

# **Nipomo Community Plan**

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# Chapter 1: Introduction

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## 1.1 Purpose

The Nipomo Community Plan establishes a vision for the future that will guide land use and transportation over the next 20 years.

## 1.2 Relationship to General Plan

This community plan is part of Part III of the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan is consistent with the other elements of the County General Plan. All other County plans, policies and programs that involve the community of Nipomo and are subject to the County General Plan are to be consistent with and implement this plan. In addition, where applicable, all public and private development is to be consistent with the LUCE, including this community plan. It should be recognized, however, that this plan is subject to higher legal authority; for example, federal and state statutes, case law, and regulations.

The Framework for Planning (LUCE Part I) is the central policy document, while this plan contains programs more specifically applicable to this community. In accordance with the Framework for Planning, allowable densities (intensity of land use) are established. In addition to the Framework for Planning, the South County Area Plan contains regional land use and circulation goals, policies, and programs that apply to Nipomo.

The Land Use Ordinance contains development regulations that are applicable countywide, as well as standards and guidelines for local communities that may be different than the county-wide regulations. The West Tefft Corridor Design Plan was adopted by the County Board of Supervisors on May 15, 2007 and is incorporated by reference into the Land Use Ordinance, Title 22 of the County Code. It addresses the design of new development and streets near West Tefft Street between Highway 101 and Dana Elementary School.

## 1.3 Features of the Plan

This plan describes County land use and transportation programs for a 20-year time frame in the community of Nipomo, including regulations also adopted in the Land Use Ordinance and Land Use Element. All information contained in this plan is taken from the South County Area Plan, which was last updated on March 15, 1994. Only non-substantive edits have been made to this text for consistent formatting and to reflect the new organization of the Land Use and Circulation Elements. No changes have been made to reflect current conditions in Nipomo.

This plan includes the following major features:

### Background Information

This plan provides information on land use, population, availability of resources and public services, and environmental characteristics. This information (current as of 1994) is the basis for many of the plan recommendations.

## Policies, Programs and Standards

In addition to countywide policies in Framework for Planning, the South County Area Plan contains areawide land use and circulation policies affecting the community of Nipomo. These policies are implemented in Nipomo through the recommended programs in Chapters 3 through 6 of this plan and the standards in Article 10 of the Land Use Ordinance (Chapter 22.108 - South County Area Communities and Villages).

Proposed programs listed at the end of Chapters 3 through 6 are non-mandatory actions that may be initiated by the County, communities, or other agencies to correct or improve local problems or conditions, and to otherwise help implement the goals and policies of the South County Area Plan. Since many recommended programs involve public expenditures, their initiation depends upon availability of funding. Areawide programs listed in the South County Area Plan may also affect the community of Nipomo.

Specific, mandatory development standards are included in Article 10 of the Land Use Ordinance (Chapter 22.104 - South County Area Communities and Villages) that address special conditions in communities and neighborhoods and help implement the goals and policies of the South County Area Plan. These standards address land use, public services, circulation, sensitive resources, and natural hazards (the latter two overlays are called "combining designations"). The standards provide criteria for detailed evaluation of development projects.

Chapter 7 provides reference information for the West Tefft Corridor Design Plan, which is incorporated by reference into the Land Use Ordinance, Title 22 of the County Code.

## Resource Management

Chapter 3 describes the existing and future status of water supply, sewage disposal, schools, and other public services in Nipomo. Chapter 6 includes descriptions of flood hazards and historic resources. While this plan focuses on public facilities, services, and resources within the Nipomo urban area, the South County Plan addresses these topics on a regional scale.

## Area Plan Maps

Land use, circulation and combining designation maps are shown following Chapters 4, 5 and 6, respectively. They illustrate:

- **Land Use Categories** - which determine the uses that are allowable on a piece of property, including density and intensity of development.
- **Combining Designations** - which identify areas of flood hazards, historic sites, and public facilities.
- **Circulation** - which consists of roads and pedestrian, bicycle, and equestrian facilities.

Due to scale limitations, the maps in this plan are for reference purposes only. The official maps (LUCE Part IV) are available at the County Department of Planning and Building.

# 1.4 Setting

The unincorporated community of Nipomo is home to approximately 8,376 residents (1990) and is located about five miles south of the City of Arroyo Grande, in the South County planning area.



Figure 1-1: Regional Map

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# Chapter 2: Population and Economy

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This chapter focuses on the population and economy of Nipomo. The discussion in this chapter is current as of the last major update to the South County Area Plan (1994).

## 2.1 Population

Most new construction in the South County planning area has occurred in the Nipomo urban area. Between 1980 and 1990, 1080 dwelling units were constructed in the Nipomo urban area. The Nipomo urban area is projected to build out with a population of about 23,250 people sometime after the year 2010. Build-out population estimates indicate the threshold when a scarcer supply of land and physical development will interfere with the development to the maximum capacity of each land use category.

## 2.2 Economy

Nipomo's economy is intertwined with and, in many ways, inseparable from the economy of the larger South County region. The South County Area Plan describes Nipomo's role in the South County economy and establishes regional economic goals. The achievement of these goals will depend on the cooperation of all South County communities, including Nipomo.

The median gross income for Nipomo in the 1990 Census was \$30,561, compared to the countywide median income of \$31,164. With the growth of the area as a residential community for other employment centers, it is expected that the average income will rise even more. This may leave a substantial number of low income families who will find it increasingly difficult to meet their housing needs within the ever increasing market. Proportionally fewer people have had incomes below poverty levels since 1970.

According to the 1990 census, the unemployment rate was approximately 6.3 percent for Nipomo residents, compared to 5.5 percent for the county. Since 1980, the workforce of the South County sub-area increased in the professions and service and retail trades more than in agriculture. According to the 1990 census, the agricultural share of the workforce declined from approximately 25 percent compared to 12.5 percent countywide. Due to the nature of agricultural and service-oriented businesses, about 30 percent of South County residents hold part time or seasonal jobs. It is estimated that the most significant job generating activities in the county are tourism and retail trade. Retail trade employment in Nipomo comprises 13.8 percent of the town's work force, compared to 20 percent of the work force in the five cities.

The community of Nipomo has the opportunity to invest in a business improvement district that will provide funds for "dressing up" the downtown area, and promoting its attractiveness for business and shopping.

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# Chapter 3: Public Facilities, Services, and Resources

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## 3.1 Introduction

Chapter 3 provides a description of public facilities, services and basic resources within Nipomo. It identifies appropriate program options that the County might use to deal with current and potential deficiencies. In addition, this chapter identifies programs for improving our basic understanding of existing and potential resources.

**NOTE:** This chapter describes service levels and available resource capacities as of the last major update to the South County Area Plan (1994). More recent data on resource and service levels is available in the County's Resource Summary Report, which is updated every two years.

Appropriate levels of service for urban, suburban and rural areas are discussed in Framework for Planning (LUCE Part I). Appropriate development levels within Nipomo are addressed in Chapter 4 of this plan. The intent of Chapter 3 is to provide the public and decision makers with basic information and a range of options to be considered when evaluating growth and development issues.

In addition to the discussion in this chapter, the South County Area Plan describes regional public service and resource availability issues and identifies facilities and services that are not necessarily based in Nipomo but are available to all South County residents.

## 3.2 Status of Public Facilities, Services, and Resources

Formed in 1965, the Nipomo Community Services District (NCSD) provides water service, sewage disposal, street lighting and some drainage facility maintenance. Other services are authorized to be provided. As the community grows, and to facilitate making a future determination of incorporating as a city, additional services should be assumed by the district as it is capable. Potential services include parks and recreation, garbage disposal, fire and police protection, and road construction and maintenance.

County Service Area No. 1 provides street lighting and storm drainage services to several small areas having NCSD sewer service. LAFCO recommends that within the next 10-20 years these services be consolidated under the jurisdiction of the NCSD so that it becomes the sole public agency providing urban services.

### Water Supply

The NCSD supplies water to much of the urban area, including the old town site. Cal Cities Water supplies water to the rapidly expanding residential area in the southwest portion of the Nipomo urban area.

Both the NCSD and Cal Cities Water have recently expanded their facilities. If additional improvements are made as scheduled, facilities should be adequate to serve their areas.

## **Sewage Disposal**

A public sewer system serving many properties within the Nipomo urban area became operative in 1987. The system can accommodate about 5,600 hookups and was operating at slightly more than 50 percent of capacity in 1990.

The remainder of the area relies on septic systems or other individual disposal systems. Such systems generally work well in the areas where the soil is sandy, satisfactory percolation rates can be obtained and the distance to groundwater is generally adequate to prevent contamination.

## **Drainage**

Lack of drainage control in east Nipomo generally results in localized formation of ponds when Nipomo Creek floods its channel. West Nipomo has undulating terrain that will become increasingly susceptible to local pond formations as development progresses. Drainage plans, including provision for on-site retention of rainwater, are now required before the issuance of building permits in this area. An area wide drainage system to replace the present use of local drainage ponds could reduce localized drainage problems. The area wide drainage system can also be developed where appropriate with neighborhood parks.

## **Cemetery**

The Arroyo Grande Cemetery District provides a cemetery within the city of Arroyo Grande. However, a local cemetery should be located more conveniently within the planning area, preferably within or adjacent to Nipomo. Either the existing district should pursue purchasing a site and developing it, or it should work with the Local Agency Formation Commission to revise its service area to establish a South County district to meet this need.

## **Solid Waste Disposal**

Solid waste collection is provided by the South County Sanitary Service and is available on a voluntary basis. The waste is disposed at either the Santa Maria Landfill or the Cold Canyon Sanitary Landfill north of Arroyo Grande. Illegal dumping is very common in the South County. As the population increases on the Mesa, the long standing problem of solid waste disposal is certain to increase. The Solid Waste Management Plan (1986) recommends mandatory collection for urban Nipomo and a rural container station or transfer station for the rural South County area, to reduce the problem of illegal dumping. A mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products should be created, and transfer stations should be provided for convenient collection to reduce the problem of illegal dumping.

## **Police Service**

The Nipomo area is served by the County sheriff from a substation in the South County Regional Center in Arroyo Grande, as well as by the California Highway Patrol. Response times are generally poor, due to the large area to be serviced and the distances involved. However, the new substation at South County Regional Center and a report writing room in Nipomo have decreased response times slightly. There is presently a need to expand police services in the South County area, and this need will increase as the population grows.

## **Fire Protection**

Fire protection and emergency medical assistance are provided by the California Department of Forestry (CDF), which acts as the County Fire Department by contract with the county. This protection is provided throughout the year from the station located on North Oak Glen, east of Highway 101 in Nipomo, and the new station no. 22 located on Highway 1 on the west side of the mesa. There are presently no urban type fire districts in the planning area, yet an urban type of fire response is expected by suburban and rural residents. Year round fire protection should be provided in areas outside of urban and village reserve lines by CDF. Urban fire protection should eventually be provided in Nipomo by the Nipomo Community Services District or other public agency.

## **Health Services**

The nearest hospital services are available in Arroyo Grande and Santa Maria. Ambulance service is provided by private companies located in Arroyo Grande and Santa Maria. Ambulance protection is provided by private companies located also in Arroyo Grande and Santa Maria. As the Nipomo area grows, ambulance services should eventually be located in the Nipomo business district. A local, federally funded medical clinic provides primary care services to residents of Nipomo primarily to low and moderate income residents.

## **Social Services**

County offices providing social services (i.e., counseling, mental health, welfare, family planning) are found in Grover Beach and in San Luis Obispo. A private, non-profit senior center operates in east Nipomo. An additional center will eventually be needed to conveniently serve west side neighborhoods. There will be a future need to move Social Services to a Nipomo office.

## **Library**

The South County Regional Center in Arroyo Grande provides a regional library but is not convenient to the Nipomo urban area. A branch county library is located on Dana Street in Nipomo, and a bookmobile also serves the planning area. A new branch library is proposed (and funded) for a site at the Nipomo Regional Park which should serve the community.

## **Schools**

According to information provided by the Lucia Mar Unified School District, recent high population growth rates and accompanying new residential development accelerated the need for additional classroom space in the Lucia Mar Unified School District, which serves the entire planning area, and all schools in the district are over capacity. Two elementary schools are presently located inside the Nipomo urban reserve line.

The Lucia Mar School Board sees the need for additional school facilities to serve a growing number of children in the South County sub-area, but the district to date has been unable to pass a school facility bond. The district has instituted a development impact fee to fund interim classroom facilities.

Adequate funding for new permanent classroom facilities may not be available through imposition of developer fees. Currently, state law (SB 1287) limits developer fees that may be collected by school districts, which may not be adequate for permanent facilities. Further, state law prohibits imposition of further fees or other developer exactions by placing such

requirements in a legislative document such as a general plan or area plan. Finally, a development may not be denied due to inadequate school facilities. Other sources of funding could include additional Mello-Roos districts or bond revenues.

The 1992 law (SB 1287) may "sunset" in June, 1994, depending on passage of a state constitutional amendment that would allow approval of school bonds by a simple majority instead of the current requirement of a two-thirds majority. If the simple majority does not pass, the law would revert to the law that existed prior to the 1992 passage of SB 1287. The legal community representing the school districts and developers, and the legal counsel for local governments each have some differences in opinion as to the state of the law prior to SB 1287. As state legislative enactments develop and pending litigation results in case law, some of these issues may be resolved. This is a highly fluid area of the law at the time of this writing. However, county staff will continue to work with the school districts, developers and local government with the objective of finding solutions for adequate funding of permanent school facilities.

## **Government Services**

As the community of Nipomo develops, it will need at least one site for government and civic functions. In the short to mid-term, government facilities should be developed at the historic sites of the Pacific Coast Railway station on both sides of Tefft Street at Sparks Avenue. This area is already publicly owned and could provide a center for civic and recreational activities.

In the long term, another civic center could be considered between Thompson Road and Nipomo Creek, south of Sparks Avenue. The area currently is within an agricultural preserve contract in the Agriculture category outside the urban reserve line. However, if the agricultural preserve is no longer in effect and the site is included in the urban reserve line, it could be a suitable location for a future government center. It is well-situated near the short-term civic site at the Pacific Coast Railroad depot site and adjacent to the Pacific Coast Railroad right-of-way and Nipomo Creek. Linear park development at the Nipomo Creek should occur with purchase or consent of owners of private property and with firm commitments for future maintenance and acceptance of liability. A specific plan should be completed to identify the appropriate civic-related functions and development, related private uses that would be associated with a civic center as well as adequately address the community concerns regarding public health and safety issues concerning the linear park.

A site reserved for government services in the Nipomo Regional Park Master Plan should be consistent with the Nipomo Regional Park Master Plan.

The South County Regional Center in Arroyo Grande contains a regional library, a citizens' center, Sheriff's substation and a County road maintenance yard. Additional long term facilities and services provided at this site could include such things as municipal courts, social services department, probation department, County administrative offices, and a clinic. Many of these services would be available to residents of the South County sub-area. However, construction of a human services/community building or any of these services should be considered first in Nipomo Regional Park or at the former Pacific Coast Railway station site.

### 3.3 Community Service Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this community plan. The implementation of each LUE program is the responsibility of the County or other public agency identified in the program itself.

**NOTE:** In addition to the programs listed here, the South County Area Plan contains regional programs that may also affect the community of Nipomo.

Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following public service programs apply within or near the Nipomo Urban Reserve Line. Table 3-1 identifies the responsible agencies, potential funding sources and the preferred time-frames for completion. The South County Area Plan should also be referenced for a list of public service programs that may affect Nipomo.

#### Special Districts

1. **Nipomo Community Services District (NCS D).** The Nipomo Community Services District should assume drainage control, fire protection, parks and recreation, street lighting and street tree maintenance to its responsibilities to provide more comprehensive urban services.
2. **County Service Area (CSA) No. 1.** CSA No. 1 should detach areas that receive sewer service from the NCS D, transferring them to the district, and the NCS D should assume responsibility for providing street lighting and storm drainage in those areas.
3. **Cemetery District.** The community should work with the Arroyo Grande Cemetery District to locate and develop a local cemetery, or it should seek to divide and create a south county cemetery district to create and manage a local site.

#### Water Resources

4. **Water Source Augmentation.** Water providing agencies should work towards programs to provide additional water for the community. Any use of the offshore aquifer should be accompanied by a contingency plan for preventing or correcting seawater intrusion.
5. **Supplemental Water Development Fee.** The Planning Department, in coordination with the Public Works Department and the NCS D, should determine the amount of a fee, as soon as possible, to be paid by new development resulting from new land divisions that would increase non-agricultural water demand within the Nipomo Mesa Water Conservation Area. The fee shall also apply to development of existing lots of record. Those lots that are otherwise contributing to the development of supplemental water would not be required to pay the fee (for example those lot within the Woodlands Village Area). Determination of the fee and adoption of an ordinance requiring payment of the fee should be consistent with the requirements of AB 1600.
6. **Water Conservation.** The Public Works Department, with assistance from the Planning Department and local water purveyors, should establish a public education program on water conservation and water conserving landscaping.

7. **Groundwater Management.** South County water purveyors, cities, agencies, and individual users are encouraged to work toward management of the groundwater resource. Agreements and funding should be sought by these entities to prepare a groundwater study that will assist in identifying the appropriate management strategies.

A comprehensive study of the Santa Maria groundwater basin to be used for future planning purposes should identify the historical and potential impacts to the basin.

## Water Systems

8. **Water Service Plan.** The NCS D and Cal Cities Water should prepare a water resource capacity study and water service plan for distribution of water to all properties within the urban reserve line.
9. **Private Water Company Boundary.** Cal-Cities water should relocate their service boundary in Nipomo to be outside the NCS D's sphere of influence.
10. **Water Service Plan Coordination.** The Planning Department should provide Land Use Element plan information to private water companies to coordinate future service expansions with county policies.

## Sewage Disposal

11. **Wastewater Management Plan.** The County should work with the Regional Water Quality Control Board and other agencies to prepare a Wastewater Management Plan for portions of the Nipomo urban area that utilize septic systems. The plan should identify the cumulative impacts resulting from the continued use of on-site sewage disposal systems, determine the maximum population densities suitable for such areas and prescribe the appropriate minimum parcel sizes that will control ground water or surface water degradation.
12. **Septic Systems Maintenance.** In areas intended to be served by septic tanks, the Planning and Health Departments should develop public information mailings and handouts about the proper care and maintenance of septic systems. The Nipomo Community Services District should establish and administer a septic system maintenance program in areas within its boundary not served by the community sewage system. (Amended 1986, Ord. 2270)

## Drainage

13. **Drainage Analysis.** The County Public Works and Planning Departments should work with the NCS D to prepare a communitywide drainage analysis for the Nipomo urban area to identify problem areas and recommend appropriate remedial action, including any necessary changes to the standards of the Land Use Element to implement measures to correct drainage problems.
14. **Maintenance of Drainage Channels.** The County Public Works Department should work with the community of Nipomo, area property owners and the NCS D to establish an agency for maintenance of natural drainage ponds or channels for recharge to the groundwater basin. After establishment, the agency should develop a maintenance program designed to prevent significant reduction of ponding capacities while maintaining natural channels in as natural a state as possible.

## **Solid Waste Disposal**

15. **Waste Collection- Nipomo.** A mandatory waste collection service should be investigated in the Nipomo urban area that offers recycling and low-cost service for low-volume users for bulk items, green waste and hazardous products.

## **Police Protection**

16. **Sheriff Patrols/Substation.** The community should consider funding additional Sheriff patrols in the South County as well as funding a new substation in the Nipomo area.

## **Fire Protection**

17. **Urban Fire Jurisdiction.** The NCSD should assume responsibility for providing year round urban fire protection services within the Nipomo Urban Reserve Line. A mutual aid agreement with the County Fire Department (CDF) should be reached for serving areas outside of the district also.
18. **Social Services Planning.** The County Planning and General Services Departments should work with social service agencies to coordinate, plan and schedule the development of social services in Nipomo.
19. **Government Services/Public Service Centers.** The Planning and General Service Departments should prepare a facility needs study of the specific, desirable public services, and their space requirements, that can be scheduled for locating in the identified government facilities locations, as part of the county capital improvement program.

## **Schools**

20. **School Facility Expansion.** The Planning Department should work with the Lucia Mar Unified School District to coordinate plans for siting and funding additional schools. The County staff's role as to funding has been described in the Schools section.
21. **School Facility Siting.** The General Services and Planning Departments should work with the Lucia Mar Unified School District to complete a study and environmental determination by 1998 of the appropriate location for a high school.

**Table 3-1: Schedule for Completing Public Facilities, Services, and Resources Program**

<b>Title</b>	<b>Responsible Agency</b>	<b>Potential Funding</b>	<b>Timeframe (years)<sup>1</sup></b>	<b>Priority<sup>2</sup></b>
1. NCS D Services	NCS D	NCS D Fund	1-3	Moderate
2. CSA No. 1, NCS D Service Transfer	Co. Public Works, NCS D	NCS D, General Fund	1-3	Moderate
3. Cemetery	Arroyo Grande Cemetery District	District Fund	3-5	Moderate
4. Water Source Augmentation	NCS D, California Cities Water Co., Rural Water Co., Other Small Purveyors	District Fund	3-5	High
5. Supplemental Water Development Fee	Co. Public Works, Planning, Water Purveyors	General Fund	1	High
6. Water Conservation/ Public Education	Co. Public Works, Planning, Water Purveyors	General Fund	1-3	High
7. Groundwater Management	Nipomo CSD, Private Water Purveyors	District Fund, Grant	1-3	Moderate
8. Water Resource Capacity Study	NCS D, California Cities Water Co.	NCS D Fund	3-5	High
9. Service Area Adjustment	California Cities Water Co.	None Required	1-3	Moderate
10. Water Service Plan Coordination	Co. Planning	None Required	1-10	High
11. Wastewater Management Plan	Co. Public Works, RWQCB	General Fund, Grant	5-10	Low
12. Septic System Maintenance	NCS D, Co. Health, Planning	General Fund	1-3	Low
13. Drainage Analysis	Co. Public Works, RWQCB	General Fund, Assessment District	1-3	High
14. Drainage Channel Maintenance	Co. Public Works	FC&WD District	1-3	Moderate
15. Mandatory Waste Collection	Citizen Initiative	User Fees	1-3	High
16. Sheriff Patrols/ Substation	Co. Sheriff	Development Impact Fees	1-3	High
17. Urban Fire Jurisdiction	NCS D	Development Impact Fees	1-3	High
18. Social Services Planning	Co. Planning, General Services, Social Service Agencies	General Fund	3-5	Moderate
19. Public Service Centers Study	Co. Planning, General Services	General Fund	1-3	Moderate
20. School Expansion Planning	Co. Planning, Lucia Mar School Dist.	None Required	1-3	Moderate
21. School Studies	Co. Planning, General Services, Lucia Mar School District	General Fund	1-3	Moderate

**Notes:**

1. Timeframes are from the adoption of the South County Area Plan, 1994.
2. Priority listings are the relative importance within each timeframe.

# Chapter 4: Land Use

## 4.1 Introduction

This chapter discusses land use issues affecting the community of Nipomo, and contains programs intended to achieve the community's vision consistent with the areawide land use goals and policies described in the South County Area Plan.

The Land Use Element official maps separate the community into land use categories, which define regulations for land uses, density and intensity of use. The programs at the end of this chapter recommend actions by the County to address land use and growth-related issues in the community of Nipomo. Other programs are listed in the South County Area Plan for the rural portions of the South County sub-area.

The community of Nipomo comprises the only "urban" area within the South County planning area. The Nipomo urban reserve line encompasses approximately 3,951 acres. There are no major topographical features that will affect the extent and density of development. The major determinant of urban development will be the availability and feasibility of community services, especially water supply, sewage disposal and transportation improvements. (Amended 1986, Ord. 2270)

## 4.2 Distribution of Land Uses

The primary method of allocating land uses within Nipomo is through the mapping of 14 land use categories. The uses that are allowed within each category are shown in Article 2 of the Land Use Ordinance. Further limitations on allowable uses may be imposed by standards located in Article 10 of the Land Use Ordinance (Chapter 22.108 - South County Area Communities and Villages).

The location and distribution of the land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report map at the end of this chapter.

Table 4.1 summarizes the acreage of each land use category in Nipomo. Rural land use acreage is summarized in the South County Area Plan.

<b>Land Use Categories</b>	<b>Acreage</b>
Agriculture	11
Rural Lands	0
Recreation	150
Open Space	0
Residential Rural	0
Residential Suburban	2,281
Residential Single Family	1,061
Residential Multi-Family	150
Office and Professional	58
Commercial Retail	112
Commercial Service	97
Industrial	0
Public Facilities	31
Dalidio Ranch	0
<b>Total</b>	<b>3,951</b>

### **4.3 Nipomo Development Capacity**

The build out potential for the Nipomo urban area is 24,032 people, which is slightly less than the potential population in the 1980 plan. While some areas are recognized for continued low-density subdivisions, other areas are planned for more units per acre, near employment areas. Article 10 of the Land Use Ordinance contains detailed standards for the allowed densities.

### **4.4 Land Use Concepts for Nipomo**

The conceptual plan for Nipomo that is illustrated in Figure 4-1 shows the concept of neighborhoods adjacent to an expanded central business district. This plan will encourage more convenient distances between residential living and shopping and working, with the intent of reducing the need to commute by automobile. The concept will also help obtain fixed-route transit service as development continues. Service commercial and industrial areas are located close to residential areas, relying on setbacks, landscape buffering and site design in planned projects to achieve compatibility.

With the current availability of the community sewer system, development is expected to be concentrated near or within the Central Business District, which should also provide an orderly and convenient distribution of buildings. Residential development is encouraged to be a part of commercial and office projects to form mixed-use development. These projects should be oriented to the housing needs of employees in the vicinity.

The street system should be designed to provide multiple access routes through the neighborhoods to the central business district. The land use categories within the CBD anticipate a block pattern of development continuing on the east side of Highway 101 and evolving on the larger properties of the west side. Streets should be dedicated along the existing lot boundaries to form regular blocks.

A strong public interest exists in retaining the open, suburban character of Nipomo. Lower density development in a band of the Residential Suburban Land Use category surrounds most of the community. However, within the Residential Single Family and Residential Multi-Family categories, greater densities will increase and reduce the suburban character in exchange for more affordable and convenient housing. Some elements of suburban character can be retained and encouraged with the inclusion of the following guidelines:

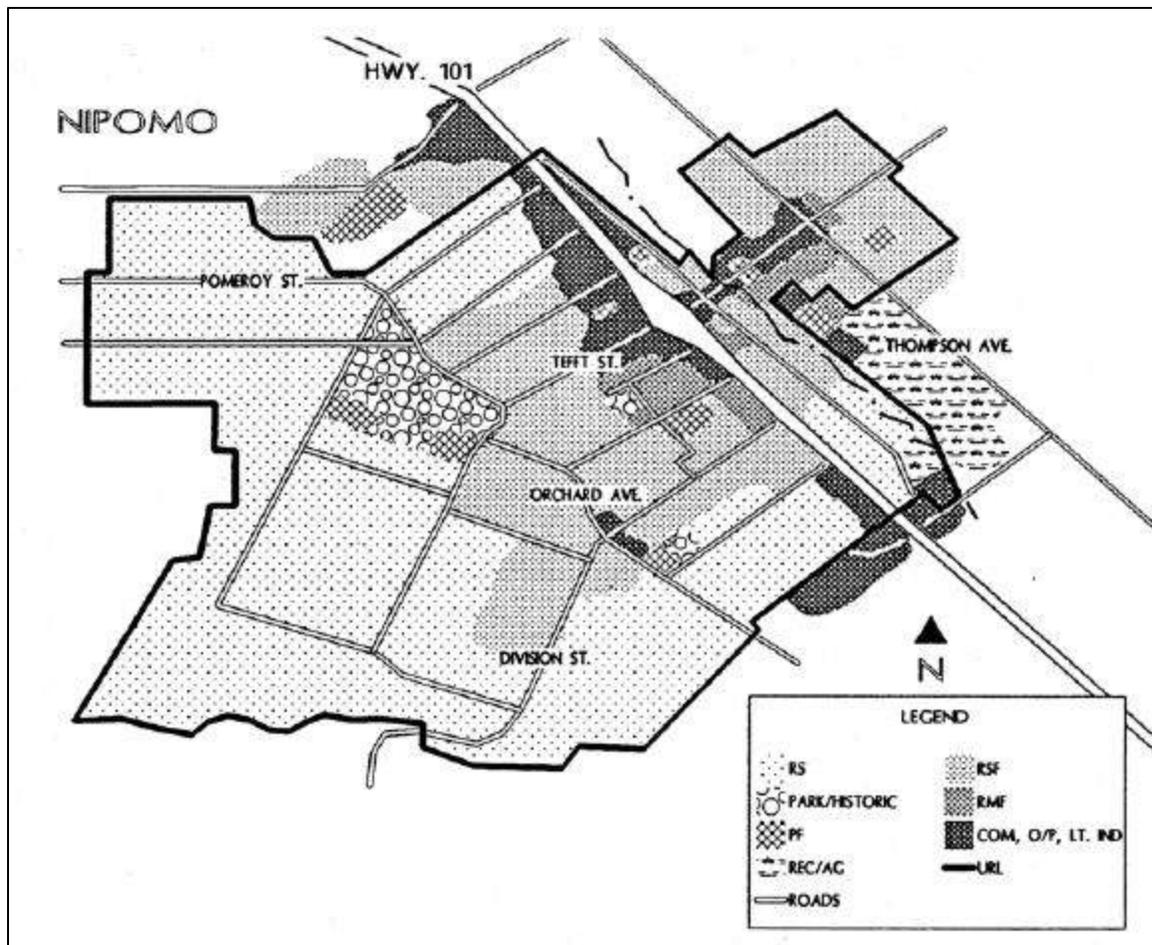


Figure 4-1: Conceptual Plan for Nipomo

1. The County Parks and Recreation Element should include the addition of small parks in this area. Park fees that are generated from this region should be used in the higher density areas in the urban core consistent with the parkland dedication ordinance (Chapter 9 of Title 21).
2. Suburban character can be enhanced through curvilinear street layout, wide and varied building setbacks, dense landscaping, and multi-use paths along streets. The street circulation in this area should be designed to connect neighborhoods with shopping areas, parks and schools to provide a pedestrian environment.
3. Open space can be retained by developing community drainage basins that detain area-wide storm water, or by installing smaller basins within new subdivisions to reduce area flooding. Drainage basins should be designed to allow for multiple uses when feasible.
4. As projects develop, attention to open uses should be evaluated to maximize the quality of life.

Land Use Category	Residential Density
Agriculture	Two dwellings per 320 to 20 acres, depending on soil or agricultural operation.
Residential Suburban	One dwelling per 2.5 acres with individual water well and septic system; 1 acre with a community water system.
Residential Single Family	One dwelling per acre to 6,000 square feet, depending on water supply and sewer service.
Residential Multi-Family	10, 15 or 20 dwellings per acre in different areas shown in Figure 4-5.
Non-residential Categories	Dwellings are allowable as incidental uses to a commercial or office development.
Commercial and Office and Professional Categories	Dwellings are allowable as incidental uses to a commercial or office development.

## Residential Density

Residential development is allowed at different densities, or number of dwelling units per acre, in the land use categories that are in this plan. For more information on allowable densities, refer to Framework for Planning - Inland Area.

## Neighborhood Non-residential Uses are Allowed

Some neighborhood commercial uses are allowable through performance standards in the Land Use Ordinance. Small businesses that provide convenient goods and services are particularly encouraged. These uses are encouraged to locate within neighborhoods as stand-alone or mixed uses with residential components. Uses that are allowable in the Residential Single Family category include food and beverage stores, personal services, outdoor sports and recreation and churches. These and other uses may be found in Article 2 of the Land Use Ordinance.

## 4.5 Nipomo Land Use Categories

### Agriculture

There is one area designated as Agriculture within the Nipomo urban reserve line, located east of Blume Street on Grande Avenue. The property is covered by an agricultural preserve contract, and the site is developed with greenhouses. If the owner decides to terminate the agricultural preserve contract in the future, the Land Use Element should be amended to another land use category.

### Residential Suburban

The Residential Suburban category includes about two thirds of the residential land in Nipomo. Development on one acre lots has concentrated along Tefft Street west of Las Flores Drive, utilizing a private community water company. Another concentration of one acre parcels is located along Pomeroy Road north of Camino Caballo, using water from the Nipomo

Community Services District. Both of these areas can accommodate additional infill development with present standards that require drainage controls and incremental road improvements.

**West of Osage Road Area.** An area west of Osage Road has an existing 2.5 acre parcel size limitation adjacent to the urban reserve line. This reduced density will establish a gradual change from the one-acre suburban character within Nipomo to the five-acre Residential Rural density outside the urban reserve line.

**Improvements Needed.** Some of the under developed areas have inadequate and substandard road development, such as the Calimex Plantation Tract "D" and the area south of Oak Ridge Road. Assessment districts to upgrade the roads and area drainage should be considered by the property owners.

**South Oak Glen Avenue Area.** East of Highway 101, the Residential Suburban area along South Oak Glen Avenue is developed with scattered residences and light agriculture uses, including some Christmas tree farms. Emphasis should be placed on keeping the suburban character with a mix of agricultural uses. The area is appropriate for further planning for a neighborhood park and linear parkway to connect the neighborhood with a path on the easterly side of the creek. This park and pathway system could provide for neighborhood recreation and alternative access to downtown.

The NCSO boundary presently includes a group of small lots north of Amado Street on the east side of South Oak Glen Avenue that should be served with district water and allowed to develop. The remaining properties are all larger parcels and are not included within the district boundary. They should continue to be served by individual wells and septic systems and not included into the urban services line in the near future.

## **Residential Single Family**

The Residential Single Family category (RSF) covers about 26 percent of the land designated for residential use in Nipomo. Existing development is concentrated in widely separated areas: Juniper Street, Division Street, and east of Highway 101.

The designated single family residential areas include large blocks of undeveloped land that will accommodate the majority of population growth. These areas are conducive to block development, with neighborhoods separated from major streets yet accessible for pedestrians by open cul-de-sacs within the right-of-way, as illustrated in Figure 4-2.

Well-designed subdivisions with standard improvements and lots nearer the minimum size allowable for single family developments should be encouraged. Mobile home parks and manufactured housing within small lot subdivisions are allowed to provide affordable housing. Such projects can provide home ownership opportunities for people with low and moderate incomes. Projects should be encouraged to be owner-based, without land rental involved. Within Nipomo, parcels with 10,000 square feet are eligible for secondary dwellings to provide small rental units. [Amended 1997, Ord. 2800]

Several areas have a suburban character that should be retained with larger lot sizes than normally allowed in the Residential Single Family category. Article 10 of the Land Use Ordinance includes a density limitation of two dwelling units per acre for areas, as shown in Figure 4-3, along Grande, Division and Southland Streets that have half- and one-acre parcels, and it applies to the east side of South Oak Glen Avenue. A 10,000 square foot parcel size limitation applies in the area between Tefft and Division Streets and Orchard Avenue and Hazel Lane. [Amended 1997, Ord. 2800]

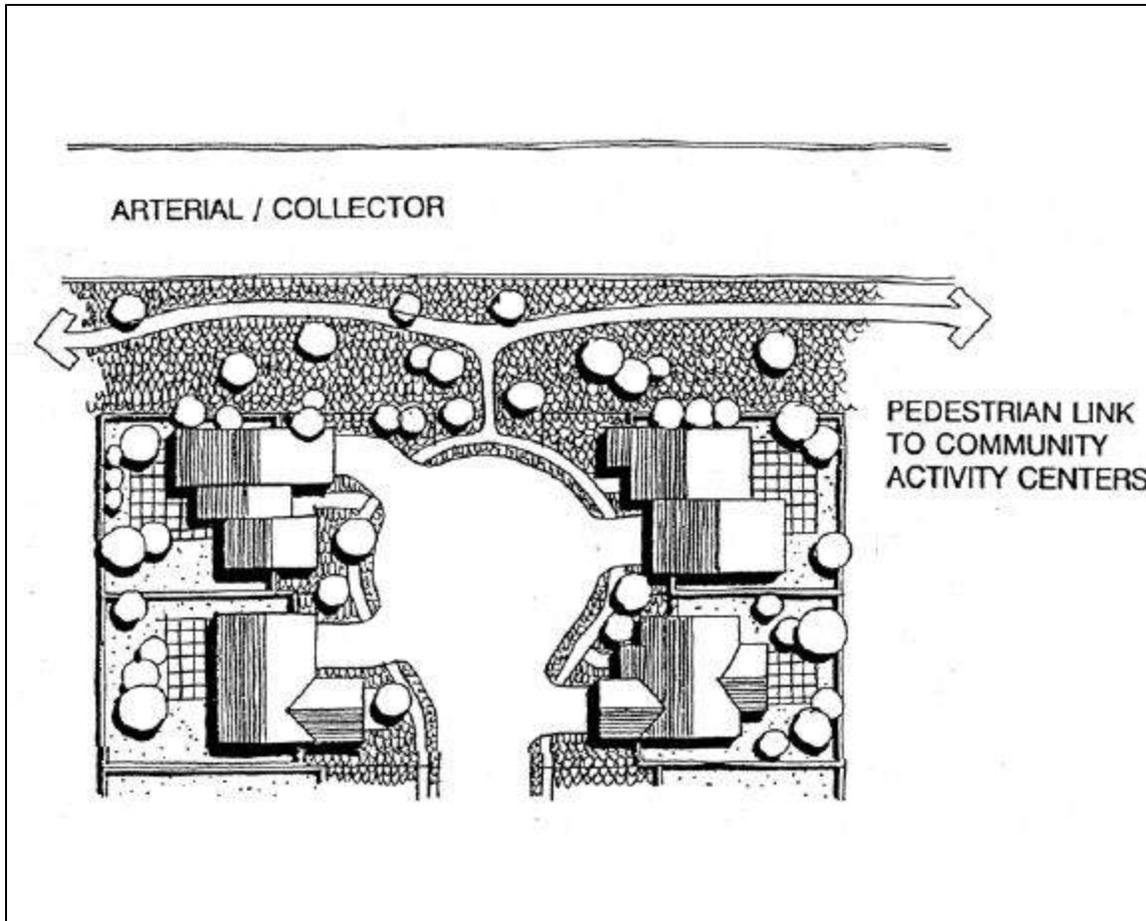
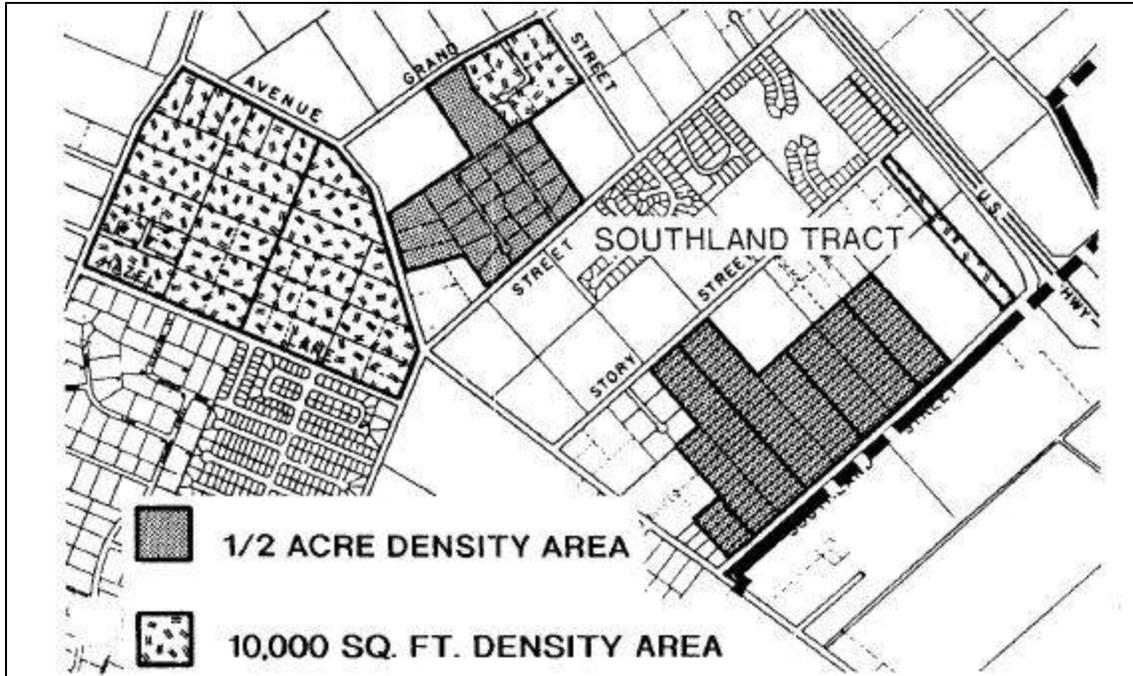


Figure 4-2: Cul-de-Sac Pathway

Mobile homes are presently found in four major concentrations; Galaxy Park, Nipomo Palms, Black Lake Estates and Folkerts Oaks Park. Galaxy Park is the largest of these mobile home subdivisions, with several hundred units. Except for the type of dwelling units, all four of these areas are similar to single family housing tracts.

**Area Improvements Needed.** The appearance and condition of residential areas is a continuing concern. Many families live in substandard and dilapidated housing, and many areas also lack adequate paved streets, curbs and gutters. Untidy yards also contribute to a poor visual appearance. The residential neighborhoods should develop preservation programs for area improvements, especially in the small lot areas east of the freeway. Incompatible uses and structures should also be abated. A program could gain assistance from the private and public sectors for a long-term series of scheduled workdays and contests that could combine with fairs or celebrations to motivate participation. Events could focus on such activities as the removal of trash and abandoned cars, fixing or building fences, or renovating buildings and installing landscaping.



**Figure 4-3: Low-density Single Family Areas**

The area between Highway 101 and South Oakglen Avenue is very visible from the highway and exposed to traffic noise from the freeway. Screening and buffering to reduce visibility and noise should be incorporated in new development. However, much of the area is already subdivided and developed, and individual property improvements may not occur with building permits for new dwellings. This area houses many lower income residents in a mixture of single family dwellings and mobile homes. Many structures are in a dilapidated condition, and the streets are in poor condition. The upgrading of this area can be accomplished in three ways, 1) the development of a neighborhood watch program, 2) the formation of a redevelopment agency, and 3) the application of consistent enforcement policy regarding health and safety codes.

**Southland Street Area.** Southland Tract A, between Southland and Story Streets, is an old subdivision with lots approximately 75 feet by 290 feet, and undeveloped roads that are platted at a width of 20 feet. These lots are too long and narrow for suburban development and too large for efficient and affordable urban residences. Land divisions should not be allowed under the existing 20,000 square-foot parcel sizes until full urban services are provided. When both water and sewer service are provided by the Nipomo Community Services District, 10,000 square-foot parcels should be allowable. Additional streets should be developed with land divisions at that time in order to provide street access to all parcels.

**Knotts Street Area.** An area that is southeast of Knotts Street and northeast of Thompson Road is an expansion of the urban area to accommodate a transfer of current residential entitlements from the same ownership of approximately 252 acres adjacent to the urban area. The transfer would re-configure the current subdivision of the property and move non-conforming rural parcels into the urban area. It would create a larger agricultural entity and provide for permanent open space protection as a "greenbelt" next to this part of the community. Rural parcel sizes consistent with the Agriculture category should continue in this RSF area until such a proposal is made. A maximum urban density should be limited to a 46 residences within this area. A neighborhood park dedication should be considered within or contiguous to this area because it provides open land for this purpose, it is adjacent to an

existing single-family neighborhood that is deficient in parkland, and the designated RSF acreage is sufficient for neighborhood open space as well as the appropriate number of residences.

## Residential Multi-Family

Multiple family development should provide lower cost rental or ownership opportunities. Large-lot areas are designated close to employment areas, as shown in Figure 4-4, that should be developed at moderate densities of 15 to 20 dwellings per acre. This density will enable some affordable housing, minimize long term impacts on resources such as roads and water supply and provide open areas consistent with the urban character of existing neighborhoods.

Some areas are designated in Figure 4-4 for multi-family development at a low density of 10 units per acre, which will enable detached or attached (zero lot line) single-family houses on small lots. These areas will have more of a single-family character than the medium density multi-family category shown in Figure 4-4. Bonuses for more development above these levels are available in return for additional smaller units or for units that are affordable to very low income households.

**Design Concerns.** Care should be taken to retain portions of the existing Eucalyptus groves as integral parts of open space that is required within overall site design.

Future developments should be heavily screened and landscaped along the freeway and there should be ample recreation spaces provided, with pedestrian and bicycle paths through the area. An architectural character should also be developed that will give the area a distinct identity to which the residents can relate.

The multi-family area that fronts Sparks Street should be developed to provide a pedestrian connection to the nearby commercial area along Nipomo Creek. Because the area along Price Street is already developed with single family homes, the density of new development should be moderate at 15 dwellings per acre to minimize a change in existing neighborhood character. The streets should also be improved to county standards, with curbs gutters and sidewalks.

## Recreation

Recreation facilities in Nipomo will continue to be primarily oriented to residents rather than tourists. Nipomo Regional County Park occupies 130 acres at Tefft Street and Pomeroy Road. Recreation facilities presently include playgrounds, ball fields, courts, picnic areas, and a charro arena. Diverse activities and facilities are planned for various sports. Equestrian trails and jogging paths should also be provided. The regional park will provide community facilities for the northwest portion of town, but it must be augmented by additional neighborhood parks to serve east and southwest Nipomo. These parks should be provided adjacent to and as part of the recommended school facilities, in the locations shown on the Combining Designations map and dispersed in neighborhoods to locate play areas within convenient walking distance of homes.

**Future Park Needs.** The County Parks and Recreation Element further identifies community needs and suggests financing opportunities. The Parks and Recreation Element contains specific methods for providing more parks. The Nipomo Regional County Park provides 132 acres for regional park need. The Parks and Recreation Element recognizes the need for additional neighborhood and regional parks in Nipomo.

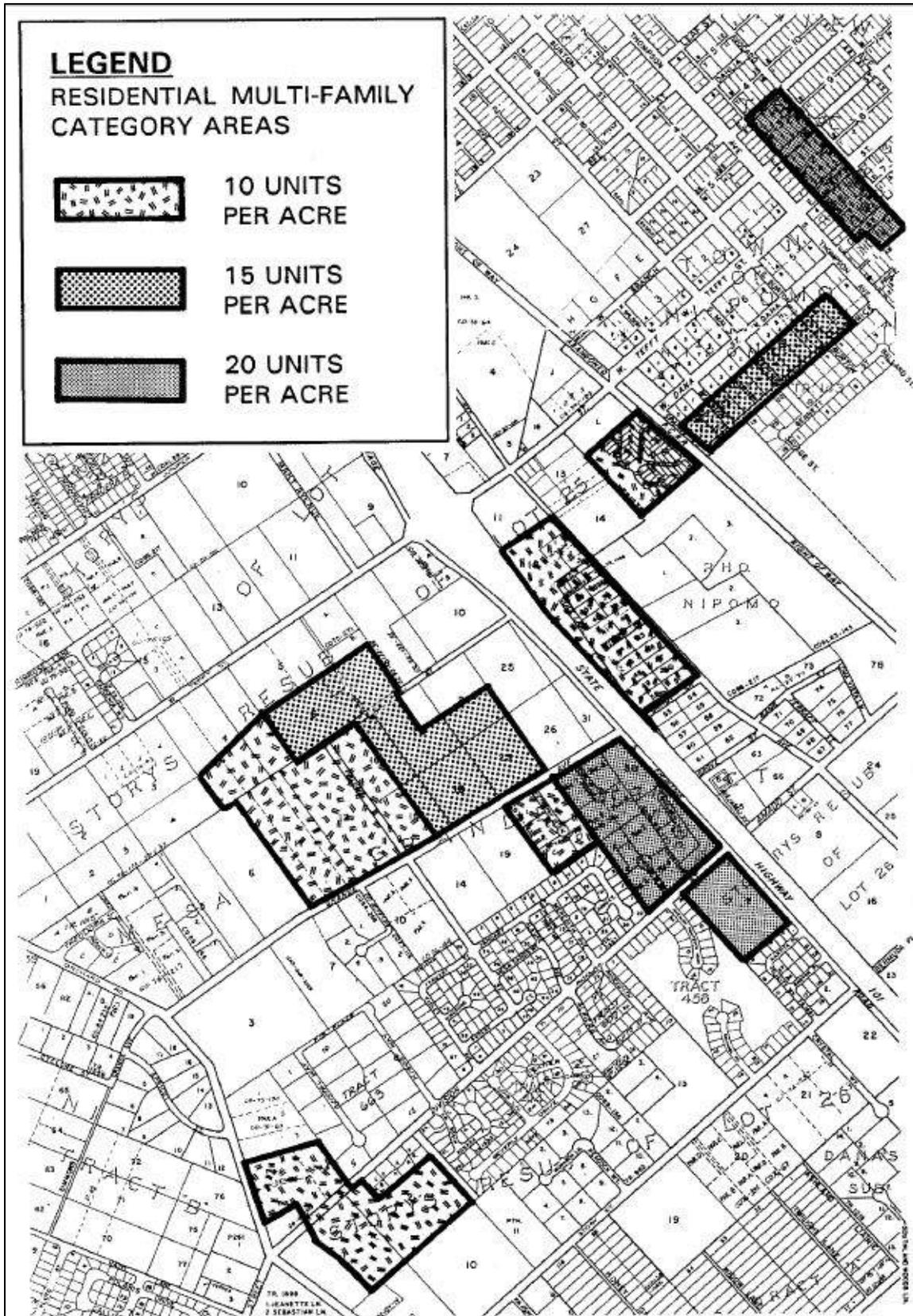


Figure 4-4: Residential Multi-family Areas in Nipomo

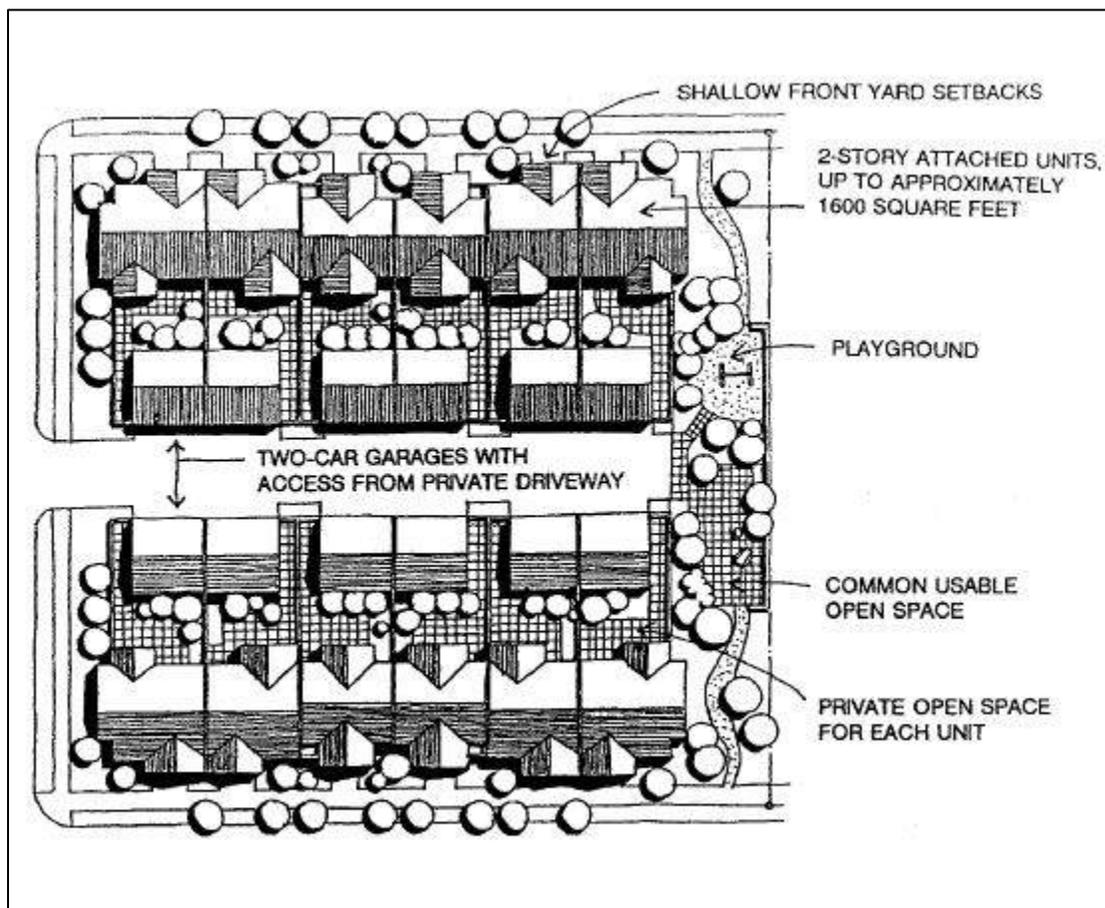


Figure 4-5: Multi-family Concept at 20 Dwellings per Acre

**Recreation Programs.** Recreation facilities and programs, both indoor and outdoor, should be developed for all age groups. A youth recreation center and constructive daytime and evening youth programs are currently provided at South Frontage Road and Hill Street. The large number of horse owners and resident interest in equestrian activities will continue the need to plan for riding trails including A trail between Nipomo Park and Black Lake Canyon, and the bluff top near the Grand View Mesa tracts where many residents keep horses.

**Dana Adobe.** One of the oldest surviving adobe residences from the Rancho Californios era is located on South Oakglen Avenue. The Dana adobe was built by William G. Dana in 1839 and is currently owned and managed by the San Luis Obispo County Historical Society. In 1837, Captain Dana was granted the 37,888-acre Rancho Nipomo, after his marriage to Josefa Carrillo, daughter of Carlos Carrillo, who was an influential member of the Hispanic gentry after the Franciscan missions and their lands were secularized. This site and the property surrounding it are appropriate locations for acquainting people with early California history in a recreational setting that is related to that history. The intent of designating the surrounding property in the Recreation category is to provide for some limited commercial uses for visitors, compatible with the presence of the adobe site, in return for a dedication of additional land to the historical society for more functional use of the small adobe property, and for financial assistance in restoring the adobe.

## Office and Professional

There are four areas designated for Office and Professional uses. Two areas border the central business district east of Highway 101 and are intended to provide a transition and buffer between commercial and residential uses. Now that development can be accommodated by the public sewer system, the areas should develop with uses that will be supportive to the nearby commercial uses in the central business district. (Amended 1986, Ord. 2270)

The office area west of Highway 101 on West Tefft Street provides the transition from the central business district on the east to the residential areas of west Nipomo.

The fourth area designated Office and Professional is the site of the Nipomo Health Clinic on West Tefft Street.

## Commercial Retail

The Commercial Retail category provides land for businesses that serve daily and comparison shopping needs. Almost all of this land is located within the central business district. Several neighborhood serving commercial sites are located outside of downtown.

**Commercial Issues.** Several factors that contribute to inadequate local shopping have been related to the small parcel sizes within the east side of the central business district. Small stores have necessarily had a limited selection of goods, with higher and less competitive prices, and certain essential businesses have been lacking. Many residents are employed in the Santa Maria area where they do much of their convenience shopping. Downtown Nipomo does not yet have a coordinated identity as a business community that may be necessary to capture some of the out of town shopping.

**Central Business District.** The central business district (CBD) is located along Tefft Street, from west of Highway 101 to Thompson Road. It is divided by Highway 101, with the original downtown on the east side and an expanded area on the west side. The successful development of the central business district into an attractive, lively shopping area depends on the cooperation of property and business owners to provide areawide improvements. The strength of the CBD will depend on the manner in which community scale shopping areas are established on the west side of Highway 101 and smaller businesses in the original downtown on the east side of Highway 101. The entire central business district should develop with businesses that will meet the needs of residents for daily convenience and comparison shopping should also provide services to Highway 101 travelers.

**Central Business District Design.** The appearance of the central business district should include streets bordered by buildings, structured open spaces such as plazas that provide focal points for the streets and pedestrian streets or paseos between streets, as well as short blocks to form a network of local streets. The area should be laid out as a network of attractive business streets by utilizing local street connections, architectural harmony, signing and landscaping to create a desired community theme, as illustrated in Figure 4-6. Tefft, Orchard and Thompson Streets should be designed with tree lined sidewalks. Development should be consistent with the Olde Towne Nipomo Design and Circulation Plan for the CBD located east of Highway 101, and with the West Tefft Corridor Design Plan west of Highway 101. These design plans provide background information, policies and standards for development applications, and they are incorporated into the Land Use Ordinance.

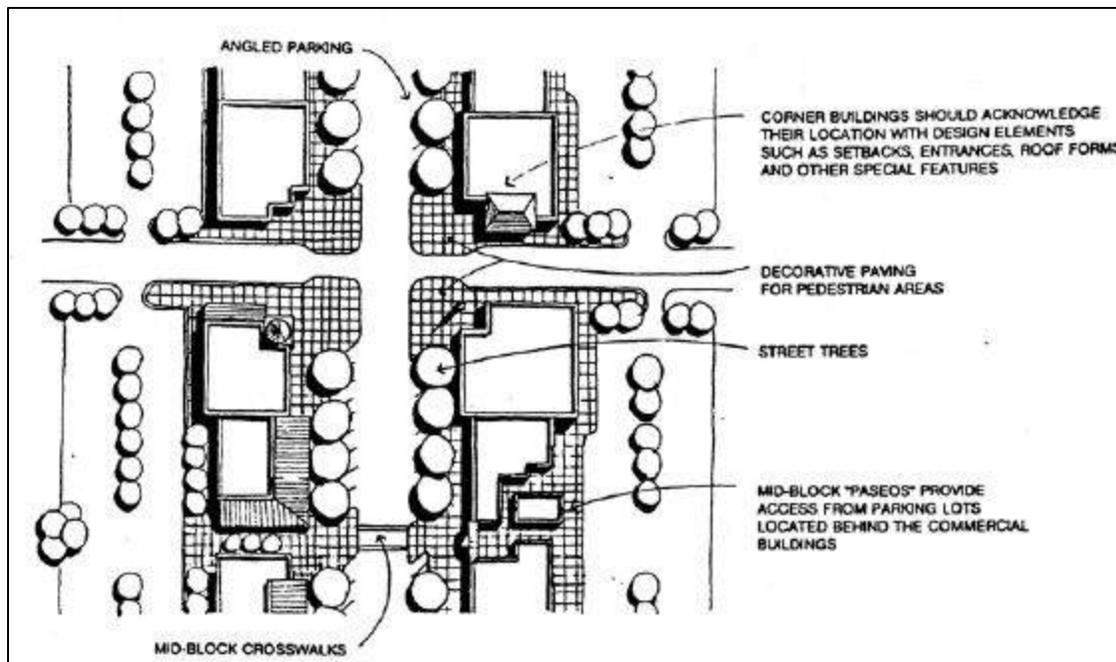


Figure 4-6: General Concepts for the Central Business District

**East Side Downtown Area.** The original downtown is located east of Highway 101. Its small town character has a pattern of small lots in a street grid system and scattered older development. It was once the trading place for farmers, ranchers and local residents that centered on a station for the Pacific Coast Railroad. The area will provide convenience shopping for residents in the east side neighborhood, and it could also become a specialty shopping district that would attract tourists as well as residents. It includes the short- to mid-term location for a small-scale civic office and community center at the site of the Pacific Coast Railroad station in the Public Facilities category. A long-term location for civic center services and activities is encouraged to be planned south of this site outside the urban reserve line.

Central public parking improvements are needed to enable the small lots to develop as originally envisioned in the 19th Century with buildings at the front of each lot and services at the rear. Otherwise, with individual on-site parking, businesses will be severely limited in the size and design of projects to accommodate required off street parking.

**Freeway Visitor-serving Area.** Visitor-serving uses are encouraged to locate on property near the on- and off-ramps for the Tefft Street/Highway 101 over-crossing. The convenience needs of travelers are service stations, eating places and motels. Near this interchange, auto-oriented projects should also include street-adjacent features that encourage pedestrian circulation through the area, since it is located within the downtown. The general area where this activity should be focused is shown in Figure 4-7.

**Westside Downtown.** The central business district west of Highway 101 extends from Juniper to Hill Street. Development of larger uses and shopping centers will be more likely on the west side since the parcels are larger in size than generally found elsewhere in the central business district. These uses will provide the major draw for consumer comparison shopping in South County. This area adjacent to Highway 101 would also be appropriate for development of motels and supporting commercial uses.

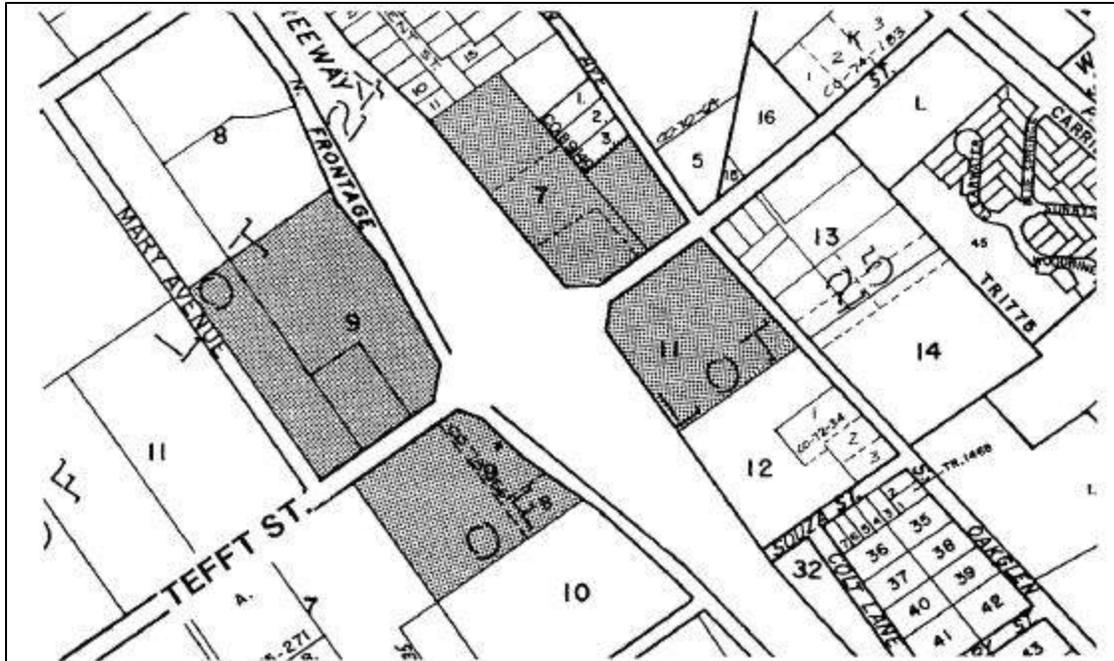


Figure 4-7: Preferred Visitor-serving Area

Future development in this area should place emphasis on creating an attractive environment that will be inviting to pedestrian shoppers as well as the traveling public. Although an automobile orientation may be necessary for such uses as grocery or furniture stores, projects should also include pedestrian-supportive designs by emphasizing street-fronting uses, focal points, linkages between properties and a distinct identity for pedestrian shopping as much as practical as shown in Figure 4-8.

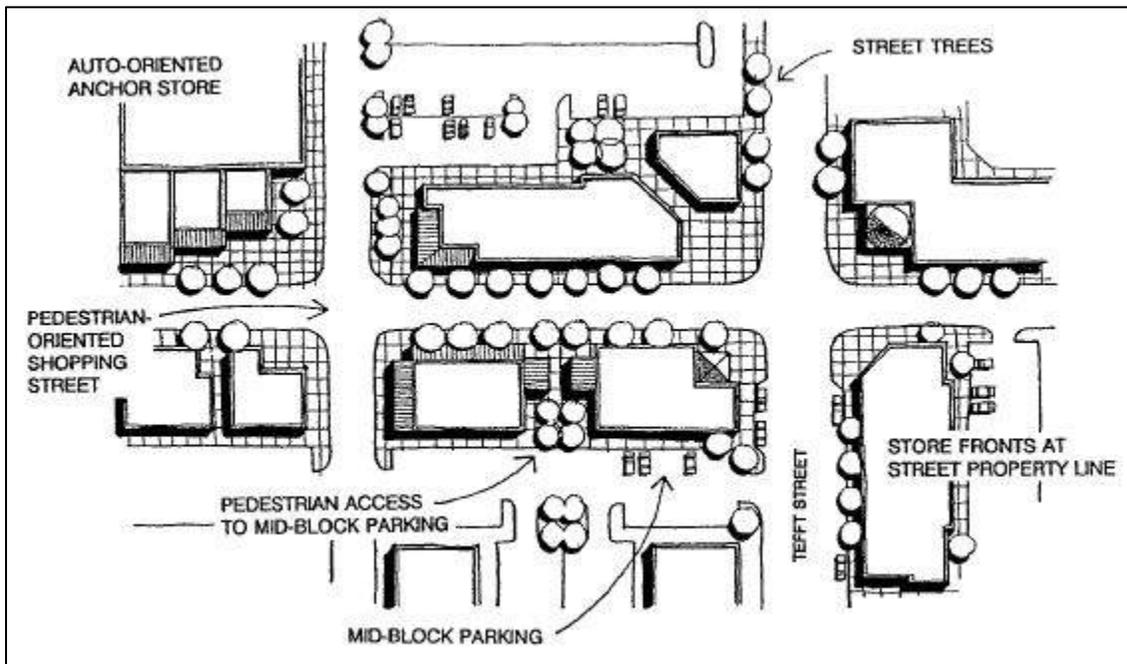


Figure 4-8: Downtown Design Concept

**Parking and Business Improvement District.** A parking and business improvement district should be formed to rehabilitate and upgrade existing uses, including structural work on buildings, improve central parking areas and create thematic lighting, landscaping and signing.

**Neighborhood Commercial Areas.** Commercial areas that can serve neighborhoods are located at or near the following major intersections:

- Division Street and Hazel Lane;
- Division Street and Orchard Avenue;
- Division Street and South Frontage Road;
- Story Street near South Frontage Road.

Developers of these sites should pay particular attention to landscaping and architecture to be compatible with adjacent residences. These areas should not be expanded in size to provide community scale shopping centers so that development in the central business district will not be adversely affected. Smaller stores are encouraged within the residential land use categories to provide more convenient services.

## Commercial Service

**Freeway Corridor.** The area designated Commercial Service is generally adjacent to the freeway along North and South Frontage Roads. An excellent opportunity is provided to develop business parks and accommodate outdoor storage and manufacturing uses with adequate screening. It will provide an excellent location and large properties for development when access is opened between Tefft Street and the proposed Willow Road interchange. This area also provides the "gateway" to the community, so consistently well-designed structures that face the highway are of primary importance within individual projects, as illustrated in Figure 4-9.

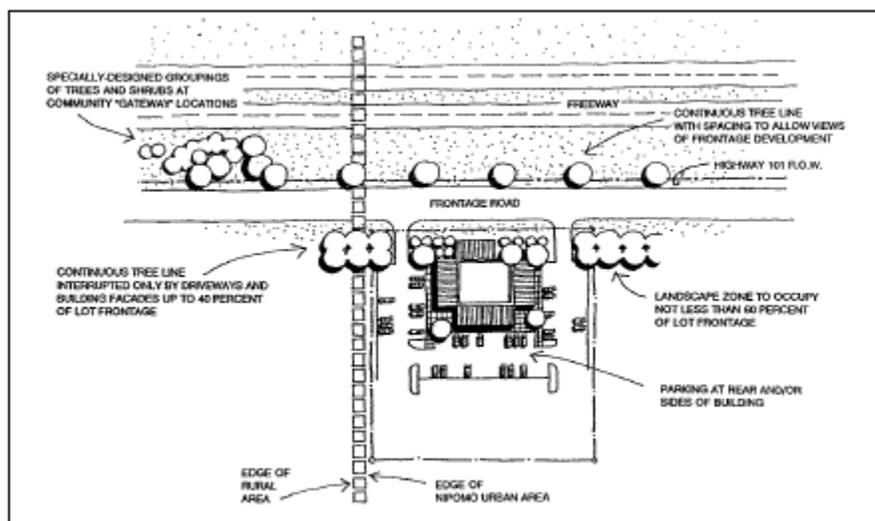


Figure 4-9: Typical Community Gateway Development

Because of the area's high visibility from the freeway and residential neighborhoods, special attention must be given to building siting, high quality design, signing, fencing and landscaping. Any open yard uses should be fully screened from the freeway, and all uses

should be landscaped along the frontage road. The area should also be screened and landscaped where it is adjacent to residential areas. [Amended 1986, Ord. 2270]

**North Frontage Road Area.** The area should be developed under planned development concepts, since it is still under larger ownerships. This would make it possible to create industrial park type complexes that would be an asset to the community. Appropriate uses are small manufacturing shops, storage, service buildings and sales yards.

Special attention will also be needed regarding the traffic generated by proposed uses, particularly to avoid adverse impacts on residential areas to the west and to Tefft Street. Internal access to the area should be added by extending Mary Avenue north of Juniper Street. Until the future Willow Road interchange is built, all traffic will have to use the Frontage Road/Tefft Street interchange. If the traffic load becomes too heavy it could force non-residential traffic back through the residential areas to the west and have an adverse impact on those neighborhoods.

## Public Facilities

**County Fire Station (CDF).** The Public Facilities designation is applied to the California Department of Forestry (CDF) station on North Oak Glen Avenue and the two elementary schools, Nipomo Elementary School in east Nipomo and William C. Dana School in west Nipomo. The California Department of Forestry fire station is expected to remain at the present location for some time, however, the facility should eventually be relocated to a site that will provide better emergency response times as the community intensifies.

**Civic Center Site.** The Public Facilities category also is applied to the Pacific Coast Railroad station and warehouse sites on Tefft Street and Sparks Avenue, which should be developed with a combination of public services and offices, meeting hall, museum, downtown parking and plazas or parks.

## 4.6 Land Use Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve the objectives of this community plan. The implementation of each LUE program is the responsibility of the County or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on a consideration of community needs and whether substantial community support exists for the program and its related cost.

**NOTE:** In addition to the programs listed here, the South County Area Plan contains regional programs that may also affect the community of Nipomo.

The following programs apply within the Nipomo Urban Reserve Line. Table 4-2 identifies the responsible agencies, potential funding sources and the preferred time-frames for completion. The South County Area Plan should also be referenced for a list of areawide land use programs that may affect Nipomo.

The following programs apply to lands within the Nipomo urban reserve line.

1. **Commercial/Residential Balance.** The County should monitor the annual amount of proposed commercial, industrial and office development for its cumulative resource usage and to determine if the housing supply and annual residential development will be adequate for the demand generated by non-residential development. If resource

usage or housing supply would be adversely affected by such development, a system to restore proper balance should be proposed in future area plan updates.

2. **Improvement Districts.** The County should work with property owners to establish a parking and business improvement district to finance curbs, gutters, sidewalks, street trees, landscaping, public open spaces and street lights throughout the CBD.
3. **Community Appearance.** Work with neighborhoods such as South Oakglen Avenue to improve their appearance and clean up deteriorated residences and vacant properties. Assist in organizing events, workdays, contests to motivate public participation, focusing on repair and renovation, construction of new fencing, landscaping, paths and a park.
4. **Underground Utilities.** The County should work towards completion of utility undergrounding programs first within the central business district and then along North and South Frontage Roads.
5. **Pathway Plan.** Work with the community to prepare a plan for pedestrian circulation through the urban area. The plan should identify locations of walking and riding paths connecting neighborhoods to shopping areas, parks and schools. Linear parkways should be studied as one method of providing alternate pedestrian routes within public parks.
6. **Neighborhood Parks.** The County, Lucia Mar Unified School District and Nipomo Community Services District should jointly develop neighborhood parks adjacent to proposed new school sites and small parks throughout neighborhoods consistent with the County Parks and Recreation Element.
7. **Implementation Program -- Nipomo Regional Park.** The General Services Department should prepare an implementation program for improvements to the park consistent with the County Parks and Recreation Element.
8. **Improvements -- Nipomo Regional Park.** The General Services Department should proceed with improvements at Nipomo Regional Park to complete the Nipomo Regional Park Master Plan within a specific schedule.
9. **Southland Tract "A."** The Planning Department should encourage property owners to subdivide the tract to create quarter-acre lots with adequate street-fronting access.

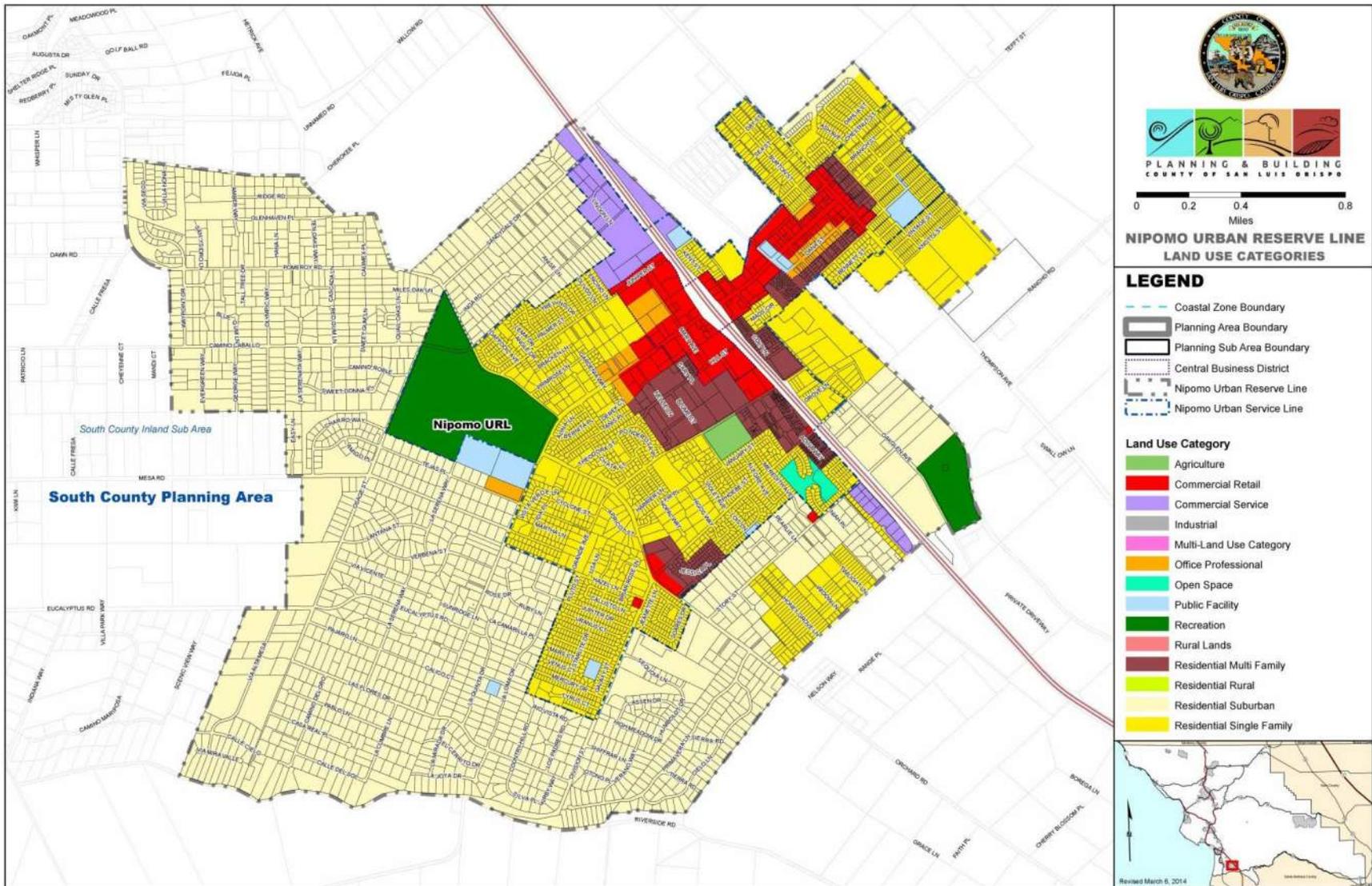
**Table 4-2: Schedule for Completing Land Use Programs**

<b>Title</b>	<b>Responsible Agency</b>	<b>Potential Funding</b>	<b>Timeframe (years)<sup>1</sup></b>	<b>Priority<sup>2</sup></b>
1. Design Plan-Central Business District	Co. Planning	General Fund; Assessment District	1-3	High
2. CBD Improvement Districts	Co. Planning, Public Works	General Fund	1-3	High
3. Community Appearance	Co. Planning	General Fund; Grant	3-5	High
4. Underground Utilities Programs	Co. Public Works	General Fund; Assessment District	3-5	Moderate
5. Pathway Plan	Co. Parks, Planning	General Fund; Grant	3-5	Moderate
6. Neighborhood Parks	Co. Parks, Planning; Lucia Mar School District	General Fund; Grants	3-5	Moderate
7. Implementation-Nipomo Regional Park	Co. General Services	General Fund; Grants	3-5	Moderate
8. Improvements-Nipomo Regional Park	Co. General Services	General Fund; Grants	3-5	Moderate
9. Southland Tract "A"	Co. Planning	General Fund; Fees	3-5	Low

Notes:

1. Timeframes are from the date of adoption of the South County Area Plan, 1994.
2. Priority listings are the relative importance within each timeframe.

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## Chapter 5: Circulation Element

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Together with the countywide goals and policies of the Circulation Element in Framework for Planning (Part I of the Land Use Element), this chapter constitutes the Circulation Element of the San Luis Obispo County General Plan for the community of Nipomo. It reflects the countywide goals and policies in Framework for Planning (LUCE Part I) and regional goals and policies in the South County Area Plan (LUCE Part II). The circulation map at the end of this chapter shows the existing road network and planned road improvements within the Nipomo urban area.

Land use and circulation planning should support each other so that the pattern of land development is supported by a well-defined system of transportation linkages. Roads, bikeways, airports, railroads and various modes of transportation make up the circulation system. Improvements occur by a combination of public and private measures, including the dedication of land to the public in proportion to the impacts created by development. It is understood that public dedications will be reviewed on a case-by-case basis to meet nexus and other legal requirements.

The following sections describe transportation management programs, the major features of the circulation system, and alternative modes of travel to the private automobile. System improvements and programs are recommended to implement the circulation needs of the Land Use Element.

It should be noted that focusing on these and other alternative modes of transportation and transportation demand management may improve traffic service and air quality. An increasing emphasis must be placed on more comprehensive measures that can help reduce dependence on the automobile, lower the increase in peak-hour traffic and avoid or postpone significant projects that will increase roadway capacity alone.

### 5.1 South County Circulation Issues and Objectives

Regional circulation issues and objectives affecting Nipomo are discussed in the South County Area Plan. The following discussion is focused on key issues that are particularly relevant to Nipomo.

Highway 101 is rapidly becoming congested with commuting traffic at "peak hour" times. The capacity of the highway for stable, efficient vehicle travel is projected to be reached by 2000 (Level of Service "E" at peak hour and peak direction). This pending problem is projected to worsen until stop and go traffic and slow speeds become apparent, projected to reach a Level of Service "F" in 2005 according to updated traffic projections for the 1990 Regional Transportation Plan prepared by the San Luis Obispo Area Coordinating Council's Regional Transportation Planning Agency.

The Highway 101/Tefft Street interchange cannot adequately serve the expanding population, poses serious limitations on movement of emergency vehicles and should be improved for pedestrian and bicycle passage from one side of Nipomo to the other. Caltrans and the county have funded an expansion to four traffic lanes to alleviate vehicle congestion. The over-crossing design should provide Class II bike lanes and wide pedestrian sidewalks that are lighted and separated from traffic to protect users. Additional interchanges are proposed north of Nipomo at the extension of Willow Road and south of Nipomo at Southland Street.

## 5.2 Roads

### Road Improvement Projects

The following sections are a listing of the major improvements needed for the road system to accommodate traffic that is expected from the land uses allowed by this plan. The roads are classified according to the needs of the planning area, and improvement projects are listed with the year they are projected to be necessary. The circulation plan map at the end of this chapter shows the locations of proposed streets that are listed. It is recognized that the following projects are subject to change with the annual update of the South County Circulation Study, which projects the dates when projects should begin.

Where a year is not shown for a project, the road project is not essential for safe regional travel, but it may be desirable for convenient access to the planned areas of development if funding becomes available. Improvement standards are more specifically shown in the Public Works Department's "Standard Improvement Specifications and Drawings." The listed order does not imply any priority.

#### Principal Arterials

Principal arterials function to carry traffic between population centers. The following improvements are projected in the Nipomo area.

**Highway 101.** Highway 101 serves as the area's principal arterial to carry traffic on long trips. The following improvements are projected:

1. There are two proposed interchanges: one at the future Willow Road extension and one at Southland Street. These are needed to relieve congestion at the Tefft Street/101 interchange, the only connection between east and west Nipomo. Construct an interchange with an extension of Willow Road. A full interchange should be planned at Southland Street, in accordance with Caltrans and Federal design standards; "hook" on and off ramps may be constructed as interim measures.
2. Widen Highway 101 to six lanes in stages from Arroyo Grande to Santa Maria as needed depending on the success of alternative transportation and land use strategies to mitigate traffic congestion.
3. Efforts should continue with Caltrans to prepare and implement a freeway landscaping plan for the right of way passing through the Nipomo urban reserve line, to include median and roadside planting.

#### Arterials

The functional purpose of arterial roads is to carry traffic between population centers and to serve large volumes of traffic within an urban area. Several roads shown as existing arterials are being used for this purpose, but improvements will be needed to achieve county standards for most arterial roads as development continues.

Safe pedestrian and bicycle passage, and equestrian travel where appropriate, is a priority and shall be ensured with separated multi-use pathways consistent with the County Parks and Recreation Element.

1. **Pomeroy Road.** Improve that portion of Pomeroy Road between Sandydale Drive and West Tefft Street to urban arterial standards. Improve to rural arterial standards from Sandydale Road to Willow Road in phases.
2. **Orchard Road.** Improve to urban arterial standards with four lanes, landscaped center median and Class II bicycle lanes between West Tefft Street and Southland Street. Maintenance of the median should be established when the project's funding is considered.
3. **Orchard Road.** Improve to two lane rural arterial standards from Southland Street to Joshua Road. Orchard Road should have (minimum) the same 8-foot paved shoulders that Joshua and Hutton Roads will have, between Joshua Road and Tefft Street.
4. **Tefft Street.** Improve to urban arterial standards with four lanes, a landscaped center median and Class II bicycle lanes from Orchard Road to South Oakglen Avenue. Maintenance of the median should be established when the project's funding is considered.
5. **Tefft Street/Highway 101 Interchange.** Widen the freeway bridge to four traffic lanes with Class II bike lanes and wide, lighted and fenced sidewalks, as shown in Figure 5-1. North Frontage Road is closed to through traffic from Tefft Street and shall be utilized as a multi-use pathway between Tefft and Juniper Streets.

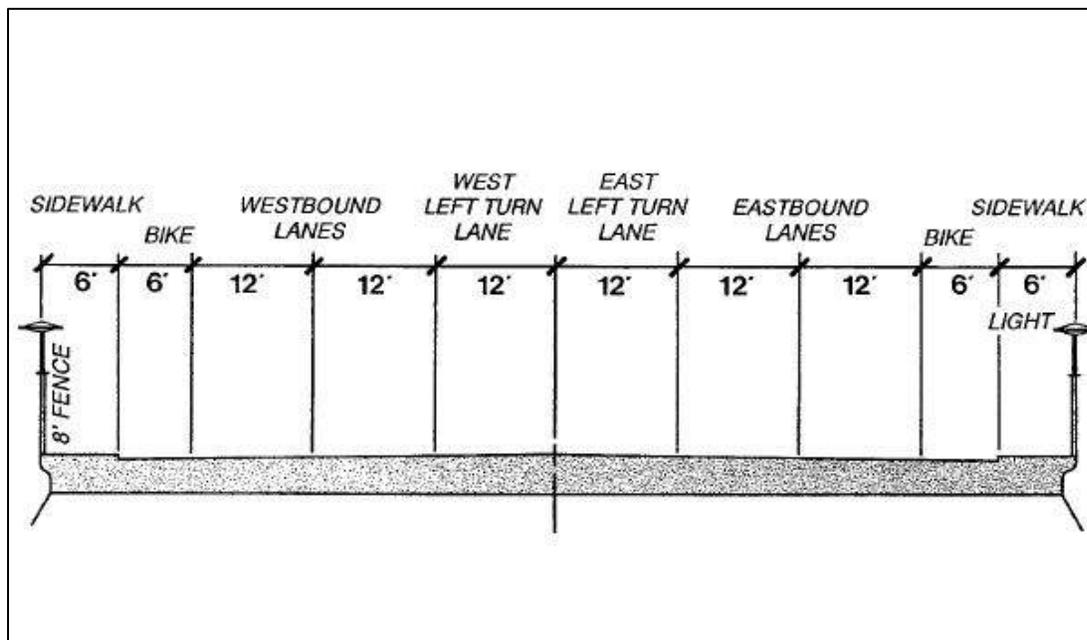


Figure 5-1: Highway 101/Tefft Street Overcrossing

## Collectors

Collector roads or streets function to enable traffic to move between minor roads or streets and arterial roads or streets. Collectors are important routes for pedestrians, bicyclists and equestrians to connect to neighborhood destinations. They are also important in an overall bicycle and equestrian network to circumvent the faster-speed arterials wherever possible. Several roads shown as existing collector roads are being used for this purpose, but they are inadequate and improvements will be needed to achieve county standards for most collector roads.

1. **Mary Avenue.** Construct from Tefft Street to Grande Street, and extend north to Inga Avenue, as a two-lane urban collector as development occurs.
2. **South Oakglen.** Improve with two traffic lanes and Class II bike lanes.
3. **Las Flores Drive.** Improve to urban collector standards from Osage to Tefft Street.
4. **Hazel Lane.** Improve to urban collector standards between Tefft and Division Streets.
5. **Camino Caballo.** Improve as a two-lane collector, with a multi-use path as a pedestrian, bicyclist and equestrian by-pass route for Willow Road.
6. **Osage Road.** Improve to urban collector standards between Las Flores Drive and Camino Caballo.
7. **Pomeroy Road.** Improve to rural collector standards between Los Berros Road and Willow Road, including Class II bicycle lanes or separate routes if possible. Make local improvements to horizontal and vertical alignments. Provide drainage improvements in the Los Berros Valley area where the road climbs onto the Nipomo Mesa.
8. **Pomeroy Road.** The Pomeroy Road section between Willow Road and Tefft Street should be evaluated with community and/or neighborhood groups for corrections to perceived safety hazards for pedestrians, bicyclists and equestrians in the Class II bike lanes. Considerations to correct this problem should include: a) develop alternate routes for pedestrians, equestrians and bicyclists along local streets or other collectors, b) separate multi-use trail on one side of Pomeroy, including on a portion of the Nipomo Regional Park. Safe pedestrian crossings on Pomeroy to the Nipomo regional Park should be added at Inga, Juniper Street and Camino Caballo, including possibly underground tunnels.
9. **North Frontage Road.** Improve to urban collector standards from Sandydale to the proposed interchange at the Willow Road extension.
10. **Hetrick Road.** Improve to a two-lane rural standard with Class II bike lanes as a parallel route to Highway 101, from Pomeroy Road north to Aden Way.
11. **Aden Way.** Improve to two-lane rural standards with Class II bike lanes from Pomeroy Road to Hetrick Road, as a link in an east/west connection between Halcyon Road and Highway 101.
12. **Mesa Road.** Improve to urban collector standards between Osage Road and Tefft Street.

## **Local Streets**

Local streets need to be developed to a minimum level of improvement throughout the community of Nipomo, in order for these areas to develop to their potential. These road improvements should be made as a condition of approval of land divisions, or alternative methods of funding may be to construct roads through a county service area and the establishment of an assessment district, or a cooperative road program. The Public Works Department will respond to requests from property owners for road improvements by providing information on the funding mechanism and the process of development roads.

Pedestrian, bicycle and equestrian passage along local streets are important for children within their neighborhoods and for access to destinations such as local schools, other neighborhoods and parks. Local streets also provide alternate routes for multi-use paths to avoid congested collector streets or arterials. People living along these local streets and neighborhoods should have direct input to determine the needs and type of design for pedestrian passage. Where that need has been determined, that is, where a local street leads to a regional trail, multi-use paths along one side of local streets are recommended where practical.

Some roads should be abandoned where they would conflict with area development or sensitive areas. Abandonment by the County only involves the public's right to use the roadway, however, and does not affect private easement rights of the owners of land within the platted subdivision.

Within the urban area local streets should be planned in a network of cross-streets to avoid concentrating traffic on a few large-scale streets. The more connections between streets that are established, the easier and more convenient it will be not only to drive between destinations but also to walk and avoid vehicle trips entirely. Such connections may include pedestrian pathways and emergency vehicle accesses as well, particularly where cul-de-sac are utilized.

## **5.3 Other Means of Transportation**

Both the South County Area Plan and Framework for Planning encourage alternatives to single occupancy vehicle travel. These alternatives are described below.

### **Public Transit**

The South County Area Plan describes the benefits of public transit and the current needs and planned improvements for the South County's public transit system. It also contains policies that encourage transit oriented development (TOD) in the South County's urban reserve areas. These policies are implemented by area-wide TOD standards in Article 9 of the LUO.

The Regional Handicapped System also provides van service to Nipomo. According to the Area Coordinating Council's Transportation Planning Agency, Nipomo has the population to support a dial a ride service or commuter transit service.

### **Carpooling - Park and Ride Lots**

Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue on with another carpool or transit route. The Clean Air Plan and the Regional Transportation Plan have emphasized park and ride lots as transportation system management measures to shift away from single occupancy vehicle travel.

The overall goal for park and ride lots is to provide convenient locations for transferring commuters from single-occupancy vehicles into carpools, van pools and public transit. Criteria are needed to standardize the location, amenities and design of lots. A bicycle bus trailer should be included in South County bus service.

## **Bikeways**

Bikeways provide convenient routes for bicycle travel and encourage recreation and non-automobile transportation. There are several types of bikeways described in Framework for Planning, Part I of the Land Use Element. Summarized here, they include Class I bike paths (separated from the road for the exclusive use of bicycles), Class II bike lanes (at least four feet of maintained and marked shoulder of a road, for semi exclusive use of bicyclists), and Class III bike routes (shared traffic lane with automobiles designated by signs). The Regional Transportation Plan, adopted by the San Luis Obispo Area Council of Governments, provides additional background information. The South County Area Plan contains a list of objectives and policies to encourage the development of bikeways in the South County Planning Area.

The following is a list of the recommended bicycle routes that should be constructed to provide a local bikeway system within the community of Nipomo.

### **Class I Bike Lanes**

1. **Nipomo Regional Park.** Class I bicycle lane with a multi-use trail around the perimeter of the Nipomo Regional Park.
2. **Recreation Center to Nipomo Regional Park/Dana School.** Develop a Class I Bike Lane between the Nipomo Youth Recreation Center and the Nipomo regional Park, by way of Hill Street to Orchard Avenue.
3. **Recreation Center to Nipomo School.** Class I bike lane extend between the Nipomo Youth Recreation Center to Nipomo School.

### **Class II Bike Lanes**

1. **Pomeroy Road.** Class II bike lanes should be developed on Pomeroy Road from Los Berros Road to Tefft Street.
2. **Tefft Street.** Class II bike lanes should be developed on Tefft Street from Thompson Road to Las Flores Drive.
3. **All urban collector and arterial streets.** Class II bike lanes should be developed on all urban collector and arterial streets within the Nipomo urban area as funds are available and road improvements are constructed. High priority should be given to routes that serve school children.

## **Trails**

Proposed equestrian and hiking trails are shown in the County Parks and Recreation Element.

## 5.4 Circulation Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve the goals and objectives identified in this community plan. The implementation of each LUCE program is the responsibility of the County or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on a consideration of community needs and substantial community support for the program and its related cost. Refer to the South County Area Plan for a list of regional circulation programs.

**NOTE:** In addition to the programs listed here, the South County Area Plan contains regional programs that may also affect the community of Nipomo.

The following circulation programs apply within the Nipomo Urban Reserve Line. Table 5-1 identifies the responsible agencies, potential funding sources and the preferred time-frames for completion.

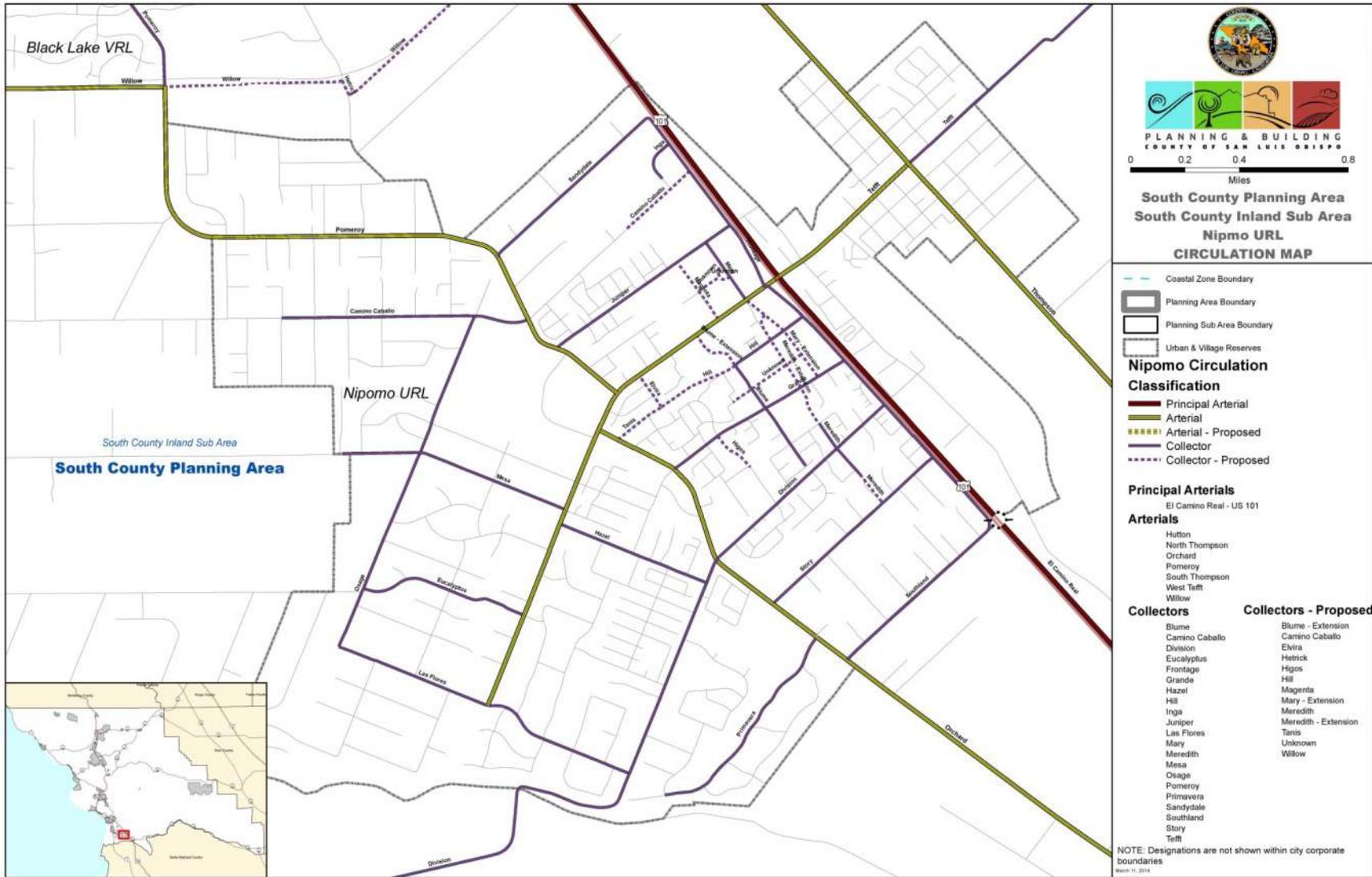
1. **Tefft Street and Thompson Road Improvements.** The Public Works and Planning Departments should develop a landscaping and sidewalk improvement plan for Thompson Road and Tefft Street, including considering landscaped center medians along Tefft Street, using low water-consuming plantings of ground cover, shrubs and street trees. This project should be implemented with any major street improvement or widening and upon the assumption of maintenance responsibility by the County or another association or agency such as the Nipomo Community Services District.
2. **Highway 101 Landscaping.** The Planning Department should work with Caltrans, the Area Coordinating Council and the community to provide a freeway landscaping project within Nipomo for beautification and screening.
3. **Street Improvements.** The Public Works Department should work with property owners to establish one or more improvement districts to install adequate street improvements including curbs, gutters and sidewalks, multi-use paths, street lighting and landscaping according to available design options.

Table 5-1: Schedule for Completing Circulation Programs				
Program Title	Responsible Agencies	Potential Funding	Timeframe (years) <sup>1</sup>	Priority <sup>2</sup>
1. Tefft Street and Thompson Road Improvements	Co. Planning; Public Works, General Services	General Fund; Districts	1-3	High
2. Highway 101 Landscaping	Co. Planning; Caltrans	General and State Funds; Grant	5-10	Moderate
3. Street Improvements	Co. Public Works, Planning	General Fund; District	5-10	Low

**Notes:**

1. Timeframes are from the date of adoption of the South County Area Plan, 1994.
2. Priority listings are the relative importance within each timeframe.

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# Chapter 6: Combining Designations

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## 6.1 Introduction

Combining designations are special overlay maps and symbols applied in areas of the county with potentially hazardous conditions or special resources, where more detailed project review is needed to avoid or minimize adverse environmental impacts or effects of hazardous conditions on proposed projects. Symbols denote the vicinity of proposed public facilities such as government uses, parks and schools. The following areas are subject to special combining designations. In some cases, specific standards have been adopted for an area where a combining designation is applied. These standards are found in Article 10 of the Land Use Ordinance (Chapter 22.108 – South County Area Communities and Villages) and apply to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

## 6.2 Nipomo Combining Designations

The Nipomo urban area includes the following combining designations, which are shown on the map at the end of this chapter:

1. **Nipomo Creek and its tributaries (FH).** Flooding of certain locations within the area is possible as evidenced by winter storms in 1969 and 1973. With increasing development, it is expected that additional areas within proximity to Nipomo Creek will become flood prone.
2. **Dana Adobe – Historic Area (H).** The Casa de Dana (1839) is the most historic and largest adobe residence in San Luis Obispo County. It was built by Capt. William Dana, a New England sea captain, on a 38,000 acre Mexican land grant, Rancho Nipomo. The two-story adobe is owned by the San Luis Obispo County Historical Society, which wishes to restore the building. Restoration should include authentic reconstruction of the ranch house, interior decoration, and layout of the surrounding grounds. Restoration continues on the ranch house, interior decoration, and layout of the surrounding grounds. When the proposed Southland Street interchange is constructed, the Dana Adobe could become easily accessible from the freeway and become a valuable tourist attraction at the south entrance of the county, if the site is developed to accommodate visitors. The Master Plan for site development should be utilized for further improvements.
3. **Dana Home – Melschau Road (H).** This house was built in 1882 by Frank Dana and was the fifth to be built on the Nipomo Rancho. It has been restored and remodeled.
4. **Pacific Coast Railroad Depot Site (H).** The Pacific Coast Railway was granted its right of way through the Nipomo Rancho by Captain William Dana's widow in 1881. It established a depot and warehouse on each side of Tefft Street at Sparks Avenue. The depot was used extensively for agricultural shipments to Port Harford Pier, and for travelers between San Luis Obispo and Los Olivos, the southern terminus of the railway. The original town of Nipomo was platted around the depot, and railroad activity generated development in Nipomo until the early 1900'S. The depot and warehouse

sites are appropriate for commemorative parks and structures designed to reflect the original buildings.

5. **Old St. Joseph's Church (H).** Located at the northeast corner of Tefft Street and Thompson Avenue, this church has been converted to a retail business.
6. **Runels Home - Dana Street (H).** This Victorian style home was built in 1886 by U.S. Runels, who subdivided 100 acres east of the original town of Nipomo. The home was used as a boarding house, and was restored in 1986 as a bed and breakfast inn.

## 6.3 Proposed Public Facilities

Only those public facilities are considered that have a direct effect on land use and are publicly managed. The public facilities needed for the planning area are determined by many public agencies. Development guidelines for proposed public facilities are contained in Framework for Planning.

1. **Schools.** The proposed school sites should be carefully evaluated by the Lucia Mar Unified School District. The two existing elementary schools are over capacity, and new facilities will be needed to serve the levels of population anticipated by this plan. Lucia Mar School District has identified the need for a middle school, an elementary school and a high school. A continuation high school campus site has been selected on Highway 1 south of Halcyon Road. The school district should select future school sites at or near the proposed locations that are shown on the Combining Designation Map.
2. **Government Services Center (GF).** This symbol is applied to two sites; the first is at the sites of the Pacific Coast Railroad station on Sparks Avenue and Tefft Street for short-to mid-term uses. The second proposed facility site is located south of Sparks Street near Nipomo Creek to meet long-range needs of the community.

Facilities that should be considered for each center include a Sheriff's substation, general county and district government offices and courts if applicable, branch library, multi-purpose room for citizen activities, interview and office space for social and community health services, and kitchen facilities. Each proposed site is large enough to also include a public plaza at its respective scale. Developing these centers should be given high priority in the County Capital Improvement Program.

Any government facilities as shown in the Nipomo Regional Park Master Plan should reflect special community functions, such as a library, senior citizen or community building.

3. **Parks.** Map symbols for future park sites are shown at the Nipomo Elementary School, at a future school site on Orchard Avenue, at the future civic center site of Sparks Street as a plaza or park, and at the Pacific Coast Railroad depot site on Tefft Street as a visitor rest stop and plaza. An initial linear park system is shown within Nipomo that could link important areas with a series of pedestrian and bicycle paths that would be separate from streets while still being located within the street right-of-way. A linear park should be developed along the Pacific Coast Railroad right-of-way or the State Water Project easement to loop into the community. Development of the recommended linear park along Nipomo creek should include provisions to protect riparian habitat for any portions of the park within 50 feet of the existing creek bank and vegetation.

## 6.4 Combining Designations and Proposed Public Facilities Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve the objectives of this community plan. The implementation of each LUE program is the responsibility of the County or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

**NOTE:** In addition to the programs listed here, the South County Area Plan contains regional programs that may also affect the community of Nipomo.

The following programs apply to Nipomo. Table 6-1 identifies the responsible agencies, potential funding sources and the preferred time-frames for completion. The South County Area Plan should also be referenced for a list of areawide land use programs that may affect Nipomo.

### Proposed Public Facilities (PF)

1. **Government Services Center.** The County should prepare a facilities plan that is oriented to meeting current and projected human needs within South County. The County should utilize existing public land at the Pacific Coast Railroad depot site for short- and mid-term capital needs. For long-range needs, it should acquire property and develop a larger Nipomo Government Services Center on a site shown south of Sparks Street near Nipomo Creek. Facilities should be considered for a branch library, multipurpose rooms for community activities, kitchen facilities, office space for social and community health services, a Sheriff's substation and a public plaza.

### Flood Hazard Areas (FH)

2. **Channel Maintenance Programs.** The County Flood Control District should undertake a channel maintenance program for Nipomo Creek and tributaries to prevent erosion and preserve stream channels. Maintenance should include only that which is required to ensure continued channel capacity that will provide proper drainage during flooding stages.

### Historic Areas (H)

#### Dana Adobe

1. **Restoration Program.** The General Services Department should work with the County Historical Society and the property owners surrounding the Dana Adobe for restoration and historic preservation.
2. **Funding.** Seek federal and state grant funds to aid in the restoration project.
3. **Information Center.** The General Services Department should explore the feasibility of purchasing and developing a portion of a property adjacent to the Dana Adobe as a tourist information center with facilities to include parking, picnicking and a building with historical displays and restrooms. If it is determined such a facility is feasible, its construction should be accompanied with funding to provide staffing to serve visitors.

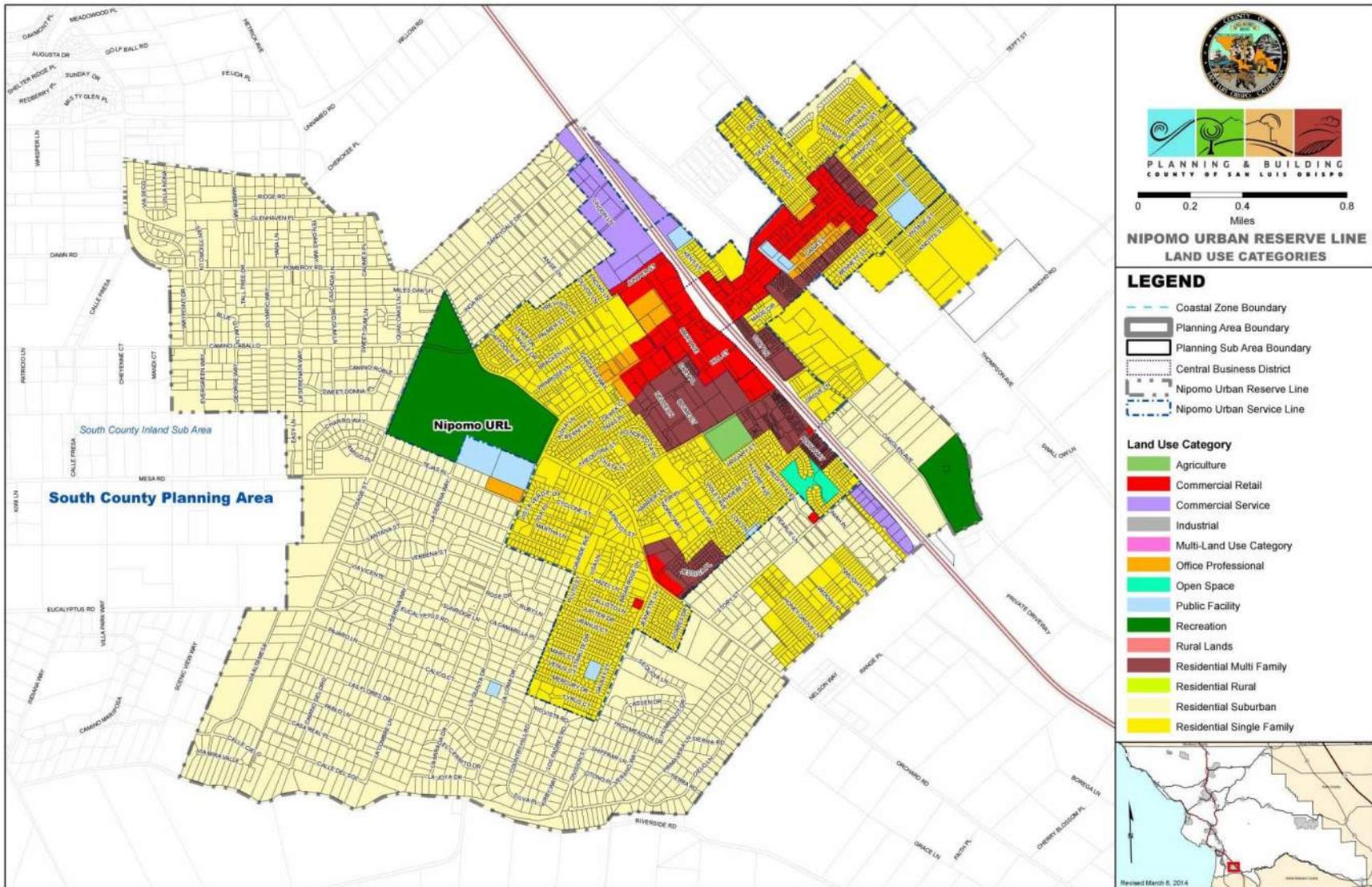
**Pacific Coast Railroad Depot Site**

4. **Railroad Station Site.** A commemorative facility should be developed to recognize and display the historical significance of the Pacific Coast Railway within Nipomo while establishing the site as a plaza and visitor rest stop.

<b>Table 6-1: Schedule for Completing Combining Designation and Public Facilities Programs</b>				
<b>Program</b>	<b>Responsible Agencies</b>	<b>Potential Funding</b>	<b>Timeframe (years)<sup>1</sup></b>	<b>Priority<sup>2</sup></b>
<b>Public Facilities</b>				
1. Government Services Center	Co. Administration; Planning; General Services	General Fund; Assessment District	1-3	High
2. Channel Maintenance Programs	Co. Public Works	No Increase	Ongoing	Moderate
<b>Historic Areas (H)</b>				
1. Dana Adobe Restoration	Co. General Services; SLO County Historical Society	Donations, Grant	1-3	Moderate
2. Restoration Funding	Co. General Services; SLO County Historical Society	General Fund; Grants	1-3	Moderate
3. Tourist Information Center	Co. General Services; SLO County Historical Society; Nipomo Chamber of Commerce	Grant; Donations; General Fund	3-5	Moderate
4. Pacific Coast Railroad Depot Commemorative Site	Co. Planning and Building; General Services; Nipomo Chamber of Commerce	Grant; Donations; General Fund	3-5	Moderate

Notes:

1. Timeframes are from the date of adoption of the South County Area Plan, 1994.
2. Priority listings are the relative importance within each timeframe.



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## Chapter 7: West Tefft Corridor Design Plan

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The West Tefft Corridor Design Plan was adopted by the County Board of Supervisors on May 15, 2007, and is incorporated by reference into Title 22 of the County Code.

The Design Plan addresses the design of new development and streets near West Tefft Street between Highway 101 and Dana Elementary School. The West Tefft Corridor includes the Central Business District (CBD) and an adjacent commercial area designated by the South County Area Plan west of Highway 101, and a narrow strip is included west of the commercial area adjacent to West Tefft intended solely to extend parkway/sidewalk concepts within the West Tefft Street right-of-way. The central concerns of the plan are to avoid the development of suburban shopping centers throughout the designated downtown and to avoid street environments that are dangerous or unattractive to pedestrians. The design plan gives guidance for the desired appearance and scale of streets, buildings and open spaces, which are to be achieved through the public review of new projects and their completion.

**NOTE:** The West Tefft Corridor Design Plan is available in its entirety at the San Luis Obispo County Department of Planning and Building and on the Department's website: ([www.sloplanning.org](http://www.sloplanning.org)).

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