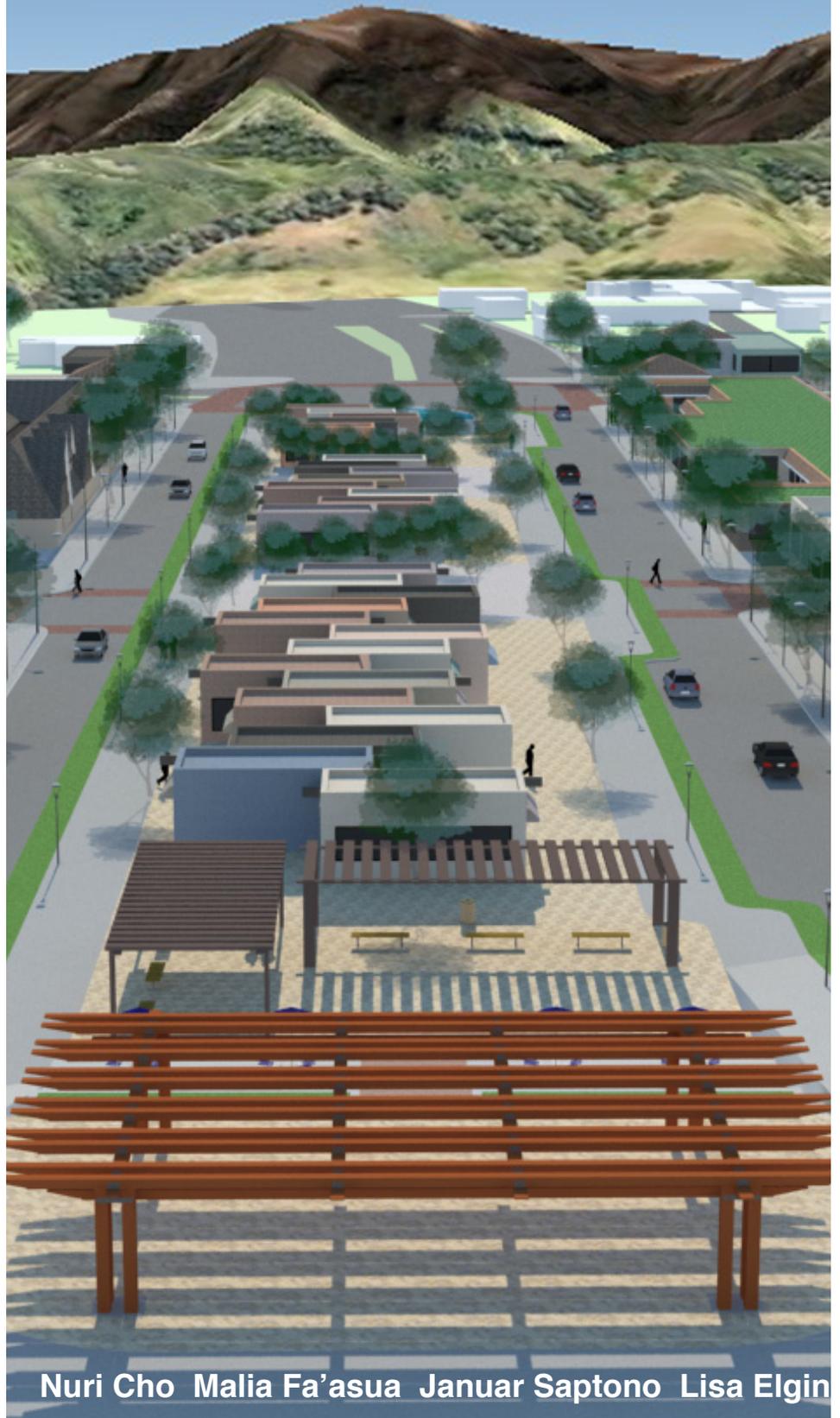


Avenue of Flags Urban Design Plan



CRP 203

Urban Design Studio

Spring 2012

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1

Introduction



1.1. Introduction

During the Spring 2012 quarter, under the direction of Dr. Umut Toker, Cal Poly San Luis Obispo CRP 203 Urban Design Studio undertook the development of urban design plans for Avenue of Flags in the City of Buellton, California. The project site includes Avenue of Flags from State Highway 101 to just south of State Highway 246. The parcels on either side of the Avenue of Flags, as well as the open space to the west of Zaca Creek are included in the project area. Currently the parcels in the project area are being used for auto sales, restaurants, hotels, retail, service stations, mixed use, parking, and several parcels are vacant.

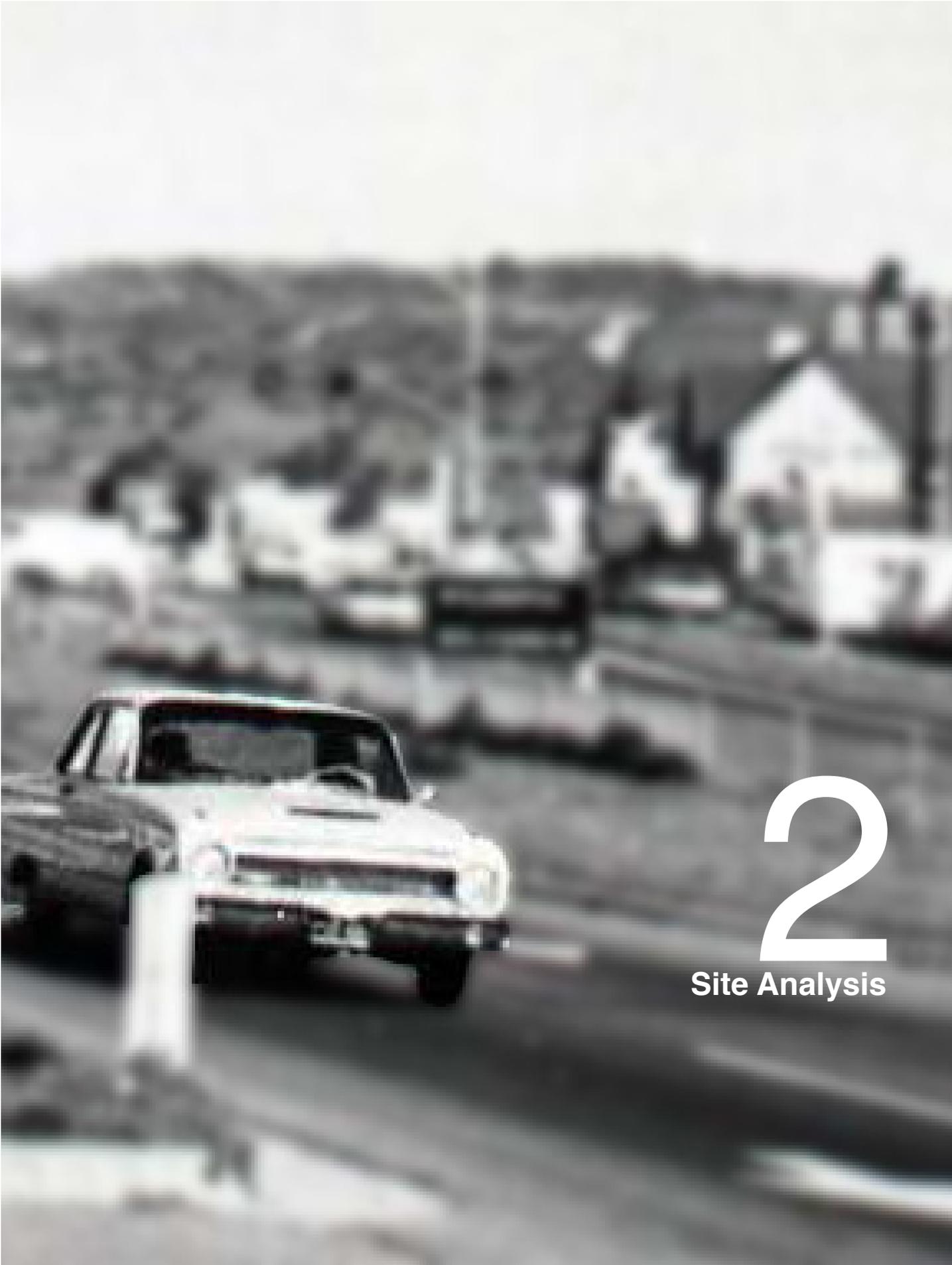
The first site visit and Community Meeting I occurred on March 28, 2012 and involved a short meeting with community members in the conference room of the Buellton Planning Department, followed by a slow, information gathering walk along the Avenue with the participants of the meeting. During this time together on the project site, the students were able to collect the comments from the residents which ranged from the things they liked most about the Avenue to the things they wanted to see improved, to their own ideas and visions for Avenue of Flags. During the walk, the participants were given two cameras, one to take pictures of the things they like about the Avenue, the other to take picture of the things they would like to see improved. This exercise helped solidify the community input gathered during the walk. After the walk, all the participants met again in the conference room and were led in activities meant to clarify the information gathered and to ensure that all parties were heard and understood.

On April 4, 2012 Marc Bierdzinski, Planning Director, City of Buellton, and John Rickenback of Sage Institute, Inc., consultant, City of Buellton, came to the studio to answer questions of the students before the conceptual development phase was started. The studio spent one week focusing on the ideas and visions discussed

during Community Meeting I and developed plans to be presented for comments at Community Meeting II on April 16, 2012 at the Buellton Recreation Center. At this meeting, residents were presented with conceptual diagrams from the four different studio groups and were allowed some time to wander between the groups, asking questions and making suggestions. Community Meeting III was organized much like Community Meeting II, it was, however, held on Saturday, April 26, 2012 to give additional residents who are not able to attend during the week an opportunity to be involved in the process.

Community Meeting IV was held on April 30, 2012. At this time the Proposed Land Uses and Illustrative Plan Studies were presented to the participants and comments were heard and recorded for the urban design plans.

Following these community meetings, Form-Based Codes were developed, Low-Impact Development Codes were created, three-dimensional modeling and renderings were completed, and the final document was compiled. This document includes the findings from site analysis in Chapter 2. Chapter 3 introduces the conceptual development process. Chapter 4 discusses the proposed land uses, circulation and public space structure. Chapter 5 introduces the Form-Based Codes for the Avenue of Flags.



2

Site Analysis

2.1. The Site within its Context

Buellton, CA Location

The City of Buellton is located on the Central Coast of California (Figure 2.2). Among the five counties of the Central Coast, the city is located on the southwestern side of the Santa Barbara County (Figure 2.3). Buellton stands as a gateway to the Santa Ynez Valley with its location along U.S. Highway 101. It is a fairly small city of about 1.6 square miles with a population of approximately 4,800 residents. There are four scenic villages within a six mile radius of the city. To the north are the small rural communities of Los Olivos and Ballard with Highway 101 running through the cities. The City of Solvang and the western town of Santa Ynez are located to the east with State Highway 246 connecting the cities with Buellton. The larger cities surrounding Buellton include Santa Maria, 35 miles to the north through Highway 101; Lompoc, 17 miles to the west along Highway 246; and Santa Barbara, 40 miles to the southeast on Highway 101.

The project site is located in the heart of Buellton along Avenue of Flags (Figure 2.4). The site corridor runs from intersection of Central Avenue and Avenue of Flags just off of U.S. Highway 101 on the north down to the south of State Highway 246 with a variety of parcels included in the project area.



Figure 2.1. Historic picture of U.S. Highway 101 in Buellton, CA (<http://www.cityofbuellton.com/history.asp>)

History of Buellton

Buellton's history begins with a rancher named Rufus Thompson (R.T.) Buell, a rancher from Essex, Vermont who came to California to find his fortune through gold mining. Once he moved to California, he gave up his dream of building a fortune to do what he loved, farming. After establishing a dairy farm in Point Reyes north of San Francisco, R.T. joined his brothers in the Central Coast region to purchase land for farming. During the winter of 1864 and 1865, many farmers were forced to sell their land to their creditors as the dry climate was unfavorable in keeping the land. One of the lands that was for sale was located in the Santa Ynez Valley called The Rancho San Carlos de Jonata, owned by Jose Maria Covarrubias and Joaquin Carriollo of Santa Barbara. The Rancho covered more than 26,000 acres from west of mission Santa Ynez and the middle of the Santa Ynez River on the south to Zaca Station. R.T. and his brother, Alonzo, purchased a portion of the Rancho, and once the farming business thrived and became successful, R.T. bought the entire ranch of the land. By 1875, the Buell Ranch became a complete town within itself as R.T. had established a general store, a post, office, bunkhouses, blacksmith shop and family homes. In 1920, the Buell brothers dissolved their partnership, and Buell

Ranch became the last of five towns that were established in the Santa Ynez Valley.

The migration of Danish settlers to the valley in 1911 and the development of U.S. Highway 101 in 1916 led to the birth of the City of Buellton (Figure 2.1). Highway 101 was a busy freeway that ran through Avenue of Flags, the core area of the project site, until 1965. Numerous accidents at the intersection with Highway 246 led to rerouting of the freeway to the current location. The relocation of Highway 101 left two roadways divided by a wide median which has developed as Avenue of Flags dedicated by Ronald Reagan on September 28, 1968. Buellton became the seventh incorporated city in Santa Barbara County in 1992. Located at the intersection of Highway 101 and 246, the small community has grown slowly as a peaceful place that has maintained its image as the gateway to the Santa Ynez Valley. (<http://www.cityofbuellton.com/history.asp>)



Figure 2.2. Location of Buellton in California



Figure 2.3. Location of Buellton in Santa Barbara County

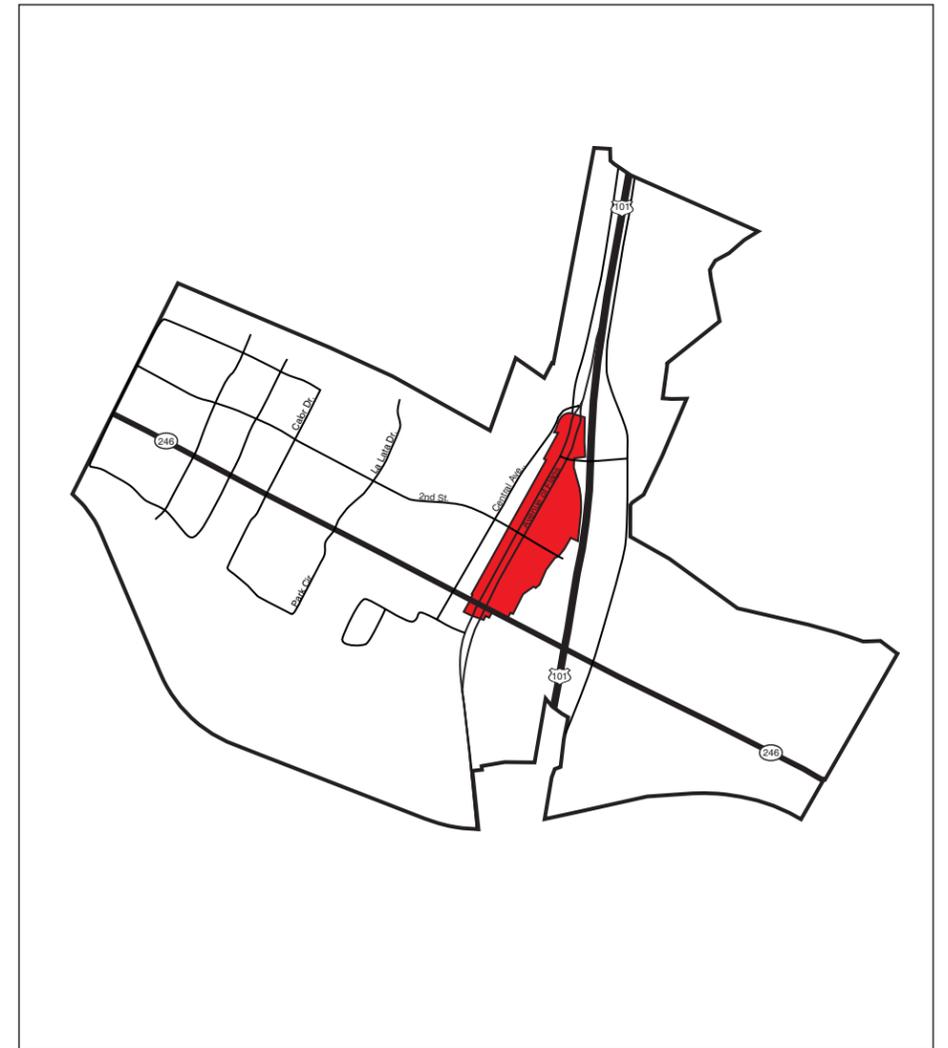


Figure 2.4. Location of project area in Buellton



Figure 2.5. Mixed use development that houses the Chamber of Commerce

2.2. Existing Land Uses

The Project Area within the City of Buellton consists of a variety of existing land uses including commercial, mixed use, parking, residential, and vacant lots. There are also five large open center medians totaling 36.29 acres. Four of these medians consist of low cut grass and one serves as a park with pedestrian paths, heavy landscaping and memorials.

Commercial uses comprise nearly 15 acres of the area, and include six different categories of use, including auto sales, hotels, restaurant and bars, retail stores, service stations, and other miscellaneous uses.

Along the Western side of the Avenue is a 0.13 acre parking lot situated next to 3.128 acres of a mixed use development consisting of commercial, including the Chamber of Commerce Visitor's Center, and low-income housing units (Figure 2.5). Adjacent to the mixed use is a vacant lot and next to the vacant lot is a large miscellaneous commercial use leather works saddlery business. Alongside the saddlery at the Northwest corner of the Avenue and Second Street, sits a Mexican restaurant. The Southwest corner of the Avenue and Second Street is home to a liquor store that is located in between two vacant parcels. To the South of the liquor store are two parcels



Figure 2.6. Small motel on large parcel of land

containing hotels followed by two parcels of retail commercial containing various local shops. On the Northwest corner of Avenue of Flags and Highway 246 is Santa Ynez Water Gardens, a miscellaneous commercial use.

The Eastern side of the Avenue is predominantly covered with hotel and commercial restaurant structures and also includes a large unused service station and three large vacant parcels. Figure 2.6 shows the Sleepy Hollow Motel located midway along the eastern side of Avenue of Flags.

The most predominant visual characteristic of Buellton is the large median area between the Northbound and Southbound lanes of the Avenue of Flags. The grass covered areas within our project area total 4.28 acres of land.



Figure 2.7. Vacant parcel looking back to Zaca Creek open space

Opportunities:

- Avenue of Flags boasts breathtaking viewsheds of the surrounding mountains from every parcel.
- Zaca Creek offers a lovely opportunity for people to hike a scenic path.
- Large undeveloped parcels within the project area create less resistance to a development plan.
- The Buellton community generally agrees that the area should be redeveloped.
- Buellton's location between Santa Barbara and Lompoc on US101 makes it a central location for travelers to stay.

Constraints:

- Parts of the project site are located in FEMA 100 and 500 year flood zones.
- Without landowner cooperation, existing structures and uses can delay development.
- Eliminating or realigning the medians create the need to relocate existing infrastructure.
- Commercial truck traffic and parking along the Avenue of Flags creates an environment that is not pedestrian friendly.
- The project area will necessitate relocation of occupants prior to redeveloping those parcels.

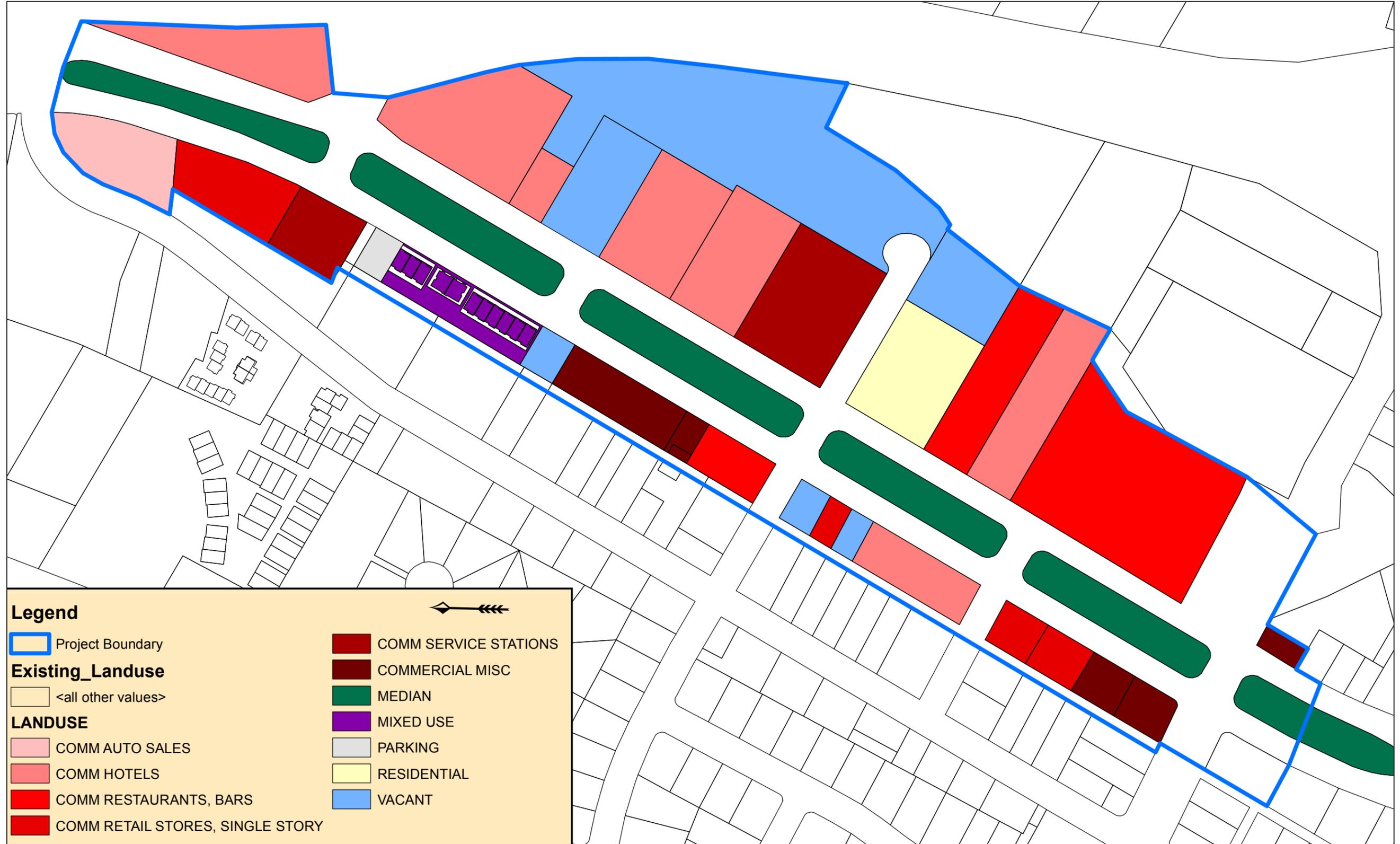


Figure 2.8. Existing land use diagram

2.3. Circulation & Transportation

Circulation and Transportation are two of the main important aspects that can help understand and learn the area better. Located off the U.S. Highway 101 and State Highway 246, Buellton has convenient access to/from the surrounding cities. There are two lanes on each side of the median (Figure 2.13). Connection to highway 101 could be find on the intersection of Damassa Road and Avenue of Flags (Figure 2.9). Due to the fact that Buellton has the only diesel fuel station between Goleta and Santa Maria, big vehicles such as trucks can be seen throughout the site (Figure 2.10). Turning lanes and stop signs can be found between each individual median on the site (Figure 2.11). There are five medians that are located along the project site. Major intersections and traffic lights are located on the south side of the project on the intersection of Highway 246 and Avenue of Flags. Two lanes on both side going east and west also serve the 246 highway.

Pedestrian traffic can be seen around the site especially around the little market area directly across from the pea soup Andersen's. Sidewalks around the site are in need for improvement. Crack can be seen from the wear and tear that occurs throughout the year. Overrun by grass or even unavailable side walk also can be seen on some of the areas along the site (Figure 2.14). Pedestrian crossing is located only on the intersection of Highway 246 and Avenue of Flags, 1st street and 2nd street.

Street parking is available on both sides of the median and also intermittently located in front of some business along the Avenue of flags going north (Figure 2.12). Heading south, street parking is available in front of the mixed-use building and a little market near the intersection. Santa Ynez Valley Transit provides public transportation that serves the area with one bus stop on the 2nd street next to the Huston Liquor and the second stop directly across from the first stop on the Avenue of Flags.



Figure 2.9. Offramp to US 101 on Damassa Street from the project site



Figure 2.10. Truck parked on Avenue of Flags



Figure 2.11. Turning lane inbetween medians



Figure 2.12. Street parking on Avenue of Flags



Figure 2.13. Traffic lanes on Avenue of Flags

Constraints and Opportunities

The project site presents opportunities such as wide medians that could be used for various land uses. The location that can be easily accessed from Highway 101 and Highway 246 and street parking that is located on both sides of the street along the median are also additional opportunities that this site possesses. The fact that none of the buildings along this area are taller than two stories helps in creating a human scale that makes it comfortable for people to walk around the site. However, the lack of bike lanes and public transportation makes accessing the project site more difficult. Poor sidewalk conditions, inadequate places to sit and pedestrian crossing from one side of the road to another, limits people's mobility on the site. Empty lots and rundown buildings also create a sense of deserted and abandoned place that gives an uninviting feeling for people that live and visit Buellton.

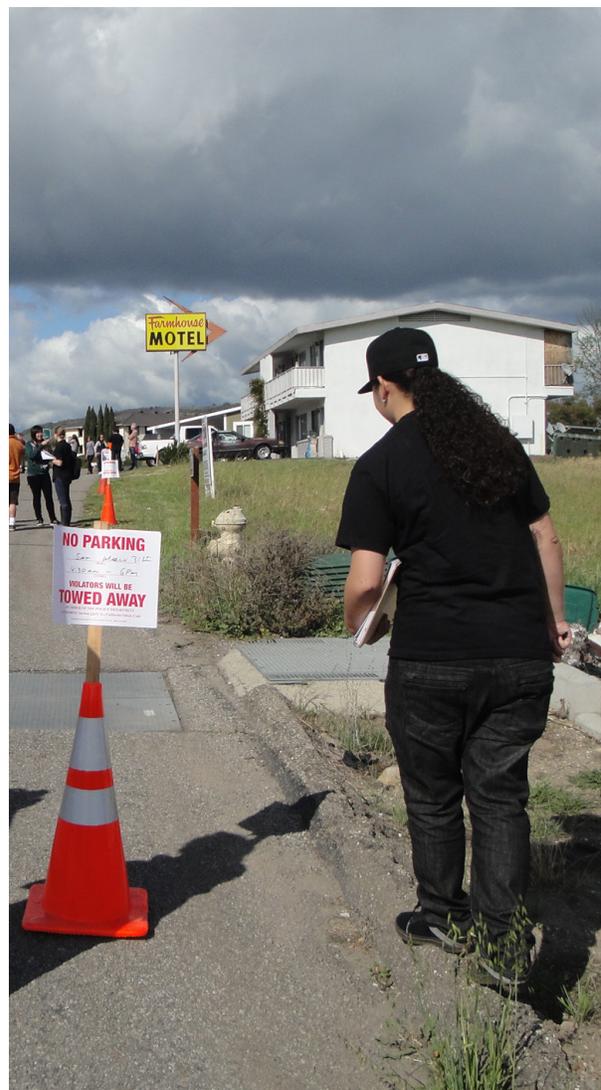


Figure 2.14. Sidewalk unavailability

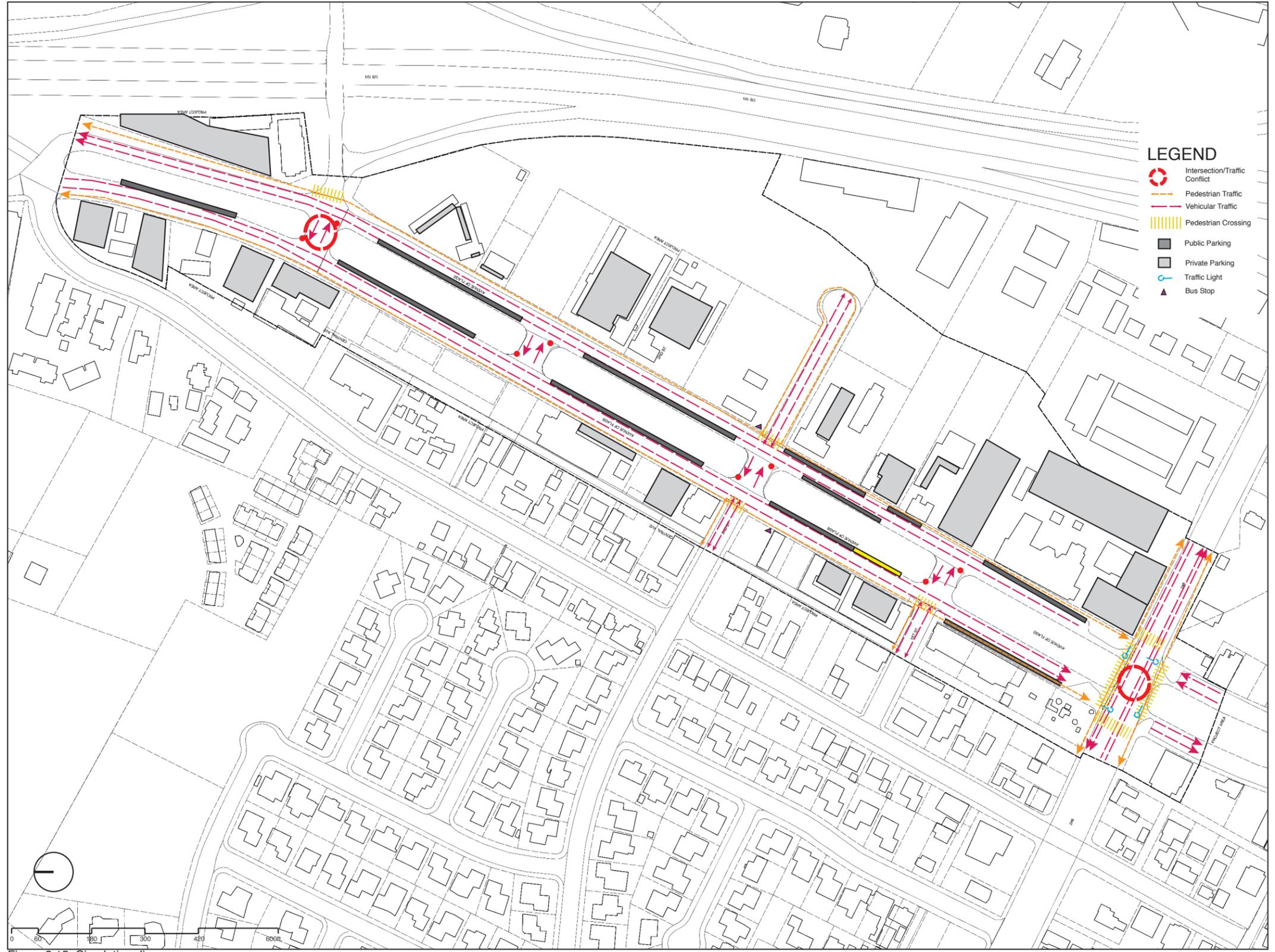


Figure 2.15. Circulation diagram

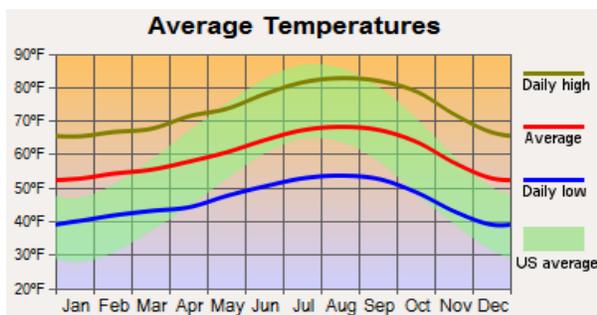


Figure 2.16. Average temperatures in Buellton (<http://www.city-data.com/city/Buellton-California.html>)

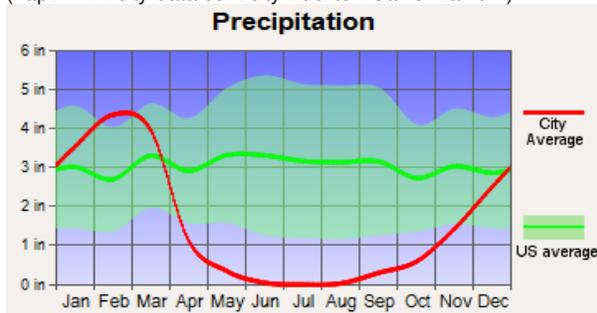


Figure 2.17. Precipitation in Buellton (<http://www.city-data.com/city/Buellton-California.html>)

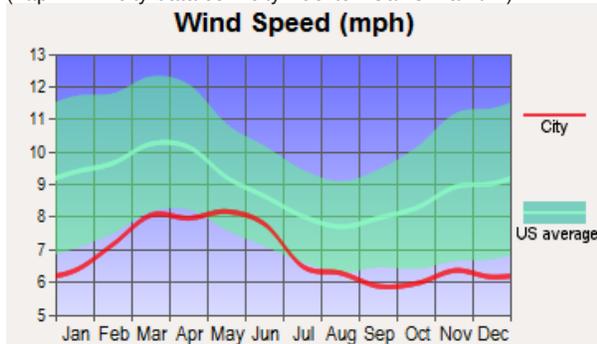


Figure 2.18. Wind speed in Buellton (<http://www.city-data.com/city/Buellton-California.html>)

2.4. Natural Environment

Climate

The climate in Buellton, CA is generally mild with an annual average temperature of 59.1 degrees Fahrenheit. It is warm during summer with average temperatures in the 70's and cool during winter with average temperatures in the 50's. The warmest month of the year is August with an average maximum temperature of 92.5 degrees, while the coolest month is December with an average minimum temperature of 38.8 degrees (Figure 2.16). (<http://www.idcide.com/weather/ca/buellton.htm>)

The sun travels from east to west in length across the city which means the project area receives natural lighting from the sun for most of the day. During summer, Buellton gets 80 to 90 percent of the sunlight on average and during winter, the city receives about 55 percent during winter. Rainfall is fairly evenly distributed throughout the year with the annual average precipitation of 16.9 inches. The average rainfall per month ranges from close to 0 inches during summer to 4.4 inches in the month of February (Figure 2.17). (<http://www.idcide.com/weather/ca/buellton.htm>)

The prevailing wind direction for Buellton is based on the data of nearby city of Lompoc where the wind blows from west. The average speed of wind

ranges from 5.8 to 8.3 miles per hour. The highest wind speed occurs from March through May, while the lowest speed occurs during September (Figure 2.18). (<http://www.wrcc.dri.edu/htmlfiles/westwinddir.html>)

Water Resources

Buellton has three major surface water features within its city limits. There are Zaca Creek, Thumbelina Creek and Petersen Creek that flow down through to the Santa Ynez River that is located on the south border of the city. Of the three water sources, Zaca Creek is the most significant feature for the project as it flows along the east boundary of the project site (Figure 2.19). (City of Buellton General Plan Update Phase 2)

Vegetation

The project site contains various vegetation types including native plants. There are trees planted along sidewalks and two medians located on the south of the site as well as grasses on the rest of the medians. Along the Zaca Creek, there are riparian plants and trees such as cotton wood, willow and coast live oak (Figure 2.21). The hillsides located to the south of Santa Ynez River and north of the city provide a unique surrounding for its location. There is a spectacular view of the hills to the south of the city when driving off of Highway 101 to Avenue of Flags, and the scenic



Figure 2.19. Waterway for Zaca Creek



Figure 2.20. Intersection of Avenue of Flags and Highway 246

views of the hills can be observed from any point along the avenue. From Highway 246, one can observe a unique view into the project site that has wide medians that are located in the middle of Avenue of Flags along with slopes of terraces along the street. (City of Buellton General Plan Update Phase 2)

Noise

The noise level is very high near the south border of the project site because of heavy vehicular traffic on Highway 246 (Figure 2.20). Although the noise level is not as high as near Highway 246, some level of noise disturbs the site due to vehicular traffic that travels from and to Highway 101.



Figure 2.21. Riparian plants along Zaca Creek



Figure 2.22. Natural environment diagram

2.5. Relevant Documents

City of Buellton strives to make the community more of a destination and not just a thoroughfare. The process to shape the future of Buellton started in 2002 with the City of Buellton Avenue of Flags/Highway 246 Urban Design Plan, from there it picked up in 2011 with Ordinance NO. 11-07, followed by the Buellton Visioning Plan.

2.5.1. Avenue of Flags Urban Design Plan

The Avenue UDP (2002) was the origin for the vision of creating a downtown feel in Buellton (Figure 2.23). The plan was an improvement plan whose intent was to eliminate blight and encourage renewal on the commercial properties along Avenue of Flags. The improvement plan had proposals concerning land use, circulation, parking, and streetscape improvements, which would help create a downtown feel. The project was to improve in the areas of:

- Avenue of Flags revitalization
- Highway 246 commercial projects
- Residential rehabilitation
- Affordable housing, and
- Public improvements through: mixed-uses of commercial use (retail and office), visitor retail (entertainment), civic uses (government and recreation), and residential throughout the Avenue of Flags and Highway 246. (Avenue of Flags/Highway 246 Urban Design Plan, 2002).

Land Uses:

Visitor services/ Highway commercial

Visitor services should be provided at the edges of north and south of the Avenue of Flags; these services will provide for the hotels located along the Avenue as well as trailers and RV's that are parked on the Avenue. To the east and west of the Avenue and north of Damassa there should also be visitor services located in the area; these services will provide easy access for those coming



Figure 2.23. Vision of the Avenue of Flags in Buellton. (Avenue UDP, 2002)

in and out of the City of Buellton.

Retail and Office Development

All retail stores that are along the Avenue are to locate the storefronts facing towards the Avenue. The retail uses as well as office use is to support those residents of Buellton as well as the visitors.

Mixed use Development

The mixed-use developments are to acquire the core of the downtown feel of Buellton. Relating to the new uses of: focus of commercial, visitor focus, civic uses, and residential throughout the Avenue.

Residential Development

Located on the Eastside of the study area and behind the street frontage of retail and office spaces will be a mixture of condos, apartments, and townhomes. Existing infrastructures should be used to recreate mixed uses with a combination of studios and apartments on top floor and retail and office space on the ground floor.

Civic Center

Located on the Eastside of the Avenue between 2nd St and Damassa. The core of the downtown area should be the civic center. In the civic center, the City Hall and Community Center should be located as the main core structures. Thus resulting in having the police, planning



Figure 2.24. Proposed land use from the Buellton Design Plan of the Avenue of Flags and Hwy 246. (Avenue UDP, 2002)

department, libraries, and other city uses located along the civic center as well.

Open Space and Recreation

There are multiple areas of opportunities of open spaces and recreational centers. Proposed to the East of the Avenue would be a trail along the Zaca Creek. The trail along the Avenue would then help buffer the noise that comes from the 101 freeway. The trail would also link to the Santa Ynez River to the south of the study area (Figure 2.24)

Linear Parks

The medians located in the study area along the Avenue would be proposed as walkable and community gathering areas for residents in the area. The medians will provide community art and space for events to occur and a kiosk area that would provide for both the residents of Buellton and visitors.

Parking:

The Avenue of Flags Urban Design Plan recommends the circulation and parking improvements with keeping pedestrians in mind. The improvements consist of improvements of the alleyways, accommodating trucks and RV's, reconfiguring the Jonata off-ramp, and improving circulation of both vehicular traffic and pedestrians. Diagonal parking is proposed all

along the Avenue with interconnected off-street parking lots behind street frontages.

Streetscape Design

The streetscape improvements are gateway features entering the Avenue, including: sidewalks all along the study area, textured crosswalks/pavement, curb extensions, and medians (Figure 2.25). Visuals of signage for pedestrians and drivers as they arrive at their destination. Gateway entry features to be proposed to let visitors know they are entering the downtown area of Buellton. The medians are proposed to be decorative with monuments of art and flags with walkable pedestrian pathways. Proposed all along the study areas are sidewalks for pedestrians to access storefronts and commercial uses. The entire study area will have improvements in street lighting, landscaping of trees, benches, and bike racks for all residents and visitors of the City of Buellton. (Avenue of Flags/Highway 246 Urban Design Plan, 2002).

2.5.2. Ordinance NO. 11-07

The City of Buellton followed up the Avenue of Flags/Highway 246 Urban Design Plan 2002 with the Ordinance NO. 11-07. The Ordinance states the zoning regulations and land use in the study area. The zoning regulations consist of the mixed-uses of retail/commercial as well as the residential

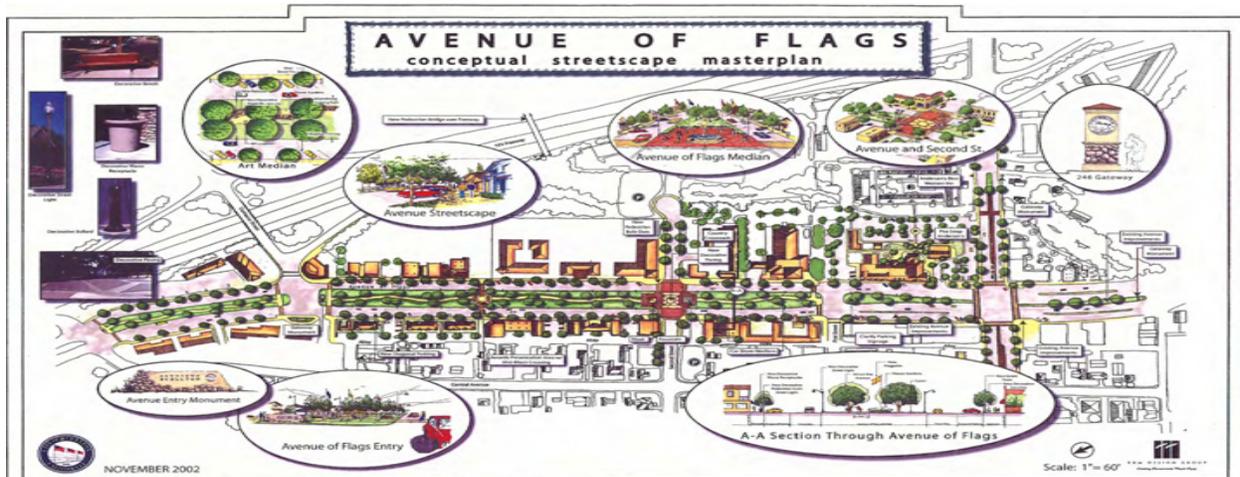


Figure 2.25. Conceptual Master plan from the Buellton City Design Plan. (Avenue UDP, 2002)

uses along the Avenue. (Ordinance NO. 11-07, 2011).

2.5.3. Buellton Vision Plan

Following the Ordinance, the City of Buellton then proposed a plan document, Buellton Vision Plan 2011, which is a vision for the future of Buellton taking in considerations from the previous document plan, Urban Design Plan of 2002. The Buellton Vision Plan is a broader image of what the city wants and needs to improve its current state to further the city as more of a destination and not a thoroughfare. The plan is the vision of Buellton's future, with eight action-oriented community goals, and a design concept of the Avenue of Flags.

The eight action-oriented community goals are:

1. Portray a positive Buellton image and brand

Buellton wants to distinguish an overall image and brand that represents the city. The vision is to provide a consistent clear image that would highlight the uniqueness of Buellton.

2. Create a vibrant downtown

The community of Buellton wants to develop and propose improvements on the Avenue of Flags that would generate activity throughout the sight as well as make it attractive by decorative landscaping and pathways. When proposing the

improvements the vision is to create a safe and comfortable environment for the pedestrians.

3. Maintain the strong sense of community and family

The desire of the community is to have the sense of a community feel by promoting social gatherings along Avenue of Flags and community organized events. Buellton wants to strengthen its community by involving the community as a whole in desired events that fit everybody from youth to seniors in the Buellton.

4. Promote desired change through planning and design

Buellton desires to maintain its small-town character by maintaining the neighborhoods and districts in the city. The environment should be appealing to both the residents and visitors.

5. Expand opportunities for active and healthy living

The community seeks to increase the connectivity for both pedestrians and visitors. The community believes that creating healthy food sources would benefit the city as a whole. Buellton lacks in the area of providing for all ages in the city, so proposed recreational opportunities for all ages.

6. Be a leader in environmental sustainability and stewardship

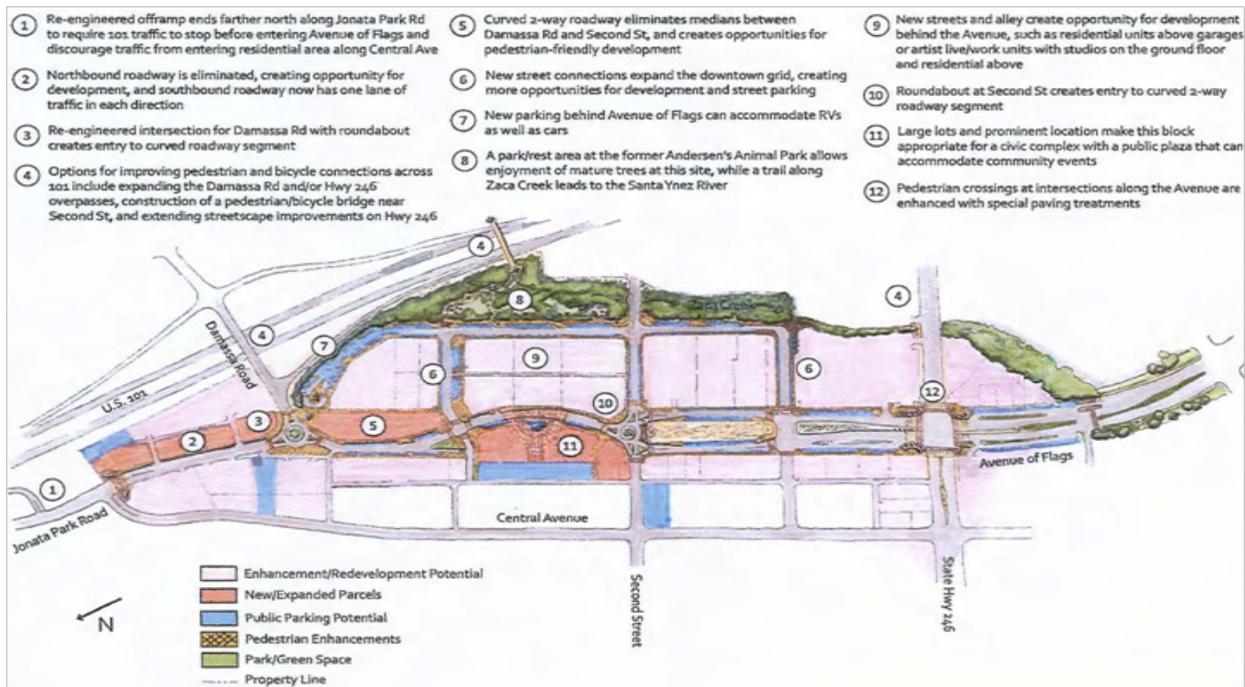


Figure 2.26. The overall vision of the city of Buellton's Vision Plan. (Buellton Vision Plan, 2011)

The community's vision is to have an environmental sustainability program that would help implement such plans for the city. The use of natural resources that Buellton provides would be a contributor to lean towards sustainability. The overall vision of the community is to develop a plan that would increase the environmental sustainability for the city of Buellton.

7. Offer a variety of arts and culture opportunities

The city seeks to expand the arts and culture opportunities by providing both residents and visitors to engage in. Buellton also wants to support the local artists by providing housing such as live and work developments. Buellton's vision is to expand the arts to create more tourism into the city.

8. Foster local economic development that supports the community vision

There is a need for the city to develop it as a known destination and not just a thoroughfare. The strategy to be used is to have a sense of

economic development that would support the city.

The Buellton Vision Plan is a document that provides the main goals and improvements that are needed in the City of Buellton (Figure 2.26). The vision plan picks up from the Urban Design Plan 2002, by restating the improvements that need to be made all along the Avenue of Flags, including:

- Improvements of landscaping throughout the Avenue
- Fixtures of the street frontage of the retail stores
- Create a sense of a downtown on the Avenue
- Make the Avenue pedestrian friendly by putting in sidewalks
- Crosswalks, pathways in the medians
- Art/monuments along the pathways



3

Conceptual Development



Figure 3.1. Students engaging in conversation with a community member during the walkthrough

3.1. Introduction

This chapter consists of the team’s conceptual diagram, the community meeting findings, and the overall ideation process. The team’s conceptual diagram is a visual depiction of what the team felt that fulfilled the community’s wishes and ideas from the first meeting. The second meeting was with Mark and John; the team received additional information as well as answers to the questions the team had about the Avenue. At the third meeting which was a community meeting, the team presented the conceptual diagram consisted of ideas from the first meeting. After receiving feedback from the community, the team made the necessary changes needed to the conceptual diagram.

The team participated in community meetings as well as a meeting with both Mark and John. The community meetings provided the team with valuable information and feedback. Based on the information received from the meetings and valuable input by the community, the team developed a conceptual diagram and accompanying urban design concepts for the Avenue of Flags.

Meeting #1 March 28, 2012

Meeting #2 April 6, 2012

Meeting #3 April 16, 2012

First the team visited the project site all along the Avenue of Flags. During the visit the team met with the Buellton Planning Director as well as community members of Buellton and walked with them along the project area (Figure 3.1). During the walk community members were given two cameras to take photos of existing structures and features along the Avenue, of what they liked and disliked. Upon return from the walk the community members participated in activities concluding “wish” and “have” poems, where they were asked what types of land uses they wanted to see throughout the Avenue. The team then analyzed the responses to what has been stated in the “wish” and “have” poems and began developing the conceptual diagram.

The team presented to the community in the third meeting, the conceptual diagram consisting the ideas generated from the first meeting. The community engaged in activities in which they got to create their ideal Avenue after taking a look at the team’s conceptual diagram that will be discussed later in the chapter. After receiving the input from the community members in what they wish to see more on the Avenue of Flags, the team revised the existing conceptual diagram to meet the community’s wishes that will be discussed through the chapter.

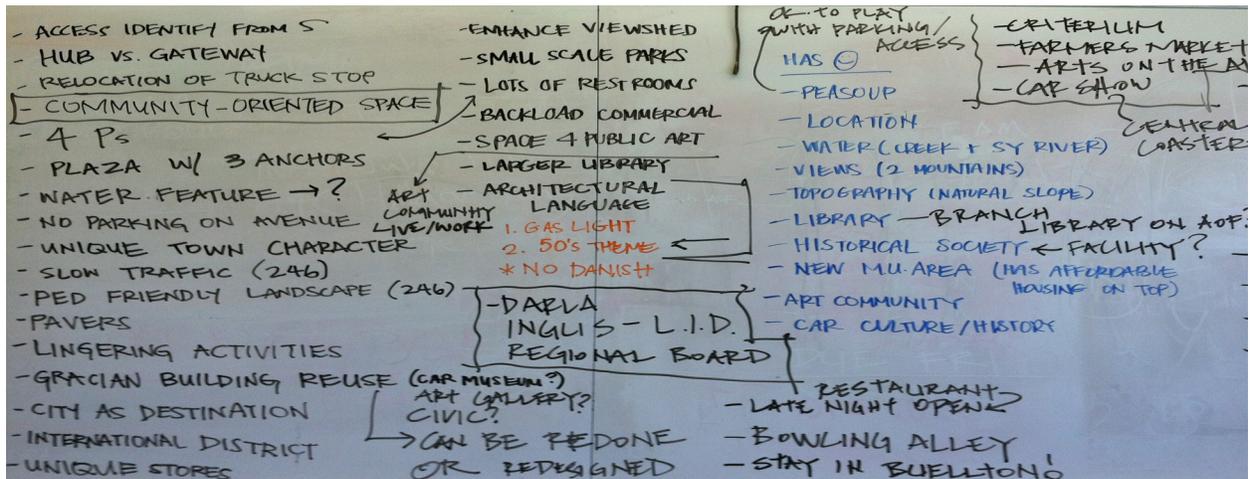


Figure 3.2. Summary of wants and needs of community members

3.2. Ideation

Community Meeting I

The first step towards Avenue of Flags Urban Design Plan started on March 28, 2012 with Community Meeting I which was held at the Buellton City Hall. The goal of the first meeting was to engage with the planning director and community members and gather information about the community's concerns to improve the conditions of the project site. Upon arrival at the City Hall, the urban design teams engaged in a conversation with approximately ten members of the community who attended the meeting regarding current conditions of Avenue of Flags.

To better understand the community's wants and needs, residents were asked to participate in two activities throughout the meeting. The first activity was to create the "Have Poem" (Figure 3.3) and the "Wish Poem" (Figure 3.4). The urban design teams facilitated the residents in generating ideas about what they liked about Avenue of Flags and what they would like to see be improved in future development.

The assets of Avenue of Flags that community members enjoy were listed on the "Have Poem" which include:

- Zaca creek along the west border of the project area

- Spectacular view of hills on the southern end of Avenue of Flags
- Pea Soup Andersen's that attracts tourists
- Being the hub of valley
- Location
- Public library
- Santa Ynez River

On the other hand, concerns and wishes were noted on the "Wish Poem" which are as follows:

- Pedestrian friendly avenue
- Unique restaurants and retails
- The 4 "P's" – potty, parking, plaza, party
- A plaza with triangular anchor
- Water feature
- Creek connection with natural hiking route
- Public and lingering events
- Public art along with sustainability
- Consistency and coherency
- Build on "hub of valley"
- Have a visual entrance into downtown from south
- Construct buildings on medians
- Nonlinear thoroughfare

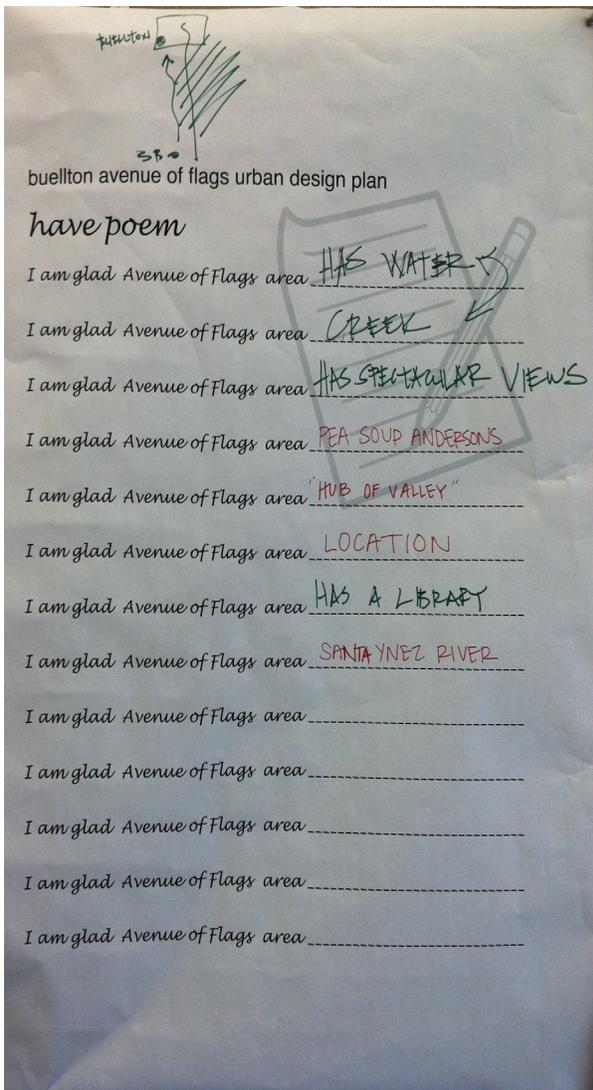


Figure 3.3. The "Have Poem"

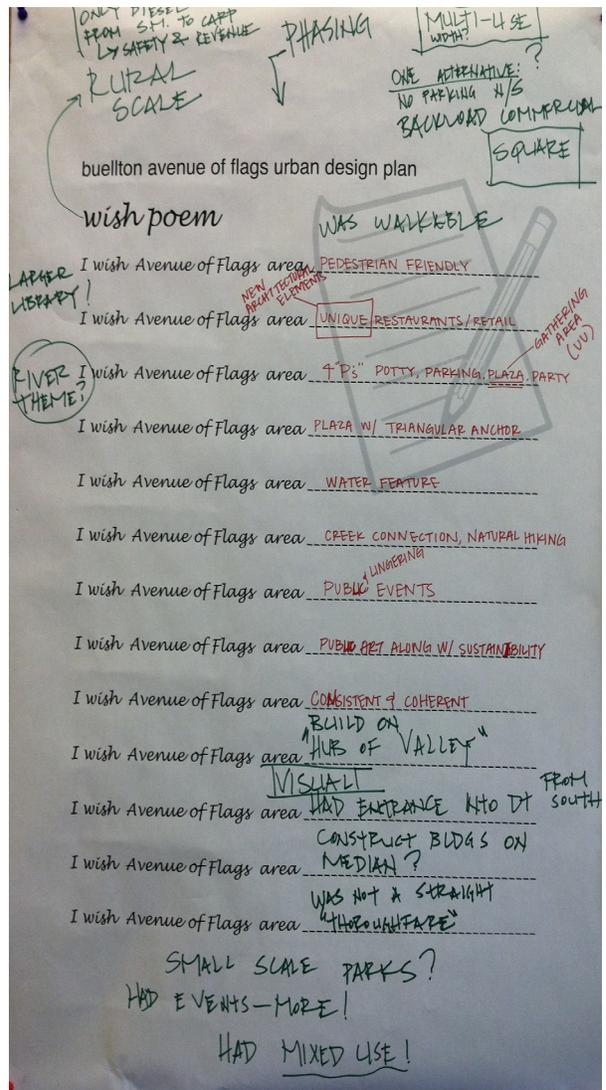


Figure 3.4. The "Wish Poem"

As the next part of the community meeting, students set out on a walkthrough of the project area with the community members. Students walked along Avenue of Flags with the residents as they showed and described the things they liked about Buellton and the Avenue and the things they would like to see improved.

During the walkthrough, the community members were asked to participate in the second activity of engagement called “Awareness Camera Activity.” They were each given two cameras, one marked with a red tag and another marked with a green tag. With the red tagged camera, residents documented things that they would like to see improved. On the other hand, the green tagged camera was used to show the things they liked about Avenue of Flags. The residents’ photographs of desires and likes provided a visual documentation of their ideas towards a future development of Avenue of Flags.

Urban design studio students were able to obtain a better understanding of current conditions of the project area and community’s desires through activities and conversations in Community Meeting I (Figure 3.2). Based on the findings and conclusions of the meeting, the team developed conceptual diagram along with urban design concepts that address the community’s vision of Avenue of Flags.



Figure 3.5. A community member taking photographs for “Awareness Camera Activity”



Figure 3.7. Core center of Avenue of Buellton



Figure 3.8. Farmer's market on civic center



Figure 3.9. Amphitheater in open space for entertainment



Figure 3.10. 50's diner

center that can hold public events such as farmers market (Figure 3.8). To the east of the core area, a general store and a diner are proposed to cater to local residents as well as tourists who can stay at the proposed hotel.

The second node emphasizes the green spaces along the Zaca Creek on the western border of Avenue of Flags. The creek is one of the assets that community members of the city wanted to utilize to provide public spaces as well as natural hiking routes along the creek. The team proposes open space that has an amphitheater that can provide entertainment as well as green spaces with outdoor seating and gathering place for a friendly atmosphere (Figure 3.9). The outdoor seating area could also be used by customers of the existing winery on the eastern parcel. Also, a hiking path along the creek and a walking path along the western side of open space can create a pedestrian-friendly environment.

The last node on Avenue of Flags is proposed as the core of night time activities near the intersection of Damassa Street and Avenue of Flags. During Community Meeting I, community members commented that they would like to have more places for night time activities such as restaurants, bars clubs where people can go to after 5 P.M. Currently, the nearby cities of Solvang and Santa Ynez that attract many tourists do not



Figure 3.11. Widened medians with commercial and venues

have places that people can go to at night. The team proposes an alley of bars and clubs as well as a wine and beer tasting place for travelers and local residents who would like to enjoy the rest of the night. Moreover, the team proposes a diner with 50's theme that can help attract local residents as well as tourists (3.10).

The wide medians located along Avenue of Flags were one of the main concerns residents had. The medians are barriers to vehicular and pedestrian flow. The vastly wide medians create the feeling of separation between the west and east along the Avenue. Moreover, the medians consist of grass plain without any designated uses or infrastructure except for two medians on the south side of the Avenue. In order to slow the traffic down on both sides of the medians and to utilize them as activity centers, the team proposes to widen the medians (Figure 3.11). By having commercial and food venues on the medians, tourists and local residents will be able to engage in activities. The seating areas, water feature, and open spaces in the middle of the medians provide a place for the people to enjoy the view of the hills.

Towards the north of the project area is proposed as the "Traveler's Haven." Currently, there are many trucks that go through the Avenue of Flags. Community members were concerned about trucks that park along the Avenue as there are



Figure 3.12. Mixed-use development

no designated spaces for truck parking. The proposed truck parking right off of Highway 101 exit will reduce the number of trucks going through the Avenue. The team suggests that the existing gas station to be located where it currently is since it is the only diesel station in the City of Buellton. Also, the team recommends that Quality Inn which exists across from the gas station to be preserved for truck drivers as well as tourists.

With widened medians, the four right-of-way lanes are reduced to one lane on each side having a calming effect on vehicular traffic. The team is also proposing pedestrian crosswalks as well as pedestrian pathways throughout the site to promote a more walkable environment for the community. The team intended to provide two additional streets for easy access to proposed parking spaces and land uses on the east area of the project site.

The location of Buellton in the Santa Ynez Valley is an asset to the city, and community members wish for the city to be the destination for travelers rather than a place to "stop-by-and-get-burgers." By providing entertainment facilities, open spaces, civic centers, night-time activities, and circulation, the city can create a more vibrant downtown that encourage travelers as well as local residents to linger.

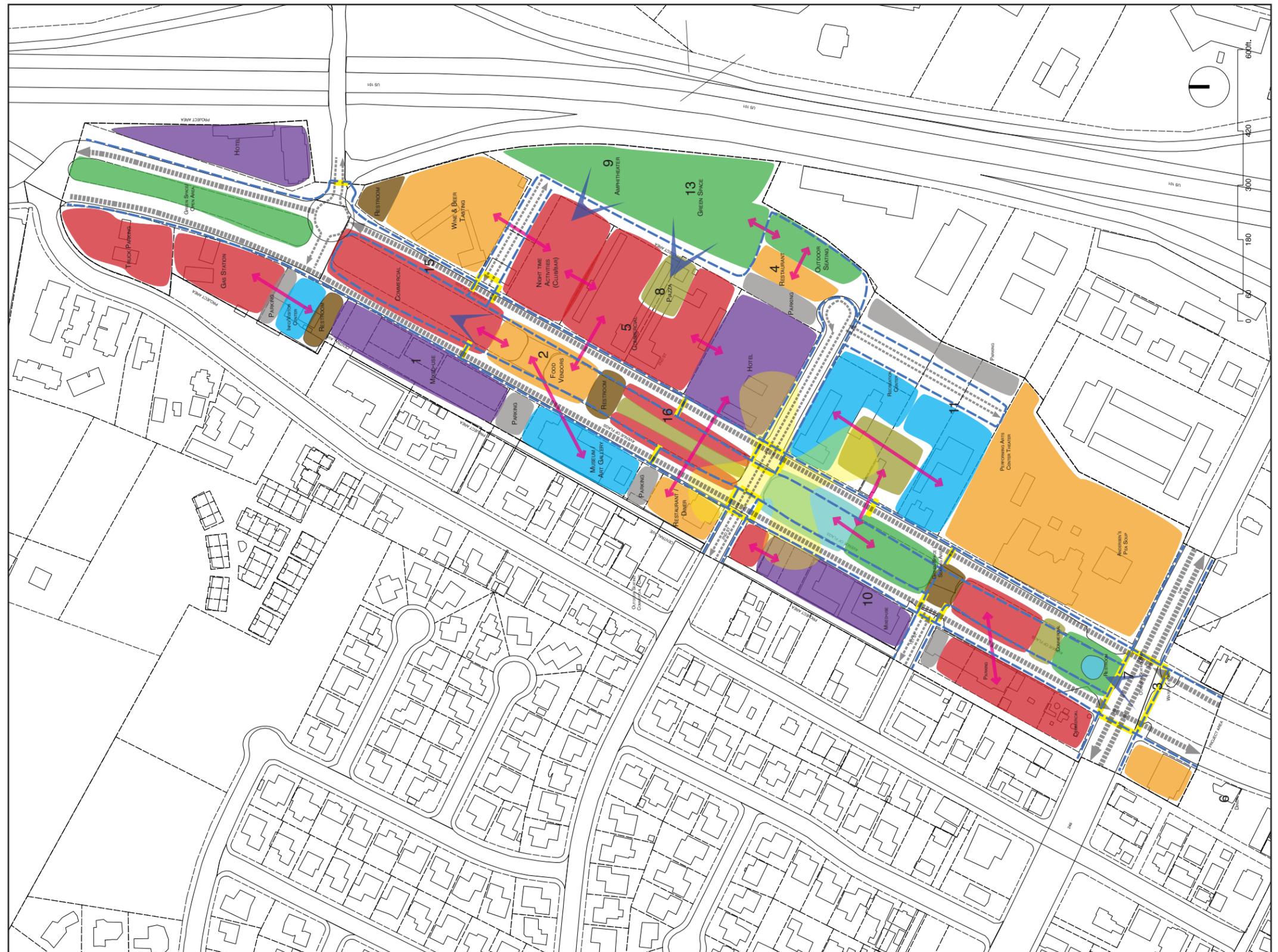


Figure 3.13. Initial conceptual diagram



Figure 3.14. Community meeting II



Figure 3.15. Receiving feedbacks from community members

3.3. Community Meeting Findings

Community Meeting II

After the team created the conceptual diagram that is based on the comments and ideas that the community made during the first meeting, the team visited Buellton again on April 16 to Buellton to present the conceptual diagram to the community. Meeting II was held at the Buellton recreation center (Figure 3.14). This meeting began by community members freely roaming around the room to meet with individual groups and review their conceptual diagrams (Figure 3.15). During this session, each community member was encouraged to comment and ask questions about the conceptual diagram that each group developed. At the same time, each community member was given six red dots and six green dots to put on the “Wish Poem” and “Have Poem” so they could indicate the most important aspects that Avenue of Flags needs and has (Figure 3.16). From here, members of the community were asked to form into a small groups so they could begin a design exercise known as “Planning Game” (Figure 3.17). During this planning game, each group were ask to design on just what they think is the best solution for the Avenue of Flags. After they completed generating the ideas, they were asked to shared their design

with the rest of the community members that attended the meeting (Figure 3.18).

From this second meeting, the team received a lot of constructive criticism to revise the conceptual diagram. Many community members agreed that most of them wanted:

- More public parking on the site
- A clear east-west crossing path
- An unified architecture style
- Variation of building hight
- A trail along the creek
- A paseo
- A masking for our “traveler haven” area
- More open space/ sitting area
- More walkable for the pedestrian throughout the site

Revised Conceptual Diagram

Based on responses that the team received from the second community meeting, the team learned that public parking was the biggest concern that community members have.

In the initial conceptual diagram, the team proposed small public parking spaces that are distributed throughout the site. The suggested parking areas were located next to a museum,

between the visitor center and gas station, behind entertainment centers and the hotel, and next to the commercial uses on 1st Street. In order to address the community's concern, the team proposed larger public parking areas in replacement of small parking areas distributed along Avenue of Flags. In the revised conceptual diagram, the team suggests that larger public parking areas to be located next to Andersen's Pea Soup as well as the first median located near the off-ramp of southbound Highway 101. Moreover, community members wanted parking spaces where local residents entering the Avenue from 2nd Street can park. In response, the team proposed parking areas along the alley on the west side of Avenue of Flags where local residents can park for easier access to the Avenue from 2nd Street.

The community members also mentioned that they wished to see a hiking path as well as open paseo along the Zaca Creek rather than parking area. With the community's feedback in mind, the team proposed a hiking trail along the Creek and an outdoor park that can be used for interactive play area.

Regarding pedestrian and vehicular circulation of the project site, community members wanted east-west cross circulation throughout Avenue of Flags. The team suggested three main east-west crosses for both pedestrians and motorists with placing pedestrian crossings along the Avenue and proposing streets for vehicles.

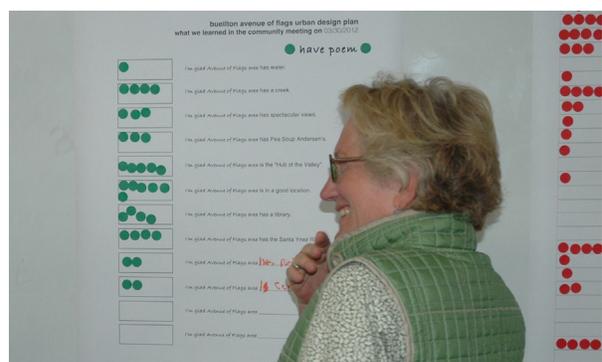


Figure 3.16. Prioritization on "Have Poem" and "Wish Poem"



Figure 3.17. "Planning Game"



Figure 3.18. Community member presenting their ideal design for Avenue of Flags

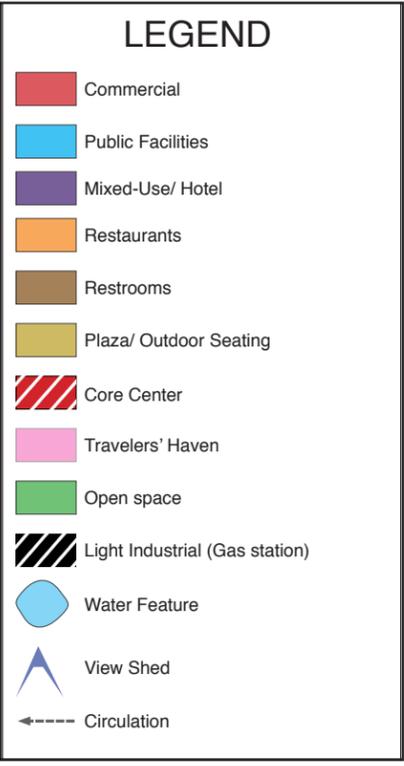
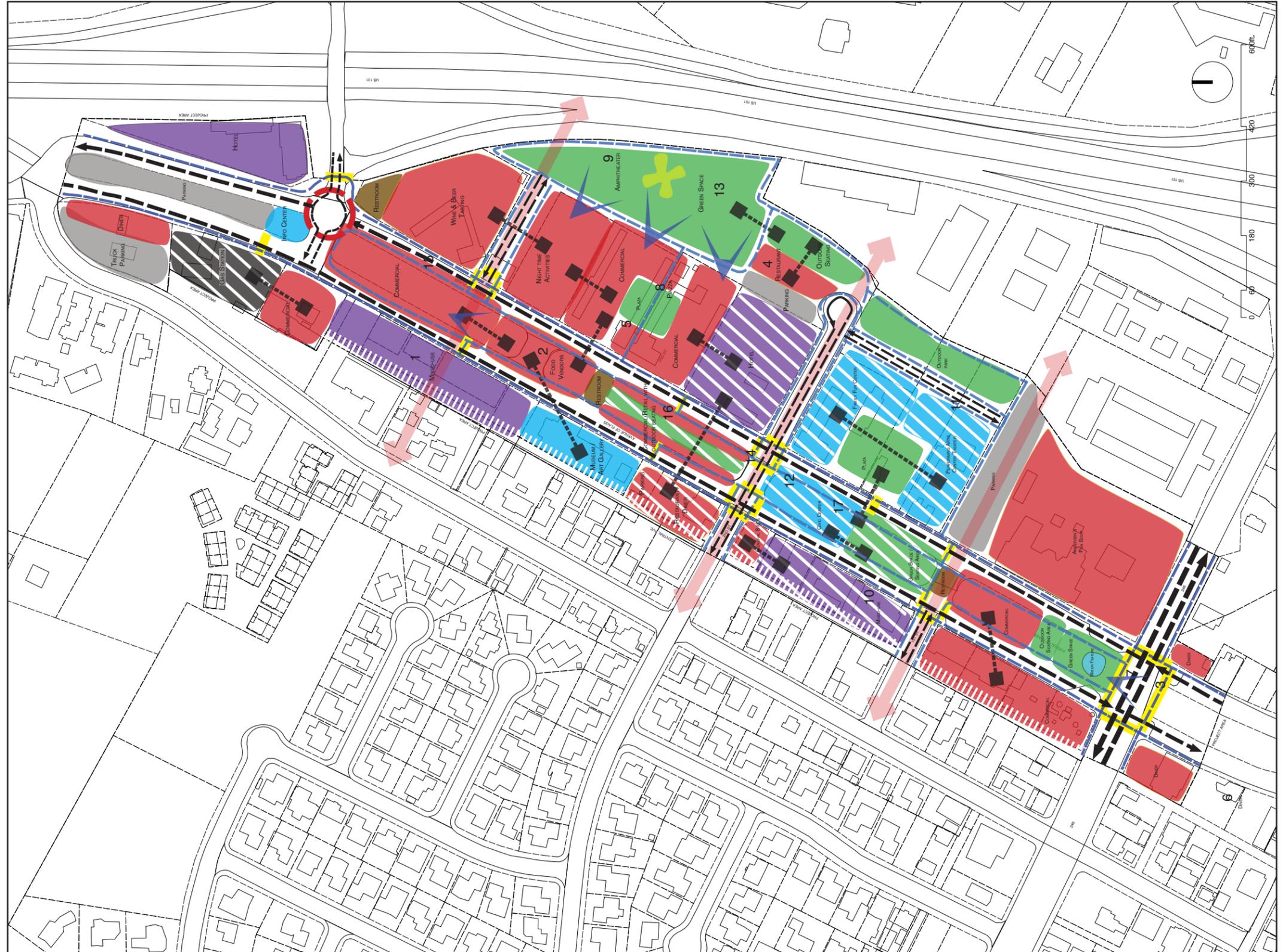


Figure 3.19. Revised conceptual diagram



Land Use, Circulation,
and Public Space

4

4.1. Introduction

Chapter 4 discusses the process leading up to the land use decisions. Section 4.2. includes the findings from Community meetings III and IV and the impact of those findings on the proposal. Section 4.3. goes into the details of auto, bike, pedestrian, and truck circulation. And finally, Section 4.4. discusses the amenities that are proposed for the project area.

4.2. Community Meeting Findings

Community Meeting III

Community Meeting III took place on Saturday, April 26, 2012 in the Gymnasium of the Buellton Recreation Center. Each proposal was presented to the participants and the meeting then turned to informal discussion between Cal Poly representatives and the community members in attendance. The community members were given blue dots to place on the proposals to represent things they liked and yellow dots to represent those things that they thought were not suitable for Buellton (Figure 4.1). Although the turnout was small, many of the community members that came had not been to a prior meeting and gave the proposal fresh critiques and ideas. At this meeting only one community member indicated displeasure with keeping the medians, and the idea of the scale of the proposal was addressed. In response to those comments the size and the context of the amphitheater was scaled down, and a few of the concept images were changed out to better accommodate the desires of the community. Many positive comments were also received including ones regarding the water feature, spaces for small vendors to get started in business, the archway across the street, the farmer’s market in the civic center, the open space area with outdoor seating, and the complementary architectural design of the buildings (Figure 4.2). Fresh ideas that came from the meeting were solar covered parking with e-car charging, and changing the traditional playground to an interpretive play area.



Figure 4.1. Blue dots representing features community members like about Buellton and yellow dots representing features they wish to improve on the team’s conceptual diagram

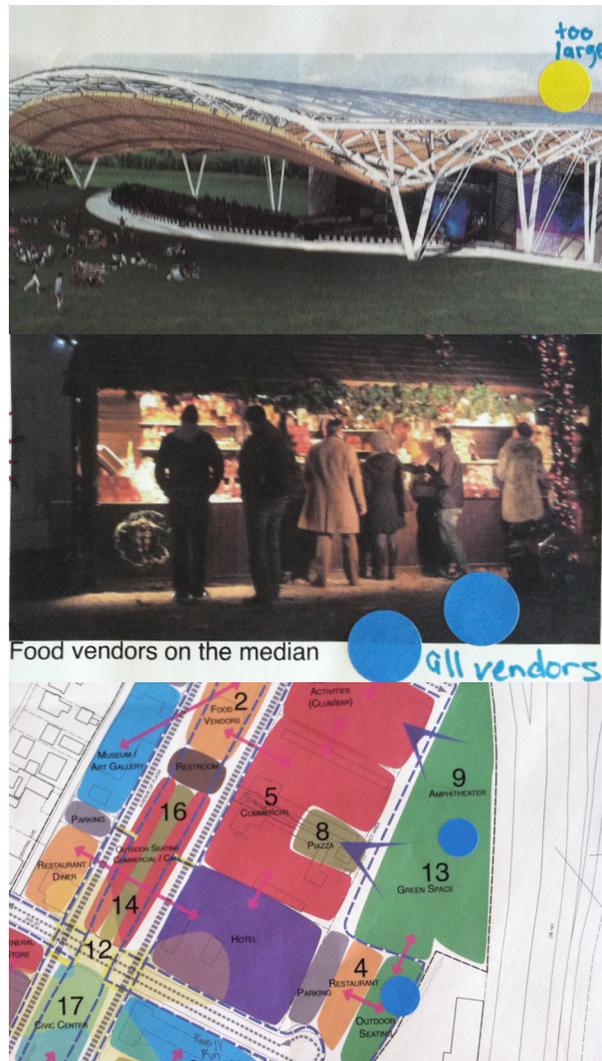


Figure 4.2. Feedback on the team’s proposals



Figure 4.3. The team describing the illustrative plan study and proposed land uses to community members during community meeting IV

Community Meeting IV

Community Meeting IV was held on Monday, April 30, 2012 in a meeting room of the Buellton Recreation Center. This meeting drew a large crowd of Buellton residents and generated a lot of feedback on the proposal (Figure 4.4). At this meeting there was no formal presentation of the proposals. They attendees led themselves from group to group perusing the proposals (Figure 4.3). The overall tone of the comments was very positive. At this meeting, the proposed widening and use of the medians was looked upon favorably and the residents appreciated the revisions that had been made based on prior community comments. Again the blue and yellow dots were given to the participants as a way for them to mark what ideas or features that they liked or thought did not fit Buellton. Features of the proposal that attendees found appealing in particular were the water feature, outdoor seating, commercial plaza, grass pavement for the civic area, solar covered parking, the monument and complementary Chamber of Commerce building, and parking behind buildings. Items that the team were urged to consider further included incorporating a change in street materials in the civic area, having a continuous path along the creek connecting the freeway to Highway 246, and refining the spaces and shapes.



Figure 4.4. Receiving community members' feedbacks

Proposed Land Uses and the Regulating Plan

Based on the conceptual diagram and feedback received during community meetings, the urban design team developed proposed land uses and a regulating plan (Figures 4.7 and 4.8). During community meetings, some residents commented that they would like a civic center along 2nd Street, because it is convenient for them to access the project site from where they reside. In response to the comments, the intersection of Avenue of Flags and 2nd Street is proposed as the core area and civic center (Figure 4.5). Community members can easily access the area as 2nd Street connects the proposed core center with residential area located on the west side of the Avenue. Also, the core area is proposed to be located in the middle of the Avenue where residents, travelers and tourists could have easy access to different types of stores and activities located on both the north and south side of Avenue of Flags (Figure 4.6).

Community members wished to attract tourists who are willing to stay in the city rather than just stop by for gas and food. In response, a hotel where tourists can stay is proposed for on the north corner of Avenue of Flags and 2nd Street intersection. Across from the hotel on 2nd Street, the team proposes a family fun center where young residents, families as well as travelers can utilize as a recreational center with bowling alleys and arcades.

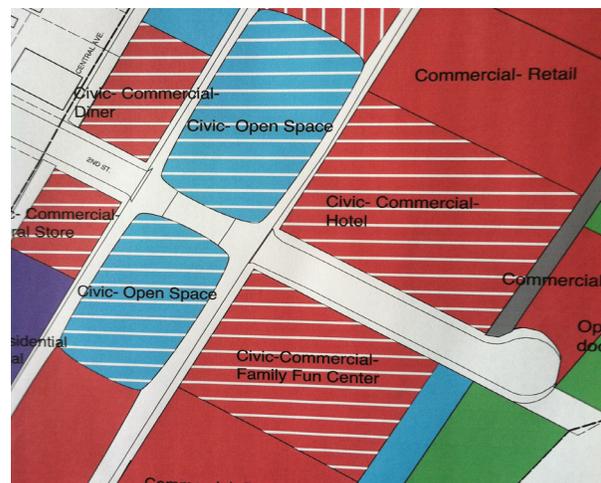


Figure 4.5. Proposed core area

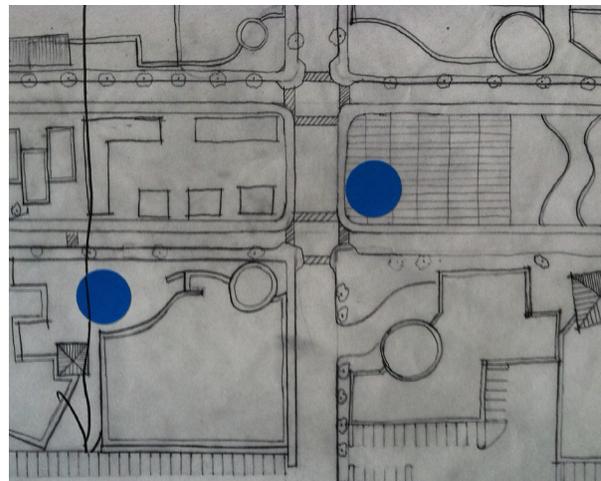


Figure 4.6. Community members' positive response to the proposed core area / civic center

In proposed land uses and the regulating plan, the team proposed diverse commercial uses for retail stores along Avenue of Flags. During Community Meeting III, the team received positive feedback from community members on small-scale vendors that were proposed to be located on the medians. However, community members did not wish to see large structures on the median that may obscure the view towards hills located on the south side of the Avenue. They were also concerned that large structures may divide the Avenue into three different districts. In response, small-scale commercial/retail stores and food venues are proposed that people can access from both west and east side of the medians. Along with small retail stores, the team proposes larger retail stores that are distributed throughout the Avenue within walking distance that can bring in revenue for Buellton.

On the northern part of Avenue of Flags, the team proposed the hotel that already exists to remain as a hotel to accommodate truck drivers as well as travelers. Many community members were concerned with trucks that drive down and park on the Avenue. With the truck parking proposed on the entrance of the Avenue, truck drivers can stay at the hotel where it is convenient for them to access right across from the parking area.

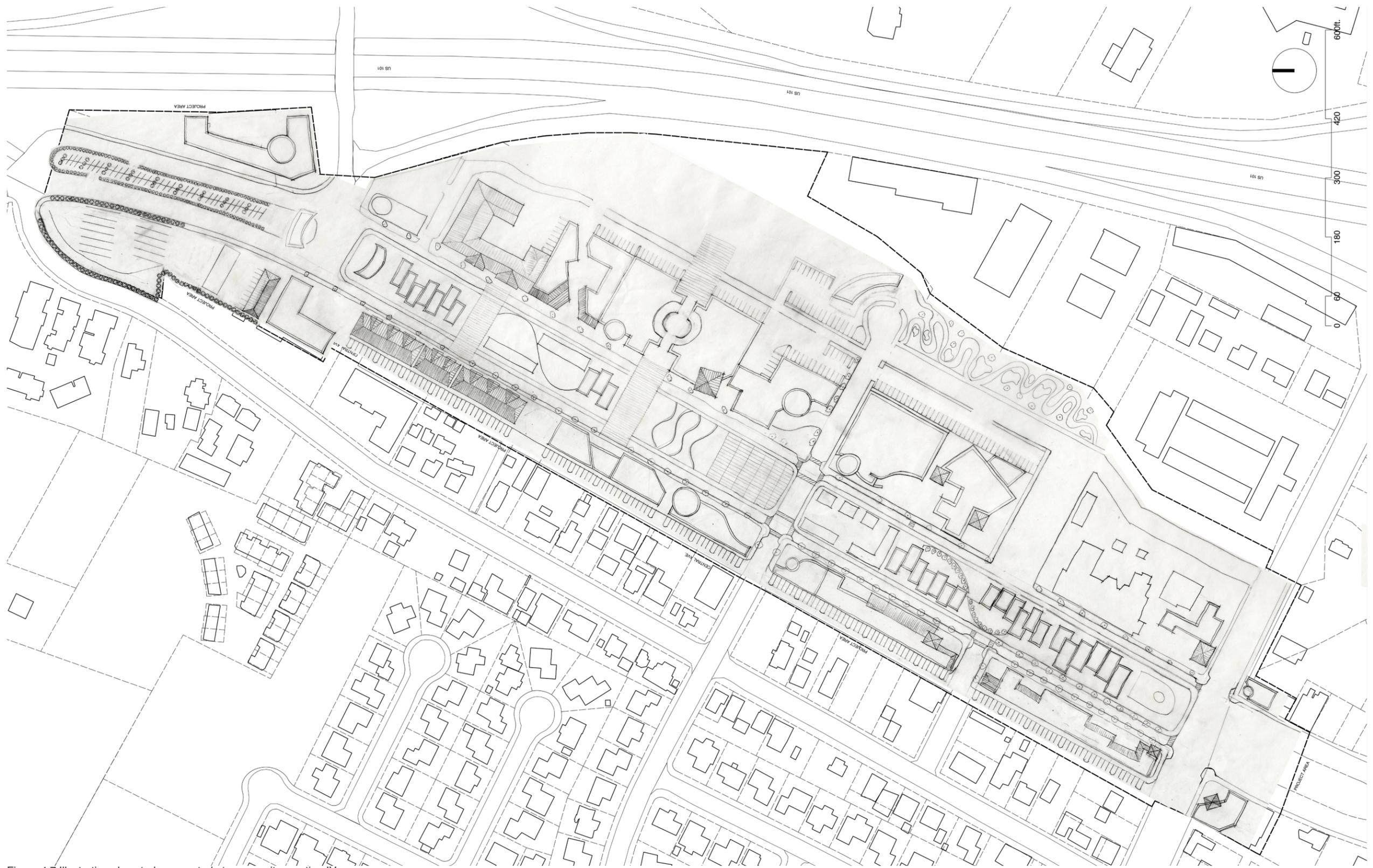


Figure 4.7 Illustrative plan study presented at community meeting IV

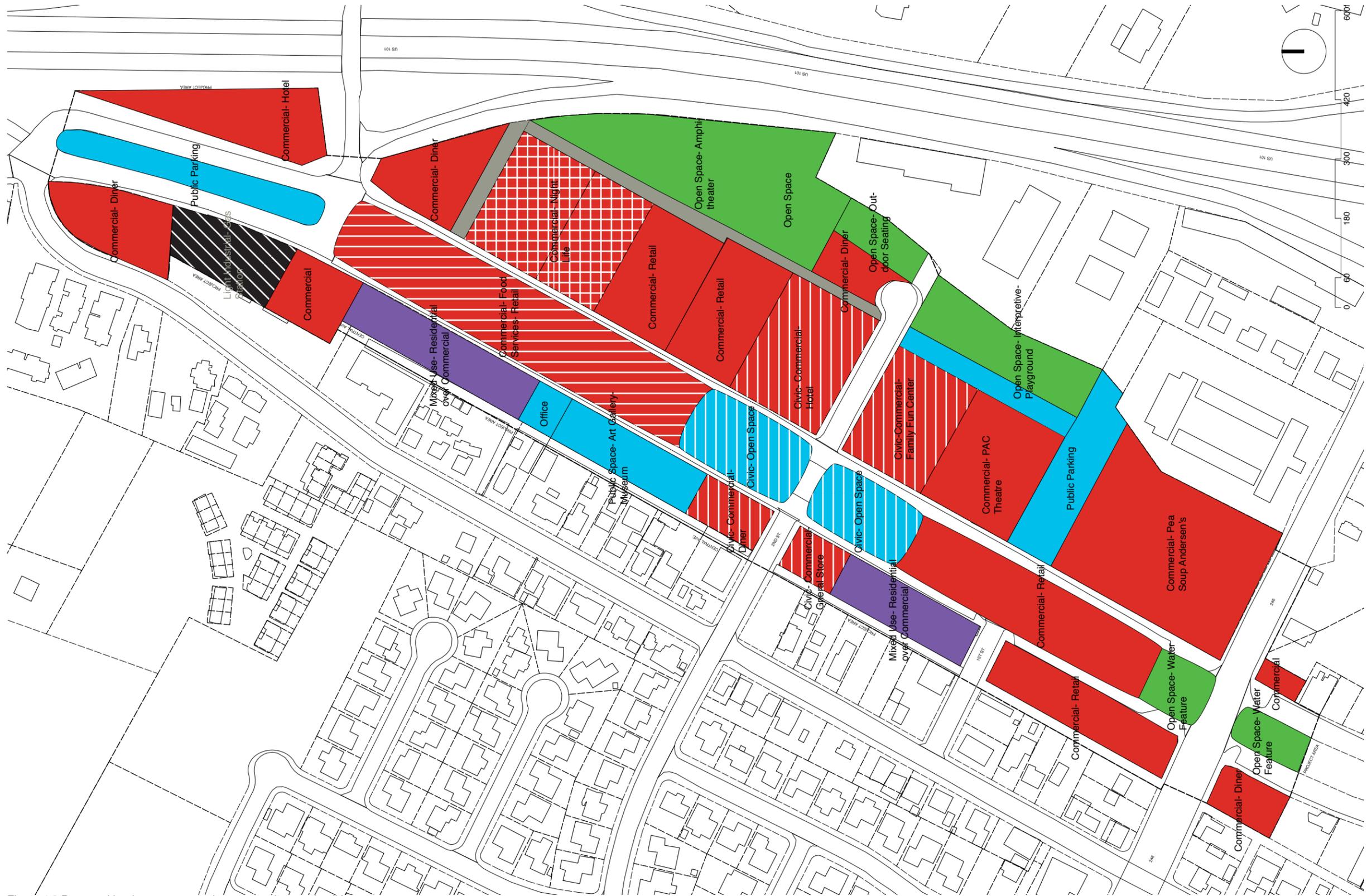


Figure 4.8. Proposed land uses presented at community meeting IV

4.3. Circulation

In response to the community meeting outcomes and plan objectives, the team proposed to create a walkable and pedestrian friendly Avenue of Flags. Thus the team narrowed down the four lanes of traffic to two lanes. Narrowing down to two lanes of traffic widens the median, thus locating the small commercial and retail shops in the medians. The team then proposed two new streets to be introduced into the site. Also introducing multiple crosswalks and a walking trail to help create a walkable atmosphere. Along the Avenue are trees along with landscaping provided throughout the site. Trees all along the sidewalks of the Avenue and landscaping provide a pedestrian welcoming Avenue.

The team decided to keep the existing medians, but widen them and propose commercial and small retail in them. Widening the medians results in the four lanes of traffic to narrow down to two lanes, one in each direction. Narrowing down the lanes of traffic and widening the median was to create small scale commercial and retail shops on the median. Narrowing down the two lanes of traffic to one in each direction helps slow the traffic on the Avenue and starts to generate a pedestrian friendly Avenue.

The existing alley, Central Avenue, along the west side of the site behind the proposed uses is to



Figure 4.9. Community members' suggestion on truck parking and a surface parking lot with solar panels and electric car chargers

sustain to provide access. The street is to provide vehicular access to the proposed parking along the back of the proposed uses. The parking on the Central Avenue is for those coming into the Avenue from First and Second Street and for the uses that are proposed along the Avenue.

To the north of Avenue of Flags, the team proposed a surface parking lot for trucks on the west side of the avenue. Also, a surface parking lot with solar panels and electric car chargers is proposed to be located on the first median of the avenue (Figure 4.9).

There is a proposed one-way street starting on Second Street and ending north/east of the site between the proposed nightlife structure and the diner. The street provides access to parking for the uses proposed on the east side of the site. A one-way street would create less impact street on pedestrians and vehicles. There is also a two-way street proposed, starting on Second Street behind the proposed Family Fun Center and PAC Theatre and ending to the Highway 246. The street is to provide access to parking from the Highway 246, the Avenue, and Second Street (Figure 4.10).

All along the Avenue there are sidewalks provided for pedestrian flow. Providing sidewalks and crosswalks along the Avenue creates a pedestrian friendly atmosphere. Therefore crosswalks are

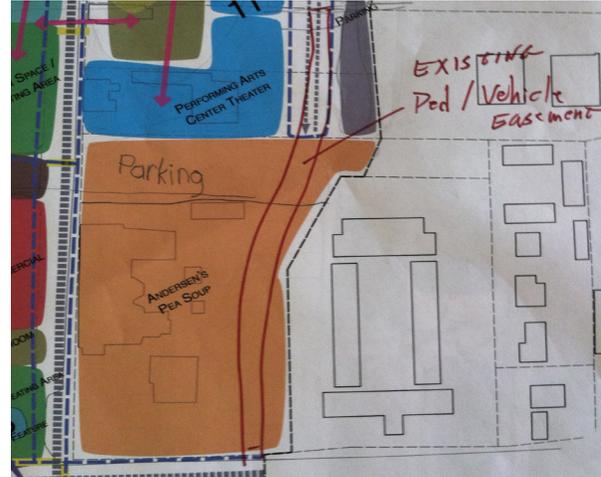


Figure 4.10. Community members' suggestion on providing a street for easement of pedestrian and vehicular flow

provided at each of the intersections, First and Second Street, Highway 246, and Damassa Street. There are multiple crosswalks proposed as well along the median for pedestrians to access the medians at any part along the Avenue. Proposed in the medians in different areas are open spaces with outdoor seating and terrace seating along with open grass areas. The areas of open space are to help create a pedestrian friendly atmosphere and to have pedestrians linger along the Avenue of Flags.

The team proposes a walking trail along the creek to the east side of the site. The walking trail starts from the entrance of the Highway 246 and flows into the interpretative play area and back along the creek into the amphitheater and up to Damassa. The proposed walking trail is to connect to the existing walking trail provided on the other side of the 101 Freeway. The walking trail would provide nice scenery that exists along the creek. It would also create connectivity through the east side of the site in all open areas that are proposed.

In response to the community meetings and plan objectives the team proposes a sustainable and pedestrian friendly atmosphere through slower traffic and creating sidewalks, crosswalks, and walking trails along the site and landscaping throughout the site.

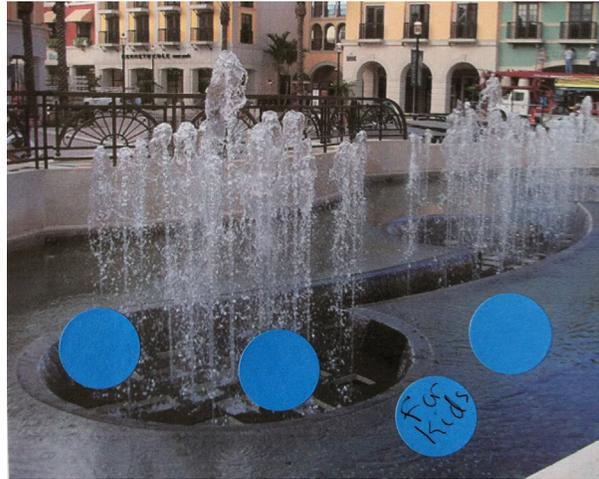


Figure 4.11. Positive response to water features

4.4. Community Amenities

While developing the proposed land uses and an illustrative plan study, the team proposed various public amenities throughout Avenue of Flags. During community meetings, local residents wished to have water features throughout the Avenue. In response, the team incorporated water features into the design of “gateways” of the Avenue (Figure 4.11). To the north on the intersection of Damassa Road and Avenue of Flags, the team proposed a “Welcome to Buellton” sign that has a water feature. Also to the south on the intersection of U.S. Highway 246 and Avenue of Flags, there is a proposed water feature in open space on the median. Along with water features, the team proposed a visitor center on the first median located to the north of the Avenue where it is the most visible for travelers that access the Avenue from off-ramp of southbound U.S. Highway 101.

The team proposed various open spaces and plazas in order to attract residents, families, tourists, and travelers to the project site and create a vibrant downtown for the City of Buellton. Since the first community meeting, the team received many comments from community members that they would like to hold public events such as farmer’s markets and classic automobile



Figure 4.12. Positive response to open civic center

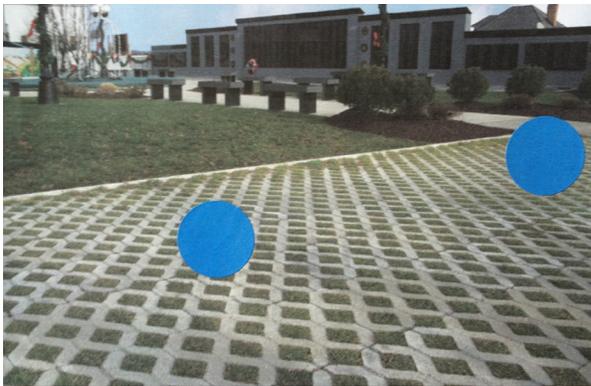


Figure 4.13. Positive response to grass pavement



Figure 4.14. Positive response to the proposed amphitheater

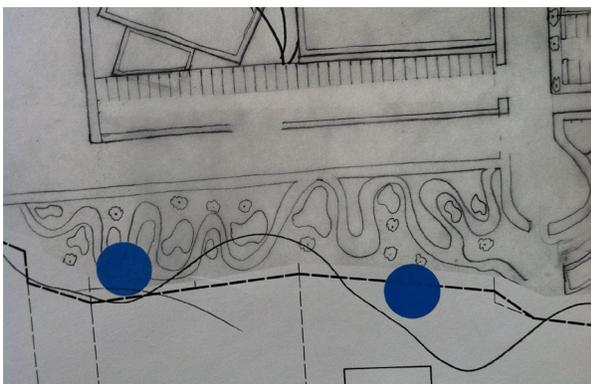


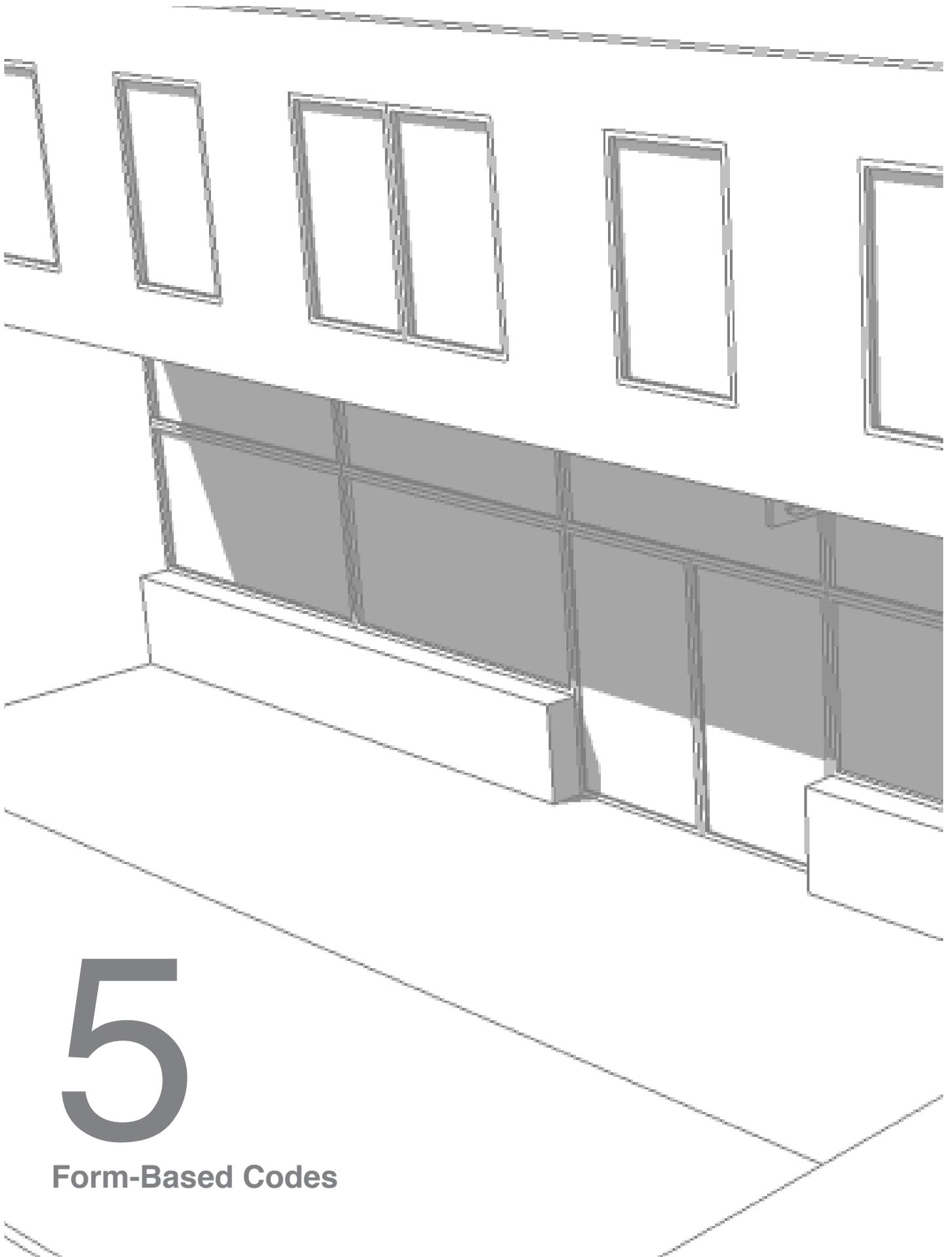
Figure 4.15. Positive response to interactive play area

displays along the Avenue. With their comments in mind, the team proposed open spaces on medians along 2nd Street where the community can hold various civic events (Figure 4.12).

The open spaces are suggested to have grass pavements as well as shade structures (Figure 4.13). Also, there would be terracing that would provide a view into the hills located on the south side of the project site as well as green spaces for landscaping and seating area for the public.

To the east of Avenue of Flags along the border of project site, the team proposes open spaces that can hold diverse activities for community members and travelers. The north part of the open space is proposed to have an outdoor amphitheater (Figure 4.14). It is proposed to be located to the far east side of Avenue of Flags next to commercial uses where residential area located on the west side of the Avenue will not be disturbed by high sound levels. Also, the team proposes a park with outdoor seating and green spaces in front of a winery that already exists to the east of project site boundary. That way, people can utilize the park and outdoor seating as a part of the winery.

Further down, the team proposes an interactive play area where families with children as well as tourists can walk along a curvy pathway and learn about Buellton (Figure 4.15). During community meeting III, community members wanted a play space where it is safe and educative for children to hang out. This area can have various play structures and bulletin boards that can educate children as well as tourists about the city. The team suggests that the play area be located along the creek next to the family fun center and performing arts center so that family-oriented activities are located within close walking distance to each other.



5

Form-Based Codes

5.1. Introduction

Form-Based Codes differ from conventional zoning in the way they are developed and the contents of the code. Conventional zoning may include a visioning process, but does not include the finer details that help a space to function in a particular manner. Form-Based Codes are more precise, and address both private and public spaces that work together to produce places where people enjoy being. Form-Based Codes address a need for subtle transitions between parcels and between differing uses.

Form-Based Codes discuss the placement and height of a structure as well as how it relates to other structures near it. They also address how the built environment interacts with open spaces and with the circulation patterns of pedestrians, bicyclists and automobiles.

The first step in creating Form-Based Codes is collecting concepts from the community with regard to what the future place should look like and function as. Rough ideation is then presented to the community in the form of a conceptual diagram, which is assessed by the stakeholders. The conceptual diagram is then revised to reflect the updated ideas of the community. An illustrative plan is developed and presented to the residents for their final comments and approval. Form-Based Codes are then developed; reflecting the necessary guiding principles that will ensure the vision of the community is achieved.

This chapter introduces the Form-Based Codes developed through this process. A total of ten regulating areas are presented, followed by streetscaping codes for Avenue of Flags, 1st Street, 2nd Street, and Park Lane. Finally, low-impact development guides and phasing strategies for implementation are introduced.

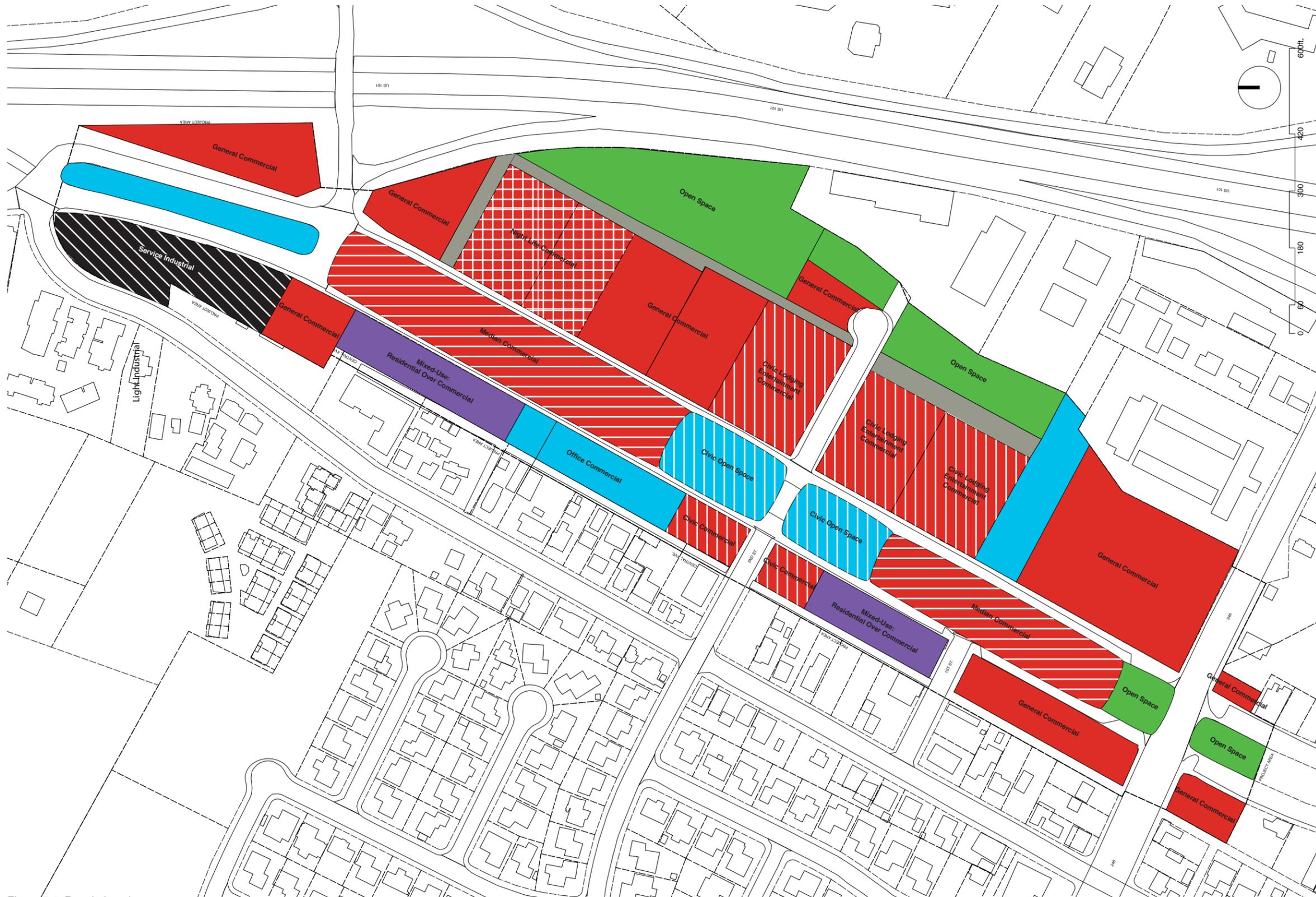


Figure 5.1. Regulating plan



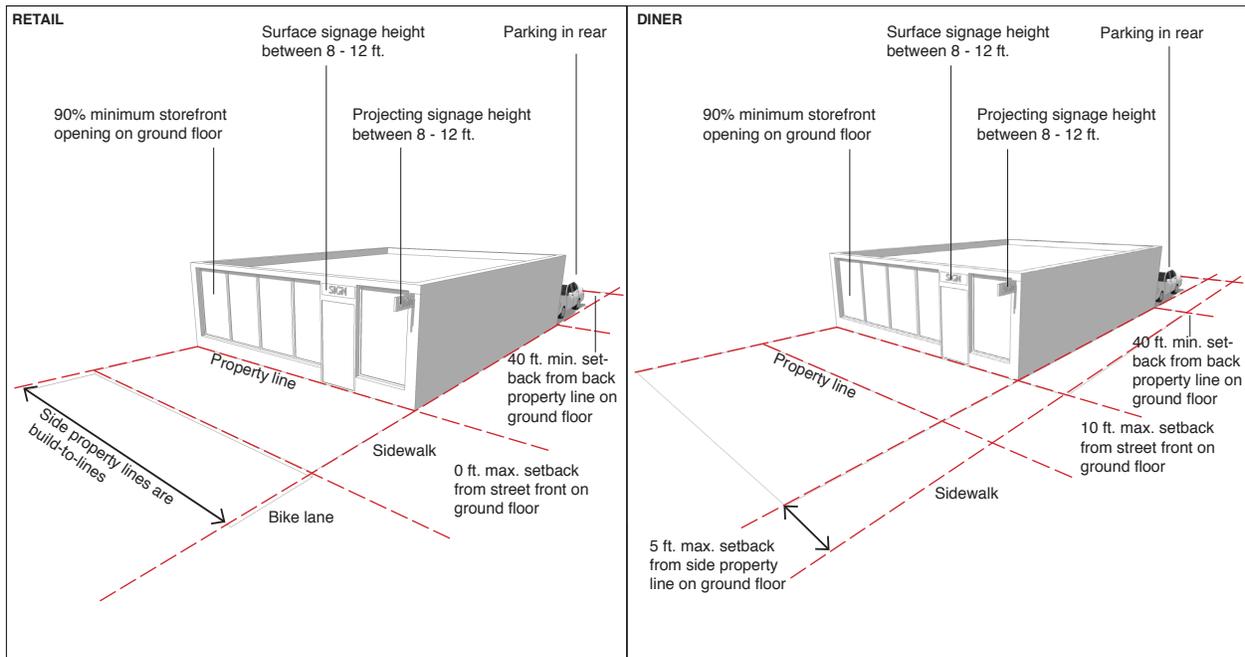
Name of Regulation Area: GENERAL COMMERCIAL

Urban Design Objectives for the Regulation Area:

The general commercial uses in this section of the FBC are intended to provide retail stores, diners, and a hotel that would be distributed in various locations throughout Avenue of Flags. During the community meetings in Buellton, community members commented that Avenue of Flags should have unique retail stores and late-night restaurants that would encourage tourists to linger. Also, community members noted that they wish to attract tourists and travelers to the city.

The urban design team’s objectives in proposing general commercial uses are as follows:

- 1. To provide venues throughout Avenue of Flags within walking distances to encourage walkability and create a pedestrian-friendly atmosphere,*
- 2. To provide lingering activities that would attract tourists and bring in revenue to the city,*
- 3. To provide a hotel to accommodate tourists and travelers as well as truck drivers in the traveler’s haven area.*



GENERAL COMMERCIAL: RETAIL / DINER | Building Siting and Massing

ALLOWED LAND USES

Ground floor	Retail / Diner
Upper floor(s)	None

SETBACKS

From street front on ground floor	0 ft. max if without plaza/ 30 ft. maximum if plaza is present (Retail), 10 ft. maximum (Diner)
From street front on upper floor(s)	N/A
From side property lines on ground floor	0 ft. maximum (Retail), 5 ft. maximum (Diner)
From side property lines on upper floor(s)	N/A
From back property line on ground floor	40 ft. minimum to accommodate parking (Retail & Diner)
From back property line on upper floor(s)	N/A

BUILD-TO-LINES

On street front on ground floor	street front property line = build-to-line if without plaza/ 50% of street front must sit on property line if plaza is present (Retail), None (Diner)
On street front on upper floor(s)	N/A
On side property lines on ground floor	Side property lines = build-to-lines (Retail), None (Diner)
On side property lines on upper floor(s)	N/A
On back property line on ground floor	None
On back property line on upper floor(s)	N/A

BUILDING HEIGHTS

Ground floor (minimum and maximum)	10 ft. minimum, 12 ft. maximum (floor-to-ceiling)
Upper floor(s) (minimum and maximum)	N/A

FENESTRATION

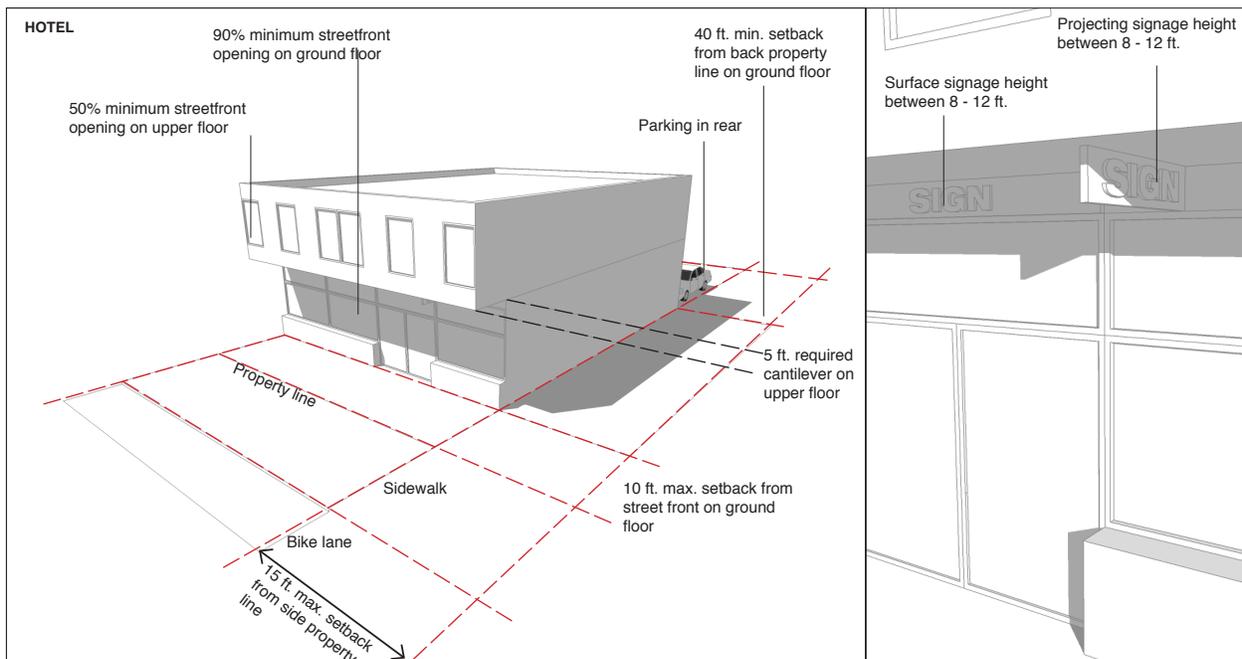
Required fenestration area (% total street facade) on ground floor	90% of total ground floor facade area
Required fenestration area (% total street facade) on upper floor(s)	50% of total upper floor facade area

PARKING REQUIREMENTS

Number of required parking spots per sq. ft. of RETAIL	1 spot / 300 sq. ft.
Number of required parking spots per sq. ft. of DINER	1 spot / 300 sq. ft.

SIGNAGE

Allowed signage types	Surface or projecting
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GENERAL COMMERCIAL: HOTEL I Building Siting and Massing

ALLOWED LAND USES

Ground floor	Hotel
Upper floor(s)	Hotel

SETBACKS

From street front on ground floor	10 ft. maximum
From street front on upper floor(s)	5 ft. maximum
From side property lines on ground floor	15 ft. maximum
From side property lines on upper floor(s)	15 ft. maximum
From back property line on ground floor	40 ft. minimum to accommodate parking
From back property line on upper floor(s)	40 ft. minimum to accommodate parking

BUILD-TO-LINES

On street front on ground floor	0 - 10 ft. from street property line
On street front on upper floor(s)	0- 5 ft. maximum
On side property lines on ground floor	None
On side property lines on upper floor(s)	None
On back property line on ground floor	None
On back property line on upper floor(s)	None

BUILDING HEIGHTS

Ground floor (minimum and maximum)	10 ft. minimum, 12 ft. maximum (floor-to-ceiling)
Upper floor(s) (minimum and maximum)	9 ft. minimum, 11 ft. maximum (floor-to-ceiling)

FENESTRATION

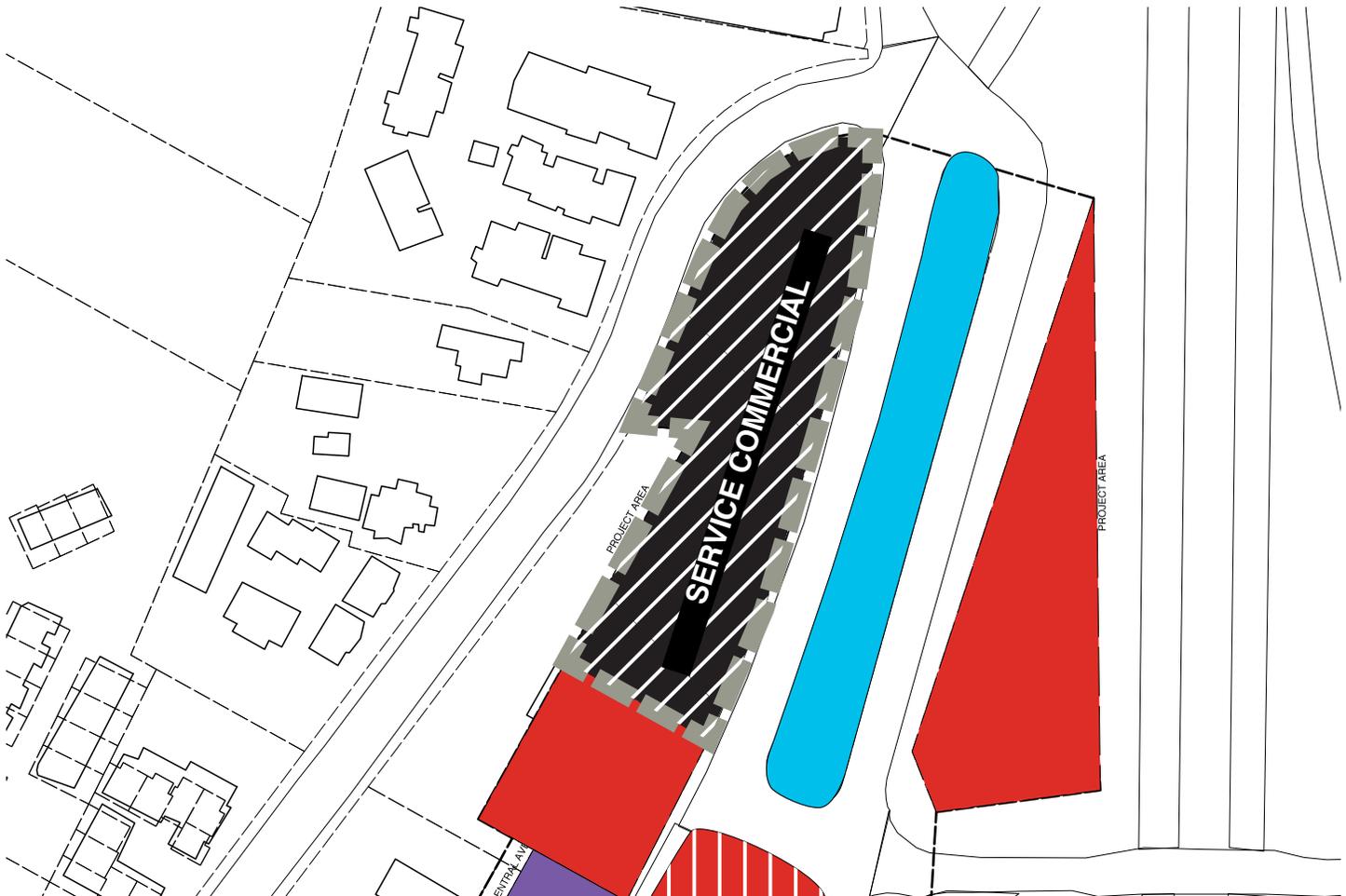
Required fenestration area (% total street facade) on ground floor	90% of total ground floor facade area
Required fenestration area (% total street facade) on upper floor(s)	50% of total upper floor facade area

PARKING REQUIREMENTS

Number of required parking spots per room of HOTEL	1 spot / room
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SIGNAGE

Allowed signage types	Surface or projecting
Allowed signage heights	Between 8 - 12 ft.



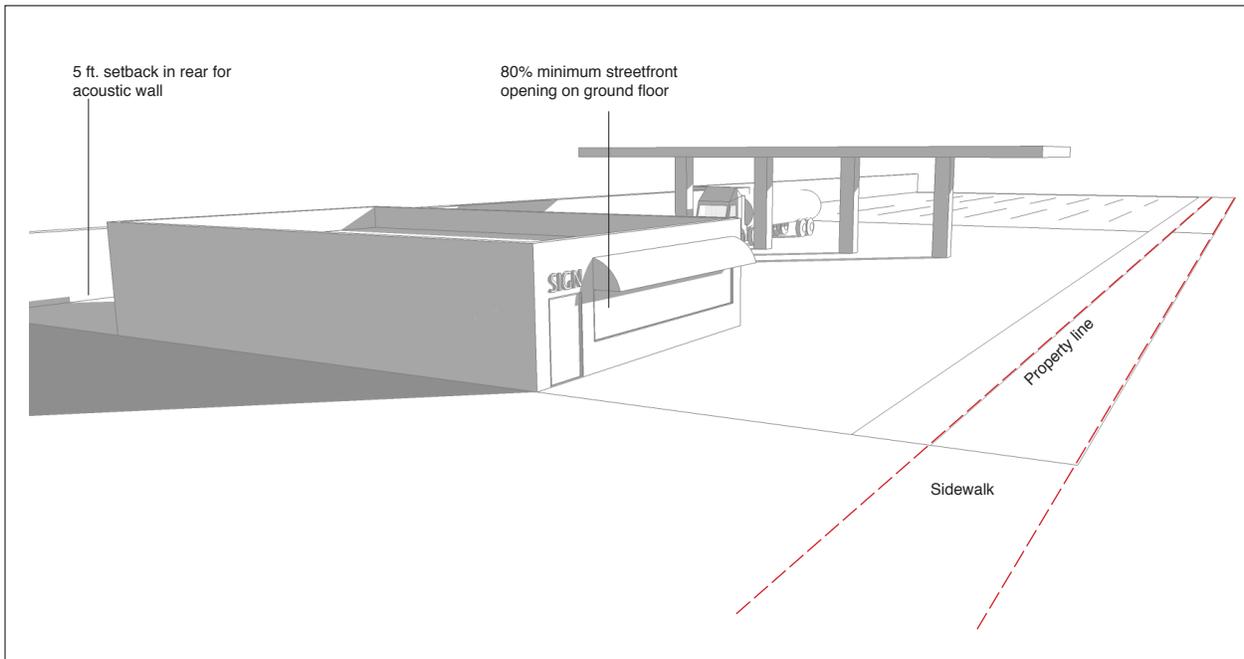
Name of Regulation Area: SERVICE COMMERCIAL

Urban Design Objectives for the Regulation Area:

The service commercial area defined in this part of the FBC is intended to keep the large source of income for Buellton and help create a safer environment in Avenue of Flags. Throughout the community meetings in Buellton, community members have emphasized that there is a need to create a safer road in Avenue of Flags and keep the gas station in Avenue of Flags.

The urban design team’s objectives in proposing this service commercial area are:

- 1. To create a safer street by providing truck parking designation area,*
- 2. To keep income source for the City of Buellton by keeping the gas station where it is.*



SERVICE COMMERCIAL I Building Siting and Massing

ALLOWED LAND USES

Ground floor	Gas Station, Truck Parking
Upper floor(s)	N/A

SPECIFICATION FOR GAS STATION

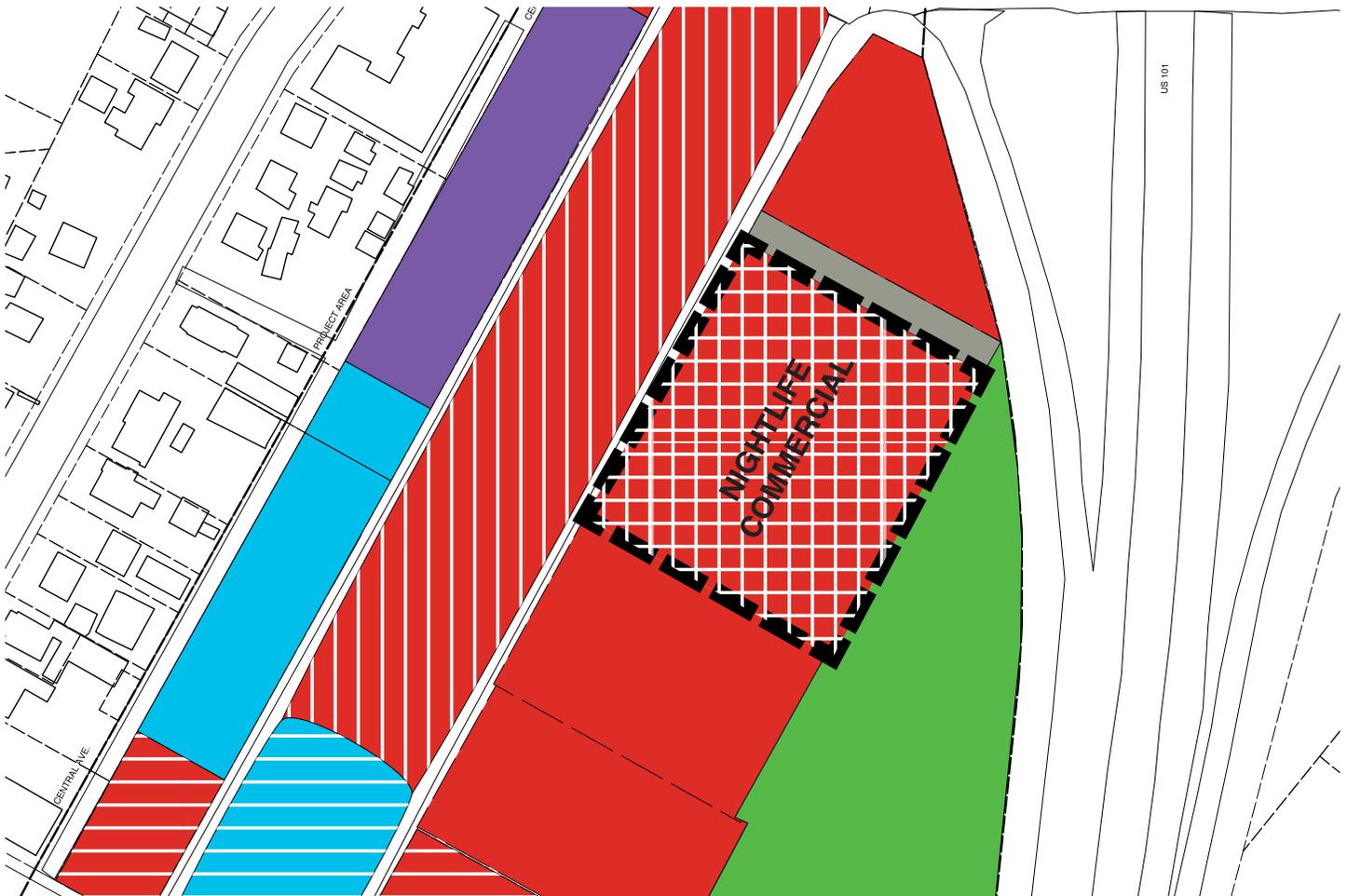
From street front on ground floor

There is no setback required from the street front or from the side of the property. 5 ft. setback is required from the back of property line to accommodate heavy landscape and an acoustic wall to protect adjacent residences from truck noise.

SPECIFICATION FOR TRUCK PARKING

On street front on ground floor

5 ft. setback is required from the street front to accommodate heavy landscape. 5 ft. setback is also required from the back of property line to accommodate heavy landscape and acoustic wall to protect adjacent residences from truck noise. Minimum of 5 truck parking spots must be present for this use.



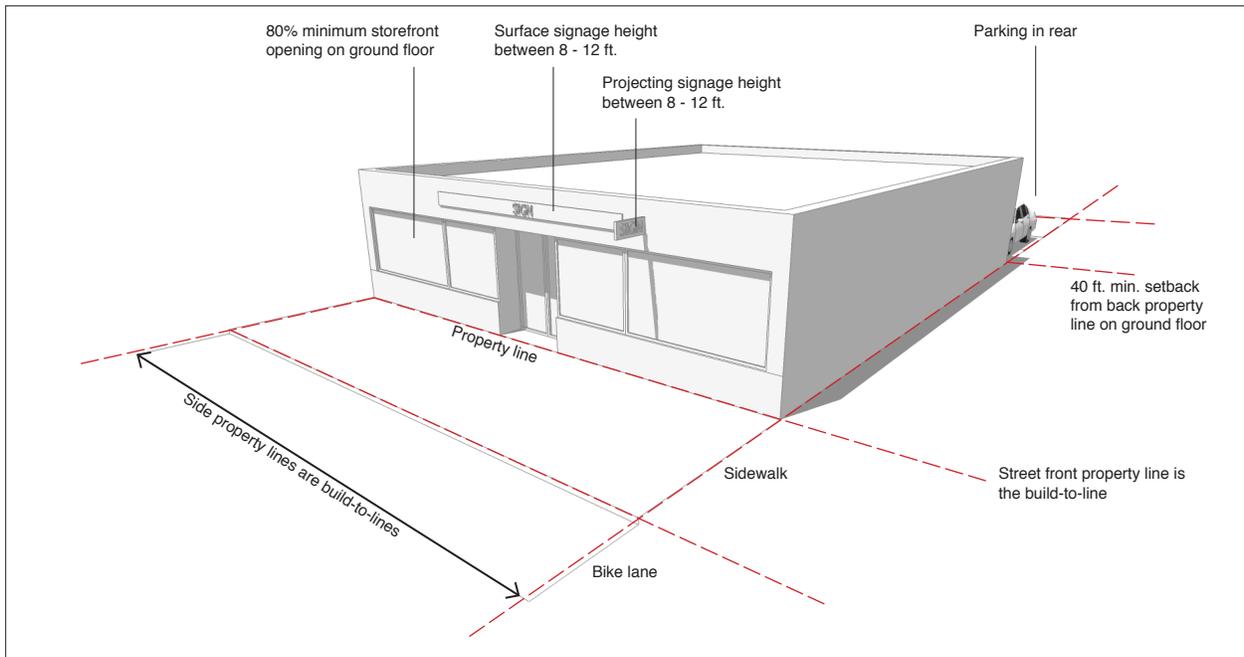
Name of Regulation Area: NIGHTLIFE COMMERCIAL

Urban Design Objectives for the Regulation Area:

The nightlife commercial uses proposed in this section of the FBC is intended to support after-5 P.M. activities such as wine-tasting, bars, and clubs that would be located on the west side of Avenue of Flags. During the community meetings in Buellton, residents stated that nearby cities that attract many tourists do not have places where people can go to at night. The residents wished to have venues that could accommodate tourists as well as residents who would like to enjoy night-time activities after 5 P.M.

The urban design team’s objectives in proposing nightlife commercial uses are as follows:

- 1. To provide entertainment and activity which tourists and local residents could enjoy during evening and night,*
- 2. To be located on the east side of Avenue of Flags to avoid disturbance to residential area located to the east of the project site.*



NIGHTLIFE COMMERCIAL I Building Siting and Massing

ALLOWED LAND USES

Ground floor	Wine and beer tasting, bars, and clubs
Upper floor(s)	None

SETBACKS

From street front on ground floor	0 ft. maximum
From street front on upper floor(s)	N/A
From side property lines on ground floor	0 ft. maximum
From side property lines on upper floor(s)	0 ft. maximum
From back property line on ground floor	40 ft. minimum to accommodate parking
From back property line on upper floor(s)	40 ft. minimum to accommodate parking

BUILD-TO-LINES

On street front on ground floor	Street front property line = build-to-line
On street front on upper floor(s)	N/A
On side property lines on ground floor	Side property line = build-to-line
On side property lines on upper floor(s)	N/A
On back property line on ground floor	None
On back property line on upper floor(s)	None

BUILDING HEIGHTS

Ground floor (minimum and maximum)	10 ft. minimum, 12 ft. maximum (floor-to-ceiling)
Upper floor(s) (minimum and maximum)	Not allowed

FENESTRATION

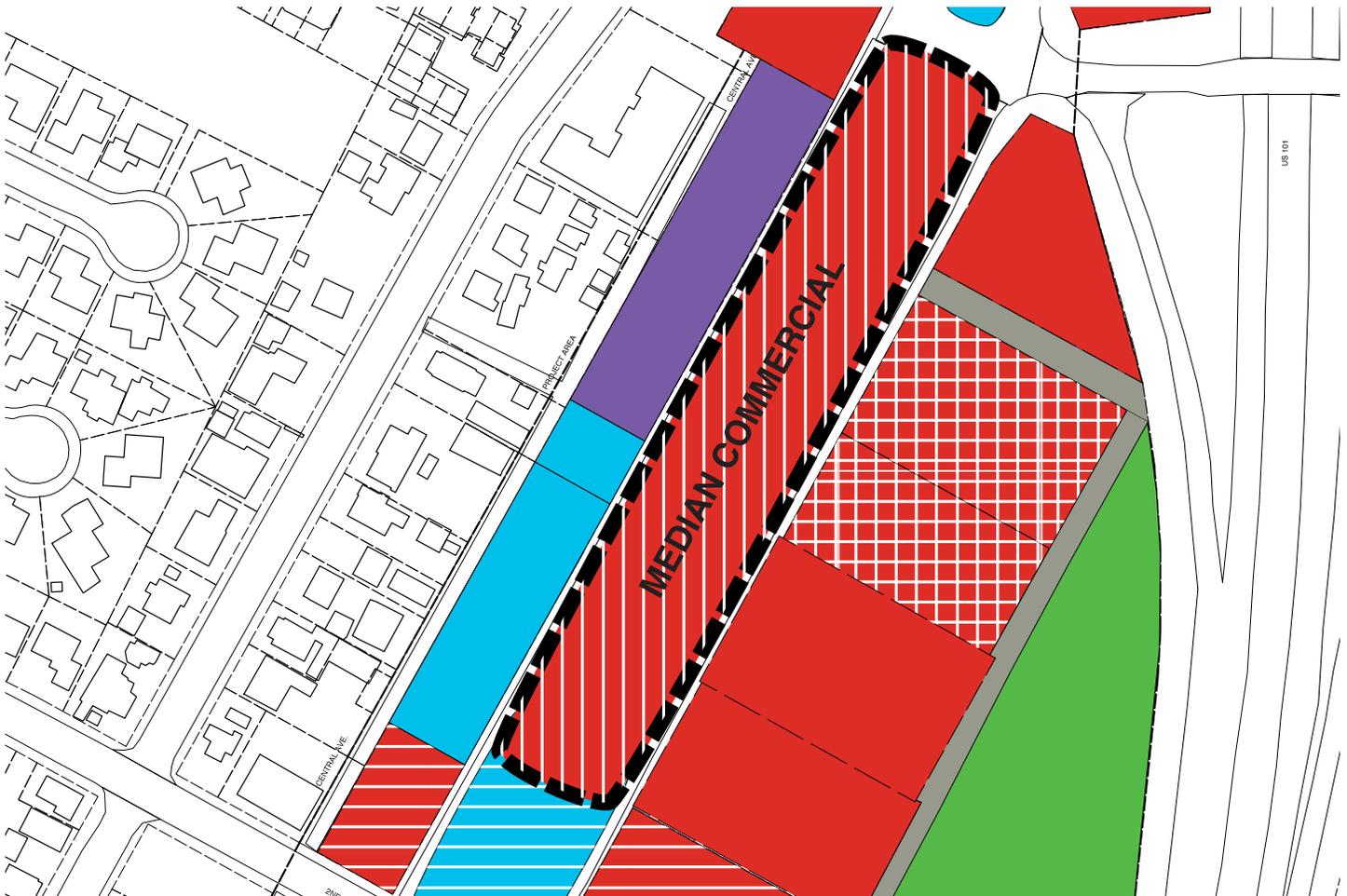
Required fenestration area (% total street facade) on ground floor	80% of total ground floor facade area
Required fenestration area (% total street facade) on upper floor(s)	N/A

PARKING REQUIREMENTS

Number of required parking spots per sq. ft. of wine and beer tasting, bars, and clubs	1 spot / 300 sq. ft. commercial
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SIGNAGE

Allowed signage types	Surface or projecting
Allowed signage heights	Between 8 - 12 ft.



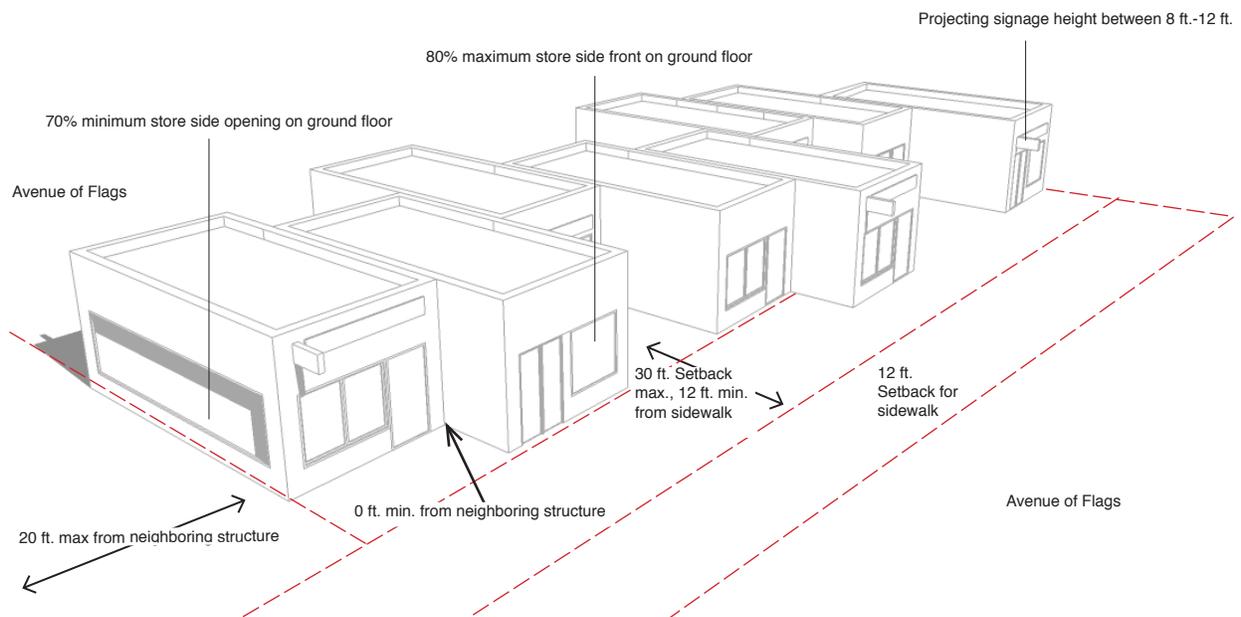
Name of Regulation Area: MEDIAN COMMERCIAL

Urban Design Objectives for the Regulation Area:

The Median-Commercial defined in this part of the FBC is intended to support the activities that would take place in the proposed Median. Throughout the community meetings in Buellton, the residents have emphasized that there is a need to ensure that the existing medians are to be used and to have access to them. The residents of Buellton stressed that there is a need to attract people to the Avenue and encourage them to linger throughout the project area.

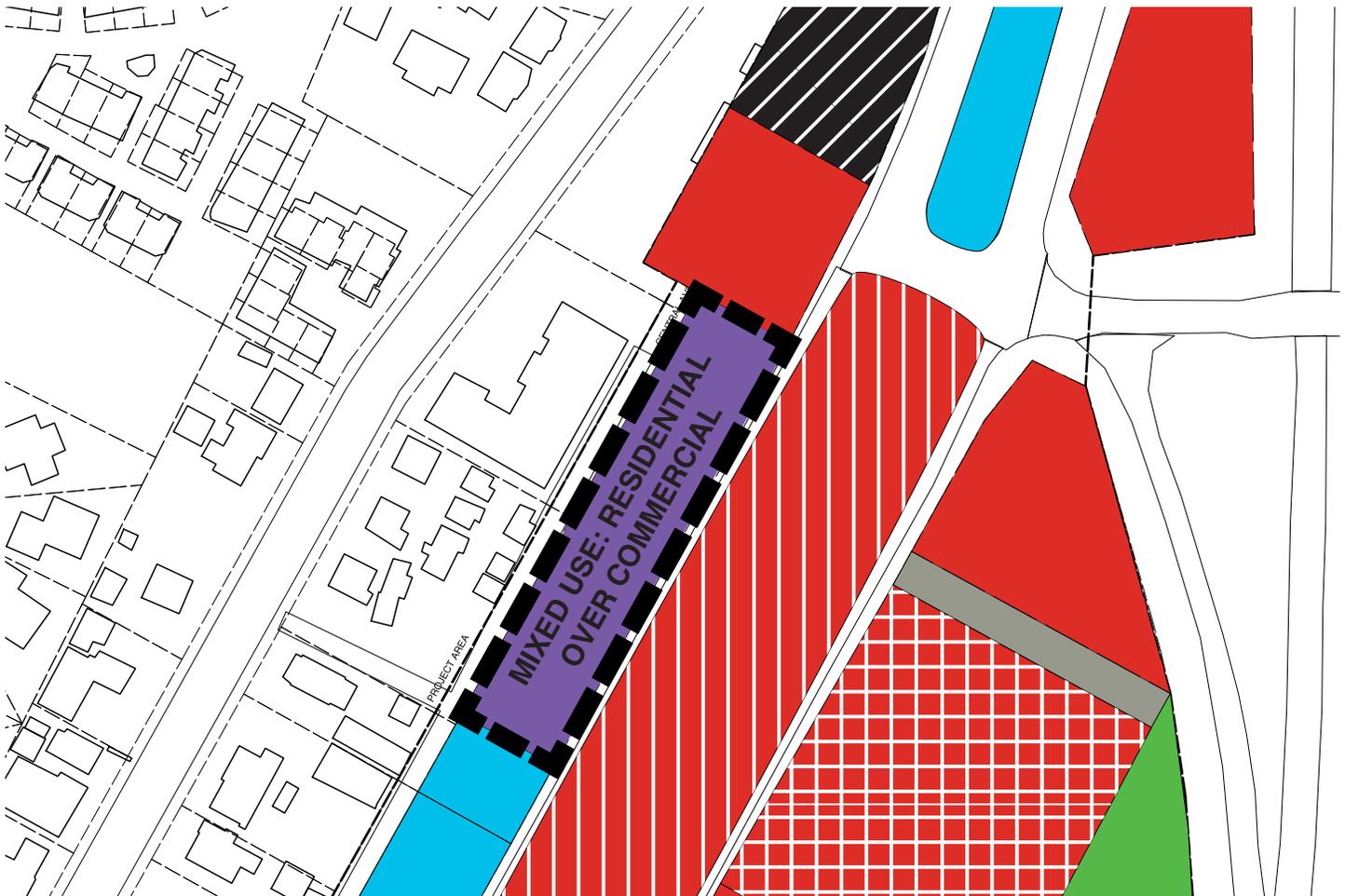
The urban design team’s objective in proposing the median-commercial is threefold:

- 1. To continue the use of the Civic-Open Space regulation area by providing commercial services and outdoor seating throughout,*
- 2. To help people to continue to linger throughout the project area by providing more commercial retail services in the medians,*
- 3. To create a safe and pedestrian friendly median by providing commercial retail services that are small scale.*



MEDIAN COMMERCIAL I Building Siting and Massing

ALLOWED LAND USES	Median Commercial
Ground floor	Retail
Upper floor(s)	None
SETBACKS	
From street front on ground floor (Avenue of Flags)	12 ft. min., 30 ft. max setback from Avenue of Flags (staggered)
From side property lines on ground floor (Avenue of Flags)	Buildings allowed to share walls (side - by - side); or a distance of max. 20 ft. is allowed from neighboring structure
BUILD-TO-LINES	
On street front on ground floor (Avenue of Flags)	Parcel lines to be specified by the City of Buellton
BUILDING HEIGHTS	
Ground floor (minimum and maximum)	10 ft. min, 12 ft. max
Upper floor(s) (minimum and maximum)	Not allowed
FENESTRATION	
Required fenestration area (% total street facade) on ground floor	70% min., 80% max of total ground floor facade area
Required fenestration area (% total street facade) on side(s)	No required fenestration for buildings sharing a wall; 70% min., 80% max. of total ground floor facade area for buildings not sharing a wall.
PARKING REQUIREMENTS	
Number of required parking spots per sq. ft. of USE 1 (specify)	Allowed no parking for median commercial/retail. Property owners pay city in-lieu fees for public parking areas.
SIGNAGE	
Allowed signage types	Surface or projecting allowed
Allowed signage heights	Between 8 - 12 ft.



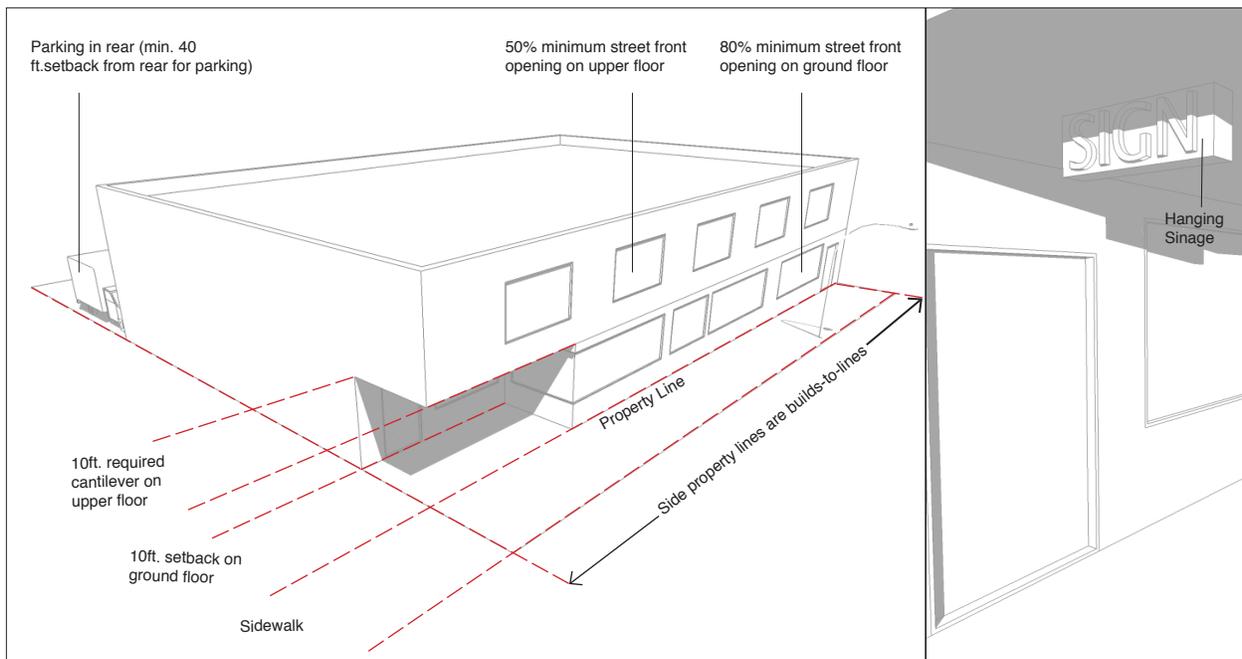
Name of Regulation Area: MIXED-USE: RESIDENTIAL OVER COMMERCIAL

Urban Design Objectives for the Regulation Area:

The mixed-use area define in this part of the FBC is intended to support the activities that would take place in the proposed Civic Center area. Throughout the community meetings in Buellton, community members have emphasized that there is a need for not only to attract people to the Avenue, but also to encourage them to live and utilize the project area.

The urban design team’s objectives in proposing this mixed-use area are:

- 1. To heighten the use of the civic center area by providing residential and commercial services,*
- 2. To help minimize automobile-dependency by providing residential on top of commercial uses, therefore reduce the distance for walking.*



MIXED-USE: RESIDENTIAL OVER COMMERCIAL | Building Siting and Massing

ALLOWED LAND USES

Ground floor	Neighborhood Commercial
Upper floor(s)	Residential (Apartments and Condos)

SETBACKS

From street front on ground floor	10 ft. maximum
From street front on upper floor(s)	0 ft. maximum
From side property lines on ground floor	0 ft. maximum
From side property lines on upper floor(s)	0 ft. maximum
From back property line on ground floor	40 ft. minimum
From back property line on upper floor(s)	40 ft. minimum

BUILD-TO-LINES

On street front on ground floor	0-10 ft. setback from street front property line allowed, 80% of the building have to be built at the street front property line
On street front on upper floor(s)	Street front property line = build-to-line
On side property lines on ground floor	Side property line = build-to-line
On side property lines on upper floor(s)	Side property line = build-to-line
On back property line on ground floor	None
On back property line on upper floor(s)	None

BUILDING HEIGHTS

Ground floor (minimum and maximum)	10 ft. minimum, 12 ft. maximum (floor-to-ceiling)
Upper floor(s) (minimum and maximum)	9 ft. minimum, 11 ft. maximum (floor-to-ceiling)

FENESTRATION

Required fenestration area (% total street facade) on ground floor	80% of total ground floor facade area
Required fenestration area (% total street facade) on upper floor(s)	50% of total upper floor facade area

PARKING REQUIREMENTS

Number of required parking spots per sq. ft. of (Neighborhood Commercial)	1 spot / 300 sq. ft. commercial
Number of required parking spots per sq. ft. of (Residential)	1 spot / first bedroom, 1/2 spot / each additional bedroom

SIGNAGE

Allowed signage types	Surface, projecting or hanging from cantilever
Allowed signage heights	Between 8-12 ft.



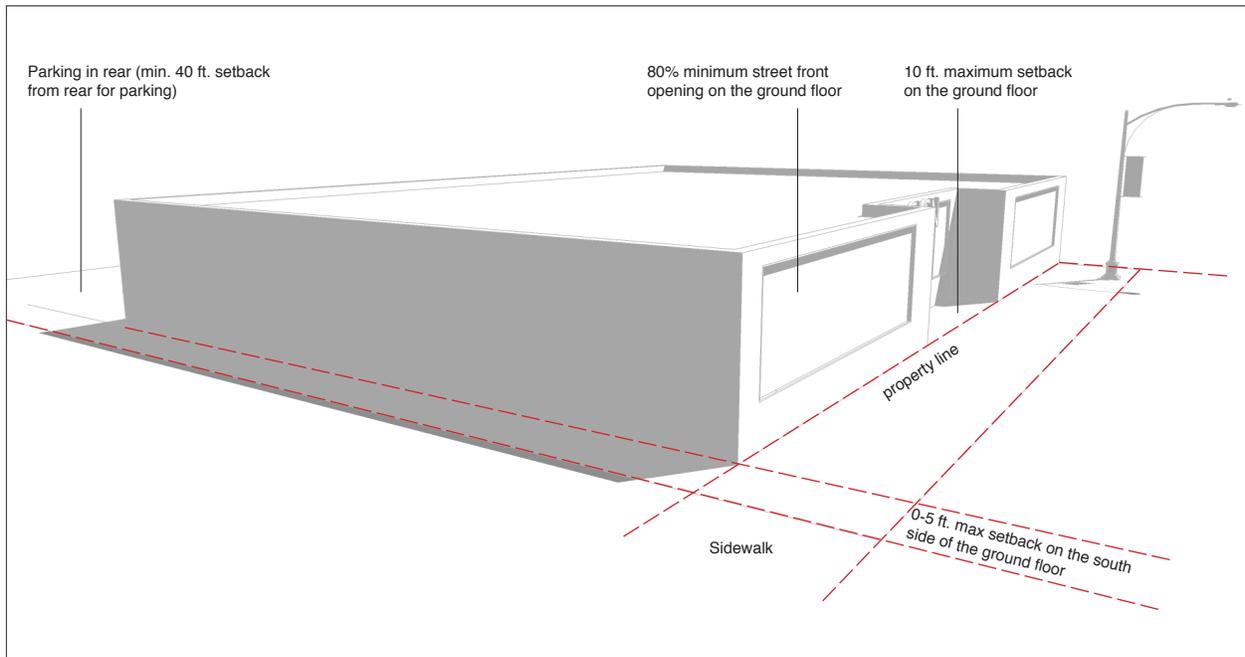
Name of Regulation Area: OFFICE COMMERCIAL

Urban Design Objectives for the Regulation Area:

The commercial office area defined in this part of the FBC is intended to support the activities that would take place in the proposed downtown area. Throughout the community meetings in Buellton, community members have emphasized that there is a need for not only to attract people to the Avenue, but also to preserve the Buellton history, support local artists, and create jobs in Buellton.

The urban design team's objectives in proposing this commercial office area are:

- 1. To preserve and support local artist by providing gallery and museum spaces,*
- 2. To create jobs in Buellton by providing office spaces.*



COMMERCIAL OFFICES | Building Siting and Massing

ALLOWED LAND USES

Ground floor	Art Gallery, Museum, Offices
Upper floor(s)	N/A

SETBACKS

From street front on ground floor	10 ft. maximum
From street front on upper floor(s)	N/A
From side property lines on ground floor	5 ft. maximum only on the south side
From side property lines on upper floor(s)	N/A
From back property line on ground floor	40 ft. minimum to accommodate parking
From back property line on upper floor(s)	N/A

BUILD-TO-LINES

On street front on ground floor	0-10 ft. from street property line and 70% of the building have to be built on property line
On street front on upper floor(s)	N/A
On side property lines on ground floor	0-5 ft. from side property line only on the south side
On side property lines on upper floor(s)	N/A
On back property line on ground floor	None
On back property line on upper floor(s)	N/A

BUILDING HEIGHTS

Ground floor (minimum and maximum)	10 ft. minimum, 12 ft. maximum (floor-to-ceiling)
Upper floor(s) (minimum and maximum)	Not Allowed

FENESTRATION

Required fenestration area (% total street facade) on ground floor	80% Of total ground floor facade area
Required fenestration area (% total street facade) on upper floor(s)	N/A

PARKING REQUIREMENTS

Number of required parking spots per sq. ft. of USE 1 (Office)	1 spot / 300 sq. ft. office
Number of required parking spots per sq. ft. of USE 2 (Art Gallery)	1 spot / 200 sq. ft. art gallery
Number of required parking spots per sq. ft. of USE 3 (Museum)	1 spot / 200 sq. ft. museum

SIGNAGE

Allowed signage types	Surface or projecting Allowed
Allowed signage heights	Between 8 - 12 ft.

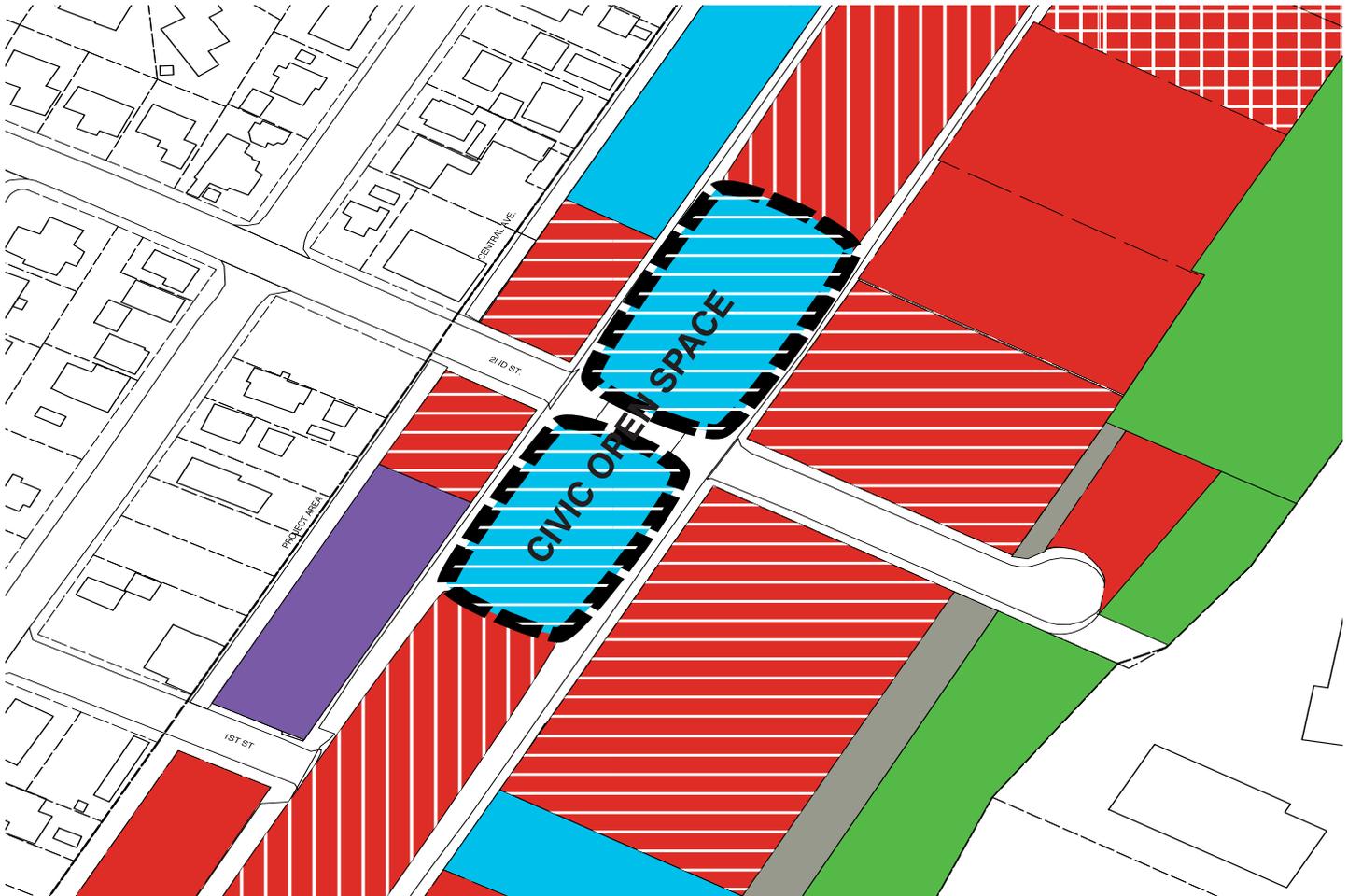


Name of Regulation Area: OPEN SPACE

The purpose of this regulating area is to provide open space for recreational and/or leisure activities. These activities include, but are not limited to: amphitheater, interpretive play area, strolling paths, and interactive fountains.

No enclosed building facilities should be built on these parcels other than restroom facilities. They should be designed in such a way to minimize obstruction of viewsheds.





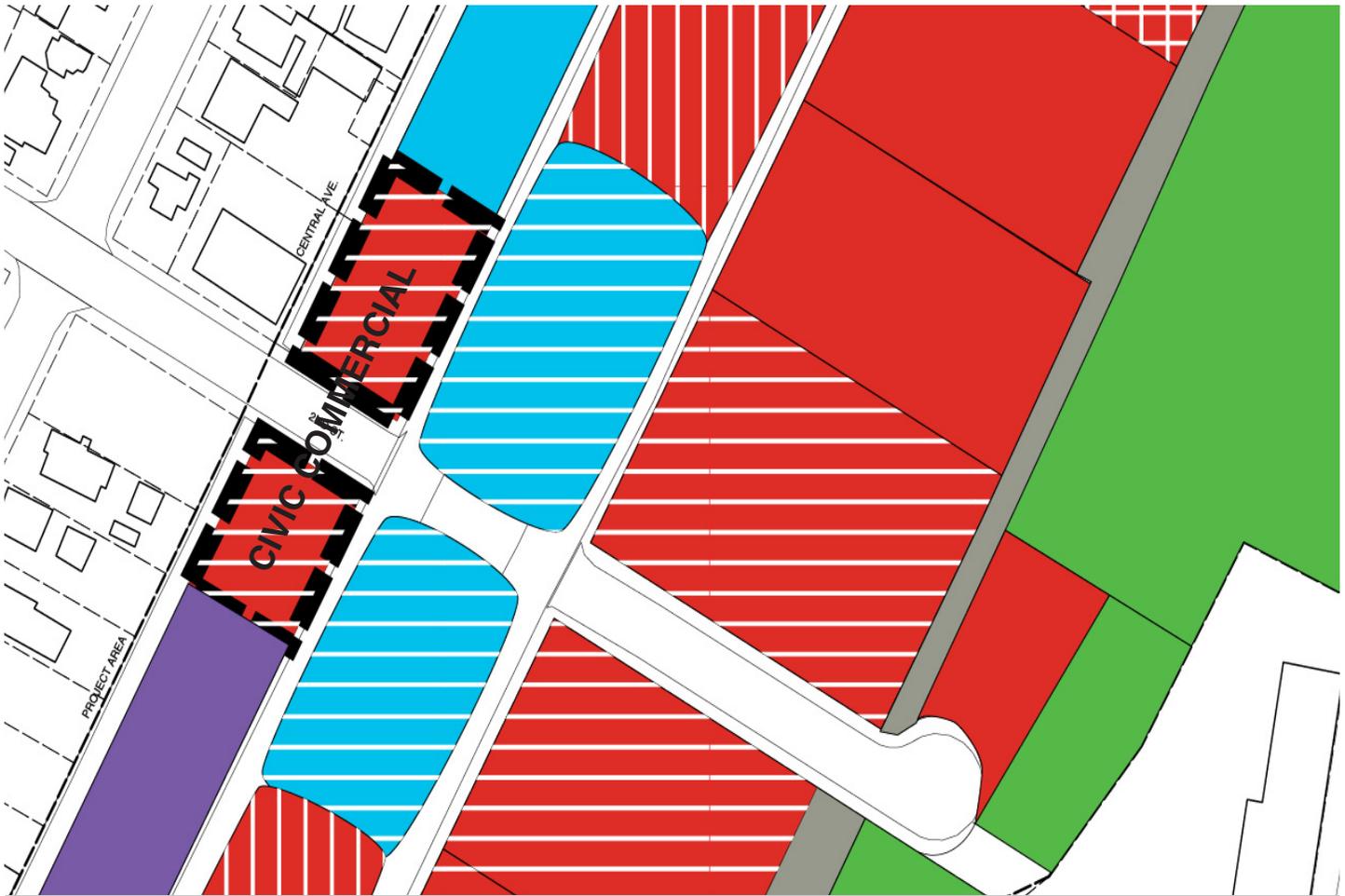
Name of Regulation Area: CIVIC OPEN SPACE

The purpose of this regulating area is to provide open space for people to gather for civic events such as the Annual Car Show, Arts on the Avenue, Farmer’s Market and much more. The grass grid provides a drivable surface that will allow cars and trucks to be parked on a grass surface for car shows and farmer’s markets, while still providing vegetation to maximize storm water and sediment retention.

No structures should be built on these parcels other than restroom facilities. They should be designed in such a way to minimize obstruction of viewsheds.



Permeable surface that allows vehicular access to open space.



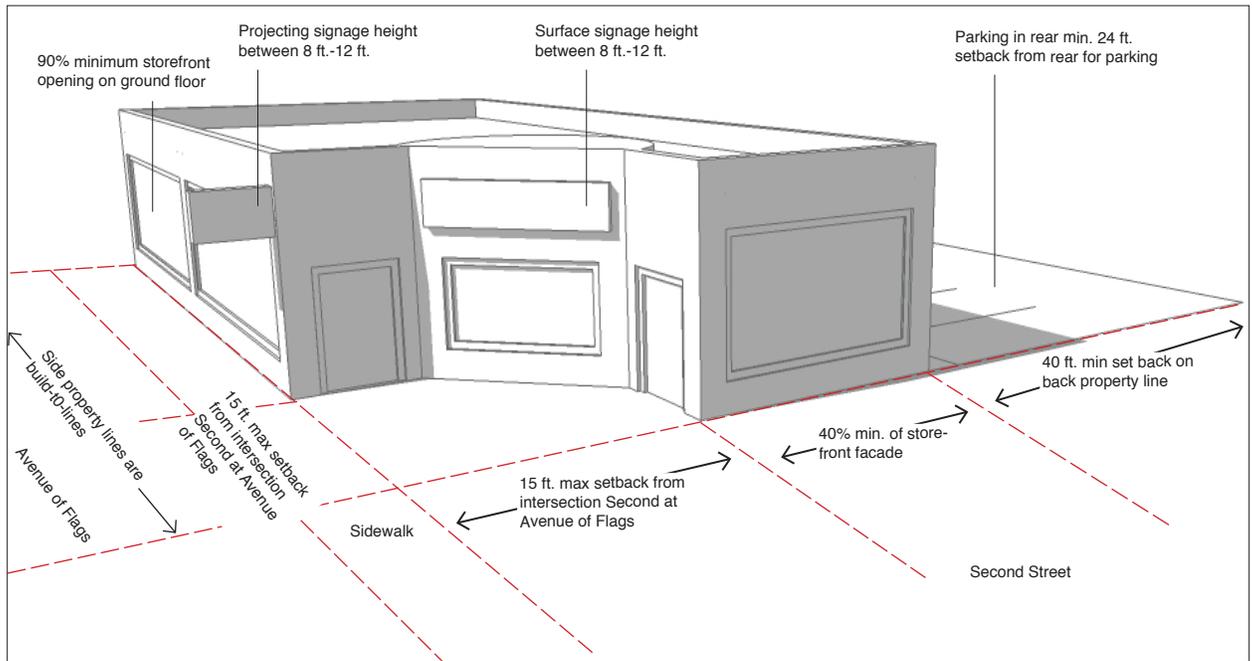
Name of Regulation Area: CIVIC COMMERCIAL

Urban Design Objectives for the Regulation Area:

The Civic-Commercial in this part of the FBC is intended to support the activities that would take place in the proposed Civic-Open Space and the Civic-Entertainment area. During the community meetings in Buellton, residents emphasized that there is a need for a town square located on the Avenue. The town square is to attract people as well as to encourage lingering in the project area.

The urban design team’s objectives in proposing this Civic-Commercial area are threefold:

- 1. To maximize the Civic-Open Space and the Civic-Entertainment regulation area by providing commercial uses that connect with the proposed Civic uses,*
- 2. To help create a sense of a town square by providing commercial services that connect to the proposed Civic uses,*
- 3. To provide transition from the Avenue into the neighborhood located off of Second Street by providing commercial uses that cater to both the residents of Buellton as well as the people who come to Buellton.*



CIVIC COMMERCIAL I Building Siting and Massing

ALLOWED LAND USES

Ground floor	General Store/ Commercial Service- Diner
Upper floor(s)	None

SETBACKS

From street front on ground floor (Avenue of Flags)	15 ft. max. setback from intersection of Avenue of Flags at Second Street
From street front on ground floor (Second Street)	15 ft. max. setback from intersection of Second at Avenue of Flags
From side property lines on ground floor	0 ft. maximum
From back property line on ground floor	24 ft. min. from alleyway to accomodate parking

BUILD-TO-LINES

On street front on ground floor (Avenue of Flags)	60% min of streetfront facade to be on property built line
On street front on ground floor (Second Street)	40% min. of storefront facade to be on property built line
On side property lines on ground floor	Side property lines= built-to-lines
On back property line on ground floor	24 ft. min from back property line to accomodate parking

BUILDING HEIGHTS

Ground floor (minimum and maximum)	10 ft. minimum, 12 ft. maximum (floor-to-ceiling)
Upper floor(s) (minimum and maximum)	Not Allowed

FENESTRATION

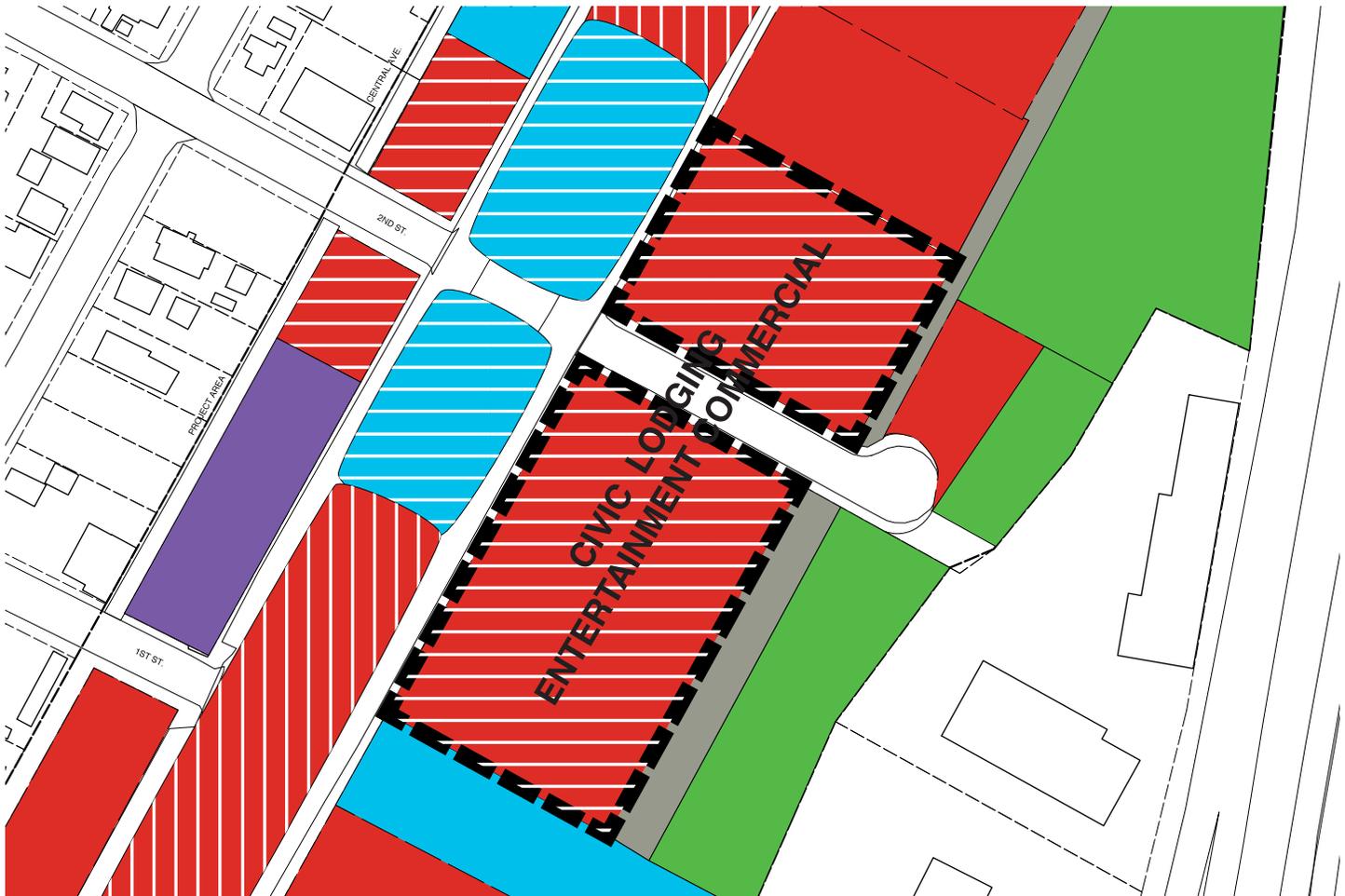
Required fenestration area (% total street facade) on ground floor	80-90% of total ground floor facade area
Required fenestration area (% total street facade) on upper floor(s)	None

PARKING REQUIREMENTS

Number of required parking spots per sq. ft. of USE 1 (General Store)	1 spot / 300 sqft commercial
Number of required parking spots per sq. ft. of USE 2 (Commercial Service- Diner)	1 spot / 300 sqft commercial

SIGNAGE

Allowed signage types	Surface or projecting allowed
Allowed signage heights	Between 8 - 12 ft.



Name of Regulation Area: CIVIC LODGING ENTERTAINMENT COMMERCIAL

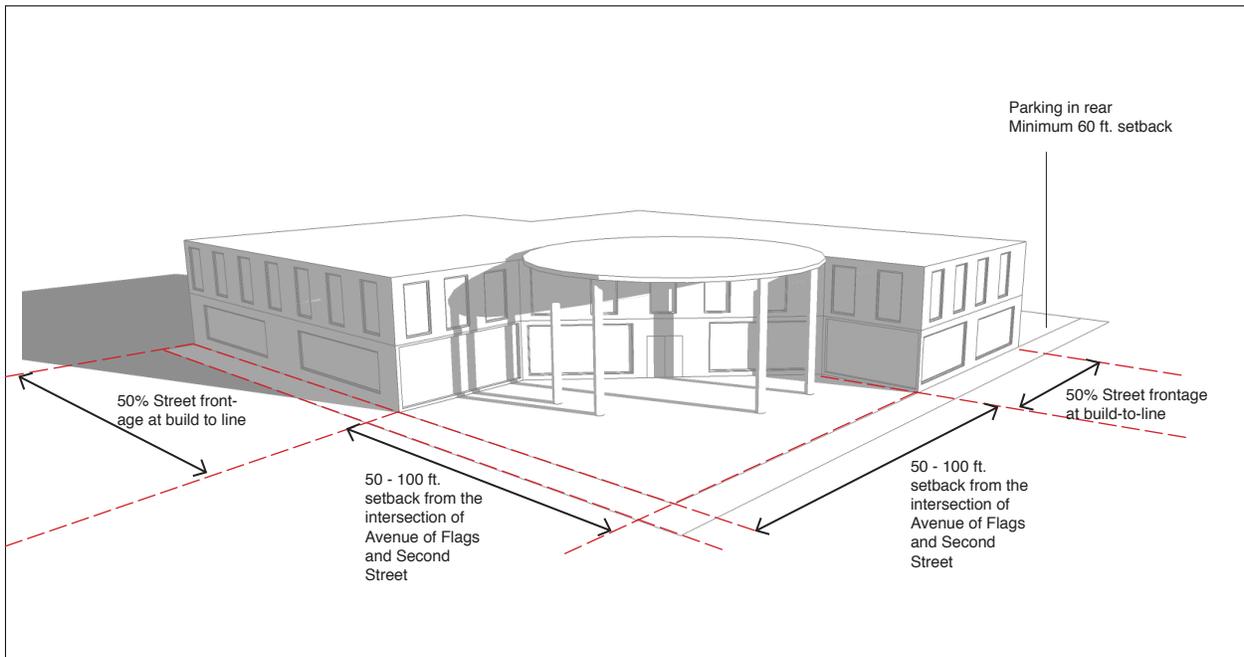
Urban Design Objectives for the Regulation Area:

The Civic - Commercial - Lodging, Entertainment area is defined as an area within the civic square that is operated as commercial business to lodge and/or entertain residents and guests of Buellton, while maintaining the feel and aesthetics of being in what is primarily public space.

An important thread running throughout discussions during all community meetings was that of a civic center, where residents can gather, hold events and welcome guests to the City of Buellton.

The objectives of the urban design team for this regulation area are as follows:

- 1. Provide prospects for increasing travel and tourism to the City of Buellton,*
- 2. Provide lodging that is easily accessible and within comfortable walking distance to community events, entertainment, recreation and dining experiences,*
- 3. Provide entertainment opportunities that will benefit the Santa Ynez Valley, while preserving the small town character desired by the residents of Buellton.*



CIVIC LODGING ENTERTAINMENT COMMERCIAL I Building Siting and Massing

ALLOWED LAND USES

Ground floor	Hotels, large entertainment venue
Upper floor(s)	Hotels, large entertainment venue

SETBACKS

From street front on ground floor	50 - 100 ft maintaining a minimum of 50% street frontage at build to line
From side property lines on ground floor	From secondary frontage, 50 - 100 ft maintaining a minimum of 50% street frontage at build to line. Otherwise, 0 ft. maximum. Exceptions can be made during design review and site plan review to accommodate public areas.
From back property line on ground floor	Minimum 60 ft or enough to accommodate on-site parking.

BUILD-TO-LINES

On street front on ground floor	Property line
On side property lines on ground floor	Property line
On back property line on ground floor	Property line

BUILDING HEIGHTS

Ground floor (minimum and maximum)	Generally minimum 10 ft. Exceptions can be made during design review, and site plan review to allow for design concepts that incorporate small town scale and feel
Upper floor(s) (minimum and maximum)	

FENESTRATION

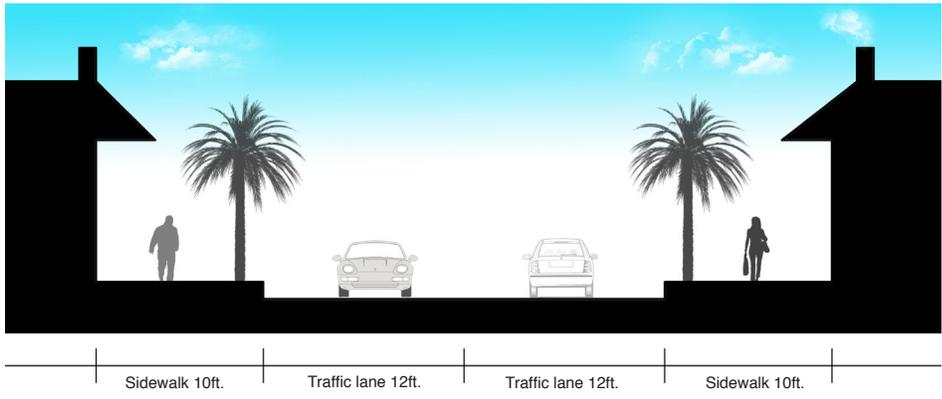
Required fenestration area (% total street facade) on ground floor	Minimum 60%
Required fenestration area (% total street facade) on upper floor(s)	Minimum 25%

PARKING REQUIREMENTS

Number of required parking spots - Lodging	1 spot per room plus 1 spot for manager
Number of required parking spots - Entertainment	1 space per 4 fixed seats or 1 space per 100 sq. ft. of play surface

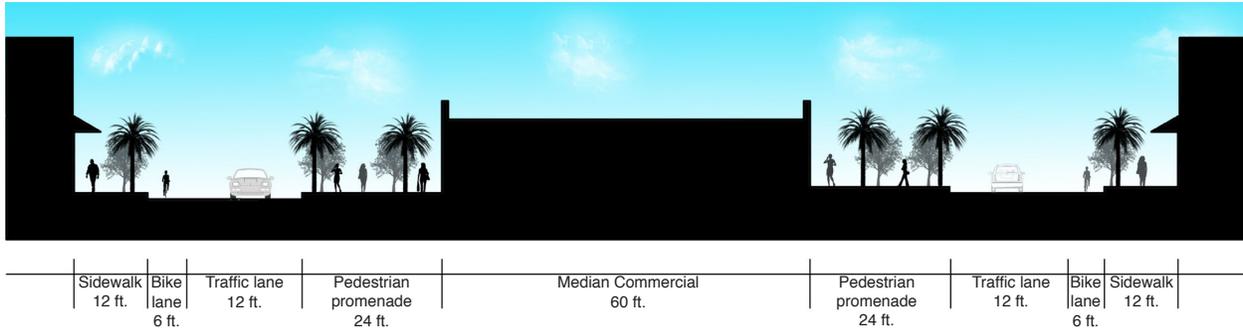
SIGNAGE

Allowed signage types	Monument signs, wall signs
Allowed signage heights	Monument signs no greater than 4 ft. in height, wall signs not to exceed 25% the height of the building



Park Lane I Streetscaping From Park Lane to Avenue of Flags

TRAFFIC LANES	
Direction 1, number and width	Westbound, 12 ft.
Direction 2, number and width	Eastbound, 12 ft.
BIKE LANES	
Direction 1, width	None
Direction 2, width	None
SIDEWALKS	
Direction 1, width	Eastbound, 10 ft.
Direction 2, width	Westbound, 10 ft.
MEDIAN (IF AVAILABLE)	
Width	None
Other properties	N/A
STREET TREES	
Direction 1, type	Eastbound, Redbud Eastern, Planter box
Direction 1, frequency	Redbud Eastern every 45 ft. Planter box every 15 ft. between trees
Direction 2, type	Westbound, Redbud Eastern, Planter box
Direction 2, frequency	Redbud Eastern every 45 ft. Planter box every 15 ft. between trees
STREET LIGHTING	
Type 1, purpose and frequency	Eastbound, pedestrian oriented, 16 ft. tall, every 50 ft. car oriented, 22-24 ft. tall, every 100 ft.
Type 2, purpose and frequency	Westbound, pedestrian oriented, 16 ft. tall, every 50 ft. car oriented, 22-24 ft. tall, every 100 ft.
RECOMMENDED LOW-IMPACT DEVELOPMENT STRATEGIES	
Technique	Explanation
Flow-through planters	Storm water can be gravity fed into street planters which will absorb most normal runoff. Overflow pipes should carry excess runoff to the City's stormwater facility.



Avenue of Flags | Streetscaping

From Highway 101 to Highway 246

TRAFFIC LANES

Direction 1, number and width	Northbound, 12 ft.
Direction 2, number and width	Southbound, 12 ft.

BIKE LANES

Direction 1, width	Northbound, 6 ft.
Direction 2, width	Southbound, 6 ft.

SIDEWALKS

Direction 1, width	Northbound, 12 ft.
Direction 2, width	Southbound, 12 ft.

MEDIAN (IF AVAILABLE)

Width	116 ft.
Other properties	24 ft. for Pedestrian promenade, 60 ft. for median commercial, side parking

STREET TREES

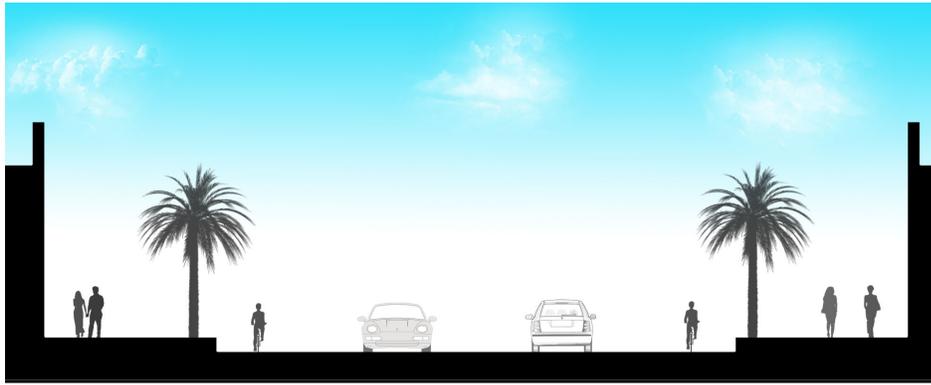
Direction 1, type	Northbound, Palm Tree
Direction 1, frequency	Every 45 ft.
Direction 2, type	Southbound, Palm Tree
Direction 2, frequency	Every 45 ft.

STREET LIGHTING

Type 1, purpose and frequency	Northbound, pedestrian oriented, 16 ft. tall, every 50 ft.; Vehicular oriented, 24 ft. tall, every 200 ft.
Type 2, purpose and frequency	Southbound, pedestrian oriented, 16 ft. tall, every 50 ft.; Vehicular oriented, 24 ft. tall, every 200 ft.

RECOMMENDED LOW-IMPACT DEVELOPMENT STRATEGIES

Technique	Explanation
BIORETENTION	In order to minimize stormwater runoff, landscaping that maximizes bioretention should be preferred for all medians.



Sidewalk 12 ft.	Bike lane 6 ft.	Traffic lane 12 ft.	Traffic lane 12 ft.	Bike lane 6 ft.	Sidewalk 12 ft.
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Second Street | Streetscaping From Second St. to Avenue of Flags

TRAFFIC LANES

Direction 1, number and width	Eastbound, 12 ft.
Direction 2, number and width	Westbound, 12 ft.

BIKE LANES

Direction 1, width	Eastbound, 6 ft.
Direction 2, width	Westbound, 6 ft.

SIDEWALKS

Direction 1, width	Eastbound, 12 ft.
Direction 2, width	Westbound, 12 ft.

MEDIAN (IF AVAILABLE)

Width	None
Other properties	N/A

STREET TREES

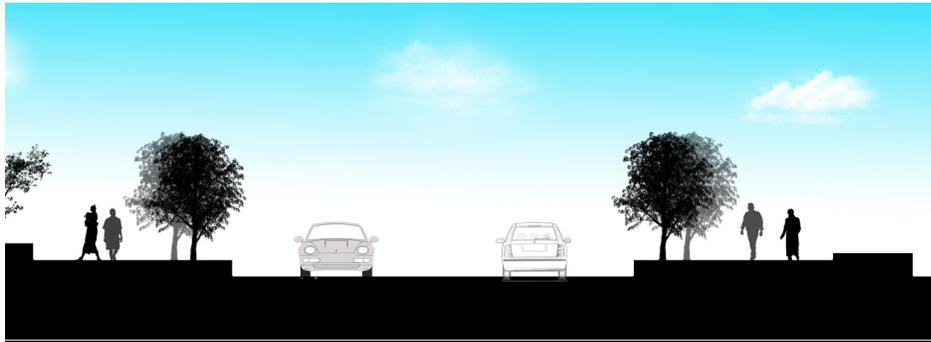
Direction 1, type	East, Eastern Redbud/Planter
Direction 1, frequency	45 ft./ Two between each tree
Direction 2, type	West, Eastern Redbud
Direction 2, frequency	45 ft./ Two between each tree

STREET LIGHTING

Type 1, purpose and frequency	Westbound, pedestrian oriented, 16ft. tall, every 50ft.
Type 2, purpose and frequency	Eastbound, pedestrian oriented, 16ft. tall, every 50ft. car oriented, 22-24ft., every 200ft.

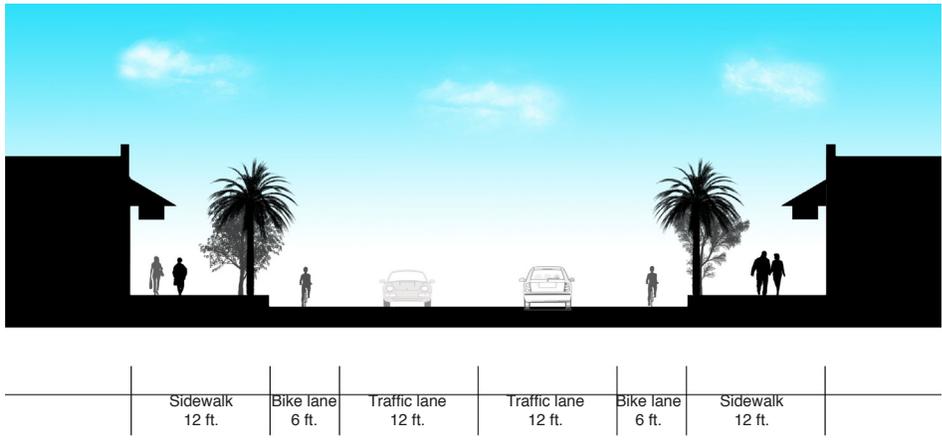
RECOMMENDED LOW-IMPACT DEVELOPMENT STRATEGIES

Technique	Explanation
Flow-through Planters	Storm water can be gravity fed into street planters which will absorb most normal runoff. Overflow pipes should carry excess runoff to the City's stormwater facility.



Park Lane | Streetscaping From Park Lane to 2nd Street

TRAFFIC LANES	
Direction 1, number and width	Northbound, 12 ft.
Direction 2, number and width	Southbound, 12 ft.
BIKE LANES	
Direction 1, width	None
Direction 2, width	None
SIDEWALKS	
Direction 1, width	Northbound, 12 ft.
Direction 2, width	Southbound, 12ft.
MEDIAN (IF AVAILABLE)	
Width	None
Other properties	N/A
STREET TREES	
Direction 1, type	Northbound, Redbud eastern, planter
Direction 1, frequency	Redbud eastern every 45 ft, planter between tree every 15 ft.
Direction 2, type	Southbound, redbud eastern, planter
Direction 2, frequency	Redbud eastern every 45 ft, planter between tree every 15 ft.
STREET LIGHTING	
Type 1, purpose and frequency	Northbound, pedestrian oriented, 16 ft. tall, every 50 ft. car oriented, 22-24 ft. tall, every 100 ft.
Type 2, purpose and frequency	Southbound, pedestrian oriented, 16 ft. tall, every 50 ft. car oriented, 22-24 ft. tall, every 100 ft.
RECOMMENDED LOW-IMPACT DEVELOPMENT STRATEGIES	
Technique	Explanation
Flow-through planter	Storm water can be gravity fed into street planters which will absorb most normal runoff. Overflow pipes will carry excess runoff to the City's stormwater facility.



First Street | Streetscaping From First St. to Avenue of Flags

TRAFFIC LANES	
Direction 1, number and width	Eastbound, 12 ft.
Direction 2, number and width	Westbound, 12 ft.
BIKE LANES	
Direction 1, width	Eastbound, 6 ft.
Direction 2, width	Westbound, 6 ft.
SIDEWALKS	
Direction 1, width	Eastbound, 12 ft.
Direction 2, width	Westbound, 12 ft.
MEDIAN (IF AVAILABLE)	
Width	None
Other properties	N/A
STREET TREES	
Direction 1, type	Eastbound, Redbud Eastern, Planter box
Direction 1, frequency	Redbud Eastern every 45 ft. Planter box every 15 ft. between trees
Direction 2, type	Westbound, Redbud Eastern, Planter box
Direction 2, frequency	Redbud Eastern every 45 ft. Planter box every 15 ft. between trees
STREET LIGHTING	
Type 1, purpose and frequency	Eastbound, Pedestrian-oriented, every 50 ft. Vehicle-oriented, every 200 ft.
Type 2, purpose and frequency	Westbound, Pedestrian-oriented, every 50 ft. Vehicle-oriented, every 200 ft.
RECOMMENDED LOW-IMPACT DEVELOPMENT STRATEGIES	
Technique	Explanation
Flow-through Planters	Storm water can be gravity fed into street planters which will absorb most normal runoff. Overflow pipes should carry excess runoff to the City's stormwater facility



Intersection Avenue of Flags and Damassa Road

TRAFFIC CALMING MEASURE(S)

Traffic calming type

Textured pedestrian crossings

Pedestrian crossings with textured material are proposed to calm traffic and promote pedestrian safety. The textured crossings would create a positive aesthetic atmosphere.

PEDESTRIAN CROSSINGS

Direction: North-south, East side

Width 12'

Material(s) Brick

Direction: East-west, West side

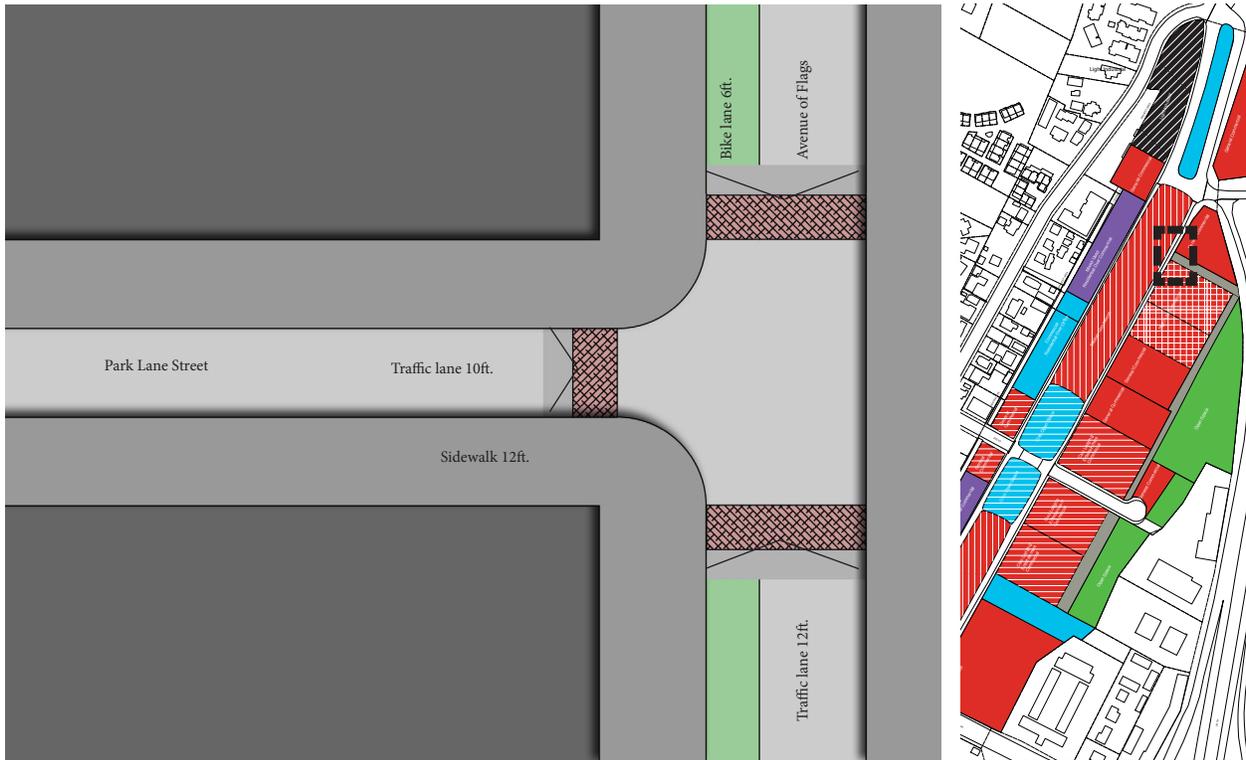
Width 12'

Material(s) Brick

Direction: East-west, South side

Width 12'

Material(s) Brick



Intersection Park Lane Street and Avenue of Flags Street

TRAFFIC CALMING MEASURE(S)

Traffic calming type

Raised Intersection

The intersection should be raised to calm traffic and maximize pedestrian safety.

PEDESTRIAN CROSSINGS

Direction: North-south, East side

Width 10'

Material(s) Brick

Direction: East-west, North side

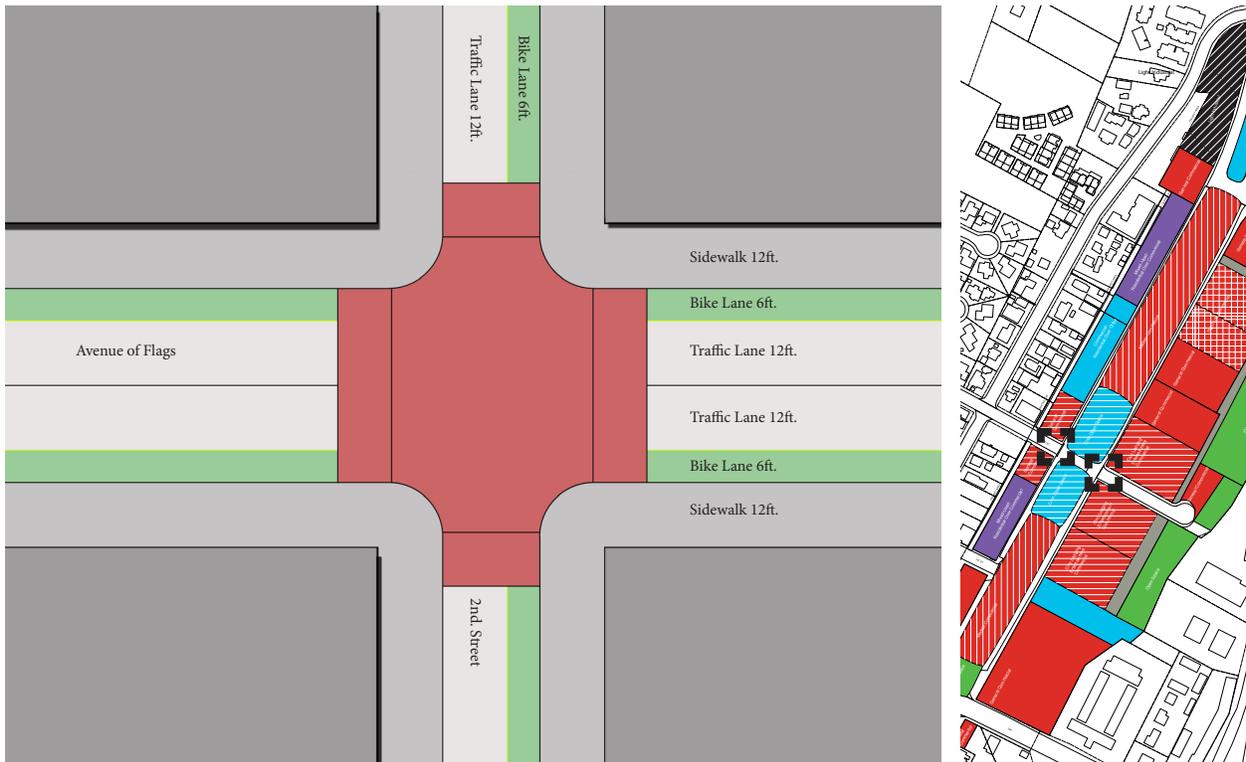
Width 10'

Material(s) Brick

Direction: East-west, South side

Width 10'

Material(s) Brick



Intersection Avenue of Flags and 2nd Street

TRAFFIC CALMING MEASURE(S)

Traffic calming type

Change of materials

Textured intersection is proposed to help calm traffic and to visually designate a pedestrian crossing zone

Traffic light

Traffic lights are proposed to calm traffic

PEDESTRIAN CROSSINGS

Direction: North-south, East side

Width 10 ft.

Material(s) Brick

Direction: North-south, West side

Width 10 ft.

Material(s) Brick

Direction: East-west, North side

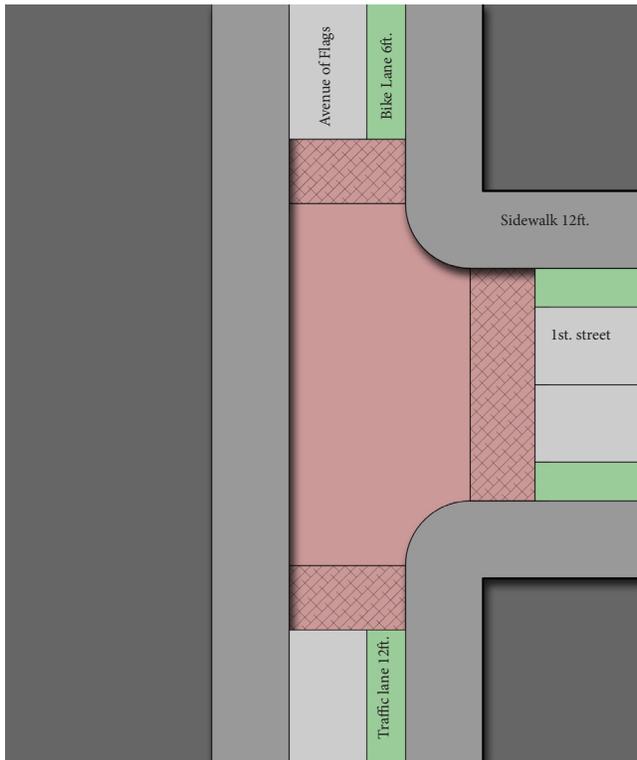
Width 10 ft.

Material(s) Brick

Direction: East-west, South side

Width 10 ft.

Material(s) Brick



Intersection First Street and The Avenue of Flags

TRAFFIC CALMING MEASURE(S)

Traffic calming type

Pavement type

Textured in pavements for all crosswalks to maximize pedestrian safety.

PEDESTRIAN CROSSINGS

Direction: Noth-south, East side

Width 10'

Material(s) Brick

Direction: East-west, North side

Width 10'

Material(s) Brick

Direction: East-west, South side

Width 10'

Material(s) Brick

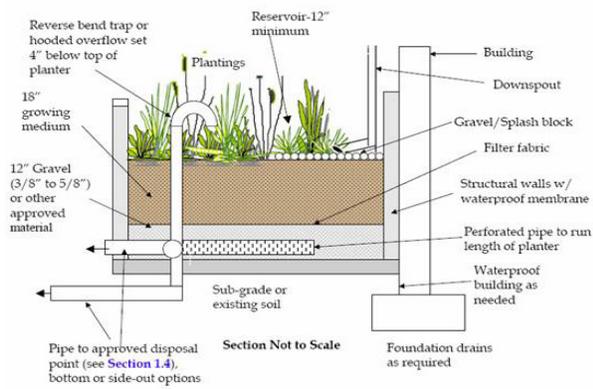


Figure 5.3. Diagram of flow through planter



Figure 5.4. Landscape median with bio swale



Figure 5.5. Series of flow through planters

PRIVATE PROPERTIES | Low-impact Development Guidelines

Technique	Explanation
Flow through Planters	Storm water can be gravity fed into sidewalk planters which will absorb most normal runoff. Overflow pipes should carry excess runoff to the City's stormwater facility.
Landscape Islands	Stormwater can be drained into the islands and percolated on site.



Figure 5.6. Sidewalk Planters that will absorb storm runoff



Figure 5.7. Walkway pavers are permeable to absorb runoff



Figure 5.8. Grass grid provides a driveable surface that allows vegetation

PUBLIC PROPERTIES | Low-impact Development Guidelines

Technique	Explanation
Flow-through Planters (top)	Storm water can be gravity fed into sidewalk planters which will absorb most normal runoff. Overflow pipes should carry excess runoff to the City's stormwater facility.
Permeable Pavers (Bottom left)	Walkways through public spaces can be lined with pavers rather than concrete to allow more stormwater to percolate into the ground on site.
Grass Grid	Provides a driveable and walkable surface while still providing vegetation to maximize storm water and sediment retention.

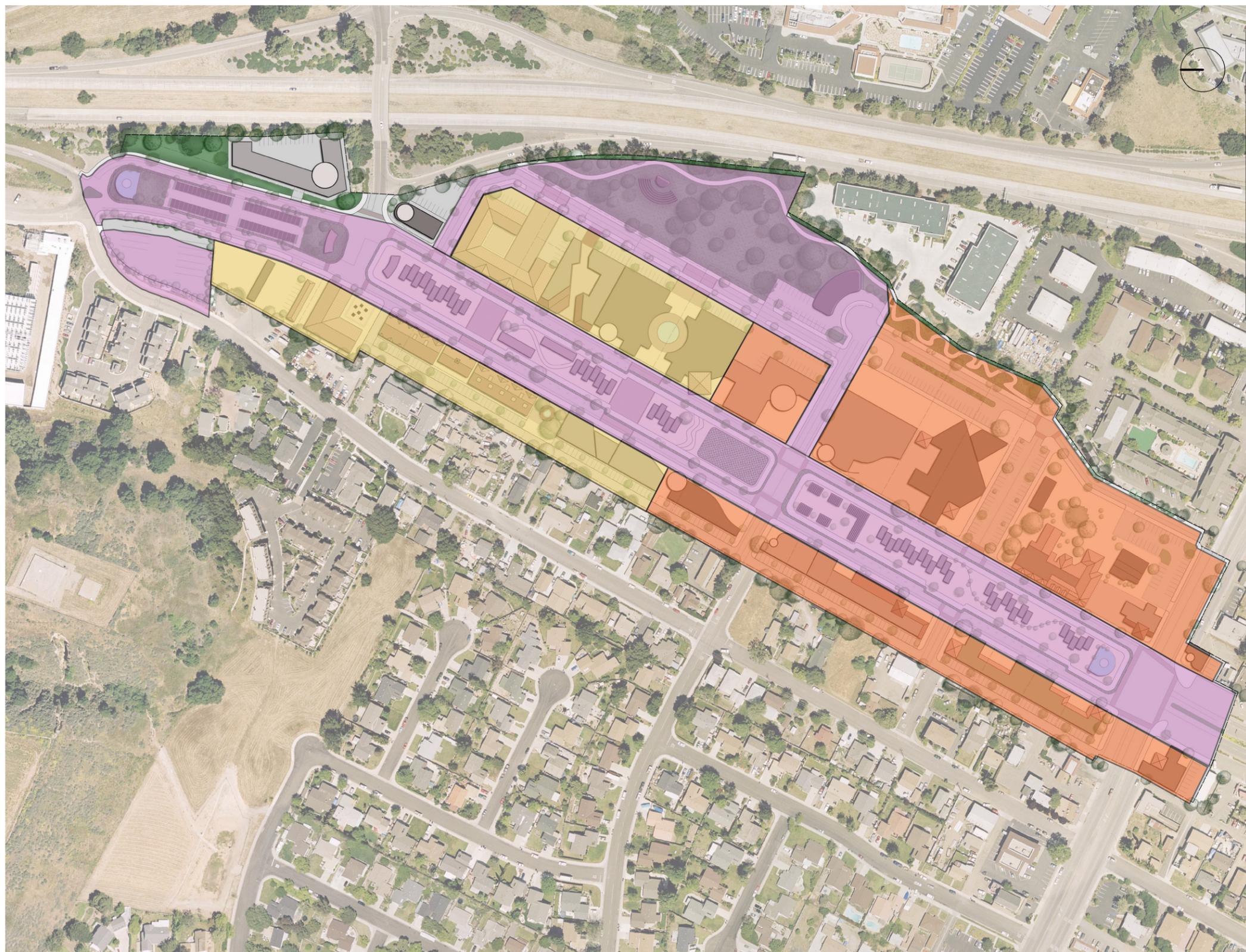


Figure 5.2. Phasing plan

5.2. Phasing Plan

Phase I

0 – 5 years

- Infrastructure relocation
- Median widening
- Truck parking
- Install drivable grass grid, shade sails, and water features
- Construct solar covered parking with e-car charging
- Zaca Creek Park improvements including amphitheater
- Striping for one-way traffic and bike lanes
- Install crosswalks
- Install traffic light
- Private development

Phase II

5 – 15 years

- Acquire land from Pea Soup Andersen's for additional parking
- Develop family fun center, performing arts center, and museum
- Interpretive play area
- Sidewalks and low-impact development streetscaping
- Private development

Phase III

15 – 30 years

- Chamber of Commerce
- Private development

	Phase I
	Phase II
	Phase III



Figure 5.9. Illustrative site plan



Figure 5.10. View into the hills from the median on Avenue of Flags



Figure 5.11. Small scale retail stores on the median



Figure 5.12. Civic open space with shade structures and terracing



Figure 5.13. Civic plaza with open space, hotel, and entertainment facility



Figure 5.14. Food vendors and outdoor seating on the median



Figure 5.15. Hotel and solar panel parking lot in Traveler's Haven district



Figure 5.16. Interpretive play area on the West of Avenue of Flags



Figure 5.17. Natural hiking route along Zaca Creek, amphitheater, and outdoor seating area



Figure 5.18. Pedestrian crossings throughout Avenue of Flags



Figure 5.19. Water feature located on the median

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