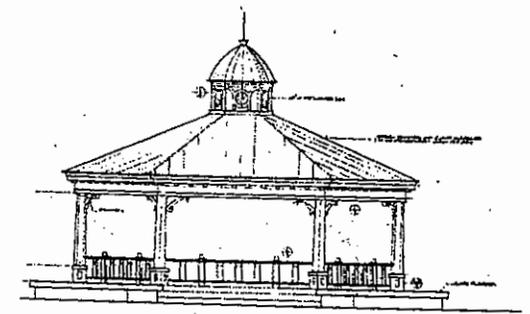
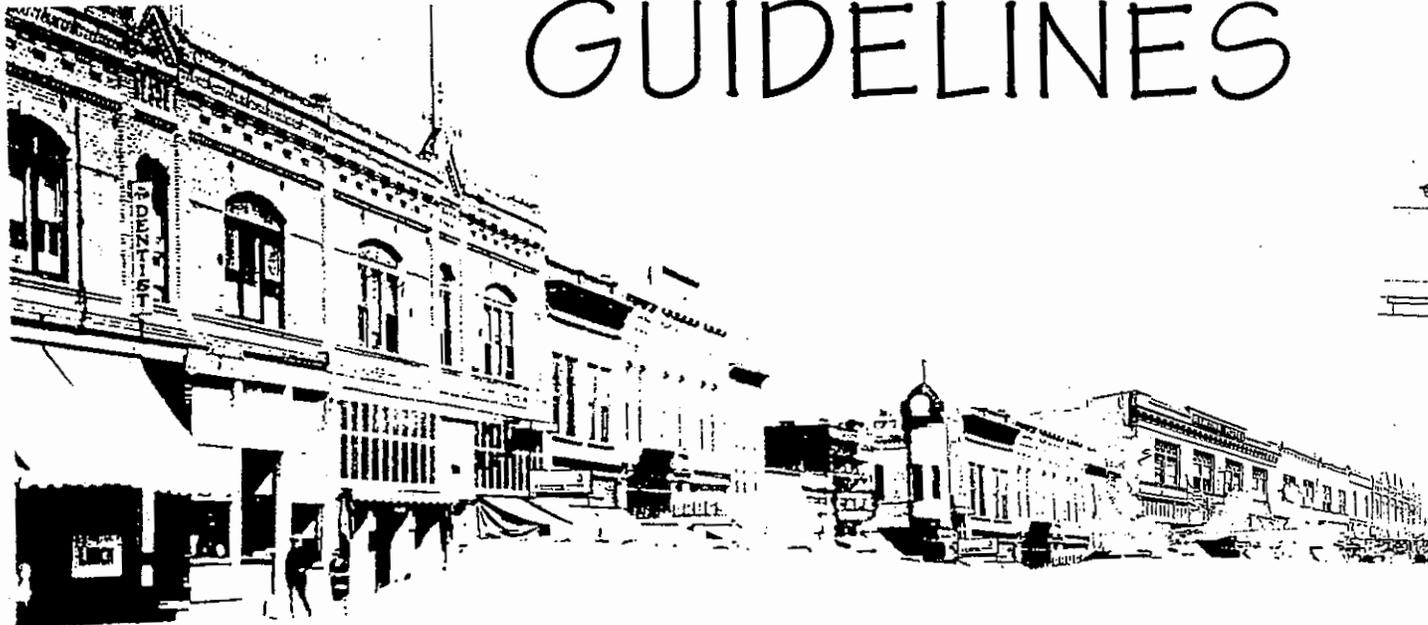


Spring Street District

# 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

## 4. SPRING STREET BOULEVARD DISTRICT

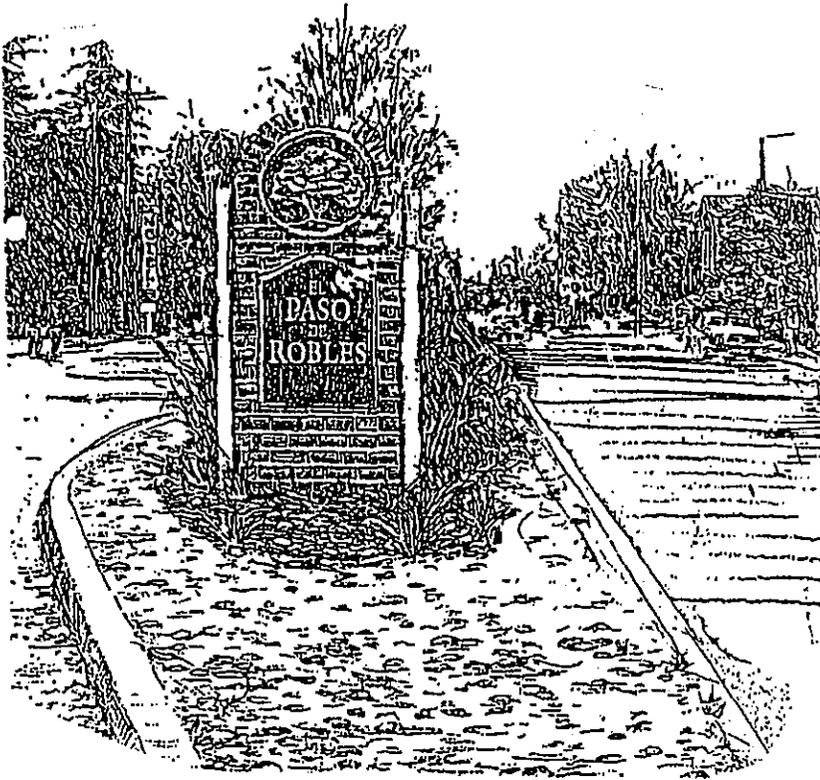
### Introduction

Spring Street is Paso Robles' main commercial artery and it passes through the heart of the historical downtown. It is a vehicular oriented commercial strip, energetic and ever changing, reinventing itself as time demands.

There is little architectural character that is relevant or cohesive except a smattering of converted residences. Newer nondescript strip malls and banks have eroded any historical identity and given the area a suburban quality.

The purpose of this district is to have a logical transition from a contemporary strip to the historical downtown. Emphasis is placed on preventing large flat blocks of mini mall type developments. There should be no deep parking lots or large gaps between buildings. Blocks should link together buildings of various styles for a lively, more urban mix providing a sense of the historic downtown area.

The district includes a sub-district, "Spring Street North". Here there are slightly different parking requirements and guidelines specific to the existing bungalows. Supplemental guidelines for Spring Street North are attached at the end of the general section.





## SITE DESIGN

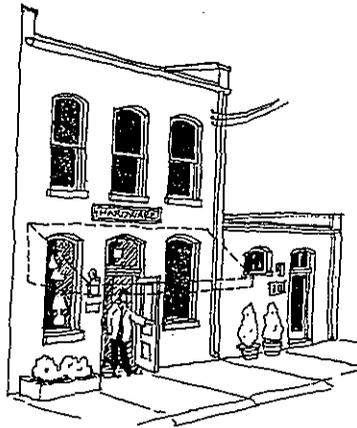
### 1. Setting & Use

1.1 This district is intended to remain a vital commercial boulevard. Businesses should be inviting with convenient access for vehicles, pedestrian walks, and landscape buffers.

1.2 Uses are to be boulevard commercial, professional, retail service, restaurant, offices, light manufacturing, cottage industry, and lodging. This area should be a place for working and shopping, a competitive alternative to shopping centers. Higher density and mixed use projects are to be encouraged. For example, first floor retail with office above.

1.3 Future zoning should phase out strip-type uses such as automotive-oriented uses. Chain and franchise architecture should adhere to district themes.

1.4 The boulevard still contains many small lots with small buildings. They can provide an attractive sequence of pedestrian oriented shops and a historic counterpoint to newer larger development. In an effort to maintain the small scale building frontages, the city should encourage reuse of existing historical structures and shared or reciprocal parking and access agreements between neighboring properties. If lot consolidation occurs, new development should maintain a similar rhythm of previous small lot development.



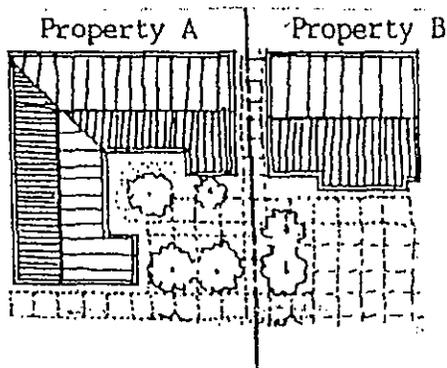
## 2. Building Layout and Parking (form follows parking)

2.1 Parking is a necessary feature of this district but should not be allowed to dominate the entire development. The goal here is to increase density to more urban levels while still allowing for the vehicular orientation of the boulevard. The current zoning standards are to be modified so that the required parking spaces are based on a two story building which fits comfortably on a site in conjunction with the setbacks, and associated parking configurations (see section 2.3). Requirements vary depending on lot width and location.

2.2 As a policy goal, the concept of average required setbacks should be considered so building planes can be varied and open spaces can be consolidated into useful areas. This is to prevent the straight railroad car facades and useless little strips of open spaces now fostered by fixed setbacks.

### 2.3 Building Setbacks:

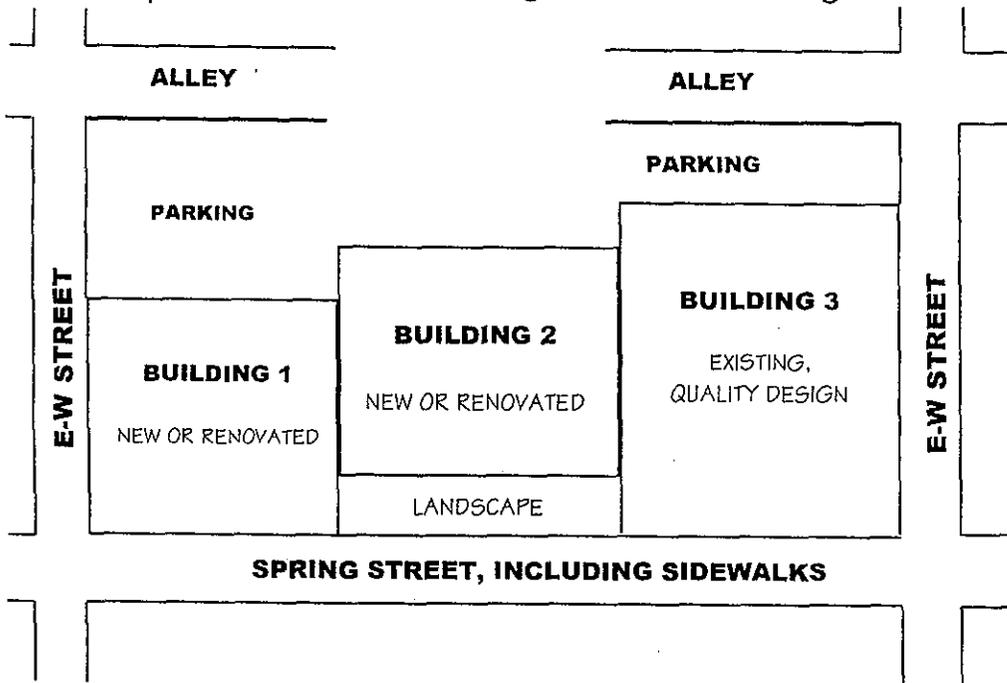
The preferred design is buildings up front facing Spring Street, or FACING east-west cross-streets. Parking is behind the buildings via north-south alleys. (See Figure 1.) Traffic on Spring Street will increase with time. A typical solution is to ban all access driveways from Spring Street when traffic is too heavy. Figure 1 shows three types of possible new buildings next to an existing building. Buildings 1 or 2 do not require Spring Street access, but Building 3 does. If parking is in front of building, a single row of double loading parking is the maximum that should be allotted.



Part of 2.2

FIGURE 1

## Options for Buildings and Parking



1. All building designs include access to parking via E-W streets and alleys. No need to enter from Spring Street.
2. The façade (face) of all buildings connect to the sidewalks. In some cases, a narrow area can be used for growing landscape items.

Because of existing guidelines for District B, parking should be behind buildings off of alleys on the east side of Spring Street between 9<sup>th</sup> and 4<sup>th</sup> streets.

2.4 A driveway or maximum one row of single loaded parking oriented perpendicular to Spring Street may be allowed to foster internal circulation or access to the rear. The building must face Spring Street. If a building side is on Spring Street, it must be treated as a front. Building entrances must be articulated to Spring Street even if parking is in the rear.

2.5 Site organization should respect the arrangement of buildings, open spaces, and landscape elements of adjacent sites. These can be arranged for mutual advantage of sunlight or shade, circulation and views. Where feasible, buildings should approximate existing setbacks of adjacent properties to create a cohesive street wall without deep gaps or jarring protrusions.

### 3. Circulation

3.1 Vehicular access to parking lots should be from the numbered cross streets unless the parcel is locked into the interior of the block.

3.2 If a lot is adjacent to one with parking, every effort should be made to link internal vehicular and pedestrian circulation by sharing an access drive or creating reciprocal access. This will reduce the necessity of curb cuts on Spring Street and create a more functional block for users. The linkage could be

as simple as connecting a walk.

3.3 Enclosing walls or fences between properties should be discouraged when they serve no screening purposes.

3.4 Though vehicular oriented, pedestrian circulation and amenities should be emphasized. Define pedestrian movement with changes of paving or grade, articulated walks with landscaping or overhead structures. Larger projects should include benches, tables or seating areas or similar.



# BUILDING DESIGN

## 1. GENERAL

1.1 A mix of architectural styles should be encouraged. This would reflect the eclectic architectural heritage here and avoid the feelings of an artificially regulated commercial corridor. Various styles reflecting the eclectic architectural heritage are encouraged.

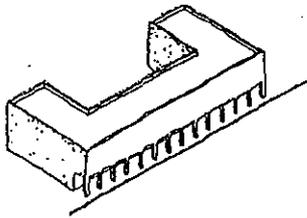
1.2 Buildings should not be suburban, hiding behind extensive landscaping or turning their back on the boulevard. Buildings should reflect more of a traditional urban context of small lot development. Buildings should stand proud and face the boulevard to reinforce the urban space of the street.

## 2. BUILDING FORM AND MASS

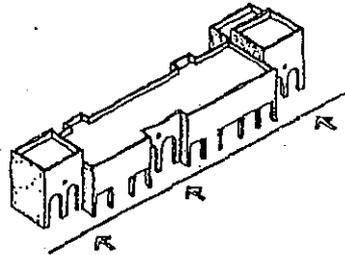
2.1 Lots in the area were traditionally small and building widths reflected this size. New, larger buildings should be composed simply, but broken into smaller scale elements to reflect this traditional rhythm. Large, flat building facades greater than 60' must be broken up.

2.2 Building mass can be broken up by changes of planes, projections, recesses, balconies, porches, arcades, and variations in roof elements. These changes of massing can emphasize architectural features such as entrances, bays, and stairs.

2.3 Variations of height and architectural



Not Desired



Encouraged.

Part of 2.2

extensions can also break up large masses. Horizontal massing can be punctuated with a vertical element or vice versa. Massing should be asymmetrical making the procession of building elements informal and interesting.

### 3. ROOF FORM



3.1 The roof is the predominant element in type casting a building as residential or commercial, suburban or urban. For the urban context desired here, there should be less emphasis on sloping residential type roofs.

3.2 Roof elements when used should accent the main building volume or cap a portion of it. For example: A shed roof over an arcade or roofed entry or tower. Balance roof forms with horizontal and vertical elements such as parapets and towers.

3.3 Mansard roofs are discouraged.

3.4 Where appropriate, consider roof lines of adjacent buildings to avoid clashes and help tie the loose street wall together.

### 4. FACADE ELEMENTS AND DETAILS

4.1

(a) Though buildings should be composed simply, they should be enriched through the use of bays, balconies, awnings, recessed windows, and recessed entry.



(b) There should be a repetition of bays or major elements (but not to the point of being monotonous) to create a rhythm. Windows and doors should accentuate this rhythm of building bays.

4.2 Portions of building facade on Spring Street should read as building "fronts". Building elements should enhance this purpose. For example: A storefront entry with an awning.

4.3 Fenestrations:

(a) Maximize glazing at street level. Emphasize display windows for pedestrian and vehicular views into businesses.

(b) Expanses of glass should be broken with framing members, mullions, etc., and lay between elements that read as structure.

(c) Use smaller vertical openings at upper floors that are individual or grounded with double-hung or casement configurations

END OF SECTION

(See: Design Requirements - All Districts)

## SUPPLEMENTAL GUIDELINES "SPRING STREET NORTH"



### 1. GENERAL

The prime feature here is that there is to be no parking in front of or to the sides of the building. Because of its proximity to the historic heart of downtown, sensitivity to the urban and pedestrian context is required. Parking is in rear off alleys.

At present the area is a diverse mix. Newer suburban type banks with large parking lots are to the west. On the east, blighted older commercial buildings and automotive uses mix with bungalows that have been converted to shops and offices.

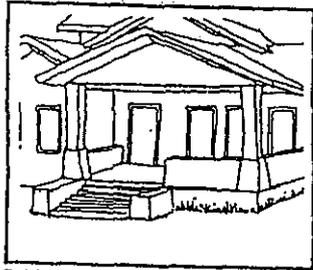
For most of this district, the guidelines for the "Spring Street Boulevard District" apply. However, where there are existing bungalows, every effort should be made to use the existing structure and retain its historic residential qualities. (See following note on building design.) In the past, this type of building has been rejuvenated and used for professional services.

### 2. SITE DESIGN

Site design should be compatible with existing content.

"Basic" Design Features

- Raised front porch
- Massed columns on porch supports
- Exposed rafter tails/beams and overhangs – when consistent with architectural style
- No flat roofs
- Vertical orientation of windows
- Window and door trim
- Recessed arched window(s) – when consistent with architectural style
- Garage door treatment (for garages facing street only) – recessed, windows, ornamentation
- Consistency of materials and colors with style of architecture



RAISED FRONT PORCH

3. BUILDING DESIGN

*Per neo-traditional guidelines (City adopted Amendment 95-103) for residential. Not optional.*

END OF SECTION

*(See Design Requirements - All Districts, for additional applicable guidelines.)*