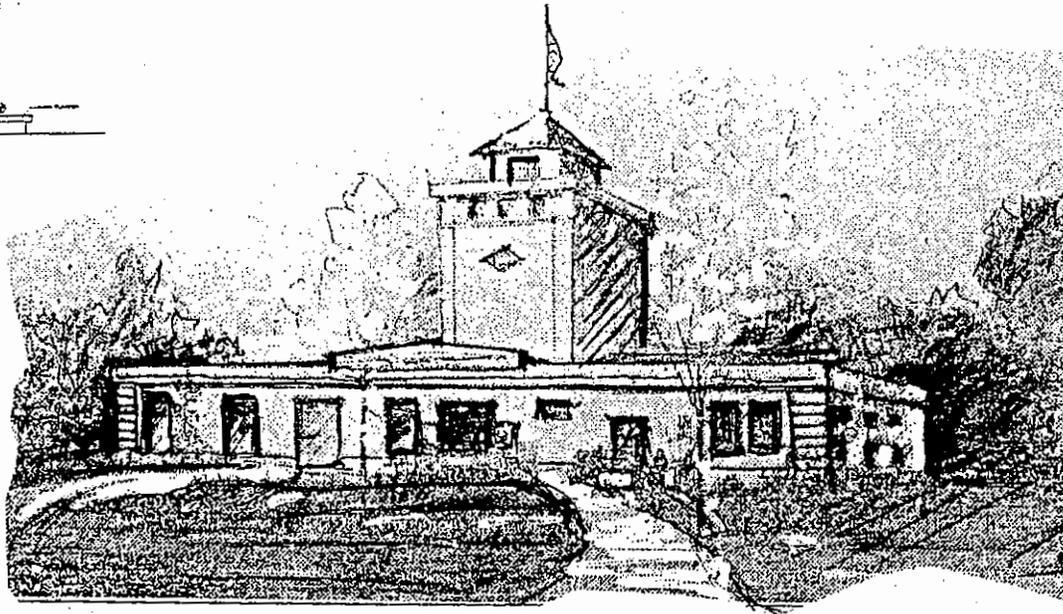
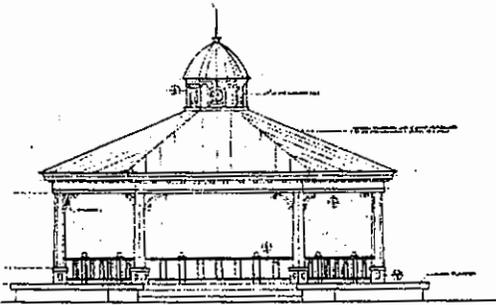


Riverside District

PASO ROBLES DOWNTOWN GUIDELINES



2002

Created by Paso Robles Main Street Association — Design Committee
Adopted 8/20/02



Adopted by City Council
Resolution 02-186
August 20, 2002

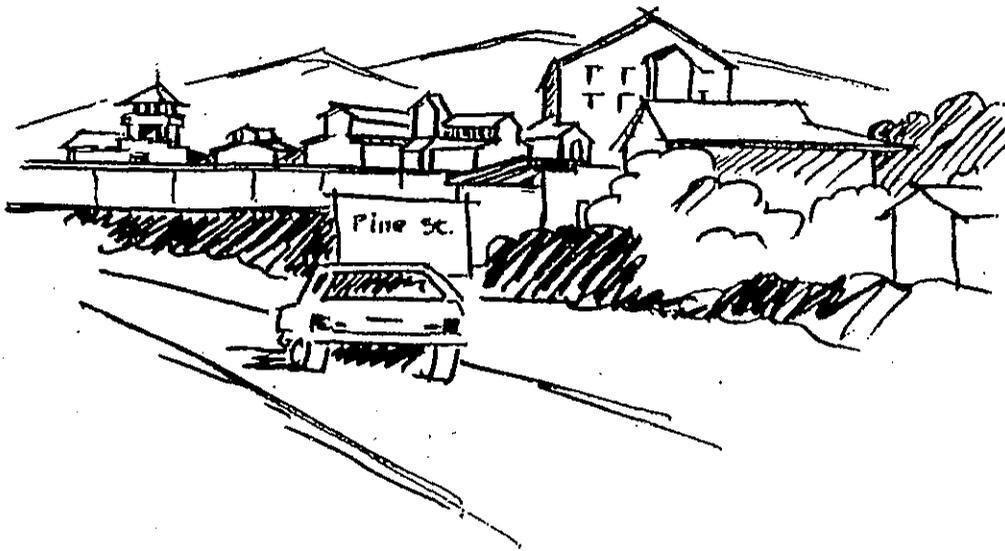
3. RIVERSIDE DISTRICT

Introduction

This district has emerged to date as unique and authentic in character linking its railroad past with the needs of the present. The district is narrow in width, wedged between the railroad tracks on the west and Riverside Avenue and Highway 101 on the east. Though narrow, this district is important because of its strong sense of history relating to the railroad and its high visibility from Highway 101 affording visitors their first impression of downtown as they pass through Paso Robles.

The area is characterized by buildings that grew up along the railroad from the late 1800's to before WWII, mostly used for storage, processing, and shipping of agricultural products. In recent years, buildings have been converted or rebuilt for office, retail, and restaurant uses.

New buildings should derive inspiration from this cohesive past reinvigorating it with new ideas for present uses.



SITE DESIGN

1. SETTING & USE

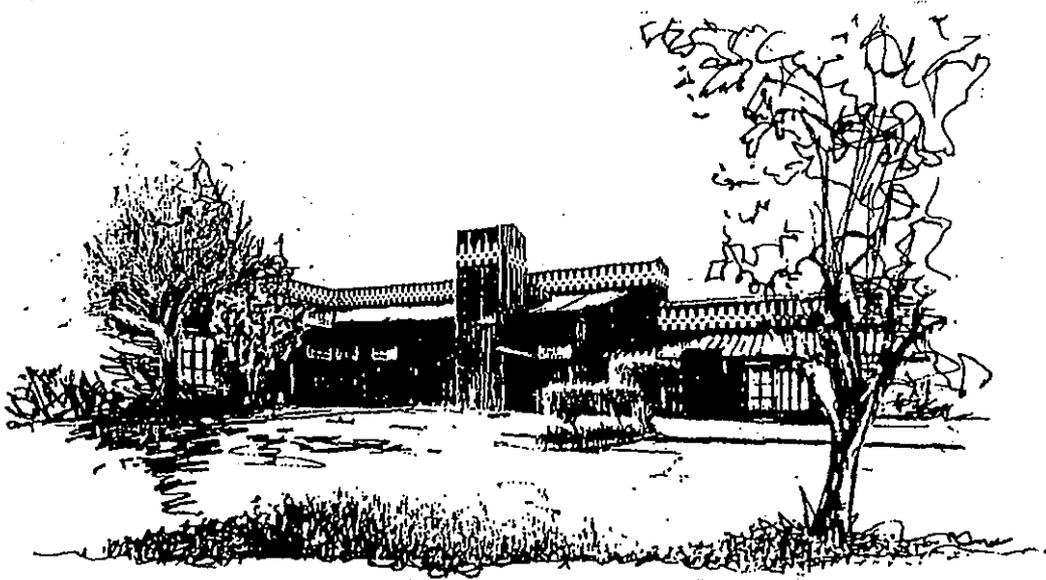
1.1 This area is vehicular oriented. It is to support and compliment the greater downtown. The uses are to be primarily boulevard commercial with emphasis on higher density and mixed uses that will bring people downtown to work and shop. Retail, office, restaurants and hotels are encouraged. Light manufacturing and cottage industries are allowed.

1.2 Through the General Plan and zoning changes, there should be a phasing out of large storage uses such as warehouses, service and storage yards, and large lumber yards.

1.3 Not ultimately compatible are mini-storage, auto dealers, auto service and repair, gas stations, and heavy industrial or similar uses. When these uses do occur, they should include features that make them compatible with this district. High visibility less-desirable uses should be held to the full measure of the guidelines. Freeway visibility is important here. Franchise and chain store architecture should adhere to the district themes.

2. PARKING

2.1 Ample on-site parking is encouraged.





3. BUILDING LAYOUT

3.1 Front & Sideyard Setbacks (per city standards):

Along the railroad corridor either the building treatments should look like the front facades, or a landscape screen should be provided.

3.2 The siting of buildings can be up toward sidewalks or setback with parking in front, sides, or rear. The priority here is that buildings must relate to Riverside Avenue by facing the street. Building solely oriented perpendicular to the street, facing only internal parking, is not desirable. The sides of the building should not be the major feature to the street because of visibility to Highway 101. That is a suburban or industrial park approach and not desirable at the eastern face of downtown.

BUILDING DESIGN

1. GENERAL

The type of buildings that were built along the tracks were utilitarian in nature with less emphasis on the prevailing styles of their time. However, their common characteristics seem to form a regional vernacular. This look should be maintained and enhanced. New buildings should not copy the old, but reanimate their simple agricultural and industrial features.

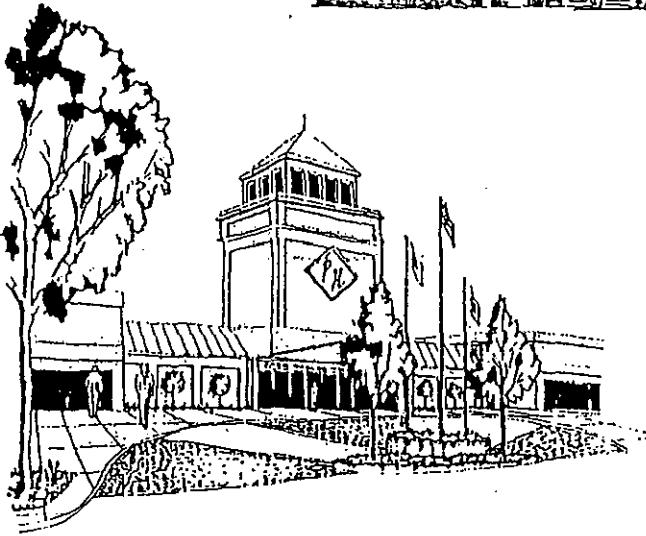
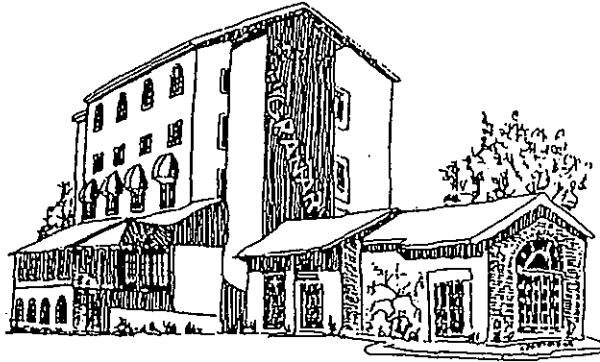
2. BUILDING FORM

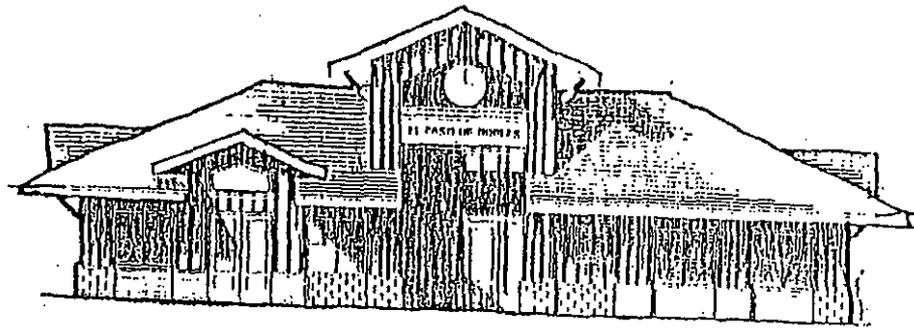
2.1 Forms should be simple. Buildings should read as a strong mass with bulk or simple grouping of masses in rectilinear blocks and not broken up into too many parts or bays.

2.2 Buildings should be horizontal or vertical in emphasis or portions should have both; one as a counterpoint to the other. For example: A horizontal office wing juxtaposed to a vertical stair element.

2.3 To emphasize the overall form, wall surfaces should not be heavily modulated or broken up, except by balconies or stairs. Wall surfaces should be plainer and make a clear connection to the roof.

2.4 The end wall profile is important to the strength of the overall form and should not be broken up. It is the building's signature and should have some historical iconographic basis relating to this area.





3. ROOF FORM

3.1 In these types of buildings, the roof is a major contributor to form. Roof should be simple and not broken up and have eaves and rakes. Gables that extend the length of the building or simple hip roofs in conjunction with shed roofs are common.

3.2 Main roof pitch should be a minimum of 3:12. Minor shed roof elements with lesser pitch are acceptable if they are part of the overall design.

3.3 No flat roofs are allowed unless they are parapeted decks for concealment of mechanical equipment. Mansard roofs are discouraged.

3.4 Tower or silo elements, clerestories, and cupolas are encouraged. A covered porch or shed roof over entries or balconies may be an effective useful complement to building form.

3.5 A variance for raised parapet false front buildings such as the type encouraged in historic "District A & B" may be allowed if they are deemed compatible with the district. Perhaps at the numbered cross streets that are transitions to historic "District A & B".

4. FACADE ELEMENTS AND DETAILS

4.1 Since buildings and roof forms are relatively simple, facade elements, details, and materials take on a major role in the qualitative sense of the building. Extra care should be taken in the design of rakes,

eaves, parapets, window and door treatments, gutters, and otherwise standard features. These elements may be abstracted from historical or reinvented in new ways. Such elements as railings, knee braces, louvers at gable ends, if properly designed, may be features of the buildings.

4.2 FENESTRATION

(a) There should be no large expanses of glass or curtain walls.

Windows and door packages should be placed between bays that read as structure or bearing walls, but avoid mini-mall effect of too many repeated bays.

(b) Entries and expanses of glass and glazing systems should be broken up with framing members or mullions.

(c) Use smaller vertical window openings at upper floors with double-hung or casement configurations.

(END OF SECTION)

NOTE: See section "Common Guidelines, All Districts" for additional applicable guidelines

