



COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING & BUILDING
TREVOR KEITH, *DIRECTOR*

Nipomo Community Members,

The draft update for the Nipomo Community Plan is here!

The Nipomo Community Plan ("Plan") is the visionary and strategic plan for Nipomo. It guides actions to improve transportation circulation, parks and recreation, housing supply, public services, community facilities, and infrastructure. The Plan was adopted in 1994 and is being updated to better support our community today and into the future.

Since the adoption of the Plan, many public space and infrastructure improvements have been completed through various efforts and funding sources in our community:

- Establishment of Nipomo High School
- Establishment of Central Coast New Tech High School
- Construction of Nipomo Library – a branch of County of San Luis Obispo Public Library
- Construction of the Nipomo Skate Park
- Construction of US Highway 101 interchange at Willow Road
- Improvement to road infrastructure on and around West Tefft Street
- Restoration of the Dana Adobe
- Construction of the Dana Adobe Cultural Center
- Establishment of the San Luis Obispo County Social Services Office

This update is only made possible with your community input. Throughout this process, your County team held three community workshops (with a fourth community workshop taking place on November 8, 2026, from 2:00 p.m. to 4:00 p.m. at Nipomo High School's Olympic Hall), conducted two public surveys (which gathered over 1,450 responses), and posted a brief video sharing the ways funding can be raised to complete more Nipomo projects.

Community input highlighted several key priorities:

1. Community services that enhance livability for current and future residents,
2. Pedestrian connectivity to support safe routes throughout the community,
3. Transportation choices that facilitate non-automobile transportation, and
4. Infrastructure improvements that relieve traffic congestion.

Your voice matters. All comments are welcomed and can be submitted online here:
<https://forms.cloud.microsoft/g/i0B8StKyfQ>

The following table is a summary of the draft update based on the input received and recent available information.

Chapter	Description of Changes
Chapter 1: Introduction	• Updated population statistics with US Census 2020 data • Incorporated plans such as: Olde Towne Nipomo Design and Circulation Plan and West Tefft Corridor Design Plan
Chapter 2: Population and Economy	• Updated demographic statistics such as median household income with U.S. Census 2020 data • Added section: “County Economic Development Initiatives”
Chapter 3: Public Facilities, Services, and Infrastructure	• Updated service providers section with recent information • Added completed community improvements such as: Nipomo High School, Nipomo skate park, and Dana Adobe Cultural Center • Added discussion about the Nipomo Sheriff substation (to be operational in 2028) • Updated “Facilities, Services, and Infrastructure” programs to remove completed programs and add new community-desired programs such as: crosswalk enhancements, safe routes to schools, and traffic calming measures • Added section on options to finance public service programs related to community services, pedestrian connectivity, travel choices, and traffic flow
Chapter 4: Land Use and Community Design Standards	• Updated land use category descriptions with recent information
Chapter 5: Circulation Element	• Updated information related to circulation discussion and completed projects
Chapter 6: Combining Designations	• Updated combining designations with recent information

Nipomo Community Plan

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Chapter 1: Introduction

1.1 Purpose

The Nipomo Community Plan establishes a vision for the future that will guide land use, transportation, and community projects. The vision described in this plan reflects the desires of the community, and the plan contains the policies, programs, and standards to help achieve that vision. Elements of this plan were developed with substantial community participation. Community involvement is needed to achieve the vision.

1.2 Relationship to General Plan

Figure 1 shows the relationship of the County General Plan elements. 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 San Luis Obispo County ("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 countywide regulations. The Olde Towne Nipomo Design and Circulation Plan (October 28, 1998) was adopted by the County Board of Supervisors and is incorporated by reference into the Land Use Ordinance, Title 22 of the County Code. The West Tefft Corridor Design Plan (May 15, 2007) was adopted by the County Board of Supervisors and is incorporated by reference into the Land Use Ordinance, Title 22 of the County Code.

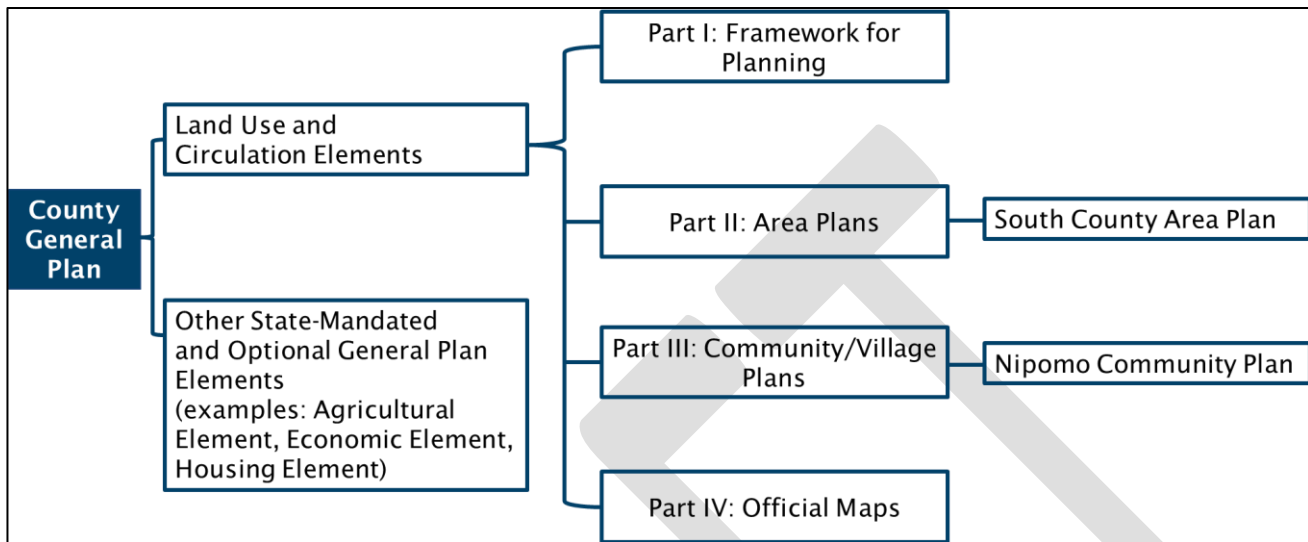


Figure 1: Relationship of the Nipomo Community Plan to the County General Plan

1.3 Features of the Plan

This plan describes County land use and circulation programs for the community of Nipomo, including regulations also adopted in the Land Use Ordinance and Land Use Element.

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. 108 - 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.

Community Resources

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 Area 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 Plan Area and Physical Setting

The unincorporated community of Nipomo is home to approximately 18,176 residents (U.S. Census 2020) and is located about five miles south of the City of Arroyo Grande, in the South County planning area.

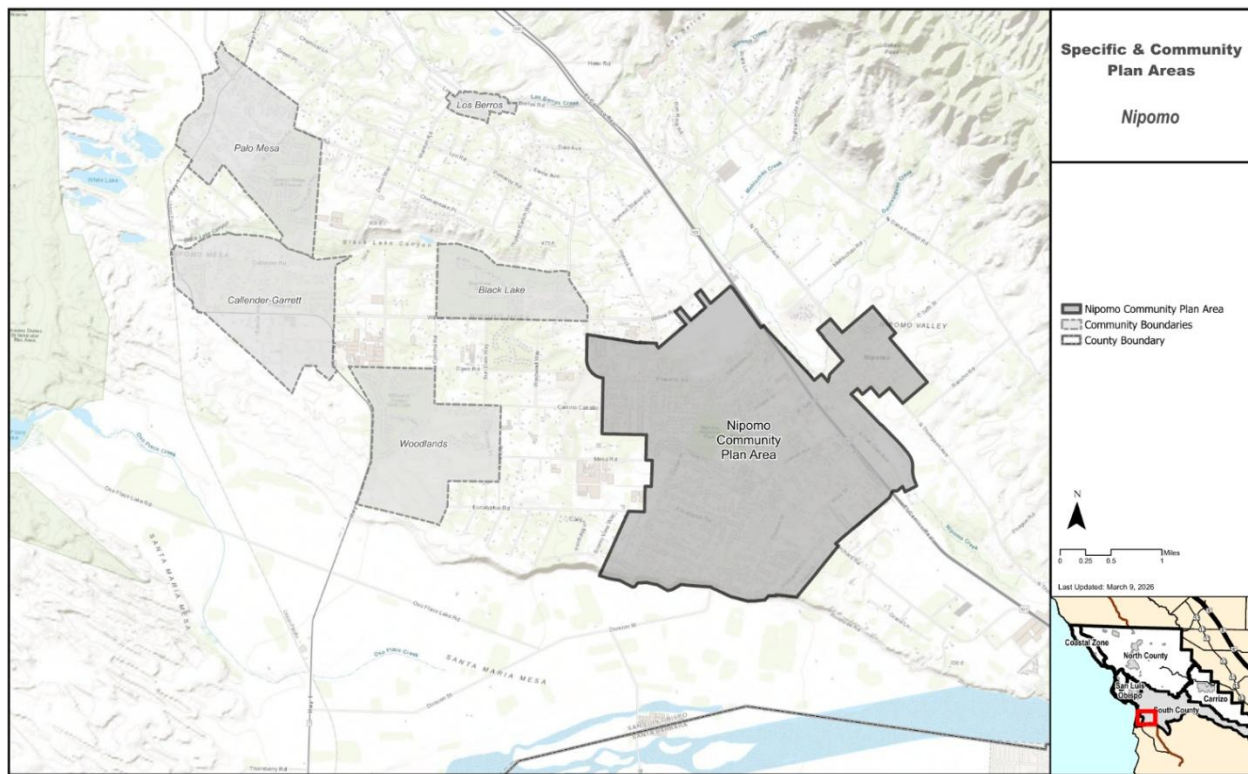


Figure 2: Regional Map

1.5 The Planning Process and History

Planning for the community of Nipomo began in 1994 with this Nipomo Community Plan ("Plan"). Since that time, the community and surrounding area have grown into a hub for the southern portion of San Luis Obispo County.

The Olde Towne Design and Circulation Plan (1998) and West Tefft Corridor Design Plan (2007) were created with extensive input from the community and guide the design quality of the Olde Towne and West Tefft Corridor areas respectively to uphold community character. In 2014, the South County Area Plan was updated to reorganize and consolidate the text of former area plans.

Between 2025 and 2026, the County has taken efforts to update this Plan as part of an implementation action of the County's 2020-2028 Housing Element. The update is intended to address current and future community needs, including housing, infrastructure, and development considerations. The updated Plan will be circulated for input and consideration by the community, the South County Advisory Council, the Planning Commission, and ultimately the Board of Supervisors for adoption.

The community was actively engaged throughout the update process, including through three community surveys, four community workshops, South County Advisory Council meetings, and outreach at existing community gatherings like the “Concerts in the Park”. The Planning & Building Department received input from Nipomo residents and workers of all ages – from elementary school students to senior citizens regarding their vision for Nipomo and the public facilities, services, and infrastructure needs. The Nipomo community has expressed a strong desire for improved connectivity, adequate community services, and balanced community-wide solutions to support future growth.

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Chapter 2: Population and Economy

This chapter focuses on the population and economy of Nipomo, current as of the last Plan update in 2026.

2.1 Population

Most new construction in the South County planning area has occurred in the Nipomo urban area. Between January 1990 and September 2026, 3,994 dwelling units were constructed in the Nipomo urban area. Nipomo's population in the 2020 U.S. Census was 18,176 residents.

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 household income for Nipomo in the 2020 U.S. Census was \$110,002 (in 2024 dollars), compared to the countywide median income of \$97,446 (in 2024 dollars). Nipomo is the second largest job center in the unincorporated county with over 3,000 jobs (as of 2026). The growth of the area has largely accommodated both senior living and residents who are employed in other parts of the region. Most existing businesses are agricultural and service oriented. There is one commercial lodging establishment in Nipomo; this total excludes vacation rentals and homestay units.

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.

County Economic Development Initiatives

San Luis Obispo County continues to advance countywide economic development efforts that support the vitality of unincorporated communities such as Nipomo.

One of the efforts aim to establish a comprehensive, data-driven understanding of economic conditions throughout the county, with emphasis on unincorporated areas such as Nipomo, and analyze key indicators, such as employment trends, industry composition, workforce characteristics, housing availability, and infrastructure capacity. Building on prior regional and local planning efforts, this work can help identify economic strengths, challenges, and opportunities specific to Nipomo.

A key component of this initiative is the development of community-specific summaries that translate countywide data into localized insights. These summaries would highlight the unique economic conditions, assets, and constraints of individual unincorporated communities, supporting more tailored and effective strategies. Through this coordinated effort, the County aims to better position communities like Nipomo to attract investment, support local businesses, and enhance long-term economic resilience.

2.3 Nipomo Development Capacity

The allowable land uses and development densities established in 2026 provide capacity for an estimated buildout population of approximately 26,000 residents within the Nipomo urban area, with full buildout anticipated to occur beyond 2047 if development occurs at a rate consistent with the past five years. These population projections reflect the point at which the availability of developable land and physical constraints may begin to limit the ability to fully realize the maximum capacity of each land use designation.

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Chapter 3: Public Facilities, Services, and Infrastructure

3.1 Introduction

Chapter 3 provides a description of public facilities, services and basic infrastructure within Nipomo. It identifies appropriate implementation steps that the County might take to finance community identified needs for public facilities, services, and infrastructure. In addition, this chapter identifies programs for improving our basic understanding of existing and potential resources.

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 the current and future demands on community facilities, services, and infrastructure of growth and development issues.

Circulation and road improvement infrastructure descriptions can be found in Chapter 5 of this Plan and the South County Circulation Study with County Public Works. Water resource and supply information is updated through the County Master Water Report. 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.

Community Service Providers

Formed in 1965, the Nipomo Community Services District (NCSD) provides water service, sewage disposal, street lighting and some drainage facility maintenance to the Nipomo urban area, the Summit Station Road area to the north, the Hutton Road area to the south, and the Blacklake Village area. 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 Public Works provides street lighting, storm drainage, and some sewer collection services in County Service Area (CSA) No. 1 to several small areas with NCSD sewer service. Additionally, CSA No.1 provides sewer collection service to areas receiving water service from Golden State Water Company. Any future changes to service boundaries of community services are subject to approval by the Local Agency Formation Commission (LAFCO).

3.2 Status of Public Facilities, Services, and Infrastructure

Since the adoption of the Plan in 1994, several community improvements and public spaces have been provided to Nipomo through various efforts and funding sources:

- Construction of Nipomo High School
- Establishment of Central Coast New Tech High School
- Construction of Nipomo Library – a branch of County of San Luis Obispo Public Library
- Construction of the Nipomo Skate Park
- Construction of US Highway 101 interchange at Willow Road
- Improvement to road infrastructure on and around West Tefft Street

- Restoration of the Dana Adobe
- Construction of the Dana Adobe Cultural Center
- Establishment of a San Luis Obispo County Social Services Office.

Water Supply

The NCSD supplies water to much of the urban area, including the Olde Towne site. Golden State Water Company supplies water to the residential area in the southwest portion of the Nipomo urban area. County water conservation programs are in place to offset water used by new development in Nipomo and the surrounding area.

Both NCSD and Golden State Water Company have recently expanded their facilities. With the completion of planned improvements, these systems are expected to provide adequate service capacity within their respective service areas.

Sewage Disposal

The NCSD public sewer system, which became operative in 1987, serves many properties within the Nipomo urban area. The system can accommodate about 5,600 connections and was operating at slightly more than 66 percent of capacity in 2025. CSA No. 1 provides sewage collection service for processing by the NCSD sewer treatment system.

The NCSD administers a septic system maintenance program in areas within its boundary not served by the NCSD sewer system.

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. The Regional Water Quality Control Board provides septic system monitoring guidance and permitting for larger systems.

Drainage

Lack of drainage control in east Nipomo generally results in localized formation of ponds when Nipomo Creek floods its channel. Much of the east side (Olde Towne) is located within a 100-year flood hazard zone. The lower lying areas near the creek and tributary channels may be subject to flooding from more frequent rainfall events. 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.

The Nipomo Drainage and Flood Control Study (2004) describes various projects to improve drainage across the community, which require partnerships between public agencies and private property owners.

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 South County Sanitation in the Nipomo urban area and is available on a voluntary basis. The waste is disposed of at either the Santa Maria Landfill or the Cold Canyon Sanitary Landfill north of Arroyo Grande. Illegal dumping is very common in South County. The Solid Waste Management Plan (1986) recommends mandatory collection for the Nipomo Urban Area 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 recycling program 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.

The County is a member of the San Luis Obispo County Integrated Waste Management Authority (IWMA), the regional agency responsible for solid waste compliance. The County Wastewater Utilities Division coordinates with the IWMA, South County Sanitation, landfills, transfer and transformation facilities, and residents and businesses within the community to support solid waste and recycling in Nipomo.

Police Service

The Nipomo area is served by the County Sheriff from a substation at the South County Regional Center in Arroyo Grande/Oceano. Response times have historically been constrained by the large geographic service area and travel distances required to reach incidents.

Recent investments, including the establishment of the South County substation and a report writing facility in Nipomo, have resulted in modest improvements to response times. However, service demand continues to exceed existing capacity, and expanded law enforcement resources are needed to adequately serve the South County area.

This need is expected to intensify as population growth continues. To address these challenges, a new sheriff substation on the east side of Nipomo is planned and anticipated to be operational in 2028, which will improve coverage, reduce response times, and enhance public safety services for the community.

Fire Protection

Fire protection and emergency medical services in the Nipomo area are provided through a partnership between CAL FIRE and the San Luis Obispo County Fire Department. Nipomo Fire Station 70, located at 450 Pioneer Street in Nipomo, serves the Nipomo Urban Area, the US Highway 101 corridor from the City of Arroyo Grande to Santa Maria, and extends east along State Route 166. Mesa Fire Station 72, located at 2391 Willow Road in Arroyo Grande, provides additional coverage to this area as well as the Five Cities region.

Fire engine companies operating out of Station 70 are currently staffed at a 3:0 level. There is a strategic plan to increase staffing at Station 73 to a 3:0 level as well, which will enhance service capacity and improve response effectiveness in the South County area. Both stations are

generally equipped with firefighting personnel and licensed paramedics to provide emergency medical response.

Year-round fire protection in areas outside of urban and village reserve lines is provided by CAL FIRE. In addition, a site for a future fire station on the west side of Nipomo has been dedicated to the County through the Dana Reserve Specific Plan development agreement, adopted in 2025.

Health Services

The nearest hospital services are available in Arroyo Grande and Santa Maria. Ambulance services are provided by private companies located in Arroyo Grande, Nipomo, and Santa Maria. A local, federally funded medical clinic provides primary care services to residents of Nipomo primarily to low- and moderate-income residents.

Social Services

A County office providing social services (i.e., counseling, mental health, welfare, family planning) is found on West Tefft Street. A private, non-profit senior center operates in east Nipomo in a County-owned facility.

Library

The Nipomo Library is a branch of the County of San Luis Obispo Public Library at the Nipomo Community Park. The Nipomo Library serves as a community hub and gathering place, due to it being located at the Regional Park and next to the Nipomo Skate Park and Dana Elementary School.

Schools

The Lucia Mar Unified School District serves the entire Nipomo area. Three elementary schools and two high schools are located inside the Nipomo urban reserve line: Nipomo Elementary, Dana Elementary, Lange (Dorothea) Elementary School, Nipomo High School, and Central Coast New Tech High School. Mesa Middle School is located outside of the Nipomo urban reserve line and serves the entire Nipomo area.

Recreation

Nipomo Community Park is approximately 140 acres and is one of the County's most popular parks. It includes three group day-use areas, four softball diamonds, a football field, a soccer field, two tennis courts, six pickleball courts, two basketball courts, horseshoes, sand volleyball, a dog park, a children's playground area, and acres of turf maintained by County Parks and Recreation. A community-maintained disc golf course was added in 2025.

The Nipomo Recreation Association, Inc. is a non-profit organization formed in 1989 that serves the community of Nipomo with recreational events and sports programs, with many programs that utilize the Nipomo Community Park.

3.3 Community Facilities, Services, and Infrastructure Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve community 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.

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. The South County Area Plan should also be referenced for a list of public service programs that may affect Nipomo.

Facilities

NCP Program 1.01 School Facility Expansion. The Planning & Building Department should continue working 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.

NCP Program 1.02 Construct a Community Center. The Planning & Building, Public Works, and Central Service Departments should prepare a needs study of desirable community center services, facility space requirements, site feasibility, and possible funding pathways and project delivery models in order to be considered within the County's Capital Improvement Program. Funding for a community center is further discussed in Section 3.4.

NCP Program 1.03 Fire Substation. The County Fire Department should continue providing service to the community, including when the fire station on the west side of Nipomo is constructed, according to the dedication of a site in the Dana Reserve Specific Plan development agreement (adopted in 2025).

NCP Program 1.04 Crosswalk Enhancements – Nipomo Community Park Entrances. The Planning & Building and Public Works Departments should determine funding pathways to prepare a needs study of specific safety measures needed for access around Nipomo Community Park entrances, in consultation with County Parks and Recreation. Funding for crosswalk enhancements is further discussed in Section 3.4.

NCP Program 1.05 Communitywide Trail System. The Planning & Building, Public Works, and Parks and Recreation Departments should determine funding pathways to program and design a communitywide trail system to enhance community connectivity and align with the County Parks and Recreation Element and Nipomo Community Park Master Plan. Funding for a trail system is further discussed in Section 3.4.

Services

NCP Program 2.01 Supplemental Water Development Fee. The Planning & Building Department, in coordination with the NCSD, should continue to implement a supplemental water fee on new development and new land divisions that increase non-agricultural water demand within the Nipomo Mesa Water Conservation Area.

NCP Program 2.02 Water Conservation. The Planning & Building Department should continue to implement water conservation programs in the Nipomo Mesa Water Conservation Area to reduce demand and promote sustainable water use practices.

NCP Program 2.03 Groundwater Management. South County water purveyors, local agencies, and stakeholders should continue to collaboratively manage groundwater resources and pursue funding and interagency agreements to support preparation of a comprehensive groundwater study to inform long-term management strategies.

NCP Program 2.04 Water Service Plan Coordination. The Planning & Building Department should continue to provide Land Use Element data and projections to private water providers to support coordination between planned land use, service capacity, and future water system expansions.

NCP Program 2.05 Police Protection. The County of San Luis Obispo should continue to advance development of a Sheriff's substation in Olde Towne Nipomo, with a target timeframe of approximately 2028, to enhance public safety services.

NCP Program 2.06 NCSD Street Lighting and Street Tree Maintenance. The NCSD should continue the phased installation, operation, and maintenance of street lighting, street trees, and associated infrastructure, in addition to providing community water and wastewater services.

NCP Program 2.07 CSA No. 1 Sewer Service and Lighting District. County Service Area No. 1, in coordination with the NCSD, should evaluate the detachment of areas currently receiving sewer service from the NCSD, where appropriate, with corresponding adjustments to service responsibilities, including street lighting.

NCP Program 2.08 Water Source Augmentation. Water providing agencies should work towards programs to provide additional water for the community, including wastewater recycling programs. Any use of the offshore aquifer should be accompanied by a contingency plan to monitor and prevent seawater intrusion.

NCP Program 2.09 Water Service Plan. The NCSD and Golden State Water Company should prepare a comprehensive water capacity analysis and service plan to support reliable water distribution to properties within the Urban Reserve Line.

NCP Program 2.10 Private Water Company Boundary. Golden State Water Company should evaluate opportunities to adjust its service boundary to areas outside the NCSD Sphere of Influence to improve service efficiency and reduce jurisdictional overlap.

NCP Program 2.11 Wastewater Management Plan. The Public Works Department should work with the Regional Water Quality Control Board and other agencies to update the Wastewater Management Plan for portions of the Nipomo urban area that rely on on-site wastewater treatment systems. The updated plan should identify the cumulative impacts of septic system use, establish appropriate density thresholds, and recommend parcel sizes and standards necessary to protect groundwater and surface water quality.

NCP Program 2.12 Drainage Study Implementation. The Public Works and Planning & Building Departments should identify funding mechanisms and collaborate with the NCSD and private property owners to implement the Nipomo Drainage and Flood Control Study (2004).

NCP Program 2.13 Drainage Infrastructure Maintenance. The County Public Works Department should work with the NCSD, property owners, and the Nipomo community to establish a sustainable approach for maintaining natural drainage features that support groundwater recharge.

NCP Program 2.14 Fire Protection. The County Fire Department should continue to provide fire protection and emergency response services to the Nipomo community.

NCP Program 2.15 Median Landscaping – West Tefft Street. The Planning & Building Department, in coordination with County Public Works and the NCSD, should identify funding strategies and maintenance responsibilities for landscape maintenance within the West Tefft Street median corridor.

Infrastructure

NCP Program 3.01 Pedestrian Road Safety Enhancements – Orchard Road. The Planning & Building Department, in coordination with Public Works, should determine funding sources to complete traffic calming measures, bike lane enhancements, and pedestrian safety enhancements along Orchard Road to enhance pedestrian connectivity and safety for Nipomo residents, in coordination with County Public Works and private property owners.

NCP Program 3.02 Sidewalk Connections – West Tefft Street. The Planning & Building Department, in coordination with Public Works, should determine funding sources to complete and connect sidewalks with curb and gutter improvements as needed along West Tefft St. to enhance pedestrian connectivity and safety for Nipomo residents, in coordination with County Public Works and private property owners.

NCP Program 3.03 Crosswalk Enhancements – Orchard Road and West Tefft Street. The Planning & Building Department, in coordination with Public Works, should determine funding sources to prepare a needs study of pedestrian safety measures needed for crosswalks around the intersection of Orchard Road and West Tefft Street, in coordination with County Public Works.

NCP Program 3.04 Crosswalk Enhancements – Pomeroy Road and West Tefft Street. The Planning & Building Department, in coordination with County Public Works, should determine funding pathways to prepare a needs study of pedestrian safety measures needed for

crosswalks around the intersection of Pomeroy Road and West Tefft Street, in coordination with County Public Works.

NCP Program 3.05 Safe Routes to School – West Nipomo. The Planning & Building Department should collaborate with County Public Works, SLOCOG, and the Lucia Mar Unified School District to identify funding and implement improvements that enhance safe access to schools on the west side of Nipomo.

NCP Program 3.06 Safe Routes to School – East Nipomo. The Planning & Building Department should collaborate with County Public Works, SLOCOG, and the Lucia Mar Unified School District to identify funding and implement improvements that enhance safe access to schools on the east side of Nipomo.

NCP Program 3.07 Community Transit Service. The Planning & Building Department should coordinate with the San Luis Obispo County Regional Transit Authority (RTA) and County Public Works to determine funding opportunities and partnerships to establish and operate a community-wide transit service in Nipomo.

NCP Program 3.08 Bike Lanes – Thompson Avenue. The Planning & Building Department should coordinate with County Public Works, SLOCOG, and the Bicycle Advisory Committee to enhance and expand the Class II bicycle lane network along Thompson Avenue.

NCP Program 3.09 Road Widening – Tefft Street Area. The Planning & Building Department should identify funding and coordinate with County Public Works and property owners to implement roadway widening and operational improvements, including travel lanes, turn lanes, and bicycle facilities, in the Tefft Street corridor.

NCP Program 3.10 Road Widening – South Frontage Road. The Planning & Building Department should identify funding and coordinate with County Public Works and property owners to implement roadway widening and operational improvements, including travel lanes, turn lanes, and bicycle facilities on South Frontage Road.

NCP Program 3.11 Road Widening – Division Street. The Planning & Building Department should identify funding sources and coordinate with County Public Works and private property owners to implement roadway widening and circulation improvements along Division Street.

NCP Program 3.12 Traffic Calming Measures – Nipomo Regional Park. The Planning & Building Department, in coordination with County Public Works, should determine funding sources to implement traffic calming measures around Nipomo Regional Park to improve traffic flow and safety, in coordination with County Public Works and private property owners.

3.4 Public Facilities and Infrastructure Financing Plan

Financing Plan Overview

The County hired DTA Finance, Inc. (DTA) and prepared the following Public Facilities Financing Plan (“PFFP”) which includes options for funding NCP programs. If the County were to move forward with these options, an implementation plan would be necessary to move towards completion of such programs. The intent of the Nipomo PFFP is to assist the County with the

selection of public finance programs to fund public infrastructure and facilities necessary to serve existing and future development in the Nipomo Community Plan area and Dana Reserve Specific Plan area (which was annexed into the Nipomo URL in 2024).

The public finance programs recommended here were selected to satisfy the following objectives:

- Allow Nipomo community members to select priority Public Facilities;
- Provide short-term and long-term funding options for the construction of new public facilities in Nipomo;
- Ensure availability of sufficient funding to operate and maintain new public facilities;
- Calculate funding options based on conservative assumptions regarding future growth in Nipomo; and
- Limit impacts of PFFP financing programs on the County General Fund.

Preparation of the Nipomo PFFP began with identifying the Nipomo community improvement projects originally included in following countywide plans and elements: Nipomo Community Plan (1994), Olde Towne Design and Circulation Plan (1998), Nipomo Drainage and Flood Control Study (2004), County Parks and Recreation Element (2006), West Tefft Corridor Design and Circulation Plan (2007), Nipomo Master Parks Plan (2009), South County Area Plan (2014), County Bikeways Plan (2015), South County Circulation Study and Traffic Impact Fee Update (2015), and County Facilities and Infrastructure Five-Year Capital Improvement Plan FY 2025-26 through FY 2029-30. The Planning & Building Department coordinated with the associated County departments to determine which Nipomo community improvement projects had not been completed, as of 2026.

The Planning & Building Department conducted multiple community surveys and workshops to familiarize the community with the previously identified community improvement projects and the possible funding mechanisms that could be used for financing. First, Nipomo community members prioritized the uncompleted projects in order of importance. Then, Nipomo community members confirmed which funding mechanisms they could support to finance the prioritized, uncompleted projects. A summary of community engagement activities for the Nipomo Community Plan Update is below:

- *May 3, 2025 – Community Workshop #1 at the Nipomo Library:* Community discussion about the Update and Planning process, the actual infrastructure needs of Nipomo residents, and the community's desire to have easy connection, adequate services, and balanced solutions to community needs.
- *May to June 2025 – Community Survey #1:* Community input on types of desired community improvements, support level for generating local funding, community sentiments about Nipomo and its future, and demographic information (over 1,200 responses received).
- *July 13, 2025 – Community Workshop #2 at the Dana Adobe & Cultural Center:* Community discussion on survey results about the community's priorities for needed improvements, typical funding process for County infrastructure, types of funding mechanisms for County infrastructure, and examples of funding pathways for current community improvements. Staff from County Planning, Public Works, Parks and Recreation, and the San Luis Obispo Council of Governments supported the workshop, as well as District 4 Supervisor Jimmy Paulding.

- *October 2025 – Community Plan Update Video:* A video that explains the Community Plan update process, describes community survey results, and encourages community members to share about the Update with neighbors and to stay engaged in the Update process.
- *October to November 2025 – Community Survey #2:* Community input to affirm which types of community improvement projects are of importance and how community improvement projects should be funded.
- *October to November 2025 – Community Workshop #3 at various community locations:* A “mobile” workshop where Planning staff attended multiple community events to reach community members who were unaware of the Update, to collect input on Community Survey #2, and to raise awareness of the Update video.

The prioritized community improvement projects inform the following Community Facilities, Services, and Infrastructure Programs from Chapter 3.3. Because these programs were most recently identified as priorities by the Nipomo community, the Nipomo PFFP explores relevant funding mechanisms. The community improvement projects that were not most recently identified as priorities by the Nipomo community are not included in the Nipomo PFFP.

The County has the following existing funding sources in place that contribute to Nipomo community facilities, services, and infrastructure: road impact fee, Quimby fee program, public facility fees, and special assessment districts managed by County Public Works and the NCSD. Special assessment district funds are accumulated annually through a non-value related charge and for improvements applied to parcels in proportion to the level of benefit received by the parcel based on location and land use type. Road impact fees, Quimby fees, and public facility fees accumulate funds at the pace of new residential and non-residential development but have not historically accumulated at a rate that could finance the several needed community improvements in Nipomo.

Nipomo Demographics and Development Capacity

The demographic data for the Nipomo Community Plan Area includes existing and future land uses and development absorption rates, which provide the foundation for the Nipomo PFFP.

Table 1 lists the land use assumptions for existing residential and non-residential development within Nipomo. The information listed in Table 1 regarding existing residential units is based on data procured from the United States Census Bureau. Data for non-residential development is sourced from the CoStar Commercial Real Estate Information Company (“CoStar”) software platform and Nielsen’s Employment Profiles by NAICS Codes 2025.

Table 1: Existing and Future Land Uses in Nipomo (Nipomo PFFP)

Land Use	Existing Residential Units/Rooms (2026)	Future Residential Units	Total Residential Units (FY 2047-48)	Existing Non-Residential Square Footage (2026)	Future Non-Residential Square Footage	Total Non-Residential Square Footage
Residential	5,212	2,548	7,760	N/A	N/A	N/A
Hotel	6	N/A	6	N/A	30,000	30,000
Commercial Retail	N/A	N/A	N/A	780,104	113,000	893,104
Office	N/A	N/A	N/A	54,594	N/A	54,594
Industrial	N/A	N/A	N/A	667,511	60,000	727,511
Institution/Other	N/A	N/A	N/A	68,839	N/A	68,839

Future land use projects were informed by historical development rates in Nipomo, existing land use category development standards, and the Dana Reserve Specific Plan (adopted in 2025). Residential housing includes single-family homes (both detached and attached), multi-family rental units, mobile homes, and Accessory Dwelling Units (“ADUs”), while non-residential development encompasses commercial/retail spaces, hotels, offices, industrial properties, and institutional facilities/other. Existing development in Nipomo consists of 5,212 residential dwelling units and 1,571,048 square feet of non-residential development. Build-out of Nipomo is projected for Fiscal Year (“FY”) 2047-48 and is anticipated to include an additional 1,306 residential dwelling units and 203,000 square feet of non-residential development within the Nipomo Community Plan, as well as 1,242 additional dwelling units in the Dana Reserve Specific Plan.

Development projections for the Nipomo Community Plan Area (not including Dana Reserve Specific Plan Area) assumed the following*:

- Non-residential square footage development: 0 square feet at buildout
- Single family dwelling unit development: 15 units/year
- Multi-family dwelling unit development: 55 units/year

Development projections for the Dana Reserve Specific Plan Area assumed the following (Dana Reserve Specific Plan, adopted 2025):

- Non-residential square footage development: 203,000 square feet at buildout
- Dana Reserve Single family dwelling unit development (low density): 45 units/year
- Dana Reserve Single family dwelling unit development (medium density): 55 units/year
- Dana Reserve Multi-family dwelling unit development: 55 units/year

*Development projections are based on a memorandum prepared by DTA, Inc. (Attachment 1).

Three public finance programs are recommended for the types of community-prioritized Nipomo public improvements projects. The first program is a development impact fee (DIF) which would generate funding on a year-by-year basis at the pace of future development in the Nipomo Community Plan Area. Revenues from a DIF would not be available for large-scale improvements that are to be constructed over the next 2 to 5 years. The second and third programs, a community financing district (CFD) and lease revenue bonds/certificates of participation (LRB or COP), could

be used to accelerate the availability of financing and would require either (i) additional taxes from existing property owners or (ii) a commitment from the County to make lease payments for public facilities until the first program generates sufficient funding to replace them.

Community Programs to be Funded

As part of the community engagement, the results from community input on needed improvements in Nipomo generally landed in these four categories:

- **Community Services:** Public services that enhance livability for current and future residents
- **Pedestrian Connectivity:** Infrastructure or facilities that support safe community connection
- **Travel Choices:** Infrastructure that facilitates non-automobile transportation choices
- **Traffic Flow:** Infrastructure that relieves traffic congestion.

The Community Facilities, Services, and Infrastructure Programs (Community Programs) that were most recently identified as community priorities during the 2026 Nipomo Community Plan update process should receive public funding determinations and include:

Community Services: NCP Program 1.02, NCP Program 1.03, NCP Program 1.04, NCP Program 1.05, NCP Program 1.06, NCP Program 2.15

Pedestrian Connectivity: NCP Program 3.01, NCP Program 3.02, NCP Program 3.03, NCP Program 3.04, NCP Program 3.05, NCP Program 3.06

Travel Choices: NCP Program 3.07, NCP Program 3.08

Traffic Flow: NCP Program 3.09, NCP Program 3.10, NCP Program 3.11, NCP Program 3.12

Funding Mechanisms and Implementation Next Steps

The financing programs recommended below would complement each other, with some requiring the support of two-thirds of registered voters through a mail-ballot or an in-person election process, while others could be unilaterally approved by the County Board of Supervisors and would not be subject to public election requirements. Some of the financing programs would provide upfront funding and hasten the construction of necessary community programs, while others would take longer to produce funds due to their dependence on future development to generate revenues.

Ultimately, a combination of the recommended complementary financing programs would be utilized to fund the Community Programs that were identified and prioritized by the Nipomo community. Each of the three financing programs could work independently of each other, although the availability of upfront construction funding would require a Community Financing District or the issuance of bonds.

Nipomo Development Impact Fee Program (“DIF”)

A DIF is a fee charged on new development to help fund public facilities needed to serve that development. The fee is typically collected when building permits are applied for and can be used

to pay for infrastructure such as roads, parks, public safety facilities, and other community improvements. Development impact fees help ensure that new development contributes its fair share toward the cost of infrastructure required to support growth.

General Implementation Steps: A DIF requires completion of a nexus study and subsequent adoption of a fee by a 3/5 vote by the Board of Supervisors at a public hearing.

Strengths: DIFs ensure new development is contributing to infrastructure improvements which may be required to support new growth in the community. Existing community members are less burdened by these new infrastructure needs.

Limitations: DIF revenue is generated by new development; funds may accumulate gradually and unpredictably. A nexus study between an improvement project and DIF must be established before this funding mechanism can be utilized for future projects.

Nipomo Lease Revenue Bond (“LRB”) or Certificates of Participation (“COPs”) Program

LRBs/COPs are a financing tool that allows local government to fund public facilities by issuing bonds that are repaid through lease payments for those facilities. Under this approach, the County leases the facility and uses dedicated revenue sources to make the lease payments over time. This method allows public facilities such as community centers or public safety buildings to be constructed sooner, while spreading the cost over multiple years.

General Implementation Steps: LRBs/COPs require review and recommendation from the County's Debt Advisory Committee, approval by the Board of Supervisors at a public hearing, formation of a separate financing authority, and the sale of bonds.

Strengths: LRBs/COPs allow for fast up-front financing with payments spread out over a long period of time.

Limitations: LRBs/COPs can only fund specific types of projects. Typically, a leasable structure like a community center backs the issuance of LRBs/COPs, therefore this mechanism cannot be used to fund projects like sidewalk improvements.

Nipomo Community Facilities District (“CFD”)

A CFD is a financing tool used to fund public infrastructure within a defined area. Property owners within the district pay a special tax, which is approved by a two-thirds vote of voters or landowners within the district. Revenue from the special tax can be used to finance desired public facilities. This approach allows infrastructure to be constructed earlier than it might otherwise be possible with another financing mechanism.

General Implementation Steps: A CFD requires initiation by a property owner petition or County Board of Supervisors with a Resolution of Intention, a Board-adopted Resolution of Formation, a two-thirds vote by registered voters to approve the formation of the CFD, authorization to levy a special tax within the CFD in addition to standard property taxes, and the option to issue bonds if desired.

Strengths: A CFD provides flexible funding for a variety of projects and can begin generating revenue quickly.

Limitations: A CFD results in an additional property tax paid by property owners.

Recommended CFD Policy for New Development

The Board of Supervisors should consider adopting a policy requiring large residential subdivision projects in the Nipomo area to establish a Community Facilities District (CFD). This would provide an ongoing funding mechanism for infrastructure, public facilities, and services needed to serve new development.

This policy would help ensure that future large-scale residential development contributes toward the costs of the infrastructure and services necessary to address impacts on the Nipomo community, rather than placing those costs primarily on existing residents or the County's General Fund.

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Chapter 4: Land Use and Community Design Standards

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 is the most populated community within the South County planning area. The Nipomo urban reserve line encompasses approximately 4,139 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 facilities, services, and infrastructure - especially water supply, sewage disposal and transportation improvements.

4.2 Distribution of Land Uses

The primary method of allocating land uses within Nipomo is through the mapping of 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 2 summarizes the acreage of each land use category in Nipomo. Rural land use acreage is summarized in the South County Area Plan.

<i>Table 2: Land Use Category Acreage</i>	
Land Use Categories	Acreage
Agriculture	12
Rural Lands	0
Recreation	165
Open Space	11
Residential Rural	0
Residential Suburban	1,216
Residential Single Family	972
Residential Multi-Family	154
Office and Professional	38
Commercial Retail	156
Commercial Service	79
Industrial	0
Public Facilities	43
Dana Reserve Specific Plan Area	293
Total	4,139

4.3 Land Use Concepts for Nipomo

The conceptual plan for Nipomo that is illustrated in Figure 3 shows the concept of neighborhoods adjacent to an expanded Central Business District (CBD) centering around West Tefft Street. Since the 1994 conceptual plan, development patterns show an increase in commercial uses around West Tefft Street and less residential multi-family uses than was originally envisioned.

Development in this area has historically been concentrated within and near the Nipomo CBD. 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.

Most streets within and around the Nipomo CBD on the east side of US Highway 101 are developed in a block pattern and provide multiple access routes through immediate neighborhoods. Most streets within the Nipomo CBD on the west side of US Highway 101 provide thoroughfare access, however, there are long blocks with incomplete streets that prevent access to the Nipomo CBD. Streets should be dedicated along the existing lot boundaries to form regular blocks.

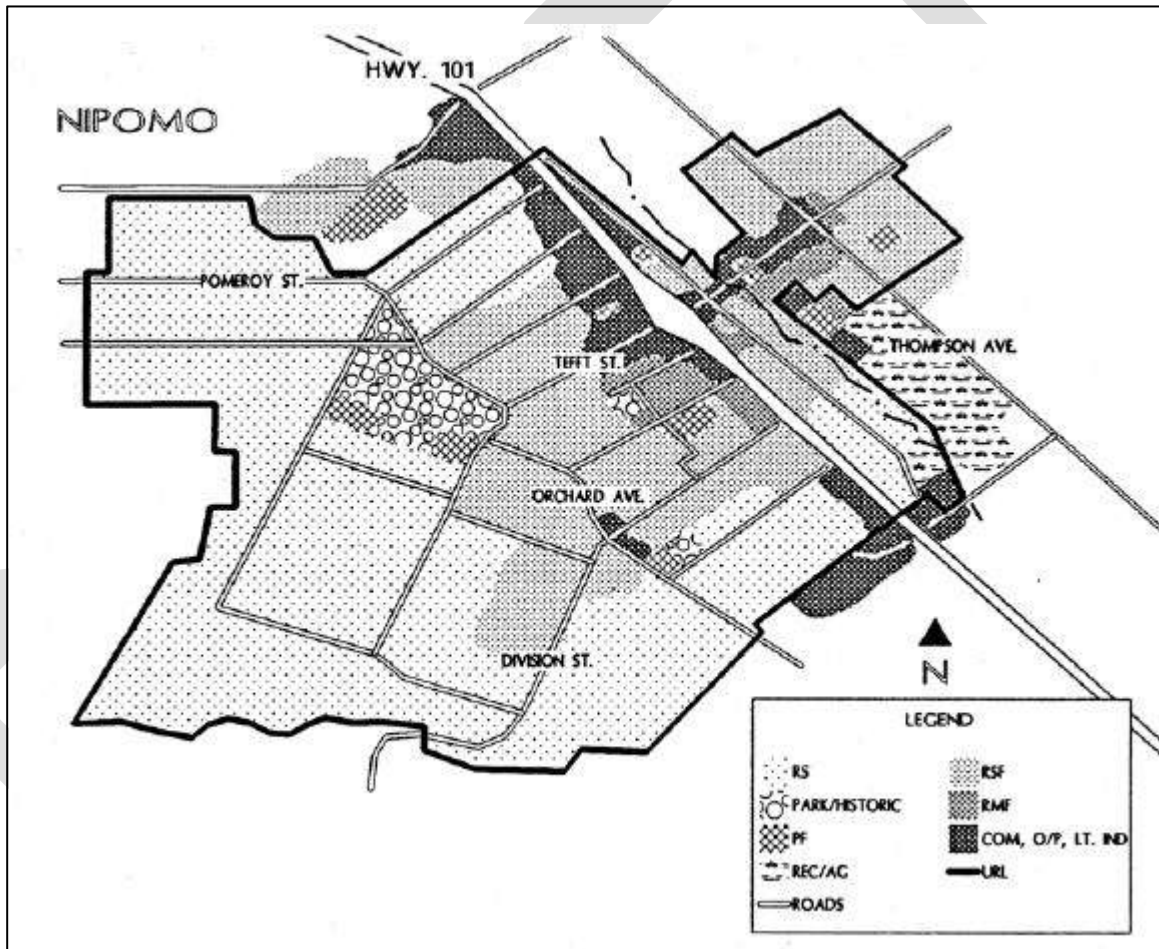


Figure 3. Conceptual Plan for Nipomo

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:

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.

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 and the Land Use Ordinance, Title 22 of the County Code.

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-use developments 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.

4.4 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 that aligns with the County General Plan and priorities.

Residential Suburban

Residential Suburban 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 NCSD. Both 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 underdeveloped 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. See Chapter 3.3: Community Facilities, Services, and Infrastructure Programs for community improvement programs.

South Oak Glen Avenue Area. East of US 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 and the restored Dana Adobe and Cultural Center.

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

Existing Residential Single-Family (RSF) development is concentrated in widely separated areas: Juniper Street, Division Street, and east of US Highway 101. The designated RSF areas have accommodated the majority of the community's population growth.

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 and accessory dwelling units.

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 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. See Article 10 of the Land Use Ordinance for a map of applicable residential density standards.

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. See Chapter 3.3: Community Facilities, Services, and Infrastructure Programs for community improvement programs.

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 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 that should be developed at moderate densities of 15 to 20 dwellings per acre. Article 10 of the Land Use Ordinance should be referred to for Residential Multi-Family (RMF) density standards, which vary in Nipomo according to geographic location. Development projects built to RMF density standards 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. There may be additional development bonus above these levels available provided through state and local housing incentive programs when built in return for additional smaller units or affordable to low-income households.

Recreation

Recreation facilities in Nipomo will continue to be primarily oriented towards residents rather than tourists. Nipomo Regional County Park occupies approximately 140 acres at West Tefft Street and Pomeroy Road. Recreation facilities presently include playgrounds, ball fields, courts, picnic areas, a skate park, and a dog park. 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 Parks and Recreation Element recognizes the need for additional neighborhood and regional parks in Nipomo. See Chapter 3.3: Community Facilities, Services, and Infrastructure Programs.

Dana Adobe. One of the oldest surviving adobe residences from California's Rancho era, the Dana Adobe is located on South Oakglen Avenue and serves as a significant cultural and historic resource in southern San Luis Obispo County. Constructed in 1839 by Captain William Goodwin Dana, the adobe was the centerpiece of Rancho Nipomo, a 37,888-acre land grant awarded to Dana in 1837 following his marriage to Josefa Carrillo, daughter of Carlos Carrillo, a prominent figure in early California following the secularization of the Franciscan missions.

The Dana Adobe offers a rare and tangible connection to the Rancho period, reflecting the cultural, agricultural, and social history of the region during Mexican rule. Over time, the site has evolved into a broader historic and educational landscape, encompassing surrounding lands that support interpretation of early transportation corridors, Native American trade routes, and later agricultural development.

Today, the property is owned and managed by the Dana Adobe Nipomo Amigos, a nonprofit organization dedicated to restoring, preserving, and interpreting the site as a cultural and educational resource. Through ongoing programming, events, and stewardship, the organization has established the Dana Adobe as an important destination for heritage tourism, environmental education, and community engagement.

Building on these efforts, San Luis Obispo County approved an agreement in 2026 allowing the Dana Adobe Nipomo Amigos to construct, operate, and maintain a public trail on County-owned land. The proposed trail, located along a portion of the Pacific Coast Railway corridor, will enhance public access to the Dana Adobe, improve connectivity between the site and the Nipomo community, and expand recreational opportunities for residents and visitors. The project reflects a shared commitment between the County and the Dana Adobe to advance historic preservation, increase public access, and strengthen community connections through thoughtful integration of cultural and recreational resources.

Office and Professional

There are four areas designated for Office and Professional uses. Two areas border CBD east of US 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 support the nearby commercial uses in the CBD.

The office area west of US Highway 101 on West Tefft Street provides the transition from the CBD 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 CBD. Several neighborhood serving commercial sites are located outside of Olde Towne. Commercial Retail areas have the option of including residential units for “mixed use” developments.

Commercial Issues. Several factors have contributed to limited local retail services, particularly on the east side of the central business district where smaller parcel sizes constrain development intensity and tenant mix. As a result, existing businesses tend to offer a narrower range of goods, often at less competitive price points, and certain essential retail and service uses remain underrepresented. In addition, many Nipomo residents commute to the Santa Maria area for employment and fulfill a significant portion of their day-to-day shopping needs there.

Central Business District. The CBD is located along Tefft Street, from Magenta Road to Thompson Road. It is divided by US Highway 101, with the original downtown-like corridor on the east side and an expanded area on the west side (“West Tefft”). 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 and the implementation of the Nipomo Public Facilities and Financing Plan (see Chapter 3: Public Facilities, Services, and Infrastructure). The strength of the CBD will depend on the manner in which community scale shopping areas are established on the west side of US Highway 101 and smaller businesses in the original downtown on the east side of US 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 US Highway 101 travelers.

East Side Downtown Area. The original downtown “Olde Towne” is located east of US 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 land originally envisioned for a small-scale civic office and community center at the site of the Pacific Coast Railroad station in the Public Facilities category, which is now being developed as the site of the Nipomo Sheriff's Substation.

Freeway Visitor-serving Area. Article 10 of the Land Use Ordinance encourages visitor-serving uses to be located on property near the on- and off-ramps for the Tefft Street/US 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 “Olde Towne”.

Westside Downtown. The central business district west of US Highway 101 extends from Juniper Street 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 US Highway 101 would also be appropriate for development of motels and supporting commercial uses.

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.

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. The area will provide an excellent location and large properties for development when access is opened between Tefft Street and the Willow Road interchange.

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 access from Tefft Street to the 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

East side. The Public Facilities designation is applied to the CAL FIRE and San Luis Obispo County Fire station on North Oakglen Avenue, Nipomo Elementary School, the site of the future Sheriff substation on Tefft Street, and the site across from the future Sheriff substation on Tefft Street envisioned for the Jim O Miller Memorial Park.

West side. The Public Facilities designation is applied to Dana Elementary School, a portion of the Nipomo Community Park, and three sites for continuous CSA No. 1 operations.

4.5 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.

The following programs apply within the Nipomo Urban Reserve Line. 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 balance between housing development and local job opportunities in Nipomo. Current trends indicate that residential development, particularly affordable and workforce housing, is outpacing commercial, industrial, and office development. As a result, the community is projected to continue experiencing a housing-heavy growth pattern, with more residents commuting outside Nipomo for employment. The County should assess whether the local jobs base can accommodate future housing growth and identify strategies in future updates to encourage additional employment-generating development or other measures that improve the jobs-housing balance.
2. **Improvement Districts.** The County should implement the Nipomo Public Facilities Financing Plan to address needed community improvements.
3. **Community Appearance.** The County should continue partnering with neighborhoods such as South Oakglen Avenue to improve their appearance and clean up deteriorated residences and vacant properties. Efforts should include:
 - Raising public awareness of cleanup programs and curb illegal dumping through targeted enforcement, stronger deterrents, and tighter interagency coordination (including better reporting and response).
 - Expanding beautification efforts to support yard cleanups and community improvements, addressing encampment impacts through site-specific interventions, and expanding cleanup services.
 - Strengthening collaboration with community districts and agencies to sustain neighborhood revitalization via coordinated outreach, volunteer efforts, and incentive programs.
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 continue to collaborate on the vision for more neighborhood parks adjacent to proposed new school sites and small parks throughout neighborhoods consistent with the County Parks and Recreation Element.
7. **Improvements - Nipomo Community Park.** The County-wide Parks Master Plan should guide the development and implementation of improvements to the park consistent with the County Parks and Recreation Element and the Nipomo Community Park Master Plan.
8. **Southland Tract "A."** The Planning & Building Department should encourage property owners to subdivide the tract to create one acre lots with adequate street-fronting access until community sewage disposal is available.

4.6 Community Design Standards

Design Plan Area Standards

The Olde Towne Design and Circulation Plan was adopted by the County Board of Supervisors on October 28, 1998, is incorporated by reference into Title 22 of the County Code, and is kept on file by the Department of Planning & Building. It serves as a guide for the design of all new public improvements as well as commercial and office development within the historic area. The design guidelines maintain and strengthen the village character and intend to inhibit "big-box" retailing or highway commercial development. The goal of Olde Towne Design and Circulation Plan is to provide a pedestrian-friendly downtown area with convenient access to parking.

The West Tefft Corridor Design Plan was adopted by the County Board of Supervisors on May 15, 2007, is incorporated by reference into Title 22 of the County Code, and is kept on file by the Department of Planning & Building. It addresses the design of new development and streets near West Tefft Street between US Highway 101 and Dana Elementary School. The West Tefft Corridor includes the CBD and an adjacent commercial area designated by the South County Area Plan west of US 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.

Land Use Category Design Standards

Residential Single Family

The designated single family residential areas include large blocks of undeveloped land. 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.

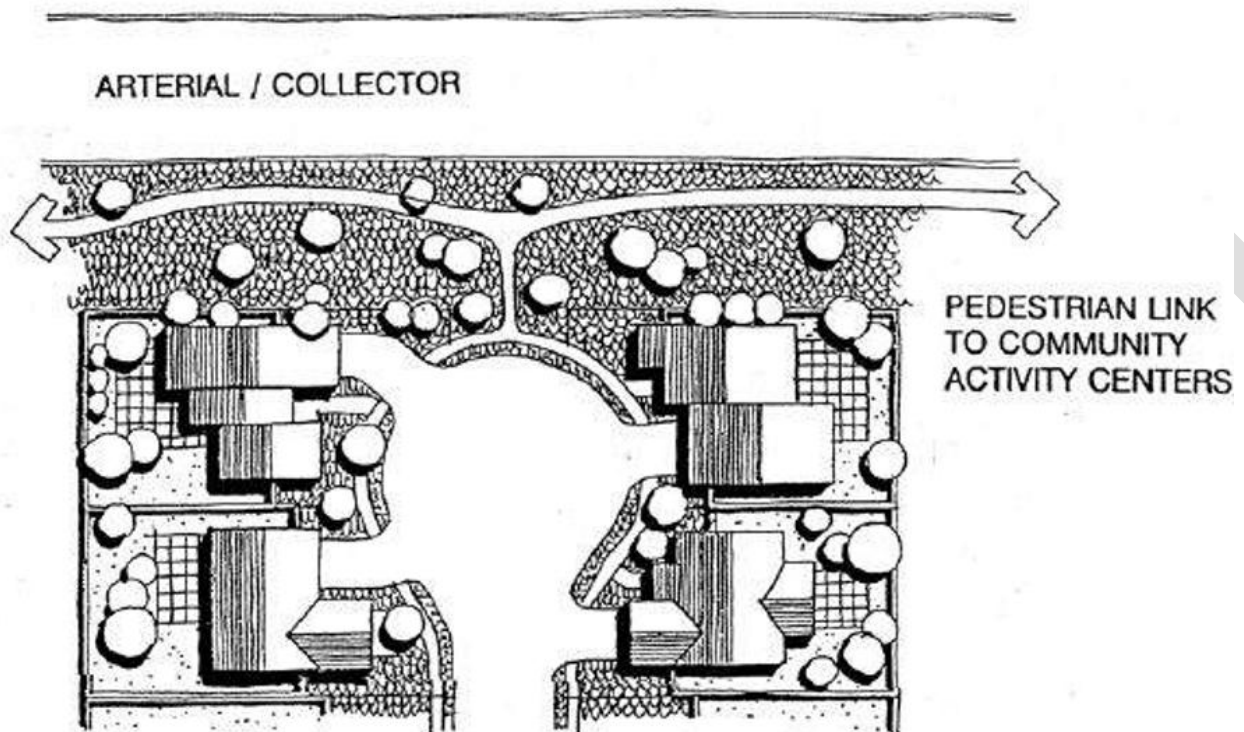


Figure 4: Cul-de-Sac Pathways

Well-designed subdivisions with standard improvements and lots nearer the minimum size allowable for single family developments should be encouraged.

The area between US 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.

Residential Multi-Family

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. RMF development in areas with a density of 20 dwelling units per acre should be designed in line with the concept in Figure 5.

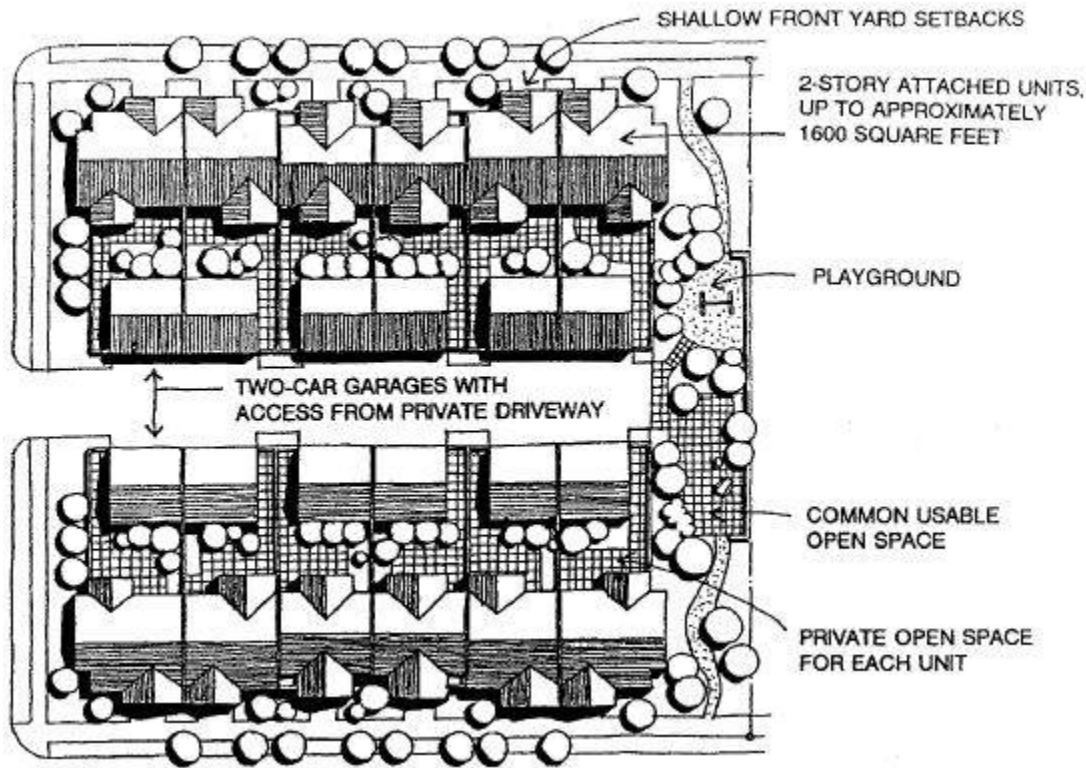


Figure 5: Multi-family Concept at 20 Dwelling Units per Acre

Commercial Retail

Central Business District Design. The appearance of the CBD 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 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 US Highway 101, and with the West Tefft Corridor Design Plan west of US Highway 101. These design plans provide background information, policies, and standards for development applications, and they are incorporated into the Land Use Ordinance.

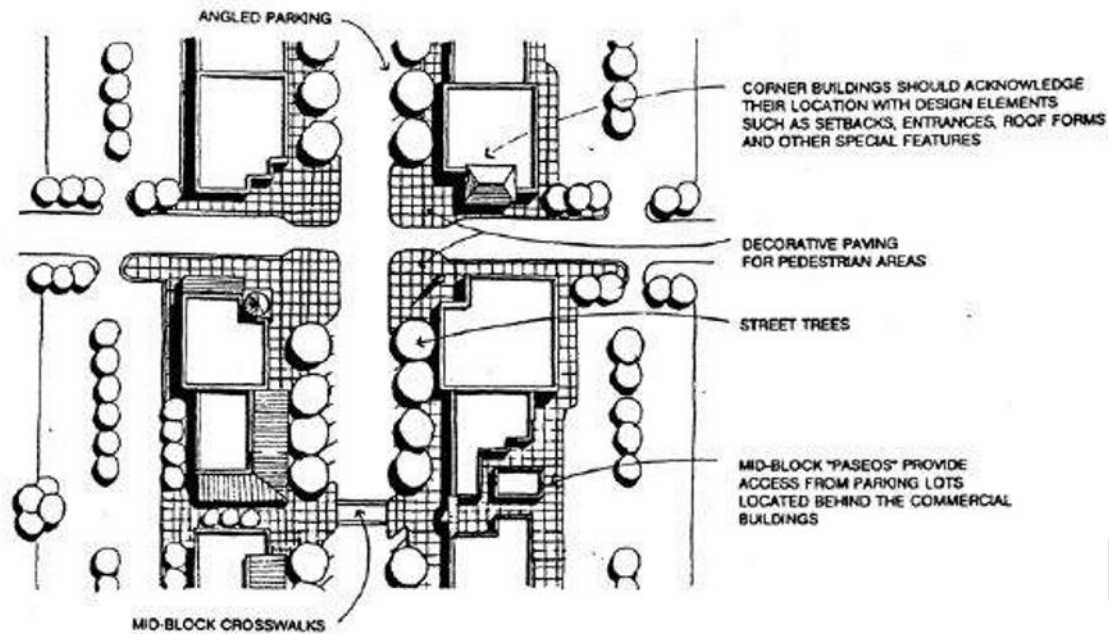


Figure 6: General Concepts for the Central Business District

East Side Downtown “Olde Towne” Area. Central public parking improvements are needed to enable the small lots to develop as originally envisioned in the 20th 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.

Westside Downtown “West Tefft” 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 7.

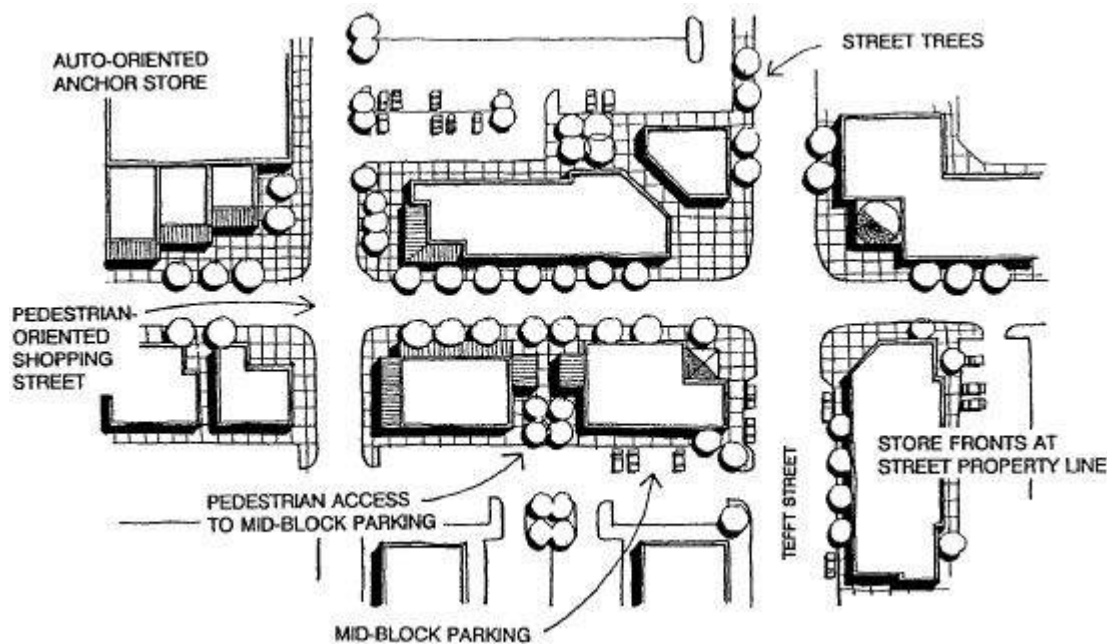


Figure 7: Downtown Design Concept

Commercial Retail 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. 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

Commercial Service Freeway Corridor. This area 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 8. 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.

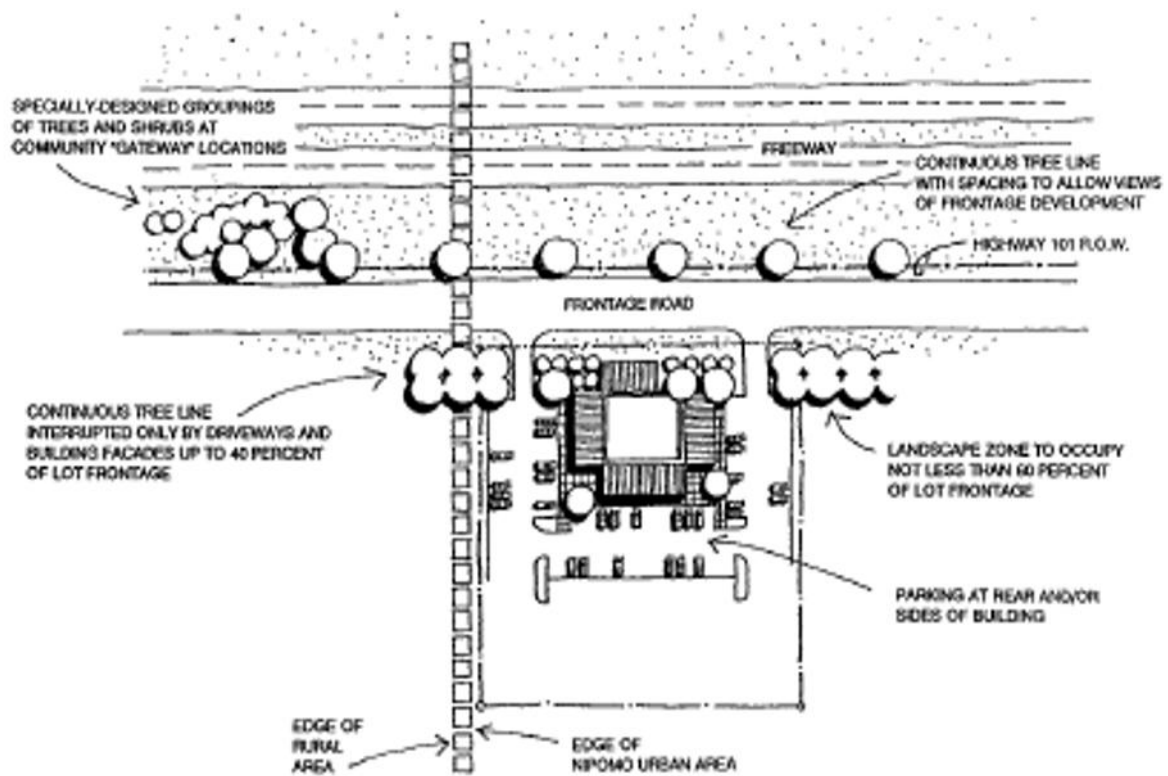


Figure 8: Typical Community Gateway Development

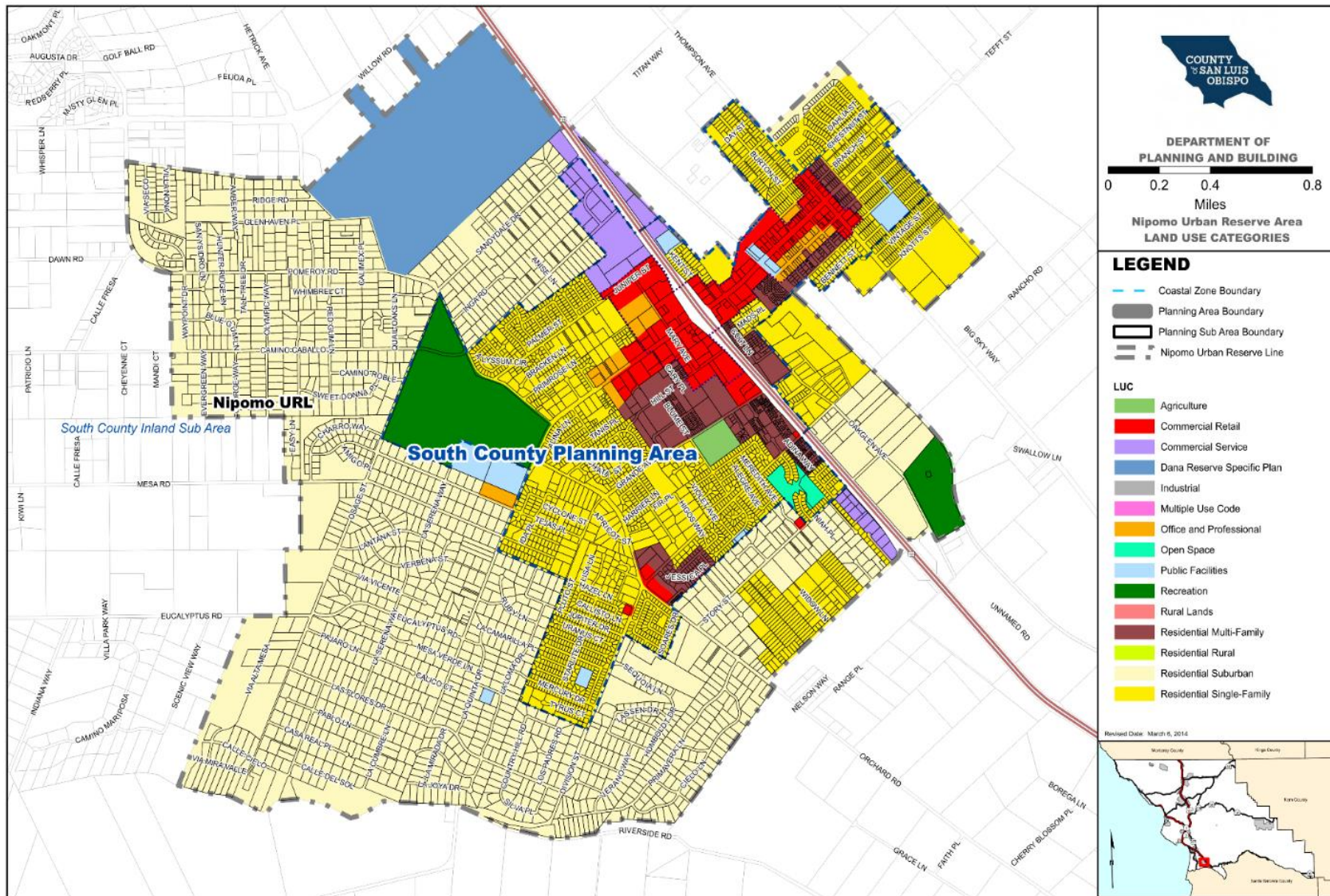


Figure 9 Nipomo URL Land Use Designation Map

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Chapter 5: Circulation Element

Together with the county-wide 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.

The South County Circulation Study is updated by County Public Works approximately every five years concurrently with the County road impact fee. This study describes: existing circulation conditions, existing and future traffic models, transportation improvement needs and costs, and alternative transportation modes for the South County Area, including the Nipomo Community Plan Area. The study should be referenced for specific transportation improvement needs, cost estimates, and funding mechanisms in the Nipomo Community Plan Area, which is designated Fee Area 1. Most road improvement projects in the South County Circulation Study are funded in part or in full by the road impact fee and implemented at the time of development. At the time of this update, the most recent study is the 2015 South County Circulation Study and Traffic Impact Fee Update, however the Public Works Department is in the update process.

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 and analyzed by the South County Circulation Study and Traffic Impact Fee Update (2015). The following discussion is focused on key issues that are particularly relevant to Nipomo.

US Highway 101 is rapidly becoming congested with commuting traffic at "peak hour" times. The US Highway 101 San Luis Obispo to Santa Maria Corridor Plan - an effort of Caltrans District 5,

the San Luis Obispo Council of Governments (SLOCOG), and the Santa Barbara County Association of Governments—contains an in-depth analysis of the transportation conditions on the Nipomo segment.

The US Highway 101/Tefft Street interchange has undergone multiple improvements by County Public Works since the 1994 Plan in order to adequately serve the expanding population, facilitate the movement of emergency vehicles, and pedestrian and bicycle passage across Nipomo. The South County Circulation Study (2015) provides a list of completed capital improvement projects in the Nipomo Community Plan area. Caltrans and the County funded an expansion to four traffic lanes to alleviate vehicle congestion and should continue working together to alleviate other traffic issues. The Plan also proposed additional interchanges north of Nipomo at Willow Road and south at Southland Street. While the Willow Road interchange has been built, the Southland Street interchange remains unconstructed.

5.2 Roads

Road System and Improvement Projects

The following sections are a description of the major improvements needed for the road system to accommodate traffic that is expected from the land uses allowed by this plan and as informed by the 2015 South County Circulation Study and Traffic Impact Fee Update.

The roads are classified according to the needs of the planning area, and improvement projects are informed by the South County Circulation Study and Traffic Impact Fee Update (2015). 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 regular update of the South County Circulation Study, which projects estimated costs and construction dates.

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.

For a complete list of identified road improvement projects, see the South County Circulation Study and Traffic Impact Fee Update (2015) on file with County Public Works. Other documents that may be referenced for existing circulation conditions and future circulation improvements: County Bikeways Plan, SLOCOG Regional Transportation Plan (RTP), SLOCOG Regional Active Transportation Plan, and recent Specific Plans.

Principal Arterials

Principal arterials function to carry traffic between population centers. US Highway 101 serves as the area's principal arterial to carry traffic on long trips. The following improvements are projected in the Nipomo area.

Interchange Structure

At US Highway 101 near Southland Street, a full-access interchange and frontage road connections are contemplated, with partial funding from road improvement fees. Continued coordination among local, regional, and state agencies will be necessary to refine project scope,

identify funding opportunities, and advance the Southland Street interchange as a critical component of Nipomo's long-term transportation network.

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. **Road Widening.** Expand travel lanes, add bike lanes to arterial roads, and add turn lanes where appropriate to carry traffic in the urban area more efficiently and safely by way of arterials like Pomeroy Road, Orchard Road, Division Street, and Tefft Street.
2. **Road Extension.** Complete paper roads with travel lanes as needed, add turn lanes as needed, and bike lanes to carry traffic in the urban area more efficiently and safely by creating new arterials for heavily trafficked roads like North Frontage Road and Hetrick Road.
3. **Signal Installation.** Signalize intersections to relieve traffic congestion at peak-hours on arterials like South Frontage Road.
4. **Roadway Enhancements.** Complete urban street improvements for safe, vibrant, and efficient roadway use by automobile drivers and pedestrians alike on arterials like Thompson Road.

Collectors

Collector roads or streets function to enable traffic to move between local 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. **Road Widening.** Expand travel lanes, add bike lanes, and add turn lanes where appropriate on collector roads (for example, Hill Street) to carry traffic in the urban area more efficiently and safely.
2. **Signal Installation.** Signalize intersections to relieve traffic congestion at peak-hours on collectors (for example, Juniper Street).

Local Streets

A local road or street is one which is or will be used primarily for access to abutting property and is not considered collector or arterial. 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 more accessible and convenient it will be to drive between destinations and allow efficient pedestrian circulation. 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.

San Luis Obispo Regional Transit Authority offers Nipomo Dial-A-Ride that connects users to a regional transit bus stop.

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 with another carpool or transit method. 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.

The Dana Reserve Specific Plan land uses include acreage to develop a Park and Ride space located within public collector roads and within the service area of regional transit providers.

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 2015/16 County Bikeways Plan identifies and prioritizes bikeway facilities throughout the unincorporated county.

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. Refer to the South County Circulation Study and Traffic Impact Fee Update (2015) for regional and Nipomo circulation and road improvement projects.

Other circulation programs which apply within the Nipomo Urban Reserve Line and are provided funding pathways are available within Chapter 3: Community Facilities, Services, and Infrastructure.

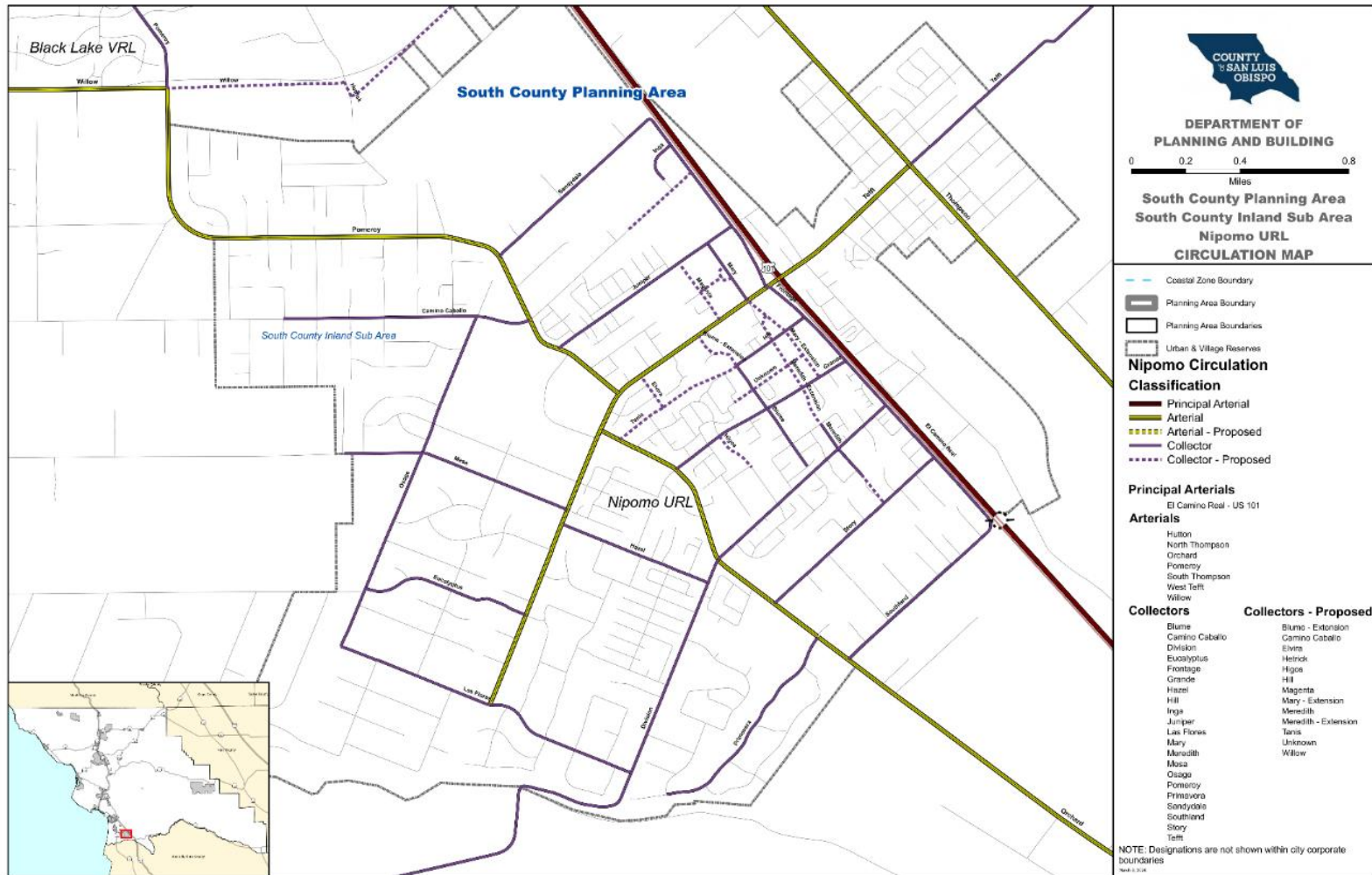


Figure 9: Circulation Map of Nipomo

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Chapter 6: Combining Designations

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 and stewarded by the Dana Adobe Nipomo Amigos Inc. (DANA). 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. DANA has restored the Dana Adobe and has leased 100 acres of historically significant land located east of the Dana Adobe.
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. The church has been acquired by Dana Adobe to preserve heritage and offer visitor serving uses.
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 Lucia Mar Unified School District operates schools at the two Public Facilities sites on the Combining Designations Map: Nipomo Elementary School and Dana Elementary School. Nipomo High School and New Tech High School also serve the community, though are not included in the Public Facilities overlay.
2. **Government Services Center (GF).** This designation covers two sites: the first, near the former Pacific Coast Railroad station at Carillo and Tefft Streets, will accommodate the Sheriff's Substation, expected to be operational by 2028. The second site, located at the corner of West Tefft St and Carrillo St, is planned for the Jim Miller Memorial Park and lies just across the street from the substation parcel. The agricultural-designated site near Nipomo Creek enhances the Dana Adobe and Cultural Center experience, offering an opportunity to integrate recreational and educational resources. This is exemplified by the recently approved Rail Trail project connecting Olde Towne Nipomo to the Dana Adobe. A Sheriff's substation on the north side of the intersection of Tefft Street and Carillo Street is expected to be operational in 2028.

Facilities that should be considered on the south side of the intersection of Tefft Street and Carillo Street include 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. The 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. The Jim O Miller Park has been a desired facility for this proposed site.

The site south of Sparks Street near Nipomo Creek is designated agriculture and serves as part of the experience of the Dana Adobe and Cultural Center.

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 Jim Miller Park location, and at the

Pacific Coast Railroad depot site on Tefft Street where the Sheriff's substation is located. 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. All proposed parks facilities should be informed by the County Parks and Recreation Element and Parks Master Plan.

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.

The following programs apply to Nipomo. The South County Area Plan should also be referenced for a list of areawide land use programs that may affect Nipomo.

Flood Hazard Areas (FH)

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 to implement the Nipomo Drainage and Flood Control Study (2004).

Historic Areas (H) and Public Facilities (PF)

- 1. Tefft Street / Carrillo Street Site** – The former Pacific Coast Railroad station location is planned for a Sheriff's Substation, which is expected to be operational in 2028. Across the street, the Jim Miller Memorial Park is in the planning and development stages, providing a community gathering space and recreational amenities. Together, these public investments provide an opportunity to establish an important gateway to Olde Towne Nipomo, with coordinated landscaping, pedestrian connections, wayfinding, public art, and other streetscape improvements that connect the site to nearby historic, recreational, and cultural destinations.
- 2. Creekside Preserve** – This 2.7-acre property located behind the Adobe Plaza near the intersection of Tefft St. and Carrillo St. in Olde Towne. The preserve sits at the confluence of two tributaries and Nipomo Creek and is adjacent to farmland. The Land Conservancy of San Luis Obispo County acquired the property with Regional Water Quality Control Board grant funding following severe flooding in 2001 that affected the neighboring commercial center. Acquisition of the property protected the creek and its floodplain from development, preserved riparian habitat and water quality, and provided a buffer for

adjacent agricultural land. The preserve was also envisioned as a small community conservation park, with native plantings, walking paths, birdwatching opportunities, interpretive activities, and volunteer stewardship, including participation by Nipomo High School students. Although the property continues to serve its core conservation and floodplain functions, limited long-term stewardship has left many of its former trails overgrown and the original vision for an accessible community pocket park unrealized. Restoring and reopening the Olde Towne Creekside Preserve could help fulfill that vision while becoming part of a broader, coordinated effort to revitalize Olde Towne Nipomo in concert with the Sheriff Substation project, Jim Miller Park, and the Dana Adobe Rail Trail.

3. **Dana Adobe and Cultural Preservation**

- **Restoration and Preservation** – Continue collaboration with the Dana Adobe Nipomo Amigos, the South County Historical Society, adjacent property owners, and other community partners to support restoration, preservation, interpretation, and educational programming at the Dana Adobe. Explore opportunities to incorporate the Dana Adobe into a broader network of historic and cultural resources connected by trails and public spaces.
- **Visitor Facilities and Connections** – Explore opportunities to develop visitor amenities, including parking, picnic areas, restrooms, interpretive displays, trail amenities, and gathering spaces, integrated with the Rail Trail and Creekside Preserve. Coordinated wayfinding and interpretive elements should encourage visitors to explore multiple destinations throughout Olde Towne Nipomo. Funding and staffing should be pursued to support visitor services, environmental and cultural education, and ongoing programming.
- **Historic Market and Revitalization** – A property owner of the historic 1800's-era general store has expressed interest in preservation and adaptive reuse as a restored public market, while other local proprietors have indicated interest in establishing a farmers' market. These initiatives highlight the potential for revitalization in Olde Towne Nipomo and could complement the broader network of parks, trails, historic resources, and public gathering spaces. Further grant funding and resources should be pursued to support historic preservation, economic development, community programming, and improvements to the public realm. Establishing a Business Improvement District (BID) should also be explored to sustain long-term maintenance, marketing, wayfinding, beautification, and revitalization efforts.
- **Connected Heritage and Recreation Network** – Opportunities should be explored to link the Dana Adobe, Rail Trail, Creekside Preserve, Jim Miller Memorial Park, historic commercial properties, public plazas, and other community destinations through a coordinated system of walking and bicycle routes, wayfinding, native landscaping, interpretive signage, public art, and shared design elements. Digital self-guided tours and coordinated educational programming could further strengthen the connection between Nipomo's history, natural environment, and community life.

These sites collectively present a rare opportunity to create a connected system of government, cultural, historic, natural, and recreational facilities. Rather than functioning as independent projects, they can be planned and promoted as complementary components of a larger Olde Towne Nipomo revitalization vision. By coordinating design, programming, wayfinding, landscaping, and community engagement across the Rail Trail,

Creekside Preserve, Dana Adobe, historic commercial sites, Jim Miller Memorial Park, and public plazas, the community can create a more seamless experience for residents and visitors.

This coordinated approach can also strengthen opportunities for outside investment and grant funding by demonstrating broad community partnerships and multiple public benefits. Continued collaboration among the County, Olde Towne Nipomo Association, Dana Adobe Nipomo Amigos, Land Conservancy of San Luis Obispo County, local businesses and property owners, community organizations, tribal representatives, and other stakeholders should be encouraged. Together, these efforts can enhance educational, recreational, environmental, and cultural experiences while supporting local businesses, heritage tourism, and the long-term economic vitality of Olde Towne Nipomo.



Figure 10: Combining Designations Map of Nipomo Community Plan Area

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