

District B

PASO ROBLES DOWNTOWN GUIDELINES



Created by Paso Robles Main Street Association - Design Committee

1999



Forward



Many items in the draft overlap the City's current standards. Some meshing of the two would necessarily take place. Planning standards like setbacks and densities would become features of the zoning ordinance, while architectural preferences would become more of a typical guideline providing conceptual direction and criteria for project review.

There are a wide range of topics and issues in this draft and as much as it is meant to provide specific direction for redevelopment, it also is a rough draft and meant to provide a framework for objective discourse of these issues by the community. It is the hope that a consensus can be found for a direction that leads to effective planning as well as a viable tool for the city staff and developers.

A. PURPOSE

1. Implementation of the city's economic strategies of enhancing the Paso Robles downtown as a regional, commercial, social, cultural and political center for this city and the North County.
2. Stimulate the economic health and quality of the community and stabilize and enhance the value of property. This is to ensure that individuals and businesses that invest in appropriate rehabilitation and new construction are not damaged by insensitive or incompatible construction that would detract from the image and positive character of downtown:
3. Promote the conservation, preservation and protection, and encourage the development tailored to the needs, character and significance of the downtown.

B. WHAT IS A GUIDELINE?

1. A Design Guideline is a preferred design. It projects a model of the area to be accomplished over a long time span. With the model in hand, potential developments should be compared for compatibility with the overall vision of the downtown area. Design Guidelines are not as rigid as ordinances. The Guidelines state the community's basic desires, provide criteria for project evaluation, and minimize the chance of surprises. There are a number of variations which could be acceptable on a case-by-case basis as long as the overall vision is intact. In most cases, a review of a

proposed new development at the Conceptual Design Level for compatibility with the Design Guidelines will serve to confirm the compatibility.

C. CONCLUSIONS

1. High-quality design in buildings, parks and plazas helps to bring people downtown.
2. Park and Pine Streets should be pedestrian oriented.
3. Additional parking lots will be needed for future growth. Some of these will need an area large enough to be expanded vertically.
4. Some historic buildings of merit or having rehabilitation potential should be preserved.
5. A variety of architectural designs can be used as long as they are of quality design and materials and they compliment the character of the district.

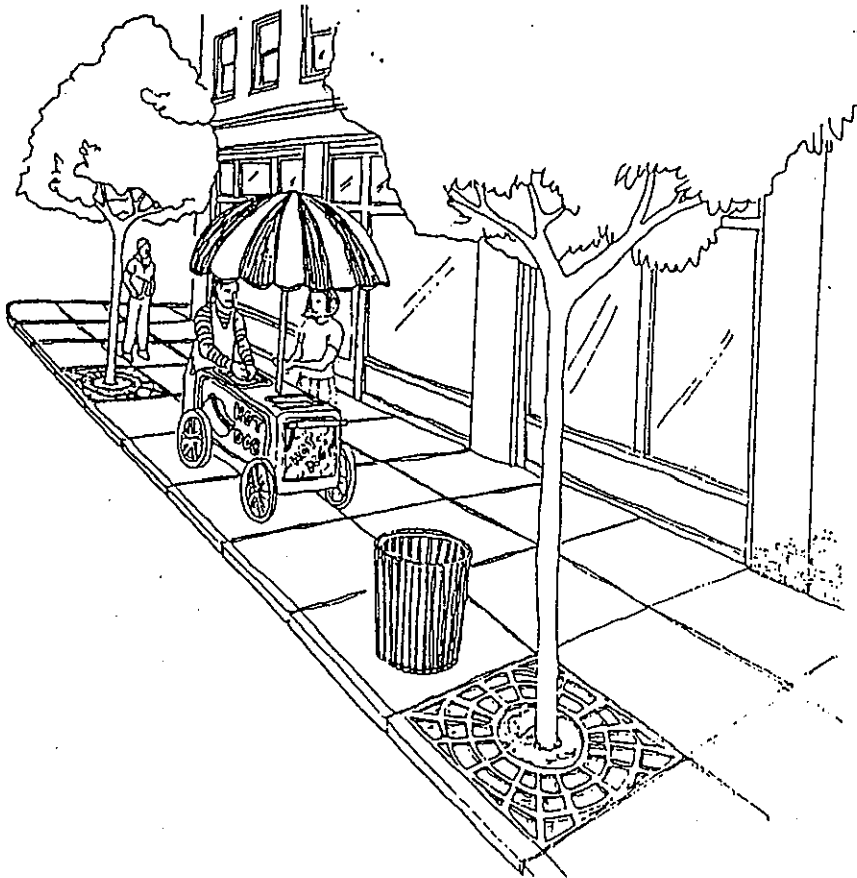
2. HISTORIC DISTRICT "B"

INTRODUCTION

The downtown park is the heart of Paso Robles. It is not, however, in the middle of the business district. The commercial old town (Historic District "A") is mostly to the north. The area to the south is presently under-utilized, vacant, or blighted. This is not what our city founders had in mind nor is it good planning.

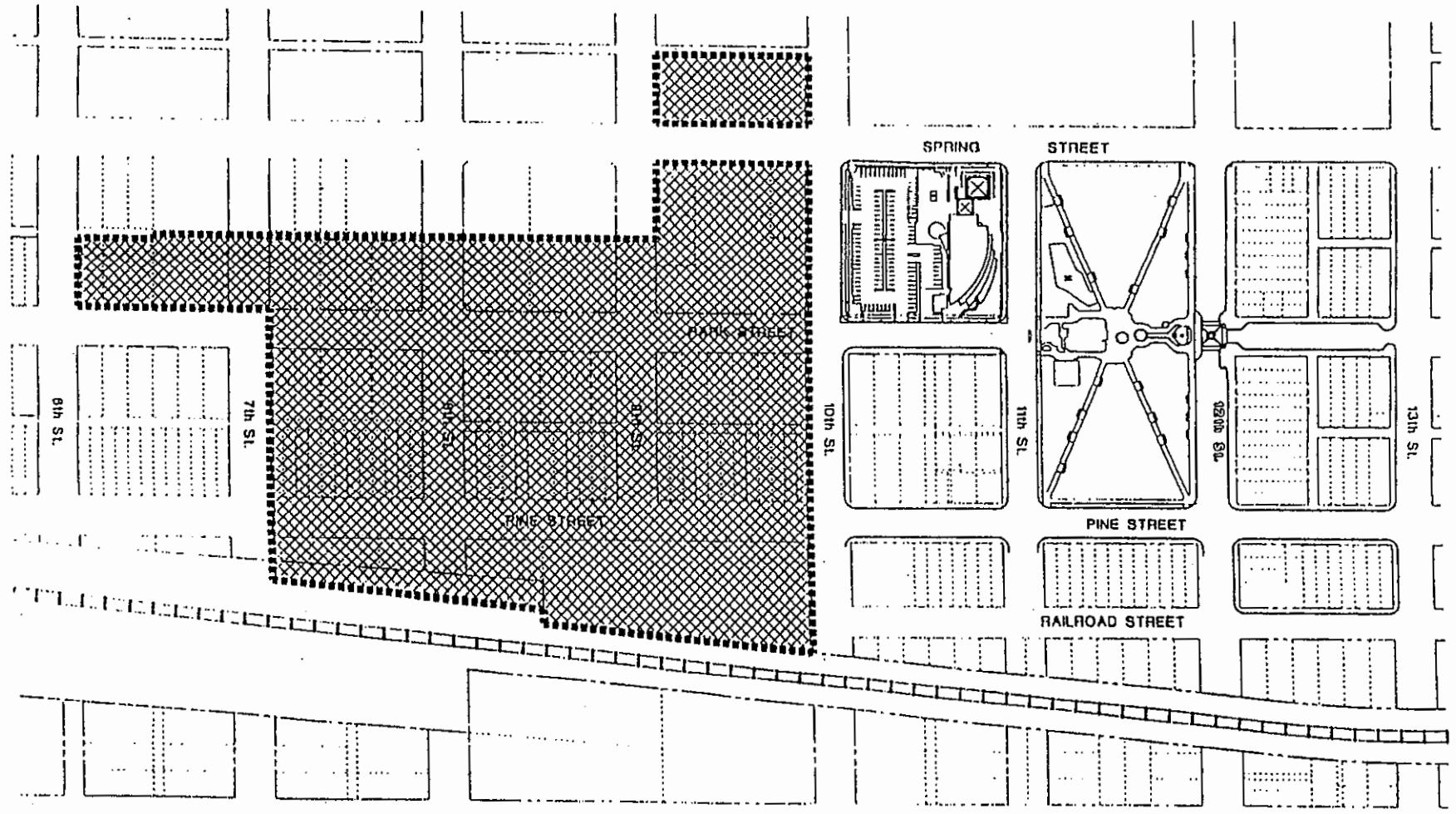
The purpose of Historic District "B" is to rebalance the town plan, south of the park, by establishing an urban fabric similar to that of the historic downtown area. Park and Pine Streets are to be pedestrian oriented spines linking downtown to the post office and multi-modal station. Park Street is a natural for pedestrians because the City Park limits the flow of North-South traffic.

Fundamental to this district is that buildings should connect together along the sidewalk to compose a street wall. The coherence of the street wall, based on buildings sharing some general characteristics, makes and defines an urban space. The ultimate goal is to have quality urban spaces. Building facades should feel like traditional buildings but not be forced to adhere to traditional styles or ornamentation.



HISTORIC DISTRICT "B": South of the Park

This area is similar to the old District "A" and meets the same requirements except that buildings need not be strictly historical. Park Street should be a major pedestrian thoroughfare; parking lots accessing off of East-West side streets or alleys and not off of Park Street.



HISTORIC DISTRICT B "SOUTH OF THE PARK"

SITE DESIGN

1.1 SETTING & USE

(a) This district is meant to be an expanded commercial district similar to District "A" with an allowance for existing uses and buildings until they transition due to market forces.

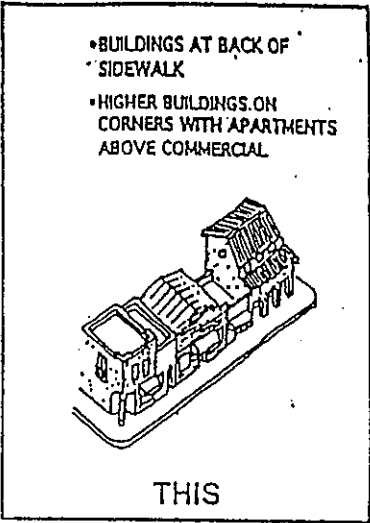
1.2 In siting government buildings, they should reinforce the urban fabric as prescribed for other buildings in this district with special emphasis on maintaining a "street wall" on Park and Pine Streets.

1.3 Density is important to overall viability of a downtown district like this one. Two-story, mixed use buildings are strongly encouraged. Street parking should be head-in angled parking as north of the park. Access to parking should be from numbered cross streets or from a mid-block pass through.

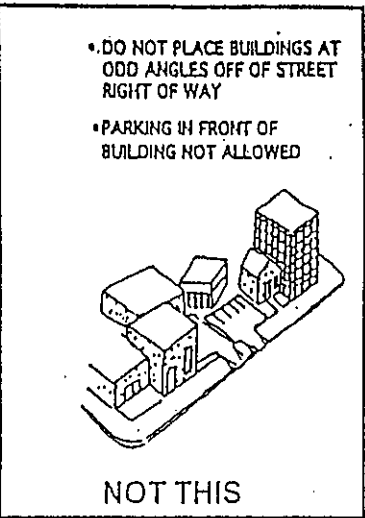
2. BUILDING LAYOUT & PARKING

2.1 Parking standards should be modified from 2,000 to 1,750 square feet/car space so that a two-story building can fit comfortably on a typical lot; with the building up front on the sidewalk and one row of single-loaded parking spaces, 90-degrees behind the building off the alley.

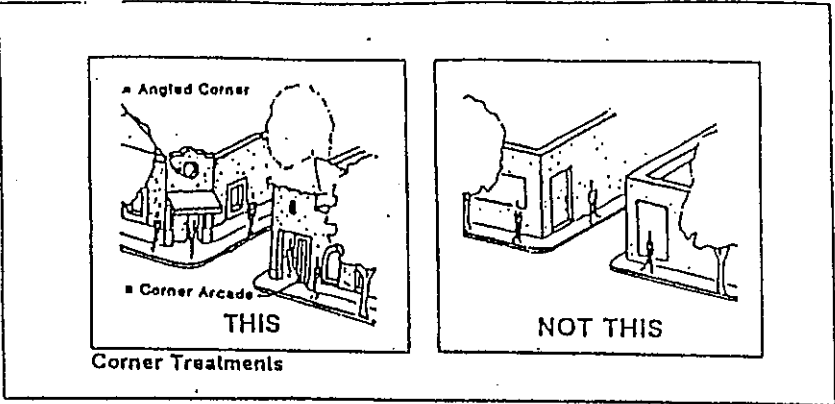
Note: Many of the illustrations are from Paso Robles Ordinance No. 709 on "neo-traditional development" which was approved by the City Council on April 2, 1996.



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BUILD TO BACK OF SIDEWALK

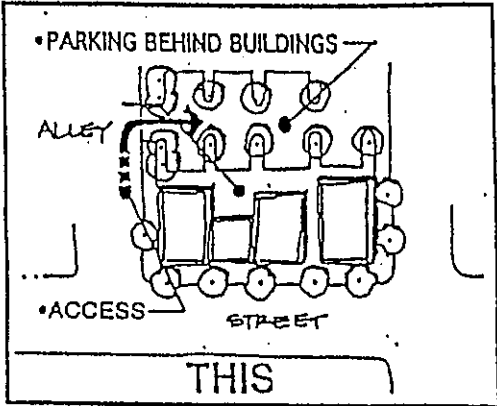


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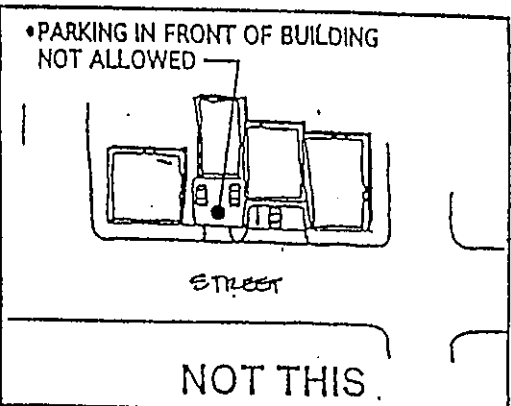


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Corner Treatments

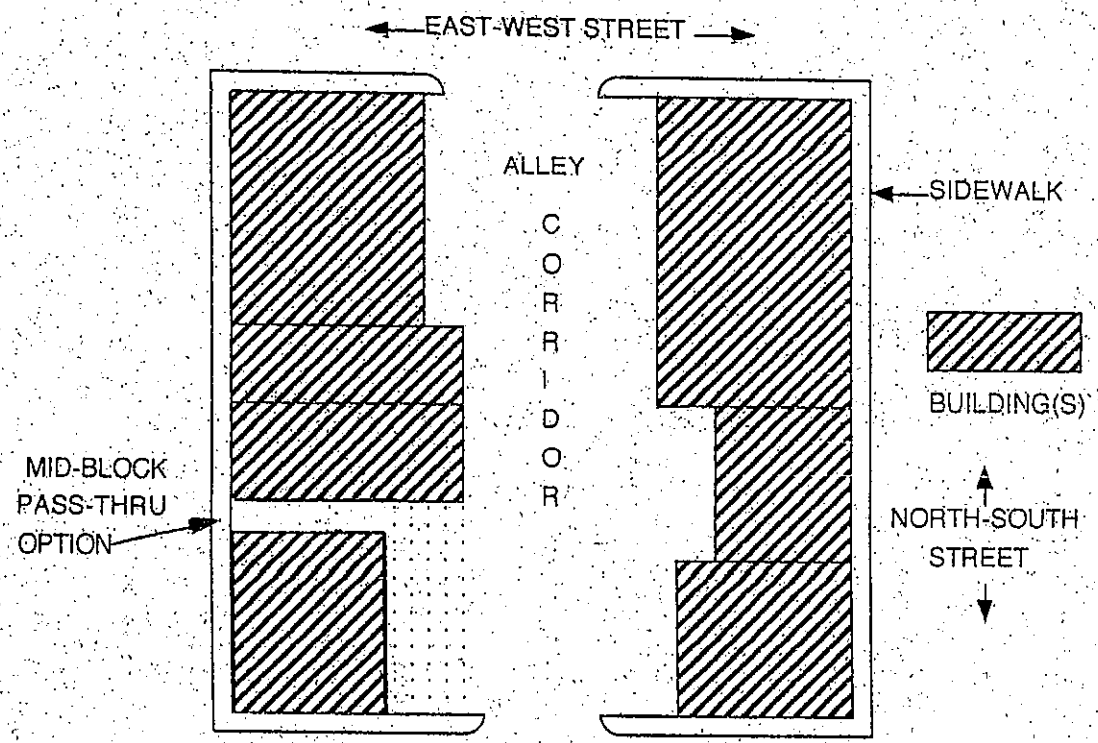
To provide convenient pedestrian circulation and architectural interest, corner buildings should incorporate features such as angled corners, walk-through arcades, and tower elements.



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PARKING LOT LOCATIONS



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PASO ROBLES DOWNTOWN-BASIC SITE PLAN

- * SQUARE STREET BLOCKS APPROX 300 FT PER SIDE
- * ALLEY CORRIDORS TO PROVIDE:
 - OFF STREET PARKING
 - TRASH CONTAINMENT & PICKUP
 - LOADING & UNLOADING
 - FIRE DEPARTMENT ACCESS
- * SIDEWALKS FACING ALL FOUR STREETS
- * BUILDINGS FACE STREET & UP TO SIDEWALK--ZERO SET BACK
- * BUILDING FRONT WALLS CONNECTED TOGETHER IN SAME PLANE
- * ON STREET DIAGONAL PARKING ALLOWED (street wall)

2.2 Setbacks

- (a) Front: Zero setback required. Store fronts and building entries may be slightly recessed (10 feet maximum) as long as the building façade and structural elements are placed at the property line.
- (b) Side Yard: There should be no side yards unless it is mid-block breaks.
- (c) Corner Lots at intersections can have buildings that angle back or have recesses at corners.
- (d) Variations of the above allows for siting buildings around existing Oak trees.

2.3

- (a) Parking is required to be in the rear of buildings off the alleys with access from east/west numbered streets. Where alleys have been abandoned, driveway easements, dedications, or reciprocal parking and access agreements should be required. Ideally, parking lots behind buildings should link together to form a continuous corridor of double loaded parking serving lots on either side with typical landscaping and lighting requirements.

