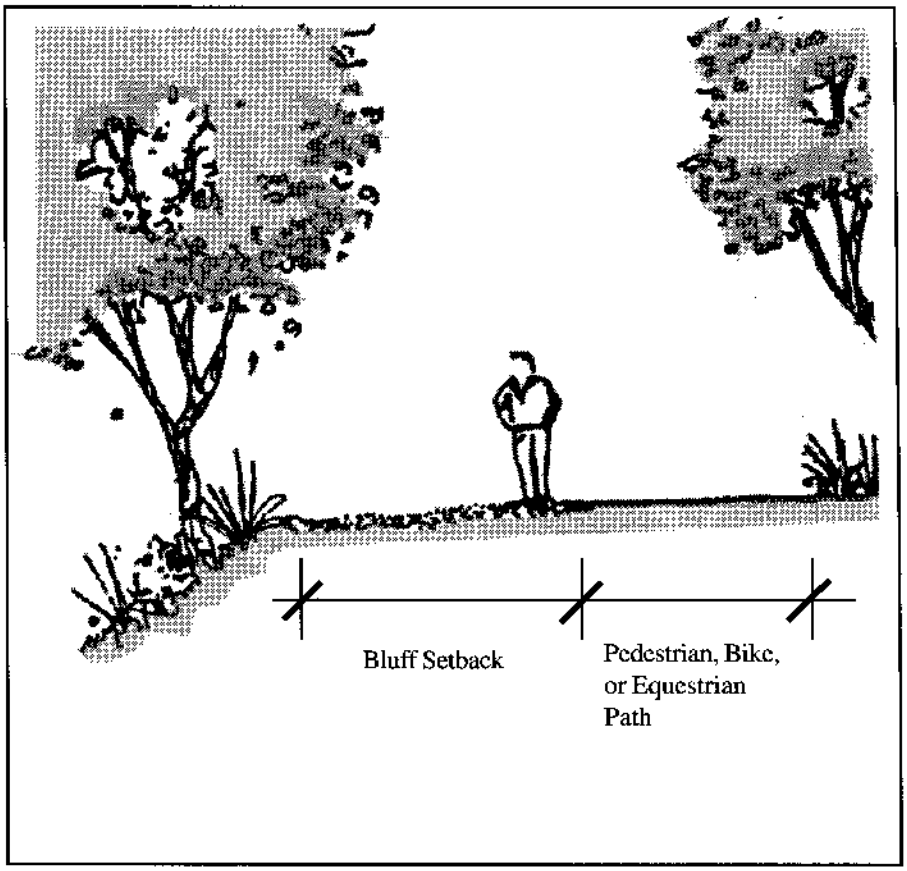

Figure 2.11: Creek Setback

POLICY 8: Determine Extent of Flooding

Continue the efforts to identify and reduce the potential for flood damage in the Olde Towne area.

Guideline

a. Flood study. The County, in conjunction with the NCSD, should prepare a Drainage Study and Flood Control Plan to determine the impacts of new development and identify potential drainage problems and solutions.

POLICY 9: Drainage Improvements

Drainage improvements should be designed to imitate natural creeks in their visual and hydrologic qualities.

Guidelines

a. Drainage channels. Drainage channels or storm drains should only be developed where absolutely necessary and in accordance with a Drainage Study and Flood Control Plan for the downtown area.

b. Headwalls. Pipe outfalls from development areas into creeks should be designed to blend into the banks of the creek. Headwalls visible from a public road, trail or use area should be faced with natural-appearing stone, or visual equivalent.

Standard

1. Detention basin. Detention basins, if required by County Engineering, shall be natural appearing and landscaped.

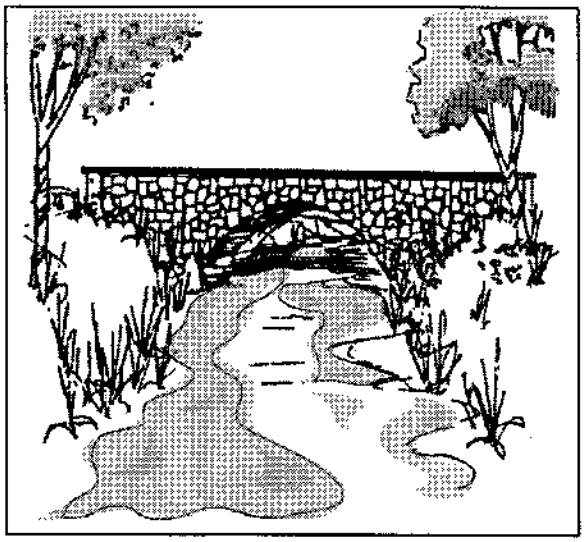

Figure 2.12: Creek Crossing

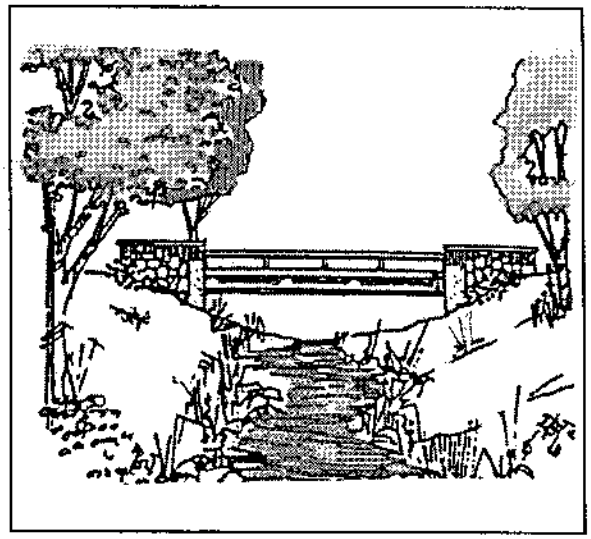

Figure 2.13: Creek Crossing

POLICY 10: Creek Crossings

Creek crossings for pedestrians and driveways should be designed to preserve and enhance Nipomo Creek as a natural amenity. (See Figures 2.12 and 2.13)

Guidelines

a. Creek crossings. Creek crossings should be designed as aesthetic and practical bridges or arched culverts, with solid, facia-covered footings and a rural character.

b. Bridges. Bridges should span the creek without reducing the effective flow of the stream, and should generally have footings that avoid the limits of flow of the 100-year storm.

c. Culverts. Culverts are less desirable for creek crossings than bridges.

Standard

1. Creek crossings shall be designed to respect the rural and historical character of Nipomo.

POLICY 11: Public Utilities

The design of public utilities and service activities shall allow for sufficient utility service and maintenance without detracting from the appearance of Olde Towne.

Guidelines

a. Screening. All service and storage areas should be screened from public street view. These areas should be consolidated wherever possible.

b. Trash enclosures. Trash containers should be fully enclosed with 6-foot high stucco, brick, wood, or cobblestone walls and solid gates. The recommended location of the trash enclosure is at the rear of the building where it is accessible for trash collection and maintenance.

c. Utility screening. Utility meters and transformers should be completely screened from public view while maintaining accessibility for utility companies.

Standards

1. Underground utilities. Wire utilities serving new structures shall be installed underground in conformance with LUO Section 22.05.120. The County street improvements shall include the undergrounding of utilities.

2. Screening. All service and storage areas shall be screened from public view. Trash enclosures shall be enclosed with solid 6-foot screening.

POLICY 12: Mechanical Equipment

Mechanical equipment shall be located to minimize its visibility and avoid conflicts with pedestrian circulation.

Guideline

a. Ground-level equipment. Mechanical equipment and utility meters placed at ground level should be located on the side or rear of the building/site. Screening should be compatible with building architecture.

Standard

1. Ground-level equipment. Mechanical equipment and utility meters located at ground level shall be located to the rear or side of buildings/site or screened from public view.

PUBLIC PARK (JIM MILLER MEMORIAL PARK)

The intersection of W. Tefft Street and Carrillo Street is the gateway to Olde Towne Nipomo. Two one-acre parcels - one on each side of W. Tefft Street, east of Carrillo - are designated Public Facilities in the South County Area Plan. The property is owned by the County. The sites are designed for a park-like entry into Olde Towne. The site is proposed for the Jim Miller Memorial Park. (See Figure 2.14) An open plaza, enhanced by landscaping, will encourage public gatherings. No parking will be allowed on W. Tefft Street through the public facility area. L-shaped buildings will enclose the plaza and are primarily intended for public use, such as a community theater, museum, or relocated post office. The area will commemorate the historical significance of the Pacific Coast Railway to Nipomo by containing railroad memorabilia such as boxcars. Specialty retail and other revenue-generating activities are also necessary to offset the costs of maintaining the park. Public parking lots will be located to the rear of the park on Dana Street and Branch Street.

POLICY 13: Public Park

The public facilities sites at W. Tefft Street and Carrillo Street should be designed as the gateway and public focal point to Olde Towne Nipomo.

Guidelines

a. Site. The site at W. Tefft Street and Carrillo Street should be designed as a park setting adjacent to an open plaza enhanced by landscaping to form a public gathering space.

b. Historical design. The historical significance of the Pacific Coast Railway should be commemorated by including railroad memorabilia such as boxcars.

c. Building setback. Buildings should be set back from W. Tefft Street and Carrillo Street to provide an open plaza.

d. Land use. Land uses should be a combination of public uses such as a community theater, museum, or post office, and revenue-generating uses, such as specialty retail.

Standards

1. Parking location. Public parking lots shall be established to the rear of the sites, accessing Dana Street and Branch Street. (No parking will be permitted on W. Tefft Street.)

2. Bike path. A bike path shall be designed parallel to the railroad right-of-way as called for in the County Bikeway Plan.

3. Sewer lift station. The sewer lift station shall be screened by a gazebo, landscaping, historical elements, or other architectural feature.

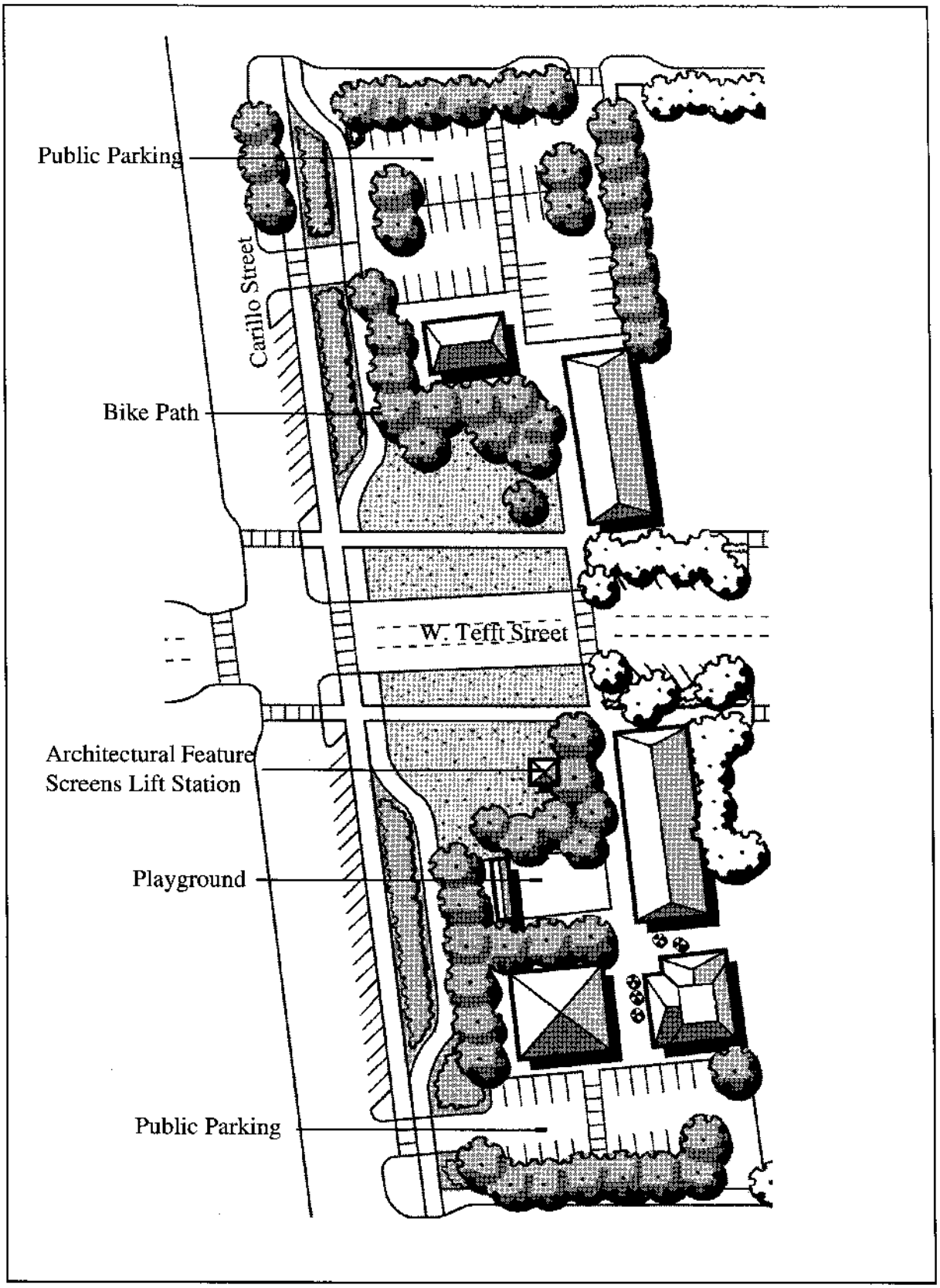

Figure 2.14: Proposed Site for Jim Miller Memorial Park

LAND USE

The business district of Olde Towne Nipomo is primarily intended for commercial revitalization with a pedestrian orientation. Thus, the conversion of existing residential buildings to commercial uses is a prime goal of these guidelines. Mixed-use projects combining residential and commercial activities are also encouraged to provide convenience between living and working space and to reduce commuting. Drive-through land uses are not appropriate in Olde Towne Nipomo.

POLICY 14: Land Use (Residential and Mixed Use)

New mixed use development is encouraged to foster revitalization in Olde Towne - residential uses should be subordinate to the commercial emphasis.

Guidelines

a. Converted residences. Converted residences should attempt to tie in with the street character as discussed in Policy 1, Guideline d.

b. Mixed-use development. Mixed-use projects that combine residential use with commercial or office uses are encouraged in Olde Towne Nipomo.

Standard

1. Drive-through land uses. To encourage a pedestrian orientation in Olde Towne, drive-through land uses are prohibited.

2. Residential use. Residential use of the property shall be subordinate to the primary commercial use.

2.4 Architectural Policies, Guidelines, and Standards

Olde Towne Nipomo currently contains a variety of architectural styles, many of which are in keeping with the turn-of-the-century historical character. The historical character of Olde Towne Nipomo should be maintained and improved (especially on Thompson Avenue) through the use of architectural design features which emphasize each building's unique identity within the context of Olde Towne Nipomo.

BUILDING SCALE

Commercial buildings should address the street in a manner which supports and encourages an interaction of building tenants and pedestrians. The building design should allow for individual expression of separate shops, including variation in storefront designs within the same building, window displays and signage, while assuring a degree of conformity in keeping with the building's overall design theme.

POLICY 15: Height and Character

Height and scale of new and renovated buildings should be compatible with the historic Western/Victorian character that is the goal for Olde Towne Nipomo.

Guidelines

a. Facade height. With the exception of landmark buildings at key intersections, new buildings should be strongly a maximum of two stories tall, or contain a second-story "false front" or parapet. Unoccupied architectural elements, such as clock or bell towers, may be approved with discretionary permits. (See Figure 2.15)

b. Width. Buildings should be organized into increments of not less than 25 feet and not more than 50 feet in width. Buildings which occupy more than 50 feet of frontage should be designed to appear as several smaller buildings or several smaller, but related, parts of a larger structure. Suggested design choices include variation in the roof eaveline or roof structure, changes in the wall plane, groupings of windows or coordinated placement of column elements, wall openings and storefronts.

c. Height. In keeping with the character of the historical period, the ground floor to ceiling height should be a minimum of 10 to 12 feet.

d. Design character. Building design character should be consistent over the entire building, where the building will be visible by the public from streets and parking areas. Roof treatment, eaves and architectural detailing should be consistent on front, sides and rear.

e. Windows. Windows should be utilized on at least 50 percent of the facade to avoid blank walls visible from public view.

f. Building scale. Walls should be divided into pedestrian scale by utilizing cornice bands, awnings, arcades, trellises, moldings, fixtures, and other details.

g. Landmark buildings. Development at key intersections should be taller than two stories or include a tower or other architectural element.

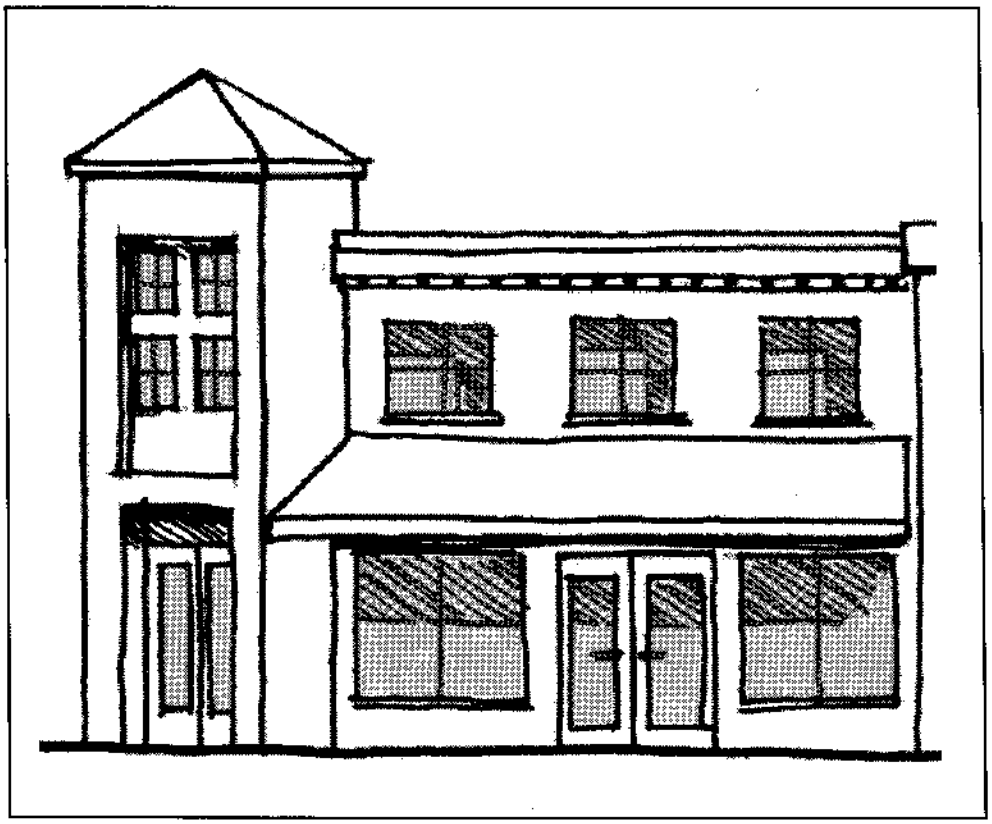

Figure 2.15: Building Height

Figure 2.16: Building Articulation

BUILDING FACADES AND ARTICULATION

The qualities and design elements for Olde Towne that are most desirable include:

- Variety of surface and texture materials
- Roof parapets, false fronts, pitched roofs
- Roof overhangs
- Interesting and articulated wall surfaces
- Traditional storefront window rhythm

POLICY 16: Architectural Treatment

Storefronts, windows, and other architectural features should be grouped to create pronounced rhythms in the building facade. (See Figure 2.16)

Guidelines

a. Walls. Massive blank walls should be avoided by architectural treatment and articulation.

b. Detail features. Use architectural elements as listed below to provide visual interest and relief.

- Architectural base treatment, such as a wainscot treatment or bulkhead, where the building meets the sidewalk.
- Surface texture.
- Projection or break in the wall plane.
- Change of material such as decorative concrete, stone masonry, brick or commercial grade ceramic tiles.
- Change of color.

c. Detailing. Facades should emphasize three-dimensional detailing such as cornices, window moldings, and architectural reveals to cast shadows and create visual interest on the facade.

d. Facades. Large building elevations should be broken up through the use of architectural elements, such as window patterns, structural bays, roof overhangs, awnings, molding and trim details and the combination of complementary colors.

e. Fenestration (placement of windows). Upper floors should have smaller window openings than the ground floor to promote the appearance of a continuous storefront along W. Tefft Street and Thompson Avenue.

f. Parapets. Roof parapets should be simply articulated and adorned for visual interest.

g. Maintenance. Detailing and ground level materials that are highly resistant to damage and general wear and tear are desirable.

h. Roof lines. Roofline cornices, shadow lines and detailed eaves should be developed to create interest on the building facade and to provide a substantial top to the wall.

i. Roof type. Peaked and unusual roof shapes are appropriate only on buildings that play a particular, prominent role such as a corner tower or church.

j. Flat roofs. Flat or overhanging roofs are not recommended, unless located behind a building facade or architectural element.

BUILDING ENTRIES

POLICY 17: Building Entries

Primary entries should be provided from each street frontage and service from parking lots. (See Figure 2.17)

Guidelines

a. Entry location. Primary access to all commercial buildings should be from the main fronting street, e.g. Tefft, Thompson, Dana or Branch.

b. Secondary entry. Secondary access can be provided from rear and side of the building.

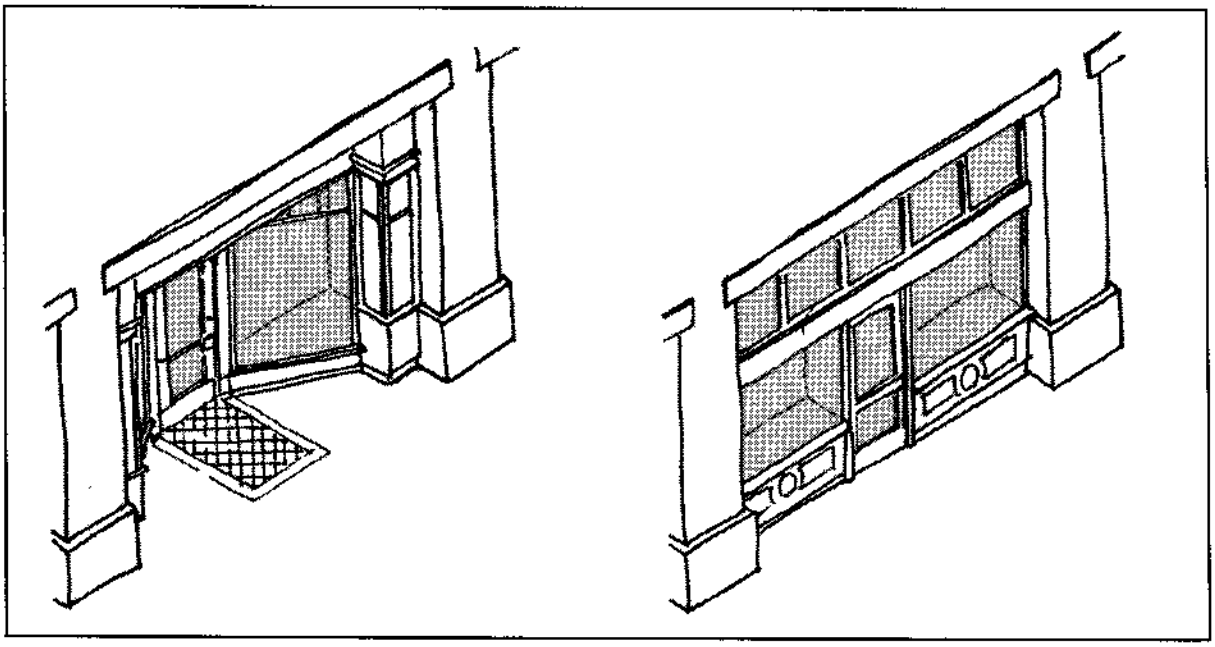

Figure 2.17: Building Entries

POLICY 18: Entry Treatment

Building entries should be well-defined and scaled to pedestrian proportions.

Guidelines

a. Recessed entries. Building entries should be set back in recessed bays, to create transitional spaces between the street and the building, and to provide space for pedestrian turning movements.

b. Overhangs. The use of overhangs and awnings are encouraged to emphasize the visibility of building entries.

c. Balconies. The use of large balconies is discouraged, but may be appropriate for mixed use buildings. Second floor setback should not exceed 10 feet to continue the appearance of second-story buildings.

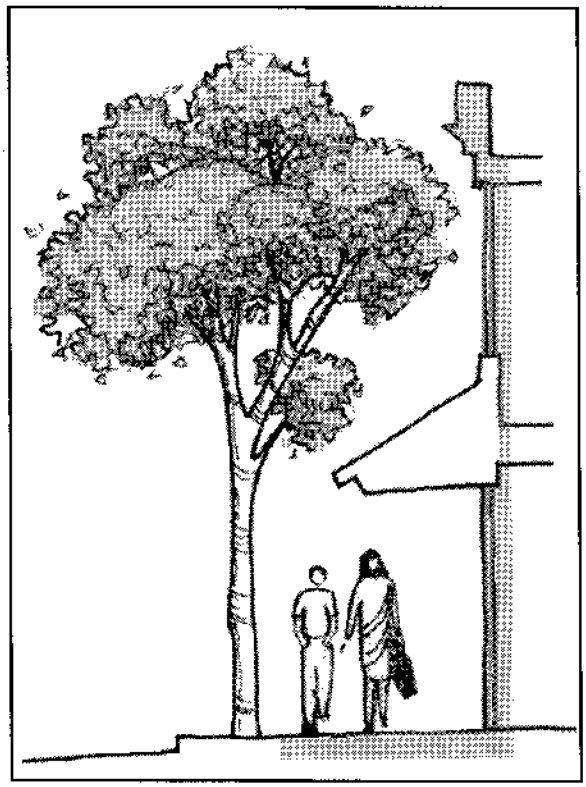

Figure 2.18: Awnings

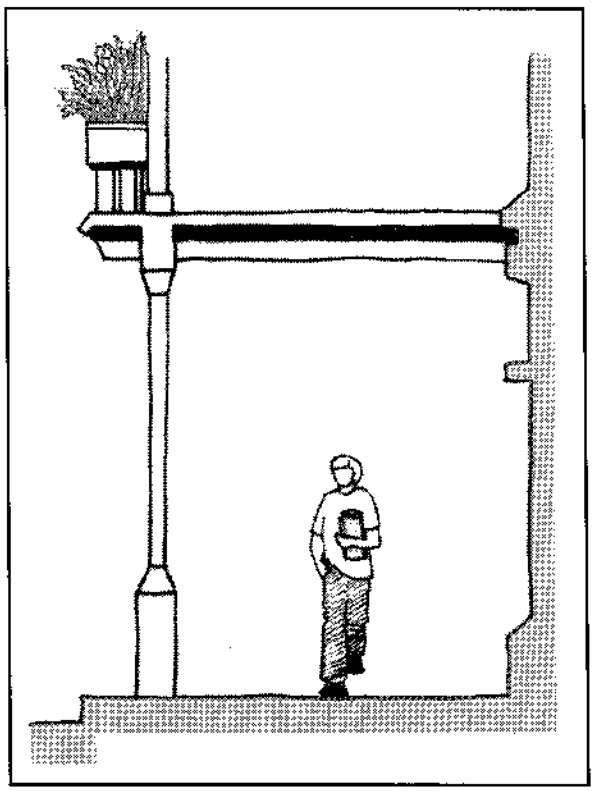

Figure 2.19: Pedestrian Scale

POLICY 19: Pedestrian Building Scale

New buildings and remodeled facades should include pedestrian-oriented details to provide shade, comfort and interest at the ground level.

Guidelines

a. Awnings. The use of overhangs and awnings is encouraged. Awnings and overhangs should be compatible with and subordinate to the architectural design of the structure. (See Figure 2.18)

b. Pedestrian clearance. Awnings, signs and other accessory building components which are relatively open (not supported on the ground) and do not restrict pedestrian movement may project into the front right-of-way, with appropriate approvals. (See Figure 2.19)

POLICY 20: Historical Character

Building style and detailing should be consistent with the chosen historical character established for Olde Towne Nipomo.

Guidelines

a. Building color. Buildings should be painted with colors that complement the historical character designated for Olde Towne Nipomo and that are in harmony with adjacent structures.

b. Materials. Recessed entries should be designed as a part of the overall building mass. Brick columns, wood posts, or cast iron are preferred materials for the support structure and should be in character and proportion with the overall building style.

c. Columns. Massive, classic columns with large base supports hinder pedestrian movement and sightlines and are discouraged.

d. Shutters. Wooden shutters were often used in historic buildings and are desirable.

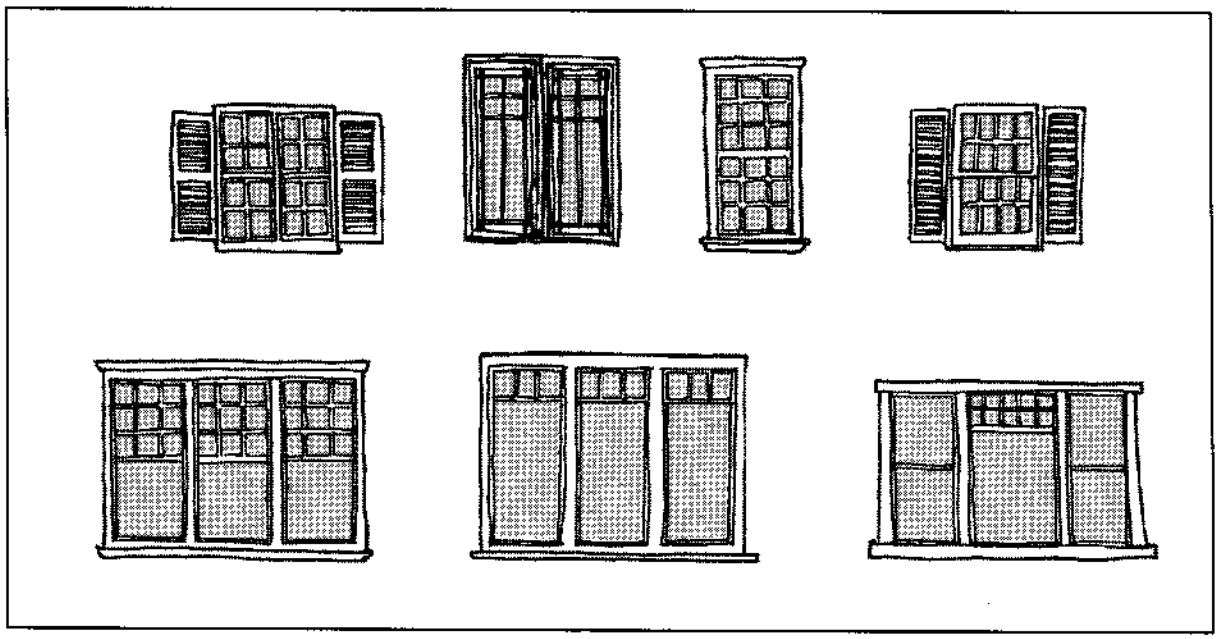

Figure 2.20: Windows

POLICY 21: Windows and Doors

Window and door detailing should be consistent with the chosen historical character established for Olde Towne Nipomo. (See Figures 2.20 and 2.21)

Guidelines

a. Placement. Multiple windows creating rhythmic articulation along a storefront are preferable to large single windows.

b. Materials. Windows constructed of wood or with wood-character detailing are preferred.

c. Scale. Large, single pane windows are not recommended. Large windows are recommended using multiple panes replicating turn-of-the-century construction.

d. Orientation. Windows should be oriented vertically rather than horizontally, to be consistent with the desired early 1900s architecture.

e. Style. Flush-mounted, frameless windows are inappropriate and discouraged.

f. Character. Panelized and partially glazed windows appropriate to historic character are preferred.

g. Transom windows. Transom windows and sidelights are recommended to create an open, inviting entry.

h. Door style. Standard aluminum and glass commercial doors are inappropriate and discouraged.

i. Windows and doors. For new building construction, the ground floor street facade should be primarily (over 60 percent) transparent glass (windows or doors).

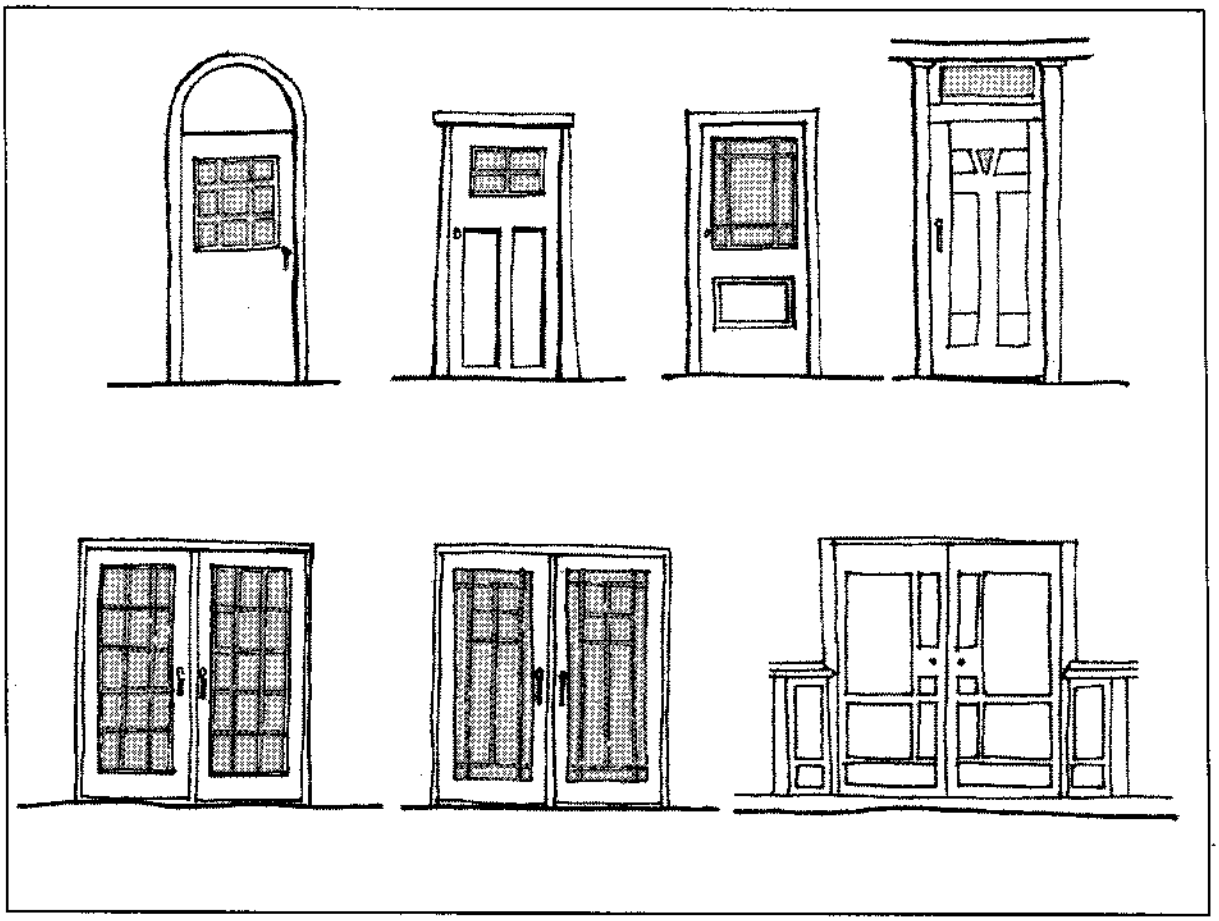

Figure 2.21: Doors

LANDSCAPE THEME

Landscape areas provide many functions. Landscaping reduces storm water runoff by absorbing rainfall; controls erosion; preserves natural resources; promotes and preserves native plant species; reduces glare and noise; enhances the appearance of structures and property; and provides visual privacy.

Desirable landscape features in Olde Towne Nipomo include courtyards landscaped with lush semi-tropical plantings; trellises, hanging plants, tree planters, planter boxes and espaliers; landscaped berms surrounding surface parking lots; landscaping with plants and trees similar and compatible to the vicinity; and street trees on W. Tefft and Thompson Avenue.

POLICY 22: Village Open Space

The "pedestrian-friendly" concept of Olde Towne Nipomo should be encouraged by the development of usable open space, such as parks, plazas, and small seating and outdoor activity areas.

Guidelines

a. Courtyards. Open spaces and courtyards should create a small village character and should convey a sense of safety and enclosure for pedestrians.

b. Open space location. Interior open space areas, such as breezeways, paseos, and plazas are most desirable on streets other than W. Tefft Street and Thompson Avenue.

c. Open space features. Open spaces should provide a contrast to the built environment with landscaping, outdoor use areas, and distinctive features such as fountains.

POLICY 23: Street Trees

Landscaping should be incorporated into the development of Olde Towne. This includes the preservation of existing trees and the planting of new landscaping which is consistent with native species. A list of recommended street trees is contained in Appendix A.

Guidelines

a. Street trees - arterials. Street trees should be planted on W. Tefft Street and Thompson Avenue - preferred species include honey locust, chinese elm, golden rain tree or jacaranda. Trees may be clustered to provide a more rural character. (See Figure 2.22)

b. Local street trees. Street trees should also be planted local on streets (other than W. Tefft Street or Thompson Avenue). Street trees should be located at least three feet from curbs and sidewalks unless a root barrier is installed with the tree. Trees should be chosen from the County's approved plant list.

c. Existing trees. New development should preserve and protect the existing healthy mature trees which add to the special aesthetic quality of the Olde Towne area.

d. Specimen size - arterials. On Tefft Street and Thompson Avenue, one street tree (minimum 15 gallon in size) should be planted within the sidewalk area for an equivalent of one tree for every 25 feet of street frontage.

e. Specimen size - local streets. On local streets other than Tefft Street or Thompson Avenue, one street tree (minimum 15 gallon) should be planted (within 15 feet of the property line) for every 25 feet of street frontage.

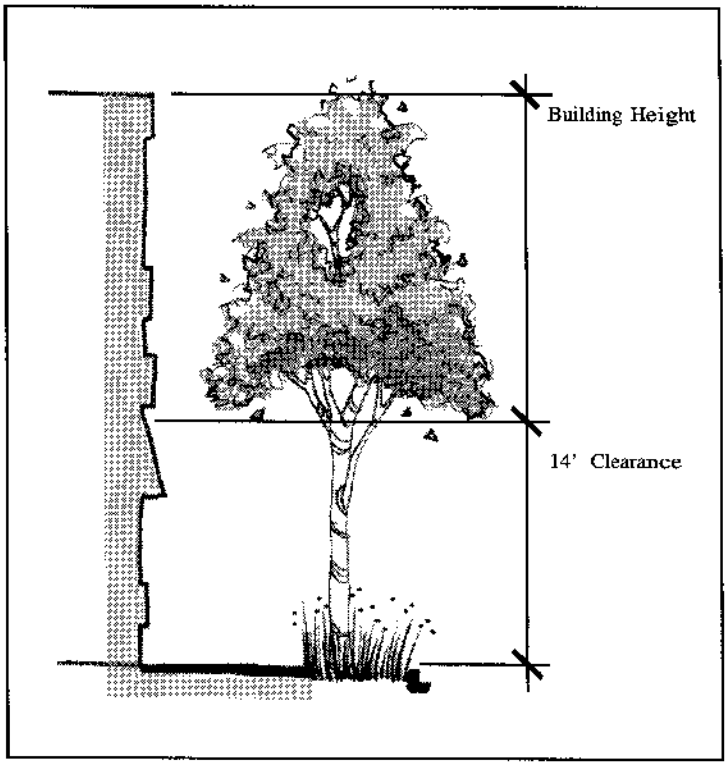

Figure 2.22: Street Trees

SIGN GUIDELINES

The sign guidelines are intended to allow for adequate business identification and express local history and character. In keeping with the western Victorian theme of Nipomo, interior illuminated cabinet signs are discouraged.

POLICY 24: Signs

Signs for commercial development will be designed as an integral part of the project and relate in style and form to signage in the Olde Towne area.

Guidelines

a. Signage. Signs should be designed as an integral site and architectural element of new development in Olde Towne Nipomo.

b. Tenant signs. Individual tenant signs should be the minimum size necessary to identify the business and should not detract from the overall core area character.

c. Scale. Additional complementary signage, such as suspended signs, (Figure 2.23), logos, informational and directional signs are promoted to reflect the town character and pedestrian scale.

d. Design Character. 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.

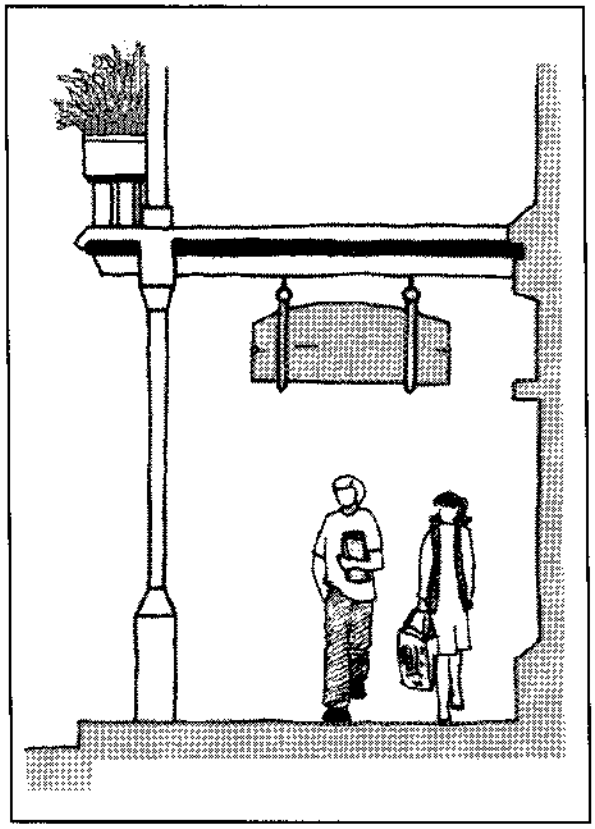

Figure 2.23: Suspended Sign

e. Lettering. Historical lettering such as Times or Roman are encouraged or other styles that may be found in historic advertising. Modern styles such as Helvetica are discouraged.

f. Directional Signs. Signs giving guidance to parking lots, bus stops, bicycle paths or similar uses should be mounted on the lampposts where possible to avoid the additional clutter of posts in the public right-of-way. These signs should meet County standards as far as size but be designed to be compatible with the above design guidelines.

LIGHTING GUIDELINES

POLICY 25: Lighting

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

Guidelines

a. Lighting fixtures. Lighting fixtures should be installed at each intersection and mid-block on W. Tefft Street, between and including Oakglen Avenue and Thompson Avenue. (Lighting on side streets and between Highway 101 and Oakglen Avenue should be installed to County standards.) It is estimated that 36 street lights will be installed in Olde Towne.

b. Height. Building light fixtures should relate to the scale of surrounding development and not exceed the building height.

c. Impact. Lighting should be designed to minimize the impact of lighting on adjacent sites.

d. Lighting. Vintage lighting should be used when the lighting is visible such as goosnecks fixtures or downlights. Integral backlit signs are strongly discouraged.

e. Fixture Character. Vintage lighting should be used when the lighting is visible such as goosnecks fixtures, downlights or fixtures over entries. Modern cans or general high intensity floodlight are discouraged.

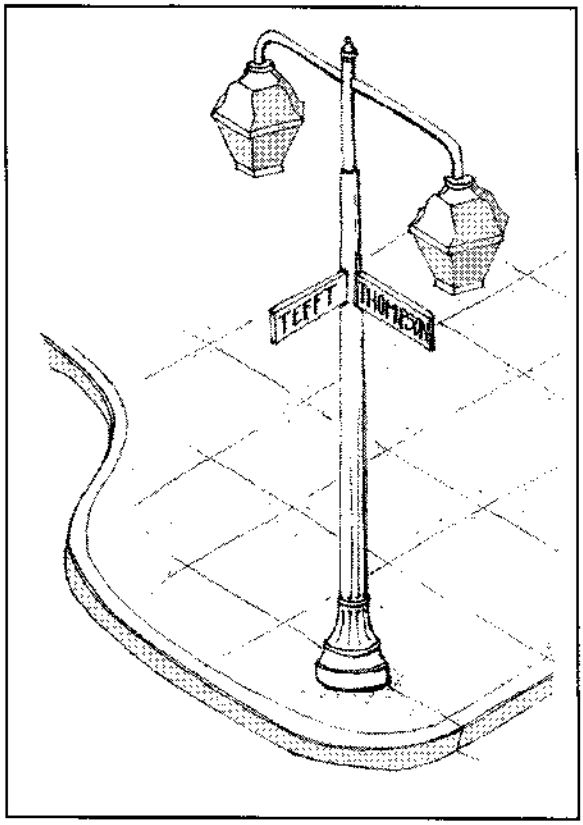

Figure 2.24: Street Light

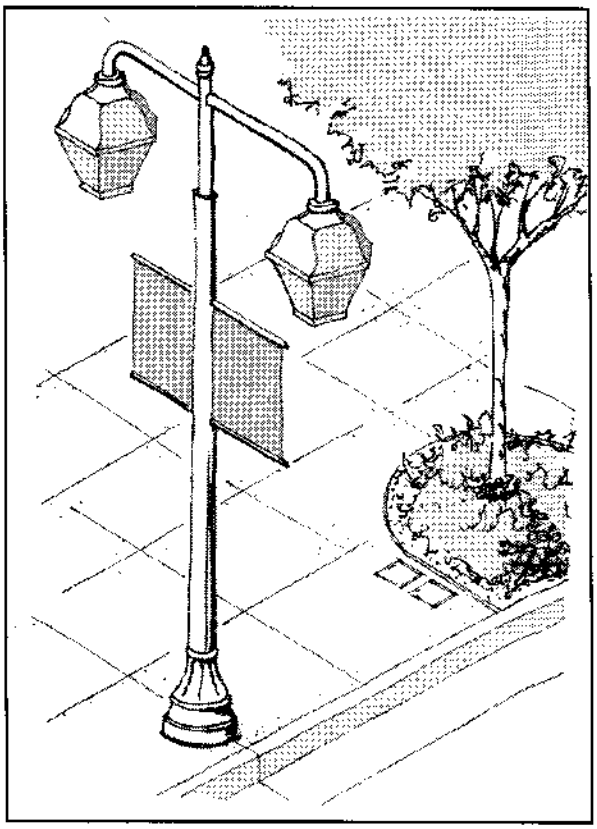

Figure 2.25: Banners

STREET FURNITURE

POLICY 26: Street Furniture

Street furniture should be designed and located to complement the historic character and Olde Nipomo streetscape. (Figure 2.26)

Guidelines

a. Tree grates. Cast iron tree grates are recommended so as to reflect the historical theme. The detailing should be stylized to that which was common at the turn of the century.

b. Style. Specific fixture styles should be chosen for use on the public streets in the Olde Towne area. Key furniture items that should match or be coordinated are: benches, trash containers, fixed planters, street lights, street signs, parking and public facilities signs, handrails, and banners. (See Figure 2.25)

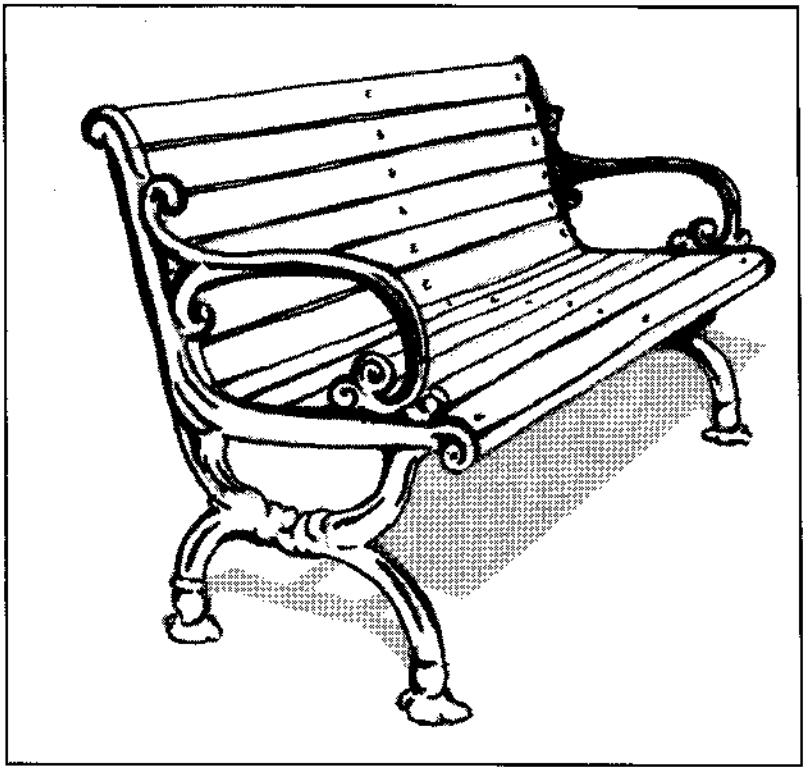

Figure 2.26: Street Furniture

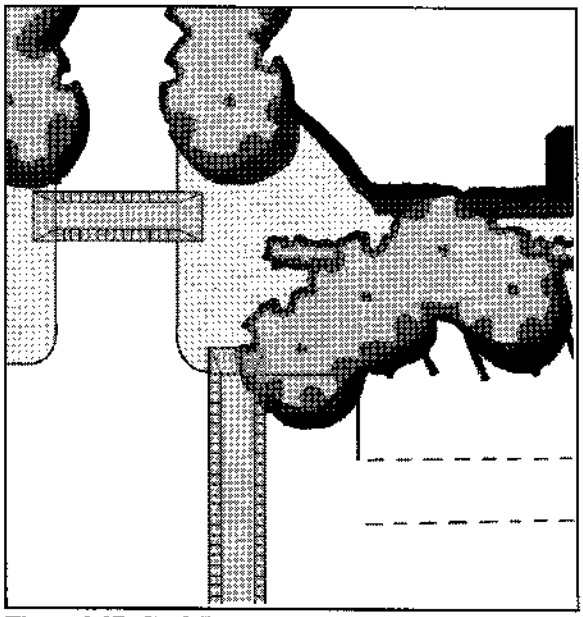

Figure 2.27: Curb Ramp

2.6 Public Streetscape

Much of the design for Olde Towne Nipomo is driven by circulation needs of the community, both those existing and those anticipated for viable growth and development of the business district. The following design guidelines respond to the technical research and evaluation set forth in the Circulation Plan, Part 3 of this document.

POLICY 27: Public Streetscape

Public streetscape design should enhance pedestrian use by creating a safe and comfortable environment.

Guidelines

a. Planters. Fixed planters should be incorporated in sidewalk design for W. Tefft Street to provide for colorful, pedestrian-scale plantings.

b. Sidewalk clearance. Facade features, such as signs, awnings and planters, should be designed in compliance with Americans with Disabilities Act (A.D.A.) clearances, at a minimum.

c. Crosswalks. Intersection and mid-block crosswalks should be designed with patterned pavement for easy visibility.

d. Pedestrian crossing / safety. Bulb-outs should be designed at street corners and mid-block crossings for pedestrian safety.

e. Curb ramps. Curb ramps should be provided for each crosswalk at intersection bulb-outs. (See Figure 2.27)

f. Sidewalk width. Commercial width sidewalks should be constructed on all arterial and collector streets (except W. Tefft Street in the downtown core) to allow comfortable passing and walking width.

POLICY 28: On-Street Parking

On-street parking should be maximized along arterials to serve the central business core.

Guidelines

a. Diagonal parking. Diagonal parking should be provided along West Tefft Street and Thompson Avenue to serve the central business core.

b. Parallel parking. Collector and local streets should be improved to accommodate parallel parking on both sides of the street.

POLICY 29: Key Intersection

Notable buildings and landscape features should be designed at key intersections along arterials to provide memorable focal points, enhance pedestrian use, and emphasize historic character. (See Figure 2.28)

Guidelines

a. Buildings. Building designs that include tower structures and/or entry setbacks are encouraged on corner lots at the intersections of W. Tefft Street with Thompson Avenue, Carrillo Street and Mallagh Street.

b. Pavement definition. Patterned pavement should be provided to emphasize the intersection and pedestrian crossings.

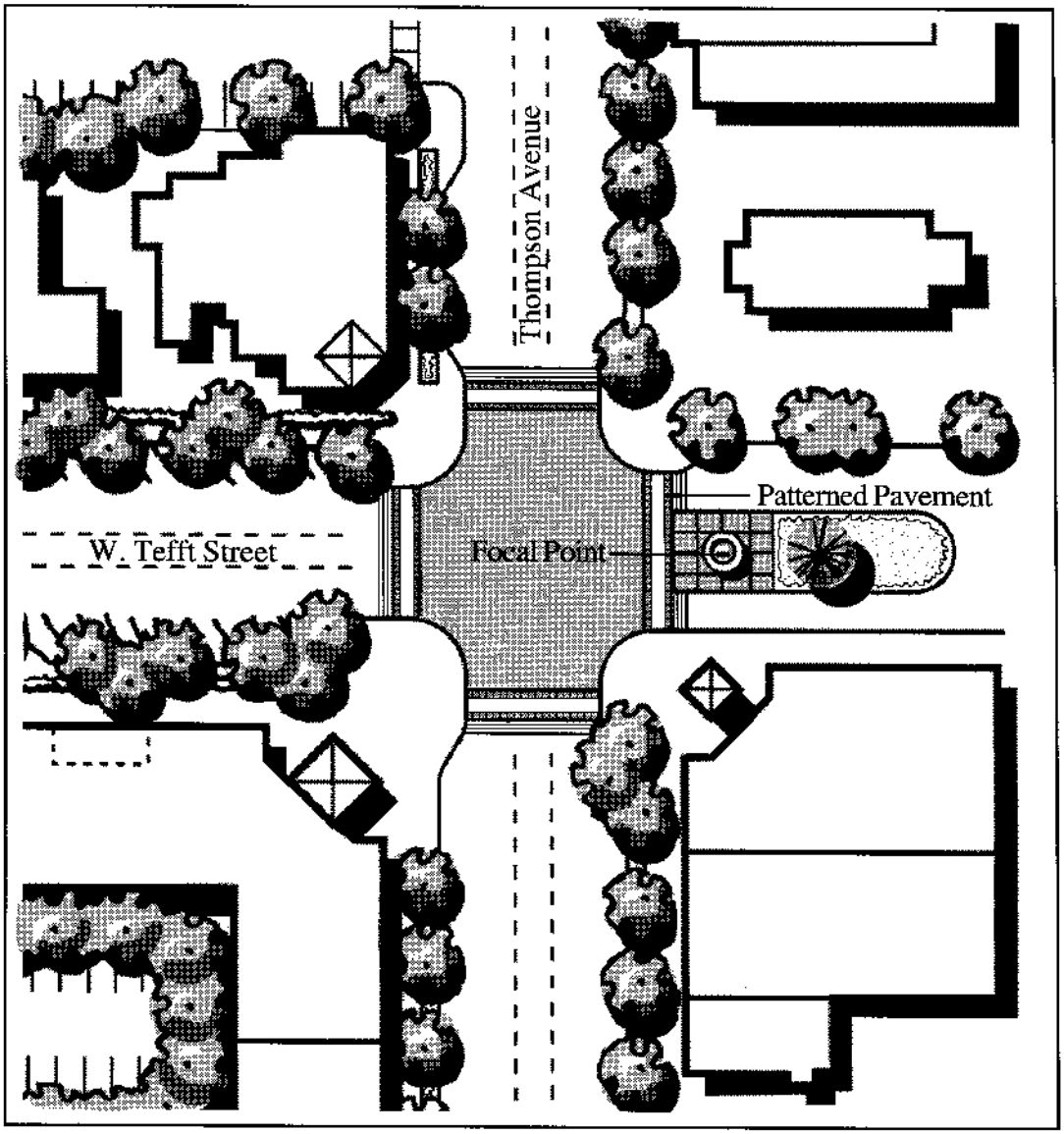

Figure 2.28: Key Intersection

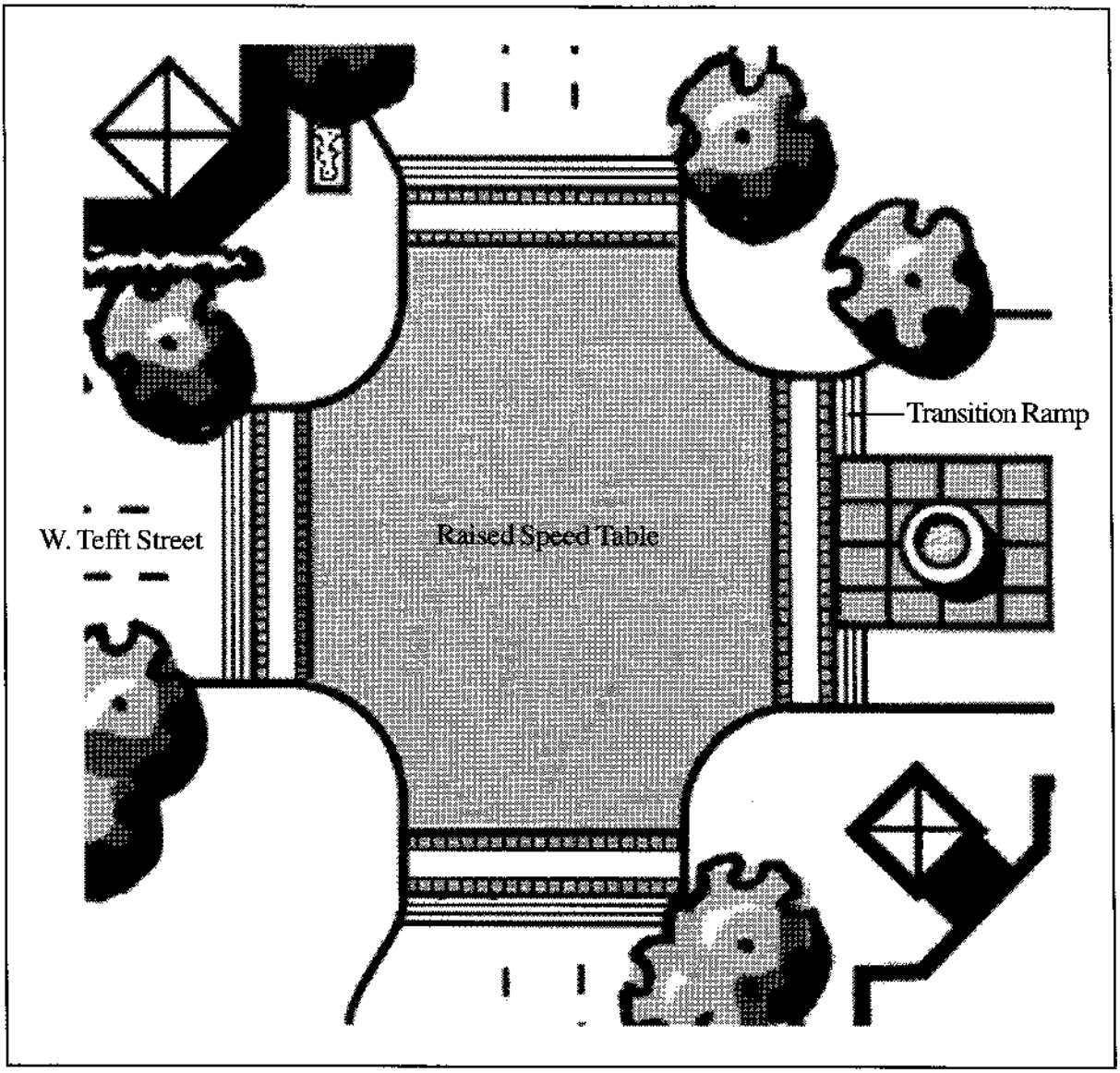

Figure 2.29: Raised Speed Table

POLICY 30: Traffic Control

Road design should incorporate traffic controls for safe and moderately-paced vehicle travel.

Guidelines

a. Driveway location. Limit driveway access from arterial streets. Parking lot access should be provided from side streets whenever possible.

b. Traffic signs. Provide well-placed, legible signs to direct travelers to parking and key public buildings.

c. Traffic calming. Incorporate a "raised speed table" at the intersection of W. Tefft Street and Thompson Avenue to slow through traffic. (See Figure 2.29)

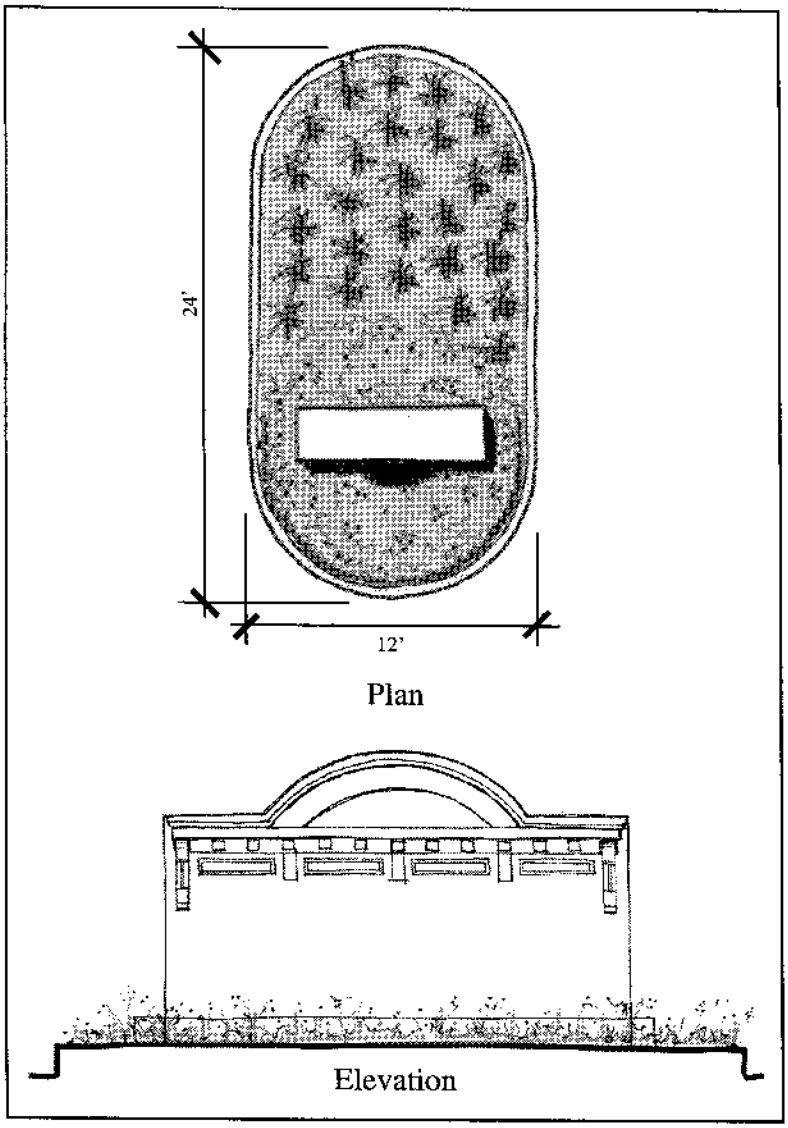

Figure 2.30: Median Sign and Planter Island

POLICY 31: Entry Signs

Public street improvements along W. Tefft Street and on Thompson Avenue should incorporate signs or features to identify entries to the Olde Towne area.

Guidelines

a. Median landscaping Provide a landscaped median island with monument sign on W. Tefft Street and Thompson Avenue at the entries to the downtown core area. (See Figure 2.30)

b. Parking location. Eliminate parking lanes and provide key landscaping along the W. Tefft Street frontage west of Carrillo Street to emphasize entry into the downtown core.

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Part 3

Circulation Plan

PART 3
CIRCULATION PLAN

3.1 Summary of Proposals

The circulation plan proposes four significant changes from the present conditions in the Olde Towne area. These changes include the following:

1. Extension of West Branch, West Dana, and West Price Streets across the abandoned Pacific Coast Railroad to Carrillo Street to provide alternative circulation routes parallel to W. Tefft Street;
2. Provision of diagonal parking and extra wide sidewalks on W. Tefft Street between Carrillo and Thompson Avenue.
3. Development of special sidewalk treatments, crosswalks and bulb-outs at intersections to accentuate the special pedestrian character of the core area along W. Tefft Street and Thompson Avenue; and
4. Provision of a system of public and on-street parking areas to reduce off-street parking needed to serve development on individual parcels.

These circulation improvements are coordinated with the community design proposals discussed in Part 2. They are a significant and essential component of the implementation process for improving the Olde Towne Nipomo character.

3.2 Introduction

The Circulation Plan, prepared for the Olde Towne Nipomo area of southern San Luis Obispo County, will guide the placement of street improvements, public parking lots, transit stops, bike lanes, parking, medians and other facilities with an emphasis on improvements to W. Tefft Street and Thompson Avenue. The plan reviews existing conditions, assesses future needs, provides cost estimates, and analyzes financing mechanisms. It concludes with specific design standards and proposed street sections for the public streets and parking areas.

Upon approval by the County, the Circulation Plan will become the official guideline of the County and related agencies regarding the size and configuration of public improvements for the Olde Towne Nipomo area. Approval of the plan enables funding and engineering of the proposed projects within the County's public works system.

The plan was generated by citizens and business community members who participated in four public workshops held between June and December 1997. The resulting plan provides for a balanced program of improvements to serve motorists, pedestrians, bicyclists, and transit users during the planning horizon which is projected to the year 2020.

The transportation improvements proposed will support anticipated growth within the Olde Towne Nipomo area over the next 20 years. The projection to the year 2020 is not the same as the ultimate build-out of the community but is designated as the reasonable design year by Caltrans and the County.

Forecasts of travel demand were prepared to accompany the projections of future growth. Based upon a design year of 2020, the growth in trip generation will be approximately double the current average daily trips (ADT). The streets in their present condition cannot accommodate the development proposed for the core area, projected to be approximately 250,000 square feet, or the resulting trip density. Thus, the changes identified are necessary to accommodate the concepts contained within the design component. In fact, the paving of W. Tefft Street-including curb, gutter and sidewalk-is seen as an essential first step in revitalizing the community.

Part 3 concludes with estimates for some of the identified major public improvements and discussion of potential funding sources for the improvements.

3.3 Existing Conditions

This section reviews existing characteristics and conditions of the circulation system serving the Olde Towne Nipomo community. Topics include an inventory of the street system and service level classifications; analyses of the traffic volumes and operations; and a discussion of the existing public transit, bicycle, and pedestrian systems.

ROADWAY INVENTORY AND CIRCULATION PATTERNS

Access to Olde Towne Nipomo is provided by Highway 101, W. Tefft Street and Thompson Avenue. These roadways are shown on Figure 3.1 and described briefly below.

Highway 101. Highway 101 is a four-lane freeway oriented northwest - southeast and located immediately west of Olde Towne Nipomo. North and southbound on and off ramps are provided at W. Tefft Street.

W. Tefft Street. W. Tefft Street is the primary east-west arterial serving the Nipomo urban area. It has been the focus of many recent improvements near Highway 101 since it provides the only freeway access in the urban area. The recent Highway 101 interchange project provided six travel lanes on the bridge over the freeway. This project was financed in large part by the funds already collected from the South County Road Improvement Fee.

W. Tefft Street within the Olde Towne area has a variable right-of-way width of approximately 122 feet with a majority of the roadway improved to two (and a small section to four) lanes with intermittent curbs, gutters, and sidewalks. Parallel parking is permitted along both sides of the W. Tefft Street frontage.

In the County's 1994/95 analysis, W. Tefft Street westbound was listed as having a summer weekday peak hour level of service (LOS) of D at Thompson Avenue. An intersection with a LOS of D is just within the limits of acceptability. This indicates that major improvements to the intersection will be required to accommodate growth.

Thompson Avenue. Thompson Avenue is a two-lane arterial which runs parallel to and east of Highway 101. Thompson Avenue, within the Olde Towne area, has a right-of-way width of 100 feet. It has intermittent curbs, gutters, and sidewalks with on-street parking. Parallel parking is allowed on both sides of the street.

At present, Thompson Avenue is operating at a LOS of B and C. The point of congestion is at the intersection with W. Tefft Street noted above.

West Branch and West Dana Streets. West Branch and West Dana Streets run parallel to W. Tefft (respectively to the north and south) and would ordinarily provide alternate means to using W. Tefft Street to reach Thompson Avenue. In their present state, however, they do not connect through to Carrillo Street at the other end of the core area. Their effectiveness is therefore reduced.

PEDESTRIAN, BICYCLE, AND PUBLIC TRANSIT CIRCULATION

Many streets within the Olde Towne area originated as local roads dating to the settlement of the community in the 1850s. Few curbs, gutters, and sidewalks have been installed in the past 150 years. Pedestrians now use roadway shoulders or dirt paths parallel to roadways. These conditions generate both functional and aesthetic complaints within the community. Pedestrian travel is concentrated near W. Tefft Street and Thompson Avenue and at W. Tefft Street near Wilson and Carrillo Streets. It decreases as one moves away from these intersections. Pedestrian travel on adjacent streets is relatively minimal.

Local citizens express a high level of interest in constructing sidewalks and establishing multi-use trails along Nipomo Creek and potentially out to the Dana Adobe for pedestrian, bicycle and possibly equestrian use. Class II bike lanes are recommended for both W. Tefft Street and Thompson Avenue in the County Bikeway Plan (CBP), however, no signed routes currently exist. The Class II designation requires striped lanes 4-5 feet in width and located between the vehicle travel lane and shoulder of the roadway.

In addition, the South County Area Plan and the CBP call for the construction of a Class I (separated from the road for the exclusive use of bicycles) bike path adjacent to an equestrian/ walking path within the Pacific Coast Railroad right-of-way and/or the State Water Project easement between, and connecting to, the Thompson Road/Highway 101 interchange through Nipomo to the Highways 166/101 interchange. The Area Plan also calls for this route to connect to Thompson Avenue, South Oakglen Avenue, and the Dana Adobe site by obtaining easements for a bike path and multi-use trail system.

One fixed-route bus system , Central Coast Area Transit (CCAT) Route 10, serves the Nipomo area on its run between San Luis Obispo and Santa Maria. According to the San Luis Obispo Council of Governments (SLO COG), Nipomo has the population to support a dial-a-ride service or commuter transit service. The short-term plan is to provide more frequent regional transit runs, CCAT, and establish dial-a-ride in the Nipomo urban area when warranted.

A Park and Ride lot has been established on the west side of Highway 101 south of W. Tefft Street at South Frontage Road and Hill Street at the Boys' and Girls' Club.

EXISTING DEFICIENCIES

The analysis of existing conditions revealed no significant deficiencies related to roadway capacity or safety in the roadway network serving the Nipomo Olde Towne area. However, community members identified several deficiencies at the public workshops, as follows:

- The lack of sidewalks and bike lanes on W. Tefft Street and Thompson Avenue inhibits safe pedestrian and bicycle activity in the Olde Towne area.
- Motorists are speeding on W. Tefft Street and Thompson Avenue through the Olde Towne area. Measures need to be taken to reduce these speeds to a safe level.
- Minimal transit service is provided within the Nipomo area and no transit service is provided in the Olde Towne area. Improved transit service can only occur if a need is demonstrated and funds are available.
- The Park and Ride lot is located next to the freeway. Unfortunately, this location is necessary for efficiency purposes. Otherwise, it would be ideal for the Park and Ride lot to be located within the Olde Towne area so commuters could take care of their shopping needs without having to make an additional trip in their vehicle.

These concerns about existing conditions, along with the requirements to meet growth, are addressed in this section.

3.4 Traffic Projections

The expected growth and land use patterns for the study area were derived from the adopted General Plan, population forecasts, and discussions with County Planning staff.

Population within the urban reserve area, which not only includes the study area but the more extensive residential areas west of Highway 101, is projected to grow from approximately 9,600 persons in 1997 to 15,050 persons by the year 2020, and could reach 23,850 persons with full development of all vacant land, in accordance with adopted plans by 2060.

Of greater importance to the study area is the projection of retail and office development. For the Olde Towne area a realistic projection of potential retail and office construction could be as high as 476,000 square feet. However, given the population base, it is projected that only 60 percent of this is likely to develop for a total of 285,600 square feet. This latter projection is less than the County General Plan estimate which assumed 1,910,600 square feet of commercial and office development for the unincorporated South County area. For comparison purposes, this amount of square footage exceeds the total amount of retail and office space (excluding governmental offices) in the City of San Luis Obispo. The County projections are, therefore, considered too high based upon realistic marketing projection and the competitive strength of Santa Maria to the south and the continuing shopping developments in the Five Cities area and Arroyo Grande to the north.

Table 3.1, from the *South County Circulation Study: 1994/95 Update,* prepared by the County Engineering Department, identifies current and projected traffic volumes for W. Tefft Street and Thompson Avenue. The Average Daily Traffic (ADT) volumes are below the critical maximums, especially when the assumptions identified in the paragraph above are factored in. After evaluation of the situation, especially the reduction in projected commercial development by the design year of 2020 (instead of build out), it is the conclusion of the consultant team that peak hour traffic can effectively be reduced by 20 percent, which will improve the LOS to C or better. This projection is confirmed in the more recent Associated Traffic Engineers (ATE) study (their Table D7 for 2010 Roadway Operations*) in which they project volumes in the 7,100 to 8,228 ADT range.

Table 3.1
Current and Projectected Traffic Volumes

Location	Current Date ADT	Projected Date ADT
W. Tefft, west of Thompson	5,500	11,800
Thompson, north of W. Tefft	3,400	10,200
Thompson, south of W. Tefft	5,800	11,400

These volumes are projected to generate the following LOS:

Location	Projected PHT	Projected LOS
W. Tefft, west of Thompson	1,185	E
Thompson, north of W. Tefft	1,020	D
Thompson, south of W. Tefft	1,141	D

ADT: Average Daily Traffic
PHT: Peak Hour Traffic

*ATE: *Lucia Mar High School Project; Traffic and Circulation Report, April 10, 1998*

More critical in the case of Nipomo is the LOS at the critical intersection of Thompson Avenue and W. Tefft Street. Here the expected peak hour traffic is projected to reach an LOS of F based on the amount of delay experienced by drivers on each approach leg. This projection is based upon the Lucia Mar High School Project Study prepared by ATE in April 1998. In their report, ATE concludes that W. Tefft Street/Thompson Avenue will have greater than 60 second delays in the cumulative year 2010 situation (including projected school traffic) which is an LOS of F. The mitigation measures and conclusions of the ATE report are as follows:

> Thompson Avenue. The school will be responsible for widening Thompson Avenue along the project frontage from Mehlschau Road to W. Tefft Street, to County urban standards. The recommended section includes a 14-foot center median left-turn lane, two 12-foot travels lanes, 5-foot bike lanes, and an 8-foot parking lane on the project frontage. The project would be responsible for the western half of the street plus provision of a travel lane and a bike lane on the east side of the roadway or a section as determined by the County.
>
> Thompson Avenue/Tefft Street. The Thompson Avenue/Tefft Street intersection is forecast to operate LOS F during the A.M. peak hour period with the project and LOS F during the P.M. peak hour period with or without the project. The South County Circulation Study has identified this location as requiring turn lanes and traffic signal control. These improvements would provide for LOS B during the A.M. and P.M. peak hours with 2010 + Project traffic volumes. The project would be required to contribute to these improvements via the County's traffic fee program for the Nipomo area, which includes this improvement project.

In conclusion, this plan incorporates the ATE recommended mitigation measures. The roadway and intersections, therefore, meet the County standard of LOS C.

3.5 Circulation Plan

The circulation plan addresses the way vehicles and pedestrians will move through the Study Area. It also addresses parking requirements for both public lots and the amount of parking that must be supplied by the private land owner to meet standards established for off-street parking.

ROADWAY AND PUBLIC PARKING PLAN

Figure 3.1 identifies the main circulation improvements as proposed.

Street Extensions

1. Extend West Branch to connect Carrillo and Thompson
2. Extend West Dana to connect Carrillo and Thompson
3. Extend West Price Street to connect Carrillo and Thompson
4. Carrillo Street: Branch-Price

The connections across the abandoned Pacific Coast Railroad to Carrillo Street will provide alternative circulation routes parallel to W. Tefft Street. The pavement width should be improved to provide 40 feet curb-to-curb and a 6-foot minimum integral sidewalk on each side. No additional right-of-way needs to be acquired except for the crossing of the former Pacific Coast Railroad right-of-way.

Street improvement to a central turning lane

1. Provide on W. Tefft Street between Oakglen Avenue and Thompson Avenue
2. Provide on Thompson Avenue between Chestnut Street and Price Street

Provision of the central turning lane will improve turning movements, reduce congestion and facilitate the safety of diagonal parking.

Signals

1. W. Tefft Street and Thompson Avenue.

Diagonal parking

1. Provide on Tefft starting mid-block east of Carrillo to east of Thompson in the commercial zone.
2. Provide on Carrillo along frontage to County owned parcels within existing right-of-way.

Diagonal parking will supplement the amount of parking typically available with parallel parking and visually identify the extent of the core area. It is necessary to limit driveways on the W. Tefft Street frontages to a common alley at mid-block as shown in Figure 3.1 in order to make the diagonal parking efficient and avoid an excessive number of bulb-outs.

Special sidewalk treatment:
Provide extra wide sidewalks, bulb-outs, street furniture, special street lighting fixtures and related amenities along the following:

1. W. Tefft Street for the length as shown in Figures 3.1 and 3.3. (The sidewalk and planter area is 20 feet wide.)
2. Thompson Avenue for the length as shown in Figures 3.1, 3.2 and 3.3.

These features delineate the main arterials within the commercial core. The street section, including the sidewalks are shown on Figure 3.2. It is proposed that the curb, gutter and first 6 feet of the sidewalk be included in the public works portion of the street improvements. The individual landowner or developer will be responsible for the balance of the sidewalk including planters and handicapped access to the building when a new structure is built.

Special sidewalk treatment:
Provide 6-foot wide sidewalks, bulb-outs, street furniture and related amenities along the following:

1. West Dana and West Branch
2. Carrillo, Wilson, Mallagh, and Burton

The improvements proposed for these streets are shown in section Figure 3.3. The sidewalks are to be integral with the curb and gutter and will be installed by the adjacent owner when a new structure is built. The bulb-outs and street furniture will be similar to that proposed for Thompson Avenue and W. Tefft Street.

Public off-street parking lots:
Seven lots are proposed in the following locations which are also shown in the plan Figure 3.1. All designated public parking lots on private property are conceptual only.

1. County property at Carrillo and West Branch (estimated 70-80 vehicles).
2. County property at Carrillo and West Dana (estimated 36-40 vehicles).
3. Private property at Carrillo and West Dana (estimated 60-80 vehicles).
4. Private property at West Branch and Burton (estimated 70-76 vehicles).
5. Private property at West Dana and alley between Thompson and Burton (estimated 24 to 30 vehicles).
6. Private property at West Price Street and Thompson, near present Post Office (estimated 24 to 30 vehicles).
7. Private property at West Branch and Mallagh (estimated 16 vehicles).

In aggregate, these seven public lots, strategically located throughout the community to give access to the more dense development along W. Tefft and Thompson, will provide between 300 and 350 parking spaces. These spaces should be provided in rough proportion to the build-out of the Olde Towne Nipomo area.

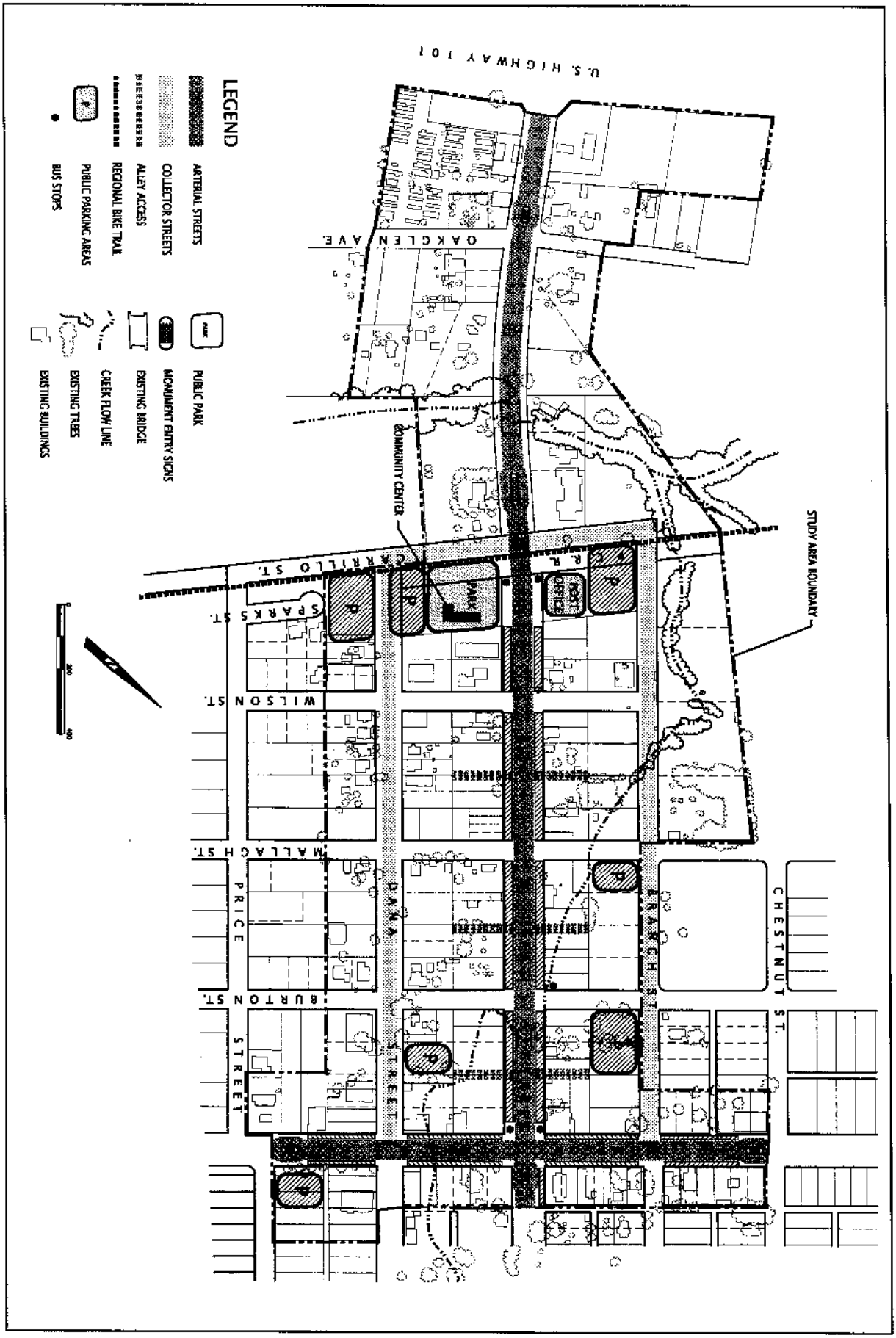


Figure 3.1: Circulation Plan

Bicycle lanes

- Provide striped and signed Class II bicycle lanes along Thompson Avenue between the parking areas and the travel lanes.
- Area for a Class I path shall be reserved, but not improved until the connecting route has been acquired, along Carrillo in the Pacific Coast Railroad right-of-way.
- Provide signed (not striped) bicycle routs for Branch and Dana Streets between Thompson and Carrillo Avenues.

PUBLIC TRANSPORTATION

Transit service improvements are expected as the Nipomo area grows. At this point, however, no public transit funding or routes into the Olde Towne area have been designated. Under this plan, bus shelters and a loop route from Highway 101 can be accommodated along W. Tefft Street and turning at Thompson Avenue. In other words, there is room to accommodate public transportation should the agencies wish to extend it into the planning area.

The following guidelines are identified:

- Provide room for bus shelters on both sides of W. Tefft Street at the park (Carrillo), mid-town at Mallagh and at Thompson.
- A possible circulation pattern would be to turn left from W. Tefft at Thompson, left again at Branch, use the proposed parking lot for a park and ride, and then return to W. Tefft on Burton.

DETERMINATION OF OFF-STREET PARKING REQUIREMENTS

A general review of the assumptions of the off-street parking requirements is essential to the study area plan since a significant amount of this parking will be supplied on street and within public parking lots. Alternative design is necessary to obtain the design character along W. Tefft and Thompson desired by the community and avoid open parking lots facing these streets.

County standards (typically) require three spaces per 1,000 square feet of commercial and office space. These requirements vary depending on the type of use proposed. For example, restaurants have higher requirements and warehouse/storage areas lower. For community-wide evaluations, three spaces per 1,000 square feet is an appropriate assumption. If residential development occurs on the upper floor, the number of vehicle parking spaces per 1,000 square feet is reduced to an average of 2.5. Again this may vary depending on the unit design and the number of bedrooms within each unit.

The potential amount of space that is available upon full development for the core area is estimated at 476,000 square feet. In fact very few communities ever develop to the 100 percent level. The assumptions used to arrive at this figure are summarized as follows:

Primary commercial space-Thompson and W. Tefft (ground floor):	250,000 s.f.
Office/commercial space-Thompson and W. Tefft (second floor) (25%):	62,500 s.f.
Public use at park (post office, museum, community area):	25,000 s.f.
Commercial/office on Dana and Branch Streets:	60,000 s.f.
Total commercial/office space:	**397,500 s.f.**
Second story residential space equals second story commercial:	62,500 s.f

It is further assumed that by the design year of 2020, approximately 60 percent of this space will be developed given the foreseeable market factors. Thus, the demand for parking will be based upon a net commercial figure of 238,500 square feet and a residential figure of 37,500 square feet. Any residential properties developed within the core area will have to supply their full allotment of off-street parking - typically two spaces.

Based upon these assumptions, the projected core area off-street parking demand for the year 2020 will be:

Commercial spaces: 238,500 x 3 spaces per 1000 s.f.:	716
Residential spaces: 37,500 x 2.5 spaces per 1000 s.f.:	94
Total spaces required:	**810**

This demand may be further reduced by 20 percent by County ordinance since there will be increased efficiencies by considering the core area as a unit. For example a person may use only one parking space while shopping at three different stores thereby reducing the overall demand for parking spaces. Applying this factor to the commercial spaces, the total parking spaces required is now 675.

Off-street parking will be supplied from three different sources:

Net gain of on street parking with diagonal spaces (Tefft):	125
Public parking lots (300-350 spaces) assume:	300
Balance of space provided on site:	250
Total spaces required:	**675**

The 250 on-site parking spaces required convert to just under 40 percent of the usual County on-site parking standard. In other words, if a development would typically have required 20 off-street parking spaces, the public lots and the efficiencies of diagonal parking will reduce the on-site demand to 40 percent of that amount or 8 spaces.

Parking Standard

Owners shall:

- Provide 40 percent of the County required parking spaces on-site.
- Pay in-lieu fees for the public spaces for 40 percent of spaces.

3.6 Design Standards

The following standards are for the public improvement portions of roads and sidewalks. They also cover those improvements required of a private owner by a public agency when there must be conformity with adjacent properties.

ROADWAY SECTIONS

The general sections required to accommodate traffic movements and the character stated by the community are shown in Figure 3.3. The specific roadway section designated for W. Tefft and Thompson are shown in Figure 3.2. The lane widths incorporate the design requirements to make this intersection LOS C or better at peak hours.

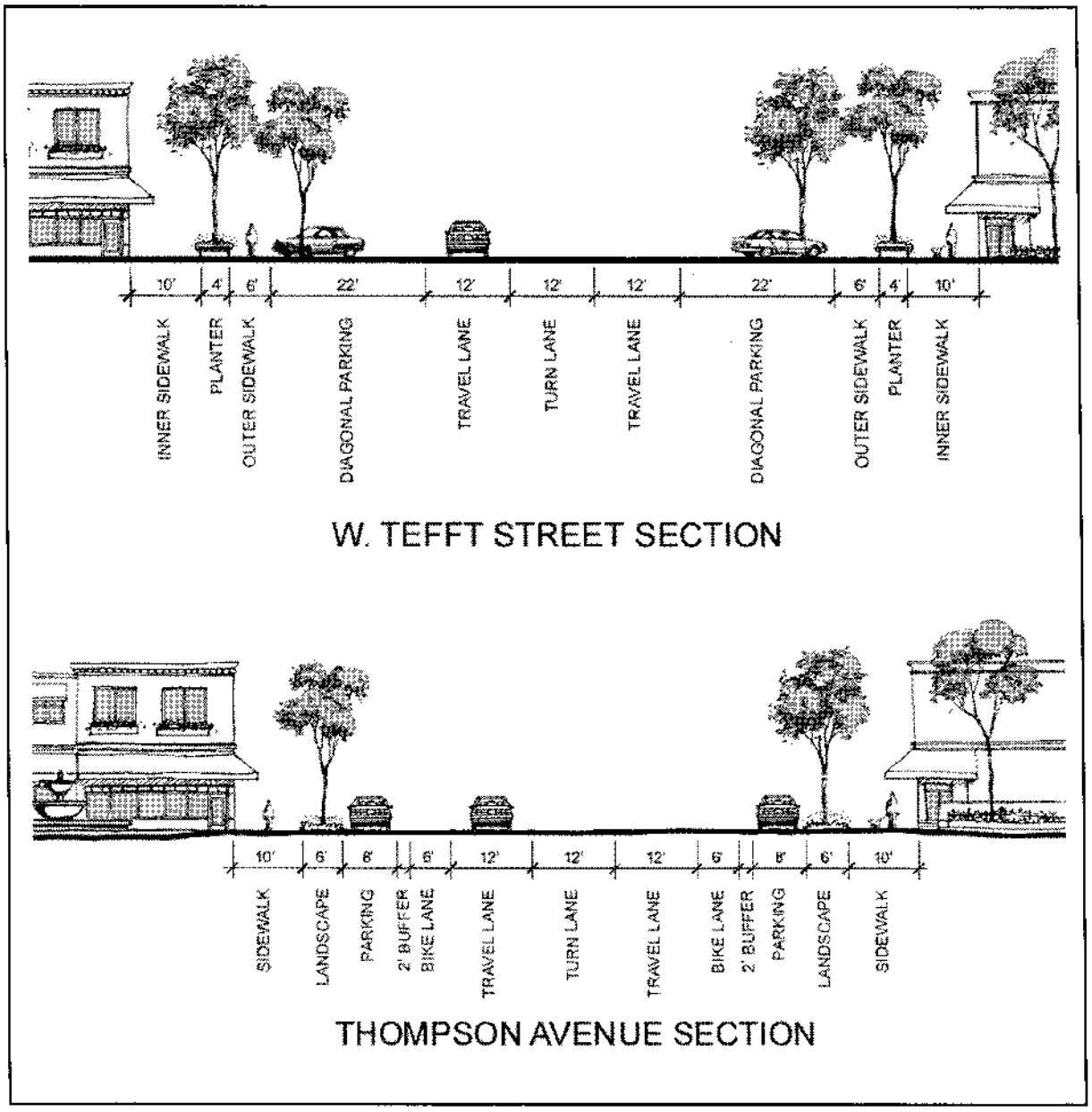


Figure 3.2: W. Tefft and Thompson Avenue

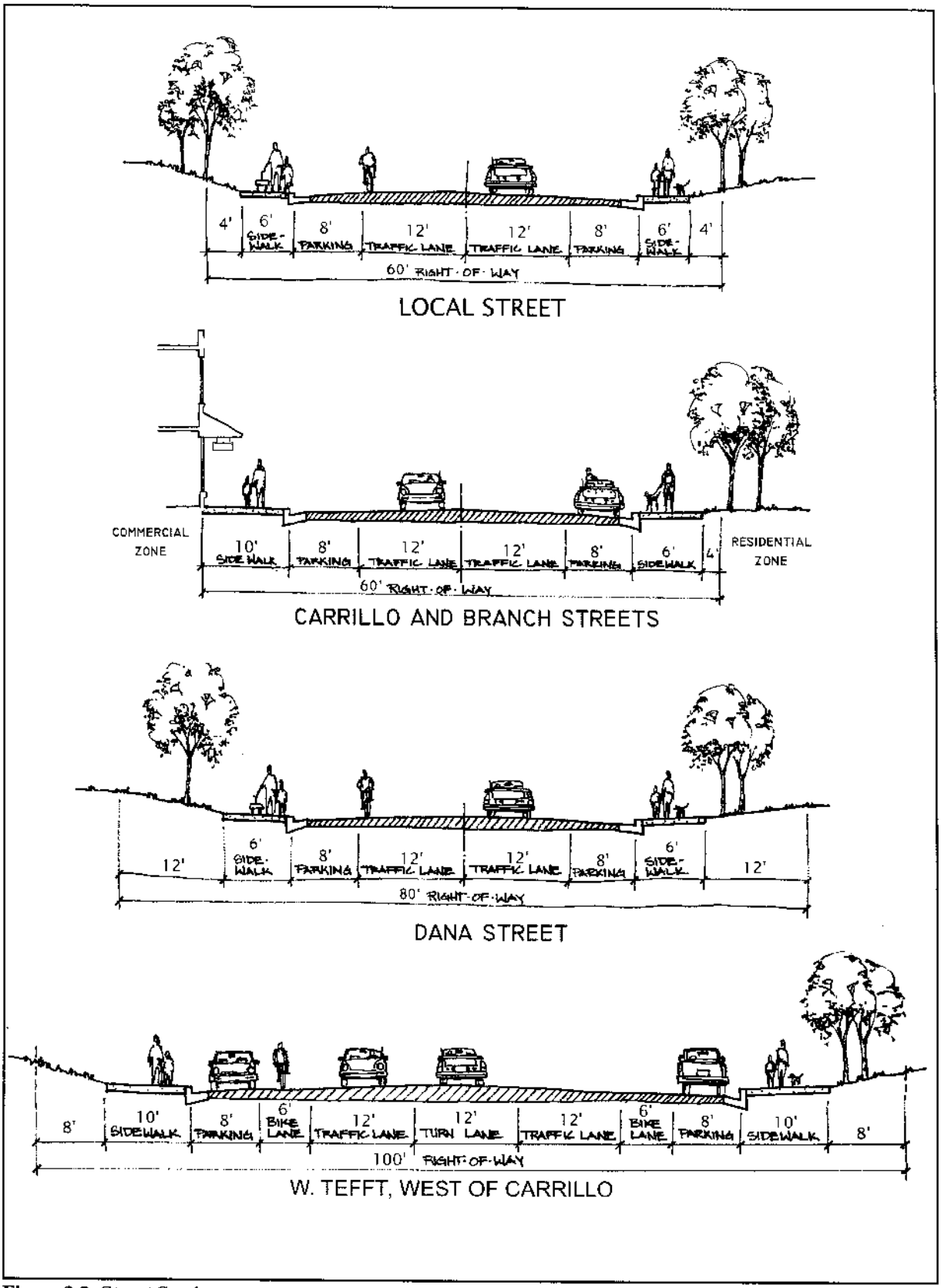


Figure 3.3: Street Sections

PEDESTRIAN, SIDEWALK AND BIKEWAY IMPROVEMENTS

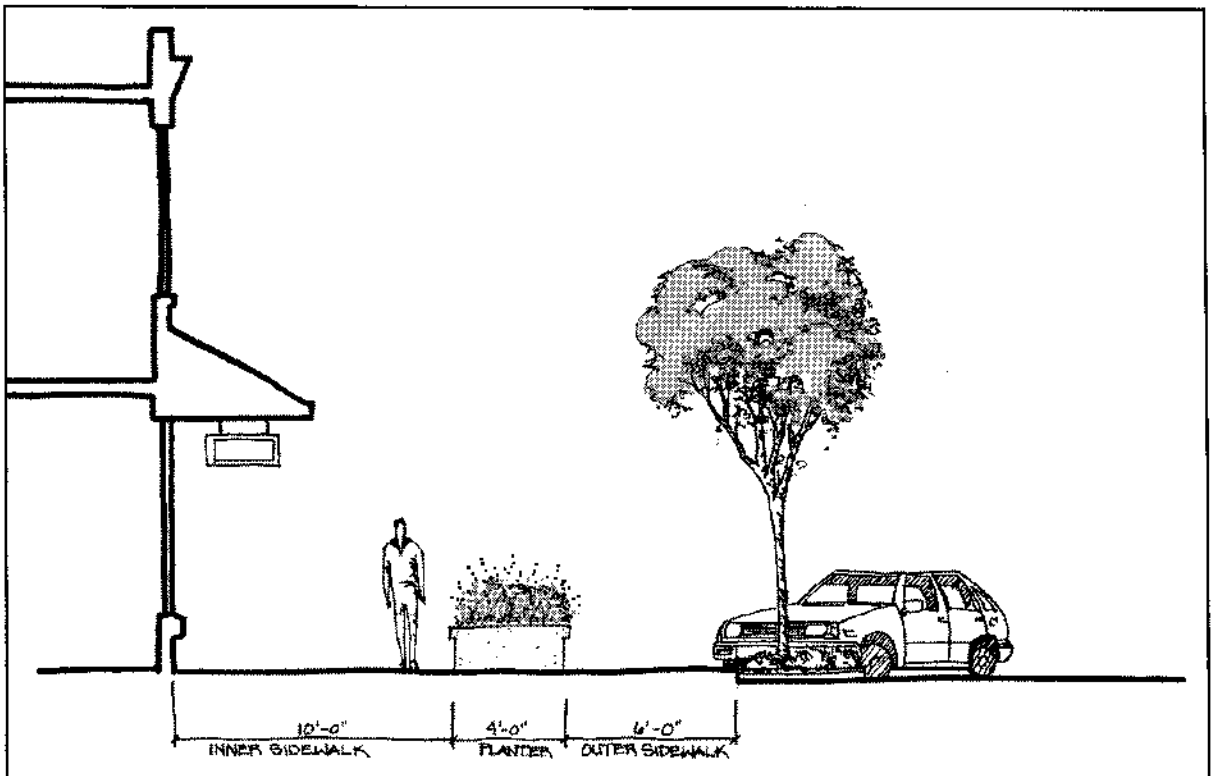
Public sidewalks

All new or redeveloped public sidewalks should be built to the following minimum widths:

- W. Tefft Street (west of Carrillo Street): 6 feet
- W. Tefft Street (Carrillo St. to Thompson Avenue): 20 feet
- W. Tefft Street (east of Thompson Avenue): 6 feet
- Thompson Avenue: 10 feet
- Branch, Dana, Carrillo, Burton, and Mallagh Streets: 6 feet

Public Improvements

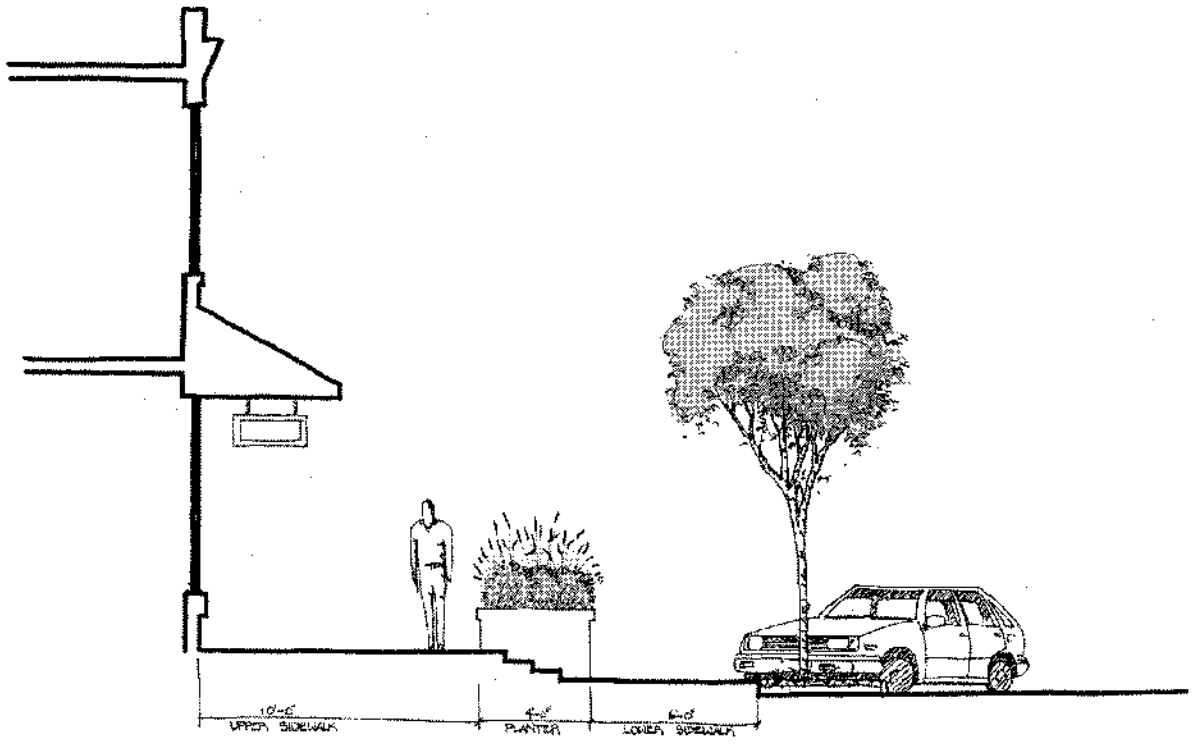
All development of new public sidewalks for W. Tefft and Thompson shall provide landscaping, lighting, and street furniture as indicated in Figures 3.4 and 3.5.



Option 1: Sidewalk Section - West Tefft Street

Option 1 assumes buildings will not be significantly elevated above street grade.

Figure 3.4: Option 1



Option 2: Sidewalk Section - West Tefft Street

Option 2 assumes buildings must be elevated to meet flood requirements..

Figure 3.5: Option 2

Pedestrian crosswalks

The primary goal of this plan is to provide safe crossing for pedestrians. The secondary goal is to allow for the continuation of the design theme. Crosswalk design graphic- 4-foot scored concrete with 4-foot of concrete stamped red brick paving on each side. See Figures 3.4 or 3.5.

TRAFFIC CALMING AND STREETSCAPE IMPROVEMENTS

Raised intersection or speed table at W. Tefft Street and Thompson Ave.

The intent is to reduce vehicular traffic speed and make drivers aware of pedestrians. When drivers are in the intersection they should sense that they are in a pedestrian zone. (See Figure 3.6)

The use of specialty paving within the raised intersection as well as the crosswalks is encouraged. Material should be such that a contrast between crosswalk and intersection roadway is easily recognizable. Street corners that project the sidewalk into the roadway help to identify the intersection and create better sight lines between driver and pedestrian. Raising the intersection to sidewalk level allows for easy handicapped access.

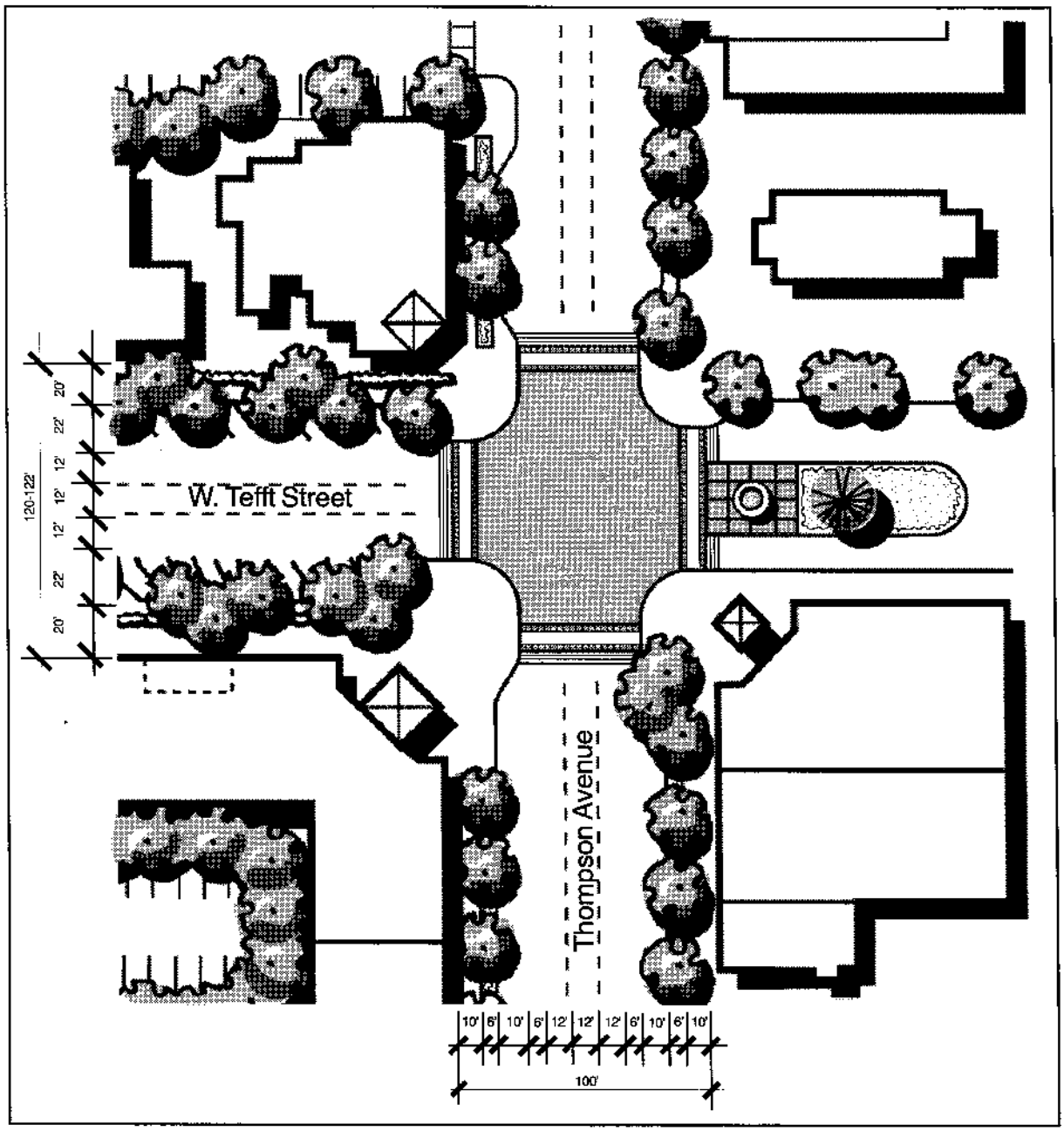


Figure 3.6 Intersection with Speed Table

INTERSECTION IMPROVEMENTS

Specific intersection improvements were combined with the roadway improvements identified above to improve both traffic movement and provide a more aesthetic and distinctive character for the core area. With these intersection improvements and the channalization of turning movements the projected LOS will be reduced to acceptable levels (LOS D or above) for the time period through 2020.

W. Tefft Street

- Provide a traffic signal (when warranted), a speed table and street configuration shown in diagram Figure 3.6.
- Provide patterned crosswalks at Carrillo, Wilson, Mallagh, Burton and Thompson along with bulb-outs.
- Consider a stop sign at Carrillo when warranted.
- Install traffic control lanes and merging lane at Oakglen.
- (See Figure 3.7 for conceptual drawing of improvements for the intersection of W. Tefft Street and Thompson Avenue.)

Thompson Avenue

- Provide signal and speed table at W. Tefft.
- Provide patterned crosswalks and bulb-outs at Chestnut, Branch, Dana and Price Streets.
- Consider stop signs at Branch and Dana when delay in turning movements exceeds intersection LOS C when warranted.

(See Figure 3.7 for conceptual drawing of improvements for the intersection of W. Tefft Street and Thompson Avenue.)

Carrillo, Wilson, Mallagh, and Burton Streets

In core area between West Dana and West Branch

- Provide patterned crosswalks and bulb-outs.

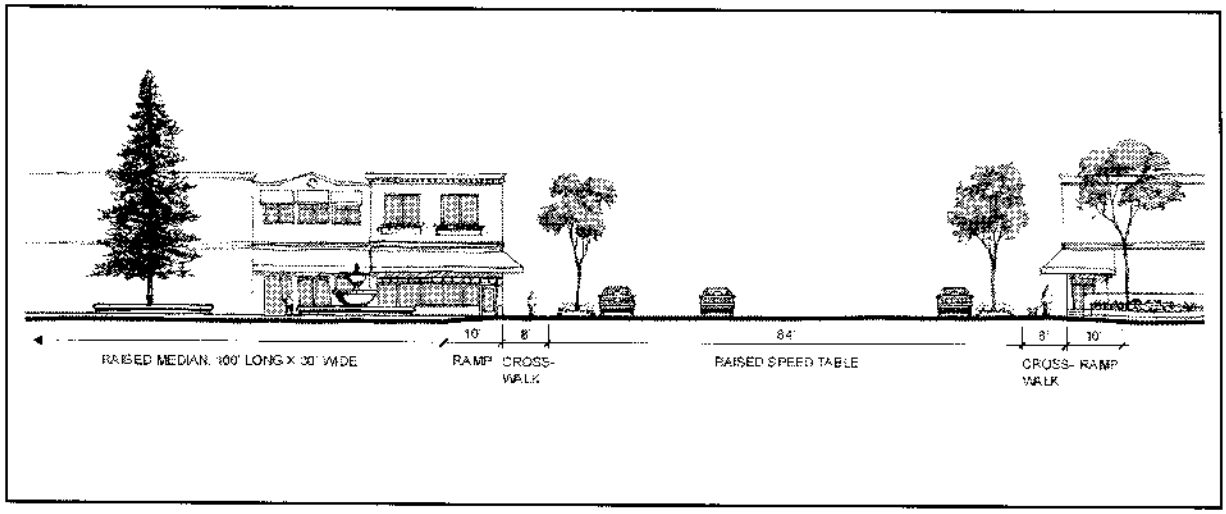


Figure 3.7: Intersection Section

PUBLIC PARKING IMPROVEMENTS

The amount of public parking to be provided within the Olde Towne area was discussed previously in this section. The emphasis in these parking areas will be on the ease of pedestrian access to the commercial and mixed use areas within the study area. The objective is to provide the required parking but place the lots and provide tree cover and amenities to insure that they do not become a dominant feature within the study area. The location of the proposed parking lots is identified in the plan section above. Generally, parking lots should be located within several hundred feet of the uses which they are intended to serve.

Public Parking Standards

- When facing a street, a generous landscape buffer of 10 feet minimum shall be provided to reduce visual impacts on owners across the street which have uses facing the street. The landscape area shall contain berms and planting to screen at least 50 percent of the cars within the lot from viewers across the street.
- Tree wells shall be provided for every five to six spaces within the lot.

3.7 Priorities and Phasing

The community has identified the following priorities to ensure a comprehensive and effective revitalization effort. The intent is to use the repaving of Thompson Avenue and W. Tefft Street as the catalyst for private redevelopment on the adjacent properties. Other street improvements and the addition of the public parking lots will follow in proportion to the private sector development within the community.

The major items for public improvement are listed below in descending order:

1. Construct curb, gutter and sidewalk on W. Tefft Street and Thompson Avenue, include provision of the central turn lane, diagonal parking and related bicycle routes. (Construction of the sidewalk by the County, using Federal funds, includes only the front 6 feet. The balance of the sidewalk will be required of developers when the adjacent commercial property develops.)

2. Provide street lighting for Thompson and W. Tefft for the areas repaved.

3. Provide four monument entry signs for the core area.

4. Develop the park and community area on County owned property. (This may be done by the County of San Luis Obispo through a lease to a private developer or concessionaire.)

5. Determine the extent of flooding potential in the Study Area. Revise FEMA maps and determine the building elevations that will be required to meet flood proofing requirements.

6. Acquire access and improve Dana and Branch streets across the former Pacific Coast Railroad right-of-way.

The related public improvements listed below will follow in coordination with private development:

1. Develop public parking lots nearest to the related development.

2. Widen and improve adjacent side streets (Wilson, Mallagh, Burton and Carrillo).

3. Improve frontages on West Dana and Branch Streets.

4. Acquire access and improve west Price Street across the former Pacific Coast Railroad right-of-way when the adjacent public parking lot is improved.

3.8 Costs and Funding Mechanisms

ESTIMATED COSTS FOR PUBLIC IMPROVEMENTS

Estimates of anticipated construction costs for the major public improvements are identified below. The dollar amounts are for 1998 and should be adjusted for inflation for the year in which construction is estimated to occur. The estimates include costs of construction, design, administration, and construction inspection. All costs were derived from similar types of construction in the Central Coast areas. Even so, these are generalized since no precise engineering designs or specifications have been prepared.

Table 3.2: Estimated Cost for Public Improvements

Improvement	Description	Year	Cost
Paving Thompson & W. Tefft	Widen paving to widths shown	1999-2000	-
Curb, Gutter & Sidewalk Thompson & W. Tefft	Curb, gutter and 5' portions of sidewalk	1999-2000	-
Street Lighting Thompson & W. Tefft	Fixtures from Oakglen through study area	2000-2004	$72,000
Public Parking Lots*	As designated in plan-approximately 100,000 SF	2001-2005	$185,000
Street Trees Thompson & W. Tefft	Trees, wells, and grates (160)		$56,000
Street Trees Public Parking Lots	Trees (80)	2001-2005	$12,000
Electrical Underground Wiring		2000	done by PG&E
Flood Study	Phase I analysis Phase II FEMA mapping	1999-2000	$7,500 $9,500
Master Drainage Plan	Consultant-Identify required floors and structures	1999	$5,000
Street Enhancements Thompson & W. Tefft	Paved crosswalks, speed table (10-72 crossings)	1999-2004	$80,000 to $120,000
Street Amenities Thompson & W. Tefft	Benches and planter barrier	1999-2004	$80,000 to $120,000

*Excludes parking associated with potential post office site or facilities in park or County enterprise zone.

FUNDING SOURCES

In the following section, the major improvement categories and relevant funding sources are identified.

Street Pavement and Improvements

1. County: Impact fees: In 1988, the County adopted Ordinance No. 2379 to provide for the collection of roadway impact fees for areas such as the South County. The South County impact fee is collected at the time of development and held in an account dedicated for road improvements. Credits toward the fee are provided to landowners who dedicate right-of-way or construct improvements. The County allocated approximately $260,000 in fees towards widening and improving Thompson Avenue and W. Tefft Street in the 1998/99 budget. Future allocations should also be requested.

2. County Road Funds: Administered by San Luis Obispo County, funds may be allocated based upon set rules and priorities established by the County.

3. The SLO COG administers transportation enhancement funds referenced to as TEA 21 which could be allocated through the grant application process toward cross walks, speed tables and the purchase of property (old Pacific Coast Railroad right-of-way), as well as bicycle paths. The next funding cycle closes October 1999. We believe Nipomo would rank high for this type of funding allocation.

Street Lighting

4. Nipomo Lighting District, responsible for street lights and maintenance, could extend their responsibilities for the Thompson Avenue, W. Tefft Street corridor. This would require a vote of the landowners within the District.

Street Trees, Parking Trees, and Revegitation of the Creek Area

5. SLO COG administers an environmental enhancement and mitigation fund (EEM) which can fund tree planting under the urban revegitation program. Grants are allocated on a state-wide basis. The next funding cycle closes October 1999.

Flood Control Projects

6. The County Flood Control District can assess property owners to fund flood control projects within the Nipomo Creek watershed. Such funds could go to preparing flood studies and drainage analyses, preparing plans and specifications for flood control structures, and of course, constructing and maintaining such structures.

Other General Services

7. General Fund Revenues. The General Fund revenues accrue to the County from sales and property. taxes. These taxes fund a number of County services and are distributed through the budgetary process. However, the stability of these revenues is dependent on consistent allocation from the General Fund.

8. Air Quality Mitigation Impact Fees. In the South County, an air quality impact fee is administered by a coalition of County agencies. The fee generates revenues to be used to support transit service improvements, transit amenities including bus shelters, park and ride lots, and bicycle facilities. Bicycle routes could also be eligible for funding by this source.

9. Special districts, such as the NCSD, can construct and maintain facilities within their charter. In the case of Nipomo Olde Towne, the NCSD could provide improvements for utilities, parks, and related facilities if their Board of Directors chose to do so.

Implementation of the public improvements projects in Olde Towne Nipomo will likely rely on a combination of funding sources. Development impact fees, general County revenues and assessment districts are reliable and stable sources of financing for public projects.

The most promising source of funds for major capital projects are those administered by SLO COG. While their funds are typically allocated throughout a competitive grant process, Nipomo has several major advantages:

- It has a comprehensive plan which integrated planning activity.
- It has significant community support.
- It has identified innovative ways to utilize traffic controls, bike paths, parking and land uses to obtain greater return for the dollar invested.
- It can show supporting investments from several sources, such as County, local businesses, and grants from other agencies.
- Finally, it has not been the recipient of any recent grants.

RECOMMENDED ACTIONS

- County Engineering should initiate engineering studies, design and construction documents to enable the widening of Thompson Avenue and W. Tefft Street.
- A community committee should be set-up or designated to specifically monitor funding sources with SLO COG and similar state agencies.
- The committee should prepare specific grant proposals for the October 1999 funding cycle.
- The initial flood studies should be implemented immediately in conjunction with County Engineering and the Flood District.

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Appendix A

Recommended Trees for Olde Towne

APPENDIX A

Olde Towne Nipomo Design Plan

Recommended Trees for Olde Towne

The following trees have been selected to reflect a rural, old-fashioned character, avoiding typical subtropical species commonly used in many towns in California. The trees have habits and sizes suitable for streets and parking areas.

Street Trees	Key Aspects/Uses
Deciduous	
Platanus acerifolia / London Plane Tree	Large canopy tree
Fraxinus oxycarpa 'Raywood' / Raywood Ash	Fall color, medium size
Pistacia chinensis / Chinese Pistache	Fall color, medium size
Liquidambar styraciflua 'Palo Alto' / Sweet Gum	Fail color, tall, narrow
Broadleaf Evergreen	
Quercus agrifolia / Coast Live Oak	Native, eventually large
Maytenus boaria / Mayten	Weeping, slow growth
Eucalyptus ficifolia / Red-Flowering Gum	Flowers, Dense Canopy, Medium Size
Ulmus parvifolia / Evergreen Elm	Canopy Tree
Parking Areas (Most street trees plus the following)	
Sequoia sempervirons / Coast Redwood	Landmark tree
Pyrus calleryana / Bradford Pear	Narrow areas, fall color
Koelreuteria bipinnata / Chinese Flame Tree	Flower color
Arbutus unedo / Strawberry Tree	Small spaces

Appendix B

Community Preferences

Appendix B

Workshop #1

Flipchart Summary

(approximately 30 attendees)

What we like about Olde Towne Nipomo-
Rural, small town atmosphere
Safe
Small scale allows walking and biking
Friendly
Diversity, not uniform
Historic (Dana adobe)
Agricultural link
Natural setting (hills, open space)
Creek

Commercial uses we desire- (100% agreement)
Sit down restaurant
Bakery
Weekly farmers market
ice cream/yogurt shop
Bookstore- new
Antique store
Art gallery
Pharmacy
Barber shop/salon
Community theater
Nursery/florist

Commercial uses we desire- 75% agreement
Deli
Coffeehouse
General store
Museum
Inn/motel
Gift shop

Commercial uses we don't want- 75% agreement
Fast food restaurant
Mini-market chain
Auto parts store
Dry cleaner
Car wash
Gas station
Bowling alley
Billiard hall