

Paso Robles Gateway Plan: Design Standards



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To preserve and strengthen the unique image, identity and character of Paso Robles, the General Plan directs that design standards and guidelines be developed for key “Gateways” to the City. Through an initial process of urban design analysis and dialogue with the Gateway Ad Hoc Committee, two general types of Gateways have been identified in Paso Robles: the Central Gateway and the Town & Country Gateway. This document identifies the location, purpose and general design characteristics of each of the identified Gateways, highlights specific site conditions and, where applicable, recommends specific policies, design interventions and recommended implementation actions. To help implement the design intent of the individual Gateways, general design standards are provided for urban and rural thoroughfares, frontages, building types and open spaces.

Paso Robles, like almost all California towns, has a historic “town core” that possesses the character and qualities that the General Plan seeks to preserve and expand, but current City and County zoning standards within the core are based on the suburban development model, which is neither town nor country in character. Many cities find themselves surrounded by a ring of this type of development, some encroaching into and spoiling the character of the countryside, and some within the City limits, sealing off the town from the countryside with discontinuous street networks and “non-native” mass-produced building types. Paso Robles Gateway Standards and Guidelines are intended to preserve and enhance attractive and appropriate transition areas outside of the community and at the cities edges, and to prevent the spoiling of the countryside and the disconnection of the town from the countryside.

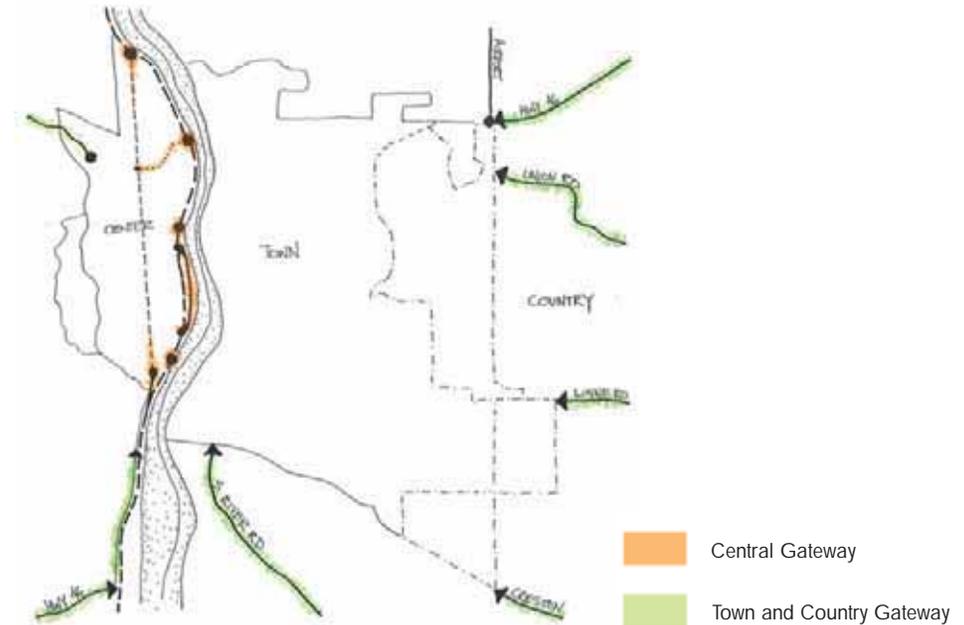
Central Gateway

The first type is the “Central Gateway,” marking entry points from Highway 101 directly into the center of town. The majority of people coming to and from Paso Robles do so via Highway 101, and thus most Central Gateways are experienced by driving from the 101 Freeway off-ramp immediately into town. The built environment--i.e. the urban quality of buildings--plays an important role in defining the character of such a Gateway. Landscape improvements to the ramps connecting the freeway to townscape provide an opportunity to enhance the transition. There is a need for a unified urban signage system to announce the entrance into Paso Robles, orient visitors, and direct them to the Downtown and other destinations within and near the City. As the spine of central Paso Robles, Spring Street plays a unique role in directing visitors Downtown, and warrants future study.

Town and Country Gateway

The second Gateway type is the “Town and Country Gateway”, marking the “edge of town” entry points from the surrounding countryside. Each of these consists of a “Country Road” that transitions to a “Town Avenue” as it enters the City. From the west, country roads entering town include Lake Nacimiento Drive, South Vine Street, and Highway 46. Country roads from the east include Highway 46, Union Road, Linne Road, Creston Road, and South River Road.

These gateways are conceptually simple, requiring just that the “countryside” outside town be unspoiled by inappropriate development or infrastructure, and that the urban character of the streetscapes within the town be appropriate in their “small town character.” However,



creating and preserving the clarity and simplicity of the countryside, and the cohesion and scale of the “townscape,” will require changes to existing County and City infrastructure standards and zoning regulations, as well as careful design review.

In the rural environment outside of town, specific types of buildings and structures are appropriate for the rural landscape, including wineries, barns, agricultural sheds, and farm houses. Other types of development - particularly suburban residential development - have a strong negative impact on the country character and should be set back

from and generally invisible from the road.

The “Town Avenue” that announces entry into the City should feature residential and/or commercial development fronting the avenue and be separated from traffic by parallel parking, street trees, sidewalks, and a common lawn that sets back entrances from the frontage line.



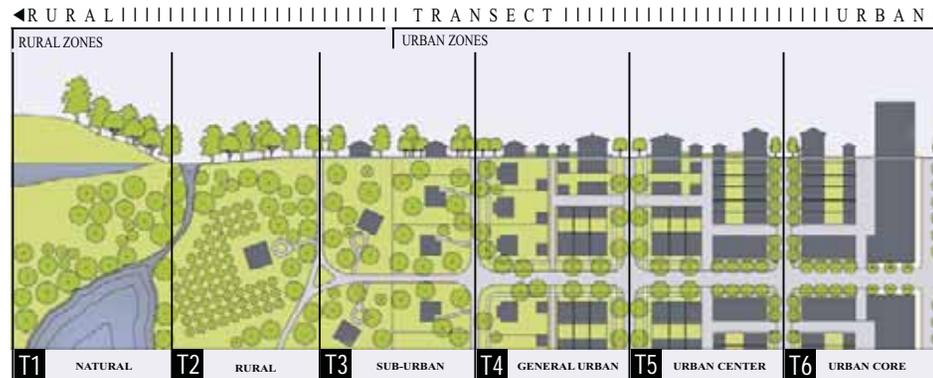
Paso Robles Transect

The Transect, in its origins (Von Humboldt 1790), is a geographical cross-section of a region used to diagram a sequence of environments. Originally, it was used to analyze ecologies, showing varying characteristics through different zones such as shores, wetlands, plains and uplands. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In Transect-based planning, this range of environments is the basis for organizing the components of the built environment: building, lot, land use, street, and all of the other physical elements of the human habitat.

One of the key objectives of transect planning is the creation of integrated environments that are internally coherent, and which transition seamlessly one to the next. Successful integrated environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect zone, is composed of elements that support and intensify its local character.

Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate for their locations. For instance, a farmhouse would not contribute to the integrated quality of an urban core of a large city, whereas a high-rise apartment building would. Wide streets and open swales find a place on the Transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Ideally, open country remains open and compact neighborhoods remain compact. Based on local practices, most elements can be locally calibrated to contribute to the regional and vernacular character of place.

The continuum of the Transect, when subdivided, lends itself



to the creation of zoning categories. Six general categories have been identified. These Transect zones (T-zones) display generally universal identifiable characteristics, from the most rural and natural environment (T-1) to the most urban environment (T6). The six Transect Zones are: T-1 Natural Zone, T2 Rural Zone, T3 Suburban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

The Transect of Paso Robles

For Paso Robles, the following are general descriptions of the character of each Transect Zone.

The T-1 Zone is composed of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. The Salinas River bed is included in this zone.

The T2 Zone consists of areas of Paso Robles that are reserved for agricultural use -- most notably vineyards -- , have an open rolling hills or country road character and are sparsely settled. It might be called the "Purple Zone".

The T3 Zone comprises lower density suburban residential areas. Planting is naturalistic with setbacks relatively deep and blocks are typically large. Public realm design and building and site development currently are oriented almost exclusively to the automobile. Some roads are of irregular alignment to accommodate natural conditions. This is the dominant existing urban condition to the east of the Salinas River and is where most of Paso Robles' development has occurred over the past 60 years.

The T4 Zone is mixed-use but primarily residential urban fabric. It has a wide range of building types, setbacks and landscaping are variable, and streets typically define medium-sized blocks. This is the dominant existing urban condition to the west of the Salinas River, where the oldest neighborhoods of Paso Robles are located.

The T5 Zone includes higher density mixed-use building types that accommodate retail, offices, row houses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set

close to the frontages. This is usually called the Urban Center Zone and most closely characterizes the condition of Downtown Paso Robles.

The map that shows the location and distribution of the various T-zones is called the Regulating Plan. A conceptual Regulating Plan diagram has been prepared, showing the transect zones for Paso Robles (p. 5). It provides the basis for analyzing and classifying the various Gateways.



Relationship of Gateways to Transect Zones

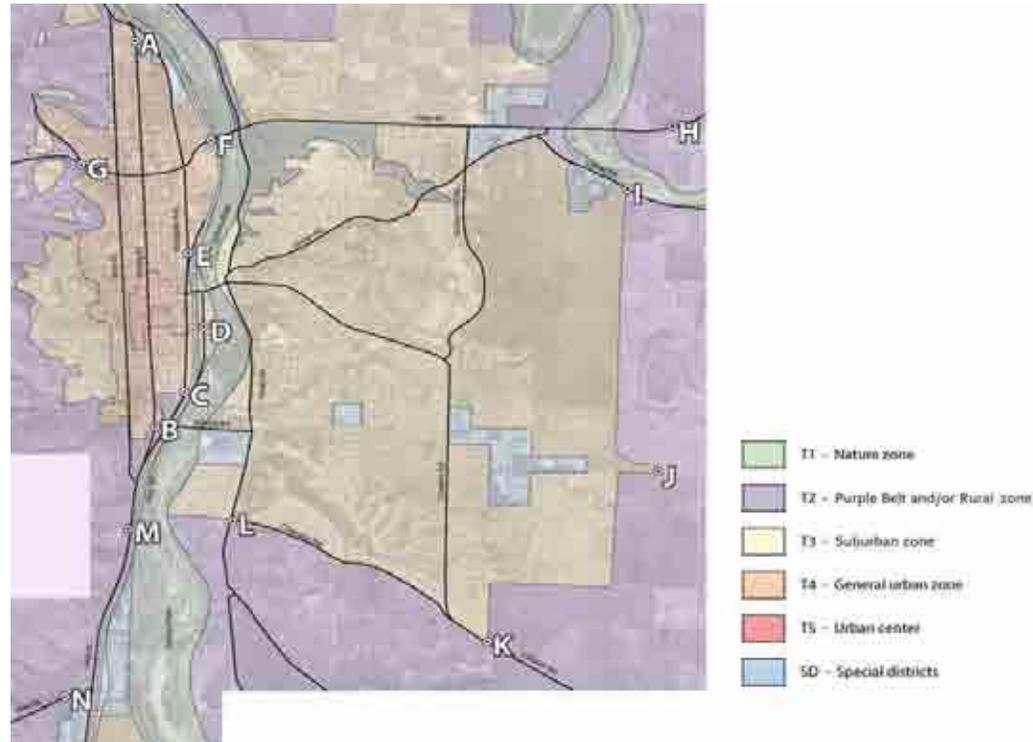
In every case, a person approaching a Paso Robles Gateway is in a T2 environment, whether on a country road or on the 101 Freeway. And the environment that one encounters at the Gateway is either T3 (Suburban) or T4 (Traditional Neighborhood). The Central Gateways (p. 3) are (or should become) transitions from T2 directly to T4, without intervening T3. Most of the Town and Country Gateways (p. 3) are T2 to T3, but it is recommended that in many cases these evolve to a T2 to T4 transition as the City expands over time. Though the majority of the edge of the City may be T3, the Gateways are by definition located at important thoroughfares, where higher commercial real estate values will tend to occur. Thus, as these gateways develop over time, they should do so per the T4 design Standards.

Elements of Town Design

Building types, thoroughfare types, and frontage types are among the primary elements that define the locational character of each Transect zone. It is recommended that each gateway be characterized by a set of allowed building, thoroughfare and frontage types.

Building types: The character of a place is substantially defined by the position of the private building on its site, the configuration of the building, and also its function. The position and configuration together determine type, which supports the intended uses and defines its degree of urbanity. Building typology is an essential element of urbanism.

Thoroughfare types: Thoroughfares are the principal structuring devices of urbanism. They are the matrix of mobility, accommodating both pedestrians and various



Illustrative Transect-based Regulating Plan of Paso Robles, with proposed Gateways (A-N).

forms of transportation. Thoroughfares are also a major part of the public realm, typically occupying between 20 and 40 percent of the urbanized land area. Perhaps most importantly of all, the street and road network permanently subdivides the land into blocks, fundamentally determining the urban structure of the town and the types of buildings that can be accommodated. For all these reasons, roads and streets have an enormous impact on community and

their character is as important as their capacity to move vehicles.

Frontage types: A frontage is the privately held layer between the façade of a building and the lot line. The variables of frontage are the dimensional depth of the front yard and the combination of architectural elements such as fences, stoops, porches, and colonnades. The

combination of the private frontage, the public streetscape and the capacity of the thoroughfare defines the character of the thoroughfare as a public realm.



Gateway Location Key

- A. N. Spring Street @ Highway 101
- B. S. Spring Street @ Highway 101
- C. 4th Street @ Highway 101 South
- D. Paso Robles Street & 101 Access
- E. 16th Street @ Highway 101 South
- F. 24th Street @ Highway 101
- G. 24th Street @ Lake Nacimiento Drive
- H. Highway 46 East
- I. Union Road @ Airport
- J. Linne Road
- K. Creston Road
- L. S. River Road
- M. S. Vine Street
- N. Highway 46 West

- Central Gateway
- Town & Country Gateway



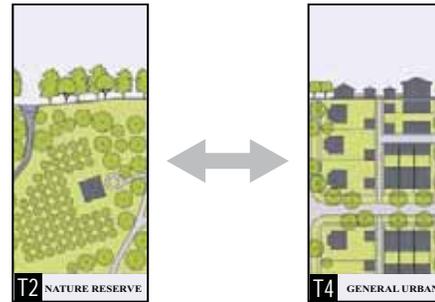
Central Gateways

Central Gateways commonly include off-ramps from Highway 101 that abruptly deliver the visitor into the middle of town. The Central Gateways provide a contrasting experience between the T2 Transect Zone (Purple Belt/Rural Reserve) to T4 (General Urban Zone) without the intervening T3 (Suburban). The essence of the Central Gateways is the quick transition from the environment of the highway to the environment of the town.

When Spring Street was Highway 101, its north and south ends were classic Town and Country Gateways. The construction of the 101 Freeway disconnected the highway from the town, and the town from the River. The major role of the Central Gateways is to repair that damage, to the extent possible, and to orient motorists as they leave the freeway and enter town. As they currently exist, these transitions are sudden and designed for traffic movement, not urban character.

The strategies for each of these gateways focus on enhancing the rural landscape of the off-ramp prior to its intersecting the urban street grid, and enhancing the urban streetscape thereafter. Central gateways should: 1) have rural plantings that transition to urban tree plantings, 2) be flanked with pleasant pedestrian ways and parallel or angled curbside parking for visitors and customers along the urban streets, which are 3) faced by high quality residential and/or commercial buildings.

Appropriate identification and directional signage will be key to orient the visitor during the sudden transition from freeway to town (see page 23 - Signage System). The City should develop a sign/directional program.



Gateway Transect Transition

Strong landscape elements will help repair the damage that the freeway has done to the urban fabric of the town as well as to the ecology of and connection to the Salinas River. Such design gestures will mark memorable and attractive points of entry.

Central Gateways include:

- A. North Spring Street (from 101 South)
- B. South Spring Street (from 101 North)
- C. 4th Street at 101
- D. Paso Robles Street, including 101 freeway ramps at north and south ends
- E. 16th Street from 101 South
- F. 24th Street at 101

Note: Highlighted areas indicate the principal focus of gateway recommendations, and not necessarily the full extent of possible design intervention. Street corridors that connect nodes to one another also contribute elements to the Gateway concept. Corridors should be subject to future design standards and form-based coding.



Location Key of Central Gateway

Future Study: Spring Street Corridor

Spring Street, formerly Highway 101, is the historic structural spine of Paso Robles, and plays a key role in defining the character of the town. In addition to developing strong gateways at its north and south ends, it is recommended that a corridor master plan be prepared for the street's entire length. Key considerations in the preparation of such a corridor plan should be:

- a. Creating a strong sense of place along the corridor through the use of memorable street tree plantings.
- b. Designing the corridor as a series of "segments", each in scale and character with the abutting neighborhoods. The character of these segments should be progressively more urban as one approaches the downtown. This technique is more effective than signage in signaling where the center of town is located.
- c. Providing clear signage to orient the visitor.



Example of Gateway: T4 looking towards T2.



GATEWAY DESIGN PLAN

City of Paso Robles

A. North Spring Street

A. North Spring Street

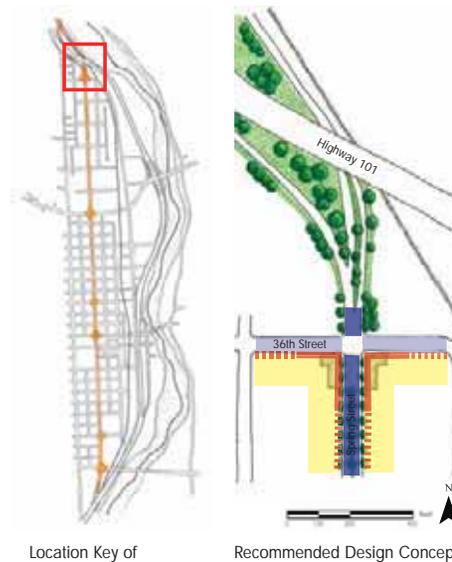
Background

This is the northernmost Central Gateway, and can be accessed from both Highway 101 North and South. The transition between Highway 101 and town is abrupt: there is a clear sense of arrival that needs to be refined and enhanced. Intuitively, the Gateway should be located on Spring St. on the two south corners with 36th Street, where there exists an opportunity with the median, the corner spaces (church parking) and buildings to create a spatial sequence and memorable place.

Design Recommendations

The design strategy aims to strengthen the contrast between rural and urban. Initially, public improvements to Spring Street should be considered, such as planting regularly spaced street trees along sidewalks and in the median to create a sense of enclosure for the street, in contrast with the “wide open spaces” character of the freeway.

1. Development policies and standards should require that development be oriented towards the street, to create a strong and welcoming sense of the public space (see T4 Design Standards).
2. A City entrance monument sign should be placed at the north end of Spring Street, possibly within the proposed landscape median.
3. A signage program should be developed to direct visitors downtown.
4. The City should work with Caltrans to improve the rural landscape character of the freeway approach and access ramps, by planting native trees and other drought tolerant plantings along the ramps in a naturalistic pattern, to strengthen the rural character.



Location Key of North Spring Street

Recommended Design Concept



BEFORE: Intersection of 36th Street.



AFTER: Placement of mixed-use street oriented development at intersection of 36th Street.



BEFORE: Empty median north of 36th St. intersection.



AFTER: Planting of native vegetation and trees and introduction of monument sign on empty median north of 36th St. intersection.

- Town Avenue
- Neighborhood Street
- Storefront or Dooryard/Terrace Frontage Type
- Stoop, Lightcourt, or Forecourt Frontage Type
- Rowhouse, Live/Work, or Mixed-Use Building Type



B. South Spring Street

B. South Spring Street

Background

The old highway was the former southern entrance into town--today it is an extended freeway ramp terminating at 1st Street at the beginning of the Spring Street Corridor. This gateway still functions as an entry point from the south, as well as a local entrance into downtown from the east via Niblick Road. The transition from T2 (Purple Belt) to T4 (General Urban Zone) occurs at a large and complex intersection. New commercial development at the southeast corner, Gateway Center, contributes to a sense of suburban expansion, rather than a transition point from countryside to town.

Design Recommendations

As with the North Spring Street Gateway, the design strategy is to strengthen the contrast between rural and urban. Recommendations are as follows:

1. Plant memorable street trees to separate sidewalks from the roadway.
2. Form-based zoning and design standards for T4, including two- and three-story mixed-use buildings. When new development is introduced on the northeast corner of South Spring Street and Niblick Road, the existing city monument sign may be relocated.
3. Improve the bicycle connection at the intersection of Niblick Road and Vine Street by providing additional bicycle striping.
4. Provide clear identification and directional signage, emphasizing the way to Downtown.
5. Add highly visible pedestrian crosswalks, reduce turning curb radii, and shorten pedestrian crossing distance and time by minimizing the use of dedicated turn lanes.



Location Key of South Spring Street



Recommended Design Concept

- Central Street
- Storefront or Dooryard/Terrace Frontage Type
- Stoop, Lightcourt, or Forecourt Frontage Type
- Rowhouse, Live/Work, or Mixed-Use Building Type



Improve landscaping along extended highway ramps by planting trees that are consistent with the rural and riparian character of the adjacent river corridor.



Whenever this site is redeveloped in the future, the City should consider either relocating the existing city monument sign currently located at the northeast corner or redesigning it so that it fits in with future development of this property.



Introduce sidewalk bulb-outs to shorten pedestrian crossing distance and time as well as to alert motorists of presence of crosswalk.



C. 4th Street / Highway 101 Access

C. 4th Street / Highway 101 Access

Background

This Gateway provides access from 101 South to the southern portion of downtown, via 4th Street. Currently, the Highway 101 ramps are connected to town by a narrow underpass that crosses beneath the railroad tracks, which turns north immediately onto Pine Street. Plans for a new, wider underpass are currently being studied.

Design Recommendations

Between the freeway access ramps and the railroad, provide riparian landscaping reflective of the adjacent river corridor.

New development to the west of the railroad should include:

1. Memorable street tree plantings separating the sidewalks from the roadway.
2. Clear identification and directional signage, emphasizing directions to Downtown.
3. Clear crosswalks and comfortable crossing times for pedestrians. Dedicated turn lanes should be minimized to reduce the pedestrian crossing distance.
4. Form-based zoning and design standards for T4, including two- and three-story mixed-use buildings.
5. Policy recommendations for pedestrian-friendly block size and connectivity.
6. Curb-side parking on the street. On-site parking should be on the side or behind the buildings, not in front of them.



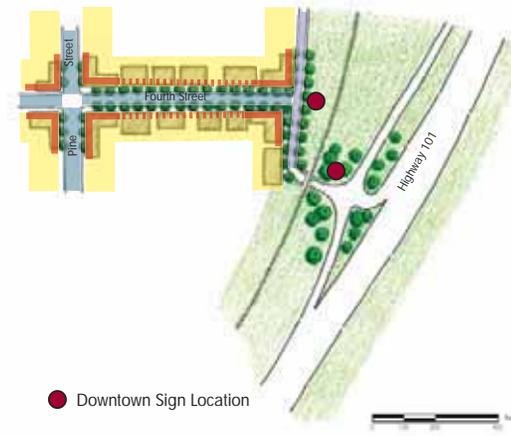
BEFORE: Vacant lot at 4th Street access to Hwy 101.



AFTER: Improve landscaping to reflect adjacent native riparian habitat. Add unique directional signage.



Location Key of 4th Street/ 101 Access



● Downtown Sign Location

Recommended Design Concept (Plans for a new, wider underpass are currently being studied)



Improve drainage to reflect adjacent riparian habitat.

- Central Street
- Neighborhood Street
- Storefront or Dooryard/Terrace Frontage Type
- Stoop, Lightcourt, or Forecourt Frontage Type
- Courtyard Multi-Family, Rowhouse, Live/Work, or Mixed-Use Building Type



D. Paso Robles Street

D. Paso Robles Street

Background

Paso Robles Street begins and ends with access points to Highway 101 South, and also intersects 13th Street, a key entry point into downtown from the east. Currently, land-uses along the street are light-industrial and commercial. Whereas most of the Gateways are defined by the transition from a highway environment to a neighborhood environment, the Paso Robles Street Gateway is defined by the transition from the highway to a special-purpose district.

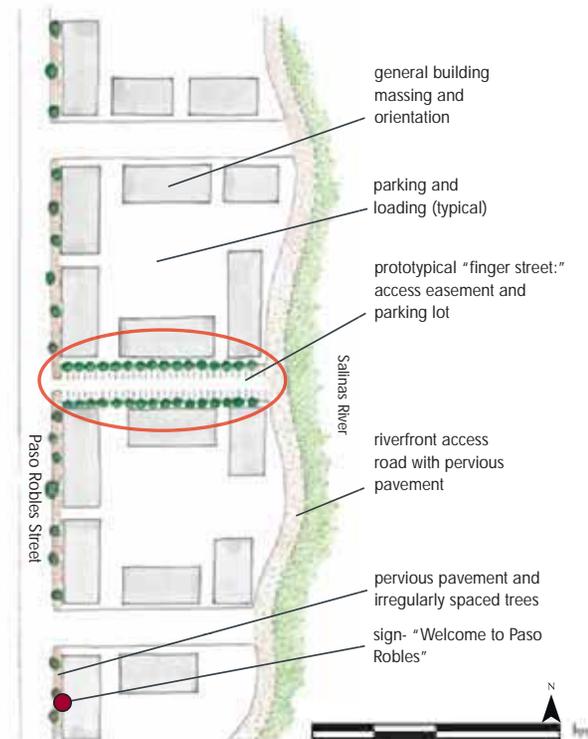
Design Recommendations

This gateway should be an interrelated part of future downtown masterplanning work and the Salinas River Corridor Plan. Paso Robles Street should feel like an extension of downtown, and be designed and coded as an urban street. Specific recommendations include:

1. Establish Paso Robles Street as a Special District rather than a T4 neighborhood. A form-based development code should be prepared to guide new commercial development along both sides of Paso Robles St., requiring building forms and materials similar to the existing Farm Supply buildings, with simple, natural materials and authentic, rustic detailing.
2. Highlight the district's proximity to the Salinas River, utilizing a palette of trees and other plant material that is native to the riparian environment. This will both reinforce the street's location next to the River, and will reduce the chance of non-native plant material infiltrating the River environment.
3. Add native, natural landscaping and directional signage to downtown at the access ramps at each end.
4. As properties along the east side of the street redevelop, configure new parking areas as "stub streets", similar to the 11th Street stub that serves as the parking area for Farm Supply.
5. Develop a riverfront "frontage road" that connects the "stub streets" to one another, and that provides service access to the lots, minimizing the need for loading activities along the street, and providing access to any additional parking areas. Frontage road will also provide river access, trail system connections, and trail access and parking.
6. Provide paving and landscaping of new parking areas that is pervious to rainwater and natural in appearance.
7. Retain and enhance the Paso Robles Street's existing semi-rural yet pedestrian-oriented character.



Location Key of Paso Robles Street



Recommended Design Concept



New commercial development along Paso Robles Street should include simple, natural materials and simple rural building forms. Deciduous trees and pervious pavement are also recommended.



New parking areas should be detailed similarly to this existing stub street, providing view and access corridors to the river.



Parking lots and riverfront walkways may emulate Kiwanis Park in Arroyo Grande.



E. 16th Street / Highway 101 Access

E. 16th Street / Highway 101 Access

Background

This on- and off- ramp of Highway 101 South currently serves as the central entryway into downtown. The City has plans to redesign the on/off ramp, and hopes to improve the gateway treatment with that effort. Due to the proximity of Highway 101, this gateway is one of the most abrupt transitions between Highway 101 and downtown. The introduction of buildings along the west side of Riverside Avenue to establish a sense of arrival is paramount to the creation of a gateway. The proximity of Highway 101 can also be softened through the introduction of trees and landscape.

Design Recommendations

The design of this gateway should strengthen its urban character and help define its role as the central entryway into downtown.

1. As many native trees, including oaks, as possible should be planted on the east side of Riverside Avenue to contrast with the urban fabric facing it.
2. Future development on Riverside should have urban characteristics typical of T4.
3. Signage should be added here to direct people downtown. 16th Street's role as the core of downtown will be strengthened soon with improvements planned for this freeway exit / entrance.
4. The placement of public art either near the new ramp or at the intersection of Riverside and 17th will enhance the experience of entering the center of Paso Robles.



Location Key of 16th Street/ 101 Access

- Central Street
- Neighborhood Street
- Storefront or Dooryard/Terrace Frontage Type
- Stoop, Lightcourt, or Forecourt Frontage Type
- Mixed-Use, Commercial Block Building Types



Recommended Design Concept



New development facing future off-ramp should have urban character (see T4 Standards)



BEFORE: Landscaping between Riverside and Hwy 101



AFTER: Landscaping between Riverside and Hwy 101



F. 24th Street / Highway 101 Access

F. 24th Street / Highway 101 Access

Background

This area serves as a gateway into downtown Paso Robles from Highway 101 North and South and Highway 46 East, and also serves as the primary entrance to the Event Center. The gateway extends along 24th Street to the intersection of Spring Street. It currently experiences high visibility from the freeway, and serves as a rest-stop for longer-distance travelers of Highway 101.

Design Recommendations

The immediate vicinity of the Highway 101 access ramps would benefit from landscape improvements strengthening its riparian location, and improved signage directing visitors downtown.

1. Signs should be located at the freeway interchange, and at the intersection with Spring Street. The large swaths of land between the highway and access ramps provide a potential opportunity for placement of a monument iconic to Paso Robles. The City will work with Caltrans to find suitable locations for sign placement, perhaps developing a policy and criteria for sign placement within the Caltrans right-of-way. If signs cannot be placed within the Caltrans right-of-way, efforts will be made to place signs in the general vicinity on City or private property.
2. A unified, urban streetscape from the bank of the Salinas River/ Hwy 101 to Spring Street should focus on improved pedestrian connectivity and, where possible, the planting of street trees along 24th to Spring Street.
3. The existing condition along the north side of 24th Street includes buildings with a double-loaded parking lot in the front. While not an ideal frontage condition, this works well as an urban space, which could be significantly strengthened by additional tree row plantings that define the boundary between the street and this parking area. Such parking areas can be designed with enhanced paving materials and strong tree rows, such that they appear as forecourts with parking allowed, rather than simply parking lots.
4. Along the south side of 24th Street, the land falls away sharply to the Event Center below. It is recommended that the City work with the State to prepare a joint master



Birds-eye view from Highway 46 East approaching town.



Location Key of 24th Street/ 101 Access



Recommended Design Concept

plan that would include new sidewalks and street tree rows on that side, along with curbside parking, and likely with buildings 2 or 3 stories in height, such that the second floor is at street level, with active public facades and entries facing the main thoroughfare.

24th Street / Spring Corridor

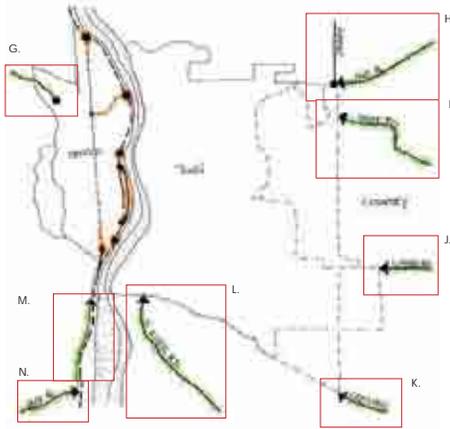
The intersection of the 24th Street and Spring Street Corridors is an important wayfinding junction, and should include the following elements:

- a. Memorable street tree plantings separating the sidewalks from the roadway.
- b. Clear identification and directional signage, emphasizing directions to Downtown, Paso Robles Event Center, lodging and wineries.
- c. Clear crosswalks and comfortable crossing times for pedestrians. Dedicated turn lanes should be minimized to reduce the pedestrian crossing distance.
- d. Form-based zoning and design standards for two-story mixed-use buildings at the corners, with parking beside or behind the buildings, not in front.

- Town Avenue
- Central Street
- Storefront, Gallery, Forecourt Frontage Type
- Mixed-Use, Commercial Block
- Commercial Block or Civic Buildings



Town and Country Gateways



The Town and Country Gateway marks the transition from the rural roadscape environment outside of town to the urban streetscape environment in town. Identification and directional signage elements will help to orient and direct the visitor, but the essence of this gateway is the experience of moving from a beautiful rural environment into a beautiful town. The key to the design success of each of these gateways is the integrity of the rural landscape and the coherence of the townscape.

Relationship to City/Purple Belt Policies

In 2003, Paso Robles updated its General Plan. Through that process, the City identified the goal of creating a physical boundary to urban growth and development. The intent of this vision “was not to limit growth at the City boundaries identified in the General Plan, but rather to leave room for continued growth and expansion and retain the rural character of the surrounding areas (Paso Robles Purple Belt Action Plan).” The updated Land Use

and Open Space Elements expanded upon the idea of the “Purple Belt,” which was further developed in the “Paso Robles Purple Belt Action Plan (DRAFT, 2005).” The Purple Belt Action Plan pertains to the Gateway Design Plan in that it seeks to preserve and enhance entry ways, scenic corridors, views and ridgelines.

Relevant City Policy

Land Use Element Goal LU-2: Image/Identity. Maintain/enhance the City’s image/identity.

Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.

Action Item 2. Adopt design standards to clearly articulate how important public views, gateways and landmarks (as shown on Figure CE-3) are to be maintained/enhanced. This is to include but not be limited to:

- Enhancing views along highways, roads, streets, rail corridors with landscaping, building setbacks, enhanced architecture and signage/monuments.
- Ensuring that residential building lots are of sufficient size to preserve the topographic and aesthetic features of the landscape.

Policy LU-2E: Purple Belt (Open Space/Conservation Areas around the City). Create a distinct “Purple Belt” surrounding the City by taking actions to retain the rural open space and agricultural areas.

Action Item 2. As feasible, acquire development rights/easements within the designated purple belt area. Use these development rights/easements to limit land uses within the designated purple belt to agricultural and/or open space.

Action Item 4 (and Open Space Element Policy OS-1A, Action Item 10): Implement strategies that help preserve or protect agriculture beyond the City limits, including:

- Establishment of agricultural buffer easements, berms and/or vegetative screening on property proposed for urban development as a condition of approval of discretionary development applications...

Recommended Action Items

1. Work with Caltrans to ensure that grading and landscaping along the highway is consistent with T2 Rural Standards and include the use of native trees including oaks.
2. Work with the County to create a visual corridor easement along Highway 46.
3. Work with developers to relocate select mature oak trees to key gateway locations.
4. Work with the County Public Works department to develop standards that include planting additional roadside trees, including oak trees.



Highway 46 is a larger version of a country road. As it is further widened, the character of its edges should not change from the existing rural condition.



Many of the rolling grass-covered hills have been recovered with vineyards which highlight the rolling terrain and provide dramatic fall color. Simple, rural fencing is key to the success of these rural frontages.



Single oaks standing in the roadway verge define a strong and uniquely California country road character. The openness of the fencing and the absence of suburban buildings are vital to preserving the character of this rural environment.



G. Nacimiento Lake Drive at 24th Street

G. Nacimiento Lake Drive at 24th Street

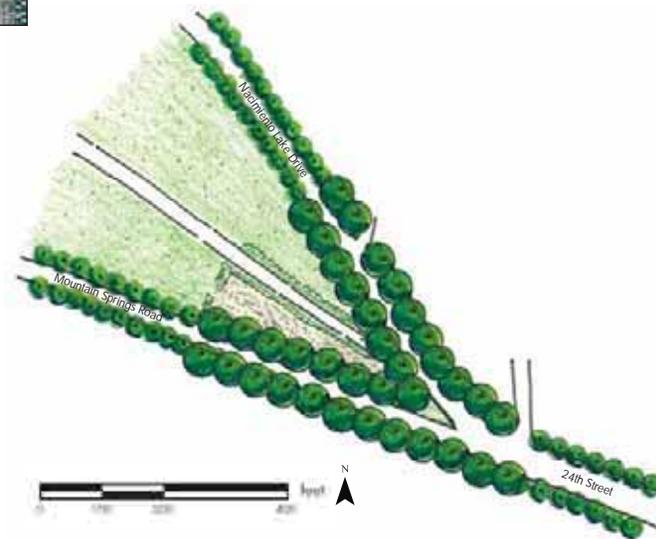
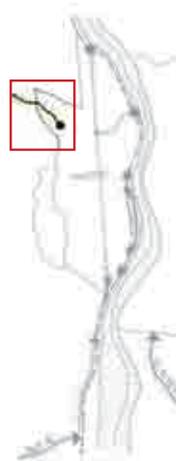
Background

This gateway is the entrance into town from the northwest countryside. It will provide a graceful and gradual transition from countryside to town, punctuated by the merging of Nacimiento Lake Drive and Mountain Springs Road into 24th Street. Approximately five blocks east of the gateway, 24th Street intersects with Spring Street, the central artery of downtown Paso Robles (see 24th St Central Gateway).

Design Recommendations

The triangular open space at this intersection is owned by the Paso Robles District Cemetery and is to be improved as an open space with limited, naturalistic landscaping. As future realignment of this intersection is anticipated, any proposed design should incorporate the following design and landscape concepts:

1. The existing utilitarian paving and drainage facilities should be replaced with more rural detailing, including rocky swales and ditches instead of concrete channels and pipes, and rows of stone cobbles instead of concrete curbs.
2. Additional oak trees and native drought tolerant ground plantings should define the edges and focal points within the town green.
3. Regularly-spaced planting of Sycamore trees along Mountain Spring Road should be added. Remove shrubs, extend planting of Sycamore trees along entrance to Cemetery.
4. Add informal planting of oak trees that still allows for parking on the north side of Mountain Springs Road.



Location Key of Nacimiento Drive

Recommended Design Concept

5. Directional signage at this location is very important. Use the proposed signage system for entering and exiting town.
6. This intersection may require a future realignment.



Paving and drainage should be replaced with rural detailing.



BEFORE: Existing conditions as leaving town



AFTER: Landscaping, trees, and signage added



H. Highway 46 East (1/2)

H. Highway 46 East

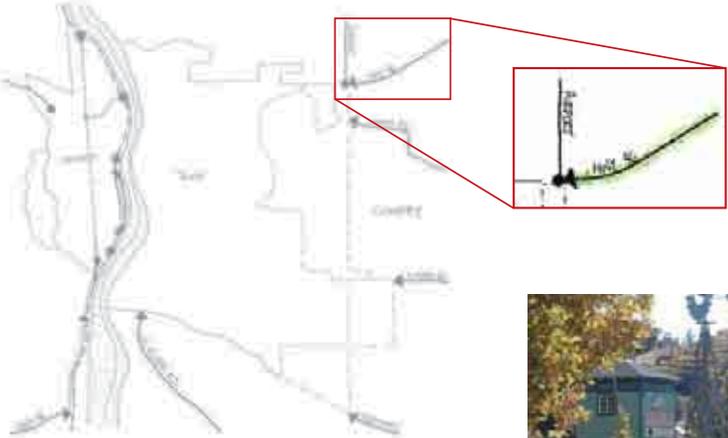
Background

This is the easternmost gateway into Paso Robles. This roadway is under Caltrans' jurisdiction, with a right-of-way varying between 150 and 170 feet. The highway (or country road) is lined with vineyards and a beautiful natural landscape, and in certain stretches native vegetation is also present. The transition from countryside to townscape is subtle, in terms of both time and distance: views are very long, with elevated vistas, and physical change is very slow.

Design Recommendations

Future development could quickly change the character of this major gateway from the east. The success of this Gateway is dependent on the clarity of the passage from a rural setting to an urban setting. The nature of suburban development is that it blurs this edge. Mainly, there is a need to keep new suburban development from encroaching into the "Rural Corridor," the area prominently visible from the highway. Landscaping improvements along the corridor, as it transitions from country to town, should have a unifying effect, and also screen/soften adjacent uses.

1. The intersection of Highway 46 and 101 is a potential location for a sculptural element to highlight the Purple Belt nature of the area, similar to what has been done in the wine country north of San Francisco.
2. Work with Caltrans to develop policies and criteria for the establishment of a Rural Corridor viewshed easement which adheres to the design standards set out for T2 Country Thoroughfare (p. 33).
3. Prepare standards for site planning along Highway 46, encouraging development of rurally detailed



Location Key of Highway 46 East

frontage roads, or parking areas detailed as such, along the highway edge so that new buildings front toward the highway, rather than turning their backs on it. Frontage roads should be separated from the main highway by rows of large street trees.

4. Develop standards for individual development projects through the PD process on a case-by-case basis along the highway, with a priority on storefronts and building-mounted signage facing the highway, simple rural roof forms, careful screening of roof-mounted equipment and loading and storage areas, and standards for rustic colors and natural materials. These standards should apply to the Chandler Ranch Specific Plan area abutting Highway 46.
5. Amend the zoning standards for properties adjacent to or visible from the highway to prohibit mini-storage facilities, loading areas, large parking lots and other unsightly service areas visible from the highway.



Example of landscaping screening roadside development.



Example of landscaping softening roadside edge.



Maintain rural character of viewshed.



Plant vegetation and trees native to Paso Robles region.



Limit prominent roadside signage to well-designed signs that reflect the rural character of Paso Robles.



I. Union Road at (future) Airport

I. Union Road at Airport Road

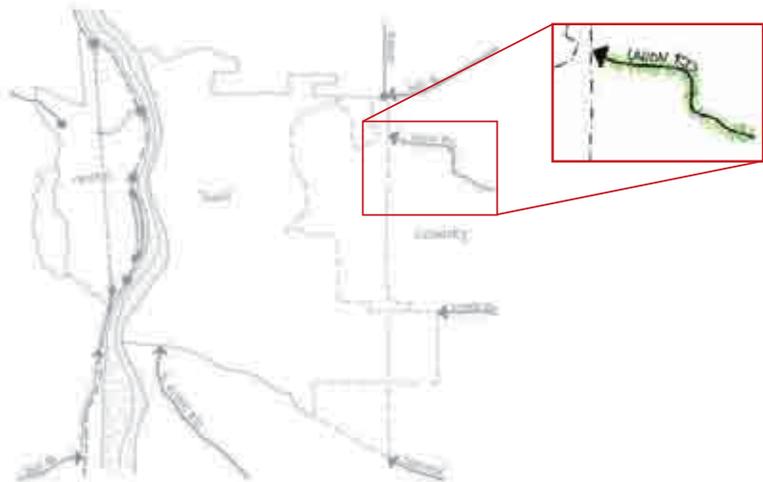
Background

The character of Union Road is generally similar to Highway 46, but as a country road, the scale of the roadway is much better. Union Road is a gateway to both the city from a distance, and to the new Chandler Ranch neighborhood. The transition is subtle, in terms of both time and distance: the views are long, the transition is slow. There is no physical sign of a change of zone (i.e. a "gateway"). The development that will occur at this location should be carefully tailored to maintain the rural character of the roadway as a gateway to the city while creating an appropriate entrance to the Chandler Ranch.

Design Recommendations

Maintain country road character through implementation of T2 standards. More specifically:

- Encourage minimal grading and the construction of narrow side roads that follow the contours of the natural topography;
- Establish large setbacks (100-200 feet) from Union Road;
- Encourage farmhouses, barns, sheds, and wineries to be visible from the road;
- If possible, use natural topography to screen residential development from the road.
- Preserve existing oak trees along road, and where possible, plant new ones;
- Preserve native vegetation;
- Allow agricultural uses;



Location Key of Airport Road

- Encouraging use of rural fence types such as split rail fences where fences are needed (see Design Standards on page 33).

As the city expands, employ the T3 and T4 standards.



Maintain country road character by implementing T2 standards.



Preserve existing and plant additional oak trees.



On Highway 46 provide large setbacks where residential development occurs.



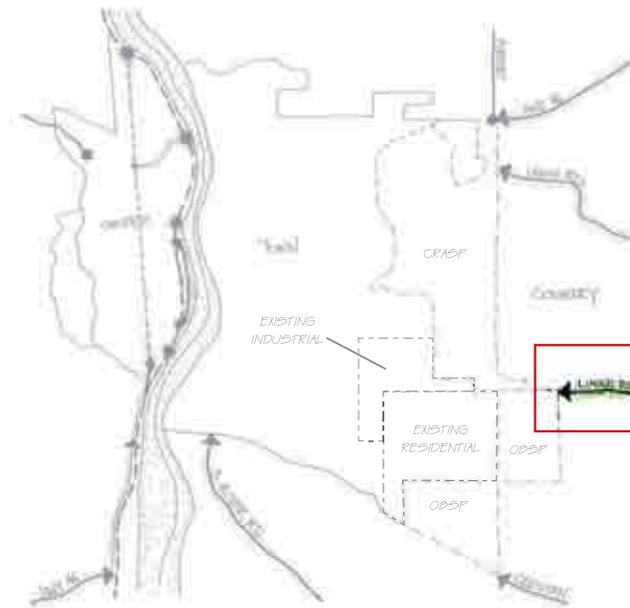
J. Linne Road

Linne Road enters Paso Robles from the east between the Chandler Ranch and Olsen Ranch Beechwood Developments. The development that will occur at this location should be carefully tailored to create a meaningful transition between the rural countryside and the city, while creating an appropriate entrance to the community.

Design Recommendations

As the City expands eastward in the future, including the area within the Olsen Ranch / Beechwood and Chandler Ranch Specific Plans, this “Gateway” will move to the east. The character of future development should be governed by T3 and T4 standards, assuring that Linne Road becomes a graceful avenue flanked by traditional California neighborhood development. Key attributes of that development include:

1. The street should have two, or at most three, travel and turn lanes, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. At key locations where neighborhood-serving commercial buildings front the avenue, the trees may be planted in tree grates within a broad sidewalk, with customer parking at the curb.
4. Buildings should front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, shopfront and awning.
5. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs with eaves to the street. Building materials should be natural, or faithfully simulate natural materials.
6. Planning for the Olsen Ranch / Beechwood and Chandler Ranch areas should adhere to the T2, T3, and T4 design standards contained in this document. The Olsen Ranch Beechwood Specific Plan, currently going through the public process, contains appropriate development standards and design standards that, if carefully implemented, will deliver such neighborhood development. The Draft Olsen Ranch / Beechwood Specific Plan incorporates a roundabout at this gateway.



Location Key of Linne Road



Encourage wineries and farm buildings to be visible from street.



Existing trees along Linne Road begin to define this gateway.



Reconfigure frontage for pedestrian access.



Example of transition from T4 to T3.



K. Creston Road

Creston Road passes through beautiful rolling hills and ranch land before reaching the edge of suburban development: a dramatic point of contrast with the open space beyond it. The transition between town and country - the intersection with Beechwood Drive, where the "Country Hills" subdivision is located - is currently marked by a suburban gateway, composed of a corner sign, stucco walls, and low landscaping. This configuration does not convey the image of "town" as one leaves the countryside as it disregards the history, the natural topography, the natural setting, and the existing built environment of a Paso Robles - in short, it looks like the edge of almost any other suburb in America.

Design Recommendations

Similar to the Gateway at Linne Road, as Paso Robles expands eastward, this "Gateway" will move to the east. The character of new development should be governed by T2, T3, and T4 standards, assuring that Creston Road becomes a prominent avenue with traditional California neighborhood development on each side. Important attributes of future development include:

1. The street should have two to four travel lanes separated by a central median, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. Buildings should front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, shopfront and awning.



Location Key of Creston Road

5. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs with eaves to the street. Building materials should be natural, or faithfully simulate natural materials.
6. Planning for the Olsen Ranch / Beechwood area should adhere to the T2, T3, and T4 design standards contained in this document. The Olsen Ranch Beechwood Specific Plan, currently going through the public process, contains appropriate development standards and design standards that, if carefully implemented, will deliver such neighborhood development. The Draft Olsen Ranch / Beechwood Specific Plan incorporates a roundabout at this gateway.



Preserve rolling hills and ranchland.



Discourage building backsides and sound walls from fronting the street.



Example of T3 Suburban condition at urban edge.



L. South River Road

L. South River Road

The intersection of South River Road with Charolais Road marks the southern edge of the city limits. South of Charolais Road, River Road has a very attractive rustic character as it approaches the city from the south. North of Charolais Road, this road widens, becoming abruptly more suburban in character, with little transition between these two distinct transect zones. A roundabout has been approved for the intersection of Charolais Road and South River Road.

Design Recommendations

If the City expands southeastward in the future, this "Gateway" will move to the south-east. The character of that new development should be governed by T2 or T3 standards, assuring that a graceful avenue will be flanked by traditional California neighborhood development. Key attributes of that development include:

1. The street should have two, or at most three, travel and turn lanes, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. Buildings front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, shopfront and awning.
4. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs with eaves to the street. Building materials are natural, or faithfully simulate natural materials.



Location Key of South River Road



Approved roundabout at intersection of Charolais Road and South River Road.



Rustic character of South River Road approaching City.



South River Road intersecting with Charolais Road, northbound



Transition from country to town.



Neighborhood mail center



Example of T2.



Example of T3.



M. South Vine Street

M. South Vine Street

Vine Street is one of the most iconic and characteristic streets of Paso Robles. The southern corridor of Vine Street, from Highway 46 West to 1st Street is an important gateway to the historic town core. All future development will need to be sensitive to preserving the views of the hillside. There is a limited number of trees along this street currently, and their odd and irregular spacing prevents them from functioning as a gateway. A portion of South Vine Street is lined by an interesting row of Italian cypress trees.

Design Recommendations

To enhance the “country road” character of South Vine Street as it approaches town, and to enhance the “small town character” once one enters town, the following recommendations are provided:

1. Plant fence with landscape treatment (e.g. vines) to enhance and soften the appearance of the existing fence.
2. Apply the T2 design standards for thoroughfares, frontage and building types for proposed development along South Vine Street, and the future realigned South Vine Street. Work with the County to ensure that such standards are applied uniformly to all development regardless of which jurisdiction it falls within.
3. Building facades and rooflines should be articulated to avoid long expanses of monotonous building massing. When buildings are built on existing sloping terrain, techniques such as stepped foundations should be used. Landscaping should be utilized to screen the transition areas between the buildings and the existing terrain.



Location Key of South Vine Street



Map of future South Vine Street Realignment.

4. The value of the hillsides to the community will be substantially increased if “hillside buildings and other onsite development features” are built on the hillsides rather than carving the hills into pads so that “flatland buildings” can be constructed on the hills. Development should be designed so that it conforms to the existing topography.

For instance, this would require buildings on sites with sloping topography to be designed with stepped or raised foundations, minimizing grading, and only allowing grading that would result in natural appearing landforms (e.g. contour grading), not exceeding a 5:1 slope. Pad grading should be discouraged.

Areas that require flat pads such as parking lots, swimming pools, courtyards, tennis courts etc., should generally be located behind buildings and designed in smaller, tiered parking fields, and be very carefully screened with drought

tolerant landscaping or other suitable materials, so that they are not visible from the roads. All manufactured slopes should incorporate contour, natural appearing grading techniques and should be landscaped with appropriate landscaping materials to completely cover or screen the slopes. The top edge of slopes should blend into the existing terrain as much as possible.

5. Roadway standards that minimize the width of new roadways and require that they closely parallel rather than cut across existing contours. Roadways that run with the natural terrain are the most important single technique for preserving rural character.
6. Ridge lines are a key landform element at this gateway, and should be protected to ensure this gateway continues to be a distinctive, attractive gateway into the future. Ridge lines shall be



BEFORE (Left): South Vine Street adjacent to Highway 101
AFTER: South Vine Street adjacent to Highway 101, with vines planted to grow up fence



Example of “village center”

protected where possible, with buildings and other onsite development features designed so that the ridge lines are maintained unobstructed from the downhill view.

7. In selected areas that are relatively flat it may be possible to develop denser “village centers” clustered on the site, without significant grading. Outside such centers, building and site improvements shall be based substantially on the palette of forms and materials prescribed for the T2 zone.
8. The City, in collaboration with Caltrans and the San Luis Obispo Council of Governments (SLOCOG), has approved and programmed road improvements for South Vine Street consistent with these gateways.



N. Highway 46 West

Background

The key feature of this gateway is the beauty of the landscape along Highway 46. The complex and large-scale intersection of Highway 46 with South Vine Street and Highway 101 provides access to the city from various directions, and functions as Paso Robles' southernmost Gateway. Current development at the southwest corner misses the opportunity to act as an inviting gateway landmark, as the buildings are fronted by large parking lots, and the buildings' rear sides are oriented towards the highway.

As highway 46 is rerouted in this area, an opportunity exists to create an improved Town and Country gateway on the approach from the west. And as the interchange itself is reconfigured with roundabouts, the opportunity exists to design them with strong landscape and signage to transform the interchange to a relatively rural character. Any new development adjacent to this interchange should focus special attention on frontage conditions, to avoid awkward retaining walls, suburban landscaping, and large parking lots fronting the streets.

Design Recommendations

To enhance the "country road" character of Highway 46 as it approaches town, and to enhance the "small town character" once one enters town, the following recommendations are provided:

1. Work with Caltrans and the County to develop a country road viewshed easement which adheres to the design standards set out for T2 Country Thoroughfare.
2. Where possible, develop a frontage road along the highway, so that new buildings front the highway



Location Key of Highway 46 West

with primary pedestrian and visitor access to the buildings taken from that frontage road and its curbside parking.

3. Apply the T2 design standards for thoroughfares, frontage and building types for proposed development along Highway 46 West. Work with the County to ensure that such standards are applied uniformly to all development regardless of which jurisdiction it falls within.
4. Building facades and rooflines should be articulated to avoid long expanses of monotonous building massing. When buildings are built on existing sloping terrain, techniques such as stepped foundations should be used. Landscaping should be utilized to screen the transition areas between the buildings and the existing terrain.
5. The value of the hillsides to the community will be substantially increased if "hillside buildings and other onsite development features" are built on the hillsides rather than carving the hills into pads so that "flatland buildings" can be constructed on the hills.



Implement T2 standards along corridor.



Preserve country view of hills as approaching Highway 101.



Suburban development should not encroach upon country viewshed.



Encourage wineries and farm buildings to be visible from street.

Development should be designed so that it conforms to the existing topography.

For instance, this would require buildings on sites with sloping topography to be designed with stepped or raised foundations, minimizing grading, and only allowing grading that would result in natural appearing landforms (e.g. contour grading), not exceeding a 5:1 slope. Pad grading should be discouraged.

Areas that require flat pads such as parking lots, swimming pools, courtyards, tennis courts etc., should generally be located behind buildings and designed in smaller, tiered parking fields, and be very carefully screened with drought tolerant landscaping or other

suitable materials so that they are not visible from the roads. All manufactured slopes should incorporate contour, natural appearing grading techniques and should be landscaped with appropriate landscaping materials to completely cover or screen the slopes. The top edge of slopes should be rounded and the edges of the slopes should blend into the existing terrain as much as possible.

6. In selected areas that are relatively flat it may be possible to develop denser "village centers" without significant grading. Outside such centers, buildings and site improvements shall be based substantially on the palette of forms and materials prescribed for the T2 zone.



Signage System

A unified signage system shall be developed to address the need for directional information at key Gateway locations. The proposed system should be flexible and modular to evolve over time as additional directional needs develop. It should be appropriate for installation in both T2 and T4 environments.

Municipal signage programs often seek to imbue directional signage with a distinctive "local theme." This often has the effect of either making the signage hard to read, or very expensive to expand over time. And if the signage is not very simple and easy to read, its usefulness in providing direction to the moving motorist in time for the motorist to utilize the information is significantly reduced.

We recommend the adoption of a simple directional signage system, with arrow-shaped signs printed with large and easy-to-read names of destinations. In many traditional towns, the distinctive character of the place is defined by the unique streetscapes and building types, such that there is no need to try to convey the town's identity through decorative directional signs. The exact graphic design of the arrows and the color or graphic coding should be developed by a signage design specialist. Signs could be unified by way of a distinctive and unique pole system.

Paso Robles Gateway Standards are likewise focused on conveying the town's unique character through careful and coherent urban design, such that the directional signs can be freed up to direct visitors.

In a signage system of this type, several categories of destinations can be made graphically distinct from one

another through simple variations of color and graphics on the sign blades. Types of destinations to which it will be important to direct visitors, and some basic graphic characteristics for each type of sign, include:

- 1) Nearby Towns: White background with black outline and black text.
- 2) Highways: Green background with white outline and white text.
- 3) Recreational Destinations: White background with blue outline, blue international symbols and black text.
- 4) Wineries: Purple background with white outline and white text, and a logo symbolizing a bunch of grapes.
- 5) Downtown Destinations: White background with red outline, red text, and a stylized oak tree logo similar to that on the City seal.

* Add signs to Business District at Highway 46, Highway 101, and 24th Street.

** Limit proliferation of freeway signs over 30 feet high.



Sample Signage

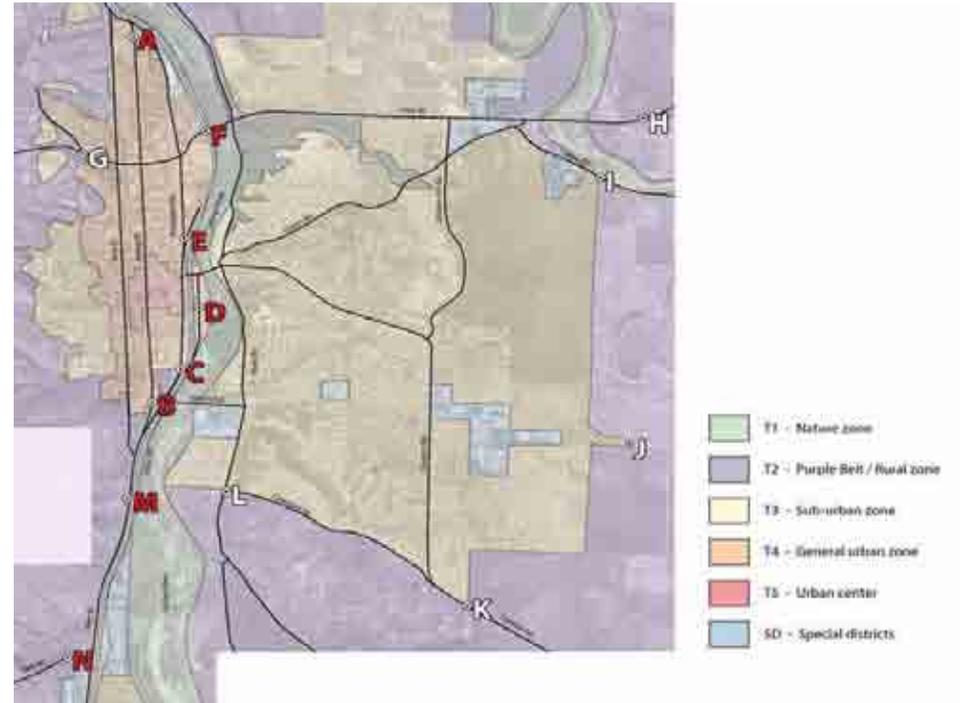


Design Standards - T4 General Urban

As one enters into Paso Robles from the countryside, one transitions from the T2 Rural transect to either the T3 (Suburban) or the T4 (General Urban) transect. In the case of the T4 gateway, the streetscape character changes from country road to that of a town avenue. These avenues are the wider, main thoroughfares of the town and have an important circulation function. Their primary urban design function is to act as the urban “face” and principal public spaces of the town. As such, they will be landscaped with major tree plantings, faced by high quality residential and commercial buildings, and flanked by pleasant pedestrian ways as well as comfortable on-street parking for visitors and customers. Central Gateways, as they enter town onto city streets primarily from Highway 101, should also follow the T4 General Urban standards. The essence of these gateways is the discernible contrast between T2 and T4, which creates a sharply defined edge, or gateway.

Thoroughfare types, frontage types and building types are among the primary urban design elements that support and intensify the locational character of each Transect zone. It is recommended that each gateway be characterized by a set of allowed urban standards.

The following pages outline the palette of thoroughfare, frontage and building types allowed in the T4 General Urban Transect Zone.

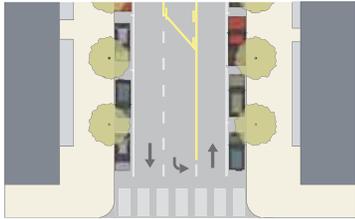


Illustrative Transect-based Regulating Plan of Paso Robles, with proposed T2-T4 Gateways in red.



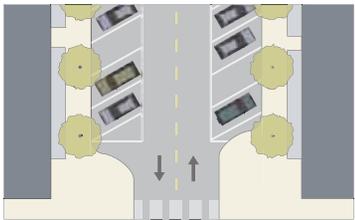
Thoroughfare Types - T4 General Urban

The following thoroughfare types are appropriate for the T4 zone.



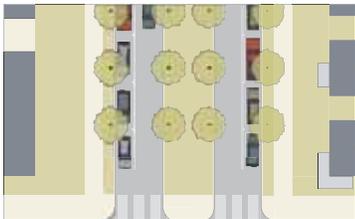
Central Street

The character of the Central Street is pedestrian-oriented and defined by street-level storefronts. Buildings are built to the sidewalk, are at least 2 stories tall, and have awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience is enhanced with wide sidewalks, street trees in wells, and pedestrian-scale lighting. Spring Street is an example of a Central Street.



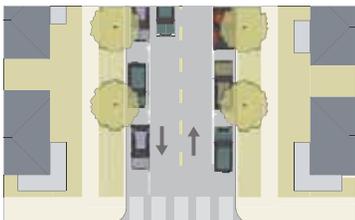
Central Street - Diagonal Parking

The Central Street type can utilize diagonal parking for increased parking availability to support businesses flanking the street. Pedestrian sidewalk bulb-outs increase safety for pedestrians crossing at intersections. Typical downtown streets are examples of Central Streets with diagonal parking.



Town Avenue

The Avenue provides the appropriate transition from Paso Robles' countryside to town. Residential or commercial land uses face the street and interface with the public realm through various applicable frontage types. This street type features two single travel lanes lined with parallel parking on both sides, and may or may not contain a tree lined median. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. 24th Street is an example of a Town Avenue.



Neighborhood Street

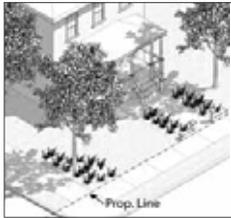
Neighborhood Streets are designed for low traffic volumes and traffic speeds of 25 miles per hour or less. Their primary function is to provide access to adjacent land uses, which vary throughout the area, depending on the location. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. On-street parallel parking is provided on both sides. Vine Street is an example of a Neighborhood Street.



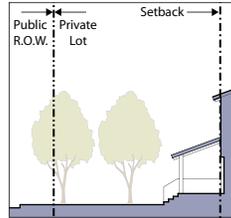
Frontage Types - T4 General Urban

The following frontage types are appropriate for the T4 zone.

Axonomic Diagram



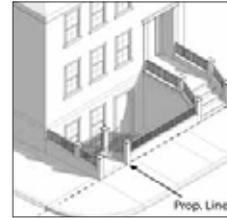
Section Diagram



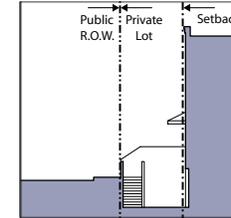
Common Yard

A frontage wherein the facade is set back a minimum of 15 feet from the property line/frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The setback provides a buffer from the higher speed thoroughfares.

Axonomic Diagram

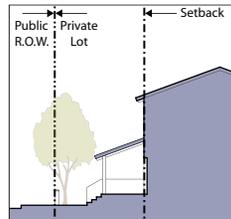
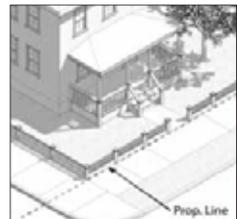


Section Diagram



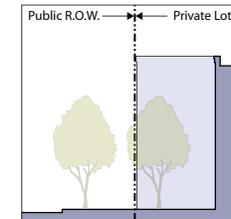
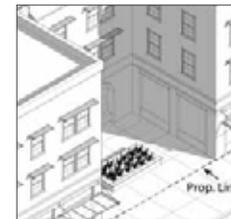
Lightcourt

Lightcourts are frontages wherein the facade is set back from the frontage line by a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The lightcourt is suitable for conversion to outdoor cafes.



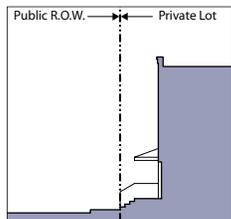
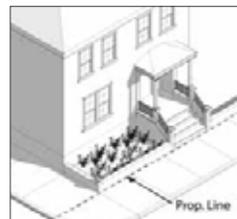
Porch

Fences are common frontages associated with single family houses, where the facade is setback a minimum of 10 feet from the right-of-way with a front yard. A fence or wall at the property line may be used to define the private space of the yard. An encroaching porch may also be appended to the facade. A great variety of porch and fence designs are possible including a raised front yard with a retaining wall at the property line with entry steps to the yard.



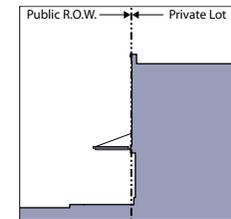
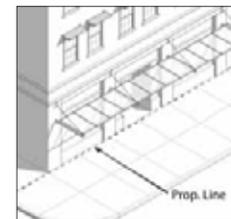
Forecourt

Forecourts are uncovered courts within a storefront, gallery or arcade frontage, wherein a portion of the facade is recessed from the building frontage. The court is suitable for gardens, vehicular drop-offs, and utility off loading. A fence or wall may be used to define the property line. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court. This type should be used sparingly and in conjunction with Storefronts.



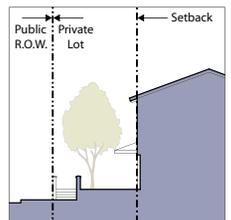
Stoop

Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the side-walk, securing privacy for the windows and front rooms. The stoop is suitable for ground-floor residential use at short setbacks. A shed roof may also cover the stoop. This type may be interspersed with the Shopfront & Awning frontage type.



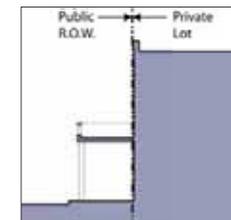
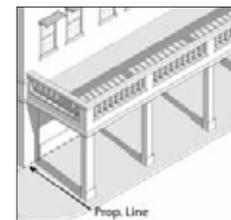
Storefront

Storefronts are facades placed at or close to the right-of way line, with the entrance at sidewalk grade. They are conventional for retail frontage and are commonly equipped with cantilevered shed roof(s) or awning(s). The absence of a raised ground floor precludes residential use on the ground floor facing the street. Residential use would be appropriate above the ground floor and behind another use that fronts the street.



Dooryard / Terrace

Dooryards are elevated gardens or terraces that are set back from the frontage line. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is also suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby.



Gallery

Galleries are storefronts with an attached colonnade, that projects over the sidewalk and encroaches into the public right-of-way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it. An easement for private use of the right-of-way is usually required.



GATEWAY DESIGN PLAN

City of Paso Robles

Building Types - T4 General Urban

The following building types are appropriate for the T4 zone.



Front Yard House
 A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4 zone. A Front Yard House may be used for non-residential purposes where allowed in the applicable zone. A Front Yard House is accessed from the sidewalk adjacent to the street build-to line.



Rowhouse
 Two or more detached two- or three-story dwellings with zero side yard setbacks located upon a qualifying lot in the T4 zone. A Rowhouse may be used for non-residential purposes where allowed in the applicable zone. The following text provides performance standards for Rowhouses.



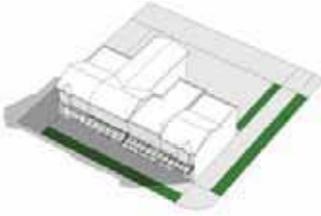
Sideyard
 A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4 zone. A Side Yard House may be used for non-residential purposes where allowed in the applicable zone. A Side Yard House is accessed from a side yard-facing entrance or side yard court, accessed from a sidewalk, adjacent to the street build-to line.



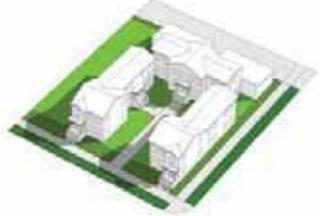
Live / Work
 An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity at the ground floor. Live-work building may be located upon a qualifying lot in the T4 zone.



Duplex/Triplex/Quadplex
 A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T4 zone. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed in the applicable zone.



Mixed Use
 A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for dwelling units.



Courtyard Multi-family
 A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot in the T4 zone. Dwellings take access from the street or the courtyard(s). Dwelling configuration occurs as townhouses, flats, or flats located over or under flats or townhouses. The courtyard is intended to be a semi-public space that is an extension of the public realm. Courtyard Housing may be used for non-residential purposes where allowed in the applicable zone.



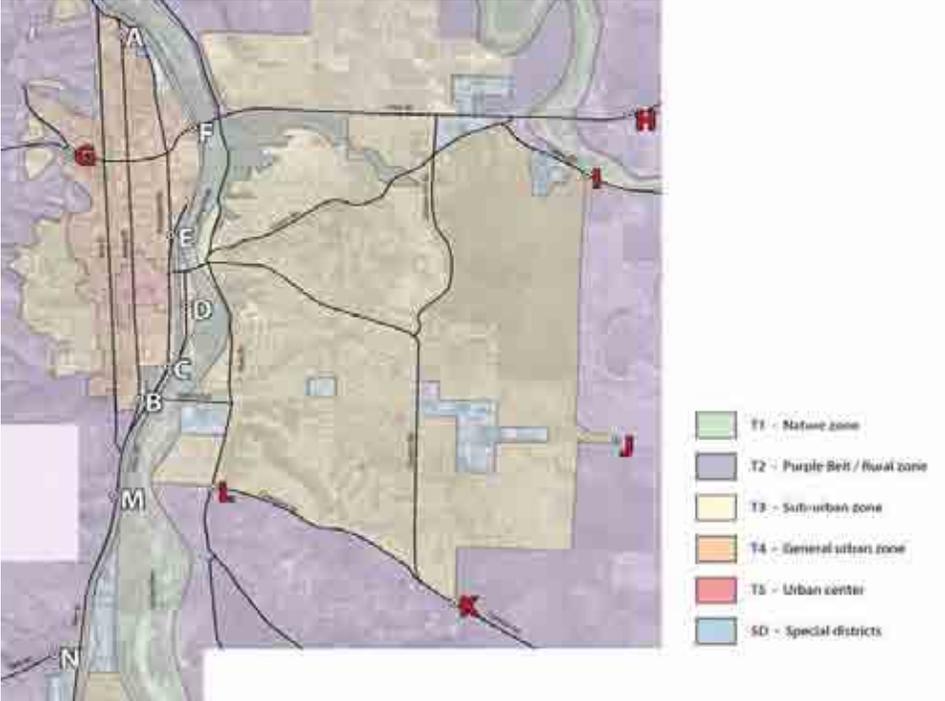
Commercial Block
 A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for commercial use or for dwelling units. A Commercial Block may be located upon a qualifying lot in the T4 zone.



Design Standards - T3 Suburban

The T2 to T3 gateway is similar to the T2 to T4 gateway except that buildings along the main avenue tend to be lower in both density and height and are setback further from the street. Buildings are also typically separated from one another by side yard setbacks. Thoroughfares within the T3 zone typically have sidewalks, major street trees planted in continuous planting strips, vertical curbs, and on-street gateway.

The following pages outline the palette of thoroughfare, frontage and building types allowed in the T3 Suburban Transect Zone.

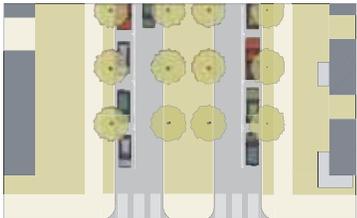


Illustrative Transect-based Regulating Plan of Paso Robles, with proposed T2-T3 Gateways in red. Note that these Gateways could also be T2-T4 transitions.

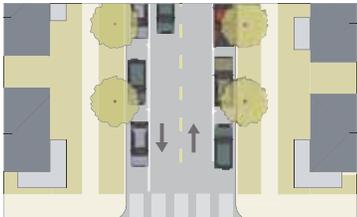


Thoroughfare Types - T3 Suburban

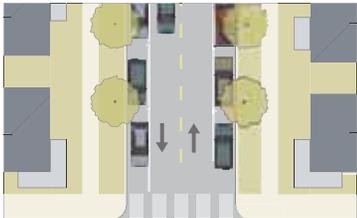
The following thoroughfare types are appropriate for the T3 zone.



Avenue
The Avenue provides the appropriate transition from Paso Robles' countryside to town. Residential or commercial land uses face the street and interface with the public realm through various applicable frontage types. This street type features two single travel lanes lined with parallel parking on both sides, and may or may not contain a tree lined median. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. 24th Street is an example of a Town Avenue.



Neighborhood Street
Neighborhood Streets are designed for low traffic volumes and traffic speeds of 25 miles per hour or less. Their primary function is to provide access to adjacent land uses, which vary throughout the area, depending on the location. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. On-street parallel parking is provided on both sides. Vine Street is an example of a Neighborhood Street.



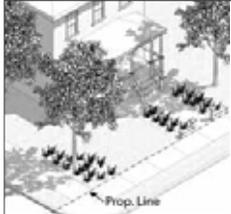
Neighborhood Street - No Curbs
The Curbless Neighborhood Street shares the same characteristics as the curbed Neighborhood Street except that the curbs are absent. Thus the Curbless Neighborhood Street is more rural in character.



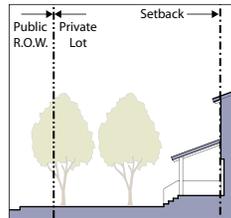
Frontage Types - T3 Suburban

The following frontage types are appropriate for the T3 zone.

Axonometric Diagram

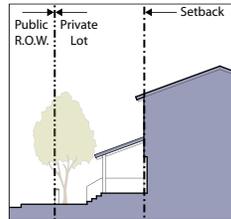
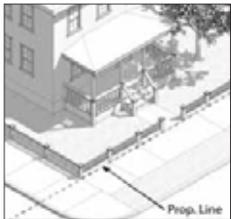


Section Diagram



Common Yard

A frontage wherein the facade is set back a minimum of 15 feet from the property line/frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.



Porch

Fences are common frontages associated with single family houses, where the facade is setback a minimum of 10 feet from the right-of-way with a front yard. A fence or wall at the property line may be used to define the private space of the yard. An encroaching porch may also be appended to the facade. A great variety of porch and fence designs are possible including a raised front yard with a retaining wall at the property line with entry steps to the yard.



Building Types - T3 Suburban

The following building types are appropriate for the T3 zone.



Estate House

A large detached building on a large lot designed as a single dwelling unit that may be located on a qualifying lot in the T3 zone. An Estate Home cannot be used for non-residential purposes. An Estate Home is accessed from the sidewalk adjacent to the street build-to-line.



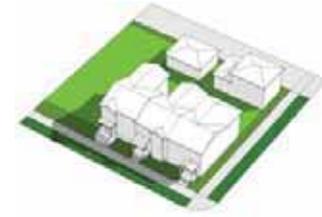
Bungalow Courtyard Multi-family

A group of four or more detached houses and/or duplexes arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and is intended to be a semi-public space that is an extension of the public realm. Bungalow Courts are allowed on qualifying lots in the T3 zone.



Front Yard House

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T3 zone. A Front Yard House may be used for non-residential purposes where allowed in the applicable zone. A Front Yard House is accessed from the sidewalk adjacent to the street build-to line.



Rowhouse

Two or more detached two-story dwellings with zero side yard setbacks located upon a qualifying lot in the T3 zone. A Rowhouse may be used for non-residential purposes where allowed in the applicable zone. The following text provides performance standards for Rowhouses.



Sideyard

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T3 zone. A Side Yard House may be used for non-residential purposes where allowed in the applicable zone. A Side Yard House is accessed from a side yard-facing entrance or side yard court, accessed from a sidewalk, adjacent to the street build-to line.



Duplex/Triplex/Quadplex

A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T3 zone. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed in the applicable zone.

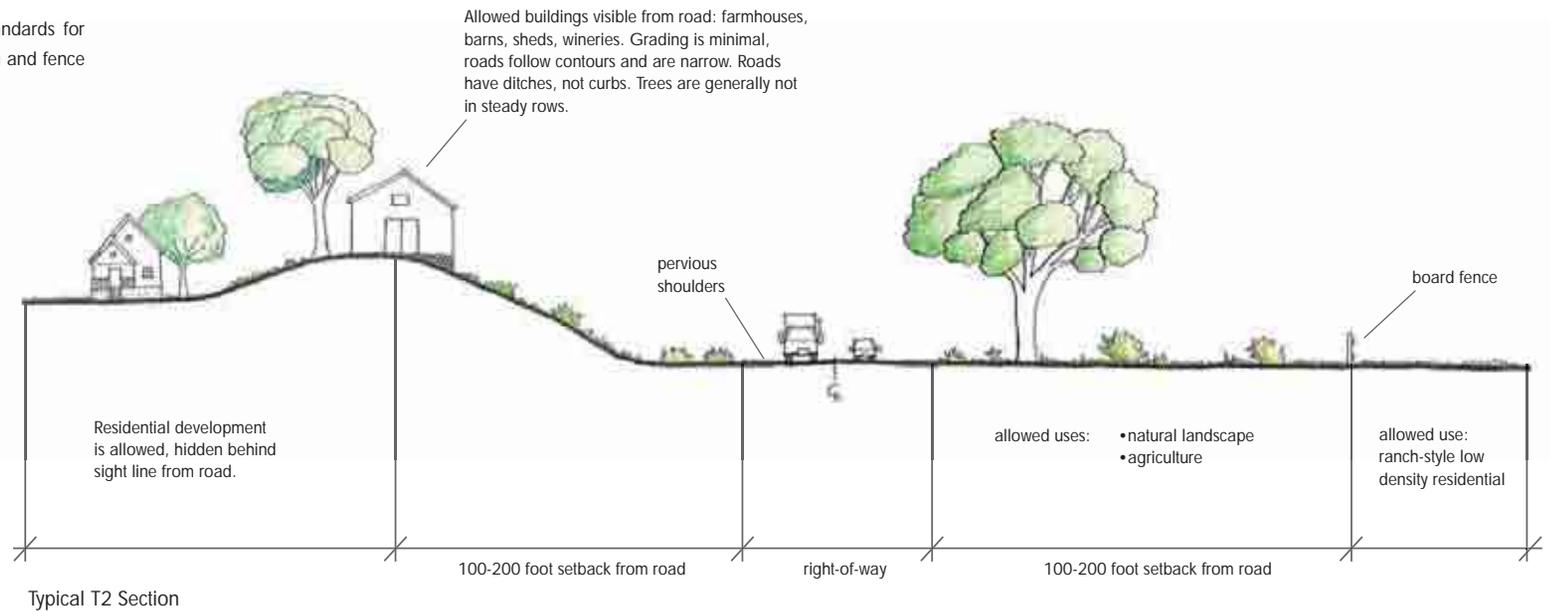


Design Standards - T2 Rural

The rural landscape surrounding Paso Robles is characterized by beautiful rolling dry hills accented by oaks and vineyards. Local vegetation types are oak and savannah grassland. Certain types of buildings and structures are appropriate in this landscape, including wineries, barns, agricultural sheds, farm houses and rural fences, as long as they have the appropriate architecture. Other types of development – such as suburban housing development, suburban strip-malls, non-rural walls and fences, and decorative landscaping – are very destructive to the rural character and should be set back and screened from view from the road. Landscape planting along Country Roads should be based on the local native vegetation type--oak woodland.



The following pages outline and provide standards for the palette of thoroughfare, frontage, building and fence types allowed in the T2 Rural Transect Zone.



Note: Drawing not to scale.



GATEWAY DESIGN PLAN

City of Paso Robles

Design Standards - T2 Rural

T2 Thoroughfare Types



State Highway: Agriculture & Residential
Limited-access road with gravel shoulder.



Country Road
The country road is similar to the non-commercial state highway road, except that the dimensions of the road are narrower. It is spatially open and punctuated with occasional trees. Shoulders are unpaved.



Gateway
The country road that functions as a gateway is substantially enclosed by a canopy of relatively continuous tree plantings.



Side road
The side road is narrow, with little if any pavement, and often flanked by ditches. It may be marked or unmarked.

T2 Fence Types



Design Standards - T2 Rural

T2 Frontage Types



Agriculture

Agricultural crops are set back from the road. Fencing appropriate for T2 should be used where necessary.



Natural Landscape

Native vegetation is preserved.



Rural Residential

Ranch-style structures should be set back from the road. If possible, use topography to screen residential development from road. If non-ranch style structures must be constructed in a location potentially visible from the road, they should be screened with plantings or topography.



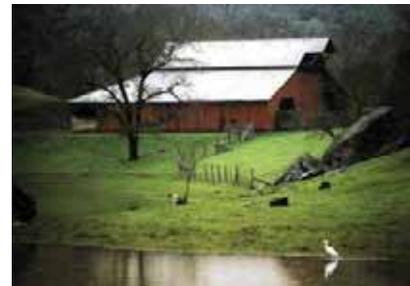
T2 Building Types



Winery



Farmhouse



Barn



Glossary

This section provides definitions of terms and phrases used in this Design Plan that are technical or specialized, or that may not reflect common usage. The following terms and phrases shall have the meaning ascribed to them in this Glossary, unless the context in which they are used clearly requires otherwise.

Building Type: The structure defined by the combination of configuration, disposition and function.

Build-to Line: A line appearing graphically on the regulating plan or stated as a setback dimension, along which a building façade must be placed.

Civic: A term defining not-for-profit organizations, dedicated to arts, culture, education, religious activities, government, transit, municipal parking facilities and clubs.

Commercial: A term defining workplace, office and retail use collectively.

Corridor: A long, generally slender land area with an existing or planned transportation facility at the center. The general purpose of a corridor is to define a study area for future transportation planning improvements.

Dooryard: A yard between the street and a building, raised at least 18 inches above the grade of the sidewalk adjacent, or bounded by a garden wall, between 18 inches and 36 inches in height built on the frontage line(s).

Facade: The vertical surface of a building that is set parallel to a Frontage Line and facing a street. (Building walls containing garage doors are not classified as Facades, and may not be located on lots where Facades are permitted and/or required by these regulations.)

Form-Based (Coding, Zoning): For the purposes of a Zoning Ordinance, a "form-based code" means a code based primarily on form- the physical urban form,

including the relationship of buildings to each other, to streets and to open spaces- rather than based primarily on land use.

Frontage Line: The property lines of a lot fronting a street or other public way, or a park, green or paseo.

Front Porch: A roofed structure, that is not enclosed, attached to the facade of a building.

Frontage Type: The Frontage Type includes elements such as allowed building setback, massing, frontage design, and primary pedestrian access design.

Gateway: 1. An opening or a structure framing an opening, such as an arch, that may be closed by a gate.
2. Something that serves as an entrance or a means of access: a gateway to success; the gateway to the West.
3. An area (as at a railroad station or an airport) for departure or arrival.

Gallery: A roofed promenade extending along the façade of a building and supported by columns on the outer side.

General Retail: Stores and shops intended to serve the City as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include:

art galleries, retail, art supplies, including framing services, books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, collectibles (cards, coins, comics, stamps, etc.), drug stores and pharmacies, dry goods, fabrics and sewing supplies, furniture and appliance stores, hobby materials, home and office electronics, jewelry, luggage and leather goods, musical instruments and-carried), parts, accessories, small wares, specialty grocery store, specialty shops, sporting goods and equipment, stationery, toys and games, variety stores, videos, DVD's, records, CD's, including rental stores.

Green (Town Green, p. 15): A medium-sized public space available for unstructured recreation,

circumscribed by building facades, its landscape consisting of grassy areas and trees, naturalistically disposed and requiring only limited maintenance.

Live-Work or Work-Live Unit: An integrated housing unit and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

The difference between live-work and work-live units is that the "work" component of a live-work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment; while the work component of a work-live unit is the primary use, to which the residential component is secondary.

Market - Community: A retail store larger than 3,500 square feet in gross floor area with more than 60 percent of its floor area devoted to food products.

Market - Neighborhood: A neighborhood serving retail store of 3,500 square feet or less in gross floor area, primarily offering food products, which may also carry a range of merchandise oriented to daily convenience shopping needs, and may be combined with food service (e.g., delicatessen).

Mixed use: Multiple functions within the same building or the same general area through superimposition or within the same area through adjacency.

Mixed-Use Project: A development that combines both commercial and residential uses on the same site, typically with the residential above the commercial uses that occupy the ground floor street frontage.

Multi-Dwelling Housing: A residential structure

containing two or more dwelling units, including Rowhouse Court, Duplex, Triplex, Quadplex, and Apartment Building. See Article 5.6 (Building and Frontage Type Standards) for definitions of each of these multi-dwelling housing type.

Net Floor Area: The enclosed area of a building, excluding unglazed porches, arcades and balconies.

Office: Business, Administrative, or Professional.

Business/Service: Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which are separately defined.

Professional/Administrative: Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:

accounting, auditing and bookkeeping services, advertising agencies, attorneys, business associations, chambers of commerce, commercial art and design services, construction contractors (office facilities only), counseling services, court reporting services, design services including architecture, engineering, landscape architecture, urban planning, detective agencies and similar services, doctors, educational, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction services, news services, photographers and photography studios, political campaign headquarters, psychologists, secretarial, stenographic, word processing, and temporary clerical employee services, security and commodity brokers, writers and artists offices.

Outbuilding: A separate building in addition to, and in the rear yard of the principal building, which is a



maximum of 2 stories and has a maximum net floor area of 700 square feet per story, and not more than 1 bedroom.

Park, Playground: An outdoor recreation facility that may provide a variety of recreational opportunities including playground equipment, open space areas for passive recreation and picnicking, and sport and active recreation facilities.

Parking District: An area where parking has rules and restrictions that are commonly managed by an entity.

Parking Facility, Public or Commercial: Parking lots or structures operated by the City, or a private entity providing parking for a fee. Does not include towing impound and storage facilities.

Parking Spaces: Parking Spaces should be a minimum of 9 feet x 20 feet, except that in off-street parking lots of more than 10 spaces, up to 20 percent of the spaces may be a minimum of 8 feet x 16 feet. The parking requirement may be accommodated on the lot and on the street on the corresponding frontage, or on another site by way of a shared parking proposal approved by the Planning Commission. Pairs of on-site parking spaces for use by employees of a single business, or for use by residents of a single dwelling unit, may be provided in tandem configuration (one behind the other) when approved by the Planning Commission.

Paseo: A pedestrian Alley. Pedestrian Alleys are located and designed to reduce the required walking distance within a neighborhood.

Residential: Premises used primarily for human habitation. Units should not be less than 375 square feet in net area.

Restaurant, Café, Coffee Shop: A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption ("counter service"); and establishments

where customers are served food at their tables for on-premise consumption ("table service"), that may also provide food for take-out, but does not include drive-through services, which are separately defined and regulated.

Rowhouse: A building with two or more single-family dwellings located side by side, with common walls on the side lot lines, the façades reading in a continuous plan.

Secondary Unit: The smaller dwelling unit on a site with two units. A carriage unit is an example of a secondary unit.

Setback: The mandatory distance between a property line and a building or appurtenance. This area must be left free of structures that are higher than 3 feet excluding Streetwalls, except as noted in the Urban Regulations.

Shared Parking: Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Single Dwelling Housing: A residential structure containing a single dwelling unit. Includes for the purposes of this Development Code: Large Lot Houses, Sideyard Houses, Rearyard Houses, Rowhouses, and Multigeneration Houses. See Article 5.6 (Building and Frontage Type Requirements) for definitions of each of these types.

Shopfront: The portion of a building at the ground floor of a Commercial or Live-Work Frontage, that is made available for retail or other commercial use. Shopfronts should be directly accessible from the sidewalk, with no intervening step. Each Shopfront must have transparent glazed areas, no less than 50% of the ground floor Facade between 2' and 10' of the ground.

Storefront: The portion of a Shopfront that is composed of the display window and/or entrance and its components including windows, doors, transoms and sill pane that is inserted into the Shopfront. It does not include the wall and piers that are a part of the

Shopfront Facade, in which the display window assembly is set.

Story: A habitable floor level within a building, typically 8' to 12' high from floor to ceiling. Individual spaces, such as lobbies and foyers may exceed one story in height. In Shopfront spaces, the ceiling height of the first story may be as high as 16'.

Streetwall: An opaque freestanding wall built on the required setback line with the purpose of masking parking from the street. Streetwalls should be between 4' and 5' in height, made of material matching the adjacent building, or be a continuous maintained hedge of the stated height. Streetwalls may have openings to allow automobile access and should have openings for pedestrian access, which may be gated.

Suburban Landscaping: Landscaping that is solely decorative and is used to beautify street-facing parking lots, pathways leading from parking lots to buildings, and the areas between parking lots and buildings.

Terminated Vistas: A building or portion thereof designated to terminate a view through or along a street center line.

Village Center: A mixed-use area comprised of pedestrian-scaled blocks. Buildings appropriately define the public realm (streets, plazas, and/or parks) through the use of appropriate building setbacks, frontages types, massing, and architectural styles. Parking is typically located at the center of the block and on the street in front of stores, residences, and/or offices.

Wayfinding: The ability of a person to find his or her way to a given destination. Also, the travel between an origin to a known destination without prior knowledge of the path to take.

