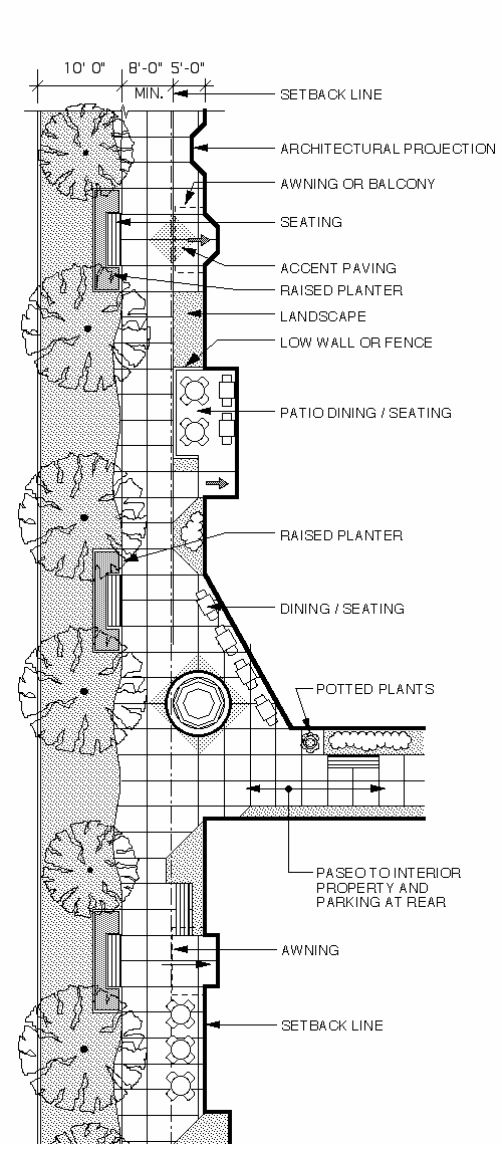
WEST TEFFT CORRIDOR DESIGN PLAN



COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING AND BUILDING

West Tefft Corridor Design Plan

COUNTY OF SAN LUIS OBISPO

INCORPORATED BY REFERENCE IN
THE LAND USE AND CIRCULATION ELEMENTS
OF THE SAN LUIS OBISPO COUNTY GENERAL PLAN
- SOUTH COUNTY AREA PLAN -

ADOPTED BY
THE SAN LUIS OBISPO COUNTY BOARD OF SUPERVISORS
MAY 15, 2007 – RESOLUTION 2007-189

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1. Introduction

The West Tefft Corridor Design Plan addresses the design of new development and streets near West Tefft Street between Highway 101 and Dana Elementary School, as shown in Figure 1-1. The West Tefft Corridor includes the Central Business District (CBD) and an adjacent commercial area designated by the South County Area Plan west of Highway 101, and a narrow strip is included west of the commercial area adjacent to West Tefft intended solely to extend parkway/sidewalk concepts within the West Tefft Street right-of-way. The central concerns of the plan are to avoid the development of suburban shopping centers throughout the designated downtown and to avoid street environments that are dangerous or unattractive to pedestrians. The design plan gives guidance for the desired appearance and scale of streets, buildings and open spaces, which are to be achieved through the public review of new projects and their completion.

Fig. 1-1 *Design Plan Area*

Background

The idea of a design plan originated during the update of the South County Area Plan during the 1990s. At that time the commercial area west of Highway 101 was largely vacant and zoned for a future community-scale downtown. Specific concerns were expressed about the lack of guidance for development within the central business district (the downtown commercial area), and a program to prepare a design plan was approved with the plan update. Significant development did commence after the area plan was updated in 1994, including three large shopping centers.

In 2002, representatives of the Nipomo Community Advisory Council and interested residents approached the county about preparing a design plan. A process commenced with the authorization of the Board of Supervisors, beginning with a formation of a steering committee and a public workshop that was held on January 29, 2003. The planning process is further described in Appendix A.

Preferences from Design Workshop

Fig. 1-2 *Design Workshop*

Participants in the first public workshop were asked to form into small groups to identify and discuss several features and issues that should be addressed in the design plan. Facilitators at each of fifteen groups made the comments and suggestions listed below. Based on these comments, the design plan contains appropriate development standards.

Buildings:

1. Buildings should appear as two stories in height and be set back from the street to provide for wide sidewalks and landscaping (Figure 1-3).

2. A third story may be appropriate when it is set back from the lower façade, or if located within the interior of a site (Figure 1-5).

Fig.1-3 *Two-story building and wide sidewalk*

3. Architectural guidelines and standards should promote compatible design throughout the West Tefft Street area.

Preferred styles include:

a. Early California (Figure 1-4)
b. Mediterranean (Figure 1-5)
c. Craftsman (Figure 1-6)

Fig. 1-4 *Early California style*

Fig. 1-5 *Mediterranean style*

Fig. 1-6 *Craftsman style*

4. Mixed-use development with residences above or behind businesses should be encouraged.

Fig. 1-7 *Mixed use - residences above*

Parking:

1. Parking is preferred behind businesses with shared access
2. Off-site parking by means of common-use parking lot is encouraged.

Fig. 1-8 *Parking behind stores*

Transportation:

1. Medians on West Tefft Street
2. Park and Ride lots for commuters
3. Trolley to schools and throughout town
4. Horse Trail with hitching posts
5. Linkage across Highway 101
6. More feeder streets onto West Tefft Street and Highway 101

Fig. 1-9 *Landscaped median*

Sidewalks:

1. Connect with Olde Towne Nipomo.
2. Meander the design.
3. Need for landscaping
4. Need to be wide
5. Need to provide safe connections between buildings, commercial areas and recreation areas
7. Walkways, paseos and plazas should connect buildings.

Fig. 1-10 *Wide sidewalk*

Fig. 1-11 *Paseo between buildings*

Fig. 1-12 *Meander sidewalk edge*

Parks/Recreation:

1. The area should include central and pocket parks and gathering areas
2. Pedestrian walkway and horse trail
3. Include public restrooms
4. Connections between the parks

Landscaping:

1. Along the sidewalks as a parkway or in planters
2. Between sidewalks and buildings
3. Need appropriate landscaping to soften or hide walls
4. Landscaping should be planted along sidewalks and between buildings

Fig. 1-14 *Landscaped sidewalk*

Identity:

1. Consistent lamppost design with that of Olde Towne – see example in Figure 1-15
2. Consistency with Olde Town Nipomo design
3. Continuity of architectural standards

Fig. 1-16 *Mini-plaza and hanging flowers*

Fig. 1-15 *Lamppost*

Vision for the West Tefft Street Corridor

*This vision statement is written from the perspective of a **future** date 10 years after plan adoption:*

> **Since adoption of the West Tefft Design Plan ten years ago,** the area has developed with many retail, office and mixed-use buildings that cater primarily to the community of Nipomo and the surrounding area. As a central business district, it is unique in that it contains a pedestrian-friendly blend of larger retail stores for community shopping needs and smaller specialty shops that serve local residents and visitors, in keeping with the concepts for Nipomo in the South County Area Plan.
>
> These commercial and residential projects are knit together by a series of open spaces and walkways to connect many properties and provide attractive ways to circulate within the downtown. These features supplement street sidewalks to make the area a very walkable place.

Shoppers have access to stores, restaurants and entertainment by walking along convenient and attractive sidewalks and paseos to rear parking areas. Automobile parking is not a predominant visual feature and buildings are located near the street. Also present are entertainment centers such as movie complexes that contribute to evening activity.

Mixed-use residential projects provide housing in the central core and add to the lively downtown area. Residential units are intermixed within many new commercial developments and provide convenient living close to shopping and services, and for employees who benefit from a very short commute and affordable housing. These residential units are either located above or behind stores or offices. Often developed on small lots, they provide private outdoor space as well as common areas for social activities. They are laid out to provide safer and more secure living environments than typical projects.

On West Tefft Street, large volumes of traffic are separated from each other by a center median and from pedestrians by tree-lined parkways. Storefronts are located near the sidewalks and often include inviting features such as courtyards, benches and outdoor dining. The effect of this streetscape is that of a boulevard that accommodates vehicle travel and enjoyable pedestrian use.

On side streets such as Mary Avenue and Blume Street, specialty shopping, offices and dining occur in smaller-scale and more intimate environments that appeal to nearby residents. Pedestrians congregate at small plazas for special sales or musical events that are sponsored by the downtown Business Improvement District. The district also funds the upkeep of the streetscapes and periodically introduces new features such as banners or floral displays, to enliven the setting.

As a destination of residents throughout the region as well as tourists, the downtown helps define the South County in new ways, providing an urban center that capitalizes on the climate, regional shopping and recreation.

Goals of the Design Plan

The following goals and objectives for the design plan guide the planning process and set the overall desired outcomes to be achieved:

Mission Statement:

Build a sense of pride in the community of Nipomo by designing the West Tefft Corridor and surrounding area to be attractive and safe and to enhance a vital central business district.

Goals:

1. Design a West Tefft Street corridor that is attractive, safe and beautiful and set in motion the means to make it a reality.

2. Provide harmonious integration between the commercial area west of Highway 101 and the Olde Towne Nipomo district.

3. Provide and maintain a quality environment that will encourage retail and office establishments, smaller independent businesses and downtown residences.

4. Improve West Tefft Street traffic and circulation by controlling access and emphasizing alternative routes through the core area.

5. Create a pedestrian-friendly and vital business district by encouraging walking and making the downtown an exciting place to be.

6. Provide design guidance to ensure attractive and compatible new development that is consistent with the mission statement.

Objectives:

a. Establish gateway features to announce arrival into the Central Business District.

b. Add a wide variety of landscape elements to soften the area.

c. Create a distinctly different sense of place to be associated with the West Tefft Corridor than of Olde Towne.

d. Encourage complementary architectural and streetscape elements and land uses that do not compete with Olde Towne.

e. Encourage a mix of commercial and residential uses with a variety in heights and scale throughout the area.

f. Develop a series of sidewalk and pedestrian amenities that encourage a more walkable community.

g. Include walkways and paseos that provide linkages throughout the design plan area and between blocks.

h. Require compatible and complementing architectural styles and colors to be used in all new development in the area.

i. Ensure that all new projects are approved with the overall economic and social success of the downtown in mind at all times.

2. Existing Conditions and Opportunities

Setting

Regional Location

Nipomo is an unincorporated community that is located in the southern part of San Luis Obispo County, seven miles south of Arroyo Grande, 3.5 miles north of Santa Maria and seven miles east of the Pacific Ocean. The community occupies the approximate center of the Nipomo Creek watershed, which extends south from Los Berros Creek, west of Temattate Ridge (a prominent range three miles to the east and south to the Santa Maria River). Nipomo Creek bisects the community and forms the eastern edge of the Nipomo Mesa, an ancient dune complex to the west. East of Nipomo Creek the soils are clay, while the mesa is sandy soil.

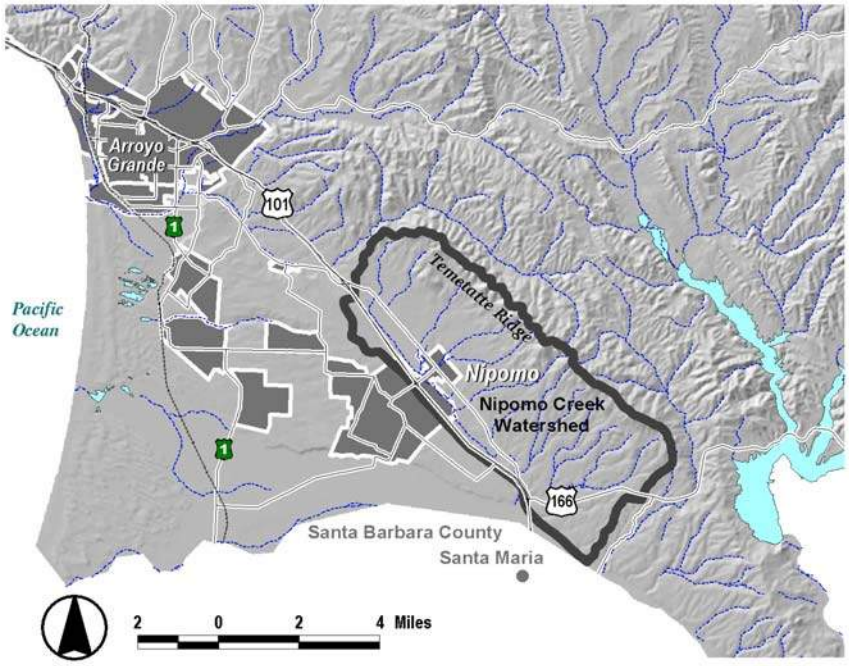

Fig. 2-1 *Regional setting of Nipomo*

Cultural History

Design considerations can enhance the sense of place that makes Nipomo unique by relating to community's cultural and physical history. At the time of European exploration, Nipomo, or *Nipumu* was the name and location of a village of the Chumash people. During the era of Mexican governance, Governor Alvarado granted the 38,000-acre Rancho Nipomo to Captain William Goodwin Dana in 1837. The original subdivision for Nipomo was platted in 1882 east of Nipomo Creek to form an agricultural

town, and soon after, the Brookside, Fairview and Runnels Additions created larger lots to extend the community on the Nipomo Mesa.

The physical location of Nipomo reflects its formation as an agricultural town and as a destination along the Pacific Coast Railway beginning in the 1870s. The community grew as the rancho was subdivided and commercial agriculture evolved, and it provided urban and suburban housing for employees in the south county region. It continues to provide relatively affordable housing for a larger employment area that extends between Vandenberg Air Force Base and San Luis Obispo. Commuter transportation has grown at least as fast as population growth, with notable traffic problems along the main artery through Nipomo - the West Tefft Street Corridor.

Land Use Pattern

The West Tefft Corridor is composed primarily of shopping center uses with some offices along the edges of the study area. The pattern of large lots makes large-scale

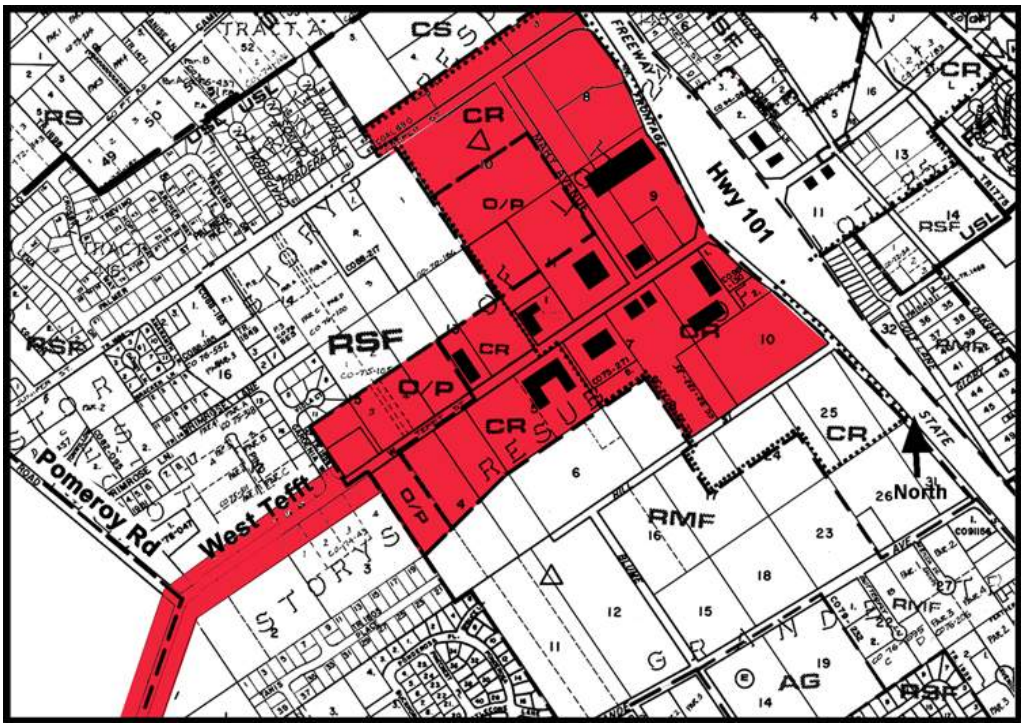

Fig. 2-2 *Major uses in the design plan area*

development feasible, yet it also supports typical suburban designs with parking lots in front of stores. At the western end, single-family dwellings are located along the street on large lots with wide setbacks. The area is surrounded by single-family and emerging multi-family development. The Nipomo Community Park, which is located at the west corner of the intersection of Pomeroy and West Tefft Street, serves the community and surrounding area. The Nipomo Library and Dana Elementary School are also located on West Tefft Street adjacent to the park.

Existing and Potential Development

Development within the Commercial Retail and Office and Professional zones has occurred in single-story buildings. The *developed* parcels have an average of 19 percent in building floor area, which is expressed as a floor area ratio (F.A.R.) of 0.19. This FAR is actually below that of typical suburban development, which may range from 0.25 to 0.3, due to incomplete development and large areas devoted to parking, landscaping and drainage detention.

Opportunity: Given that some projects are complete and not likely to add buildings, it is important for new development on *vacant* and *partly developed* lots to create the urban environment necessary for the West Tefft Corridor to succeed. Table 1 shows existing development within the commercial and office areas and potential development at two potential floor area ratios within vacant and underdeveloped parcels. Substantial new development, at least six times the existing floor area, is possible within the West Tefft Corridor.

Floor Area Ratio (F.A.R.) *is defined as the ratio of square footage of building area to the area of the site (which may be a number of underlying parcels). A floor area ratio of one means that the building area equals the site area; a ratio of 0.5 indicates that the building area is half of the site area.*

Table 1: Existing and Potential Development (in square feet)

Existing Development on All Parcels	Vacant & Under-developed Parcels	
	Potential Development at 0.3 F.A.R.	Potential Development at 0.5 F.A.R.
149,729	863,267	1,438,779

The goals of this plan encourage more intensive development than found in typical suburban projects having a 0.3 FAR. A floor area ratio of 0.5 F.A.R. would be the maximum *single-floor* building area that could also accommodate standard surface parking lots at average parking requirements and allowances. If buildings are *two-story* on a site, room is available at the 0.5 F.A.R. for other amenities such as patios, plazas, walkways and supplemental landscaping beyond requirements.

Between Highway 101 and Mary Avenue. In the first block west of Highway 101, the South County Area Plan encourages visitor-serving uses. Two service stations and a few fast food outlets have been developed. Community-serving shopping centers were developed at the rear of two of these parcels (see Figure 2-3).

Vehicle access to, from and across Highway 101 is the highest priority in this block. Vehicular travel and parking rather than pedestrian access dominates the layout of the shopping centers and the street. Sidewalks are isolated from most buildings. Along Mary Avenue, commercial properties are currently vacant or underdeveloped and lie below the grade of Mary Avenue, which ramps down to Juniper Street from a hill. Where Mary Avenue is planned to be extended to Hill Street, the alignment is bordered

by commercial zoning to provide a smaller scale of specialty or neighborhood projects. Land in this corridor to South Frontage Road is vacant or under-developed.

Between Mary Avenue and Blume Street (extended). This long block is defined by the west edge of the office and commercial complexes on the south side of West Tefft Street. Several long-standing and newer uses are built in shopping centers within this part of the corridor. Most properties are not completely developed, and some vacant properties occur.

West of Blume Street (extended) to Pomeroy Road. Commercial properties on the south side of West Tefft Street are lower than street grade and are either underdeveloped or vacant.

> ***Opportunity:*** A large drainage basin here with multi-use capability would be appropriate to serve the area. If the basin is designed to be shallow, it could be unfenced and serve as a park or open space resource. The lower elevation south of West Tefft Street could also provide for parking beneath buildings with first floors at street grade. From the western edge of this sub-area a better appearance could be created by including tree-lined parkways, two and three-story buildings near the street.

South of the Pomeroy Road/West Tefft intersection, residential properties on the south side extend up a hill. A negative sense of arrival exists because the tall retaining walls impose a stark unwelcoming appearance on the community.

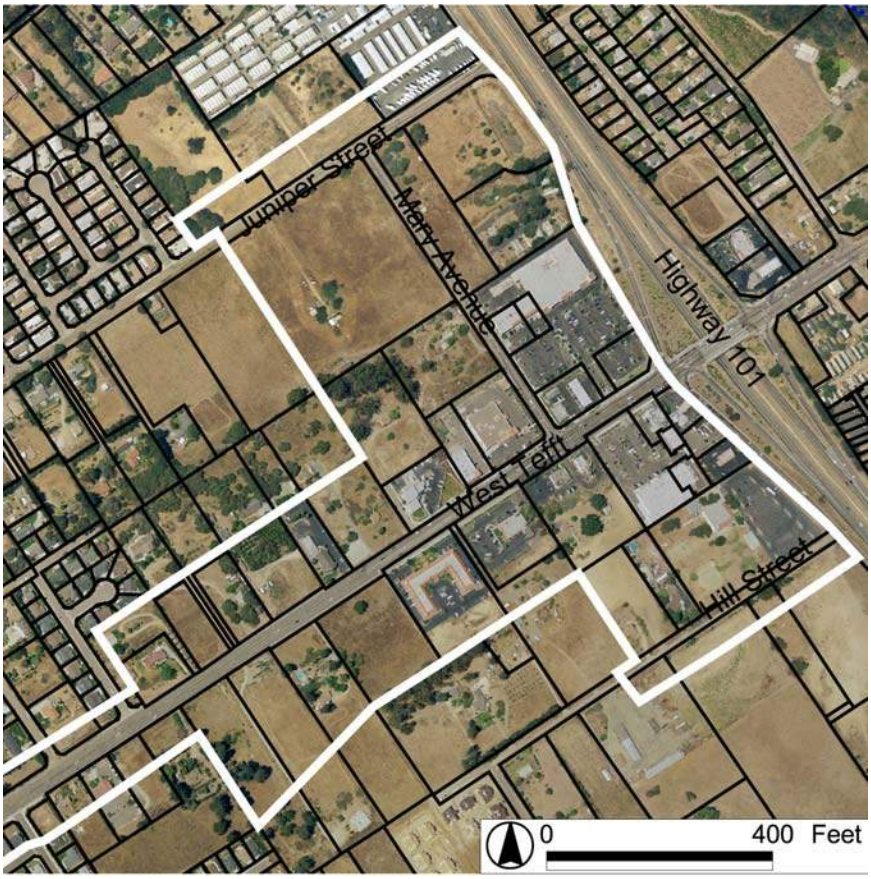

Fig. 2-3 *Aerial Photo (2003)*

Gateway Corridor to Downtown. From Dana Elementary School to Gardenia Avenue, West Tefft Street provides the route into the downtown from the Nipomo Regional Park, the Dana Elementary School and the Library. In this corridor, sidewalks are intermittent and where they exist they are uninviting designs adjacent to traffic and retaining walls.

Opportunity: A landscaped gateway corridor could beautify West Tefft Street as an entry to the downtown area with sidewalks behind landscaped parkways and street trees. The corridor would also enhance the edge of Nipomo Regional Park and link pedestrian circulation along West Tefft Street.

Fig. 2-4 *Gateway corridor*

Design and Development Image

For the community, the West Tefft Street downtown offers locations for large-scale retail and mixed-use centers, individual stores and offices that cannot fit within the small lot pattern and historic fabric of Olde Towne. Parcel sizes are much larger than in Olde Towne and can accommodate shopping centers and large retail and office buildings. This part of the downtown is designated as the central business district, which is by definition intended to be the central focal point of community life.

> ***Opportunity:*** As the larger-scale downtown, West Tefft Corridor can also generate community life to supplement that of Olde Towne.

Recently developed large shopping centers have been designed in a disconnected pattern of separated projects behind large parking lots. This approach can often necessitate multiple, short-distance vehicle trips and exacerbate traffic conditions. With heavy traffic projected on West Tefft Street and Mary Avenue, more efficient circulation within the downtown is desirable. Continuation of this pattern will result in a low density of stand-alone buildings or projects, which can dampen merchandising and social life within the downtown,

> ***Opportunity:*** The size and partially developed pattern of the West Tefft downtown create an opportunity to provide substantial commercial and employment growth that could make the community more complete.

Visually, the West Tefft corridor lacks a unified appearance; buildings are designed primarily behind parking lots and not related to other projects or the public space of the streets. A common architectural vernacular is also lacking, so that a ‘sense of place’ is difficult to define, even though individual developments may have well-done designs.

Opportunity: As "infill" development is planned, the opportunity presents itself for a more pedestrian-oriented style of site usage. Access lanes within properties can be created to provide slow vehicle travel that would serve interior businesses. Vehicle parking could be located behind buildings to enclose the wide space of West Tefft Street, Mary Avenue, Blume and other streets as they develop.

Creating a Walkable Downtown

Within the design plan area, development can blend some of the best characteristics of urban and suburban character, by utilizing extensive landscaping and trees, convenient walkways to uses, and buildings which are adjacent to sidewalks to attract pedestrians, which will enable shorter walking distances between stores, offices and restaurants. In creating a more walkable community, the sidewalks and paseos will provide more social contact as attractive places to stand and talk, or sit at a bench. The public streets will serve more complex functions than being solely vehicle arteries, by supporting a diversity of public use.

Business Access

A key component of community form is the concentration and location of businesses and their access points. If they do not link with the public areas of the community such as streets and plazas, major aspects of public life may be discouraged or ignored.

Opportunity: Business access at the sidewalk attracts pedestrian use of the public space, which adds value to the community experience. If wider spaces or plazas are provided for resting, socializing and events, they can also attract the public to nearby businesses. This plan is intended to build this relationship.

Business Development Trends

Recent trends in retail development add public value and lifestyle and cultural amenities to basic shopping and entertainment needs. As big-box or discount centers have become commonplace; customers are becoming more discerning, and individual projects need to have reasons for customers to visit more frequently and stay longer.

Opportunity: Developers are encouraged to have a mix of uses such as residential development, office space, hotels, churches and civic plazas and facilities, to create hubs of activity. Larger-scale specialty retailers and restaurants that do not compete with Olde Towne are encouraged as tenants or anchors, to supplement smaller store spaces. Vibrant retail "destinations" with community amenities and connections should be the result of this plan.

Selected Demographics[1]

Population

Information about population characteristics is available from the 2000 U.S. Census for Nipomo, which the Census defined in a slightly larger area than the community Urban Reserve Line (URL). Census information is not available for the South County Planning Area, so Nipomo data is compared to countywide information in Table 1. Total population within Nipomo was 12,626, and the rural area population was estimated by

[1] Source: US Census Bureau 2000 and the South County Area Plan

the Department of Planning and Building at 8,618 from the Census, or a total of 21,244 people in year 2000 in the South County Planning Area. In 2004, the Department of Planning and Building estimated the planning area population at approximately 24,000. Between 1990 and 2000, Nipomo grew 78 percent, compared to a 14 percent increase countywide[2].

The 2000 U.S. Census provided the following information about the characteristics of the community. It estimated that 49.4 percent of the Nipomo population was male and 50.6 percent was female, and about 67 percent were married. Families occupied 82 percent of the total households, with 41.4 percent of the families having children. Of those households, 46.4 percent had children under the age of 18. The overall average household size was 3.13 people.

Age
The median age in Nipomo in 2000 was 35.6 years of age, with 41 percent being between the ages of 25 and 54, and 33 percent of the population was under 19 years of age.

Race
Characterized by race, the population of Nipomo is divided up into significant numbers of Caucasian and Hispanic, where 61 percent are white, 35 percent Hispanic, and four percent identify themselves as 'other'.

Housing
In 2000 there were over 4,000 housing units, 77 percent of which were single-family detached units. Over 57 percent of these houses were built after the year 1980 and as a result, 68 percent of the population moved to Nipomo after 1980 as well. Almost 80 percent of the total units were owned, leaving a little over 20 percent renter-occupied. The second largest types of housing were mobile homes, at almost 17 percent. Between 2000 and 2004, the median home price within Nipomo increased from $221,000 to $460,100[3]. Countywide in 2004 (the smallest unit of data), only 17 percent of households were able to afford the median home price of $475,000, which declined to 13 percent in January, 2005[4].

Economics
The median household income in 2000 was $49,852 and the median family income was $54,337. Over 78 percent of Nipomo residents had at least a high school education equivalency.

Commute
Over 90 percent of Nipomo residents commuted to work in a car, truck, or van, taking less than 29 minutes, and the remaining 10 percent either walked or used some means of public transportation.

[2] Source: 2005 Regional Profile; San Luis Obispo Council of Governments
[3] Source: 2005 San Luis Obispo County Economic Outlook
[4] Source: Housing Affordability Index; California Association of Realtors

Table 1. A Demographic Comparison of Nipomo and County Residents. 2000 U.S. Census				
	Nipomo, CA		San Luis Obispo County	
	Number	**Percent**	**Number**	**Percent**
TOTAL POPULATION				
	12,626	**100**	**246,681**	**100**
Age Distribution				
Under 5 years old	922	7.3	12,358	5.0
5 to 9 years old	1,112	8.8	14,912	6.0
10 to 14 years old	1,188	9.4	16,174	6.6
15 to 19 years old	987	7.8	20,893	8.5
20 to 24 years old	622	4.9	22,647	9.2
25 to 34 years old	1,360	10.8	28,177	11.4
35 to 44 years old	2,157	17.1	38,416	15.6
45 to 54 years old	1,672	13.2	36,150	14.7
55 to 59 years old	569	4.5	11,787	4.8
60 to 64 years old	504	4.0	9,482	3.8
65 to 74 years old	894	7.1	18,094	7.3
75 to 84 years old	506	4.0	13,415	5.4
85 years old and over	133	1.1	4,176	1.7
Sex				
Male	6,231	49.4	126,704	51.4
Female	6,395	50.6	119,977	48.6

3. Circulation

Existing Conditions

This section of the design plan focuses on existing circulation patterns and characteristics of the West Tefft Street area in detail. Many deficiencies exist along West Tefft Street, as expressed by public input. Deficiencies that were identified at the initial workshop were as follows:

1. The lack of continuous sidewalks makes walking an unsafe travel option for residents of the community.
2. The lack of clearly marked bicycle lanes creates a hazard to bicyclists who would like to access the area.
3. High travel speeds along West Tefft need to be reduced to a safer level.
4. Traffic congestion at peak times is a major problem.
5. The lack of local public transit reinforces the need to use an automobile to access the area.

One of the major problems that were identified by the public in preparing this plan is the traffic congestion that occurs along West Tefft Street at peak hours. With few streets connecting to West Tefft and only one interchange within Nipomo to handle access to Highway 101, drivers have no choice but to use West Tefft to access Highway 101. Adding to the congestion at West Tefft and Highway 101 is that highway on- and off-ramps are adjacent to the South Frontage Road intersection, so that traffic cannot be synchronized for maximum efficiency. Five turning opportunities are present at the current interchange making left turn movements difficult during peak hours. Pedestrians and bicyclists experience difficulty crossing over the interchange at peak hours.

West Tefft Street traffic is typically fast compared to the 35 mile-per-hour speed limit, and it creates noise and visual disruption for pedestrian comfort. Further from Highway 101, vehicle speeds that are at or greater than the 45 miles-per-hour speed limit create a highway condition that is contrary to a large-scale downtown. The width of pavement and its un-vegetated edges contribute to its appearance as a highway. In addition, pedestrian access is impaired due to sidewalks ending abruptly. Future conditions along the edge of West Tefft Streets will deteriorate as traffic increases, unless sidewalks are separated from curbs and traffic by parkways and street trees, and new buildings offer pedestrian access from the sidewalks.

The only defined crosswalks are located at the intersections of West Tefft and South Frontage Road and Mary Avenue, making crossing the busy street elsewhere unsafe and at times nearly impossible. Bike lanes are absent as well, making the use of alternative transportation modes a dangerous choice. Furthermore, there are no public transit stops, forcing anyone wanting to travel through the area to use a car, which adds to the previously mentioned congestion. The need for West Tefft to serve as the major street for cars is a challenge to, on one hand retain Nipomo's rural character and to provide a more pedestrian-friendly downtown environment.

Both Mary Avenue and Blume Streets are not connected to residential neighborhoods south of West Tefft Street, forcing traffic to be routed in a wide, circular detour before coming to the desired destination. The abrupt endings of Mary and Blume also deny West Tefft Street any optional routes for vehicles to alleviate the congestion pressure during peak hours. The current layout of the streets lacks the efficiency of a grid pattern, which is considered to assist in smooth traffic flow as drivers are given more choices.

Projected Conditions and Recommendations

West Tefft Street

To address the conditions on West Tefft Street, an engineering consulting firm, TPG Consulting, Inc. prepared the West Tefft Street Corridor Study in 2003 for the Public Works Department, from which the full report may be obtained. The Executive Summary and images from the report are reproduced below:

West Tefft Street Corridor Study

The West Tefft Street Corridor Study assesses the existing and future traffic impacts between Orchard Avenue and Oakglen Avenue. In the long term, traffic is projected to increase nearly 75%. Current daily volumes on Tefft Street range from 7,000 vehicles near Thompson to over 15,000 vehicles near Mary. In the future, daily traffic volumes will range between 12,000 and 26,000 vehicles at build-out near 2025. Of particular concern will be the segment between Oakglen Avenue and Mary Avenue, which is projected to carry over 26,000 vehicles per day.

The Corridor Study was prepared to assess the traffic impacts associated with the introduction of a median along portions of West Tefft Street, shown in concept in Figures 3-1 and 3-3. In addition, this report reviews several different street configurations designed to reduce congestion on Tefft between Mary and U.S. 101.

The scenarios that were analyzed for this study included:

- Existing (2002) Traffic
- 2025 No Improvements (Option 1)
- 2025 with Addition of a Median (Option 2)
- 2025 with Mary extended to Hill Street and southbound on-ramp moved to frontage road (Option 3)
- 2025 with addition of a median and coordination of traffic signals (Option 4)

The Study intersections analyzed were:

1. Tefft Street at Orchard Avenue
2. Tefft Street at Pomeroy Road
3. Tefft Street at Mary Avenue
4. Tefft Street at US 101 southbound off-ramp/frontage road
5. Tefft Street at US 101 southbound on-ramp
6. Tefft Street at US 101 northbound ramps
7. Tefft Street at Oakglen Avenue

The existing conditions analysis shows that the current levels of service at the study intersections are above the County's adopted standard of "D". In the future, the traffic volumes will increase significantly and will necessitate the installation of a median on Tefft Street to organize ingress and egress along the commercial section of street, and control circulation into the residential neighborhoods to the west.

Table I shows a summary of the current and anticipated levels of service for the street segment and intersections for the various scenarios. Intersections operating or projected to operate below the County of San Luis Obispo adopted level of service standard of "D" are shown in bold. The current conditions evaluation shows that the street segment and the intersections are operating at a reasonable level of service. However, congestion is observed between U.S. 101 and Mary because of the intense retail uses and the lack of controlled access.

The four options considered as part of this study yield differing results. With the expected increase in traffic volumes using the Tefft Corridor, the No Improvement Option 1 shows deteriorated levels of service for the segment and at the southbound off-ramp intersection. Operating speeds would be reduced to approximately 5 miles per hour in the future if no changes are undertaken. Level of service "F" can be expected for the segment between Oakglen and Mary and the intersection with the southbound ramps/Frontage Road. These results are the culmination of lack of capacity to meet the projected demand and the uncontrolled nature of the driveways along Tefft west of U.S. 101.

The introduction of the median results in slightly lower delay at the Mary intersection but more importantly eliminates significant congestion from the uncontrolled driveways. The operating speeds would be reduced to approximately 5 miles per hour in the future but this would be offset slightly from the smoothing of the traffic flow.

Option 3, which proposes the extension of Mary Street to Hill Street, shown in Figure 3-2, provides substantial capacity for Tefft and results in acceptable levels of service at the southbound off-ramp intersection (LOS "B"). The predicted segment speeds increase to 15 miles per hour with either of these options and the intersections will all operate above the County's level of service standard.

The relocation of the southbound on-ramp to the Frontage Road will resolve the most difficult level of service challenge. By moving the entering movements away from the southbound ramps/Frontage Road intersection the level of service at this location is greatly improved. This also translates into a significant improvement in the segment operations with an increase in operating speed to 15 miles per hour.

POLICY 3.1 West Tefft Street Improvements

The following improvements are recommended in order to improve the traffic flow in the area and to maintain the adopted level of service.

1. Extend Mary Street to Hill Street - as soon as possible

2. Install a median from Highway 101 to Pomeroy in phases, as illustrated in Figure 3-1.
    a. Initial phase from Highway 101 to west of Mary – as soon as possible

b. Second phase from west of Mary to west of Blume – in conjunction with the construction of the Blume intersection
c. Final phase from west of Blume to Pomeroy – with the signalization of Gardenia Street

As the median is introduced, full median breaks should be placed at the following locations. Each location should be designed according to the California Highway Design Manual (see Appendix H)

1. At the Mary intersection
2. At the future Blume alignment (new intersection)
3. At the Gardenia intersection
4. At the Pomeroy intersection
5. At the Orchard intersection

In addition to these intersections, partial median breaks (worms) should be placed at the following locations to facilitate access and circulation. Each location should be designed according to the California Highway Design Manual.

1. At the Elvira intersection
2. At approximately mid-point between the intersections of Mary and Blume (approximately Station ± 43+85)

These partial median breaks should be evaluated for closure after the planned street system is completed or as growth in traffic volumes on West Tefft Street necessitate increasing capacity of the arterial. The Circulation Plan in Figure 3-2 delineates these concepts graphically. The proposed typical street section in Figure 3-3 should guide lane configuration and median layout for West Tefft Street between U.S. 101 and Orchard.

3. Develop a coordinated traffic signal system in phases:
   a. Install the initial coordination system for the intersections of Oakglen, Northbound ramps, Southbound off-ramp/Frontage Road and Mary – with installation of the median
   b. Second phase for Blume, Promeroy and Orchard – with the installation of the new signal at Blume and the median

4. Relocate the southbound on-ramp to the Hill Street intersection – as soon as possible

5. Use design standards and guidelines in installing street improvements for West Tefft Street which follow the California Highway Design Manual.

6. The County of San Luis Obispo should adopt Arterial Street Standards for use in urban areas to facilitate their proper operation.

West Tefft Street Standards

Median breaks, driveway locations and right turn lane standards for arterial streets directly affect the performance of West Tefft Street. The following standards have been developed to facilitate the proper operation of urban arterials such as West Tefft Street. These standards have been developed from the California Highway Design

Manual and the American Association of State Highway and Transportation Officials guidelines (Greenbook, 1994).

1. Due to the traffic congestion which results form numerous points of ingress and egress along West Tefft Street, future commercial developments or modifications to existing development should be master planned with limited points of ingress and egress onto the arterial street.

2. Driveways, access points and curb cuts along existing developed arterials should be consolidated when development or change in intensity occurs or when traffic operation or safety warrants. Driveway consolidation should be encouraged through joint access agreements along arterials where these standards are exceeded.

3. Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection.

4. The distance between driveways along commercially developed arterials should not be less than 200 feet.

5. Where possible driveways should be located on adjacent streets rather than on arterial streets.

6. Driveways along West Tefft Street to residential property should be discouraged; these properties should receive access from local streets.

7. If driveways must be provided near intersections for facilities (such as service stations) these driveways should not be serviced by median breaks and should be located no less than 50 feet from the intersection and should be separated by 100 feet, if more than one is required to serve a property. (The 50 feet are to be measured edge to edge not centerline to centerline.)

~~8.~~ Median breaks should provide access to collector streets and to major activity centers and should parallel the standards for driveways: and be located not less than 1000 feet between median breaks.

9. On-street parking should be discouraged along West Tefft Street.

10. Residential development shall be oriented away (side-on or rear-on) from West Tefft Street, so that the traffic carrying capacity will be preserved and the residential environment be protected from the adverse characteristics of the street.

11. Ingress and egress to shopping centers should be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.

12. Where possible, intersections shall form 4-leg, right-angle intersections; jog, offset and skewed intersections of major streets in near proximity shall be avoided where possible.

13. In order to promote safe and efficient traffic flow, traffic signals shall be spaced no closer than 1,000 feet on West Tefft Street except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum spacing.

14. Where security walls or fences are proposed for residential developments along West Tefft Street, pedestrian access will be provided between the street and the subdivision to allow access to transit vehicles operating on the arterial street.

15. West Tefft Street will be designed to allow transit vehicles to pull out of traffic through the use of either a special bus pull-out or a continuous parking lane with bus stops.

16. Right turn lanes shall be installed where major development is proposed or redeveloped. Location of right turn lanes should be at all major driveways and street intersections. In addition, a continuous right turn lane should be installed both eastbound and westbound between Mary Avenue and the southbound on-ramp or only to the frontage road if ramp relocated.

Collector Streets

Collector streets function "to enable traffic to move between minor roads or streets and arterial roads or streets. Collectors are important routes for pedestrians, bicyclists and equestrians to connect to neighborhood destinations. (South County Area Plan, p. 5-10)." Mary Avenue, Blume, Hill and Juniper Streets are designated Collector streets in the Circulation Map of the South County Area Plan. To provide more direct access between neighborhoods and downtown, as well as to Highway 101, Mary Avenue and Blume Street are planned to extend between West Tefft and Hill Streets, and Blume Street is planned to extend from West Tefft to Juniper Street. These extensions will create opportunity for more efficient circulation and relieve some trips on more circuitous routes to West Tefft Street. South Frontage Road is planned to be re-aligned west, to re-locate its intersection with Hill Street enough to provide room to re-locate the southbound on-ramp to Highway 101 from the West Tefft Street/Highway 101 interchange.

POLICY 3.2 Collector Street Improvements

The following improvements should be made in order to improve traffic flow in the area and provide enhanced access:

1. Extend Mary Avenue to Hill Street – as soon as possible.
2. Re-align South Frontage Road to provide room for a southbound on-ramp to Highway 101 at the South Frontage/Hill Street intersection, and re-configure Hill Street at Mary Avenue to a "T" intersection with Mary.
3. Extend and construct Blume Street from Hill to West Tefft Street and create a signalized intersection.
4. Extend and construct Blume Street north of West Tefft Street.

Collector Street Standards

Collector streets must provide for moderate traffic volumes while providing access for different modes of transportation between major community destinations. Center turn lanes, bicycle lanes and limited or no on-street parking are necessary to provide for proper operation.

1. Driveways, access points and curb cuts in new development should be consolidated and minimized to avoid frequent cross-traffic.
2. Driveways should be located no closer than 100 feet to the nearest intersection.
3. Center turn lanes should be utilized to provide left turn pockets and mid-street turning movements outside the travel lanes.
4. Bicycle lanes should be provided as designated in the County Bikeways Plan.
5. On-street parking should be minimized where traffic volumes are projected near the high end of capacity; parking elsewhere is encouraged to provide access to adjacent uses.
6. Measures to provide safe pedestrian walking and street crossings should be included in all street designs.

Local Streets

Local streets provide convenient access to individual properties and relieve traffic on heavy volume streets. "Within urban and village areas, local streets should be planned in a network of cross-streets to avoid concentrating traffic on a few large-scale streets, illustrated in Figure 5-3. The more connections between streets that are established, the easier and more convenient it will be not only to drive between destinations but also to walk and avoid trips entirely (South County Area Plan)." A new local street should be constructed between the extensions of Mary Avenue and Blume Street, parallel to West Tefft Street. This parallel street will provide alternative access to properties that front West Tefft Street, where access will be limited by a center median that will eliminate left turns into and out of properties. The street will also provide a valuable street frontage for new commercial and residential uses to enhance the West Tefft area and reduce traffic on West Tefft Street.

POLICY 3.3 Local Street Improvements

1. Construct a local street between the extensions of Mary Avenue and Blume Street, with on-street parking.
2. Construct Magenta Avenue as a local street north from West Tefft Street.

Local Street Standards

1. Local streets should include two travel lanes and no center turn lane as projected traffic will allow, and on-street parking for convenient access to land uses.
2. Pedestrian bulb-outs should be provided at intersections and at major driveways to increase the visibility of pedestrians, provide for tree planting and contribute to traffic calming.
3. Sidewalks in commercial areas should be 10-feet wide, and in residential areas they should be a minimum four feet wide with a parkway, except where mixed use

or live-work units are proposed sidewalks should be 10-foot wide without parkways. Street trees and street furniture shall be provided, with ongoing property maintenance agreements from adjacent owners.

Implementing the Circulation Plan

The Circulation Plan in Figure 3-2 constitutes the official Nipomo Circulation Map in the South County Area Plan for existing and proposed local, collector and arterial streets in the West Tefft Corridor Design Plan area. Alignments are approximate. To implement the plan, dedications and privately funded improvements will be required of proposed land divisions and new development in accordance with the Land Use Ordinance, the Real Property Division Ordinance, and the planning area standards in Article 9 of the Land Use Ordinance.

TABLE I:
SUMMARY OF EVALUATIONS
WEEKDAY LEVEL OF SERVICE

	Existing		Option 1 - No Improvements		Option 2 - Install Median		Option 3 – Mary Extended w/ramp on Frontage		Option 4 – Median w/coordination	
Corridor Performance	**Total Delay (hrs.)**	**Fuel Used (gals.)**	**Total Delay (hrs.)**	**Fuel Used (gals.)**	**Total Delay (hrs.)**	**Fuel Used (gals.)**	**Total Delay (hrs.)**	**Fuel Used (gals.)**	**Total Delay (hrs.)**	**Fuel Used (gals.)**
	9/31	72/154	214/224	353/370	210/238	385/426	54/44	139/150	164/168	298/317
Arterial Segment	**LOS AM/PM**	**Speed (mph)**	**LOS AM/PM**	**Speed (mph)**	**LOS AM/PM**	**Speed (mph)**	**LOS AM/PM**	**Speed (mph)**	**LOS AM/PM**	**Speed (mph)**
Oakglen to Mary - eastbound	B/C	30.5/25.8	**F/F**	6.9/8.5	**F/F**	7.0/14.0	D/**E**	18.6/15.3	**F**/D	10.3/19.7
Oakglen to Mary - westbound	B/B	32.9/29.9	**E/F**	15.8/11.5	D**/F**	20.3/13.9	D/D	17.0/19.9	D/**E**	18.3/14.0
Intersection	**LOS AM/PM**	**Delay[1] AM/PM**	**LOS AM/PM**	**Delay[1] AM/PM**	**LOS AM/PM**	**Delay[1] AM/PM**	**LOS AM/PM**	**Delay[1] AM/PM**	**LOS AM/PM**	**Delay[1] AM/PM**
Signalized										
Tefft Street at Orchard Avenue	A/A	3.2/3.6	B/B	14.0/16.9	B/B	14.6/18.1			B/C	19.8/22.7
Tefft Street at Pomeroy Road	A/A	2.9/3.7	A/A	4.4/4.9	A/A	5.3/6.5			A/B	7.6/11.0
Tefft Street at Mary Avenue	A/A	4.6/7.3	A/C	8.7/21.3	C/D	34.3/37.7	C/C	20.6/31.2	C/D	29.4/47.1
Tefft Street at US 101 SB off-ramp/frontage road	B/C	10.1/27.1	**F/F**	**227.3/210.1**	**F/F**	**224.1/202.5**	A/B	6.5/18.3	**F/F**	**125.6/127.6**
Tefft Street at US 101 NB ramps	B/B	11.7/12.8	E/C	68.1/26.9	C/A	32.4/23.8	D/B	52.2/10.8	D/C	50.6/22.8
Tefft Street at Oakglen Avenue	A/A	4.0/5.0	A/C	7.8/24.5	B/C	13.9/26.9	C/C	20.4/21.1	B/C	13.2/22.9

[1] *Delay per vehicle in seconds* [2] *Intersection delay in seconds* *mph=miles per hour*

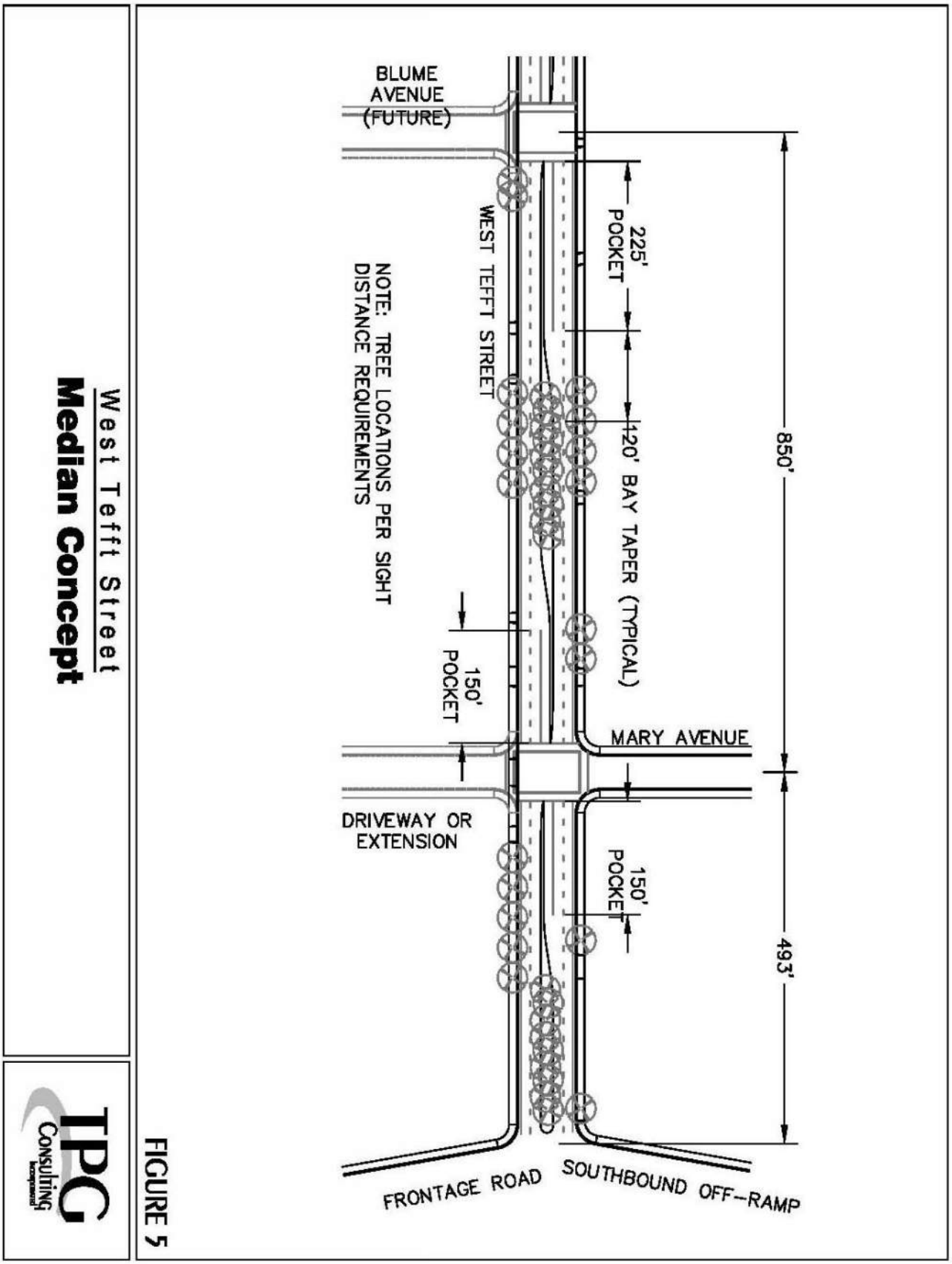

Figure 3-1 *West Tefft Street Median Concept*

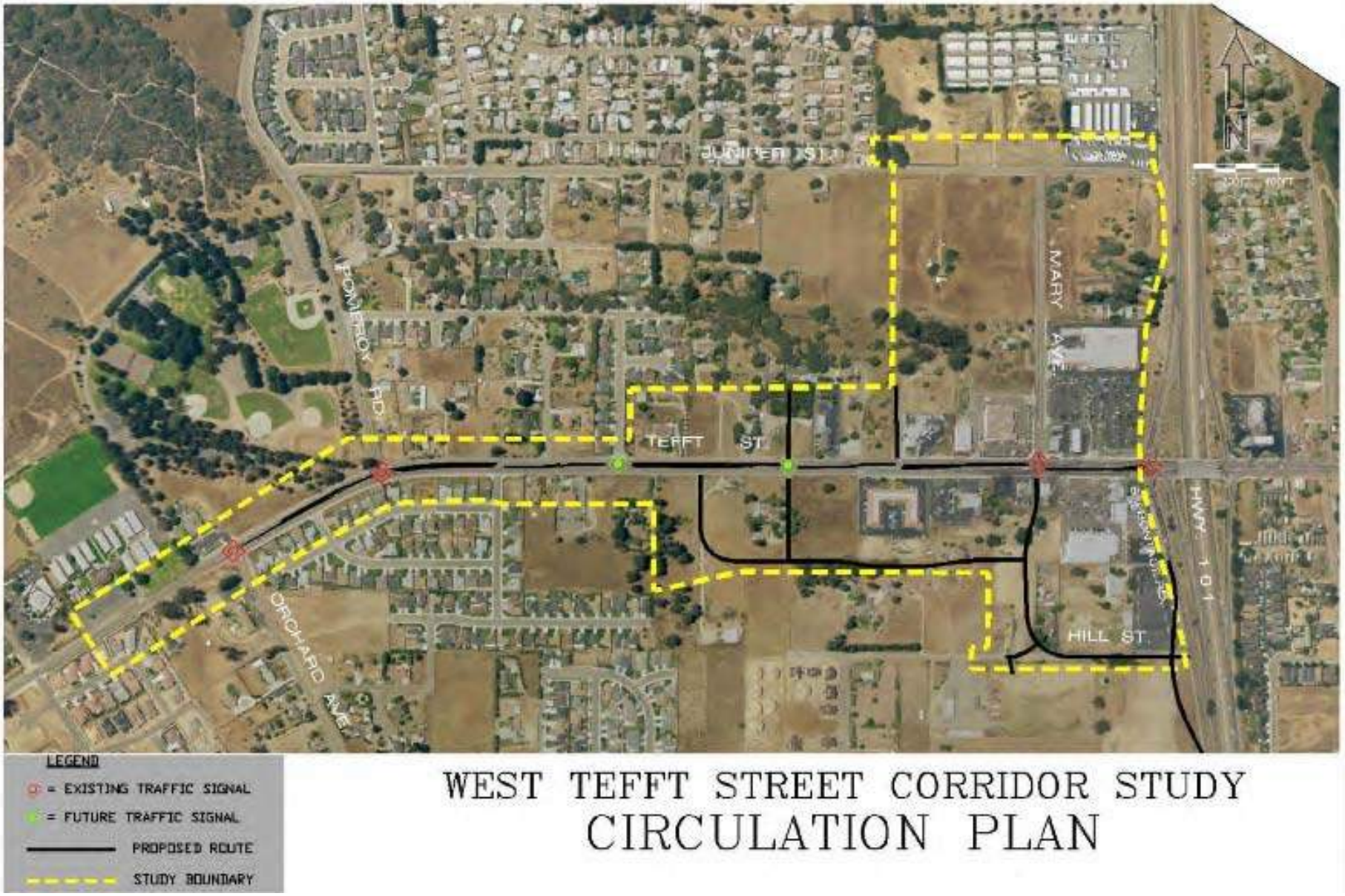

Figure 3-2 *Circulation Plan*

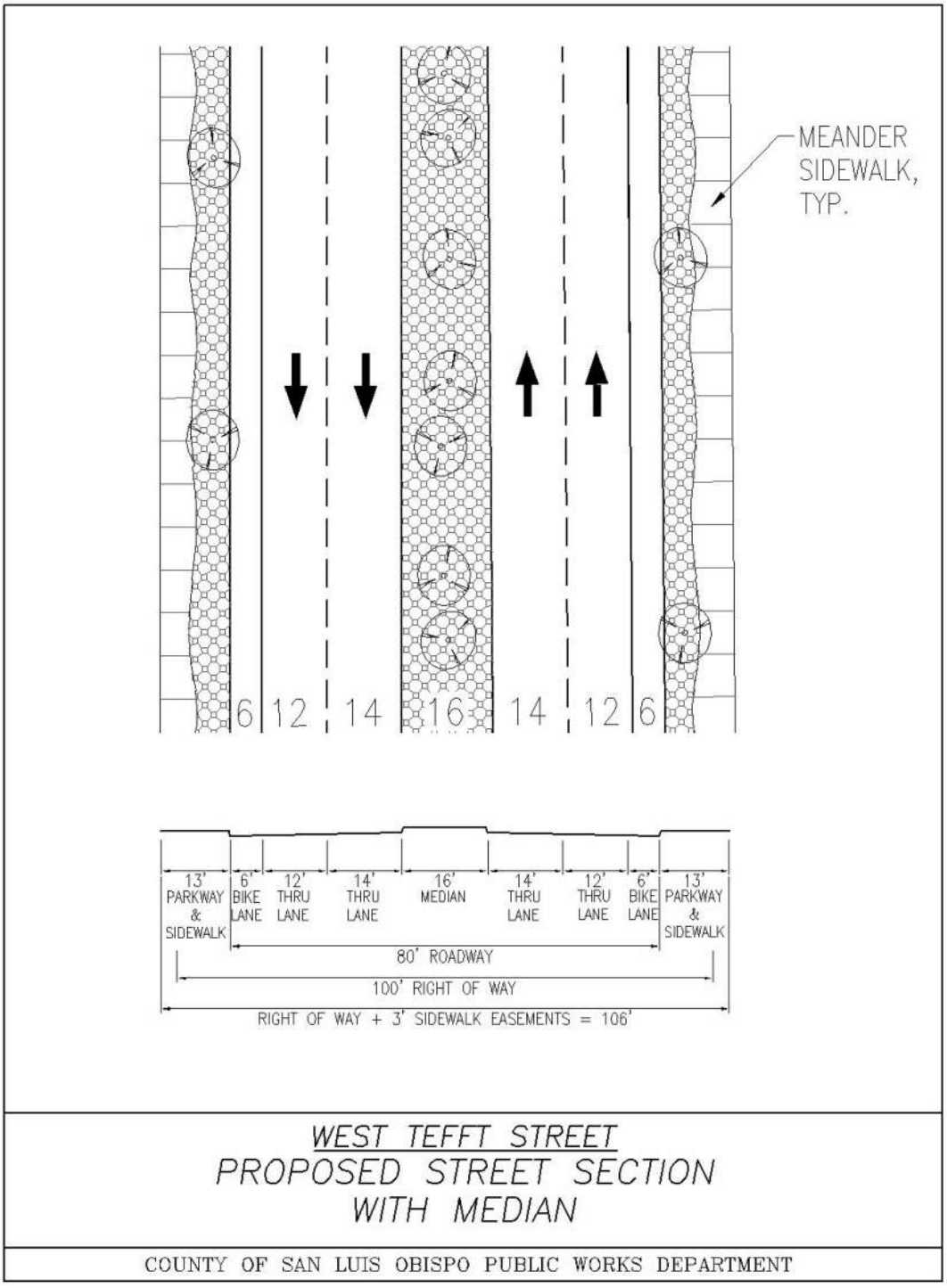

Fig. 3-1 *West Tefft Street Diagram and Section*

4. Design Principles

Basic Design Principles

The following principles are the foundation and reference point for the plan goals and the policies and standards developed later in this plan:

1. ***Enhance Community Life:*** Urban and project design should create a composition of buildings, open spaces and streets that appears pleasing and inviting for a vibrant community life.

2. ***Generate Commercial and Public Activity:*** An aspect of design should be to include small spaces and corridors that are safe from vehicle movement and encourage people to circulate, stop and rest and gather. Stores and dining should be designed and located next to these spaces to provide easy access and attract activity.

3. ***Provide Mixed Uses:*** The design of projects should include a mix of residential, office, and commercial land uses that encourage people to live near any shopping opportunities and work together to vitalize the community.

4. ***Ensure Pedestrian Circulation:*** Provisions for pedestrians should include safe and efficient walking routes, facilities for bicycles and transit, convenient parking lots, and attractive features to relieve the necessity of using a vehicle and to add a sense of community.

5. ***Attractive and Safe Streetscape Design:*** Streets and sidewalks should be designed for safe traffic control, smooth traffic flow for all types of travel, pedestrian orientation, and be visually pleasing.

6. ***Ecological Responsibility:*** Design with respect to nature, avoid impacts that could damage or disrupt the environment, and incorporate natural features in the area.

Figure 4-1 *West Tefft Street Concept*

Land Use Locations

Land uses are typically comprised of single-purpose structures (such as retail buildings), parking lots and landscape, which often are designed to maximize convenience between parking spaces and building entrances. Major retail stores particularly require this convenient access, which results in parking lots in front of stores that can often be remote and disconnected from the fronting street. However, in a downtown the emphasis is on community activity and convenient, comparison shopping, which is best supported by walkable and interesting streets.

Stores along sidewalks provide the access and attraction for pedestrian travel. Studies have shown that pedestrians are more likely to continue walking, (a) if they sense an enclosure, or room-like effect along a street and (b) if they have visual stimuli that interest them along the way. Frequent access points to stores and other uses are essential along a street. Economically, a downtown pedestrian environment benefits individual stores if they are all located to maximize pedestrian access to each one.

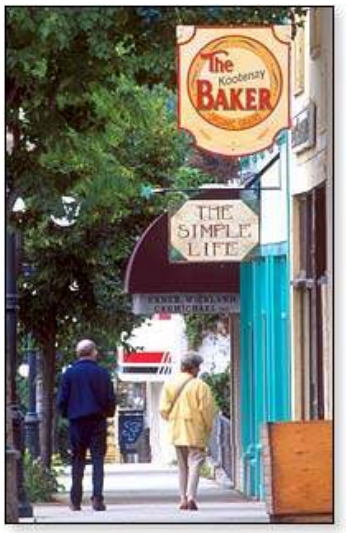

Fig. 4-2 *Sidewalk environment*

The West Tefft Street corridor will have large community-serving markets, drug stores and entertainment centers that may locate behind parking lots. However, the street frontage of these uses needs to include adjacent or closely spaced uses that provide pedestrian access from the sidewalk. Interruptions in a continuous façade of buildings along streets should be the exception, to provide vehicle driveways, views into larger stores, or small parking bays.

Mixed-Use Development

The most effective approach to reducing vehicle traffic and creating sociable downtown settings is to develop a mixture of land uses within buildings or near each other. The community of Nipomo, like many, has a disparity between local employees' incomes and the cost of housing. The economic and social health of the community would be enhanced by reducing this disparity. Mixing commercial with residential uses can provide affordable housing opportunities and reduce an often-expensive reliance on the automobile. However, designers must address potential conflicts between uses in the site planning and architecture of projects, so that deliveries, utilities, fire safety and secure access are provided without negative impacts to residents and businesses.

Public Streetscape Principles

The following public streetscape principles provide a reference point for the standards in this report. A cohesive streetscape plays an integral role in the overall aesthetic success of a street and proves that urban design goes beyond just building architecture.

West Tefft Street

As West Tefft Street is currently the only direct boulevard between East and West Nipomo, large volumes of traffic are anticipated. West Tefft Street will be designed to accommodate projected high traffic levels for ease of travel while providing for alternative modes of transportation – walking, bicycling and transit.

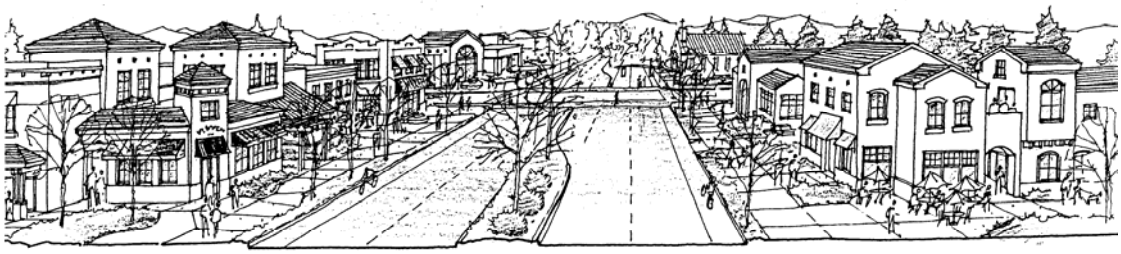

Fig. 4-3 *Section of potential West Tefft Street*

1. ***Wide Sidewalks.*** *S*idewalks should be a minimum eight feet to 18 feet in width, including the use of paved setback areas to provide public spaces for pedestrians. An offer of dedication may be required for the necessary right-of-way to provide the desired sidewalk width.

2. ***Street Furniture.*** *S*treet furniture such as light posts, benches, banners, flower pots, public art and trash receptacles should coordinate with building architecture to create an aesthetic appeal and complement Olde Towne furniture.

3. ***Landscaping.*** Canopy street trees should be planted along the street edge in parkways, between the sidewalk and buildings, and to screen or soften walls. Flowering bushes, perennials, and shrubbery should be planted throughout the study area to soften the "hardscape."

4. ***Gathering Spaces.*** Public and private gathering spaces such as outdoor dining, plazas and pocket parks should be provided to enhance the pedestrian experience and community activity.

Fig. 4-4 *Streetlight*

5. ***Landscaped Median.*** Center islands should divide the street to prevent crossing movements and provide green landscaping, as shown in Figure 4-5. To allow for visibility of businesses, tall trees, low shrubs or flowers should be included.

6. ***Crosswalks.*** Well-defined crosswalks should be included that allow for the safe access and movement of pedestrians throughout the area.

Fig. 4-5 *Landscaped median*

Mary Avenue and Blume Street

Mary Avenue and Blume Street will be extended to ease traffic congestion on West Tefft Street during peak hours, and they should be designed to accommodate pedestrians. Smaller-scale buildings are likely than on West Tefft Street, and with the narrower widths of these streets the opportunity is great to create a comfortable pedestrian environment. Except for landscaped medians, the principles for West Tefft Street are important here as well, and attention to the following additional ones will encourage pedestrian activity. Smaller scale offices, cafes, and boutiques should make up the development on these streets, with easily accessible and landscaped linkages to the larger, busier West Tefft Street.

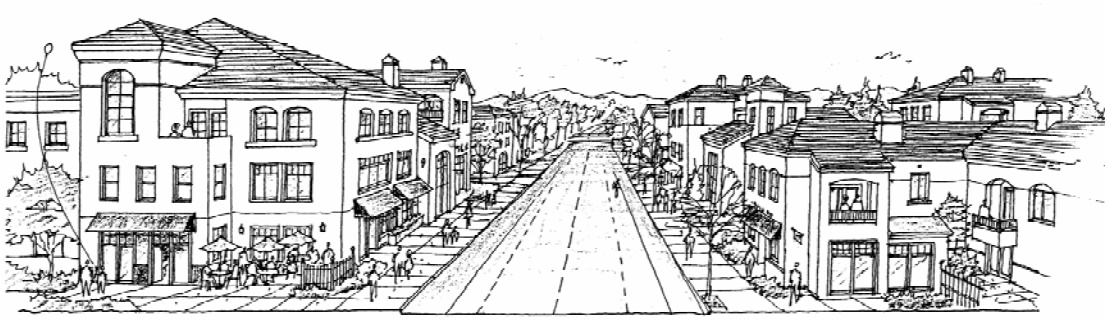

Fig. 4-6 *Section of potential Mary Avenue or Blume Street*

1. ***Continuous Sidewalks and Street Furniture.*** Sidewalks should be provided to continue pedestrian linkages between West Tefft and surrounding streets, and street furniture is very important to provide an inviting presence.

2. ***Complementary Uses.*** Uses should be compatible with neighboring ones and relate to the retail core of businesses located along West Tefft Street.

3. ***Traffic Calming.*** Feasible measures should be implemented to encourage slower driving and increase safety for drivers and pedestrians and minimize the adverse effects of vehicle traffic on pedestrian activity.

New Streets, Lanes, and Pathways

New connecting local *streets* and *lanes* are important to provide access to the interiors of large properties and to neighborhoods, while avoiding cut-through traffic. *Streets* should be public and dedicated; *lanes* would be private and incorporated into parking lots and extended through properties under mutual agreements or easements. *Pathways* as pedestrian elements are also encouraged to be developed throughout a site and connect to adjacent properties.

Fig. 4-7 *Concept of a lane south of West Tefft Street*

1. ***Construction of a grid pattern of streets.*** Streets should be laid out and designed consistent with the South County Area Plan Circulation Chapter, that is a curvilinear grid pattern to provide alternative access to areas than West Tefft Street.

2. ***Pedestrian Linkages.*** Design pedestrian circulation patterns that include pathways and trails between blocks that are safe and accessible from the street.

3. ***Lanes.*** Lanes should be the minimum width for safety needs, and include frequent pedestrian crossings and parallel pathways, to minimize the need to drive or walk circuitously between properties.

5. Site Planning Policies & Standards

The following policies and standards are designed to guide future development within the West Tefft Corridor downtown area as shown in Figure 1-1, consistent with the following plan goals:

A. Provide and maintain a quality environment that will encourage varied size retail and office establishments, smaller independent businesses and downtown residences.

B. Create a pedestrian-friendly and vital business district by encouraging walking and making the downtown an exciting place to be.

The objective of these policies and design standards is to create a varied downtown that encourages pedestrian activity while not duplicating Olde Towne. Design standards are flexible and interpretive except where “shall” is used, in which case a specific requirement is followed. Standards where “should” is used provide a general direction that can be met by alternative proposals, to meet the intent of the standard.

Figure 5-1 *Pedestrian-oriented street environment*

Environmental Protection

Significant environmental impacts should be avoided or mitigated when new development is designed and constructed. The resources that pertain to the West Tefft Corridor area should be respected and sustained through the development review process.

Policy 5.1 Resource Evaluation

The review of new projects includes an evaluation of environmental impacts that is required by the California Environmental Quality Act. Several resources and services have been identified in previous studies or may be required during environmental review of proposed permits. Due to the importance of visual, cultural and noise issues within the design plan area, specific studies should be prepared on these subjects to identify potentially significant impacts when new development projects and subdivisions are proposed,

Standards

A. Scenic resources. Building setbacks at the street frontage and between buildings shall be located and designed to retain at least 50 percent of the view of Tematttate Ridge and other scenic resources as seen from the traffic lane nearest the site. Views of Tematttate Ridge and other scenic resources, such as large oak trees or forested hillsides, shall also be included in project designs for ground-level viewing from within and external to project sites.

1. Views are encouraged to be incorporated and retained into project design in addition to the street setbacks, such as from walkways, plazas, windows and planned view points on upper floors and roofs. When it is uncertain that at least 50 percent of existing views of Tematttate Ridge or other scenic resources will be retained by a proposed project, the applicant shall be required to have a visual study prepared that identifies the extent of visual resources and project impacts, and that proposes design measures to avoid or mitigate significant impacts.

2. Where views are already at least 50 percent blocked by development and/or trees, new development within the obscured areas is not considered an impact to the resource, so long as no additional percentage of the view is obstructed.

B. Cultural resources. At the time of application for a land use permit, or subdivision, the applicant shall provide an archaeological surface survey, to be conducted by a qualified archaeologist who is approved by the Environmental Coordinator. The survey shall assess the potential impacts of all ground disturbing activities (e.g. access roads, buildings, driveways, utility trenches). The applicant shall avoid impacts to identified resources through project design where ever feasible. If avoidance is not possible, the applicant shall implement the recommendations of the archaeologist, as required by the Environmental Coordinator to mitigate impacts to cultural resources.

C. Noise exposure within residential (mixed-use) projects. At the time of application for a land use permit or subdivision, the applicant shall provide a Noise Analysis that identifies any ambient and projected noise levels that would exceed county Noise Element thresholds of significance, and proposed avoidance and mitigation measures to ensure that the development of residential uses and

other qualifying sensitive noise receptors will be consistent with the Noise Element. The applicant shall provide written verification by the acoustical expert that acceptable levels can be achieved with the incorporation of these measures in the proposed use permit.

Mixed Use Development

Residential uses should be included in projects within the West Tefft Street Corridor area. They can provide the mix of uses necessary to create a 24-hour presence for security, business and social activity. Mixed uses are often associated with traditional, rural communities as part of the compact core to "round out" a complete community.

POLICY 5.2 Mixed Use Development

Mixed use projects that have residential uses mixed with commercial and office uses are highly encouraged. This type of development generates a wide variety of activity throughout the area, provides housing for employees, and promotes walking to and from work and shopping.

Fig. 5-2 *Commercial / residential mixed use building*

Standards

A. Commercial and office uses. Commercial retail or office uses are required on the ground floor of street-fronting buildings to better accommodate pedestrians. Retail uses are generally preferred on the ground floor of buildings within the Commercial Retail land use category.

B. Residential uses and density. Residences may be placed on the upper floors of street-fronting buildings, or behind street-fronting buildings, as shown in Figure 5-3. Most of the residential units should be priced to be affordable for persons who work within the West Tefft Corridor. Live-work units (where building space is allocated to occupational uses) may occupy the ground floor in buildings behind street-fronting buildings. The density of residential units shall have a maximum density of **26 units per acre**, and attached units are encouraged to provide for efficient land use.

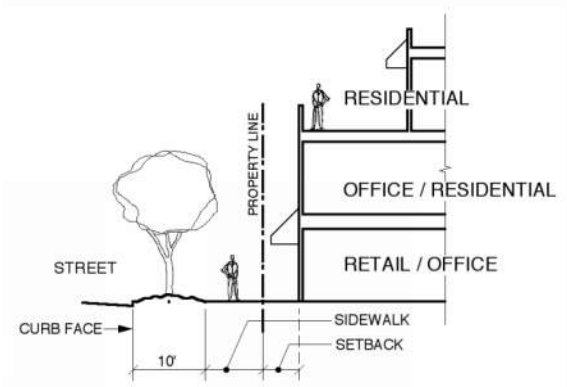

Fig. 5-3 *Mixed-use building section*

C. Land Use Ordinance requirements. Proposed mixed use projects shall be in compliance with Land Use Ordinance Section 22.30.490, except that residential

units located behind street-fronting buildings may be detached from those buildings.

Building Location and Orientation

Buildings that are located close to the sidewalk are important to attract pedestrians, who are essential for the success of the downtown. Buildings close to the street provide a feeling of containment, and the street becomes an outdoor room filled with activity. Even auto-oriented shopping centers need to be designed with a pedestrian orientation at the street. A continuous row of neighboring buildings along the sidewalk, with minor variations and small, partially enclosed spaces or walkways, will create a pedestrian-friendly environment.

POLICY 5.3: Building Setbacks

Buildings should be located behind landscaping or interesting paved setbacks, and be allowed minor insets and patios to create a continuous pedestrian environment along the street.

Standards

A. West Tefft Street front and street-side setbacks. The required setback for development fronting West Tefft Street is five feet from the right-of-way, except as provided below. Building space shall occupy at least 60 percent of the site width at the setback, except as allowed below.

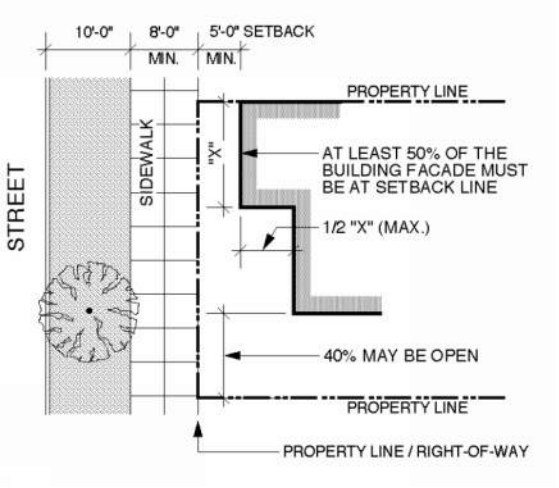

Fig. 5-4 *West Tefft Street front setback*

1. **Additional setback for articulation.** Up to 50 percent of a building façade may be set back further to a distance of no more than 50 percent of the fronting façade width at the front setback, as shown in Figure 5-4.

2. **Maximum open frontage.** A maximum of 40 percent of street frontage may be open to the interior of a site.

3. **Additional setback for outdoor gathering space.** The front setback on West Tefft Street may be increased up to 20 feet to accommodate outdoor dining or a semi-public gathering space such as a courtyard or small plaza. A semi-public space shall be open to the public during business hours of the fronting business, shown in Figure 5-5.

4. **Design of additional setback.** Any additional setback beyond five feet shall be designed to reveal or express building and site interior areas and functions, provide vertical and landscaped relief to buildings and to provide space for outdoor activity, illustrated in Figure 5-5 and 5-6.

5. **Interior buildings.** Buildings may be allowed within the interior of the site (such as major stores) if conforming street-fronting buildings are proposed to be constructed at the time of interior development.

Fig. 5-5 *Setback for semi-public space*

B. Development within the front setback. The setback space shall be developed with either, or a combination of the following choices in **1** or **2**:

1. Landscaped planters (ground level or raised) with drought-tolerant plants and trees, or

2. An extension of the sidewalk, to be furnished with street amenities from the following list:
   - **a.** Benches, chairs, tables, trash containers,
   - **b.** Fountains, public art
   - **c.** Planters (ground level or raised),
   - **d.** Potted plants, hanging flower baskets, etc.
   - **e.** Surfacing should be concrete or pavers that may be colored, in patterns or symbols, which should express tasteful abstract or representational images. Accent or border pavements are encouraged that create focal points, texture and pattern within the setback area.
   - **f.** A building frontage, upon a finding of site constraints which prevent full use of the site or where a building design would achieve or enhance the design goals.

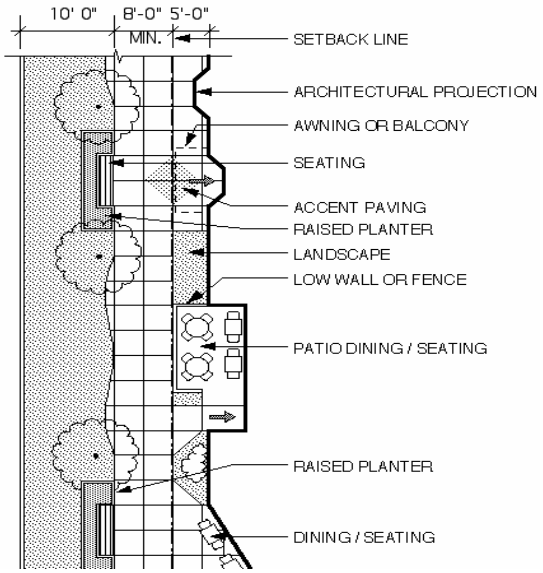

Fig. 5-6 *Suggested features in front setback*

3. A solid wall up to 36 inches tall is permitted, and an additional height of 24 inches may be utilized for transparent railings, clear glass or plastic, when used to enclose features in subsection B.2.

4. Features within the setback shall be designed and maintained to promote easy walking between the sidewalk and adjacent property.

C. Front and street-side setbacks and frontage features – other public streets than West Tefft. The required setback from the street right-of-way is zero feet. Building space shall occupy at least 70 percent of the frontage at the setback (maximum open frontage of 30 percent). Exceptions to the front setback standard and development within the front setback shall be as allowed in standards A.1 and 3 through 5 for West Tefft Street. Features within the sidewalk and setbacks are encouraged as shown in Figure 5-7.

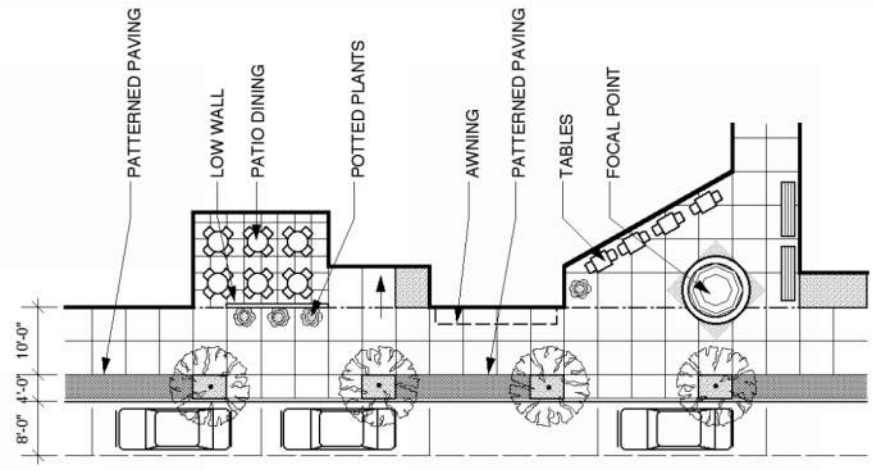

Fig. 5-7 *Suggested features on other streets than West Tefft*

D. Second-story setback. Second floors may be set back up to 10 feet from first floor frontages to accommodate elements such as porches, balconies, or trellises, which are encouraged, as shown in Figure 5-8. A second floor setback should not exceed 10 feet.

E. Third story setback. Third story building frontages shall be set back a minimum 20 feet such that no façade is taller than two stories at the street, as shown in Figure 5-9.

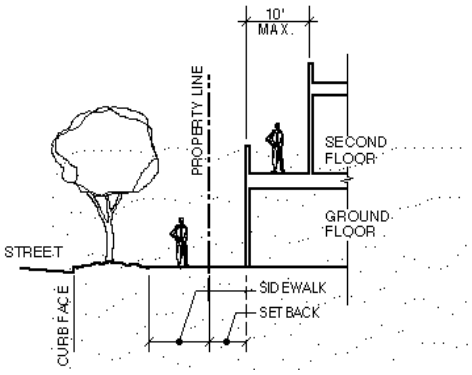

Fig. 5-8 *Second-story setback*

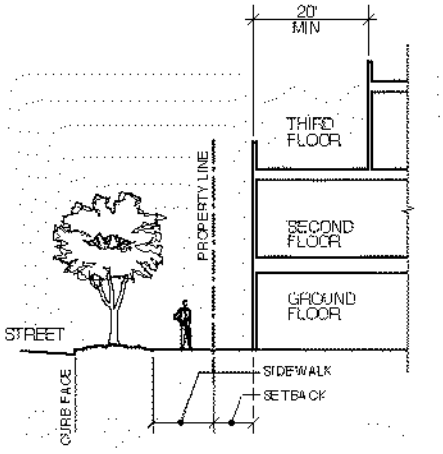

Fig. 5-9 *Third-story setbacks*

Building Entries.

1. **Entry location.** Ground floor primary access to all street-fronting commercial buildings shall be from the main fronting street. Secondary access may be provided from the rear and side of the building.

2. **Entry treatment.** Entries should be well-defined in the site plan and scaled to pedestrian proportions. Specific features such as sidewalk edges, low walls, building elements or landscaping should highlight each entry. Entries should be recessed entry bays to create spaces between the street and buildings.

Site and Open Space Orientation

The overall appearance and "walkability" of each site is of extreme importance in establishing a vibrant downtown. By providing features that attract pedestrians, the area will avoid development that resembles suburban, nondescript strip malls and contribute to a distinct sense of place.

POLICY 5.4: Pedestrian circulation

Pedestrian circulation is essential for economic and social success within the downtown. As much or more attention is necessary to the design of walkways or paseos as to vehicle travel. Within the large sites in the West Tefft Corridor, improved pedestrian walkways should connect properties, streets and parking to building entrances and gathering spaces.

A. Walkways (Paseos). Landscaped decorative walkways (paseos) are encouraged, in order to provide connections between buildings, to rear parking lots, and to properties in the area, as shown in Figure 5-10.

1. Where shown on the Circulation Plan, they are required in the vicinity of the project.

2. Where walkways are to connect to adjacent properties, a joint access agreement should be executed between the property owners.

3. Minimum widths are 5 feet pavement, free of landscape or furniture; and 8 feet total.

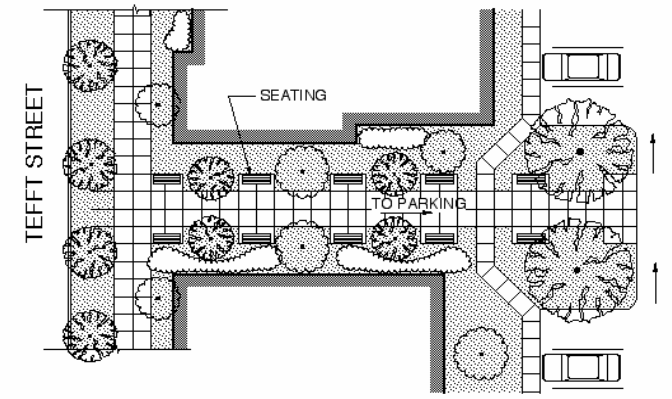

Fig. 5-10 *Paseo or walkway*

POLICY 5.5: Plazas, Courtyards, and Outdoor Dining

Pedestrian-oriented places such as plazas, courtyards, and outdoor dining, are strongly encouraged to provide gathering spaces throughout the downtown.

Standards

A. Public and semi-public spaces (patios). Gathering spaces or patios in either the public or private realm are encouraged within and bordering development projects, to provide for a human-scale environment, illustrated in Figure 5-11.

Fig. 5-11 *Semi-public gathering space*

1. **Orientation.** Gathering space designs should take advantage of a south-facing orientation, adjacent to walls to capture sunlight and avoid windy conditions. They should be oriented toward building entrances and near other adjacent ground floor uses that animate and enliven the space (Figure 5-12).

2. **Enclosure.** The design of gathering spaces should have enclosure on at least two sides, to shelter users from wind and provide a sense of place and security. Enclosure can be a building wall, a screen wall or solid fence or landscape.

3. **Landscape.** Landscape should be utilized to further define and contain a space.

4. **Layout.** Public use of the space should be designed for its intended purposes, such as eating, seating, passing through, socializing and resting, and the design should avoid conflicts between these activities.

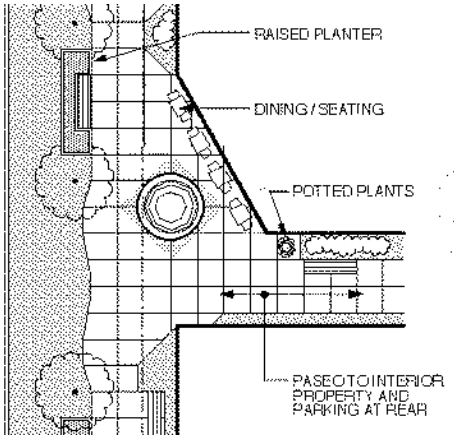

Fig. 5-12 *Semi-public space*

5. **Open space features.** Open spaces should provide a contrast to the built environment with landscaping and distinctive features such as fountains and art.

B. Public art. Public art, as a feature that is accessible to the public, is strongly encouraged to be a part of gathering spaces to draw people into and through them, as well as along sidewalks and buildings.

1. Public art should identify areas that have a unique identity and celebrate local history, culture and nature. Generic, commercially related art is discouraged.

Fig. 5-13 *Sculpture in Porterville*

2. Diverse media and art forms are encouraged, such as, but not limited to statues, vertical and horizontal works, surface decorative designs, and murals (particularly on firewall facades).

3. Public art should be integrated into development projects. An artist should be part of the design team and participate from the project's inception. Public art proposals shall be reviewed for approval by the Nipomo Arts Commission as part of the development review process, prior to use permit approval. Maintenance and security arrangements shall be provided with public art projects.

Fig. 5-14 *Mural in Exeter*

4. Art pieces should be located within public property or directly adjacent to be visible and accessible by the public.

Fig. 5-15 *Bronze sculpture*

5. Public art should be included in public works, parks and recreation projects or other public infrastructure projects.

C. Planters. Potted plants and built-in planters should be located along sidewalks and throughout gathering spaces to enliven them with color and additional landscape, illustrated in Figures 5-15.

Fig. 5-15 *Parkways and potted plants*

D. Outdoor dining. Formal outdoor dining venues with designated areas for tables and chairs are highly encouraged, as shown in Figure 5-16.

1. Design suggestions.

a. Outdoor dining is encouraged to be located near building entries and windows, inset or adjacent to the façade, within setbacks or elsewhere on-site, within patios or decks, and away from vehicle parking and drives.

b. Outdoor dining should be located on paved surfaces for pedestrian safety. It should include aisle access to individual tables for service and customer access. Lighting and heating should be included and designed for energy efficiency and to minimize glare unto public and private property.

c. Room should be planned for pedestrian circulation around dining areas.

d. Noise should be minimized by distance from traffic, or use of walls and windows.

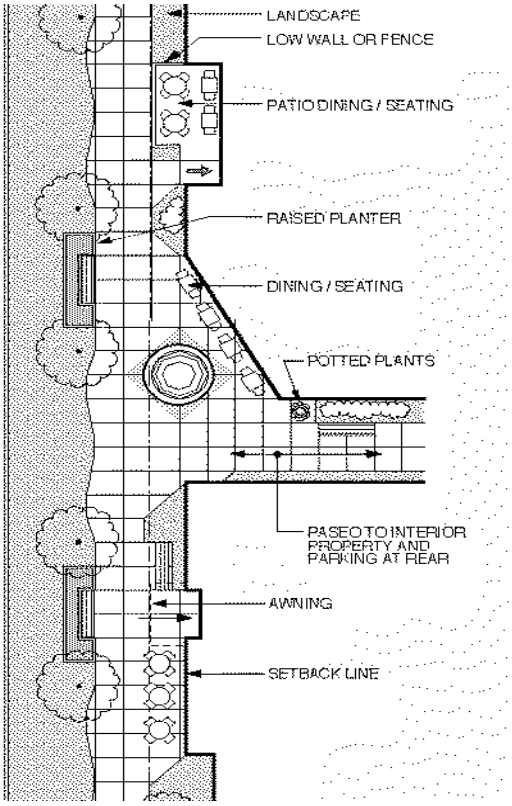

Fig. 5-16 *Sidewalk dining examples*

2. Design requirements.

a. Outdoor dining proposals shall comply with parking, setback and other requirements of the Land Use Ordinance.

b. Sidewalk dining is allowed with approval of a county Encroachment Permit and a Zoning Clearance in accordance with these standards.

c. Proposals to utilize sidewalks shall show proposed dining located at the rear of the sidewalk and not at the curb, and shall include a three-foot tall wall or fence, to provide a formal edge, security and enclosure. The wall or fence design shall be consistent with design features or themes of the primary use and this design plan.

Parking Lots

POLICY 5.6: Parking Lots

Parking lots should be easily accessible, serve multiple parcels, have attractive landscaping and shade trees, and be located so that they enhance the desired pedestrian orientation.

Standards

A. Location of parking. Off-street parking lots shall be designed to maximize street frontage for business structures and outdoor activities. Parking at the sides of buildings that front public streets should only be utilized if no other feasible location is possible. Parking areas should be located near the rear or center of the site, surrounded by buildings and landscaped areas.

B. Driveway location. Where a corner lot is being developed, the parking lot entry should be located on the side street. Parking drives shall be designed and provided to access adjacent properties through mutual access easements or other means.

C. Consolidated parking. Multiple businesses are encouraged to share a common lot based on hours of operation and needs of the business and enter into a joint use, shared access and maintenance agreement.

D. Parking lot size. Provide small parking bays of 24 cars or fewer, with walkways and landscape between them, as shown in Figure 5-17.

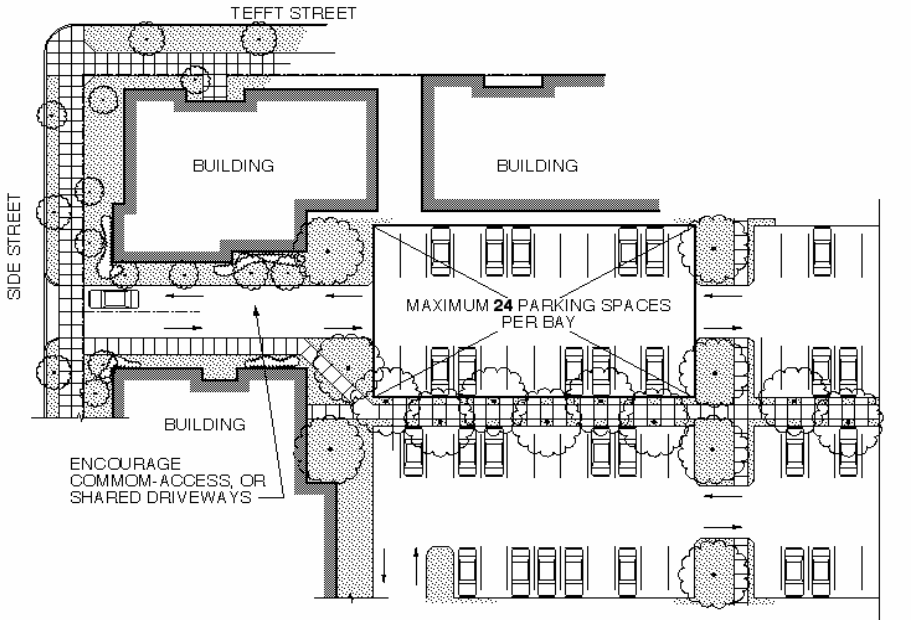

Fig. 5-17 *Preferred parking location, access and design*

E. Screening. Parking areas that are visible from the public right-of-way shall be screened to reduce glare from parked vehicles. Parking lots located adjacent to the street shall provide 3 feet of screening (berms, fences, walls, etc.) between the street and parking, as required by the Land Use Ordinance Chapter 22.18. Pedestrian access from the public sidewalk and within the site shall be provided through these screening devices at convenient intervals.

Utilities

POLICY 5.7: Utilities in Site Development

Public and private utilities are so numerous that they can be pervasive and interfere with the appearance and physical enjoyment of otherwise attractive development. The success of the West Tefft Corridor area is so important that particular attention needs to be paid to careful placing and screening of utilities.

Standards

A. Content requirement. Utilities listed below shall be included in project plans in addition to other application content requirements of the Land Use Ordinance.

Air release valves
Alarm boxes
Backflow preventers
Burglar alarms
Cable TV amplifiers
CCTV cameras
Check valves
Cleanouts
Condensate drains
Drain grates
Drain valves
Drip tubing
Electric meters
Exterior fire sprinkler pipe arrays
Fire escapes
Fireplugs
Gas meters
Irrigation valves
Manholes
Meter boxes
Phone pedestals
Pressure relief valve Drains
Pull boxes
Roof drains
Speakers
Splice boxes
Transformer enclosure
Utility boxes
Valve boxes
Vaults
Vent pipes
Water meters

B. Utilities locations, screening and design. Features in the above list are highly encouraged to be placed within buildings or other structures, or below ground. They should be in unobtrusive and safe locations. They shall be screened from or blended with the project to the maximum extent feasible. They shall be designed in an aesthetic manner. Utilities shall be avoided at and near driveways and front door entrances and display windows.

6. Architectural Policies & Standards

The West Tefft Corridor currently contains a variety of architectural styles and uses. A cohesive downtown can be achieved partly through the architecture chosen for a site. Commercial buildings should address the street in a manner that supports and encourages an interaction of building tenants and pedestrians. The building design should allow for individual expression of shops, including variation in storefront designs within the same buildings, window displays and signage, while keeping with the overall design theme.

POLICY 6.1: Building Heights and Character

The height and scale of new buildings should be compatible with their surroundings.

Standards

A. Building height. Maximum building heights are as established by the Land Use Ordinance: 45 feet within the Central Business District; 35 feet elsewhere. Building heights should be varied to provide articulation. Within these height limits, a maximum of three floors or stories is allowed.

B. Façade height above sidewalk. New street-fronting building facades shall be a maximum of two stories with a minimum height of 15 feet, except that façade height may be allowed to three stories where the third story is stepped back a minimum of 20 feet from the lower street-fronting façade (Figure 6-1). Three stories may be allowed within the interior of a site without this setback.

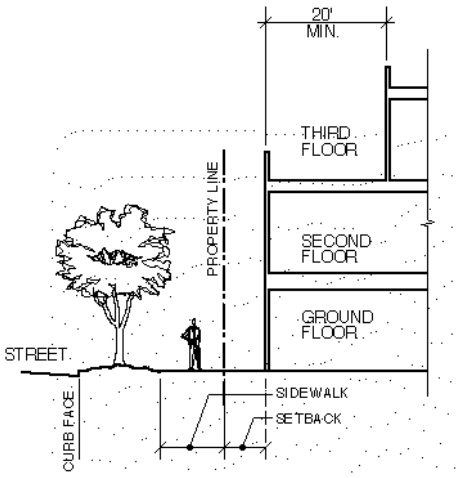

Fig. 6-1 *Building Height/Setbacks*

C. Building scale. The height and massing of buildings should provide facades that are divided into vertical bays and into horizontal dimensions indicating a base, middle and top, to respect human scale, as shown in Figures 6-2 and 6-4.

Fig. 6-2 *Building scale*

D. Design character. Design character should be consistent over the entire building, where the building will be visible by the public from streets and

parking areas. Roof treatment, eaves, and architectural detailing should be consistent on front, sides, and rear.

E. Windows. Windows should be utilized on at least 50 percent of ground floor façades that are visible from a street or walkway, to avoid blank walls visible from public view (see Figure 6-3).

F. Window transparency. At least 40 percent of the area of each window shall be unobstructed by displays, walls, or other devices. Signs shall not be taped to windows in order to maintain transparency and a neat appearance.

Fig. 6-3 *Window coverage*

POLICY 6.2: Building Entries

Primary entries should be provided along the street frontage and service access from parking lots.

Standards

A. Entry location. Ground floor commercial (including office) uses fronting the street shall have primary access from the main fronting public street.

B. Secondary entry. Secondary access may be provided from the rear and side of a building.

C. Recessed entries. Building entries should be recessed in entry bays to create transitional space between the street and buildings. They should be well defined and scaled to pedestrian proportions.

D. Overhangs. The use of overhangs and awnings is encouraged to emphasize the visibility of building entries, as shown in Figures 6-4 and 6-6.

POLICY 6.3: Building Articulation

Buildings along the street front should provide three-dimensional details and decoration such as overhangs, balconies, and cornices to provide visual variety along the street.

Standards

A. Building articulation. All facades should emphasize three- dimensional articulation to provide vertical, horizontal and depth relief. Details such as cornices, window moldings and reveals are encouraged in order to cast shadows and create visual interest on the façade. Projections, trellises, balconies, porches and detailed parapets or arcades are also examples of appropriate relief.

Fig. 6-4 *Articulated buildings and use of overhangs & awnings*

B. Building rhythm. Building facades with public access should have vertical articulation at frequent intervals to provide a human scale and visual rhythm to encourage walking (Figure 6-5). This articulation should be at 25 to 35-foot intervals along public streets, although the interior use may occupy the entire space. Interior buildings to a site should provide vertical elements at least every 60 feet.

C. Facade treatments. The use of overhangs, awnings and balconies, as shown in Figure 6-6, is encouraged to provide color and a variety of dimension to buildings, solar and weather protection, and to emphasize the visibility of building entries. Roof and wall features may project into the front setback as allowed by the Land Use Ordinance, Section 22.10.140.H.3.

Fig. 6-5 *Building rhythm*

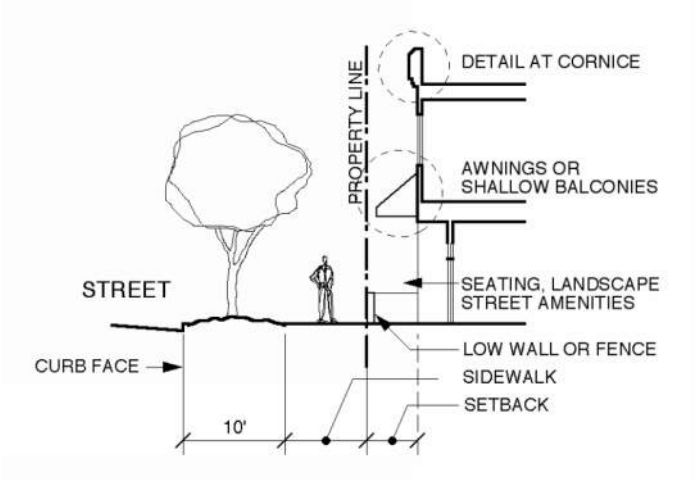

Fig. 6-6 *Facade treatments*

POLICY 6.4: Architectural Styles

Buildings should be designed to complement each other and give the entire area a unified appearance and a local sense of place.

A well-coordinated mix of architectural styles can convey a sense of local history, regional characteristics, and pride in a community.

Standards

A. Preferred architectural styles. Buildings should be designed in Early California or Mediterranean styles that utilize stucco wall surfaces and tile roofs, or in simple Craftsman or Victorian styles that utilize wood siding, moldings and shingle roofing, with the following features:

1. Early California style features:
- **a.** Simple forms and surfaces
- **b.** Smooth-troweled stucco as primary material
- **c.** Wood accents (beams, columns, door/window lintels & frames)
- **d.** Decorative ironwork, tile and stone as accents
- **e.** Medium roof pitch with clay tile roofs
- **f.** Thick walls, expressed volume
- **g.** Vertical fenestration
- **h.** Some full arches and flat arches
- **i.** Decorative balconies, chimneys, etc.

Fig. 6-7 *Early California style*

2. Mediterranean style features:
- **a.** Simple wall planes, forms and surfaces
- **b.** Smooth-troweled stucco walls & tile roofs or flat roofs with parapets
- **c.** Arches and medallions
- **d.** Soffitted (covered) eaves and moldings
- **e.** Exposed rafter tails and beam ends
- **f.** Cornices
- **g.** Tile and stone accents
- **h.** Thick walls, expressed volume

Fig. 6-8 *Mediterranean style*

3. Craftsman style features:
- **a.** Low pitched roofs
- **b.** Horizontal siding
- **c.** Patterned or decorative wood wall surfaces
- **d.** Embellished gable ends, including trussed gable ends
- **e.** Decorative cornice and cornice banding below eaves

Fig. 6-9 *Craftsman style*

f. Extended eave brackets and braced eave supports
g. Open or soffitted eaves may be used
h. Horizontal windows with wide vertical mullions
i. Porches

4. Victorian style features:
a. Wood siding with brick or stone foundation
b. Gable and shed roofs at least 4:12 pitch
c. Simple window frames with sills and wide moldings
d. Moldings and cornices with decorative trim
e. Victorian features such as shingles, brackets, etc.

Fig. 6-10 *Victorian style*

B. Discouraged architectural styles. Buildings should not be designed in Modern, Post-Modern or Frontier (false-front) styles or in chain-store, formula designs.

C. Contextual design. Design should reflect good architecture in the vicinity and not be radically different from adjacent buildings. The style should remain consistent within a site.

POLICY 6.5: Roofs

New buildings or remodeled facades should have roof lines that are varied and lessen the building's apparent mass and height.

Standards

A. Parapet roofs. Parapet roofs should include elements such as parapet caps, projecting cornices and cornice details or variety in shape and pitch to provide architectural interest.

B. Roof detailing. Roofs and eaves should include details such as decorative trim or molding to create interest on the building façade.

C. Unusual roofs. Unusual roof shapes such as domes, barrels or steep mansards (Figure 6-11) are not appropriate and are discouraged.

D. Roof materials and colors. Roof materials and colors should complement the building's architecture style. Appropriate materials for pitched roofs

Fig. 6-11 *Steep mansard roofs*

include, but are not limited to, clay or integrally colored tile, metal, concrete tile, or architectural dimensional composition shingle. Discouraged materials include brightly colored roofing tiles, corrugated fiberglass or metal, unfinished metal panel roofing and highly reflective roofing.

E. Roof-mounted Equipment. Roof-mounted equipment should be screened so as not to be visible from public areas at the ground level or from properties at higher elevations.

G. Roof terraces. The use of large roof terraces is discouraged, but they may be appropriate for mixed use buildings.

POLICY 6.6: Building Colors and Materials

Building colors and materials should be consistent with the style of architecture.

Standards

A. Colors. Building colors should add visual interest to downtown, yet be compatible with the surrounding area. Building walls should be light-colored tones, with darker colors as accents.

E. Materials. New buildings should be constructed of materials that are associated with the area. The use of highly finished, extremely rustic, or simulated materials is not appropriate.

1. Materials that are prohibited include the following, except where used as artistic accent:
- **a.** Metal or glass walls
- **b.** Unfinished precision concrete block
- **c.** Blank concrete "tilt-up" construction
- **d.** Painted or white brick
- **e.** Prefab or manufactured structures
- **f.** T-111 or other non-durable siding
- **g.** Low-quality faux stone or wood materials

2. Materials that are encouraged include the following:
- **a.** Stucco (smooth, sand or light lace finish rather than textured)
- **b.** Wood, or wood-appearing materials, as a primary horizontal siding or accent material
- **c.** Brick, as an accent material only
- **d.** Split face masonry block, as a primary or accent material only
- **e.** Unglazed tile, as an accent material and roofing material
- **f.** Glazed tile as an accent material
- **g.** Concrete or faux stone materials with high quality finish
- **h.** Natural stone and cut stone from a regional source

7. Landscape, Signage, and Lighting Policies and Standards

What seem to be simple details such as landscaping, signage and lighting can make a significant difference in the overall look and feel of an area. In the case of the West Tefft Street corridor, these elements are very important as it transforms to a walkable and lively town center.

Landscaping provides many functions as it enhances building architecture, reduces storm water run-off by absorbing rainfall, preserves natural and creates resources, and reduces glare and provides shade. Signs identify uses, guide transportation and support public safety and convenience. Exterior lighting provides visibility at night at site entrances, walkways, parking areas and other areas of a site, and it can accent building architecture and landscaping.

POLICY 7.1: Landscape Appearance

The pedestrian friendly atmosphere of the area should be supported by the development of decorative landscapes.

Standards

A. General guidance. Good design is a result of careful placement of buildings, parking, walkways, gathering spaces and planted areas. The employment of a landscape architect is encouraged before the preparation of project designs to evaluate and help create a well-rounded plan that responds to the site and nearby conditions.

Fig. 7-1 *Integrated project design*

B. Existing trees. New development should preserve and protect the existing healthy mature trees within the area.

C. Location. Landscaping shall be located within areas required by the Land Use Ordinance; such as within parkways and setbacks, as well as the interior of a site (Figure 7-2).

Fig. 7-2 *Landscaped setback*

D. Slope planting. Slopes shall be planted with landscaping that is native or similar species to create a visual buffer between the development up-slope and below.

E. Architectural scaling. Landscaping should be used as a scaling device along property lines, at building corners and at the base of buildings, for example, to reduce the apparent bulk of buildings.

F. Planters. Edges, parkways, planted medians, planter boxes, and hanging or elevated flower baskets are highly encouraged within all new development along the West Tefft corridor and surrounding streets. In-ground and raised planters should be utilized in proximity to each other to provide variety in appearance, as shown in Figures 7-3 and 7-4.

Fig. 7-3 *Sidewalk with planters*

Fig. 7-4 *Raised planter*

Built-in planters along building walls, below and above windows are encouraged on building frontages and interior open space areas, such as breezeways, paseos and plazas, illustrated in Figures 7-5 and 7-6.

Fig. 7-5 *Upper story flowers*

Fig. 7-6 *Plaza landscaping*

G. Water supply. To monitor and optimize water use, a separate water meter should be installed for landscape irrigation.

H. Landscape elements. Distinctive features such as decorative benches, fountains and art should be included in landscape or hardscape areas at appropriate locations (Figure 7-7).

I. Outdoor dining. Landscaping should be included with outdoor dining, either in planters or pots, to create an enjoyable setting (Figure 7-8).

Fig. 7-7 *Plaza art*

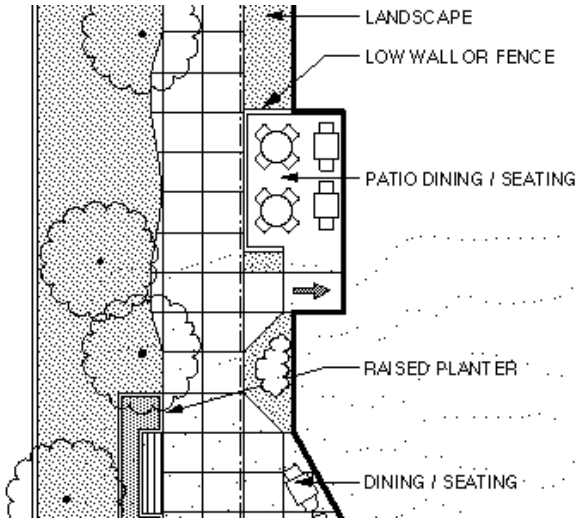

Fig. 7-8 *Outdoor dining example*

J. Plant selection. Plant selection should reflect its intended purpose, such as screening, shade, decoration or natural background, or erosion control. It should also reflect the scale of the surroundings, such as other vegetation, buildings and spaces.

1. Where landscaping is intended to provide screening or shading, its original size and spacing should be chosen to achieve the intended function within five years.

2. In the West Tefft Corridor area, the following plant species are encouraged as elements of projects to provide a consistent theme (heights noted), in addition to other plant materials that may be appropriate in the county Plant List, on file at the Department of Planning and Building. These lists are required for preparing landscape plans. Preferred street trees are listed as "ST" below and discussed in Chapter 8.

SHRUBS

Common Name	*Botanical Name*	Height (ft.)	Width (ft.)
Autumn Sage	*Salvia greggii*	4	4
Bush Anemone	*Carpenteria californica*	4-8	5
California Fuchsia	*Epilobium californica*	1-2	6+
Ceanothus 'Blue Cushion'	*Ceanothus* 'Blue Cushion'	2-4	5
Ceanothus 'Snowball'	*Ceanothus rigidus* 'Snowball'	2-4	5
Conejo Buckwheat	*Eriogonum crocatum*	1	2
Greensphere Manzanita	*Arctostaphylos* 'Greensphere'	3	3
Island Bush Snapdragon	*Galvezia speciosa*	3	5
Photinia fraseri –			10–15
Pittosporum - different varieties			2-40
Red Monkeyflower	*Mimulus puniceus*	2-3	1-2
Rhaphiolepis indica – 'Ballerina'			2
Rhaphiolepis indica – 'India Hawthorne'			4-5
Sulphur Buckwheat	*Eriogonum umbellatum*	1-2	3-4
Wooly Blue Curls	*Trichostema lanatum*	2-4	4
Yellow Monkeyflower	*Mimulus aurantiaca*	2-3	1-2

TREES

Common Name	*Botanical Name*	Height (ft.)	Width (ft.)
Big Leaf Maple (D)	*Acer macrophyllum*	10-40	20+
Chinese Elm (D)(ST)	*Ulmus parvifolia*	50	60
Chinese Pistache (D)(ST)	*Pistachia chinesis*	40	40
Coast Live Oak (E)	*Quercus agrifolia*	20-40	35+
Fernleaf Catalina Ironwood (E)(ST)	*Lyonothamnus floribundus ssp. asplenifolius*	20-35	15
Fruitless Olive (E)	*Oleaceae* Male cultivars only	30	30
Holly Oak (E)(ST)	*Quercus ilex*	30-60	40+
Japanese Crape Myrtle (D)	*Lagerstroemia fauriei*	20-30	25+

Common Name	*Botanical Name*	Height (ft.)	Width (ft.)
London Plane Tree (D)(ST)	*Platanus x acerifolia*	40-60	35+
	'Bloodgood' variety has some resistance to anthracnose.		
Purple-Leaf Flowering Plum (D)			
	Prunus cerasifera 'Atropurpurea'	25-35	
Tan Oak (E)	*Lithocarpus densiflora*	10-30	15+
Tipu Tree (D)(ST)	*Tipuana tipu*	50	35
Valley Oak (D)	*Quercus lobata*	15-40	35+
Western Redbud (D)	*Cercis occidentallis*	8-20	10+

(D) - Deciduous
(E) - Evergreen
(ST) – Preferred Street Tree – See Chapter 8 – Streetscape

K. Prohibited plant species. Species are not allowed in the West Tefft Corridor area that are shown in the Prohibited Plants section of the county Plant List. The following *tree* species also are prohibited to avoid association with other regions and to retain a local sense of place: *Palm trees, Eucalyptus trees, Carrotwood, and Ficus macrocarpa nitida*.

L. Paving under projected tree drip lines. Tree installation shall include semi-permeable pavers within the projected drip line.

POLICY 7.2: Signage

Signs for commercial development should be designed in such a way as to be unobtrusive, and sized at a pedestrian scale.

Standards

A. Signage. Signs should be designed to the minimum size necessary to identify the business and should not overwhelm the character of the area.

B. Specialized sign requirements. The following sign regulations are applicable in addition to or instead of like standards in the Land Use Ordinance, Sections 22.20.010 through 22.20.080, which include exceptions to sign standards in Section 22.20.060.D.

Fig. 7-9 *Pole sign*

1. **Wall and store-front signs.** Wall and store-front signs are encouraged.

2. **Freestanding pole signs.** Freestanding pole signs (see example in Figure 7-9) are not allowed.

3. **Monument signs.** Monument signs are limited to 24 square feet in area and six feet in height, except that within front setbacks they shall be no larger than 10 square feet and no higher than three feet. Monument signs shall only be used to identify uses that are located in back of street-fronting buildings or on properties that do not front a public street. Lighting for monument signs shall be internal to the sign, or downward directed external lighting. An exception to this standard may be allowed by

Conditional Use Permit approval, in addition to the exceptions allowed by the Land Use Ordinance, with a finding required that the sign will not impede visibility for traffic or pedestrians or detract from the site and architectural character of the project. A monument sign is a low free-standing sign supported by a pedestal or poles, which is intended to be at a pedestrian scale (see Figure 7-10).

Fig. 7-10 *Monument sign*

4. **Projecting and suspended signs.** Projecting and suspended signs (see examples in Figure 7-11) are allowed in accordance with the Land Use Ordinance.

5. **Window signs.** Window signs are limited to 15 percent of the individual glazed opening in which they are situated, within eight feet of the window, and no more than one lighted sign per window is allowed.

6. **Directional signs.** Signs giving guidance to parking lots, bus stops, bicycle paths, or similar uses should be consolidated with other features, such as mounted on lampposts. These signs should meet County standards, but be designed to be compatible with the above design standards.

7. **Marquee or directory signs.** Marquee or directory signs are limited to one sign per property, not to exceed two square feet for each room or suite occupied as a unit, and with a maximum height as allowed for monument signs.

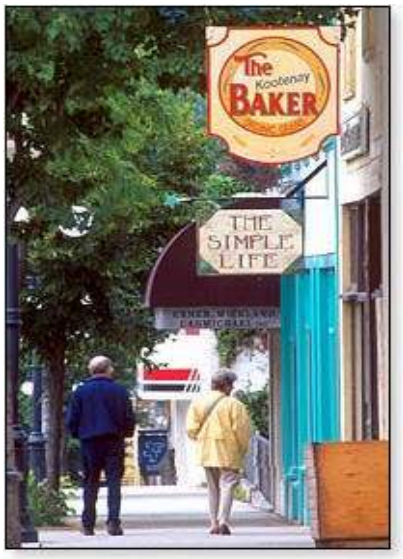

Fig. 7-11 *Projecting and suspended signs*

8. **Shopping or business center sign.** Shopping or business center signs may be allowed in accordance with the Land Use Ordinance, except that monument signs are not allowed in addition to them.

9. **Freeway identification sign.** Freeway identification signs, as regulated and defined by the Land Use Ordinance in relation to Highway 101, are not allowed in order to keep a pedestrian scale within the downtown.

Fig. 7-12 *Informational map sign*

10. **Informational and other signs.** Additional complementary signage, such as logo, informational and directional signs are encouraged at a pedestrian scale and to reflect the project and town character (Figure 7-12).

11. **Location maps.** Freestanding maps of the area indicating businesses, parking lots, bus stops, and open spaces are to be located throughout the area to provide directional information and to create a sense of place (Figure 7-12).

C. Design character. Signs are encouraged to have borders, trim and font that are integrated with the project architecture (Figure 7-13), and they should be recessed into frames. Channel-lit letters should be lighter than the background.

Fig. 7-13 *Integrated monument sign*

POLICY 7.3: Lighting

Lighting for commercial developments should be an important component of project design. Walkways, parking, walls, gathering spaces, shopping and dining areas should be lit for evening usage with integrated designs. Lighting should be adequate for safety considerations, but not detract from the night sky.

Standards

A. Lighting fixtures. Lighting fixtures should be consistent with and enhance project architecture and their intended functions. Fixtures should be visually appealing and architectural grade to be consistent with building design.

B. Height. Generally, higher intensity lights should be at a greater height than low intensity ones. Building light fixtures should relate to the scale of surrounding development and not exceed the building height.

C. Impact. Lighting should be designed to minimize the impact of lighting on adjacent sites and be downward-directed in accordance with the Land Use Ordinance, Section 22.10.060.

Fig. 7-14 *Parking lot light*

Fig. 7-15 *Motion Sensor Light*

Fig. 7-16 *Mission wall light*

8. Streetscape Policies and Standards

The public streetscape is composed of such elements as sidewalks, street furniture, signs, lighting, street trees and landscaping, in addition to the street itself. Streetscape improvements will provide necessary and desirable facilities to encourage pedestrian activity throughout the West Tefft area, complement all new projects and enhance the visual character of the area (Figure 8-1).

Fig. 8-1 *Streetscape features*

POLICY 8.1: Street Furniture

Street furniture design should be chosen to complement the character of buildings within the West Tefft Corridor area.

A. Styles. Furniture such as benches, trash receptacles, streetlights, bus shelters, displays and drinking fountains should complement one another. A thematic style should be chosen that defines a distinctive character for the West Tefft Corridor area.

Fig. 8-5 *Bench and waste container*

Fig. 8-2 *Hanging flowers*

B. Location. Street furniture should be provided adjacent to major destination points such as department stores and restaurants, and should be located on every block.

Fig. 8-3 *Streetlight*

C. Tree grates. Ornamental tree grates and guards are encouraged that complement the styles of the benches and trash receptacles chosen along West Tefft Street, Mary Avenue and other streets.

Fig. 8-7 *Tree grate example*

Fig. 8-8 *Tree guard*

D. Event and Art Kiosks. Community event information and art works can be displayed within kiosks that provide attractive focal points for pedestrians, such as shown in Figure 8-9. Maintenance of these kiosks should be assumed by one or more community organizations, such as the Nipomo Arts Council and/or the Chamber of Commerce.

Fig. 8-9 *Kiosk*

POLICY 8.2: Parkways and Planters

Parkways and planters should be installed to provide a naturalistic edge to streets and buildings and provide a pleasant element of a well-designed, walkable community.

Standards

A. Planters. Fixed planters should be incorporated in sidewalk designs to provide for colorful, pedestrian-scale plantings.

B. Parkways. A parkway with a minimum width of 10 feet and appropriate groundcover, small shrubs and trees shall be provided along West Tefft Street, between the street and the sidewalk to provide a buffer between traffic and pedestrians.

Fig. 8-10 *Planter*

1. Parkways on other streets than West Tefft Street within the downtown are discouraged due to narrower street rights-of-way and on-street parking access needs.

2. Parkways should be used for locating benches, news racks, raised planters, street lights, public art, and other amenities.

3. Parkways should be created where excess right-of-way enables converting street pavement to landscaping, particularly between Pomeroy and Orchard, to screen retaining walls.

Fig. 8-10 *Parkway example*

POLICY 8.3: Sidewalks

Sidewalks should be designed to greatly enhance the pedestrian experience and provide adequate space for a variety of pedestrian activities.

Standards

A. Sidewalk design. Sidewalks should include a slight meander or curvilinear edge where located next to landscaping and parkways, for interest, such as in Figure 8-11.

Fig. 8-11 Meander s*idewalk*

B. Sidewalk materials. Public sidewalks should be constructed in gray cement for a uniform and simple appearance.

C. Sidewalk width. Sidewalks should be constructed at 8 feet on West Tefft Street, and 10 feet on other streets as required by County code. Additional width on West Tefft Street may be obtained by offers of dedication from adjacent owners, where the setback area is to utilized for public access and walking.

D. Sidewalk clearance. Façade features, such as signs, awnings, planters, and sidewalks should be designed in compliance with the American Disabilities Act (ADA) at a minimum.

POLICY 8.4: Mid-block walkways (paseos)

Mid-block walkways (paseos) should be created to provide opportunities for connections through and between sites without having to go completely around the block.

Fig. 8-13 *Paseo to parking*

Standards

A. Design. Walkways should provide for safe sightlines and security for pedestrians.

B. Lighting. Lighting should be provided to ensure pedestrian safety.

C. Width. Mid-block walkways or those that connect

between properties should be no less than 6 feet wide, with a preferred width of 8 feet in width. Other paseos should be at least 4 feet wide.

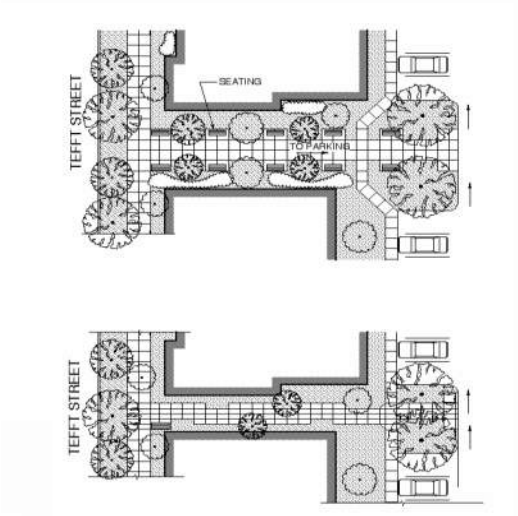

Fig. 8-12 *Paseos - walkways*

POLICY 8.5: Street Trees

Large street trees should be planted at regular intervals along the parkways of West Tefft and sidewalks of Mary and Blume Avenues and other local streets and lanes, and within center medians.

Standards

A. Existing trees. New street development should preserve and protect the existing healthy mature trees within the area.

B. Tree size and spacing. 15-gallon container trees are the minimum size to provide immediate height and presence. Spacing should be to provide regular intervals and varied trees at maturity.

C. Tree functions. Ornamental or accent trees should be planted at special intersections, gateways, or destinations to help define arrival, while common species should function to provide shade without blocking signage or significant views.

Fig. 8-14 *Holly oak street trees*

D. Street and median tree selection. Preferred and prohibited street and median trees are listed below that may be suitable depending on the width of the street and planter. This list is not inclusive and may be updated from time to time. In general, tree species shall be utilized that provide a canopy rather than a vertical pattern.

Common Name	*Botanical Name*	Height (ft.)	Width (ft.)
Chinese Elm (D)	*Ulmus parvifolia*	50	60
Chinese Pistache (D)	*Pistachia chinesis*	40	40
Fernleaf Catalina Ironwood (E)	*Lyonothamnus floribundus ssp. asplenifolius*	20-35	15
Holly Oak (E)	*Quercus ilex*	30-60	40+
London Plane Tree (D)	*Platanus x acerifolia*	40-60	35+
	'Bloodgood' variety has some resistance to anthracnose.		
Tipu Tree (D)	*Tipuana tipu*	50	35

(D) - Deciduous
(E) - Evergreen

E. Prohibited street trees. Certain trees are prohibited to retain a local sense of place by avoiding well-known trees from other regions within the public right-of-way, including *Palm trees, Eucalyptus trees, Carrotwood, and Ficus nitida*.

F. Decorative street trees should be used sparingly as accents, such as *Jacaranda, Crape myrtle, Weeping bottlebrush, Silk tree, Purple orchid tree, Flowering plum, Oleander, Western Redbud, Ornamental Pear* or others as updated from time to time.

Fig. C-3 *Parkway trees*

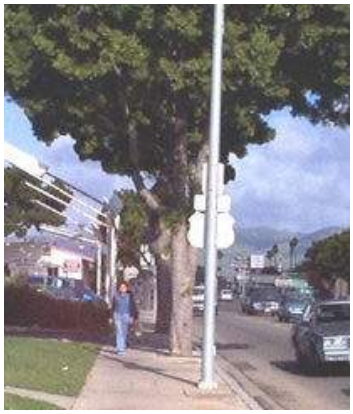

Fig. 8-2 *Sidewalk street trees*

Fig. C-8-1 *Median street trees*

POLICY 8.6: Gateways

Public street improvements at major intersections within the West Tefft area should incorporate signs or features to identify entries.

A. Gateway design. The entry to the area should be identified by defined installations of features that work together as a group, such as a sign, fountain, special paving, landscaping, sculpture or landmark structure. Gateways should be distinguished from the general streetscape by these features and form a sense of enclosure as an entry by giving particular attention to vertical and on-ground elements. The intent is to make an attractive, definitive transition into the commercial area that enhances the identity of the West Tefft Corridor area.

B. Gateway locations. Gateways should be located at prominent street intersections at the edges of the West Tefft Corridor area, such as at Hill Street and South Frontage Road, West Tefft Street at South Frontage Road, Mary Avenue at Juniper Street, Pomeroy Road and Orchard Avenue at West Tefft Street.

POLICY 8.7 Public Utilities

Public utilities should contribute to the physical and visual features of the streetscape and should not intrude on public views along the right-of-way or pedestrian walkways if feasible. Whenever feasible, utility facilities shall be consolidated and be as unobtrusive as possible.

A. Traffic signals, light and sign poles. Traffic signals, lights, sign poles and other permanent poles should be consolidated and painted a dark green or bronze color in powder coat finish to maintain a coordinated and un-obtrusive appearance.

B. Traffic signal service boxes. Traffic signal service boxes shall be painted the same color as the signal poles.

C. Electrical utility transformers and communication service boxes. Utility and communication service cabinets are discouraged aboveground and should be installed underground in vaults or within buildings. Where necessary to install above-ground, they should be located behind enclosures with a similar finish as the main building or screened by landscaping, with the result to be out of public views from the right-of-way or pedestrian walkways. When above-ground, they should be painted a dark green or bronze color in powder coat finish to maintain a coordinated and un-obtrusive appearance

D. Backflow prevention devices and other valves. Backflow prevention devices and other valves should be located to be readily accessible in accordance with California Health Code, Title 17 with visual access to the shut-off valve, yet as far as feasible from the public right-of-way and pedestrian walkways, within the following locations in priority:

1. Underground vault with visual access to stem valve;

2. Building wall cabinet or inside a building utility room or space;

3. Adjacent to a building at the lowest feasible height, avoiding building entries and display windows, to be screened partially by planting or low wall or fence and to be painted dark green; or,

4. Within a landscaped planter, to be at the lowest feasible height and the maximum distance from right-of-way or pedestrian walkway, and to be screened partially by planting or low wall or fence and to be painted dark green.

9. Implementation Programs

The following implementation strategies and non-mandatory programs are intended to make the necessary improvements to complete the vision for West Tefft Street. These programs carry forward the plan goals and design principles and are subject to available funding.

Further Design Work

Detailed design work will be needed to implement the design ideas in this plan, as described below:

1. Street Furniture, Signs and Lights

The Department of Planning and Building and the Public Works Department should work with community groups to select specific street furniture, street signs and lights to be installed within the West Tefft Corridor, prior to completing any streetscape plans.

2. West Tefft Streetscape Plan

A streetscape plan should be funded and designed to integrate the recommendations in the Circulation chapter with the public streetscape principles in the Design Principles chapter and the Streetscape standards in Chapter 8. The streetscape plan should provide construction-level detail for sidewalks, crosswalks, lighting, traffic signals, utilities, street trees, furniture, signs, and landscaping within parkways and medians. The plan should provide cost information to support funding requests and opportunities.

3. Mary Avenue, Blume Street and other Streetscape Plans

A streetscape plan should be prepared for Mary Avenue with the same scope and detail as outlined for the West Tefft Streetscape Plan, for the existing alignment and extension to Hill Street. Other streetscape plans should be completed prior to street improvement plans for this and other streets within the study area.

4. Pathways Circulation Plan

A pathways plan to show circulation alignments and features through properties within the plan area should be prepared for the information of property owners and the County, for the inclusion of connecting pathways between properties within future projects. The pathways plan should be reviewed by the Nipomo Community Advisory Council and the County Park and Recreation Commission.

5. Directional Signage

The county should work with a consultant and the community to develop a program of directional signage to indicate the locations of important destinations within Nipomo and the West Tefft Corridor.

6. Drainage Detention

A detailed plan for controlling stormwater run-off and detaining it in basins should be prepared by the Public Works Department subject to available funding. Alternative methods and facilities should be incorporated into the plan to accommodate development; underground basins should be encouraged.

7. Utilities Undergrounding

The County Department of Planning and Building and the Public Works Department should work with the Undergrounding Committee to schedule and construct underground electrical utilities including transformers and other facilities within the West Tefft Corridor area.

Funding and Maintenance

8. Funding Sources

One or more funding sources to pay the expenses of installing streetscape enhancements should be identified and utilized. The primary source would be transportation enhancement grants that are administered by the San Luis Obispo Council of Governments (SLOCOG). Other sources could be local fundraising events and benefactors, and an assessment district within the plan area would provide long-term funding for purchasing features as desired.

9. Maintenance Entity

A local agency such as the Nipomo Community Services District would be an excellent entity to commit to maintaining the streetscape features such as street lighting, street trees, trash receptacles and street furniture. The community and property owners within the area may wish to form an assessment district specifically for the purpose of maintenance, such as a Property and Business Improvement District (PBID), or a landscape and lighting district.

Business Development

10. Property and Business Improvement District

A successful town center is dependent on the cooperation of businesses, property owners, and stakeholders within the community. A Property and Business Improvement District offers the ability to form an organization that can set and work toward goals for business development and operation. As a district it would fund its program and any staffing or contracting needs. It would perform a variety of needed functions to promote and coordinate businesses to cooperate in marketing the West Tefft Corridor as an entity, and to aid in business attraction and location.

11. Parking improvements

A reduced parking requirement can be developed by the County with an ordinance that allows for a greater reduction than the current provision. Parking lots could be acquired and provide parking space to developers who would be willing to pay an in-lieu fee for part of their parking requirement. This approach would enable more store area to be developed within sites that utilize off-site parking.

Table 9-1: Schedule of Implementation Programs

Title	Agencies	Potential Funding	Priority	Time Frame (Years)
Further Design Work:				
1. Street Furniture, Signs and Lights	Plng&Bldg*; Public Works	Grant; Assessment district; General fund	High	3-5
2. West Tefft Streetscape Plan	Plng&Bldg; Public Works	Grant; General fund	High	1-3
3. Other Streetscape Plans	Plng&Bldg; Public Works	Grant; General fund	High	1-3
4. Pathways Circulation Plan	Plng&Bldg; Public Works	Grant; General fund	Medium	1-3
5. Directional Signage	Plng&Bldg	Assessment district; General fund	Medium	1-3
6. Drainage Detention	Public Works Plng&Bldg Nipomo CSD	Assessment district; General fund	Medium	1-3
7. Utilities Undergrounding	Public Works Plng&Bldg	Assessment district; Fees	Medium	3-5
Funding and Maintenance				
8. Funding Sources	Plng&Bldg; Public Works	Fundraiser; Assessment district; General fund	High	1-3
9. Maintenance Entity	Plng&Bldg Nipomo CSD	Assessment district; General fund	High	1-3
Business Development:				
10. Property and Business Improvement District	Plng&Bldg	Assessment district; General fund	Medium	1-3
11. Parking Improvements	Plng&Bldg; Public Works	Assessment district; Grant; In-lieu parking fee; General fund	High	1-3

* Plng&Bldg = Department of Planning and Building

Appendix

A. Relationship to the County General Plan

B. Planning Process

C. Glossary

D. Bibliography

A. Relationship to the County General Plan

The South County Area Plan calls for preparing a design plan and various improvements for the Central Business District as noted below:

"*A design plan should be prepared to guide development, to have consistent quality in architectural character, well-designed and landscaped parking areas, and attractive signing." (p. 4-35)*

"The Planning Department should work with the community to prepare a design plan for the central business district and the community. For the CBD, the design plan should include policies on: desired area character, setbacks, architecture, local street circulation, public open spaces, parking, street furniture, landscaping, and proposed methods of implementing the recommendations of the plan." (p. 4-40, Nipomo Urban Area Programs)

"The County should seek and obtain funding for street landscaping that can be installed with planned street improvements or separately. Street trees, landscaped center medians, special lighting, and street furniture should be included." (Pp. 5-23, E. 5)

"The Engineering (Public Works) Department should work with property owners to establish one or more improvement districts to install adequate street improvement including curbs, gutters, sidewalks, multi-use paths, street lighting and landscaping according to available design option." (p. 5-23, Street Improvements).

Other Agency Involvement

A variety of agencies and committees worked together to create the design plan to achieve a plan that incorporates all possible avenues of information. Other agencies involved include, but are not limited to:

1. Department of Planning & Building
2. Public Works (Engineering)
3. General Services
4. County Counsel
5. South County Advisory Council (NCAC)
6. Nipomo Community Services District (NCSD)
7. Caltrans

B. Planning Process

Steering Committee Formation

A partnership was formed between the San Luis Obispo County Department of Planning and Building and interested community members to create a vision for the West Tefft Street area. A Design Plan Committee was appointed from a list of nominees by the Nipomo Advisory Council to be the key participants to guide the process. A listing of members in the Steering Committee can be found on the Credits page at the front of this document.

Scope of Work

A scope of work was agreed upon which described the process, purpose, and intent of the design plan for the area. The major project components were identified as shown below, with the completed items checked:

- An analysis of existing natural and built features,
- Opportunities and constraints for new development,
- The importance of pedestrian access and safety,
- Standards for new development and multi-family development,
- Implementation projects and possible funding sources as well as investment opportunities.

☑ Authorization by Board of Supervisors

The project and scope of work was presented to the San Luis Obispo County Board of Supervisors who approved the plan to be a proposal to change the South County Area Plan, a section of the County General Plan and add zoning standards for the area.

☑ Preliminary Data Collection

Planning staff conducted site inventories through on-site surveys, photographs, and researching planning documents for all relevant information pertaining to the site. Mapping of the area was also done to gain a better understanding of existing land uses and densities.

☑ Committee Meetings and Publicity

Continued meetings between the Steering Committee and Planning Staff were held to determine the boundaries of the actual study area, agenda for the community workshop, and other project details. The group then focused on publicizing the upcoming workshop through the use of newsletters and word of mouth.

☑ Public Workshop

A community workshop was held on January 29, 2003 in the Multi-Purpose Room of Nipomo High School and all interested community members were invited to take part. Sixty-one residents attended to participate in a variety of

activities ranging from visual preference surveys, questionnaires, land use preference surveys, and overlay sheet exercises. A detailed report of the workshop results was recorded in a summary report available from the Department of Planning and Building.

☑ Public Review Draft Design Plan

The Department of Planning and Building drafted the design plan for public review by the Design Committee, the general public and the Nipomo Community Advisory Council and for an environmental determination.

☑ Hearing Draft Design Plan

After review and recommendations by the Nipomo Community Advisory Council, the Department of Planning and Building prepared a Hearing Draft plan in response to the NCAC and the environmental determination, for a public hearing at the Planning Commission.

❑ Recommendation to Board of Supervisors

The Planning Commission-recommended draft plan was forwarded to the Board of Supervisors to hear comments on the Planning Commission recommendation and make a final decision.

❑ Implementation

Proposed projects within the study area would need to obtain a minor use permit and comply with this Design Plan. Public Works and street enhancement projects would need to strive to meet the planning suggestions. Policy recommendations and monitored development along the corridor will guarantee the desired results of this plan.

C. Glossary

Average Daily Traffic (ADT)
The total bi-directional volume of traffic passing through a given area during a given time period, divided by the number of days in that time period.

Circulation
The transportation methods and intensity of each type for a given area. Includes pedestrian, vehicular, public transit, and bicycle usage.

Crosswalk
The portion of a roadway where pedestrians are permitted to cross the street; may be marked or unmarked.

Design
The physical layout of a community, including site planning and urban design.

Design Review
The process by which a decision making body considers a project's consistency with the design standards and standards established for new development.

Economic Development
The task of fueling general economic growth, often by encouraging certain types of jobs and businesses targeted to the needs of the community and its labor force.

Element (in general plan)
A chapter or section of the local general plan which addresses a specific topic and creates public policies and programs about that topic. California Planning Law instructs that each city and county prepare and adopt a general plan containing at least seven specified elements (land use, circulation, open space, conservation, noise, safety, and housing).

Frontage
The narrowest edge of a property at the property line abutting a street or public right-of-way.

Gateway
The main entrance point to a distinct area of a community which should have defining elements such as a sign, lighting, planting, or special sidewalk paving to welcome visitors to the area.

Hardscape
Development elements such as concrete, asphalt and buildings where landscaping is not present

Human Scale
The size or proportion of a building element or space, or article of furniture, relative to the dimensions of the human body. Things such as benches, shade trees, and other elements that are inviting to a pedestrian. Development that is *not* human scale would include unusually large buildings, very tall tress, and no street furniture.

Landscaping
Land developed with plants and natural elements such as rocks or wood

Mass
A building's general form or bulk, and its inclusion of elements such as towers or other prominent features.

Median
An island in the center of a road that can provide pedestrians with a place of refuge and reduce the crossing distance of the road.

Mixed Use
A mixture of land uses, such as retail, residential, and office, in close proximity to each other in a single building or development project. Mixed use include both *Vertical Mixed Use,* in which various land uses occur one

above the other in a single building (i.e. commercial on the first floor, residential on the second), and *Horizontal Mixed Use,* in which mixed uses occur in several buildings next to each other (i.e. corner market in a residential neighborhood).

Paseo
A decorative walkway.

Pedestrian
A person traveling on foot; a walker.

Pedestrian Oriented Design
The design of communities, neighborhoods, streetscapes, sites, and buildings that emphasizes pedestrian access, comfort, and visual interest.

Planning
The process by which public agencies, mostly local governments, determine the intensity and geographical arrangements of various land uses in a community.

Public Spaces
Any gathering space that any person in the community both visiting and resident, can use. Parks and plazas are examples.

Sense of Place
A well-coordinated area of town that has a distinct feel signifying to the visitor that they are in a specific place. Antithesis to the "Anytown, USA" feel that suburban sprawl perpetuates.

Setback
The amount of space between a building, other buildings, and the street. Also referred to as the building envelope.

Softscape
Landscape elements that help to detract from the harshness of concrete and buildings. Trees, bushes, planters, and lawns are good examples.

Streetscape
The way a street looks as a whole, including trees, landscaping, buildings, sidewalks, medians, etc.

Zoning
The division of a city into districts and the application of different regulations for each district.

D. Bibliography

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