

## 4 Circulation

### 4.1 Introduction

This chapter focuses on the street and other circulation systems within the Dana Reserve Specific Plan (DRSP). The goal is to provide an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit, consistent with the South County Inland Area Plan (SCAP) and Nipomo Community Plan policy direction. The overall framework for the street system design has been guided by the requirements of the County of San Luis Obispo Public Improvement Standards.

### 4.2 Street Network

The primary organizational element of the public street system within the DRSP area is focused on the primary roadways, or “backbone” roads, that connect to off-site roads within the vicinity or that act as a continuation of existing County maintained roads. These primary public roadways are identified as Collector ‘A,’ Collector ‘B,’ and Collector ‘C’ as described further below. In addition, other roadways within the DRSP area include those that are private and designated as Local Roads and Motorcourts, as described below. Regardless of which entity maintains the streets, a private Property/Homeowners Association will maintain non-standard roadway features and landscaping amenities on Collectors, Local Roads, and Motorcourts. See *Exhibits 4-1* and *4-2* for an overview of the circulation plan, including individual proposed roadway types and their location within the DRSP.

#### *Collector ‘A’– North Frontage Road*

Collector ‘A’ is designed as a County maintained public Collector Road that is located on the east side of the DRSP area. It is an extension of the existing North Frontage Road that currently terminates at the southeast corner of the DRSP area. This new road will complete a through connection from Tefft Street to Willow Road. At the intersection of Collector ‘A’ and Willow Road, there will be a traffic signal.

#### *Collector ‘B’- Pomeroy to Willow Road*

Collector ‘B’ is designed as a County maintained public Collector Road that is located on the west side of the DRSP area. It provides a direct connection through the DRSP area from Pomeroy Road to Willow Road. At the Pomeroy Road and Willow Road connections, there will be one-way stop intersections.

#### *Collector ‘C’*

Collector ‘C’ is designed as a County maintained public Collector Road that is located centrally within the DRSP area. It provides a direct east-west connection between the planned Collector ‘A’ and Collector ‘B.’ At the intersections with Collector ‘A’ and Collector ‘B,’ there will be roundabouts.

## *Local Roads - Residential*

Local Roads - Residential include those located within or serving the individual residential neighborhoods of the DRSP area. These roadways vary in orientation and design and are intended to provide the connection from the residential neighborhood to the Collectors within the DRSP area. The County will not accept Local Roads into the County-maintained system. Therefore, a private mechanism for maintenance shall be established.

## *Private Motorcourts*

Private Motorcourts are located within Neighborhood 3. These Private Motorcourts vary in orientation and are intended to provide access to adjacent Local Roads within the DRSP area. The County will not accept Private Motorcourts into the County-maintained system. Therefore, a private mechanism for maintenance shall be established.

## *Private Access Drive*

A Private Access Drive is located to the west side of Collector B, near the intersection with Pomeroy Road. This access drive is intended to maintain access for the adjacent property owners located west of the Hetrick Avenue right-of-way to Collector B while also providing access to the storm water basin for maintenance. The Private Access Drive will be privately maintained.

Exhibit 4-1: Primary Public Roadways

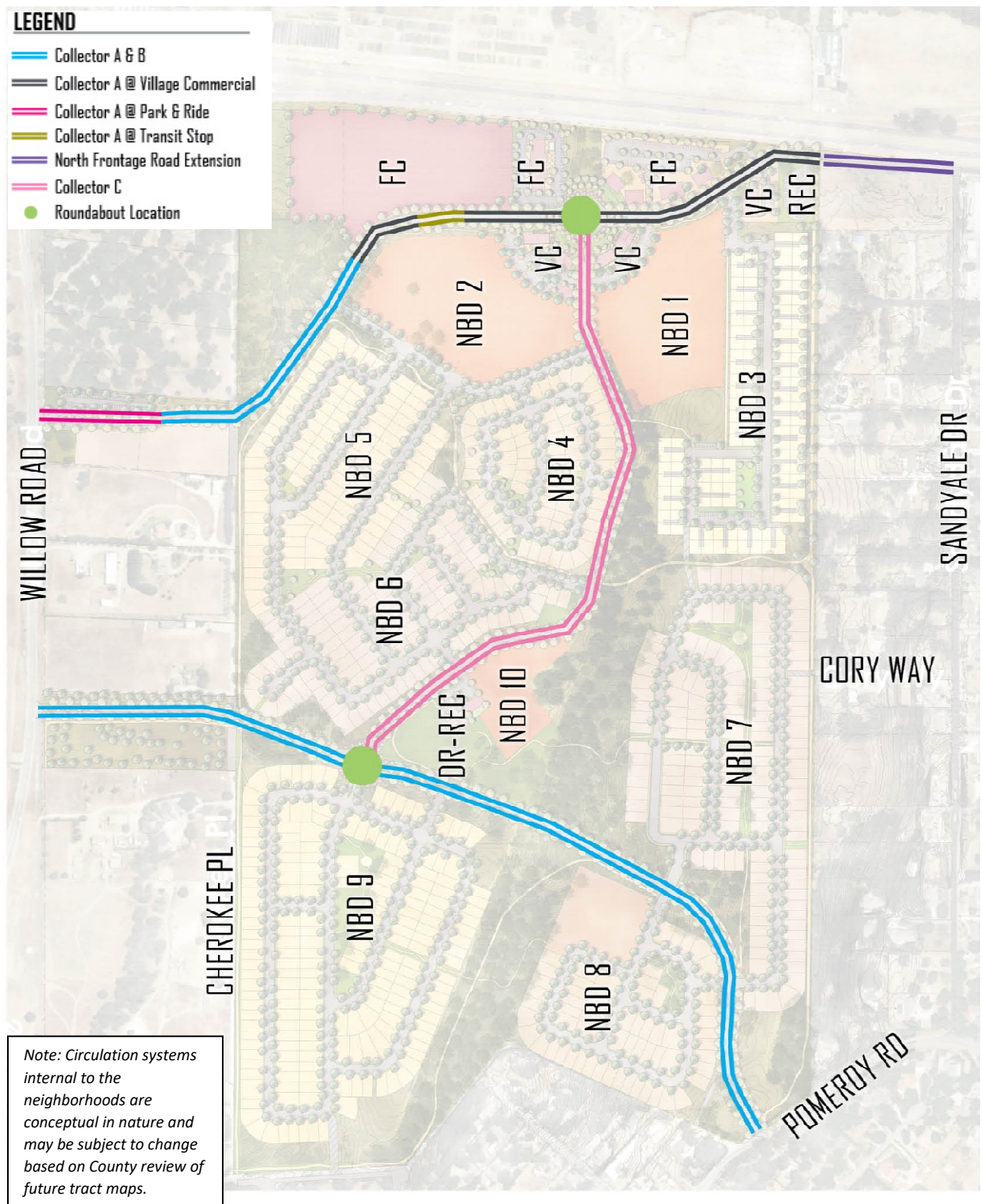
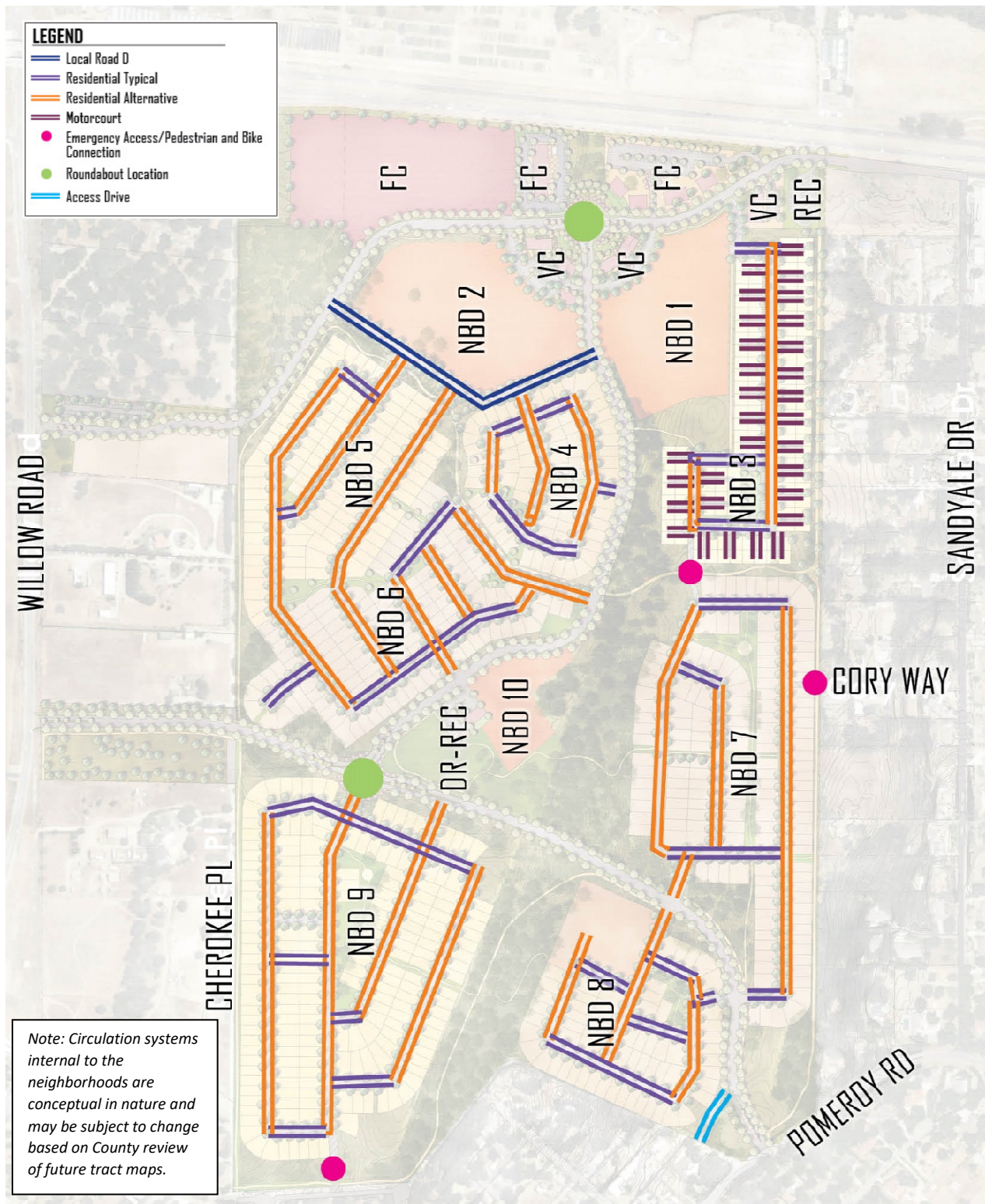




Exhibit 4-2: Local Roadways





#### 4.2.1 Circulation Goals and Policies

The following overarching DRSP goals brought forward from Chapter 1 of this document and associated policies are provided to guide the circulation pattern and development envisioned within the DRSP area.

##### **Goal 7**

**Enhance the circulation within the Specific Plan area and existing community by continuing the existing public roadway network through the DRSP property to connect to Willow Road, providing a new Park and Ride lot to encourage carpooling, and creating new public transportation points of connection to facilitate public transit use and reduce single-occupant automobile use.**

##### *Circulation Policy 7.a*

*Extend North Frontage Road Collector through the property to connect to Willow Road.*

##### *Circulation Policy 7.b*

*Provide a north-south Collector roadway connection from Pomeroy Road to Willow Road through the property rather than along Hetrick Avenue right-of-way.*

##### *Circulation Policy 7.c*

*Interlink the north-south Collector Roads with an east-west Collector Road.*

##### *Circulation Policy 7.d*

*Introduce a new Park and Ride lot along North Frontage Road to encourage Countywide carpooling and reduce single-occupant automobile use.*

##### *Circulation Policy 7.e*

*Provide locations for new public transportation stops at the commercial land uses and Park and Ride locations, two stops north of the roundabout on Collector A and two stops at the Park and Ride along Collector A.*

##### *Circulation Policy 7.f*

*Create emergency access points at the neighborhood edge to allow for additional fire/safety personnel access in Neighborhoods 7 and 9.*

##### **Goal 8**

**Integrate a network of walking, bicycling, and equestrian facilities to connect on-site residential neighborhoods and the broader community.**

##### *Circulation Policy 8.a*

*Provide buffered Class II bicycle lanes along Collectors 'A', 'B', and 'C' to encourage bicycle use within and through the DRSP area.*

##### *Circulation Policy 8.b*

*Provide sidewalks along all road types to encourage walking and other non-motorized transportation within and through the DRSP.*

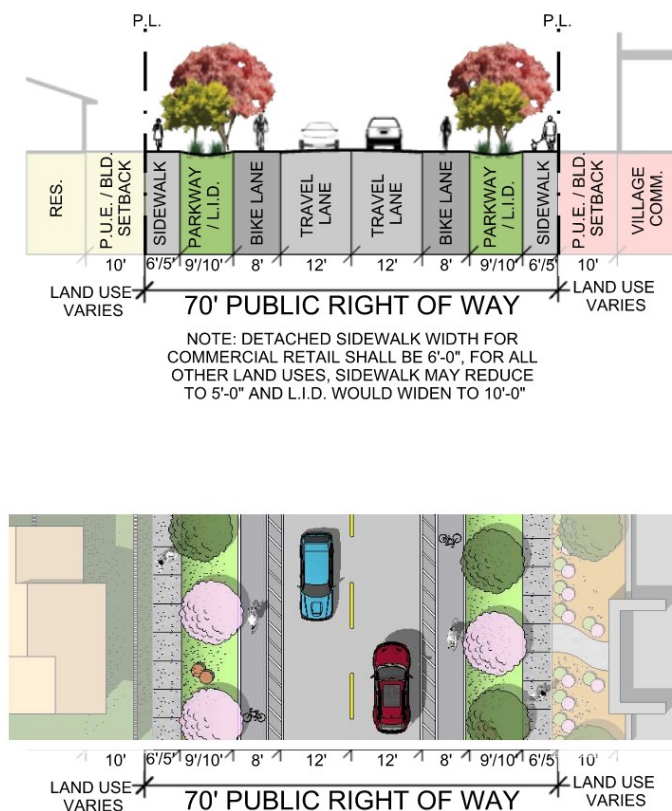
## 4.3 Street Cross Sections (New Roads)

The following sections provide descriptions of the design of individual roadways within the DRSP by use of individual street cross-section exhibits. The design of the individual street cross-sections includes opportunities for decentralized stormwater treatment LID features within roadway right-of-way areas. For landscaping, lighting, and other features, refer to Appendix A – Objective Design Standards and Design Guidelines.

### 4.3.1 Collector 'A' and 'B' Typical

*Collector 'A' and 'B' Typical* street section is designed as a 70-foot public right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot buffered Class II bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. Flush curbs, also known as mow curbs, with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See *Exhibit 4-3 for Collector 'A' and 'B' Typical* cross section details.

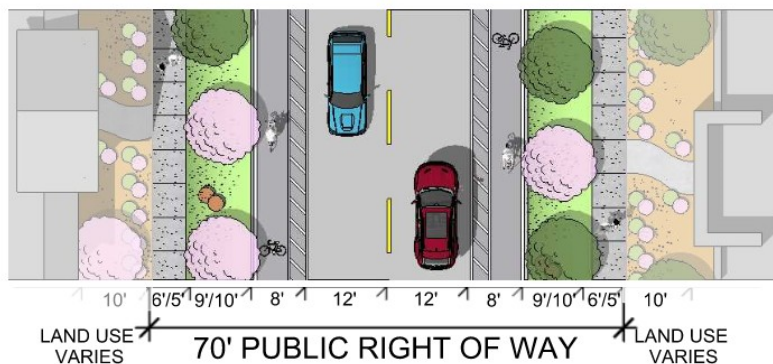
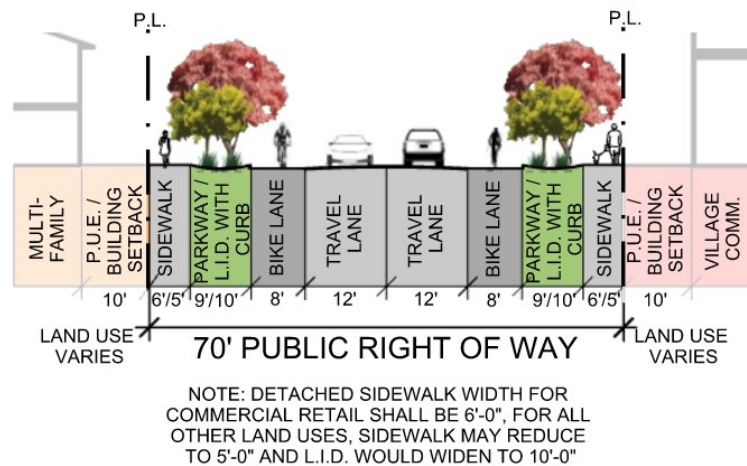
*Exhibit 4-3: Collector 'A' and 'B' Typical*



#### 4.3.2 Collector 'A' at Village Commercial Land Use

Collector 'A' at Village Commercial Land Use street section is designed as a 70-foot public right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot buffered Class II bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. Traditional curbs with gutters and curb cuts are provided at the parkway/LID features on both sides of the street. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See *Exhibit 4-4 for Collector 'A' at Village Commercial cross section details.*

*Exhibit 4-4: Collector 'A' Adjacent to Village Commercial*

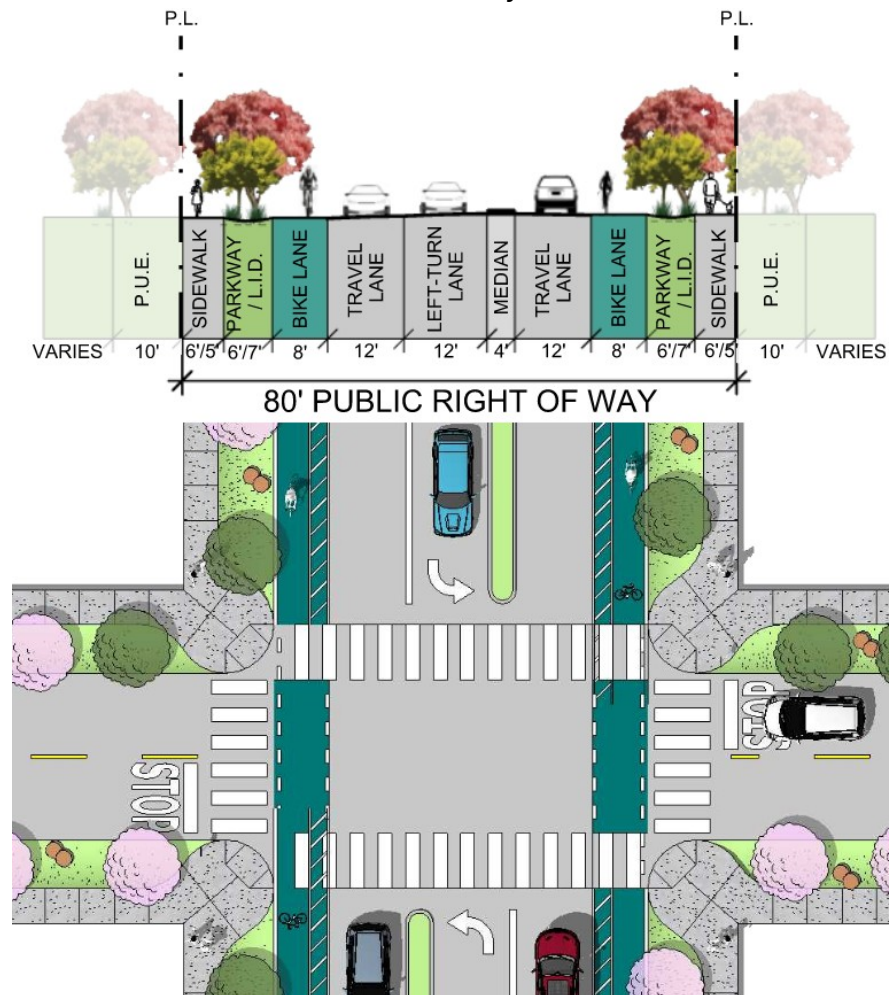




## 4.3.3 Collector 'A' and 'B' at Left Turn Lane

Collector 'A' and 'B' at Left Turn Lane street section is an 80-foot public right-of-way. From each side of the centerline, there will be a 12-foot left-turn lane and 4-foot median separating a 12-foot travel lane, 8-foot buffered Class II bicycle lane, 6- or 7-foot parkway/LID feature, and 5- or 6-foot sidewalk on one side of the street and a 12-foot travel lane, 8-foot bicycle lane, 6- or 7-foot parkway/LID feature, and 5- or 6-foot sidewalk on the other side of the street. No on-street parking is provided. Flush curbs with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See Exhibit 4-5 for Collector 'A' and 'B' at Left Turn Lane cross section details.

Exhibit 4-5: Collector 'A' and 'B' at Left Turn Lane





## 4.3.5 Park and Ride: Collector 'A'

*Park and Ride: Collector 'A'* street section is designed to accommodate future northbound and southbound vehicular movement adjacent to a Park and Ride lot. It is comprised of a minimum 156-foot public right-of-way with two separate areas – one area for Collector 'A' roadway and one for the Park and Ride lot.

From each side of the centerline, Park and Ride: Collector 'A' roadway area includes a 12-foot travel lane, 8-foot buffered Class II bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. A flush curb with a 2-foot shoulder is provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities. The SCAP designates improvements along North Frontage Road as eligible for reimbursement by the County.

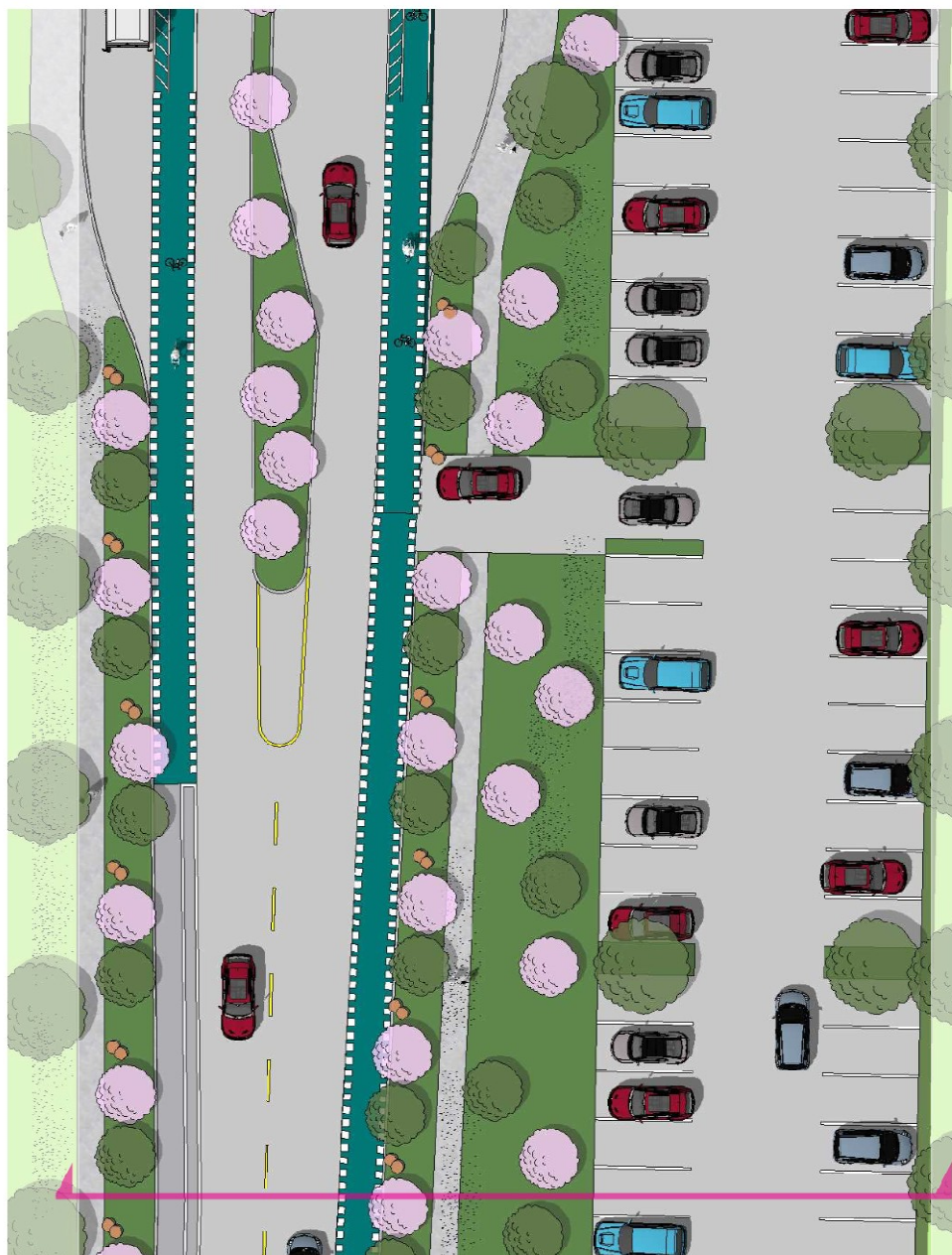
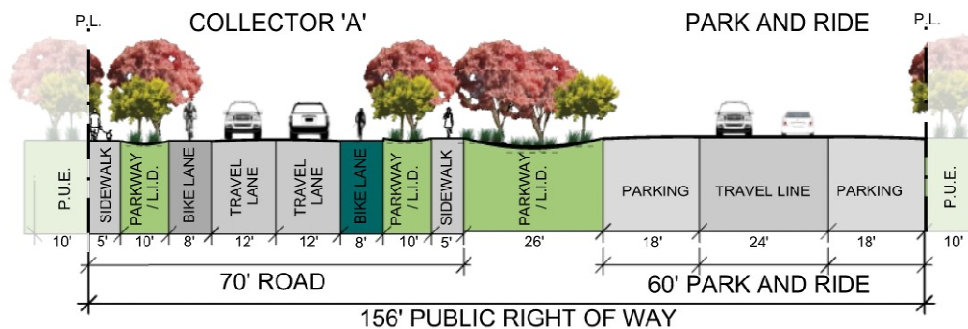
The Park and Ride area is comprised of a 24-foot travel lane and 18-foot parking stalls on both sides of the street centerline and will contain approximately 80 parking spaces. Flush curbs with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the Park and Ride area, unless otherwise specified by the County. See *Exhibit 4-7 for Park and Ride Concept* and *Exhibit 4-8 for Park and Ride, Collector 'A' cross section details*.

*Exhibit 4-7: Park and Ride Concept*





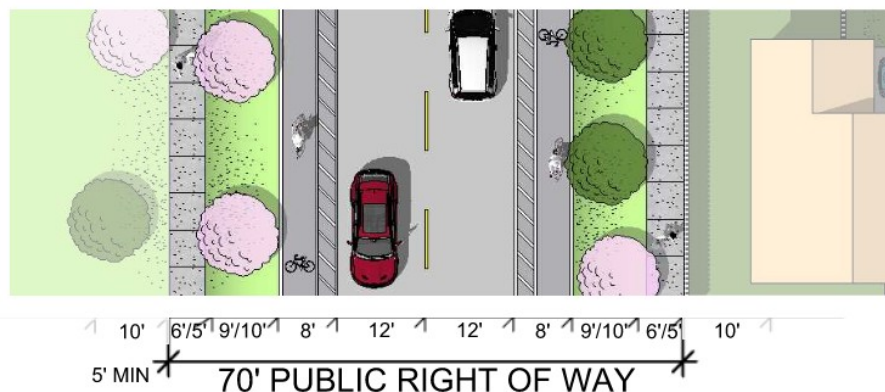
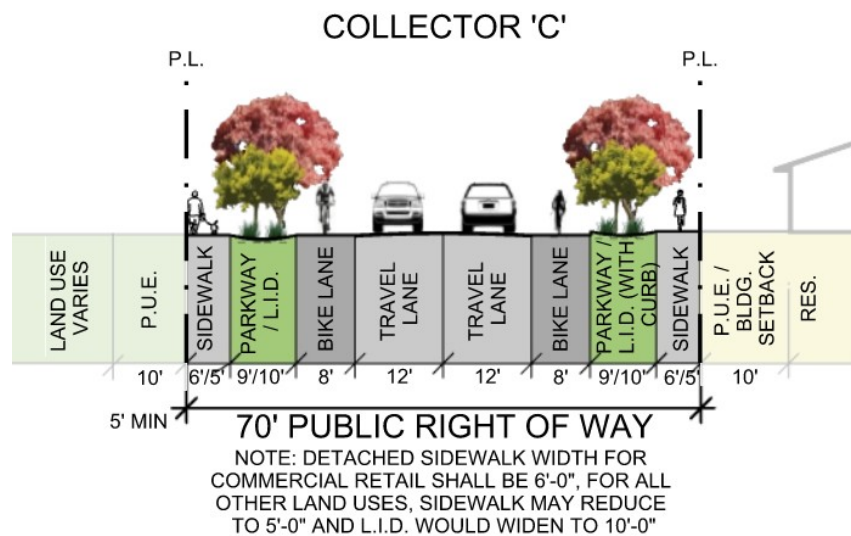
Exhibit 4-8: Park and Ride: Collector 'A'



## 4.3.6 Collector 'C'

Collector 'C' street section is designed as a 70-foot public right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot buffered Class II bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. A flush curb with a 2-foot shoulder is provided at the parkway/LID feature on the south side of the street, with traditional curbs with gutters and curb cuts to allow water flow provided at the parkway/LID feature on the north side of the street and on the southern portion of the street adjacent to multi-family and commercial land uses, unless otherwise specified by the County. A 10-foot PUE is incorporated outside the right-of-way on the north side of the street to serve the adjacent, various land uses. A 5-foot PUE is incorporated outside the right-of-way on the south side of the street to provide utility access to serve the adjacent uses. See *Exhibit 4-9 for Collector 'C' cross section details.*

*Exhibit 4-9: Collector 'C'*

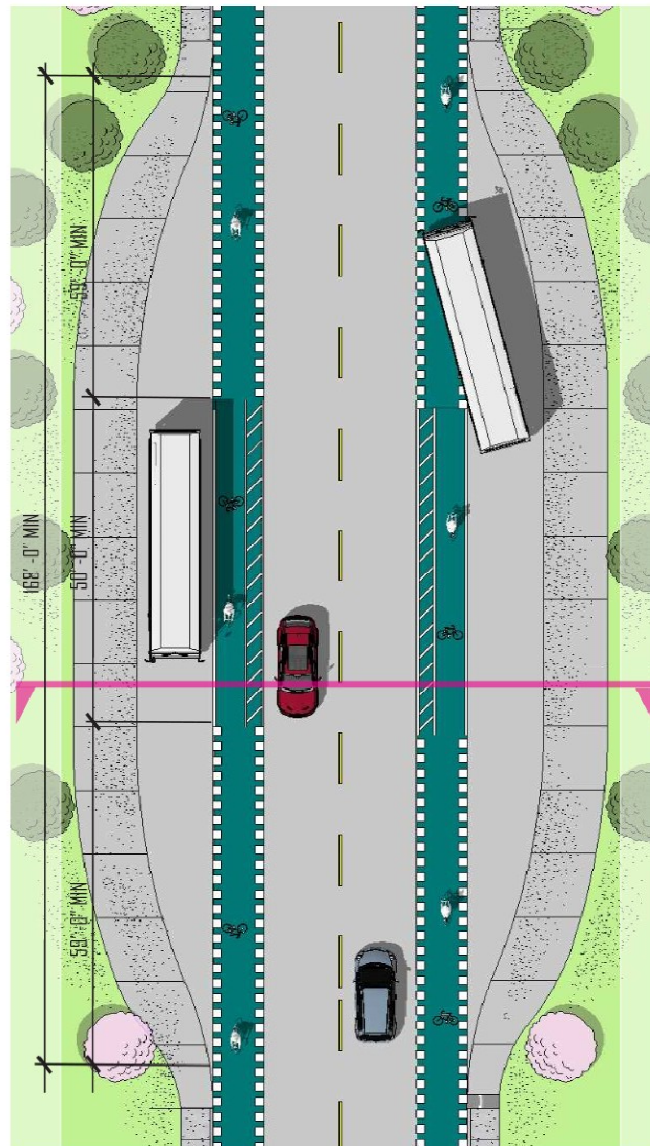
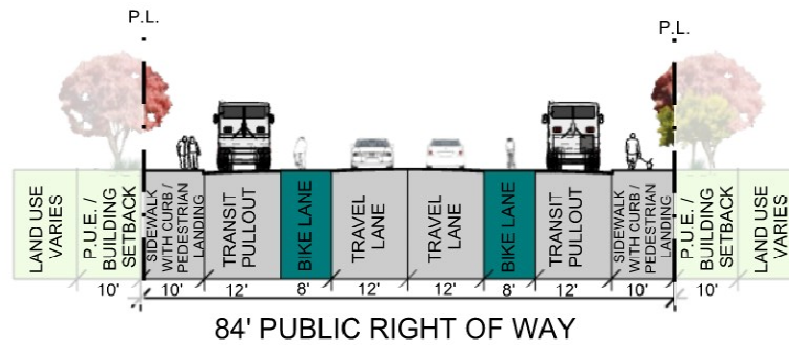


#### 4.3.7 *Transit Stop at Collector*

*Transit Stop at Collector* street section is designed to accommodate a future transit stop along Collector 'A'. It is comprised of an 84-foot public right-of-way and from each side of the centerline includes a 12-foot travel lane, 8-foot buffered Class II bicycle lane, 12-foot transit pullout lane, and a 10-foot sidewalk. No on-street parking is provided. Traditional curbs with gutters with pedestrian landings are provided at the sidewalks on both sides of the street. A pre-fabricated pedestrian shelter will be provided based on County standards, as necessary. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent uses. See *Exhibit 4-10 for Transit Stop at Collector* cross section details.



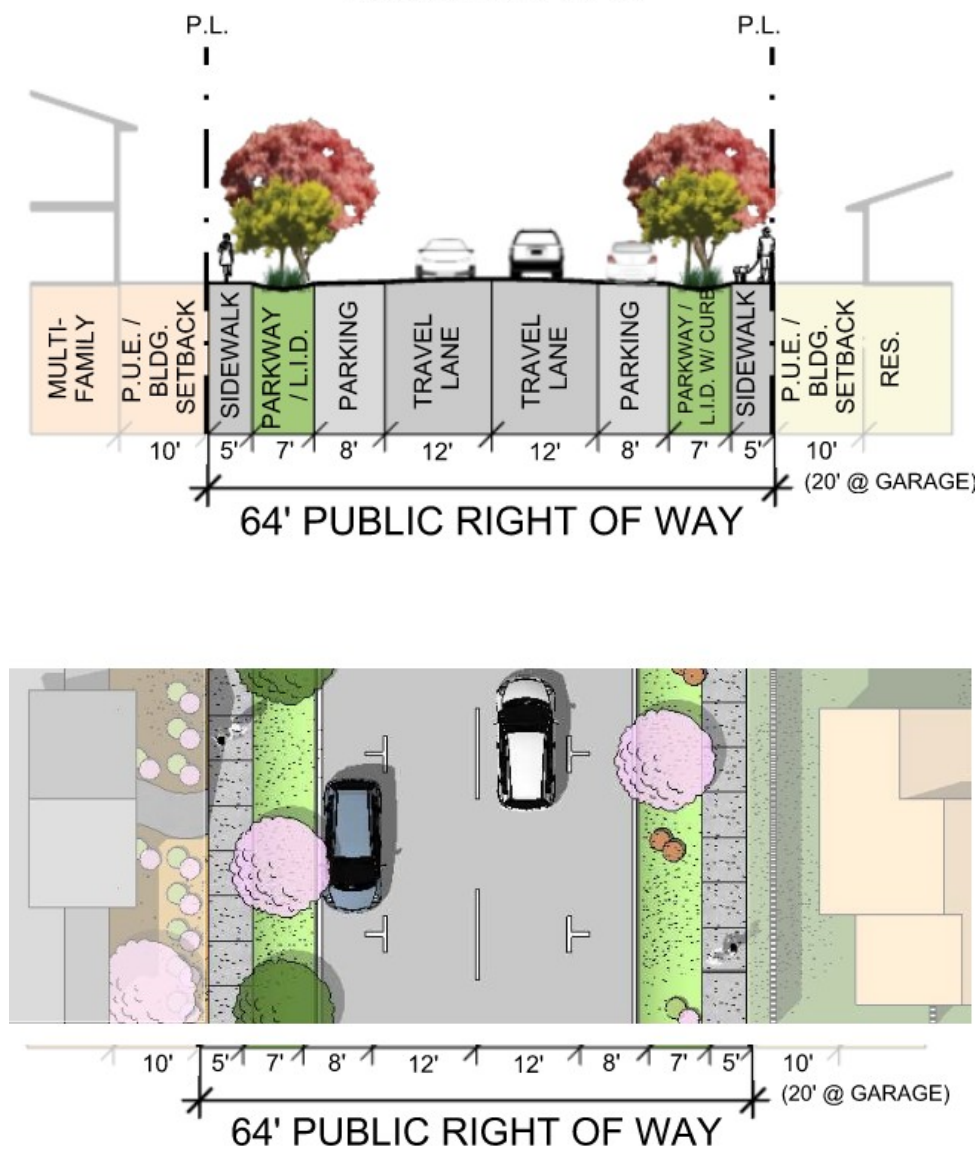
Exhibit 4-10: Transit Stop at Collector



#### 4.3.8 Local Road 'D'

Local Road 'D' street section is designed as a 60-foot right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot parking lane, 7-foot parkway/LID feature, and a 5-foot sidewalk. On-street parking is provided. Flush curbs will separate the parking lanes from the parkway/LID feature. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent uses. Class III bikeways are integrated and intended to be shared with the on-street vehicle traffic. See Exhibit 4-11 for Local Road 'D' cross section details.

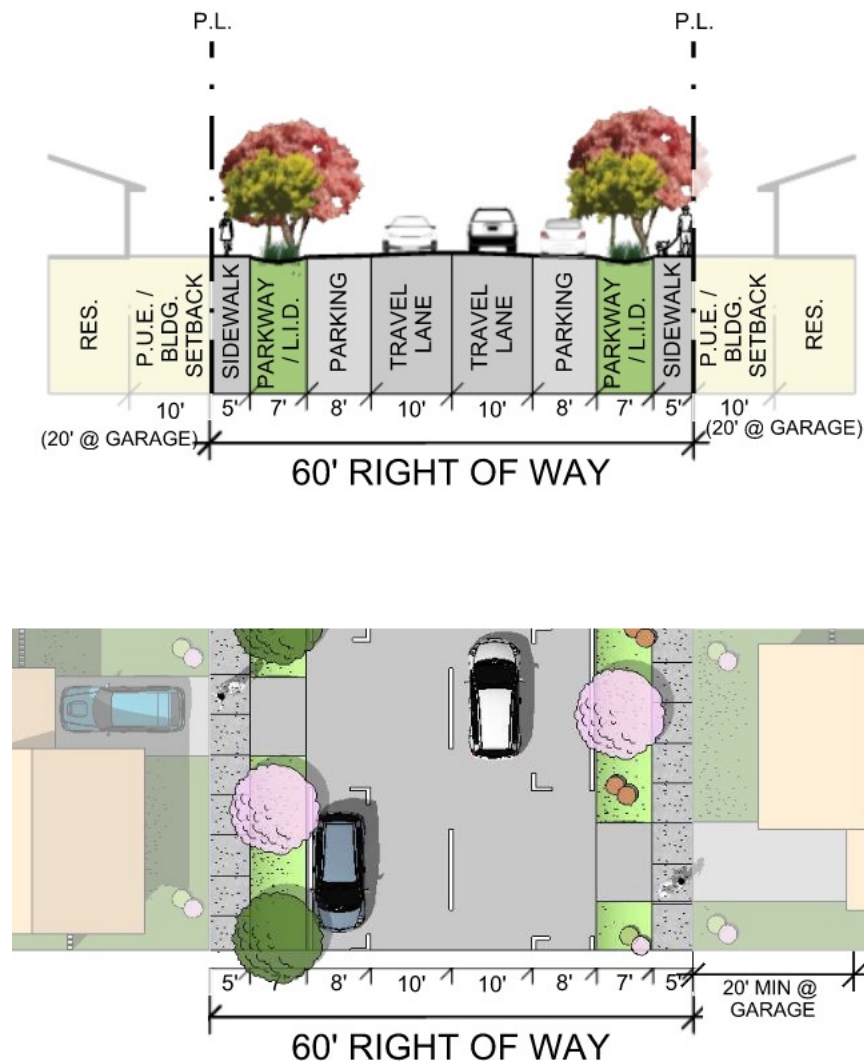
Exhibit 4-11: Local Road 'D'



## 4.3.9 Single-Family Street, Typical – Local Road

The *Single-Family Street, Typical* Local Road, street section is designed as a 60-foot right-of-way. From each side of the centerline, there will be a 10-foot travel lane, 8-foot parking lane, 7-foot parkway/LID feature, and 5-foot sidewalk. On-street parking is provided. Rolled curbs are proposed to separate the parking lane from the parkway/LID feature and will include associated spillways and depressions to allow water flow into the parkway/LID area. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. This street cross-section is found within the single-family neighborhoods including portions of Neighborhoods 3, 4, 5, 6, 7, 8, and 9. Class III bikeways are integrated and intended to be shared with the on-street vehicle traffic. See *Exhibit 4-12 for Single-Family Street, Typical* cross section details.

*Exhibit 4-12: Single-Family Street, Typical*

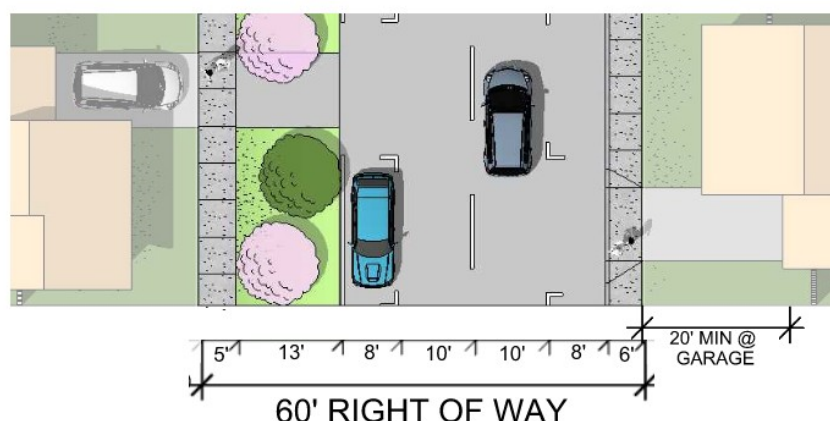
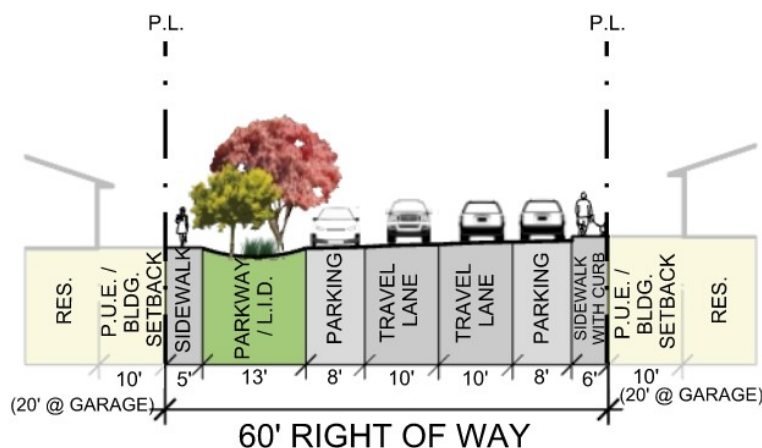




#### 4.3.10 Single-Family Street, Alternative – Local Road

The *Single-Family Street, Alternative Local Road*, street section is designed as a 60-foot wide right-of-way. From each side of the centerline, there will be a 10-foot travel lane, an 8-foot parking lane, and a 5-foot sidewalk. The right-of-way also includes a 13-foot parkway/LID feature on one side of the street only in between the sidewalk and parking lane. On-street parking is provided. A rolled curb is provided at the parkway/LID side of the street that will include associated spillways and depressions to allow flow into the parkway/LID area, while a traditional curb with no gutter is provided on the alternative side of the street. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. This street cross-section is found within the single-family neighborhoods including portions of Neighborhoods 3-9. See *Exhibit 4-13 for Single Family Street, Alternative* cross section details.

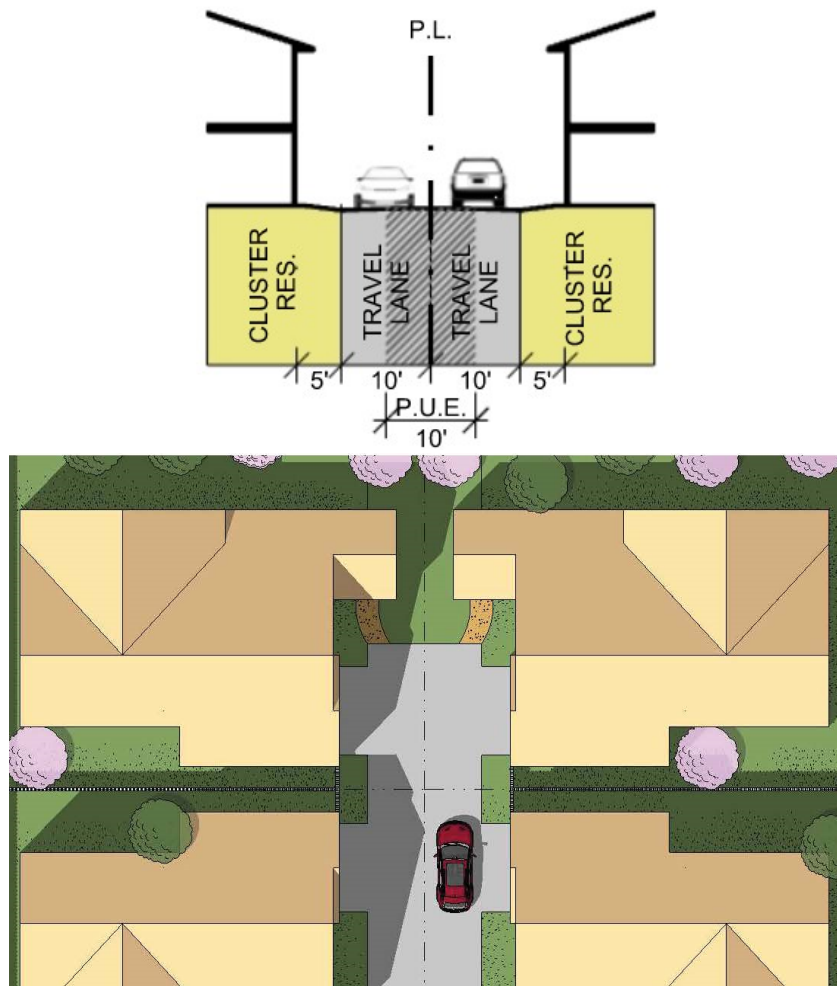
*Exhibit 4-13: Single-Family Street, Alternative*



## 4.3.11 Motorcourt – Private

The Motorcourt section is designed as a 20-foot private access easement. From each side of the centerline, there will be a 10-foot travel lane providing access to residential homes with a ribbon gutter for drainage located at the centerline. No parking on the private Motorcourt is allowed, except in designated guest spaces. Traditional curbs and gutters are provided on either side, with the individual home setback 5-feet from the private access easement. Property lines of adjacent residential homes continue to the centerline of the private access easement and a 10-foot wide PUE is provided at the centerline. See *Exhibit 4-14 for Motorcourt - Private* cross section details.

*Exhibit 4-14: Motorcourt - Private*



## 4.3.12 Access Drive – Private

The Access Drive is designed as a 20-foot private shared driveway. The shared access drive will be gated and provide access to the existing residences located to the west of the Hetrick Avenue right-of-way. A 12-foot access drive branching off the main access drive will also be provided to service the adjacent storm water basin.

## 4.4 Street Cross Sections (Existing Off-Site Roads)

### 4.4.1 *North Frontage Road*

North Frontage Road is an existing off-site public Collector Road that runs parallel to U.S. Highway 101 just south of the DRSP area. It currently dead-ends at the adjacent property at the southeast corner of the DRSP area. The South County Circulation Study identifies the extension of this existing road to Willow Road. As part of the DRSP, North Frontage Road will be extended through the project to Willow Road. Refer to Section 4.3 for additional information regarding the North Frontage Road (Collector A) extension.

### 4.4.2 *Pomeroy Road*

Pomeroy Road is an existing off-site public Arterial Road that generally runs north to south and is located in the southwest corner of the DRSP area. It is currently designed with a 12-foot lane and a Class II bicycle lane of varying 5- to 7-foot width on both sides of the street centerline. To provide a better north-south road connection to Willow Road, Collector 'B' is proposed to run through the DRSP area beginning at Pomeroy Road. To enhance safety and minimize vehicle conflicts, a one-way stop is proposed at the Pomeroy Road and Collector Road B intersection. This would reroute a small portion of Pomeroy Road into the DRSP property to accommodate the necessary road geometry.

### 4.4.3 *Hetrick Avenue*

Hetrick Avenue is an existing off-site public Local Road that runs along a portion of the western boundary of the DRSP area. Under existing conditions, Hetrick Avenue turns sharply to the west along the western boundary and turns into Glenhaven Place, another local public road. The Nipomo Community Plan Circulation Element and South County Circulation Study identify a Hetrick Avenue extension that is currently unbuilt. It would turn sharply to the east at the current intersection with Glenhaven Place and travel through a dense oak woodland area before turning south along the rear yards of existing residential properties to the west. The DRSP does not propose to construct the Hetrick Avenue extension, in favor of introducing a functionally superior Collector 'B', which travels from Pomeroy Road through the DRSP and connects with Willow Road. Currently, Hetrick Avenue right-of-way at the southwest corner of the property near Pomeroy Road would be abandoned, re-routed, or deeded to the adjacent existing residential property owners to the west. Access for the three (3) existing residential properties to the west of Hetrick Avenue, most immediate to Pomeroy Road, would be maintained via an access drive to Collector B (see Section 4.3.12) that would include gated access. The proposed Collector B would have the necessary right-of-way width and reduce impacts to the existing neighborhoods on Hetrick Avenue. The portion of Hetrick Avenue to be used for emergency access to the DRSP area will be improved to County Public Improvement Standards.

### 4.4.4 *Cherokee Place*

Cherokee Place runs along the northern property line of the DRSP area, beginning at Hetrick Avenue in the west and terminating approximately +/- 575 feet from the U.S. Highway 101 right-of-way. It is currently an unpaved road that is approximately +/- 20 feet in width. Improvements along Cherokee Place are anticipated adjacent to APN's 091-301-031 and 091-301-029 along with right-of-way dedication, to be reviewed and approved by Public Works. Along the frontage of APN's 091-301-031 and 091-301-029, there will be a 20-foot-wide by 20-foot-long paved section

aligned with the existing unpaved road that lies within the northern 25-foot offer of dedication on Cherokee Place, except at the fire station. Improvements elsewhere along Cherokee Place are not provided as part of the DRSP.

## 4.4.5 *Cory Way*

Cory Way is an existing off-site public Local Road that terminates at the southern property line of the DRSP area. As discussed under Section 4.6 below, emergency access only is planned for where Cory Way terminates at the property, but pedestrian, bicycle, and equestrian connections will also be provided at this existing off-site road. No routine vehicle access will be allowed for this existing off-site public Local Road into the DRSP area.

## 4.5 Intersections and Roundabouts

### 4.5.1 *Intersections*

Five intersections connect the surrounding community to the DRSP area. These include Collector 'A' and Collector 'B' at Willow Road, Collector 'A' and Collector 'B' at Cherokee Place, and Collector 'B' at Pomeroy Road. Collector 'A' at Willow Road is envisioned as a new signalized three-way intersection, which is located approximately +/- 1,300 feet from the U.S. Highway 101 on-ramps. Collector 'B' at Willow Road will be a one-way stop where Collector 'B' meets Willow Road, allowing for unimpeded traffic flow along Willow Road. Both Collector 'A' and Collector 'B' at Cherokee Place are envisioned as two-way stops along Cherokee Place, allowing for unimpeded traffic flow along the DRSP Collectors. Lastly, Collector 'B' at Pomeroy Road is a one way stop intersection. As noted above in Section 4.4, a small portion of Pomeroy Road will be rerouted into the DRSP area to accommodate the necessary geometry for the new road connection. Ultimately, intersection control type will be reviewed and approved by Public Works.

### 4.5.2 *Roundabouts within DRSP*

There are two roundabouts located within the DRSP area. These are intended to enhance safety and reduce overall vehicle speeds. These roundabouts are located entirely within the DRSP and include Collector 'A' at the Village Commercial area, where this roadway intersects with Collector 'C.' Another is located along Collector 'B' adjacent to Neighborhoods 6 and 9, where this roadway intersects with Collector 'C' (refer to *Exhibit 2-1* in Chapter 2 and *Exhibits 4-1* and *4-2* for locations).



*Roundabouts calm traffic and slow speeds in residential and commercial neighborhoods.*



The integration of roundabouts within the DRSP provides organizing features for the overall circulation network. These features within the roundabouts enhance the overall aesthetic of the community and may include features such as specimen trees, accent landscaping, unique paving, lighting and/or project signage.

#### 4.6 Emergency Access

Three emergency access points are located in the DRSP. These will ensure adequate service by fire and safety personnel in the future. Emergency access points are proposed within Neighborhood 9, adjacent to Hetrick Road, within Neighborhood 7, as a continuation of Cory Way, and between Neighborhood 3 and Neighborhood 7.

The emergency access points will be constructed with adequate width to accommodate fire/safety vehicles and be gated per CalFire/County Public Improvement Standards.

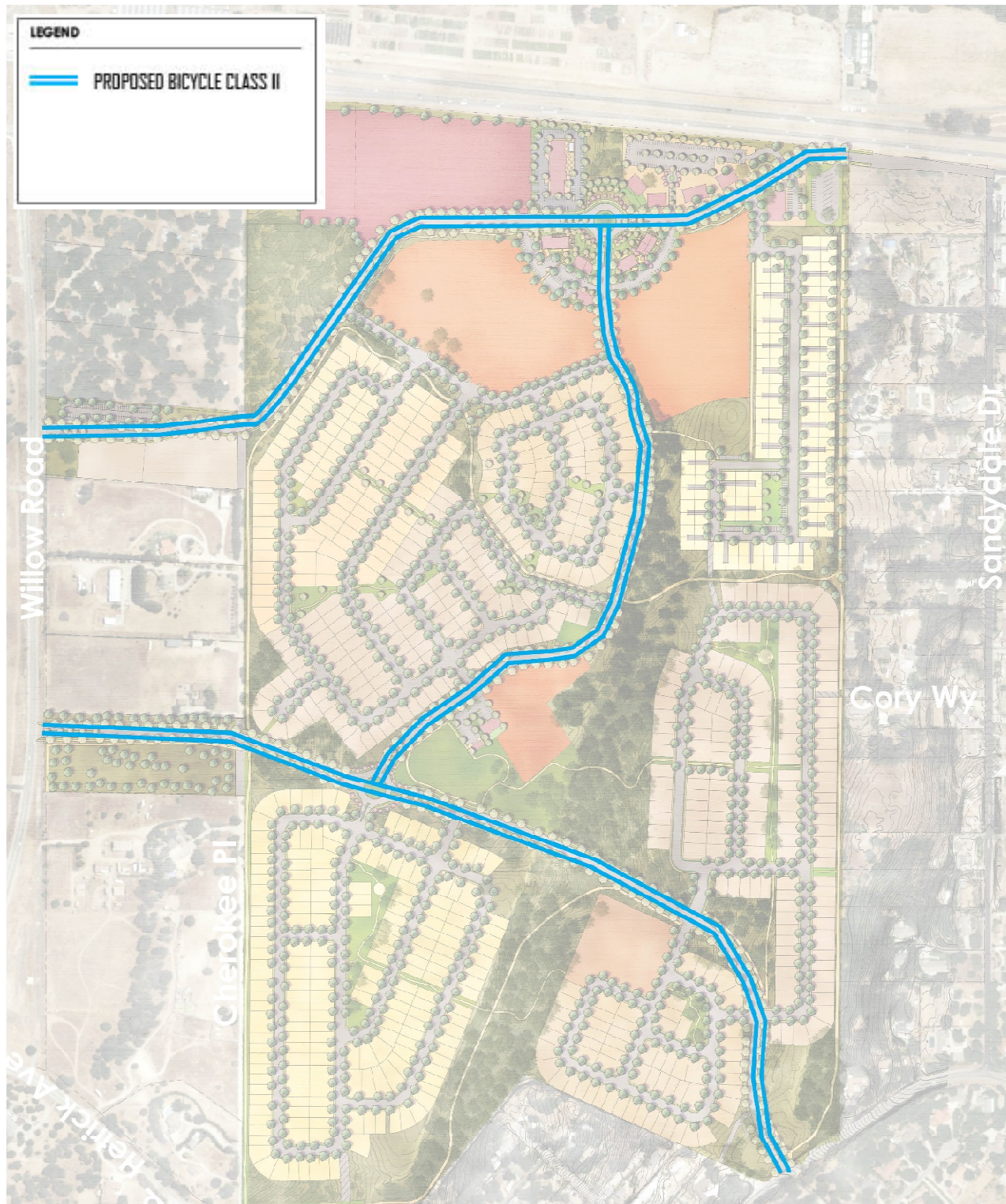
The DRSP also envisions these emergency access points be designed to include pedestrian, bicycle, and equestrian access as further discussed in Section 4.9 below, providing access to the existing community, with the exception of the emergency access point between Neighborhood 3 and Neighborhood 7, which will only have pedestrian and bicycle access.

#### 4.7 Bicycle Network

To close existing gaps within the County's bicycle network and to promote non-motorized transit use within the DRSP area, an extensive bicycle network has been proposed in conjunction with the property's primary Collector roadway design (see *Exhibit 4-15*). As noted in the 2016 San Luis Obispo County Bikeways Plan, Class II bikeways exist on Pomeroy Road to the south and Willow Road to the north, with plans for expansion of Class II bikeway facilities along the North Frontage Road to the south.

Collector Roads 'A', 'B', and 'C' will have buffered Class II bicycle lanes within an 8-foot right of way. The design of these separated bikeways will include a 5-foot travel lane and 3-foot pavement markings (e.g., striping) to separate bicycle riders from automobile travel lanes. Additional pavement marking within bicycle-automobile conflict zones, such as at intersections or driveway entry points, will be painted green per County standards to bring greater attention to these conflict points. To ensure adequate storage of bicycles within the DRSP, bicycle racks will be incorporated as part of commercial developments as well as within the neighborhood park per County Standards.

Exhibit 4-15: Bicycle Network



## 4.8 Equestrian Network

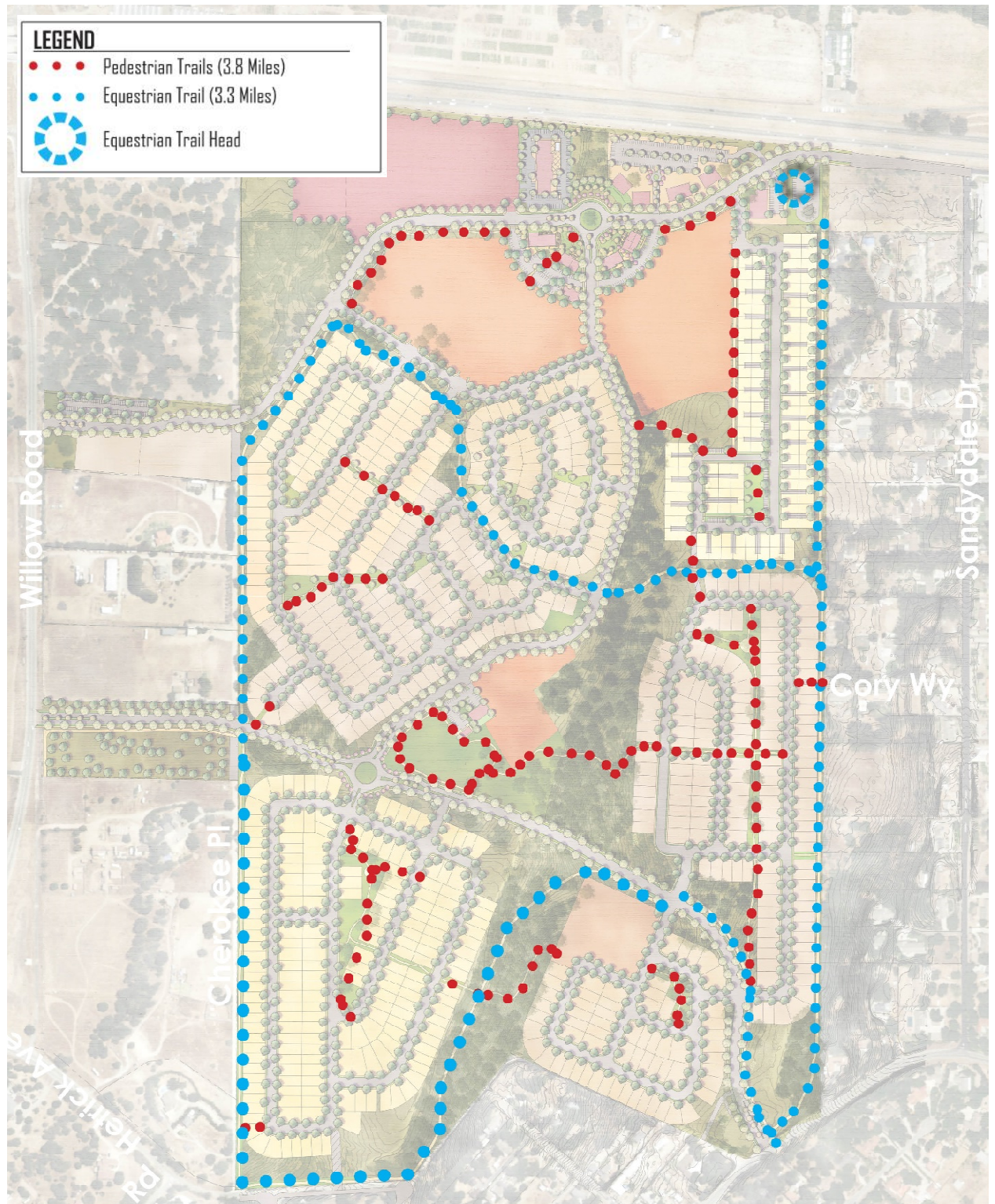
To continue the long tradition and presence of equestrians within Nipomo, an equestrian trail network has been integrated as an amenity for use by future residents in the DRSP, as well as by community members. Two primary equestrian trail loops are proposed, one in the northern half of the property and the other in the southern half, both of which meet in the middle of the property, as outlined in *Exhibit 4-16: Trails Map*.

### 4.8.1 Trails

The equestrian trails are proposed to be built to the County of San Luis Obispo's Horse Trail Standards, identified in Appendix B of the Parks and Recreation Element (see *Exhibit 4-17: Equestrian Trail Standards* below). A minimum of 15 feet of right-of-way will be included to allow the trails to meander and provide for adequate landscaping and buffering/screening from adjacent properties. Where the equestrian trails travel through oak open space areas at the center of the property, the trail easement will be limited to 10-feet.

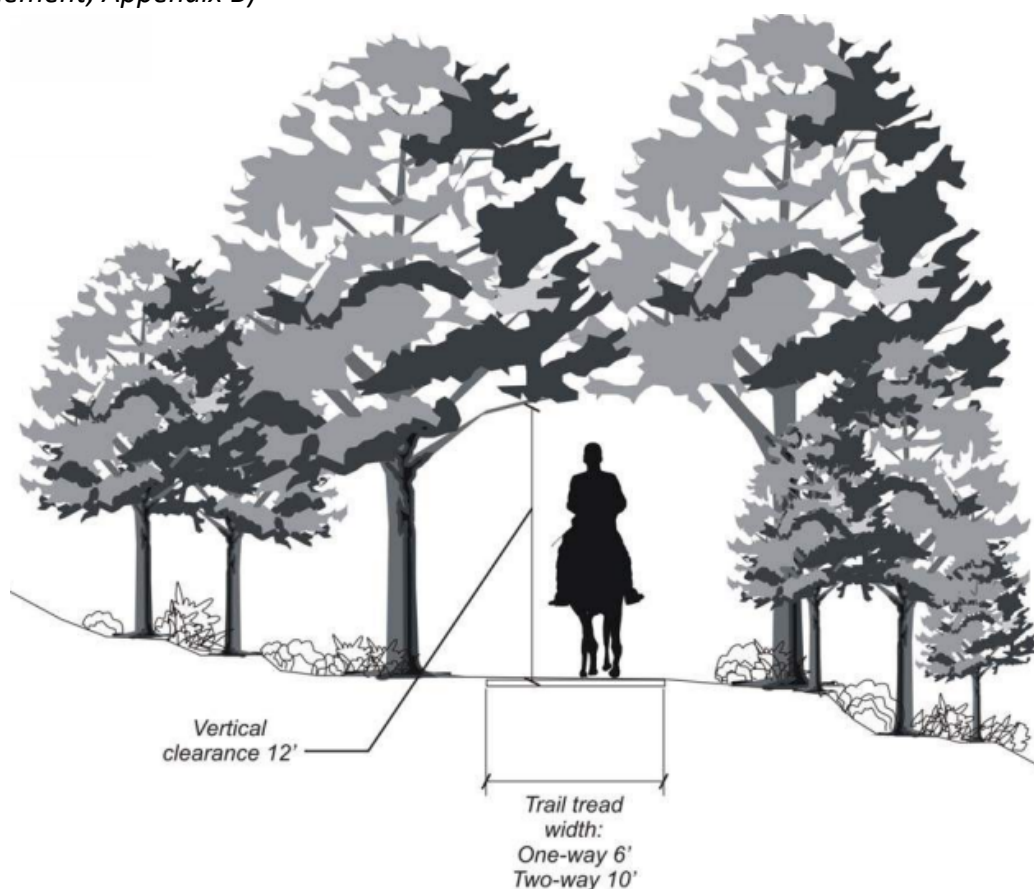


Exhibit 4-16: Trails Map





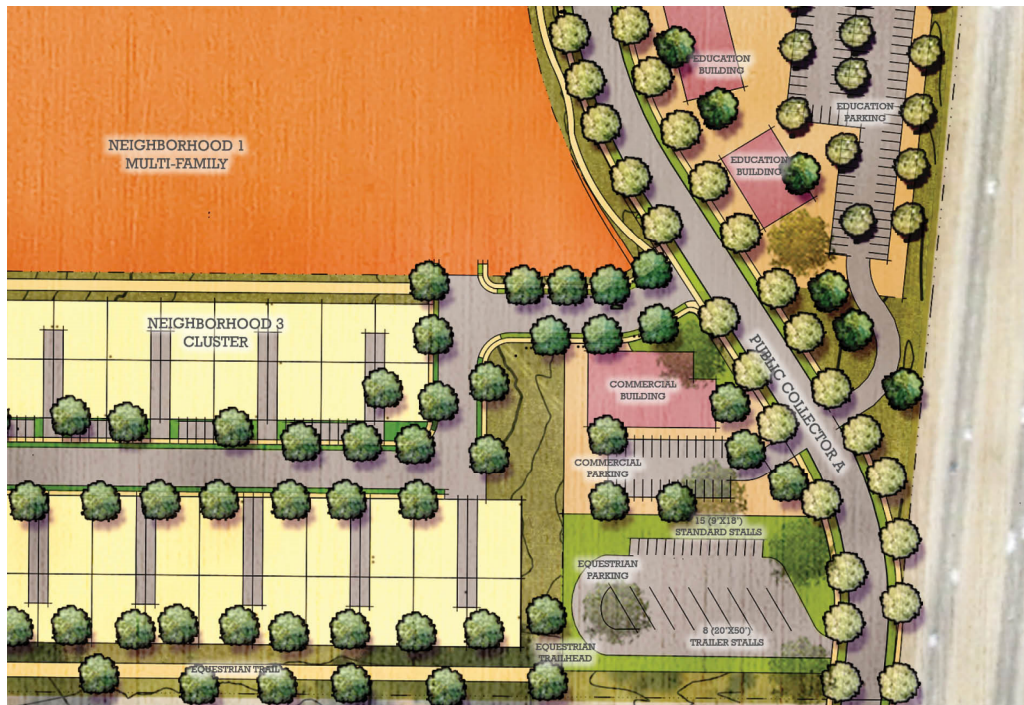
*Exhibit 4-17: Equestrian Trail Standards (County of San Luis Obispo - Parks and Recreation Element, Appendix B)*



#### 4.8.2 Trailhead

A trailhead facility is also proposed as part of the DRSP. It is intended to accommodate equestrian users. The trailhead facility is located at the southeast corner of the DRSP area. It will be accessed from Collector A (North Frontage Road). Trailhead facilities will include parking to allow for eight (8) vehicles with trailers to pull through and park, hitching posts, information, and signage. Maintenance of equestrian trails and associated facilities are anticipated to be maintained by a Homeowners Association or local non-profit, as discussed in Chapter 3. Restroom facilities at the trailhead are anticipated as being provided as temporary rental or leased facilities provided by a Homeowners Association or local non-profit. Refer to *Exhibit 4-18: Equestrian Trailhead Concept*.

Exhibit 4-18: Equestrian Trailhead Concept



## 4.8.3 Crossings

Equestrian trail crossings occur at both Collectors 'B' and 'C' within the DRSP. Crossings will be constructed to meet the standards identified in Figure 5-3 of the U.S. Department of Agriculture – Equestrian Design Handbook, as shown in *Exhibit 4-19: Equestrian Trail Crossing*.

Exhibit 4-19: Equestrian Trail Crossing

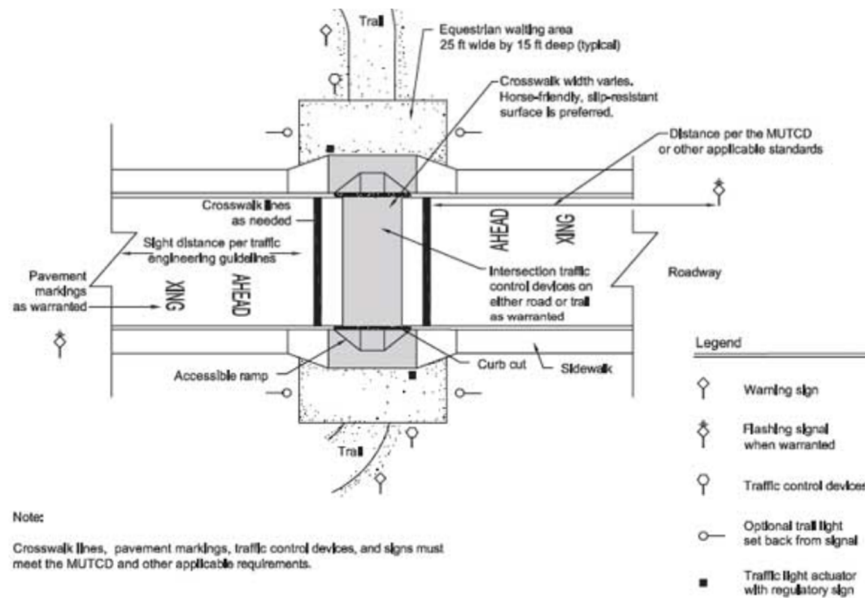


Figure 5-3—An at-grade trail crossing (with signals) for equestrians.

## 4.9 Pedestrian Network

### 4.9.1 Sidewalks

As illustrated in the Street Cross Section exhibits in Section 4.3, most of the streets within the DRSP area contain sidewalks on both sides of the street, except for the Private Motorcourts. Depending on their location within the DRSP area, sidewalk widths vary from 5-feet to 6-feet. In general, those sidewalks located within the commercial areas have been designed to be wider than those within the residential neighborhoods.

### 4.9.2 Pedestrian Trails

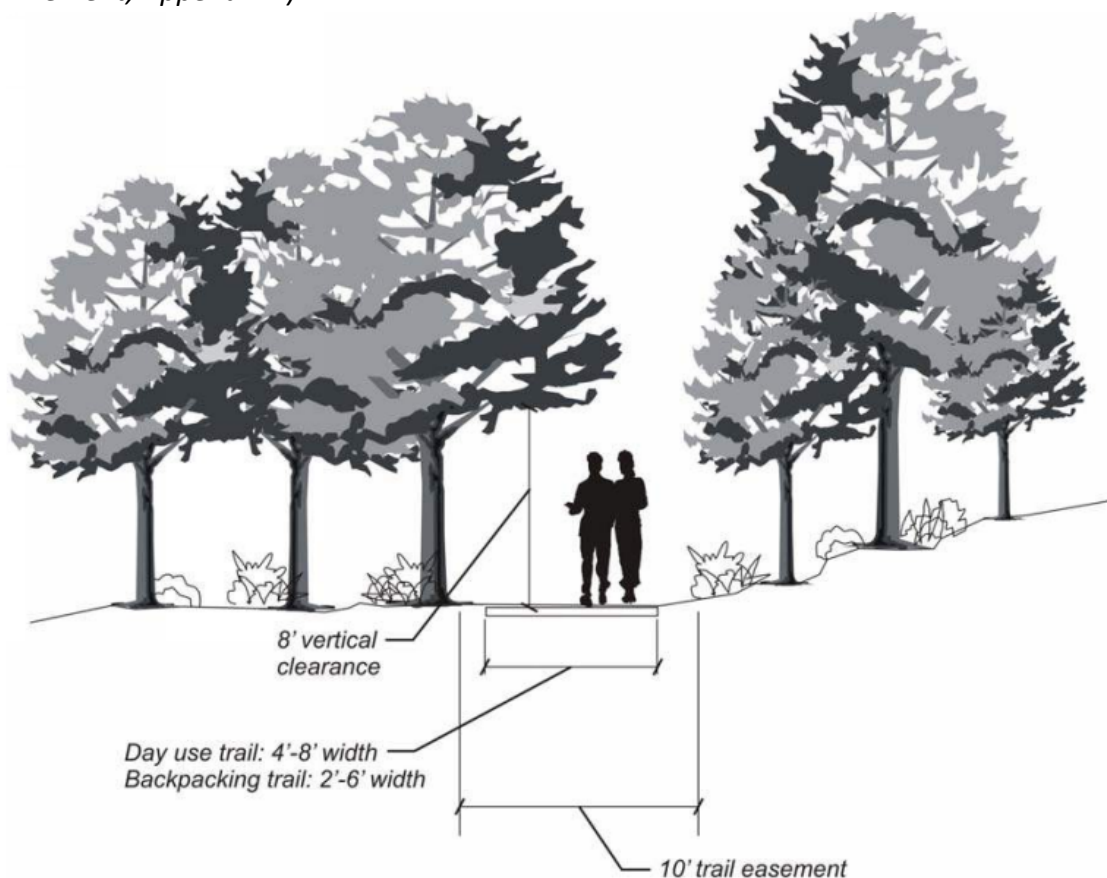
As an amenity to the future residents of the DRSP neighborhood and the existing community, an extensive off-street pedestrian trail network has been proposed. See *Exhibit 4-16* for pedestrian trail locations. The pedestrian trails have been integrated in a manner to provide both recreational opportunities as well as connect the individual neighborhoods to the commercial and job areas of the site without the need to use an automobile.

Pedestrian trails will be built to the County of San Luis Obispo's Pedestrian Trail Standards, identified in Appendix B of the Parks and Recreation Element (see *Exhibit 4-20: Pedestrian Trail Standards*). A minimum of 10-feet of right-of-way will be provided to allow the trail to meander and provide for adequate landscaping and buffering/screening from adjacent properties.



*Pedestrian trail through open space concept.*

*Exhibit 4-20: Pedestrian Trail Standards (County of San Luis Obispo - Parks and Recreation Element, Appendix B)*



## 4.10 Public Transit

To encourage the use of public transit to and from the DRSP area by residents, employees, and visitors, public transit hubs are proposed. These include a transit hub adjacent to the Village Commercial area, just north of the roundabout, as well as at the Park and Ride lot located along Collector A (North Frontage Road) just south of Willow Road. Transit hubs are located within the road right-of-way and the San Luis Obispo County Regional Transit Authority (RTA) and/or other regional transit providers are expected to provide service to and stops within these designated transit hub locations. See *Exhibits 4-7 and 4-10* for conceptual transit stop locations and right-of-way interface.

## 4.11 Streetscape

### 4.11.1 Entry Feature Design

To bring attention to and highlight entry into the DRSP area for both residents and visitors, primary and secondary entry features are proposed in various locations within the neighborhood. Primary entries will be located at the intersection of Collector 'A' and Collector 'B' at Willow Road as well as Collector 'A' at the southern end of the Village Commercial land use area. Secondary entry features are located at the one way stop intersection where Collector 'B' and Pomeroy Road intersect, at Collector 'B' and Cherokee Place, and Collector 'A' and Cherokee Place. Refer to



*Exhibit 2-2a* in Chapter 2 for the specific locations of both the primary and secondary entry features within the DRSP area.

Future design of the primary and secondary entry features should include:

- High-quality materials that reflect the DRSP area character; and
- A combination of the following elements:
  - Primary Entry Signage
  - Secondary Entry Signage
  - Decorative Walls
  - Specimen Trees
  - Accent Landscaping
  - Enhanced Paving (colored and/or textured)



*Example of neighborhood identification signage.*



*Example of wayfinding/trail signage identification.*

#### 4.11.2 Streetscape Accent Paving Design

Enhanced accent paving is envisioned within the DRSP area at pedestrian crossings and roundabouts along Collectors 'A', 'B', and 'C'. Utilizing accent paving at pedestrian crossings and roundabouts will provide contrasting color from the adjacent roadway and enhance visibility and safety for pedestrians and vehicles. Paving design along these Collectors should consist of material and color that is complementary to the overall design aesthetic of these primary roadways. All accent paving selected should be compliant with applicable American Disabilities Act (ADA) requirements.



*Example of accent paving treatment applied at the intersection.*



*Example of accent paving applied at parking.*

#### 4.11.3 Landscape Design

Landscape design throughout the DRSP area will reflect local climatic and soil conditions while reflecting the bucolic character of the community. While individual landscape palettes will vary along the streets within residential neighborhoods and within the commercial areas, common landscape areas along Collectors 'A', 'B', and 'C', and Local Road 'D' will have a consistent aesthetic to establish a baseline for the overall neighborhood character. Landscape design within parkways and medians along Collectors 'A', 'B', and 'C', and Local Road 'D' should integrate the following:

- A unified design that reflects the bucolic character and local climatic and soil conditions of the neighborhood;
- Include a variety of trees, shrubs, and groundcover;
- Ensure landscaping is drought tolerant and water-wise;
- Integrate street and parkway trees to create a street tree canopy, provide shade, and define the street edge;
- Use flowering or accent trees in key locations such as project entries, roundabouts, intersections, pedestrian crossings, and other focal points for visual emphasis.
- Utilize low maintenance, long-lived, and durable plantings and minimize the use of perennials;
- Integrate accent cobbles, boulders, and/or rock mulch; and
- Locate and place plantings to accommodate roadway safety.



*Unified landscape design concept with drought-tolerant landscaping incorporated.*

All landscaping within parkways and medians along Collector Roads within the DRSP area will comply with applicable federal, state, and local building, public health, safety and accessibility codes, and the California Model Water Efficient Landscape Ordinance (MWEL - AB 1881).

#### 4.11.4 Parkway/Low-Impact Development Design

Biofiltration and bioretention features reflect best management practices in stormwater management by slowing and filtering stormwater runoff. These systems are often utilized to manage runoff associated with streets, parking areas, and other hardscaped areas. These can be integrated into parkway design along streets and/or in other landscaped areas. Typically, these systems are planted with vegetation that is tolerant of heavy watering and alternatively, drought conditions.

The DRSP has incorporated an extensive network of bioretention features to further sustainable stormwater practices and maximize retention/recharge opportunities on-site. Within the DRSP area, except for the Private Motorcourts, all streets are proposed to contain parkway low-impact development (LID) areas within the street right-of-way to capture and treat runoff from impervious roadway areas.

To enhance the character of the overall DRSP area, parkway/LID features should consist of a landscape palette tolerant of heavy watering winter conditions as well as drier, drought-like conditions. The landscape palette should consist of a blend of trees, shrubs, and groundcover, as well as decorative rocks and boulders placed intermittently for both aesthetic and functional qualities within the parkway area. Where standard curbs are proposed adjacent to parkway/LID features, curb cuts should be provided intermittently to allow for sheet flow of water off the roadways and into the parkway/LID areas.



*Parkway medians provide opportunities for decentralized biofiltration and retention.*

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