

Downtown Pedestrian Plan & Revised Downtown Concept Plan:

a) Why we need a pedestrian plan:

i) A pedestrian plan would ideally:

- provide continuous visual interest along the walkways in the form of adjoining shop fronts, street furniture, paving patterns, vegetation, etc.
- insure seamless connectivity (e.g., eliminate gaps in our pedestrian circulation system)
- insure that pedestrian walkways are comfortable, both physically and psychologically in the form of solar access, views, rain and wind protection, etc.
- create more short blocks - frequent places to cross and frequent choices of direction (i.e., as indicated in the Conceptual Physical Plan for the City's Center)
- insure that public services (i.e., public rest rooms, parking garages and mass transit stops) are within easy walking distance
- insure that walkways would connect points of historic and natural interest
- insure traffic calming along pedestrian paths
- provide audible pedestrian signals and curb ramps
- mitigate against a 'fence effect' that makes crossing high traffic volume (or wide) streets difficult (i.e., Santa Rosa)
- mitigate against incomplete or inadequate sidewalks
- make underpasses and overpasses inviting (i.e., Broad St./Highway 101 underpass)
- create pedestrian pick-up and drop-off locations

ii) To determine need for a pedestrian plan, research would go into:

- the location of pedestrian/vehicle/bicycle collisions and mitigate (and research reasons for pedestrian collisions)
- school-related (i.e., Mission Prep) pedestrian activity and hazards
- walking rates

iii) Community outreach would involve:

- public workshops
- a Citizen's Pedestrian Advisory Committee
- joining forces with the San Luis Obispo County Bike Coalition (whose mission is: "to transform San Luis Obispo County into a safer and more livable community by promoting cycling and walking for everyday transportation") 547-2055
- joining forces with the SLO Mass Transit Committee

iv) Revisit and coordinate the proposed pedestrian plan with:

- A Conceptual Physical Plan for the City's Center (this plan MUST be updated and adopted)
- existing and proposed locations of parking garages
- proposed location and design of mid-block connections for the Chinatown

Project and the Garden Street Terraces Project

- precedents and best practices for pedestrian plans in other cities (i.e., Oakland and Sacramento)

v) In conclusion this is what we hope will change with it's adoption:

- less ad hoc planning for the location of proposed parking garages (i.e., locating the garages wherever the City happens to own land)
- less ad hoc response to the Conceptual Physical Plan for the City's Center (resulting from the fact that this plan has never been formally adopted or updated)
- more stringent requirements insuring that proposed walkways have solar access, are protected from inclement winds, are comfortably wide and are buffered from traffic and trash pickup

b) Why we need to make revisions to the Downtown Concept Plan

i) Pedestrian access and environment quality features we need to preserve that are articulated in the Downtown Concept Plan

- Treat sidewalks, and other paths as urbanized parks.
- Improve existing streets by providing trees, benches and other furniture, lighting and improved sidewalks (street sidewalks will remain the primary pedestrian routes).
- Open up new pedestrian access routes in the middle of blocks (primarily between Marsh and Higuera Streets and in the blocks adjacent to the Government Center).
- Extend pedestrian access along San Luis Creek with minimal interference to riparian habitat.
- Maintain and enhance safety from crime; design improvements with appropriate lighting visibility and other public safety features.
- Provide directory signs for pedestrians.

ii) Antiquated Features of Downtown Concept Plan

- Historical property "graveyard"
- "Gateway" treatment at intersection of Higuera and Marsh Streets

iii) Features Not Shown on Downtown Concept Plan

- Pedestrian path hierarchy (suggesting phasing priorities for pedestrian enhancements)
- Paseo between Marsh and Higuera through the proposed Garden Street Terraces project
- Paseo between Monterey and Palm through the proposed Chinatown project
- Naman Family Trust development: paseo connection to creek from Chorro
- Creekwalk enhancements
- Location of Morrow/Palm Street Parking Garage
- Location of the proposed Nipomo/ Monterey Street Parking Garage
- Constraint maps showing:
 - (a) pedestrian hazards (including areas where collisions occur, dimly lit or

hidden areas susceptible to crime, constricted passageways, poorly maintained sidewalks, etc.)

- (b) pedestrian arrival points (i.e., garages, bus stops, public elevators, likely paths leading to Downtown from Cal Poly, to Downtown from Railroad Square, and to Downtown from the RR ROW pedestrian/ bicycle path and "motel row", etc.)
- (c) pedestrian points of interest (i.e., public restrooms, ATM's, services, government offices, popular shopping paseos, cultural institutions, bars, coffee shops, etc.)
- (d) key vistas (i.e., vistas of the peaks, of Cuesta Grade, of the creek, of landmark buildings, etc.)
- (e) location of adverse and favorable winds
- (f) noxious odors and
- (g) views to be buffered
- (h) sun constraints
- Revisions showing the following proposed and existing:
 - (i) lighting
 - (j) location of art in public places
 - (k) universal access
 - (l) mid-block crosswalks
 - (m) vest-pocket parks/plazas/patios
 - (n) widened sidewalks by virtue of removing on street parking (i.e., along Garden Street or Higuera Street)
 - (o) intersection bulb-outs
 - (p) planting
 - (q) paving patterns
 - (r) underpass/overpass improvements
 - (s) pedestrian islands
 - (t) landscape devices to frame and shield views and buffer winds
 - (u) park trails (i.e., Mission Plaza)
 - (v) location of history walk information plaques
 - (w) location of other signage
 - (x) pedestrian pick-up and drop-off areas
 - (y) parking garage location
 - (z) recommended location of future parking garage(s)

c) Vision, goals and objectives

- Goals by 2035 (and compare with existing data)
 - (a) 70% decrease in pedestrian/vehicle collisions
 - (b) 20% decrease in motor vehicle travel downtown, relative to the City as a whole, while increasing pedestrian, bicycle and public transit trips
 - (c) 20% increase in green space land use and public art installations
 - (d) Increase downtown core residential population by 20%
 - (e) Increase of 10 clean air days in calendar year

- Results from April 30, 2012 Discovery Walk

What was appealing?

- Historic architecture
- Trees and planters
- Outdoor seating
- Quality sidewalks
- Textured crosswalks
- Bulb outs
- Public art - painted boxes and sculptures
- Views of the mountains

What was not appealing?

- View of parking lots
- Lack of mid-block crossings
- Traffic
- Narrow sidewalks
- Sidewalk clutter
- Vacant buildings
- Dumpsters in the open

Where would people linger?

- Where seating, both public and outdoor dining, are present.
- Where natural elements like the creek, creek sounds, and greenery are present.

Where would people linger?

- Where seating, both public and outdoor dining, are present.
- Where natural elements like the creek, creek sounds, and greenery are present.
- Where there are other people.

- Brainstorming results from May 7, 2011 Walkability Workshop
 - (f) What discourages walkability (items preceded by number of votes)?
 - 10 High-volume, loud car traffic
 - 7 Absences of mid-block crosswalks
 - 6 Lack of necessity goods stores (i.e., hardware and grocery stores)
 - 4 Uneven paving
 - 3 Leaf blowers
 - 3 Uninteresting retail
 - 3 Not enough restrooms or signage directing visitors to restrooms
 - 2 The homeless
 - 1 Fencing for sidewalk cafes
 - 1 Obnoxious college students
 - 1 Messes on curbs and sidewalks
 - 1 People not knowing how to walk
 - 1 Poorly maintained tree wells
 - 1 Inadequate bulb outs
 - 1 No marked crossings in high traffic volume areas
 - 1 Insufficient signage for parking garage exits
 - 1 Broken up sidewalks
 - 0 Smelly garbage bins
 - 0 Not enough blinkers at crosswalks
 - 0 Wintry winds
 - 0 Not enough "discovery" (i.e., not enough meandering paths)
 - 0 Parking structure exits
 - 0 Lack of shade
 - 0 Confusion resulting from lack of signage pertaining to shopping opportunities, etc.
 - (b) What encourages walkability (items preceded by number of votes)?
 - 7 Wider sidewalks
 - 5 Centralized, off-sidewalk bike parking
 - 5 Dog friendly (i.e., waste bag dispensers, water pans, etc.)
 - 4 Well lit at night
 - 3 Nice, changing pavements
 - 3 Narrow streets
 - 2 Less clutter
 - 2 No loitering outside bars
 - 2 Trees
 - 2 Vegetated drainage (bio-swales)
 - 2 Clean sidewalks
 - 2 Enforcing laws against skateboarders

- 1 Heirarchical lighting plan
- 1 Well-lit, attractive window displays
- 1 Diagonal or scramble crosswalks
- 1 Public art
- 1 Flowers in tree wells
- 1 Pictures on recoiling trash bins
- 1 Additional bike parking
- 1 Window shopping
- 1 Appropriate, well-spaced benches
- 1 Events
- 1 Few vehicles
- 0 Pedestrian maps
- 0 Lit up trees
- 0 Traffic signals for pedestrians AND bikes
- 0 Speaking crosswalk
- 0 Subterranean or unobtrusive trash bins
- 0 Slower settings on crosswalk timers
- 0 Flower boxes
- 0 Variety of shops
- 0 Drinking fountains
- 0 Music
- 0 Shops with windows
- 0 Interesting people
- 0 Clearly demarcated path from Cal Poly to Downtown
- 0 Lack of construction activity
- **Best practices**
 - (c) Arcata, CA (University town)
 - (d) San Rafael, CA
 - (e) Palo Alto, CA (University town)
 - (f) Portland, ORE
 - (g) Eugene, ORE
- **Overlying Framework That These Pedestrian Plans Have In Common**
 - (h) Reduce vehicular traffic
 - (i) Extended support of public transportation
 - (j) Promote physical health
 - (k) Promote social, civic and cultural engagement
 - (l) Support commerce
 - (m) Safe accessible and designed to increase diversity of use with an emphasis on older people
 - (n) Continuous, connected walkways that access key destinations
 - (o) Walking network that is functional and sensible

- (p) Seamless links to neighborhoods
- (q) Designed in a way that calms traffic
- (r) Lingered points
- (s) Enhance the urban forest, enhance sustainability
- (t) Provide venue for "art in public places"
- Typical Elements of Pedestrian Friendly Streets
 - (u) Streets that are interconnected and small block patterns provide good opportunities for pedestrian access and mobility
 - (v) Narrower streets, scaled down for pedestrians and less conducive to high vehicle speeds (note: street trees at the sides of streets create the perception of a narrower roadway)
 - (w) Traffic calming devices to slow traffic (See Toolkit Section 8) or if appropriate, reduced speed limits • Median refuge islands to provide a refuge area for crossing pedestrians
 - (x) Public spaces and pedestrian “pockets” adjacent to the main pedestrian travel way, that provide a place to rest and interact (sidewalk cafes, benches, etc.)
 - (y) Awnings/covered building entrances that shelter pedestrians from weather
 - (z) Planting buffers, with landscaping and street trees that provide shelter and shade without obstructing sight distances and help to soften the surrounding buildings and hard surfaces
 - (aa) Street lighting designed to pedestrian scale (shorter light poles with attractive fixtures that are effective in illuminating the pedestrian travel way but not obtrusive or harsh)
 - (bb) Wide and continuous sidewalks or separated walkways that are fully accessible
- Common Residential Traffic Management Program Actions
 - Reducing: Traffic volumes, Vehicle noise, Visual impacts and Traffic speeds
 - (a) Traffic circles, traffic diverters
 - (b) Variable-spaced paint stripes
 - (c) Landscaping to block through views
 - (d) Strict speed enforcement; spot safety improvements
 - (e) “Speed Watch” program;
 - (f) Speed humps/tables

a) What exists

- Recommend using a Pedestrian Environmental Quality Index (PEQI) to assess the quality of the physical pedestrian environment (i.e., in order to translate qualitative data into quantitative measurable objectives), (see: <http://>

www.sfphes.org/HIA_Tools_PEQI.htm)

- Existing pedestrian circulation hazards (i.e., narrow sidewalks, mid-block crosswalks, missing curb cuts, uneven pavement, etc.) s
 - (a) Note metal doors embedded in the sidewalk are a hazard
 - (b) Corner of Morro and Pacific (no stop, busy and no crosswalks)
 - (c) NW-SE windy streets
 - (d) The highest number of pedestrian collisions occur at left and right turns in front of pedestrians (suggesting the need for more bulb outs)
 - (e) The second highest number of pedestrian collisions occur at midblock (suggesting the need for more midblock crosswalks)
 - (f) The third highest number of pedestrian collisions occur at unmarked crosswalks (suggesting the need for more marked crosswalks)
 - (g) The highest rate of vehicular collisions occur at the Marsh and S. Rosa intersection
 - (h) Previously, the highest rate of vehicular collisions occurred at the Marsh and Osos intersection
 - (i) The second highest rate of vehicular collisions occur at the Chorro and Marsh intersection
 - (j) Other high collision rates for vehicles occur at Chorro and Higuera, Chorro and Palm and Palm and S. Rosa
 - (k) Corner of Chorro and Palm: olives on sidewalk from trees
 - (l) Corner of Broad and Palm; corner of Monterey and Broad: no curb ramps
 - (m) Corner of Higuera and Broad: visual clutter caused by 3 magazine racks, bike rack and trash can
 - (n) North side of Higuera between Broad and Nipomo: unpaved tree well in front of McClintock's
 - (o) North side of Higuera between Broad and Nipomo: visual clutter in front of West End Espresso caused by magazine racks, bike racks and trash can
 - (p) South side of Nipomo between Dana and Higuera: 4 unpaved or ungrated tree wells
 - (q) South side of Monterey between Broad and Nipomo: Children's Museum staff parking: driveway surface cracked; Leitcher House surrounded by unsightly chain link fence and tall weeds
 - (r) North side of Monterey between Chorro and Morro: in front of Stephen Patrick Designs: unpaved tree well
 - (s) South side of Monterey between Chorro and Morro: in front of Beverly's Fabrics: unpaved tree well
 - (t) North side of Higuera between Osos and S. Rosa: across from Thai Classic: 3 smelly dumpsters, 8 trash cans and unattractive surface

parking lot

- (u) South side of Higuera between Osos and S. Rosa: 4 trash cans for Firestone and Thai Classic
- (v) Midblock on Higuera between Morro and Osos: need for midblock crosswalk
- (w) North side of Higuera between Morro and Osos: in front of Louisa's: visual clutter caused by 6 newsracks
- (x) South side of Higuera between Morro and Osos: in front of Cal Poly Store: asphalted tree well needs cosmetic improvement
- (y) South side of Higuera between Morro and Chorro: in front of Solstice, Papyrus and Express: 3 bare dirt tree wells
- (z) North side of Higuera between Morro and Chorro: in front of Fiore: bare dirt tree well
- (aa) South side of Chorro between Higuera and Monterey: in front of Chamber of Commerce: bare dirt tree well
- (bb) North side of Chorro between Higuera and Monterey: in front of Nautical Bean: constricted walkway; outdoor dining should be enhanced with planters
- (cc) North side of Chorro between Palm and Monterey: in front of Gaugh Adobe: constricted walkway
- (dd) North side of Chorro between Palm and Monterey: in front of Ja Nene: cracks around treewell
- (ee) North side of Monterey between Osos and Morro: visual clutter caused by 6 newsracks
- (ff) Both sides of Monterey between S. Rosa and Osos: bare dirt tree wells
- (gg) North side of Higuera between Osos and S. Rosa: bare dirt tree wells
- (hh) Mid-block Higuera between Osos and S. Rosa: need a mid-block crosswalk
- (ii) Corner of Monterey and Osos: need a crossing signal box
- (jj) Monterey between Osos and Morro: constricted sidewalk due to large trees
- (kk) Intersection of Monterey and Broad (next to Mission Plaza): need sloped curb
- (ll) Intersection of Monterey and Broad (next to Art Museum): no marked crosswalk on Monterey
- (mm) Monterey between Broad and Nipomo: constricted sidewalks
- (nn) Corner of Monterey and Nipomo: no marked crosswalks
- (oo) Higuera between Osos and Morro: visual clutter constricted passage caused by magazine racks, trash containers and trees
- (pp) Chorro between Higuera and Monterey: constricted passage caused by three parking spaces and restaurant dining (suggest eliminating on-street parking)
- (qq) Intersection of Higuera and Garden: need a flashing light crosswalk,

- need a traffic light
 - (rr) Intersection of Marsh and Nipomo: no marked crosswalks
 - (ss) Marsh between Nipomo and Broad: constricted passageway due to trees
 - (tt) Intersection of Marsh and Garden: no traffic lights; no marked crosswalk
 - (uu) Marsh between Garden and Chorro: constricted passageway due to trees
 - (vv) Intersection of Marsh and Morro: no pedestrian cross box
 - (ww) Intersection of Marsh and S. Rosa: no pedestrian cross boxes
- Existing data on high-incident locations of rape and assault in the Downtown Core
- Existing location of public toilets downtown
 - (a) Public toilets (these need signage and access should be made visible to a public right-of-way)
 - (i) Mission Plaza: open approximately 8:00 A.M. to 10:00 P.M.; handicap accessible but needs repair; doors are hidden from view
 - (ii) City/County Library: open during library hours; Tuesday: open 10:00 A.M. to 8:00 P.M.; Wednesday through Saturday: open 10:00 A.M. to 5:00 P.M.; handicap accessible
 - (iii) Chorro St. Parking Garage (corner of Pacific and Morro): open 8:00 A.M. to 10:00 P.M.; handicap accessible
 - (iv) Broad St. parking lot: closed indefinitely
 - (v) Mitchell Park: open 8:00 A.M. – 10:00 P.M.; handicap accessible
 - (vi) Senior Center (Santa Rosa and Buchon): open 9:30 A.M. to 4:00 P.M.; handicap accessible
 - (vii) Art Museum: 10:00 A.M. to 5:00 P.M.; closed Tuesdays; handicap accessible
 - (viii) History Center: open 10:00 A.M. to 4:00 P.M.; closed Tuesday; handicap ramp accessible from Broad St.
 - (ix) County and City government buildings: open 8:00 A.M. to 5:00 P.M.; Monday through Friday
 - (x) SLO Mission off the back garden: open 9:00 A.M. to 4:00 P.M. daily; handicap accessible
 - (b) Private facilities
 - (i) Barnes and Noble: open store hours; handicap accessible
 - (ii) Basement of Novo's Restaurant: closed for repair
 - (iii) Basement of the Network Mall: not handicap accessible
 - (iv) Ross Department Store locating in changing area: open store hours; handicap accessible
 - (v) CVS Pharmacy: open store hours; closed for repairs; handicap accessible
- Location of pedestrian arrival points
 - (c) hotel lobbies

- (d) garage stair and elevators
- (e) major paths leading from adjoining neighborhoods & Cal Poly
- (f) bicycle parking
- (g) transit stops
- (h) employee on-street and off-street parking
- Location of walking destinations
 - (i) Children's Museum
 - (j) SLO Art Museum
 - (k) Creamery
 - (l) Garden Street
 - (m) Court Street
 - (n) Downtown Centre
 - (o) City and County offices
 - (p) City/County Library
 - (q) ATM's
- David Brodie - location of adverse and favorable winds (accomplished!)
- Justin Shiu - explore dimly lit or hidden areas susceptible to crime at night (accomplished!)
- Location of existing widened sidewalks, bicycle racks, intersection bulb-outs, pedestrian islands, plantings, seating, etc.
 - (r) North side of Palm between Osos and Morro:
 - (i) 1 bicycle rack
 - (ii) 5 trash bins
 - (iii) 6 benches
 - (iv) 2 sculptures
 - (v) 2 tables
 - (vi)
 - (s) South side of Palm between Osos and Morro:
 - (i) 2 bicycle bars
 - (ii) 2 bicycle racks
 - (iii) 2 magazine racks
 - (iv) 1 traffic bulb out
 - (v) 3 trash bins
 - (vi) 6 benches
 - (t) North side of Palm between Morro and Chorro:
 - (i) No a street furniture
 - (u) South side of Palm between Morro and Chorro:
 - (i) 3 bicycle bars
 - (ii) 1 magazine rack
 - (iii) 1 trash bin
 - (iv) 1 bench
 - (v) North side of Palm between Nipomo and Broad:
 - (i) No street furniture

- (w) South side of Palm between Nipomo and Broad:
 - (i) 1 bicycle bar
- (x) East side of Nipomo between Palm and Monterey:
 - (i) 1 trash bin
- (y) West side of Nipomo between Palm and Monterey:
 - (i) No street furniture
- (z) North side of Palm between Chorro and Broad:
 - (i) No street furniture
- (aa) South side of Palm between Chorro and Broad:
 - (i) No street furniture
- (bb) East side of Broad between Palm and Monterey:
 - (i) 1 bicycle rack
 - (ii) 1 trash bin
- (cc) West side of Broad between Palm and Monterey:
 - (i) 1 trash bin
- (dd) North side of Monterey between Broad and Nipomo:
 - (i) historical stone hitch post
 - (ii) bus stop
- (ee) South side of Monterey between Broad and Nipomo:
 - (i) 1 traffic bulb out
 - (ii) 1 bench
- (ff) North side of Monterey between S. Rosa and Osos:
 - (i) 1 bicycle rack
 - (ii) 1 traffic bulb out
 - (iii) 1 trash bin
 - (iv) 11 benches
 - (v) auditory crosswalk at S. Rosa and Monterey
- (gg) South side of Monterey between S. Rosa and Osos:
 - (i) 3 bicycle bars
 - (ii) 1 bicycle rack
 - (iii) 1 magazine rack
 - (iv) 3 trash bins
 - (v) 3 benches
- (hh) North side of Higuera between Broad and Nipomo:
 - (i) 1 bicycle bar
 - (ii) 2 magazine racks
 - (iii) 1 trash bin
 - (iv) 4 benches
- (ii) South side of Higuera between Broad and Nipomo:
 - (i) 1 magazine rack
 - (ii) 3 trash bins
 - (iii) 1 bench
- (jj) East side of Nipomo between Monterey and Higuera:
 - (i) 2 trash bins
 - (ii) 3 benches
- (kk) West side of Nipomo between Monterey and Higuera:

- (i) 1 traffic bulb out
- (ii) 3 trash bins
- (iii) 1 bench
- (iv) small pocket park
- (ll) North side of Higuera between Chorro and Garden:
 - (i) Not completed
- (mm) South side of Higuera between Chorro and Garden:
 - (i) 1 bicycle bar
 - (ii) 2 bicycle racks
 - (iii) 2 trash bins
 - (iv) 1 bench
- (nn) East side of Garden between Higuera and Marsh:
 - (i) 3 bicycle racks
 - (ii) 1 traffic bulb out
 - (iii) 1 bench
- (oo) West side of Gardent between Higuera and Marsh:
 - (i) 2 bicycle bars
 - (ii) 3 bicycle racks
 - (iii) 1 traffic bulb out
 - (iv) 1 trash bin
- (pp) South side of Higuera between Garden and Broad:
 - (i) 1 bicycle bar
 - (ii) 1 magazine rack
 - (iii) 3 trash bins
 - (iv) 1 bench
 - (v) “bubble gum” alley
- (qq) North side of Higuera between Osos and Morro:
 - (i) 2 bicycle bars
 - (ii) 1 bicycle rack
 - (iii) 2 magazine racks
 - (iv) 3 trash bins
 - (v) 1 bench
 - (vi) 2 planters
 - (vii) Court Street
- (rr) South side of Higuera between Osos and Morro:
 - (i) 1 bicycle rack
 - (ii) 1 magazine rack
 - (iii) 1 trash bin
- (ss) North side of Higuera between Morro and Chorro:
 - (i) 2 bicycle bars
 - (ii) 1 bicycle rack
 - (iii) 1 lighted mid-block crosswalk
 - (iv) 2 magazine racks
 - (v) 1 traffic bulb out
 - (vi) 3 trash bins
 - (vii) 4 benches

- (viii) 1 planter
- (tt) South side of Higuera between Morro and Chorro:
 - (i) 1 bicycle rack
 - (ii) 1 lighted mid-block crosswalk
 - (iii) 1 magazine rack
 - (iv) 2 traffic bulb outs
 - (v) 2 trash bins
 - (vi) 1 bench
 - (vii) 1 water fountain
 - (viii) 1 potted planter
- (uu) North side of Monterey between Morro and Chorro:
 - (i) 5 bicycle bars
 - (ii) 1 unlighted mid-block crosswalk
 - (iii) 1 magazine rack
 - (iv) 3 trash bins
 - (v) 5 benches
 - (vi) 1 trolley stop
- (vv) South side of Monterey between Morro and Chorro:
 - (i) 3 bicycle bars
 - (ii) 1 unlighted mid-block crosswalk
 - (iii) 1 traffic bulb out
 - (iv) 4 trash bins
 - (v) 2 benches
- (ww) North side of Higuera between S. Rosa and Osos:
 - (i) 1 bicycle rack
 - (ii) 2 traffic bulb outs
 - (iii) 1 trash bin
- (xx) South side of Higuera between S. Rosa and Osos:
 - (i) 3 bicycle bars
 - (ii) 1 bicycle rack
 - (iii) 3 magazine racks
 - (iv) 1 traffic bulb out
 - (v) 1 bench
- (yy) East side of Osos between Monterey and Higuera:
 - (i) 6 bicycle bars
- (zz) West side of Osos between Monterey and Higuera:
 - (i) 2 bicycle bars
 - (ii) 1 traffic bulb out
 - (iii) 1 trash bin
 - (iv) 1 set of stairs
 - (v) 1 bench
- (aaa) North side of Marsh between Garden and Broad:
 - (i) 1 bicycle bar
 - (ii) 1 magazine rack
 - (iii) 2 traffic bulb outs
 - (iv) parking egress

- (bbb)South side of Marsh between Garden and Broad:
 - (i) 1 traffic bulb out
 - (ii) 1 bench
 - (iii) Seating next to Schwab
 - (iv) 1 fountain
- (ccc)East side of Broad between Marsh and Higuera:
 - (i) 1 trash bin
 - (ii) 3 benches
 - (iii) Garden Alley
- (ddd)West side of Broad between Marsh and Higuera:
 - (i) 3 bicycle bars
 - (ii) 1 magazine rack
 - (iii) 1 trash bin
- (eee)North side of Marsh between Osos and Morro:
 - (i) 3 mail boxes
- (fff)South side of Marsh between Osos and Morro:
 - (i) 1 trash bin
 - (ii) 1 bench
- (ggg)East side of Morro between Marsh and Higuera:
 - (i) 1 bicycle bar
 - (ii) 1 trash bin
 - (iii) 1 bench
 - (iv) access to Court Street
- (hhh)West side of Morro between Marsh and Higuera:
 - (i) 1 trash bin
- (iii) East side of S. Rosa between Higuera and Marsh:
 - (i) 1 bicycle rack
 - (ii) 1 trash bin
 - (iii) 1 bench
 - (iv) auditory crosswalk at Marsh
- (jjj) West side of S. Rosa between Higuera and Marsh:
 - (i) No street furniture
- (kkk)North side of Marsh between S. Rosa and Osos:
 - (i) 2 trash bins
 - (ii) 3 benches
 - (iii) auditory crosswalks at S. Rosa and Osos
- (III)South side of Marsh between S. Rosa and Osos:
 - (i) 1 bicycle bar
 - (ii) 8 benches
 - (iii) Chinese (Cheng) Park
 - (iv) 1 water pond
 - (v) 1 historical hitch post
- (mmm)East side of S. Rosa between Palm and Monterey:
 - (i) No street furniture
- (nnn)West side of S. Rosa between Palm and Monterey:
 - (i) No street furniture

- (ooo)East side of S. Rosa between Monterey and Higuera:
 - (i) No street furniture
- (ppp)West side of S. Rosa between Monterey and Higuera:
 - (i) No street furniture
- (qqq)East side of Osos between Marsh and Higuera:
 - (i) 3 bicycle racks
 - (ii) 1 trash bin
- (rrr)West side of Osos between Marsh and Higuera:
 - (i) No street furniture
 - (ii) Auditory crosswalk at Marsh
- (sss)North side of Marsh between Chorro and Morro:
 - (i) 1 bicycle bar
 - (ii) 1 magazine rack
 - (iii) 2 traffic bulb outs
 - (iv) 4 trash bins
 - (v) 8 benches
 - (vi) Puck sculpture
 - (vii)numerous planters
- (ttt)South side of Marsh between Chorro and Morro:
 - (i) 2 bicycle bars
 - (ii) 1 bicycle rack
 - (iii) 3 magazine racks
 - (iv) 1 potted tree or plant
 - (v) 9 benches
 - (vi) 1 controlled cross walk
 - (vii)water fountain
- (uuu)West side of Osos between Palm and Monterey:
 - (i) 1 bicycle bar
 - (ii) 1 trash bin
- (vvv)East side of Osos between Palm and Monterey:
 - (i) 1 bicycle rack
 - (ii) 1 trash bin
 - (iii) RTA stop
 - (iv) 2 benches
- (www)North side of Palm between S. Rosa and Osos:
 - (i) No street furniture
- (xxx)South side of Palm between S. Rosa and Osos:
 - (i) 5 benches
- (yyy)East side of upper Court Street:
 - (i) 2 benches
 - (ii) 1 sculpture (in front of Ian Saude)
 - (iii) 2 tables for 4
 - (iv) 1 table for 2
 - (v) 1 elevator
- (zzz) West side of upper Court Street:
 - (i) 1 trash bin

- (ii) 3 benches
- (iii) 1 table for 4
- (iv) 1 table for 2
- (aaaa) East side of lower Court Street:
 - (i) 3 trash bins
 - (ii) 1 bench
- (bbbb) West side of lower Court Street:
 - (i) 1 bicycle rack
 - (ii) 2 trash bins
 - (iii) 1 bench
 - (iv) 1 planter
 - (v) 1 historical hitch post
 - (vi) 1 elevator
- (cccc) North side of Monterey between Morro and Osos:
 - (i) 3 bicycle bars
 - (ii) 2 bicycle racks
 - (iii) 1 magazine rack
 - (iv) 1 traffic bulb out
 - (v) 2 trash bins
 - (vi) 5 benches
 - (vii) 1 mid-block crosswalk
- (dddd) South side of Monterey between Morro and Osos:
 - (i) 2 bicycle bars
 - (ii) 1 magazine rack
 - (iii) 2 trash bins
 - (iv) 1 bench
 - (v) 1 set of stairs
- (eeee) West side of Chorro between Higuera and Marsh:
 - (i) Not completed
- (ffff) East side of Chorro between Higuera and Marsh:
 - (i) 2 bicycle racks
 - (ii) 2 benches
- (gggg) North side of Marsh between Chorro and Garden:
 - (i) 1 bicycle bar
 - (ii) 2 traffic bulb outs
 - (iii) 1 trash bin
- (hhhh) South side of Marsh between Chorro and Garden:
 - (i) 1 bicycle bar
 - (ii) 2 traffic bulb outs
 - (iii) 2 trash bins
- (iiii) East side of Chorro between Palm and Monterey:
 - (i) 2 bicycle bars
 - (ii) 1 trolley stop
 - (iii) 1 wall map of downtown
- (jjjj) West side of Chorro between Palm and Monterey:
 - (i) 1 bicycle rack

- (ii) 1 trash bin
- (iii) 3 benches
- (iv) 1 sculpture of bear
- (v) 1 water fountain
- (vi) 1 set of stairs
- (kkkk) North side of Monterey between Chorro and Broad:
 - (i) 1 trash bin
- (llll) South side of Monterey between Chorro and Broad:
 - (i) 1 bicycle rack
 - (ii) 1 trash bin
 - (iii) 2 public restrooms (men and women)
 - (iv) 2 benches
 - (v) 1 park area near the Mission
 - (vi) creek access
- (mmmm) East side of Chorro between Monterey and Higuera:
 - (i) 1 bicycle bar
 - (ii) 1 bicycle rack
 - (iii) 1 traffic bulb out
 - (iv) 1 bench
- (nnnn) West side of Chorro between Monterey and Higuera:
 - (i) 1 magazine rack
 - (ii) 1 trash bin
- (oooo) East side of Morro between Monterey and Higuera:
 - (i) 3-4 potted plants
- (pppp) West side of Morro between Monterey and Higuera:
 - (i) 3-4 potted plants
- (qqqq) East side of Broad between Monterey and Higuera:
 - (i) 2 bicycle bars
 - (ii) 1 magazine rack
 - (iii) 3 trash bins
 - (iv) 2 points of access to the Creek
- (rrrr) North side of Higuera between Broad and Chorro:
 - (i) 1 bicycle bar
 - (ii) 2 bicycle racks
 - (iii) 1 unlighted mid-block crosswalk
 - (iv) 2 magazine racks
 - (v) 3 trash bins
 - (vi) 3 benches
 - (vii) 1 traffic bulb out
- (ssss) East side of Nipomo between Higuera and Marsh:
 - (i) 1 bicycle bar
 - (ii) 1 magazine rack
- (tttt) West side of Nipomo between Higuera and Marsh:
 - (i) No street furniture
- (uuuu) North side of Marsh between Nipomo and Broad:
 - (i) 1 bicycle rack

- (ii) 1 magazine rack
- (iii) 1 traffic bulb out
- (iv) 2 trash bins
- (vvvv)South side of marsh between Nipomo and Broad:
 - (i) 1 trash bin
 - (ii) 1 bench
- (www)Southeast corner of Nipomo and Monterey: in front of Children's Museum: beautiful landscaped bulb-out
- (xxxx)South side of Morro between Monterey and Higuera: 12 beautiful planter pots
- Location of major pedestrian paths (depends on the time of day)
 - (yyyy)Daytime traffic: parking garages; Palm and Garden St. is pedestrian friendly; Higuera is the most walked; City/County Library Courtyard and adjoining public transit area
 - (zzzz)Marsh, California and Johnson are pedestrian unfriendly
 - (aaaa)Night traffic is a different story: Nipomo, Morro, Garden (Downtown Brew and Al Anon) and Chorro crosswalks are very active at night; also Court Street, Downtown Center paseo, Art Museum, Mission Plaza, movie theaters on Palm and Marsh
- Noxious odors
 - (bbbbb)Bubble Gum Alley
 - (ccccc)Behind Mo's
 - (dddd)Near Bamboo Bantu store on the creek,
 - (eeee)Black Horse coffee shop
 - (ffff)Across from Classic Thai restaurant
 - (ggggg)City Hall
 - (hhhhh)City/County Library
- Location of empty or otherwise underused newspaper racks
 - (iiii)Near the corner of Garden and Higuera
 - (jjjj)In front of the Palm Theater
 - (kkkk)In front of Luna Red
 - (llll)In front of the Wineman Hotel
- Location of well-used newspaper racks
 - (mmmm)In front of Pete's Coffee
- ii) What is needed:
 - Parameters for the species selection of street trees:
 - 1)esthetically pleasing;
 - 2)provide character;
 - 3)provide identity;
 - 4)soften the downtown appearance;

5)encourage people to linger;

6)low pollen count

7)Native

- o Fruitless olive
- o Manzanita
- o Madrone
- o Flowering ash
- o Box elder
- o Mexican elderberry
- o Western redbud
- o Hazelnut
- o Wax myrtle
- o Bay laurel
- o California coffeeberry
- o Holly leaf cherry
- o Toyon (California cherry)
- o Redwood
- o Cypress
- o Incense cedar
- o Bishop pine

8)provide a positive greenhouse effect; and

9)provide visual focal points.

Attention should be paid to the design of tree grates, to the sculptural effect achieved through trunk and branching patterns. In order to address

wind mitigation trees should have full canopies in front of tall buildings to mitigate the down- and through-drafts. The selection of species should favor trees that are tall (to optimize shading) and fine-textured. Depending on the location, trees should be evergreen (to shade year-round and provide wind screening) or deciduous (to shade only in the summer and allow sunlight through in the winter); trees should cause minimal root problems and minimal litter. Trees with lighter foliage and trunk color should be selected for the downtown. Trees should have smooth bark textures (non-shedding) and be relatively low-maintenance in terms of trimming and drought tolerance. If possible, natives should be selected (i.e., oaks, redwoods, bishop pine, California laurel, California myrtle).

- Recommended street tree planting on a street-by-street basis (based on Santa Barbara’s way-finding/street identification concept whereby each street name resonates with it’s plantings and each street is identified by a predominate street tree type):
 - (b) Marsh St. & Garden St.: bioswales (with naturalistic planting “clusters)
 - (c) Garden St.: “garden”-like plantings on Garden (with naturalistic planting “clusters”)
 - (d) Palm St.: Native “palms”
 - (e) S. Rosa St. (“rosa” means “rose” in Spanish): “Red”-woods, which are a shade of red...and rose bushes down the median strip, such as are planted in San Marino. Palms down the median strip?
 - (f) Monterey St.: “creek-like” or “mission-like” planting on Monterey (i.e., citrus trees)
 - (g) Higuera St. (means “fig” in Spanish): “fig” trees
 - (h) Morro St. (means “small rounded hill” in Spanish) plantings should vary depending on location: “mound-like” plantings?; Morro Manzanita? “mega” potted plants over creek.
 - (i) Ficus trees along that stretch of Morro abutting the City parking garage & the proposed Chinatown project
 - (j) Osos St. (means “bear” in Spanish): Osoberry or Indian Plum?
 - (k) Chorro St. (means “jet”, “spurt” or “trickle” in Spanish): other water features such as the bear pond in front of the Mission? Non-sun-blocking trees because of the sidewalk cafes (false chestnut?)
 - (l) Broad St. (a boulevard is a beautiful, broad street, lined with rows of “stately trees): Walnut Tree?; Tulip Tree?; Broad Leaved Paperbark?
 - (m) Nipomo St. (means “the foot of the hills” in Chumash): Nipomo Mesa lupine? Landscape that “frames” the hills
- Inventory of existing street tree plantings
 - (n) Marsh St.: sickly carrotwoods, evergreen oaks (in front of P.O.), Canary Island pine (Morro & Osos)
 - (o) Garden St.: equal numbers of jacaranda, ficus and carrotwood
 - (p) Palm St.: melaleuca (Chorro & Nipomo), madrone (Chorro & Morro),

- cork oak (in front of City Hall), jacaranda (in front of Library), ficus (Osos & S. Rosa), juniper (in front of County Courthouse Annex)
- (q) S. Rosa St.: madrone (Monterey & Palm), sickly carrotwoods
- (r) Monterey St.: ficus, coral tree (in front of Court St.), madrone (in front of new County Courthouse)
- (s) Higuera St.: ficus
- (t) Morro St.: ficus, 1 jacaranda (in front of Palm/Morro garage), no trees (Higuera & Monterey)
- (u) Osos St.: evergreen oaks (Marsh & Higuera), madrone (Higuera & Monterey), sickly carrotwood (Monterey & Palm), magnolia (in front of County Courthouse)
- (v) Chorro St.: sickly carrotwood, 2 jacarandas
- (w) Broad St.: madrone (Monterey & Marsh), olive (Monterey dogleg), melaleuca (Palm & Monterey)
- (x) Nipomo St.: madrone
- (y) Pacific St.: madrone, a few jacarandas (Garden & Chorro), podocarpus and madrone (Morro & Osos), maple (Osos & S. Rosa)
- Location of "gateways"
 - Marsh Street at the Highway 101 turnoff
 - Palm Street at City Hall
 - Marsh Street from bus stop on Johnson
 - Intersection of Santa Rosa and Monterey Streets
 - Intersection of the Santa Rosa and Higuera Streets
 - Monterey Street at the Apple Farm Motel
 - Intersection of Broad and South Streets
 - Allan Cooper. Evangelos Evangelopoulos, et. al. - produce 12" - 17" maps of downtown for location of traffic calming devices reformat the graphic to cut out those areas that are not downtown and double the scale (**100% accomplished!**)
 - Existing and proposed location of lighting based on circulation hazards
 - Existing lighting plan (below) is remiss in not showing lighting in alleys, in parking lots and in public open spaces



- Location of key pedestrian views and vistas (i.e., peaks, Cuesta Grade, the creeks, landmark buildings, etc.) and identification of landscape devices to frame/shield views and buffer winds
 - View of San Luis Mountain
 - Northwest corner of Broad and Marsh (surface parking lot in front of ?) ..
 - Northeast corner of Higuera and Nipomo (surface parking lot next to West End Espresso)
 - Midblock and south side of Nipomo between Higuera and Monterey (creekwalk behind McClintock's)
 - Location of future pocket parks based on key pedestrian views and vistas
 - South corner of Higuera and Nipomo: eliminate parking lot on south corner of Higuera and Nipomo for open space/park. This area has splendid creek frontage flanking a creek walk and a commanding view of San Luis Mountain. The proposed parking garage is less than a block away from the existing businesses. This park will be backed up by existing kapok trees and ficus trees bordering Higuera Street.
 - Eliminate the Creamery parking lot on Nipomo Street for a pocket park along San Luis Creek. This could also be an extension of the City's Creek Walk. This area again has a view of San Luis Mountain as well as prime Creek frontage. The Creamery already has parking off of Higuera

bicycle racks, etc.

- *Evangelos Evangelopoulos – recommended building heights on a street-by-street basis based on form based codes and regulating plans*
- *Allan Cooper – coordinate with SLO Signage Program (per suggestion from Kim Murry)*

iv) Implementation and policies

- Additional mandatory requirements for Downtown project submittals
 - (a) Plan submittal requirements for any project in excess of 15,000 sq. ft. located in the Downtown Core (in order of priority importance):
 - (i) physical model that will be made available to the public
 - (ii) elevations of proposed project along with existing contiguous buildings along with color boards that will be made available to the public
 - (iii) digital model (using the downtown digital model that the Cal Poly City and Regional Planning Department provided to the City)
- Links to, and future collaboration with, the SLO Circulation and Land Use Elements, links to the Bike Committee Plan Update and Mass Transit Plan Update, coordination with the Signage Program; coordination with project review procedures; coordination with ArtsObispo's Art In Public Places program and coordination with the County Bicycle Committee
 - (iv) Bike Committee Plan
 - 1) Advocate incorporation of grade separated crossings (including 2 over Highway 101) and all seven new bicycle boulevards for BOTH pedestrians and bicyclists as indicated
 - 2) Incorporate traffic circles, one way chokers, raised medians and bulb outs at intersections leading into bike boulevards to enhance traffic calming for BOTH pedestrians and bicyclists
 - 3) Provision of bike racks encourages pedestrian activity downtown. We need more than the current 24 racks that are downtown. Advocate centralized bike parking and a parking management system that provides advanced real time electronic monitoring of available bike parking spaces (see Nippon Signal technology)
 - 4) Advocate that the Bike Plan Update be coordinated with the development of a draft SLO Pedestrian Plan
 - (ii) SLO Circulation Plan
 - 5.0 Policies 5.0.1 Promote Walking
 - Walking should be encouraged as a regular means of transportation for people who live within a 20-minute walk of school, work, or routine shopping destinations.

5.0.2 Sidewalks and Paths

- The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into city and county open areas that avoid sensitive areas.

5.0.3 New Development

- New development shall provide sidewalks and pedestrian paths consistent with City policies, *pedestrian transportation* plans, programs and standards.

5.0.4 Pedestrian Access

- New or renovated commercial and government public buildings should provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances. *Vehicle entrances and exits should be equipped with an audible warning system alerting pedestrians of on-coming traffic.*

5.0.5 Pedestrian Crossings

- To improve pedestrian crossing safety at heavily used intersections, the City should institute the following: A. Install crossing controls, where warranted, that provide adequate time for
- pedestrians to cross the street (*in excess of 30 seconds for crossing S. Rosa St.*) and install sound indicators for the visually impaired and visual indicators showing the time left to cross.

B. In the downtown, install textured cross walks and landscaped bulb-outs, where *appropriate necessary to deter jaywalking and facilitate traffic calming.*

C. On Arterial Streets, Parkways or Regional Routes with four or more travel lanes, install *planted* medians at pedestrian crossings where roadway width allows.

5.0.6 Commercial Core

- Sidewalk areas in the commercial core should allow for the free flow of pedestrians and should include conveniently-located rest areas with shade and seating.

5.1 Programs 5.1.1 Pedestrian Transportation Plan

- The city ~~will~~ shall adopt a Pedestrian Transportation Plan to encourage walking and to expand facilities that provide pedestrian linkages throughout the community.

5.1.2 Sidewalk Network

- The City will pursue the installation of sidewalks to complete a continuous network throughout the community.

5.1.3 Handicapped Ramps

- The City will continue its annual program of replacing existing curbs with handicapped ramps.

5.1.4 School Routes

- The City should work with parents and teachers of elementary school students to establish a "suggested routes to school" program for bicycling and walking.

16.0.2 Encourage Alternative Transportation

- Programs that reduce dependence on single-occupant vehicles and encourage the use of alternative forms of transportation should be implemented *first*.

16.0.4 Non-Vehicular Program Objectives

- Funding for *auto-related* street projects, ~~and~~ parking structures *and bicycle improvements shall be pursued in a manner that is consistent with the* ~~should not prevent the city from meeting its~~ non-vehicular program objectives.

(iii) SLO Land Use Plan

2.1.3 Neighborhood Traffic

- Neighborhoods should be protected from intrusive traffic. All neighborhood street and circulation improvements should favor the pedestrian and local traffic. Vehicle traffic on residential streets should be slow. To foster suitable traffic speed, street design should include measures such as narrow lanes, landscaped parkways, traffic circles, textured crosswalks, and, if necessary, stop signs, speed humps, and bollards.

2.1.4 Neighborhood Connections

- All areas should have a street and sidewalk pattern that promotes neighborhood and community cohesiveness. There should be continuous sidewalks or paths of adequate width, connecting neighborhoods with each other and with public and commercial services to provide continuous pedestrian paths throughout the City. (See also the Circulation Element.)

2.1.5 Neighborhood Open Links

- The City should treat streets, sidewalks, and front setbacks as a continuous open link between all areas of the City and all land uses. These features should be designed as amenities for light, air, social contact, and community identity.

4.5 Walking Environment

- Downtown should provide safe, exciting places for walking and pleasant places for sitting. To invite exploration, mid-block walkways, courtyards, and interior malls should be integrated with new and remodeled buildings, while preserving continuous building faces on most blocks.

Downtown streets should provide adequate space for pedestrians. There should be a nearly continuous tree canopy along sidewalks, and *hanging- as well as sidewalk* planters should provide additional foliage and flowers near public gathering areas. To maintain the downtown's appeal for pedestrians, new buildings should not obstruct sunlight from reaching sidewalks on the northwest side of Marsh Street, Higuera Street and Monterey Street at noon on the winter solstice.

- (Amended 2007, Council Resolution 9872)

4.6 Public Safety

- Indoor and outdoor public spaces should be observable (*and well-illuminated at night*) from frequently occupied or traveled places, to enhance public safety.

4.7 Open Places and Views

- Downtown should include many carefully located open places *along major pedestrian paths* where people can rest and enjoy views of the surrounding hills. Downtown should include some outdoor spaces where people are completely separated from vehicle traffic, in addition to Mission Plaza. Opportunities include extensions of Mission Plaza, a few new plazas, and selected street closures.

4.10 Parking

- There should be a diversity of parking opportunities. Any major increments in parking supply should take the form of structures, located at the edges of the commercial core, so people will walk rather than drive between points within the core. Retail uses outside the core, and professional office developments, may have on-site parking for customers and clients.

4.11 The Creek

- San Luis Obispo Creek should be protected and restored, provided this can be done in a manner that minimizes human impact on creek life. Walking paths along the creek in the downtown core should be provided *and extended to link into ~~as links in~~* an urban trail system, provided this will not further degrade wildlife habitat value of the riparian ecosystem. As properties that have encroaching buildings are redeveloped, the City should enforce a reasonable building setback from the riparian zone *which permits sunlight to filter into the creek area to the extent that buildings abutting the creek shall not shade the northerly side of the creek at noon on December 21st.* (See also Resource Protection Sections in the

Conservation and Open Space Element and Safety Element) Opportunities to open covered sections of the creek should be pursued.

4.16.1 Street Level Activities

- The street level should be occupied by stores, restaurants, and other uses benefiting from and contributing to pedestrian traffic, such as offices with frequent client visits. Stores and restaurants may occupy upper levels. Offices not having frequent client visits should be located above street level.

4.16.3 Continuous Storefront

- There should be a continuous storefront along sidewalks, at the back of the sidewalk, except for the Courthouse and City Hall blocks, plazas, recessed building entries, and sidewalk cafes *and along public creekwalks*

4.16.4 Building Height

- Tall buildings (50-75 feet) shall be designed to achieve multiple policy objectives, including design amenities, housing and retail land uses, such as:
 - * A major pedestrian connection between Higuera Street and the Creekwalk, Monterey Street and the Creekwalk, between Higuera Street and Marsh Street, or at another acceptable mid-block location
 - * Directly implements specific and identifiable City objectives, as set forth in the General Plan, the Conceptual Plan for the City's Center, the Downtown Strategic Plan and other key policy documents

4.16.6 Sidewalk Appeal

- Street facades, particularly at the street level, should include *night-illuminated* windows, signs, and architectural details which can be appreciated by people on the sidewalks.

4.19 Implementing the Downtown Concept Plan

- The City will *consider* including features of "A Conceptual Physical Plan for the City's Center," as appropriate, in its Zoning Regulations, architectural review guidelines, engineering standards, and capital improvement program.

(iv) Community Design Guidelines

4.1 - Goals for Downtown Design

- The primary goal of the following downtown design guidelines is to preserve and enhance its attractiveness to residents and visitors as a place where: people prefer to walk rather than drive; and where the pleasant sidewalks, shading trees, and variety of shops, restaurants, and other activities encourage people to spend time, slow their pace, and engage

one another. The design *and scale* of buildings and their setting, circulation, and public spaces in the downtown have, and will continue to play a crucial role in maintaining this character and vitality.

- Another principal goal of these guidelines is to implement the vision of the downtown Conceptual Physical Plan wherever feasible.

3. New buildings should not shade the northerly sidewalk of Marsh, Higuera or Monterey Streets at noon on December 21st. Information demonstrating this objective shall accompany all applications for architectural review as detailed on application checklists.

i. Use planter walls and other pedestrian-oriented features on the ground floor such as windows, wall detailing, and public art.

j. Consider the quality of natural and reflected light in public spaces within and around the project site and choose materials and colors (*e.g. light colors*) to enhance lighting effects with respect to available solar exposure.

5. The following guidelines are established in recognition of the particular service demands of buildings downtown. Planning for the following considerations must be done early so that proposed building designs correctly depict final construction.

a. Utility boxes for phone, cable, electricity, natural gas, information systems and/or other services should be located along service alleys, within the building, or in a sub-grade vault.

b. Location of back flow prevention devices and the fire sprinkler riser must be identified on project plans submitted for Architectural Review and shall be located inside the building, consistent with County Health Department requirements.

c. Minimum sidewalk width should be 8-feet clear of obstructions for pedestrians (furniture, news racks, street trees etc.) across 100% of the project frontage. Minor deviations may occur where necessary to preserve street trees, or where right-of-way limitations reduce available sidewalk width. While wider sidewalks are desirable, they may not be feasible in all locations where on-street parking, loading zones or travel lanes are determined to be a higher priority, ~~*and where building setbacks are considered architecturally incompatible.*~~

E. Public spaces, plazas and courtyards. Public spaces on

downtown sites should be designed as extensions of the public sidewalk by providing *continuous retail frontage*, pedestrian amenities such as benches (*bench location should be determined based on orientation to the sun, buffered from cars and wind*) and fountains, and by continuing the pavement treatment of the sidewalk.

- * Plazas and courtyards are encouraged within the downtown.

- * Primary access to public plazas and courtyards should be from the street; secondary access may be from retail shops, restaurants, offices, and other uses.

- * Shade trees or architectural elements that provide shelter and relief from direct sunlight *and/or wind* should be provided.

- * Courtyards should be buffered from parking areas or drive aisles by low walls, landscaping, or other features to clearly define the edges of the pedestrian space.

- * Ample seating should be provided.

- * Bicycle parking should be provided.

1. Street layout. New public streets and sidewalks should be aligned with, and be connected to those of adjacent developments to interconnect the community.

a. Pedestrian orientation. Subdivision design should emphasize pedestrian connectivity within each project, to adjacent neighborhoods, nearby schools and parks, and to transit stops within 1/4-mile of planned residential areas. All streets and walkways should be designed to provide safe and pleasant conditions for pedestrians, including the disabled, and cyclists.

b. Block length. The length of block faces between intersecting streets should be as short as possible, ideally no more than 400 feet, to provide pedestrian connectivity.

4. To achieve the desired lighting level for parking and pedestrian areas, it is preferred to have more, smaller scale lights instead of fewer, overly tall and large lights. Parking lot lights shall be as low in height as possible, and shall not exceed a height of 20 feet from the approved finished grade to the top of the fixture. Fixtures should be down-type lights with shields, preferably with metal halide lamps. Illumination levels at the finished grade below ~~the~~ each light fixture shall not exceed 10 foot candles under the fixture, and three foot candles at the dimmest point.

D. Pedestrian access. Parking lots *and parking garages* should be designed to help direct pedestrians comfortably and safely to

building entrances.

1. Walkways should be clearly delineated by changes in the color/~~texture~~ ~~or texture~~ of paving materials.
2. Parking lot aisles should generally be oriented to run perpendicular to the building's entry to allow pedestrians to walk parallel to moving cars. This strategy also minimizes the need for the pedestrian to cross parking aisles and landscaped areas.
3. The design of pedestrian access within a site should also consider pedestrian access to adjacent sites and uses.
4. ***The ground level of parking garages should be allocated to senior citizens***

E. Alternative paving materials. The City supports the use of innovative paving materials such as colored and/or stamped concrete, brick or grasscrete to help define an entry or walkway, to minimize the visual expansiveness of large paved areas, or to help save a specimen tree. However, care should be taken that walkways connecting disabled-accessible parking stalls or public sidewalks and transit stops to proposed uses are constructed with smooth surface materials that can be comfortably negotiated by people with disabilities.

K. Pedestrians. Signage for pedestrians should be provided where necessary (***such as indicating the location of public toilets***) for orientation. Suspended and small projecting signs are good choices for business identification in the downtown. Signs near building entries should be of human scale.

- *Evangelos Evangelopoulos - location of path hierarchy based on location of major pedestrian arrival points and points of pedestrian interest – phasing and funding priorities*
- Funding incentives
 - Similar to the “Memorial Bench” (or “Benefactor Bench) and “Rack with Plaque” Programs, institute:
 - a "Chicane Name" Program
 - a "Tree Grate Plate" Program
 - a "Commemorative Crosswalk" Program
 - an “Adopt-a-Planter Program”
 - an “Adopt-a-Water Truck” Program
 - a “Street Lamp Sponsor” Program
 - a “Planter Parent” Program
 - Provide restaurants with greater incentives to add sidewalk dining by decreasing the cost of permit fees for sidewalk widening.
 - Introduce variable parking pricing during peak hours

- Non-funded incentives
 - Monterey St.: historical properties self-guided tours (via follow the red line) with plaques
 - Heritage Tree plaque program
 - More art in public places
 - More benches
 - More sidewalk dining
 - Frame scenic vistas
 - More plantings
 - More public restrooms
 - More drinking fountains
 - More pocket parks
 - Preserve sunshine
 - More wind buffers (i.e. planters)
 - More bike parking
 - Adequate provision of trash recycling receptacles
 - Doggy bag dispensers
- Remove disincentives to walking
 - Addressed through the City's capital outlay
 - Unattractive/Unsafe sidewalks
 - Uninhabited or poorly illuminated places
 - Blank walls
 - Unsightly parking lots
 - Make all sidewalks and curbs ADA accessible
(Obtain an ADA accessibility map from the Human Relations Commission)
 - Addressed through better enforcement
 - Derelict properties that are not properly screened
 - Public drunkenness
 - Bird and tree droppings
 - Unsightly or smelly trash containers