

Fall 2012

Los Osos Strategic Design Plan, Fall 2012

CRP 341 Urban Design Studio

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Los Osos Strategic Design Plan



CAL POLY
SAN LUIS OBISPO

City and Regional Planning Department
Community Design Lab, Fall 2012

Los Osos Strategic Design Plan

Los Osos, San Luis Obispo County, CA

Final Report

Fall 2012

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Los Osos Community Advisory Committee

Disclaimer

This academic report represents the draft document entitled Los Osos Strategic Design Plan. It summarizes the process and depicts the results of a quarter-long undergraduate class project conducted at Cal Poly San Luis Obispo's City and Regional Planning Department. Delivered through an outreach effort that follows Cal Poly's "learn-by-doing" approach, this report reflects two major pedagogical goals. Firstly, by responding to a real problem and a community need, and by reflecting a process inspired in the industry the class engaged students more fully and produced an effective learning environment. Secondly, the report is meant to contribute to the city's planning and design efforts as a draft document and a series of ideas for discussion with the community and planning professionals in search for future directions for development in the city.

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Chapter 1 Introduction

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1.1 Introduction

In the 2012 Fall Quarter, Cal Poly City and Regional Planning Department's Community Design Lab worked with the community of Los Osos to develop design proposals for four different areas within Los Osos and for general wayfinding and circulation within. The design areas were: Baywood, South Bay Blvd, Los Osos Valley Road East and Los Osos Valley Road West.

The Community Design Lab began by surveying Los Osos. The students took an "awareness walk" where they administered surveys to community members, observed the features of Los Osos, and took photographs. This helped students record community member's perspectives and ideas about the city and the design areas to develop a tangible understanding of Los Osos. The information gathered was central for developing the next stages of the planning process.

Following the awareness walk, the students compiled the data and information that had been documented. With the shared information, the students formally analyzed circulation, pedestrian activities, land uses, landmarks, building types, and way-finding using five urban design categories: imageability, legibility, accessibility, human scale, and social factors.

Next the students researched the background information of Los Osos to give the class a deeper understanding of the area before reaching the design phase. History, important local news and developments, and demographics were among the topics studied.

With the data and information collected, the class created detailed site analysis maps of the design areas. The maps depicted existing conditions, community input, and the opportunities and constraints for the areas as perceived by the students after they analyzed information and surveying the community.

The first community meeting was held to showcase the site analysis and to hear responses from the community. The community members mapped out and discussed their likes, dislikes, and wants for Los Osos with the students. Their responses would direct the student's future designs.

After the community meeting the class broke up into ten teams to work on the five areas of interest in Los Osos. Each team developed a conceptual design plan alternative for their design area, which would be showcased at the next community meeting. Three teams developed alternatives for Baywood, two teams for South Bay Blvd,

two teams for Los Osos Valley Road East, two for Los Osos Valley Road West, and one for wayfinding.

The second community meeting was essential before the next phase of the project. The students received direct feedback from the community about the conceptual designs, which greatly influenced the final design alternatives.

In the last phase of the project, the teams developed their final design proposals for their design area in Los Osos. The teams presented their design to the community during the last community meeting. After the presentation, community members had the opportunity to approach each team and voice their opinions directly to the teams.

The following document discusses the student's urban design process and proposals. The second chapter provides a community assessment of Los Osos. It describes the different areas within Los Osos, background information, and the opportunities and constraints in the city. Chapter three discusses the team's community outreach process. Chapter four presents the conceptual design alternatives. Chapter five illustrates the final specific proposals from each team.



Figure 1.1 Los Osos Vally Road, photo taken during the awareness walk

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Chapter 2

Community Assessment

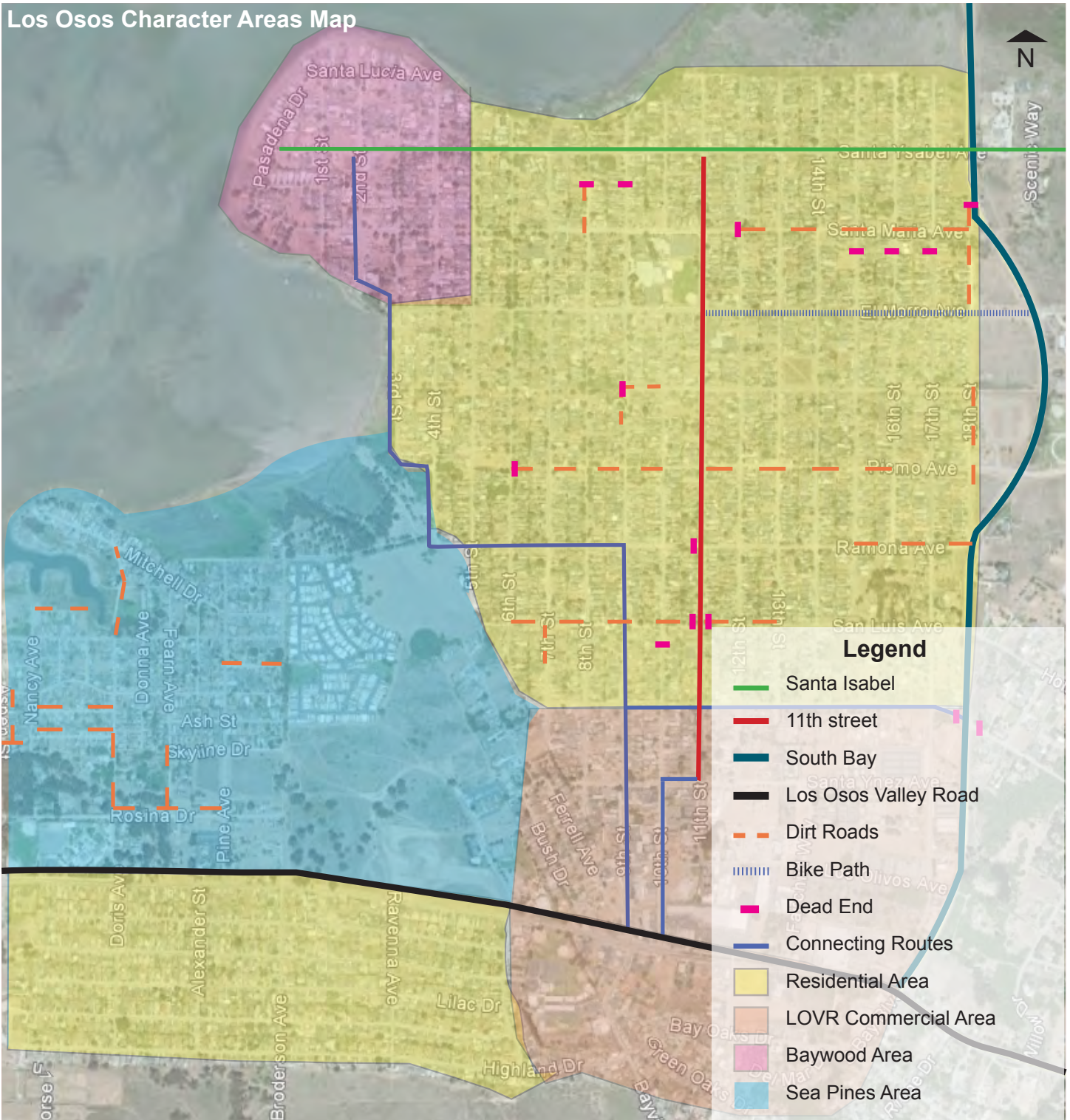
2.1 Awareness Walk

Before starting any project it is important to study and spend time in the project environment. To best get a feel and understanding of Los Osos and its community, the class split into several teams and walked through the streets of the city to become familiar with its characteristics, major features, people and any opportunities or constraints that were present. The students paid special attention to the different characteristics present in the community. The students identified areas that conveyed specific characters and stood out as distinct community areas. The four areas identified by the class are illustrated in The Los Osos Character Areas Map and analyzed in the next pages.

In analyzing the character areas, the class focused attention on seven design principles, important to better understanding the community. The seven principles that the class spent special attention to were circulation, pedestrian activity, landmarks, land uses, building types, wayfinding and conflict areas. To assess wayfinding, the main streets were identified and the condition of circulation and the different modes of transportation were noted. Pedestrian activity was examined to find out where people walk and spend their time. Important landmarks that can be used as reference points were also recorded. The concentrations of land uses throughout the city were examined. Commercial, public and residential areas, as well as building types were identified. Wayfinding and conflict areas were also observed. The class took note of areas within Los Osos that generate a different feel from the rest of the city and separated these places into specific 'character areas' for further study.

All of these principles are relevant; they help develop the students' understanding of the varying characteristics present in Los Osos. Identifying existing uses, activities, and circulation creates a solid background from which the class will develop their contextual proposals for the target areas.

Los Osos Character Areas Map



2.1.1 Character Area 1: Residential

Circulation

The streets are laid out in a grid formation, making it easy for pedestrians and vehicles to anticipate their way. Vehicular traffic on Los Osos Valley Road and South Bay Boulevard is dense and tends to speed. Conversely, the residential roads have less vehicular traffic that flows slowly due to the calm, residential context of the area. Sharing the roadway with pedestrians and unpaved roads also slows the residential streets down. Some streets are blocked to vehicles or dead end without prior notification, disjuncting the predictable grid-pattern that otherwise exists.



Figure 2.1 El Moro bike path

Pedestrian Activity

Pedestrians and vehicles share the same roadway because there are few sidewalks and crosswalks in the area. There is little street lighting for nighttime pedestrians. Primarily, pedestrians walk to and from the local schools and walk their pets in this area as well. There are few sidewalks. Pedestrians use gravel roadway shoulders as sidewalks or share the traffic lanes with cars. Some of the street segments are closed to vehicles and act as pedestrian-only through-ways.

Land Uses

The residential character area is mostly comprised of single family homes. There are also two schools, an elementary and a middle school. Interspersed within the area are some vacant parcels and some recreational spaces. There are natural spaces in this character area as well. There is the protected natural environment edging the

East side of the residential area, along 18th Street, which is home to the endangered Kangaroo Rat and there is also the Elfin Park to the North.

Landmarks

The Baywood Elementary School serves as a landmark for this area because it can be used as a community reference point. The bicycle and pedestrian-only trail on El Morro, connecting the elementary school to South Bay Boulevard also acts as a residential landmark. However, there are no major architectural landmarks in this area.

Building Types

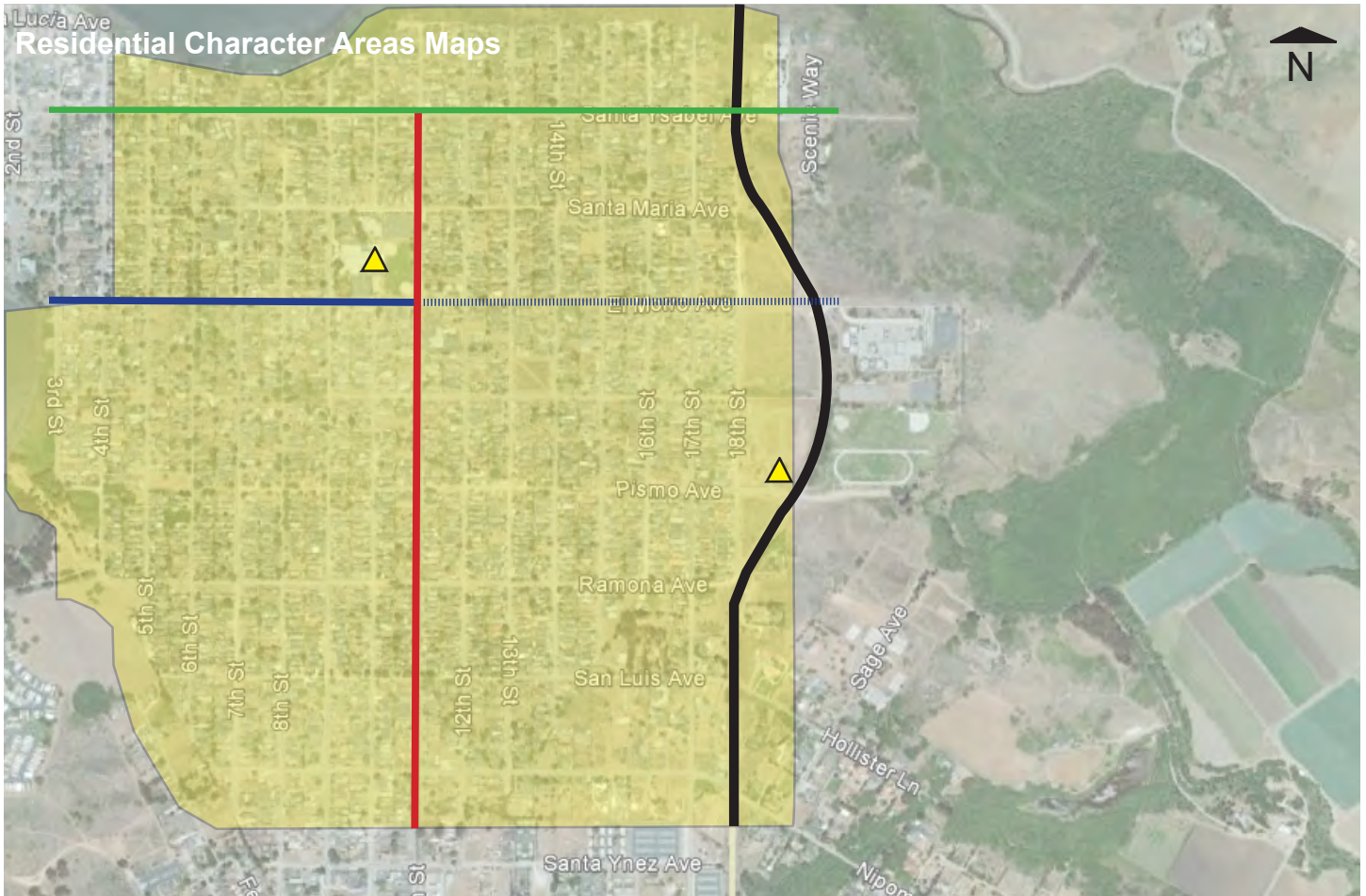
The buildings in the residential area are primarily one to two story single-family homes with front, back and side yards.

Wayfinding

The Los Osos residential area has a grid street pattern that makes it easy to anticipate one's way. However the dead-end streets and roads that turn from being paved to gravel, disrupt the predictability of the street grid layout. These sudden changes make it difficult to navigate the residential area by car. The lack of architectural landmarks and prominent signage add to this problem.



Figure 2.2 Dead end street in residential character area



2.1.2 Character Area 2: Baywood

Circulation

Most streets in Baywood have two wide lanes going both directions with parallel on-street parking. The vehicular circulation in Baywood is minimal and slow. There are no bike lanes or crosswalks and there are few sidewalks in Baywood. Therefore, cyclists and pedestrians have a difficult time sharing the road with vehicular traffic. Some sidewalks exist in front of the commercial activity areas on 2nd and 3rd streets but otherwise they are nonexistent in the Baywood area.

Pedestrian Activity

Pedestrians and vehicles share the same roadway because there are few sidewalks and crosswalks in the Baywood area. There are no street lights for nighttime pedestrian safety. Most Baywood pedestrians are out to walk their pets, to utilize the small commercial district and waterfront.

Land Uses

There are some small, local shops providing basic needs in Baywood. There are a few international restaurants, a corner store, a bakery, a bar, some offices and a couple of hotels. However the predominate land use in the Baywood area is single-family residential.

Landmarks

People throughout San Luis Obispo County know the Baywood area for its Thai restaurant, Nois, and its local dive bar, the Marrimaker. The community bulletin board adjacent to the Baywood Market and the the waterfront and pier at El Morro and 2nd Street are also important landmarks for the area.



Figure 2.3 Nois restaurant acts as a local landmark

Building Types

Baywood buildings are majority single family, wooden homes that are one to two stories. The commercial area also has one to two story, simple architecture.

Wayfinding

The connected grid street layout makes the Baywood area easy to navigate.

Conflicts

Most conflicts exist because of the unclear communication between pedestrians and vehicles.

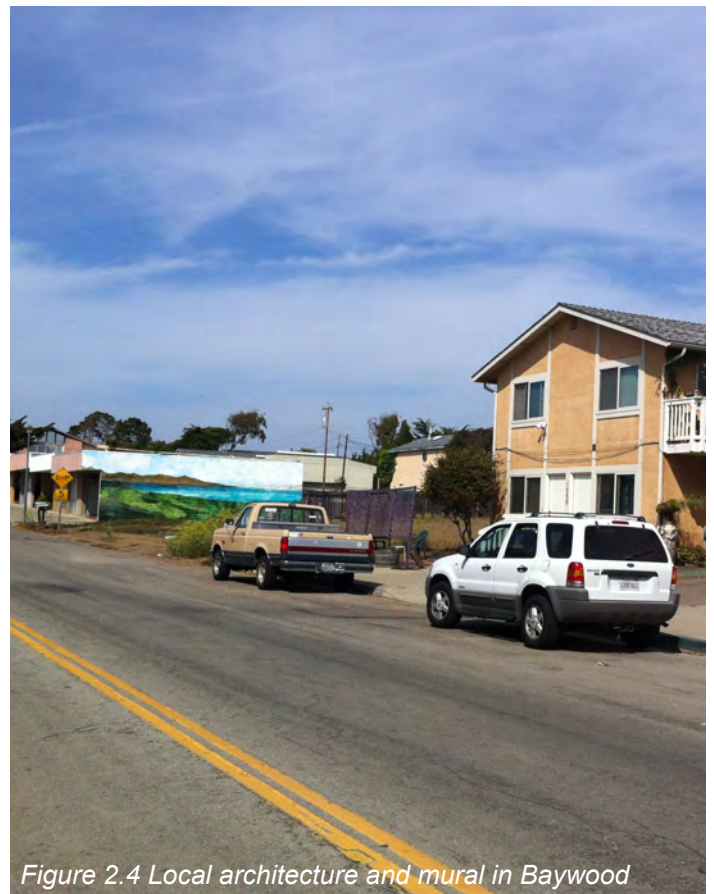
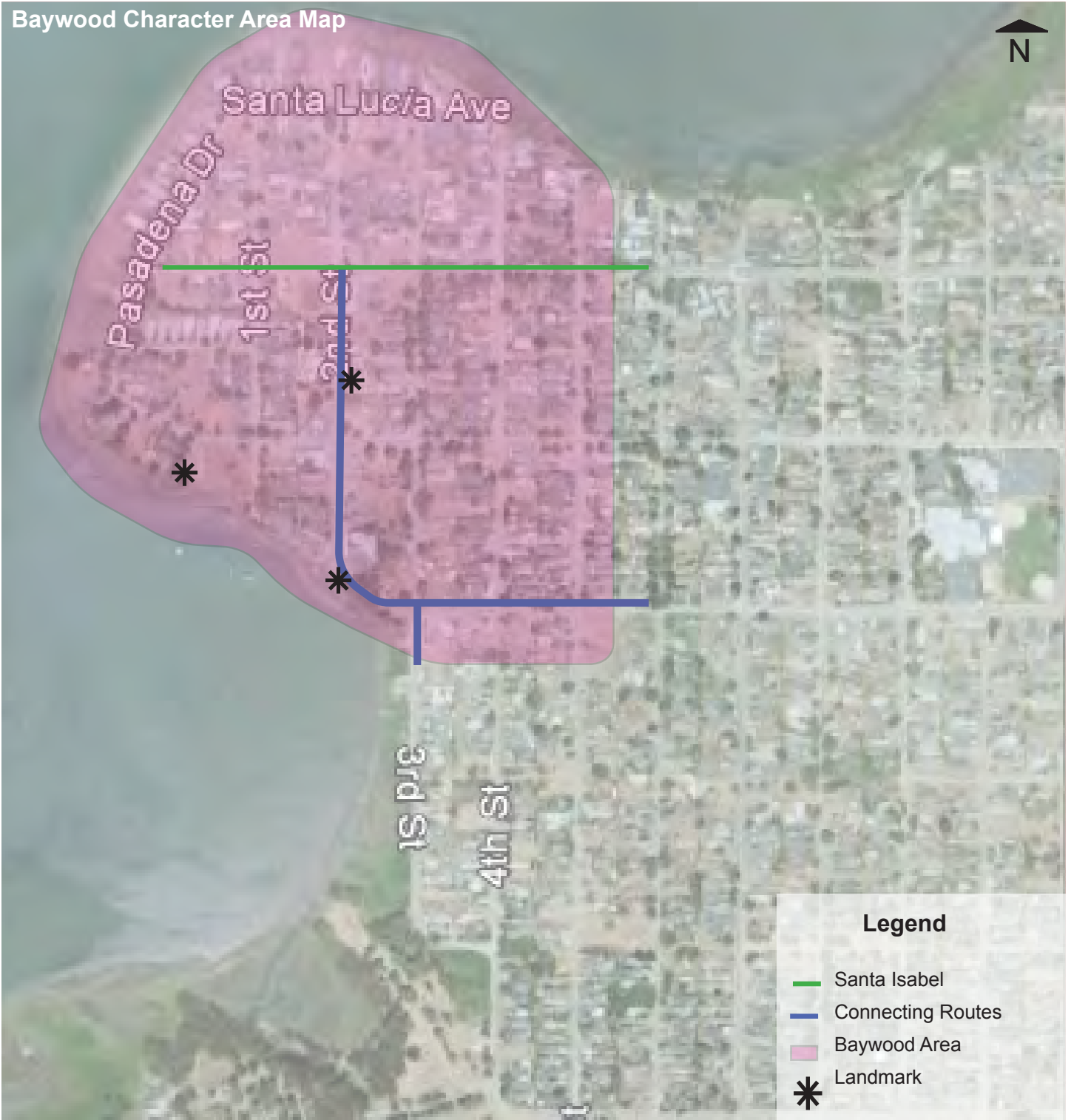


Figure 2.4 Local architecture and mural in Baywood

Baywood Character Area Map



2.1.3 Character Area 3: LOVR

Circulation

Los Osos Valley Road (LOVR) has the highest concentration of vehicular traffic that runs through the city. It is a major connection between San Luis Obispo and Highway 101 South. The speed limit through the commercial part of LOVR is 25 miles per hour however, people tend to drive much faster. There are a number of crosswalks for pedestrians to cross the road but there are limited sidewalks for them to walk on. There are two lanes going in each direction and medians with center turn-lanes, dividing the opposing lanes. There is on-street parallel parking allowed on LOVR as well.

Pedestrian Activity

The large street-front parking lots and the absence of sidewalks makes it difficult for pedestrians to get from one shopping area to the other. There are a significant amount of crosswalks and street lights that are helpful for pedestrians. Pedestrian activity on Los Osos Valley Road is fairly low. There are students walking home from school, some dog-walkers and leisurely pedestrians. More people drive than walk in the LOVR commercial area.

Landmarks

The intersection of South Bay Boulevard, Los Osos Valley Road at Ralph's supermarket provide a landmark to the entrance of Los Osos; people use it as a reference when giving direction through town. There is a statue of bears climbing a tree in the Ralph's parking lot as well as a few public murals and other statues on some buildings on Los Osos Valley Road that could serve as landmarks for the city.



Figure 2.5 Sweet Springs Saloon serves as a Landmark

Land Uses

The land uses on Los Osos Valley Road are commercial and some residential apartments. The highest concentration of commercial and biggest stores in Los Osos exist on Los Osos Valley Road. There is also an elementary school just on the intersection of 9th Street and Los Osos Valley Road. There are many vacant parcels along LOVR.



Figure 2.6 Vacant parcels and wide lanes on LOVR

Building Types

The commercial shopping areas have no noticeable or unique style. The shopping areas have large setbacks with big parking lots separating the storefront from the street. All the buildings are one to two stories tall.

Character Areas

There is a lack of character at this site due to the absence of people and the high traffic streets, however, it is the major shopping area in town and is most accessible through vehicular use, which gives it character through necessity of use. People don't generally spend a lot of time in the LOVR character area but must come here to get basic supplies.

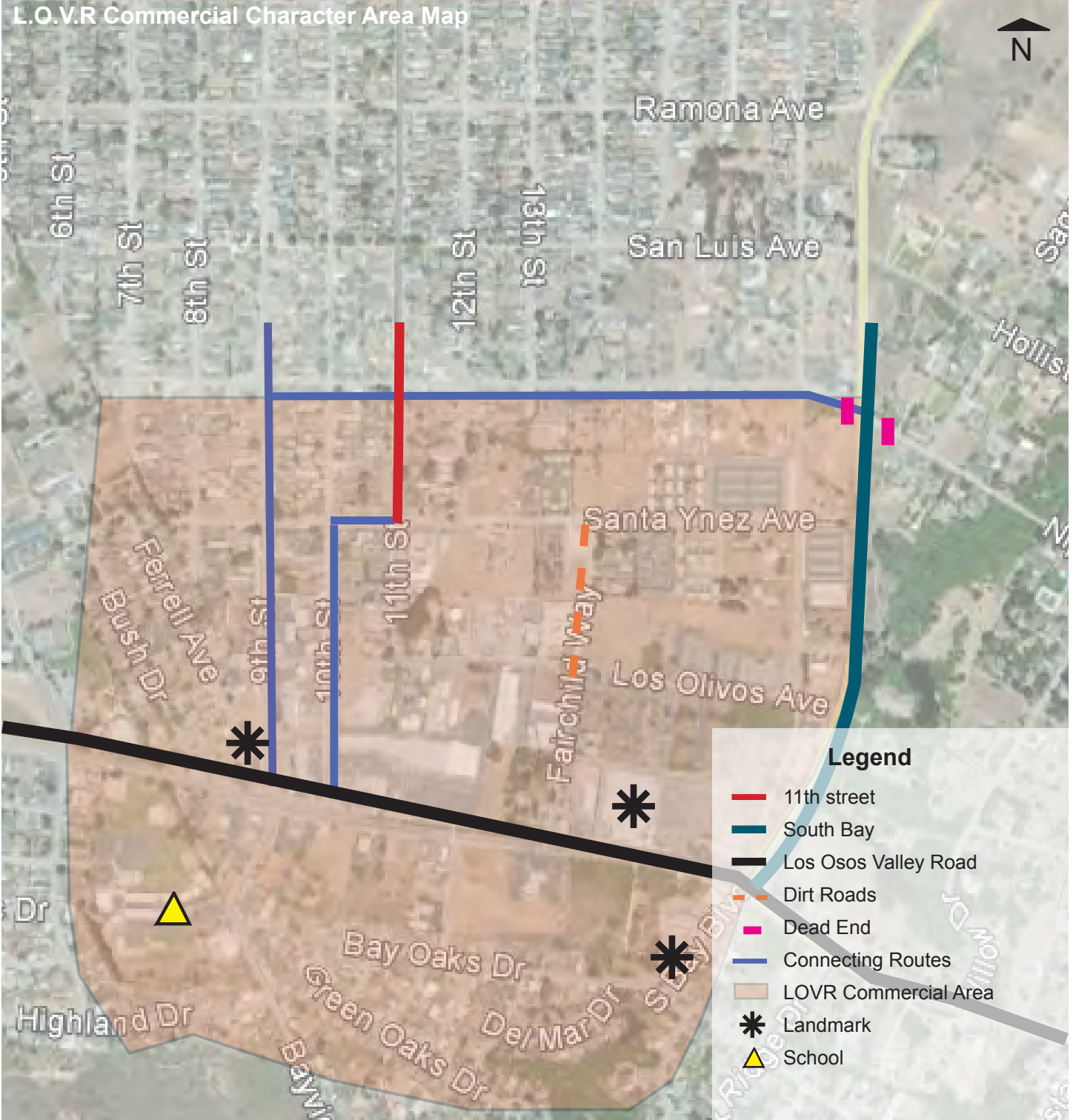
Wayfinding

It is difficult to get around for people who don't know where they are going. LOVR does not have much signage to help drivers and pedestrians navigate through town; as an entrance to the city, it is very important to have clearly marked signs that will lead you to the different areas in town.

Conflicts

There is conflict between pedestrian and vehicle interaction, mainly due to lack of sidewalks. Streets and large parking lots act as barriers between the shopping areas. There are undefined bike lanes that could be hazardous to bicyclists. Lastly there is competition between big box stores and local small businesses.

L.O.V.R Commercial Character Area Map



2.1.4 Character Area 4: Sea Pines

Circulation

The residential areas around Sea Pines Golf Resort are different than the other residential areas within Los Osos. There are curved and winding streets, unlike the grid system present in the other residential areas. Some of the roads are still unpaved and have no sidewalks.

Pedestrian Activity

Residents are the primary source of pedestrians in the area however, the golf course is an attractor for pedestrian activity as well.

Landmarks

The Sea Pines Golf Resort acts as a significant landmark when describing the area. Montana de Oro, Morro Bay State Park, and the Morro Coast Sweet Springs Nature Preserve also surround the residential area and are landmarks for the area and for the entire city of Los Osos.



Figure 2.7 Sea Pines Golf Resort acts as a local landmark for the Sea Pines Character Area

Land Uses

Other than the golf course, the area is primarily comprised of single-family homes. There are two suburb communities, each with their own identity. Surrounding the area are nature preserves, which confine its borders from any outward expansion.

Building Types

The single family homes are generally in better condition than those found in the other major residential areas, there are many designs that differ just blocks apart. The golf course is in also in good condition and still looks brand new.

Character Areas

The nature preserves surrounding the area and the golf course add a special character to the area; the homes on the edge of the estuary have a wonderful view of Morro Rock and the entire Estuary.

Wayfinding

The streets here are not intuitive to navigate through because of the dirt roads and the winding streets.

Conflicts

The major conflicts in this area are the dirt roads and the lack of sidewalks. The students attending the elementary school may have difficulty crossing and walking through the streets.

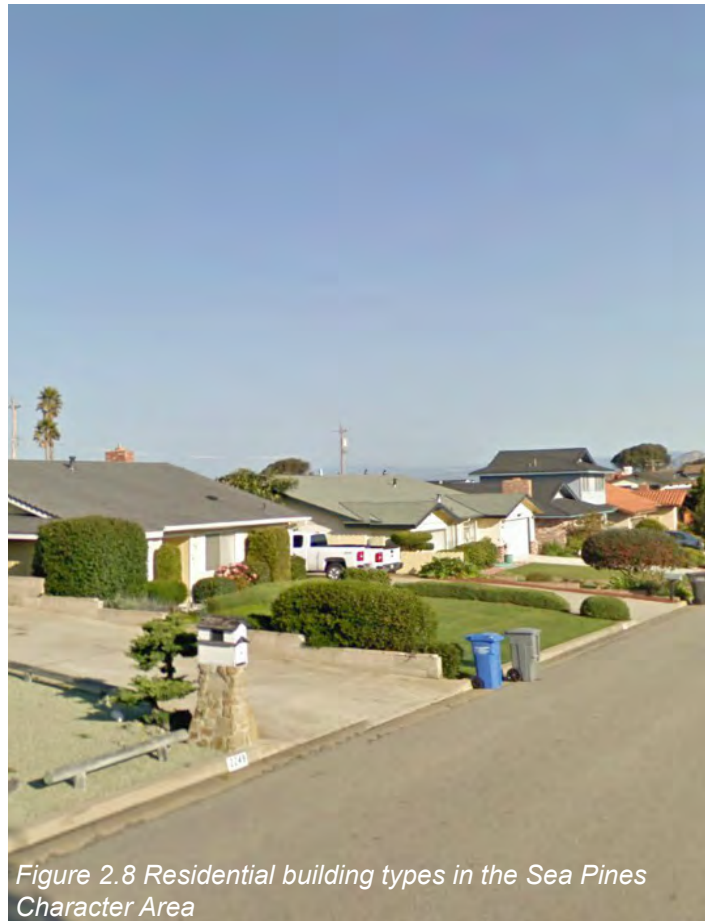


Figure 2.8 Residential building types in the Sea Pines Character Area

Sea Pines Character Area Map



Legend

- Los Osos Valley Road
- - - Dirt Roads
- Sea Pines Area
- * Landmark
- ▲ School

2.2 Background Information

To more completely understand Los Osos, the students investigated Los Osos history, current news, demographics and surveyed the lots in the specific target areas.

2.2.1 History of Los Osos

Sacred Expedition

La Canada de Los Osos, or Valley of the Bears, is located along the central coast between San Luis Obispo and Monterey. Its history begins in 1769 during the Sacred Expedition. Gaspar de Portola was sent to Mexico by King Charles III to begin colonization of New Spain. The Spaniards began constructing Missions all along the central coast, and in 1772, during the construction of the Monterey Presidio they began to run out of food. Lt. Pedro Fages remembered that there were many grizzly bears along the coast just below Monterey, and this began the Great Grizzly Bear Hunt where many bears were killed to feed people. This is the first account of inhabitants in Los Osos.

Lawless Years

As time progressed, Los Osos saw an era of lawlessness during the Gold Rush years due to criminals desperate for gold. Santa Barbara and San Luis Obispo were separated by a mountain range making it very easy for criminals to hide out in the area. Captain John Wilson, a seaman and one of the wealthiest men in California at the time, contributed to a vigilante committee in 1858 that sought to stop the bandits and keep their homes safe. Wilson, who lived in San Luis Obispo, was very involved in the government. He was the Treasurer and Collector of San Luis Obispo, a member of the Board of Supervisors, and Superintendent of Schools in 1855.

Farming/Residential Development

Captain John Wilson abandoned his maritime activities to begin cattle ranching and shortly after he moved his family to the Los Osos area. San Luis Obispo became a very big ranching community, with many of the farms located in Los Osos. For many years the land was just used for farming until it recently became a residential area. In 1872 the Los Osos School District was established and the first schoolhouse was built in 1882. There were originally 17

students and one teacher in the one room schoolhouse. As the town expanded the schoolhouse was relocated, but remains in the city today as a historical building acting as a reminder of the old days. Large tracts of land in Los Osos were bought by developers, who originally planned to use them for oil drilling but the land was eventually divided into lots for homes. The first library was built in 1951 and the new school was built in 1956. Present day Los Osos contains almost all residential buildings, with a few commercial areas mixed in. Baywood Park, located directly on the bay of Los Osos was the first area developed in Los Osos and was originally a vacation spot.

Baywood Park Estates/Richard Stuart Otto

Richard Stuart Otto was a widely known engineer; he developed and named Baywood Park. Otto purchased the last of the remaining lots in the town of El Moro between the years 1921-1922 it was about 1000 acres. He felt the name El Moro sounded too much like Morro Bay, so he changed the name of the area to Baywood Park and began to develop it in 1924. When living in Baywood and developing the area, he personally planted hundreds of evergreen trees, pines, and cypress, which line the streets of Baywood to this day. After developing and watching his vision of Baywood Park Estates become a reality, Otto published a pamphlet called Baywood Park Estates. The pamphlet described the coastal region, was filled with photos of the first homes and the tree-lined streets. Many of the original buildings can still be seen.

Sweet Springs

The Sweet Springs Nature Preserve includes an archaeological dig that uncovered artifacts showing the presence of a Chumash civilization, dating between 500 AD and the end of the 18th Century. Sweet Springs is defined as a body of fresh water located approximately five miles south of Morro Bay, and near Baywood Park, it consists of two ponds fed by an artesian well and ground leakage. Sweet Springs was used as a campsite and food-manufacturing site for the Chumash. Campsite remains and broken crockery, along with several human skeletons were unearthed. The area showed signs of being a very substantial Chumash village of about 100 Indians.

The First Grocery Store and Gas Station in Los Osos

The first grocery store was known as Ferrell's Corner (Sweet Springs Saloon, 990 Los Osos Valley Road), it was built in the early 1930s and was a bus stop for children going to school in San Luis Obispo. The Ferrell's sold gas, some groceries, milk, bread, a few canned goods and lunches. In the early 1900s the Ferrell's bought 220 acres of land, which included the Bayview Heights and Sweet Springs area for \$22.50 an acre, and also purchased the El Moro Hotel (Baywood Elementary Site). The Duck Inn was built 'on the point' by the Ferrell's in 1920, to serve food and to rent boats to duck hunters. Duck Inn had 10 bedrooms, a kitchen, a big dining room, and a porch and was a popular place for duck hunters to come and stay. In 1921, William and Lydia Mickle bought 18 acres from the Ferrells, which included the Duck Inn, then the 18 acre parcel was sold for \$35,000 in 1948 to Mr. Henry Bumpus, a Los Osos Realtor.

(see appendix for sources)



Figure 2.9 Historic Los Osos
the Waterfront in Baywood Park Estates. "About 20,000 Trees Have Already Been Planted to This Property." Richard Otto Baywood Park Estates 1940s

• All About Baywood 'Park' by Joan Sullivan



Figure 2.10 Contemporary Los Osos

2.2.2 Demographics

Population

The population of Los Osos, historically had large growth in the late '70s and early '80s. We can see that the growth become stagnant beginning in the 90's through the present which created a more stable line. Future graphs, it will be possible to see that this stability may be related to the real estate market in the region (see appendix).

The data from the local population, it is possible to characterize it as a very traditional population. Most of them live in families, and are white; there are little percentages of other races. English is also the most spoken language, however, a significant percentage of individuals speak Spanish.

More than half of the population does not have a college degree but are high school graduates. The average income of the population is around \$ 50,000 (see appendix)

There are no significant changes between the different Censuses over the last 20 years to characterize the population of Los Osos by race, gender, age, language and type of householders.

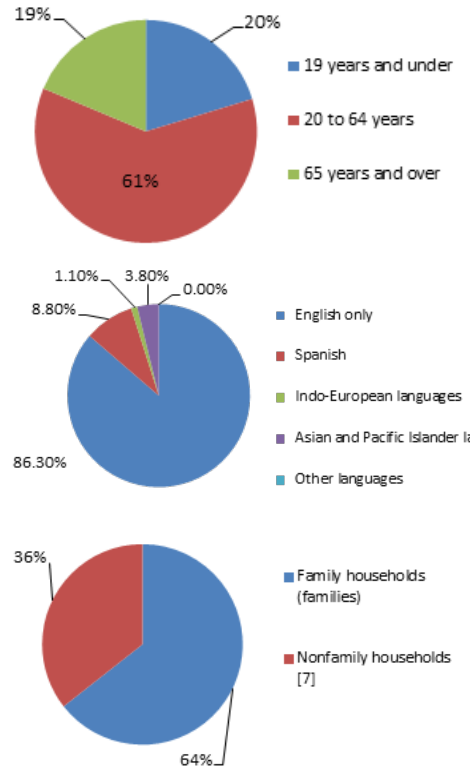
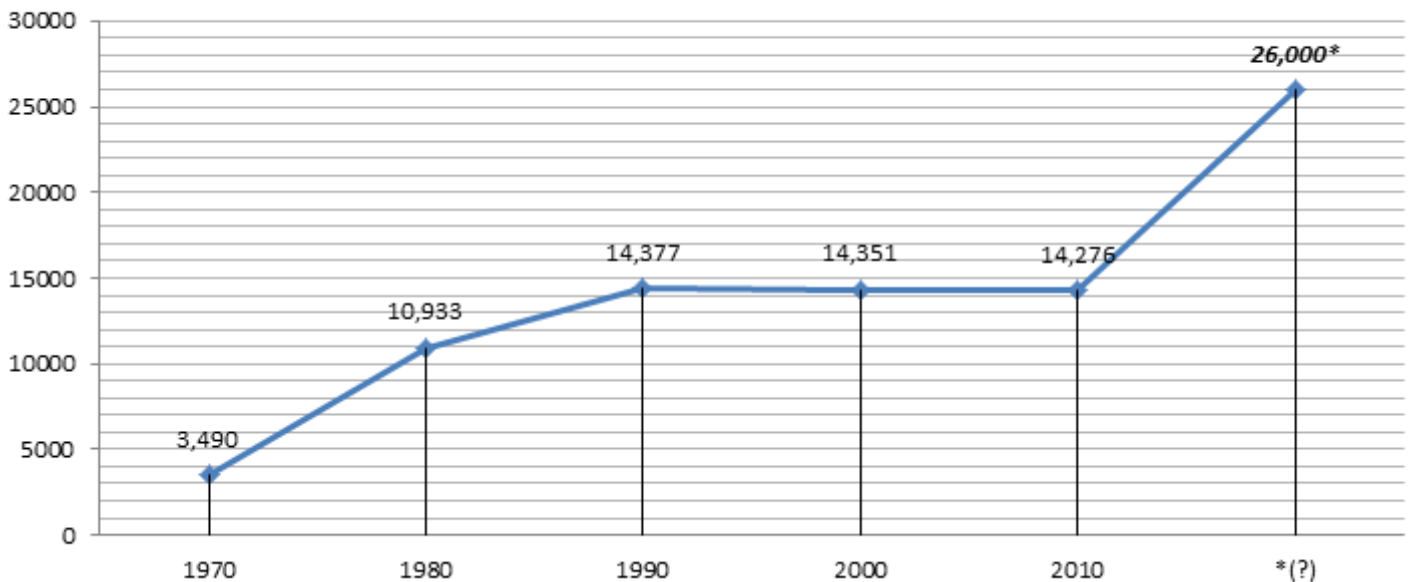


Figure 2.11 Los Osos population demographics

Historical Population Growth - Los Osos



Market Trends

This pie graph shows the distribution of jobs in Los Osos by percentage by industry. Educational services, health care, public administration, and accommodation are important employment fields for the community.

Findings

After looking at the data we have reached the conclusion that Los Osos has achieved stagnant growth. There is a decrease of population and an increase of jobs. The area has high incomes, low birth rates, and high educational attainments.

Overall, the people in Los Osos are white, English speaking and have high incomes. There is a large senior population, with almost 20% of individuals more than 65 years old. The data can inform that the population of Los Osos is traditional and with predominantly family households.

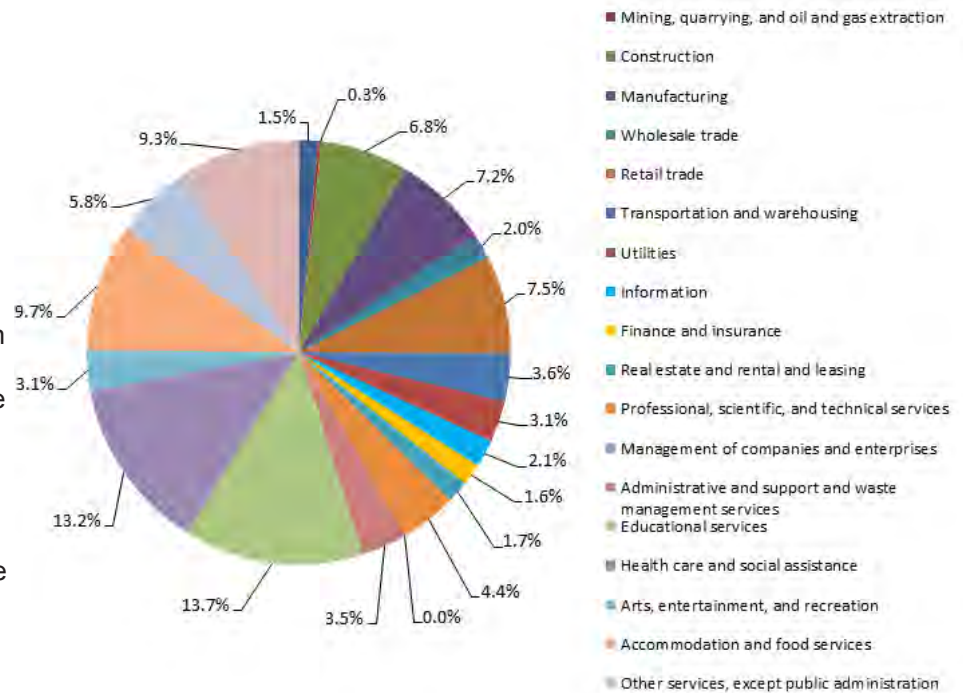
These characteristics are important to understand the “slow growth” of the community. It is possible that the reason why the community doesn’t want big development and great changes in the landscape is hidden behind this traditional population.

As Los Osos moves towards the 21st century, most of its traditional values remain intact. However sectors like warehousing and utilities are moving in and giving competition to sectors such as education and health care that have been the traditional backbone of Los Osos.

Another sector which Los Osos can expand is the area of accommodation. In the future it might be possible for the quaint town of Los Osos to use this as an economic benefit as a destination. The beauty nature of the place is a potential mover for this field, and also the “small town” look. For this reason it is important to understand that the landscape in Los Osos is important to the social welfare of the residents, but is also important for this market field.

Transportation is also field that had a big increase in the past few years, which is an indicator of market growth and, what is more important, an indicator that people are going to Los Osos. Maybe the population of residents is not growing, but the percentage of persons that come to Los Osos for other reason such as work, is increasing. This is another factor important to the accommodation field. The community is being discovered as a potential tourist area.

The final conclusion that is important to see, despite the traditional population and the desire of no growth of the community and its landscape, the housing market in Los Osos is getting higher. The increase of 13% is a high number, when it is compared with the total increase in market of the whole County, which is a negative number.



Sources: Fact Finder – 2010 US. Census Bureau of Population. October 3, 2012 < <http://www.census.gov/>>. (for more sources see appendix)

2.2.3 Research and News

In order to understand Los Osos and the current issues the area faces, the students explored the Internet and local newspapers. This research allowed for a better comprehension on implications that could potentially affect the project area. The team found information from several on-line sources including articles from the New Times, The Tribune, Baynews and the Dig Los Osos newsletter.

Currently, the town of Los Osos is working to implement a sewage plant treatment center to replace the septic tank system that the town currently uses. This issue has been debated and discussed by local community members and county members for over thirty-three years.

The main issues being debated revolve around affordability and physical impacts. For example, in an article from the New Times the author discusses the affordability of the new sewage plant treatment system. It is explained in the article that Los Osos waste water will cost up to \$250 per month, per household from a direct result of the small town population opposed to the bigger city of San Luis Obispo, there is concern that the financial burden would rest solely on the residents of Los Osos (Schicker, 2009).

On March 15, 2011, San Luis Obispo County Board of Supervisors formally committed to building the Los Osos Waster Water Collection System. As quoted in The Tribune article, the plant “will be able to handle 1.2 mil gallons of waste water fed to it by 41 miles of collection lines” (Moren, 2011). In the most recent Dig Los Osos press release provided by the county dated September 14, 2012, the County of San Luis Obispo commented on the preparation for the construction of the Los Osos Waste Water Collection System. Construction manager Jim Brantley states that the main goal is to let the community know the current status of the project and how it will directly affect its members.

The first steps of construction will begin by marking the location of the new sewage facility and then having utility companies such as PG&E and the Gas Company mark where their underground pipes and utility lines are located. Only then can the installation of the main sewer line and main pipes begin.

Another current matter involves the invasive eucalyptus trees within Sweet Springs Nature Preserve. The goal is to remove these invasive species and to replace them with native trees, for example: the coast live oak. The opposition of this issue revolves around the trees’



Figure 2.12 RRM Design Group's image of the future sewer facility in Los Osos

aesthetic value and their role as a habitat for monarch butterflies (Sneed, 2012).

Along with the removal of eucalyptus trees the Morro Coast Audubon Society wants to make improvements including a hiking trail and viewing platform which would invite more people to the reserve. As quoted in an opinion article in the San Luis Obispo Tribune, more research will be conducted “to show that the decision is based on a thorough understanding of the consequences.”

Since Los Osos is a small coastal community there is an opportunity for tourism whether or not it will be welcomed by the local members. An article from The Tribune discusses potential regulations dealing with tourism in the Los Osos area. The planning commission is suggesting a revised vacation rental ordinance because of recent complaints experienced by year round residents. The commission is looking to change “the mandated distance between rentals; restricting rentals to four per month; adopting rules similar to that used by the city of San Luis Obispo for prohibiting “unreasonable noise” (Tanner, 2011).

Recently, the Wellspring Children’s Center purchased a lot located in Los Osos. Originally the goal was to build a preschool, however, inadequate funding restricted the non-profit from moving forward with their plans. Instead, the non-profit decided to construct a children’s community

garden that would be open to public use. Susan Crook, the founder and president of the board of directors for Wellspring, said “they didn’t want to leave a dilapidated, condemned house sitting idle at the site, which is close to downtown and was highly visible on the busy Ninth Street. ‘We wanted to do something with the property that would benefit families with young children’” (Beardwood, 2012). There has been positive feedback from the Los Osos community with more interest in the creation of more public facilities and events.

Researching current events in Los Osos allowed the students how to better understand the community and its members. With this new information the students will be able to prepare more contextual and dynamic plans.

(See appendix for sources.)



Figure 2.13 Eucalyptus is an invasive species threatening Sweet Springs Nature Preserve

2.2.4 Lot Surveys

Students visited each of the design areas to preform lot surveys. Lot surveys are descriptions of parcels and the buildings on the parcels. The surveyors took photos of of the parcels, noted the zoning, type of building, approximate size, condition and style of the buildings on each lot. The lot surveys allow students to examine the specifics of the areas more closely. They provide insight on overall building type, architectural style and condition. These elements are taken into account during the analysis of each specific area and during the design development phase (see appendix).

LOT SURVEY Block 1 Lot Number 5 Researcher

Empty Lot _____

		Building 1	Building 2	Building 3
Number of stories <i>(ground floor counts as one)</i>		1		
Type of Use	1st Floor	Retail		
	2nd Floor			
Dominant facade materials		Stucco		
Dominant facade color		White		
General maintenance aspect <i>(good, average, bad)</i>		Good		
Historical/cultural significance		N/A		

Sidewalk Yes No Average width: 8' Condition: Average

Other elements of note: Sidewalks available on LOVR, but no sidewalks on Bush



Figure 2.14 Example of a lot survey completed in the LOVR area

2.3 Site Analysis

2.3.1 Baywood Site Analysis

Local Businesses

Opportunities: There is potential for additional small local businesses, such as restaurants and shops. This would bring commercial vibrancy to an area that could use more economic vitality. The weekly farmers market on 2nd street adds to the local economy and community life.

Constraints: Current local businesses are few in Baywood and their rundown facades could use improvement. There is also a lack of cohesiveness in business types.

Vacant Lots

Opportunities: The numerous vacant lots in Baywood provide opportunity for public areas such as dog parks and community gardens. The vacant lots could also serve as new areas for potential businesses.

Constraints: The vacant lots are major eyesores to the area. The lots are not being used to their full potential, in terms of economics and aesthetics.

View sheds

Opportunities: Estero Bay has beautiful view sheds and a natural environment for native plants and animals.

Constraints: Overhead utility lines are an eyesore that take away from the natural view sheds. Also, the area has mostly one and two story buildings to keep view sheds intact.

Streetscape & Circulation

Opportunities: There is potential for better sidewalks and crosswalks to enhance public safety and bring people to Baywood. Low to ground street lighting that is timed would enhance safety and aesthetics. **Constraints:** The sidewalks are inconsistent and there are no crosswalks along 2nd street. In addition, landowner’s parcels’ extend to the center of the street, which prevents county government from adequately providing maintenance.

Connections

Opportunities: The nearby natural preserve area, Sweet Springs, would create potential for a boardwalk connection to Baywood, bringing visitors to the area. The Estero Bay also connects Los Osos residents with their natural surroundings and gives them a place to interact.

Constraints: Dead end streets make the area less accessible.



2.3.2 South Bay Site Analysis

Opportunities

There is potential for new development with variety of uses, such as a community center and commercial. The addition of development has the ability to enhance the aesthetics of the area.

Constraints

The north end of the site is currently protected habitat for the Kangaroo Rat and the Morro Shoulderband Snail, which restricts potential uses. The site also has a steep elevation that hinders what can be built.

Opportunities

Access along South Bay Blvd provides exposure to people going to and from Morro Bay or Los Osos. There is also the potential to extend the current bike path to be safer for pedestrians.

Constraints

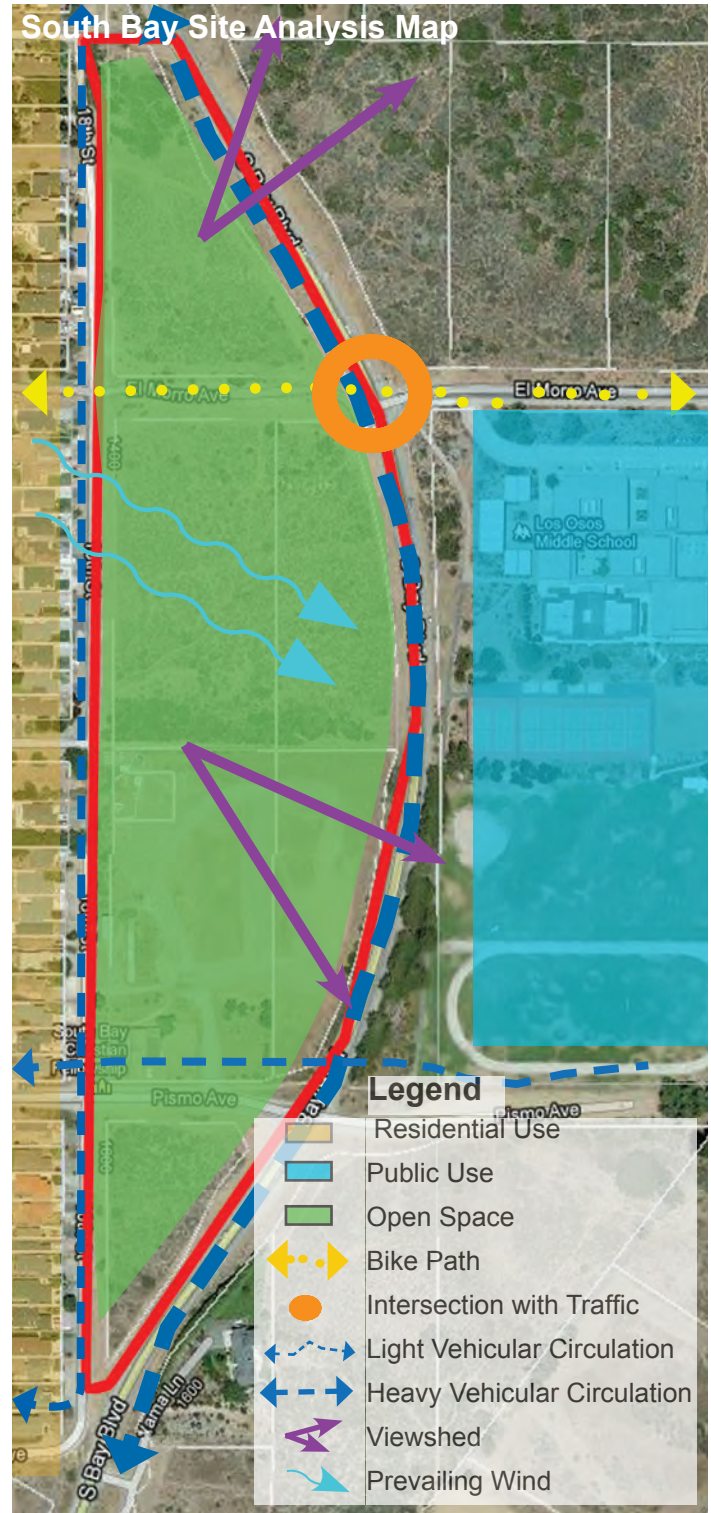
The limited access on 18th Street to South Bay restricts the flow of traffic. 18th Street is partially paved which can deter people from driving in the area. South Bay Blvd is not pedestrian-friendly especially for its proximity to the middle school.

Opportunities

The uninhibited views to the north and south can be used to enhance the site.

Constraints

Currently, Los Osos has a low water supply and many believe it cannot support any new development.



2.3.3 LOVR Site Analysis

Opportunities

The Los Osos Valley Road project site has high vehicular exposure, boosting potential retail opportunities. The presence of open space and empty lots allows for easy development and an expansive feel. Shielded parking hides potentially unattractive parking lots and reduces degradation. Expansive streets allow for varying traffic and pedestrian flows.

Local businesses line Los Osos Valley Road, magnify community feel within the site, and contributing the local central business sphere. Public art, another amenity of the Los Osos Valley Road site, serves as an attractive amenity for the business district. Increasing pedestrian infrastructure and gateway features could distinguish the site as a more intriguing commercial area.

Constraints

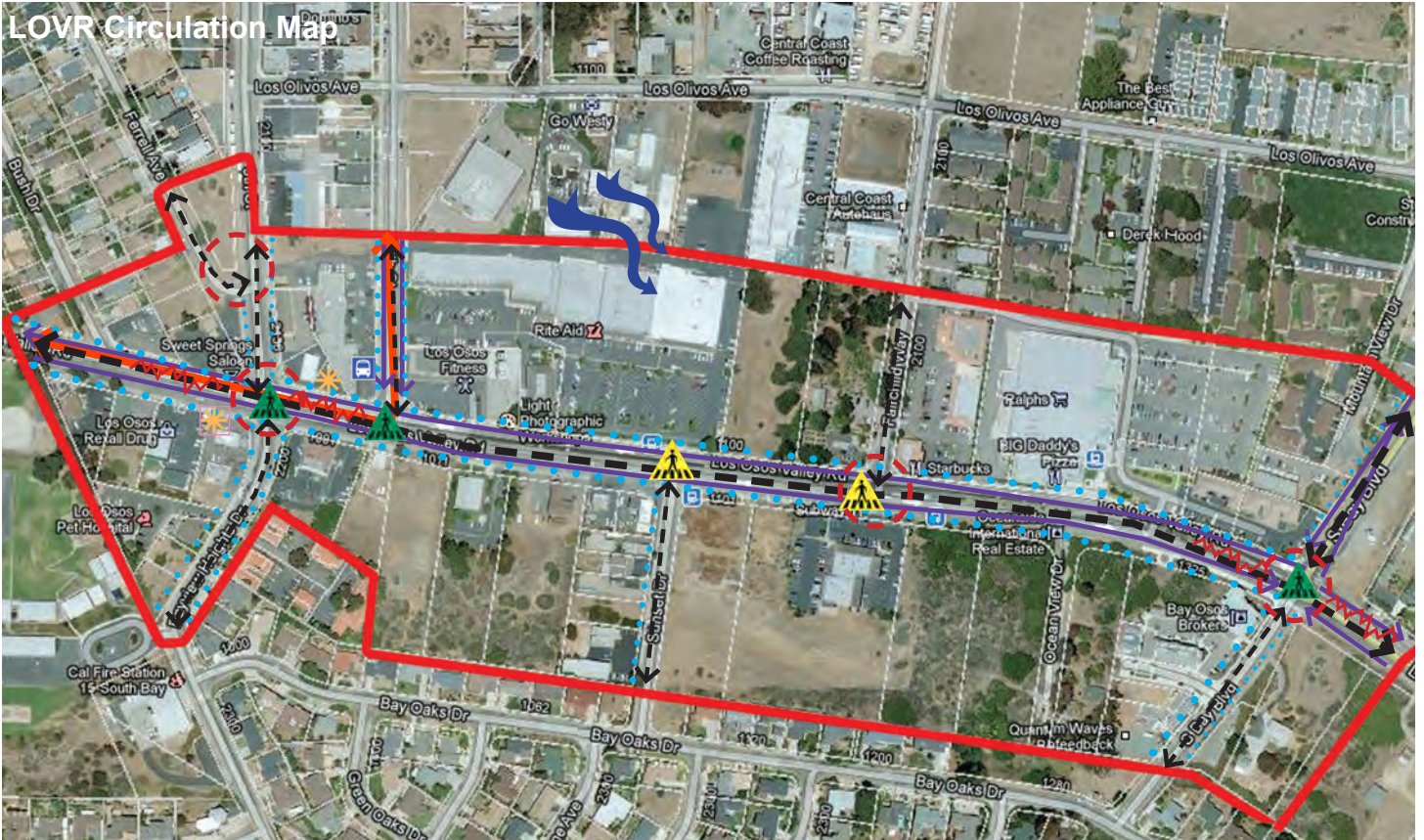
While it still houses important commercial uses, Los Osos Valley Road does not host many entertainment uses that would benefit its residents. The presence of light industrial in the largely commercially dominated area also contributes to decreased pedestrian and shopper friendly land uses in the area.

A lack of identity is present along Los Osos Valley Road area because of light industrial uses, vacant lots, and large setbacks with street-front parking. Little foliage and











vegetation also decrease attractiveness and comfort on Los Osos Valley Road.

The vastness of Los Osos Valley Road is a danger to pedestrians due to its sporadic sidewalks and high vehicular volume. While the speed limit is 25mph, many people drive much faster; no traffic calming measures have been made along LOVR so far. As commercially oriented as the site is, it has surprisingly little access due to divided parking lots and a lack of pedestrian amenities. Presently, no sewer exists, a problem that could potentially inhibit further development if unaddressed.





LEGEND

-  Bus Route
-  Vehicular Circulation
-  Pedestrian Circulation
-  Bike Path
-  Noise
-  Wayfinding Signage
-  Crosswalk
-  Bus Station
-  Conflict
-  Prevailing Wind

2.3.4 Wayfinding Site Analysis

Streets

Opportunities: Los Osos Valley Road is wide enough to continue medians to ensure the safety of pedestrians walking across the street.

Constraints: There is a lack of sidewalks along many of the streets in Los Osos that forces people to walk in the street, and share the road with vehicles.

Safety

Opportunities: The more bike lanes that are created, the more motivation people will have to bike throughout Los Osos. The scale of Los Osos is small enough where getting places by bike is easy. There are also a lot of hiking trails these trails provide recreation and build a community in Los Osos.

Constraints: The crosswalks on LOVR are unnoticeable even though there are lights to indicate that there is a person crossing. The cars are speeding down LOVR because it is too wide, and there is nothing to slow them down. Bike lanes are also unnoticeable.

Navigation

Constraints: Signs are difficult to see and in many cases completely lacking, making navigation problematic. There are numerous dead ends though the residential neighborhoods that break up the grid system, they are inconvenient and makes wayfinding very difficult.

Wayfinding Site Analysis Map



2.4 Understanding Place

After assessing Los Osos, the class compiled the findings into 5 urban design categories to describe the feel and character of the city. The five urban design categories addressed are imageability, legibility, accessibility, human scale, and social factors.

Imageability

Imageability is the identity a place has; it is the qualities that make a place recognizable, distinct and memorable. Los Osos is distinct because of its artistic elements, natural vistas, recreation and small town feel. There are eye-catching murals and bear sculptures located throughout the city. Los Osos is also surrounded by accessible, beautiful natural sites such as, Morro Bay, Montaña de Oro and the Elfin Forest; these places make the location memorable. The individuality of the neighborhood homes, gardens and yards, and the gravel and dirt roads provides Los Osos with a small-town, coastal identity.

Legibility

Legibility is the ease with which a place can be understood and navigated as a whole. It is the street network, relative location and physical references that provide a sense of orientation within a place. Los Osos has an organized, street network. The numbered street names are the streets running North to South and the streets going East to West are named after cities in the Central Coast. This

grid pattern makes it easy to understand the surrounding layout from any point. However, many streets dead end or are blocked without much prior notice, making the grid inconsistent and confusing in some areas. Not all streets have signage and some of the signs are difficult to read. Street lighting, cross-walks and sidewalks are also lacking on most streets, making the city more difficult to navigate by foot, especially at night. Natural environmental features can serve as landmarks for the people more familiar with the area. For those who are not so familiar, directions to natural preserves, parks, and the bay are difficult to find and are generally understood by word of mouth or GPS.

Accessibility

Los Osos streets are conveniently set up as a grid pattern through majority of the city, with LOVR and South Bay Boulevard being the main linkages around and through the city. The other important connecting streets are 11th street that goes directly North in the center of the residential area that leads to the other secondary main street Santa Isabel that runs East to West in the Northern part of town linking the commercial area on 2nd street. Bicycles are also a major mode of transportation through the city, half of El Morro Avenue is completely shut down from vehicles and has become a bike and pedestrian-only path. Dead end streets in the middle of a block and dirt roads that are in poor condition make Los Osos less accessible. Most of the streets through the city do not have sidewalks, or street



Figure 2.15 Los Osos Farmer's Market

lighting, making it difficult for pedestrians to stay out of the way of cars. It is also very easy to feel lost because there is clear absence of signage directing traffic to different areas. Navigation through Los Osos can prove to be difficult, even with its grid like pattern because of these factors.

Human Scale

Los Osos is a fairly small city, the buildings are either one or two stories high; there are many recreational areas and vacant lots. Los Osos Valley Road is not to human scale, it is centralized around vehicular traffic, making it difficult and uncomfortable for pedestrians to walk through. The shopping area is spread out with large setbacks. The lack of some sidewalks discourages people from walking down the street and encourages them to drive to the next store. The residential and Baywood area buildings are to human scale, they are usually built adjacent to the pedestrian areas and have accessible front yards. There are also pedestrian pathways connecting streets, which makes it much easier for people to get around neighborhoods than for vehicles.

Social Factors

Los Osos has a strong sense of community; citizens are cordial with each other throughout town. The neighborhoods are safe, and the dirt roads and dead ends drastically slow down traffic. There are many people

walking their dogs along the streets or out working in their garages. The business in the residential and Baywood areas are mostly small local stores, this greatly enhances the sense of community within Los Osos. The city hosts events such as farmers markets and the Avocado festival that bring the community together. A lot of people refer to Los Osos is a “bedroom community” for San Luis Obispo and Morro Bay, meaning a lot of people live in Los Osos but work and spend time in other cities. There is strong concentration of seniors in Los Osos.



Figure 2.16 Los Osos mural, characteristic of the Los Osos artistic community

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Chapter 3

Community Outreach

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3.1 Introduction to Community Outreach

To understand the community wishes and concerns for Los Osos and the specific design areas, multi-faceted community outreach was completed. Surveys, interviews and community meetings were the main tools used for community outreach. The information gathered was helpful in guiding the next phase of the planning process; it generated appropriate design proposals for the specific areas, which attempt to coincide with the public interests (see Chapter 4).

On-street surveys were completed in-person, with random bystanders in Los Osos. Those surveyed were asked to answer general questions about their perceptions of Los Osos and its functions. They were also asked to sketch a map, from memory, of the area(s) that best represents Los Osos (see appendix). Another survey, hosted online by Survey Monkey, increased the community's ability to participate in the survey process. This survey asked similar questions to the in-person survey completed earlier, on the streets of Los Osos.

Interviews with the Los Osos Community Advisory Committee were also administered. The interviews helped gain unique insight into the issues present in Los Osos from the viewpoint of an active organization of local volunteers.

A community meeting was held in Los Osos as a method of engaging citizens in the planning process. Four tables were set up during the meeting for the four specific design areas of interest: Baywood, South Bay Blvd, Los Osos Valley Road, and Wayfinding. Presented on each table were maps of the specific area and paper for the community members and students to discuss ideas, challenges, wants and needs for the the particular area of interest.

3.2 Field Surveys

As part of analyzing and gaining understanding of Los Osos, students surveyed 61 people on the streets (See Survey Template in the Appendix. The surveys helped students learn how often people spend time in Los Osos and what elements of Los Osos they consider most important. The surveys covered what community members see as the most distinct aspects of Los Osos and how they would describe the city to someone who has never visited it before. They were asked what features and landmarks represent Los Osos best, what the most important streets are, and where people go and what they do when they are in Los Osos. They were also questioned about what they would like to see changed and what they would like to keep in the area. On the back of the survey, interviewees were asked to sketch mental maps of how they personally view Los Osos (see appendix).

The survey answers were put into graphic representations known as a computer application called Wordle, illustrating hierarchy among answers from all of the surveys collected. The answers that are most common are biggest and recede in size where they are most unique. The figures on the below are the results from the survey starting with Figure 3.1: the most important features in Los Osos, Figure 3.2: the most distinct aspects of the city, and Figure 3.3: the important streets.



Mental Maps

After going through the 25 maps drawn by Los Osos residents during the on-street surveys, the class was able to sort the maps into three categories based on their level of detail and the information depicted. The categories were: gestural, orienting and descriptive.

Four of the maps were considered gestural because they focused mainly on a feeling or specific aspect of the city that had some sentimental significance, not displaying typical characteristics of a map. Half of them incorporated a heart in their drawing, evidence of their connection to the city and community. The other two maps showed a more physical approach to an emotional connection to a place by drawing the beach and the bay, places that clearly represented Los Osos for the illustrator.

The orienting maps category ended up with thirteen sketches, half of the total number of maps. These drawings consist of a basic representation of Los Osos as whole and its physical boundaries. They tend to portray the city's main streets, for instance all of them showed Los Osos Valley Road and South Bay Boulevard, and most also displayed some other streets; such as 9th and 10th Streets or Santa Ysabel Ave. They also referenced some of the major features of the city, such as Montana de Oro, the Sweet Springs and the street grid of the main residential area.

Lastly, the most detailed maps were grouped as descriptive maps. These exhibited all the characteristics presented by orienting maps but they also identified different areas of Los Osos based on their most prominent aspects (residential, commercial). They also point out landmarks and buildings that serve as reference points to help navigate through Los Osos. These maps demonstrate a deep knowledge of the city, visible through the very detailed depiction of the internal and external nature of the area.



3.3 LOCAC Interviews

Eight interviews were completed with members of LOCAC. This varied group of elected and appointed officials had a wide range of ideas regarding what was important, what should be improved up and what be changed. There were also a variety of answers their top three preferences for public works projects and parks and reaction project.

LOCAC described Los Osos as an individualistic, detached, tranquil, small old beach community that was a doorway to the beautiful state park Montana de Oro. They consider the town to be quiet with an appreciation of nature as Sweet Springs sits in the west corner of the town and Elfin forest to the north. Some members of the LOCAC uniquely enjoy the lack of sidewalks as it brings a distinctive character to Los Osos. Another thing that was mentioned was that the town had a “funky” feel, and in a good way. Similarly, they said that people aren’t afraid to be individual.

Some features that LOCAC members considered to define the town included much of the natural features, 2nd street, and the Baywood area.

The three most important streets to the members were Los Osos Valley Road, Santa Ysabel, and South Bay Boulevard.

Community members often gather at farmers market on Monday, and families drop their children off at a lawn in front of the Maya Restaurant on second. Montana de Oro, Sweet Springs Preserve and Elfin forest are a common attraction for visitors. The Sea Pines Golf Resort hosts a series of concerts for the community to enjoy; however, there is no defined spot for the community to gather. The library and community center sit in the middle of town, but are under-utilized and need expansion.

There were a few things that LOCAC members feel need to change. An important one is that the main roads lack sidewalks and bike paths in many areas. This forces those thoroughfares to become very auto-oriented. A big issue of late has been the lack of a sewer system, and opinions are divided on that. There are not many parks in the area, so they would like to see more to build community and promote recreation. Also, the lack of street lights is a security issue, but not much can be done about that because of property line standards. Although navigation

through the heart of town may seem easy on a map, dead ends and incomplete streets make for confusing wayfinding.

There are many aspects of Los Osos that the Council members wish to keep. Many people expressed a desire to keep the trees, while the community center and library came in a close second in popularity. The charm of 2nd Street along with the Baywood shops and Farmer’s Market were also very important. The many trails and overlooks, the golf course and parks were mentioned as being vital to keeping the emphasis on natural and outdoor activities of the community. There is also a strong desire to keep the residential streets free of sidewalks.

In addition to all of the above, the members of LOCAC mentioned several public works projects that they would like to see put in motion. The main one was the sewer, which was understandable. Second was the addition of underground utilities with a T1 communication line. Another one was applying streetscaping and landscaping on Los Osos Valley Road. As mentioned above, bike paths and sidewalks are lacking, which makes the town pedestrian-unfriendly. Many segments of streets are unpaved, so the LOCAC members wanted more work done on that.

Also, they would like to see expanded parks and rec facilities, especially a dog park (considering the massive dog presence) and community pool. They would also like to have an expanded library that would have a community room for the residents to use as a meeting facility.

Our interviews with the members of LOCAC have concluded the community would like to have some development while maintaining the town’s unique character. The LOCAC members wish to expand the city on its defining characteristics, while also never losing sight of the small town feel. The surrounding nature and beauty must be taken into consideration. While they would like to modernize and add more amenities to the community, they also want to keep any future development that would attract tourism to specific areas. This would allow their individual neighborhoods to keep their inherent identity.

3.4 Community Workshop 1

On Thursday, October 11 from 6pm to 8pm, the first community meeting was held in Los Osos at Monarch Elementary School. The purpose of the meeting was to understand what the community members like about Los Osos, what they would like to improve, and also to identify any pressing wants they have for the city, particularly for the three specific areas and for general wayfinding and signage. Twelve citizens came to the meeting. Before starting, they were asked to participate in specific activities and they were asked to respond to the same survey that was handed out during the awareness walk.

At the meeting, there was a table for each area and for general navigation. Students facilitated the dialog with the community members at the Baywood, Los Osos Valley Road, South Bay Boulevard, and Wayfinding tables.

The discussions and conclusions reached by each table are summarized on the following pages. Each area's teams assessed the community's opinions and created a map that depicted the most important things that the community meeting participants discussed.



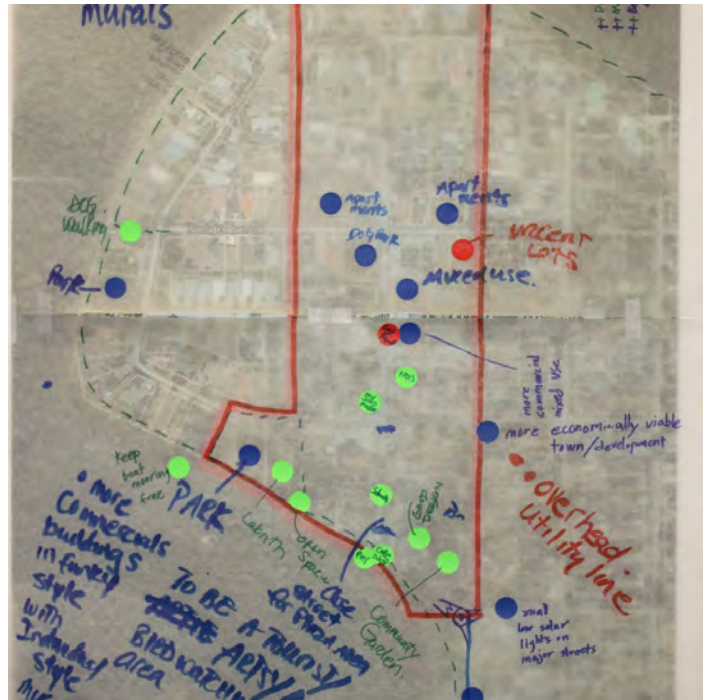
3.4.1 Findings on Baywood

The Los Osos community meeting helped the Baywood team gather information directly from Los Osos residents. In order to understand what is important to community members, the discussion was focused on what the community members want to keep, what they want to change, and what they want to add to Los Osos. The team focused on the downtown Baywood area of Los Osos.

The citizens of Los Osos had many aspects that they want to keep intact in the Baywood area, ranging from local businesses to coastal access to murals. One of the more important characteristics that they wanted to keep was the dog friendly neighborhood. Many individuals enjoy walking their dogs throughout the day so keeping that atmosphere is essential to the town. Another feature the residents want to keep are the various local businesses. Certain ones that were highlighted were Nois, a Thai restaurant, local bakeries and coffee shops existing on 2nd street. The residents were also vocal about keeping the sidewalks and adding more to facilitate pedestrian travel. Lastly, the residents wanted to keep existing open space, making sure that not every available land area is built on, in order to keep the small town and slow-paced feel of the city.

After asking what the citizens wanted to keep, the team moved on to what to change about Los Osos-Baywood. One main aspect was the numerous vacant lots scattered throughout Baywood. Residents felt that the lots could be better maintained and perhaps even developed to the standards that they approve of. Another idea that ties in with vacant lots is lack of businesses. Citizens felt that the area could use more economic development. Another element that was discussed was that the overhead utility lines can be somewhat of an eyesore to residents and their downtown area.

The dialog ended with what the residents want to add to the Baywood area. The main points they focused on was constructing a public park near the bay, providing more sidewalks and crosswalks, and building mixed-use apartments. A public park would enhance the coastal access at Baywood and make it more visually aesthetic to residents and dog walkers. Additional sidewalks and crosswalks would allow more safety for getting around Baywood. Also, mixed-use apartments would increase commercial business for the area while also providing housing for residents that want to live in that area.



BAYWOOD AREA:

<p><u>want to keep:</u></p> <ul style="list-style-type: none"> various ^{local} businesses streets, no sidewalks murals 	<p><u>want to change:</u></p> <ul style="list-style-type: none"> vacant lots overhead utility wires
<p><u>want to add:</u></p> <ul style="list-style-type: none"> dog park / public park (by bay) community gardens connection to sweet springs possible plaza or park commercial buildings pedestrian bike 	
<p><u>NOTES:</u></p> <ul style="list-style-type: none"> Noi's various businesses mixed use live/work 	
<p><u>IDENTITY:</u> Place where people come out of enjoying Los Osos</p> <ul style="list-style-type: none"> Tourist-related artsy funky 	

Figure 3.4 Community workshop 1 Baywood findings

3.4.2 Findings on South Bay

At the community meeting the South Bay team learned what residents enjoy about the Southbay area. The community likes the location and views from the Southbay area. They appreciate the neighborhood feel of the area, oak trees and open space feel of the area. As a result, residents would like natural features to be preserved and enhanced.

The Southbay team also discussed what the residents of Los Osos would like to see in the area. The community members said they want to preserve the open space area of South Bay and add some light commercial or mixed-use development. Due to the lack of water supply to the area, they concluded that it wouldn't be appropriate to add apartment buildings to the area even though many residents requested to implement them. In order to preserve the natural open space feel of Los Osos, an additional dog park, community center, and other public resources would make South Bay an appealing place for tourists and residents. The community members mentioned that the El Morro Avenue bike track could be extended into a path that connects the proposed open space dog park and light commercial throughout the site. This path would also be landscaped and offer amenities such as seating areas and large oak trees. The residents would also like public restrooms, and to remove the overhead wires in the area. Overall, the residents want the Southbay area to be a more aesthetically appealing place for both residents of Los Osos and tourists in the area.

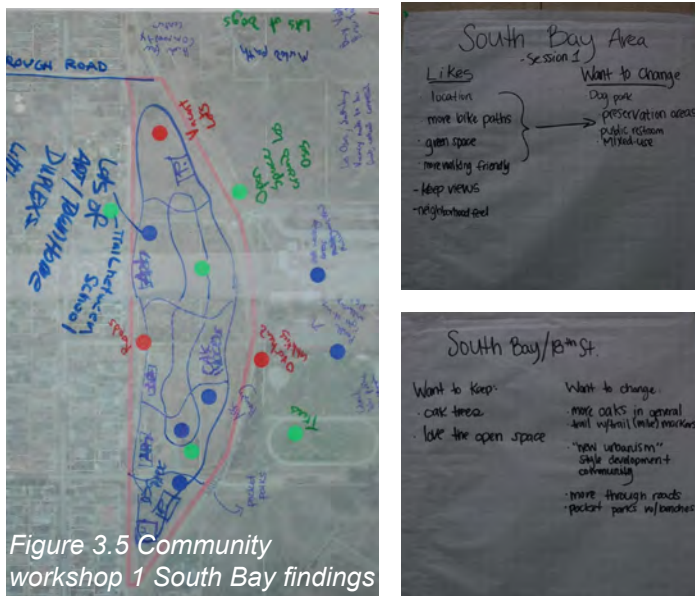


Figure 3.5 Community workshop 1 South Bay findings



3.4.3 Findings on LOVR

In order to grasp an understanding of what the community members like about Los Osos, the discussion first focused on what the residents want to maintain in Los Osos. The residents of Los Osos want to keep Los Osos Valley Road as the main business district. Residents also mentioned that LOVR provides a beautiful viewshed that needs to be protected. This is an area where local businesses are encouraged to operate in. Residents appreciate how Ralph's parking lot is screened from the main road and hope to continue to keep that pattern in the future.

There are many aspects of the LOVR business district that residents want to improve upon. They want the business district to become a walkable "downtown." To achieve this goal, the citizens decided that the roads need to be improved and a parkway with safe sidewalks and crosswalks should be developed. They would like to see more interesting destinations on LOVR that encourage parking at one destination and walking throughout the business district. In order to accomplish this, they would like to move the industrial businesses out of the immediate area. Community members are concerned with the speed of traffic and feel that it creates a dangerous atmosphere. To help solve this problem, they would like to implement mitigation measures including narrowing the street and adding stop signs or traffic lights. Another idea that was discussed to reduce the speed of traffic on LOVR is implementing a Roundabout on the intersection of

South Bay and LOVR. They would also like more planted medians on LOVR.

The Community of Los Osos sees the LOVR business district area as gateway into the community and the main road into Montana de Oro. Thus many residents see this area as a great potential to attract tourism and create a city center for the residents of Los Osos. Hence, they would like to see improved commercial development with varied architecture and higher building limits to achieve their desired architectural aesthetics. The residents of Los Osos want to keep this area as the main business district. LOVR provides a beautiful view shed that needs to be protected.

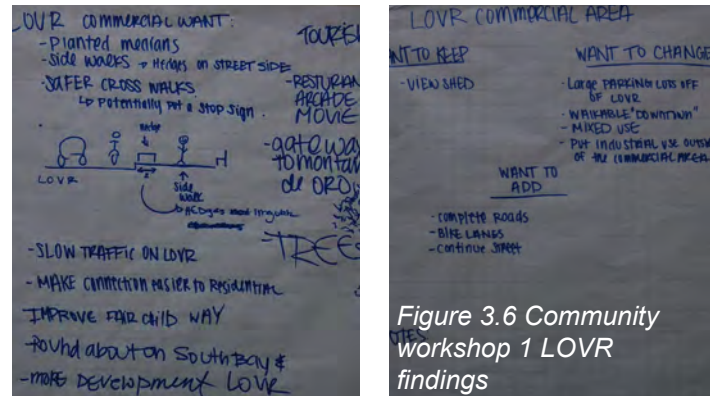


Figure 3.6 Community workshop 1 LOVR findings



3.4.4 Findings on Wayfinding

The wayfinding table concluded that people agreed that Los Osos needs to work on sidewalks in the LOVR commercial area. This conflicts with the information gathered during the Awareness Walk, when many residents complained about the continuity of the sidewalks. Community members also agree that wayfinding is an issue in Los Osos and more needs to be done to help people find their way. The participants also expressed that they would like to see the Baywood district develop more.



Equestrian Routes By Bay
Navigation around roadblocks
Mixed-use by South-Bay Blvd
Pathway East-West animals
& Damage

Figure 3.7 Community workshop 1 wayfinding findings

3.4.5 Overall Findings of Workshop 1

Some overarching community wants became apparent after compiling the community meeting findings. There are important community wishes discussed for all of the specific areas. Those community wants are to make Los Osos more pedestrian and dog walking friendly, and to make the city more aesthetically pleasing, using varied architecture and mixed-use buildings. Residents also spoke of wanting to have more interesting commercial uses in the Baywood, Los Osos Valley Road, and Southbay areas. The community enjoys their open space, natural landscapes and viewsheds; they would like to preserve this as much as possible.



3.5 Internet Based Survey

The class used the services of Survey Monkey.com to construct an online survey and make it available to the community. The online survey was opened on October 10, 2012 and closed on October 29, 2012. During that time, 66 respondents completed the online questionnaire; of those, 90% lived in Los Osos. After closing the survey the results were compiled and the information analyzed and translated to graphs. There were several questions the survey asked the respondents to answer, some of the results were inconclusive because of too few answers. The following are the results of the questions that received the most feed back.

The online survey represented an important resource to open the discussion on the future of Los Osos to wider audience. A link to the survey was made available through the local website as well as through fliers distributed to the community, and by direct emailing. (See appendix for more survey results)

Transportation

Forms of transportation frequently used by the online survey respondent group to travel within Los Osos were as follows: 90% regularly drive, 56% regularly walk, and 23% regularly bike to their destination.

Things to Keep and Things to Change

When asked what about Los Osos the respondents wanted to change, the dominant theme was the quality of the roads and the street system in general, followed up by open space and parks.

When asked what about Los Osos they would like to remain the same, they indicated the importance of local landmarks, such as Sweet Springs, Elfin Forest, and the

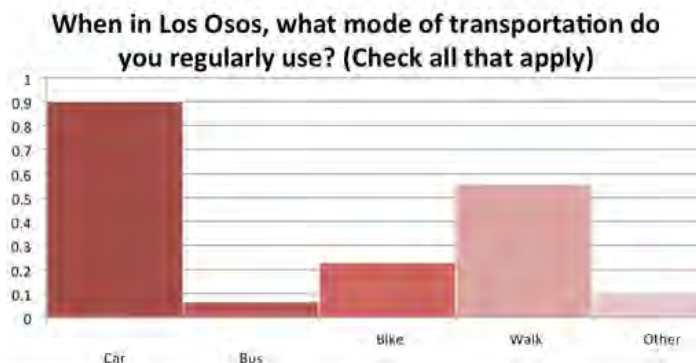


Figure 3.8 Transportation survey results

Baywood area, as well as a desire to preserve open space and the quality of nature and the outdoors.

Things That Could be Improved

Survey respondents were also asked their opinion on the suitability of various uses, seen in the graph; among the top desired uses were public parks, local shops and boutiques, eateries and dining, and entertainment and recreational facilities; the least desired use was big box stores. (0 is least desirable, 5 is most desirable)

Important Features

When asked to describe Los Osos as a community respondents often indicated that the importance of the community, the outdoors, and the small town feel as the town’s most important aspects. The three most important features of Los Osos are Baywood Waterfront (80%), Elfin Forest (48%), Los Osos Valley Road (25%).

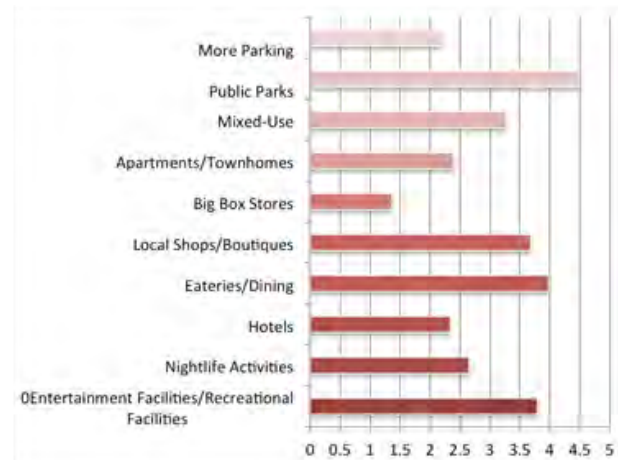


Figure 3.9 Things that could be improved survey results

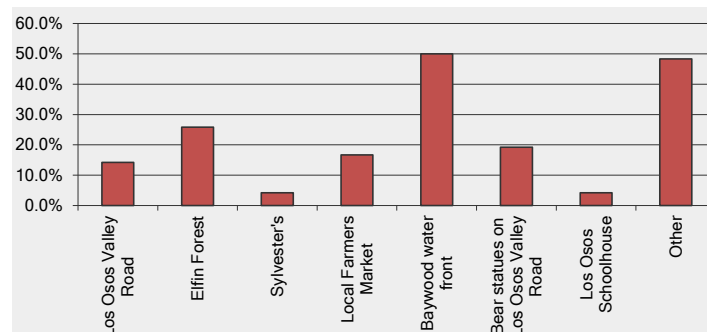


Figure 3.10 Important features survey results

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4.1 Concept Development

Based on the results of the previous phases (chapters 2 & 3), the class began to discuss possible solutions and design scenarios for the three project areas and for general wayfinding and circulation. First, students used survey responses, interviews and community assessment to guide conceptual development. Next, students discussed and adopted the five urban design categories discussed earlier: imageability, legibility, accessibility, human scale, and social factors as overarching design principles. The conceptual development was also inspired by case studies from other communities that the teams preformed. The case studies exemplify the application of important design principles, their practical results and how they could inspire solutions for Los Osos. (See appendix for case studies.)

Students worked in teams of three. Three teams were assigned to develop alternative proposals for Baywood, two teams assigned to South Bay, two teams worked on LOVR Commercial Area East, two teams on LOVR Commercial Area West and one team developed a proposal for general wayfinding. Each team created a list of design goals and a conceptual diagram of their draft proposal for their specific design area.



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4.2 Baywood Alternative 1

Team Goals

1. Increase the residential density by adding multi-family cottage dwellings.
2. Develop public gathering spaces to create a sense of place.
3. Increase public art to enhance the artistic nature of the area.
4. Add “interactive” art along 2nd Street to build enthusiasm for creativity.
5. Provide “gateway” entrances to the district to enhance the spirit of the area.
6. Provide low impact development streetscaping along the sidewalks and in the proposed parking areas to minimize run-off.
7. Encourage more patrons at the Farmers Market by providing a safe, friendly environment, and places to gather, dine and enjoy live music.
8. Provide safer pedestrian access from Santa Maria and Santa Ysabel, by creating a continuous sidewalk separated from the street.
9. Add to the experience of Baywood Park by extending the boardwalk farther around the Bay.



4.4 Baywood Alternative 3

Team Goals

1. Create a bay side open space area with a dog park and boardwalk stage for local performers and residents to enjoy.
2. Create a cohesive pedestrian connection extending throughout the site by using different textured pavements, sidewalks, crosswalks, as well as create a pedestrian promenade on Santa Maria Avenue from 2nd to 3rd Street to complement the existing Farmer's Market.
3. Create a central downtown area with a variety of commercial uses that transitions to mixed-use and then to residential uses toward the North end of the site.
4. Create a series of parks connected to 2nd Street to display local art and native vegetation
5. Create a more inviting streetscape with central on-street parking, bike lanes, wide sidewalks, and areas for outdoor dining.



4.5 South Bay Alternative 1

Team Goals

1. Create a public gateway which is inviting to visitors as they travel along 18th St.
2. Utilize open spaces by highlighting the area's existing viewsheds.
3. Create a small commercial area which will facilitate the needs of pedestrians and bikers visiting the park.
4. Expand on existing bike paths to create more access points to and from South Bay Blvd.
5. Create a small single family residential development which will fit into the existing site topography.



4.6 South Bay Alternative 2

Team Goals

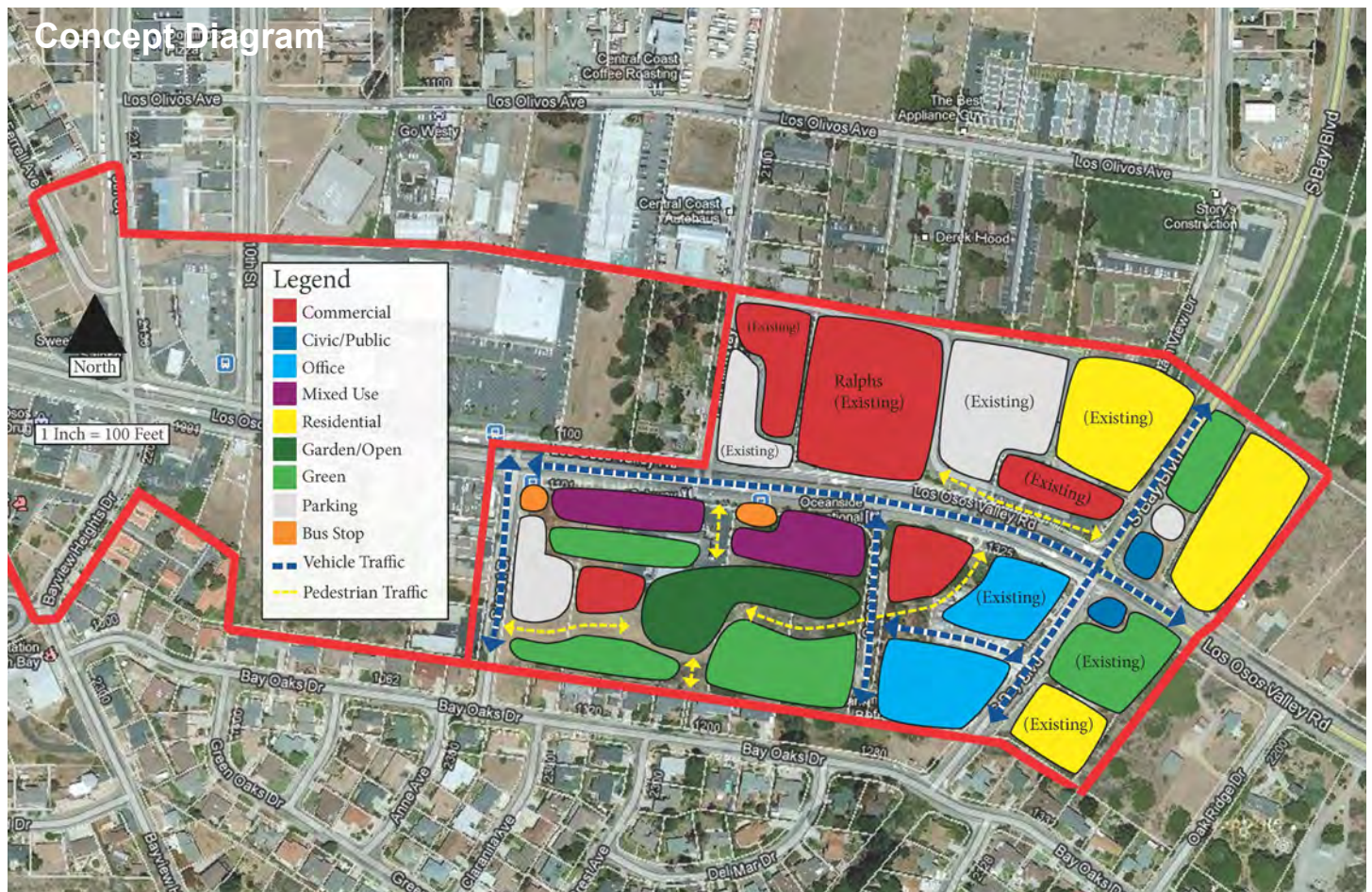
1. Create a large open space for families to enjoy, which is also dog friendly.
2. Enhance community interactions through the addition of a community center that includes a sport court, recreational facilities, and a teen center.
3. Preserve natural land for the Kangaroo Rat and the Morro Shoulderband Snail.
4. Increase accessibility and connections by constructing an intersection at Pismo and South Bay Blvd.
5. Build additional residential homes to reflect the current neighborhoods.



4.7 LOVR East Alternative 1

Team Goals

1. Enhance existing architecture and development with facade updates and the addition of vegetated elements.
2. Add a variety of uses in walkable proximity to existing residential.
3. Create common public space that fosters community events and a social atmosphere.
4. Use existing land contour and environment opportunities to shape the structure of development and uses.
5. Create a sheltered pedestrian access-way to the Los Osos Valley Road commercial hub for local residents.



4.8 LOVR East Alternative 2

Team Goals

1. Land Use

Diversify the area with mixed use and commercial areas to turn the area in a possible downtown.

Increase the density of the area with residential/office area to modify the image of the area and create more dynamic place.

2. Circulation

Reduce the traffic on Los Osos Valley Road, and create an opportunity for a diverse downtown.

Promote a walkable downtown.

3. Aesthetics

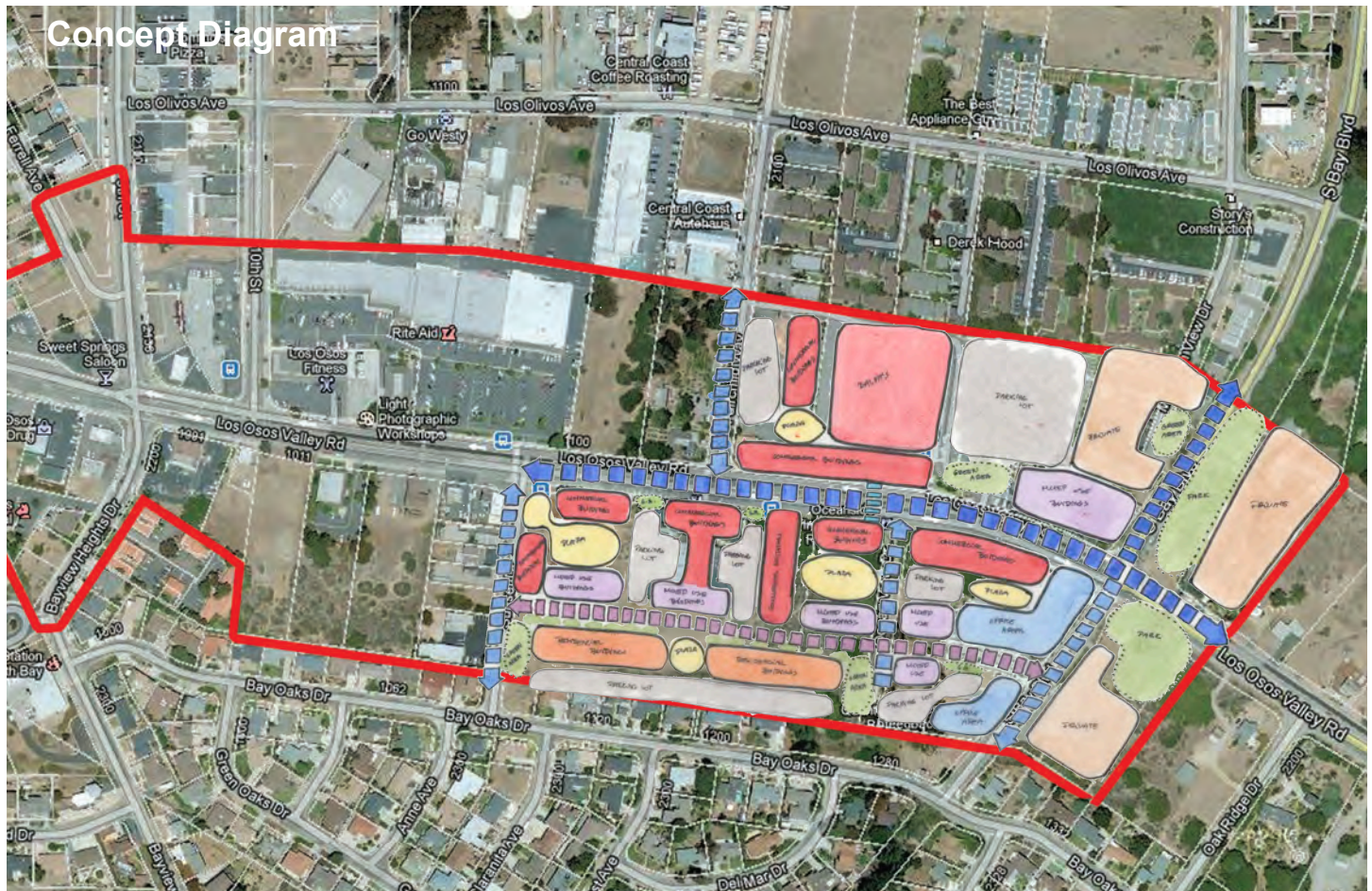
Create a sense of unique identity, and a distinctive characteristic to the area.

Create a portal entering the city; like a welcoming entrance into the Los Osos community.

4. Sustainability

Get citizens out of their cars and providing a more pedestrian friendly environment. A focus to become less dependent and cut down on the amount of trips in a car by using mixed use.

Increasing the building density, while also maintaining the surrounding nature and preserving open space for a more walkable environment.



4.9 LOVR West Alternative 1

Team Goals

1. Create appropriate uses for a vibrant business district.
2. Improve upon the existing identity.
3. Encourage alternative modes of transportation.
4. Propose traffic calming measures.
5. Plan continuous pedestrian and bike routes.
6. Promote open space and water-retaining materials.



4.10 LOVR West Alternative 2

Team Goals

1. Pedestrian Promenade to promote walkability along LOVR.
2. Local art and entertainment to strengthen community identity.
3. Open space and park are proposed for outdoor activities.
4. Mixed-use that provides a transition into LOVR from residential areas.
5. Transit hub to promote public transportation and provide information to visitors.



4.11 Wayfinding Alternative

Team Goals

Improved Streetscaping on 2nd: Seeing that 2nd St is the main thoroughfare in Baywood, it should be as attractive, traversable, and welcoming as possible. This can be done through adding sidewalks and widening existing ones, planting more trees and adding landscaping, and general improvements.

Extension of pedestrian paths down El Morro: Currently, the exclusive bike/pedestrian path ends at 12th St and becomes a roadway. Pedestrians in particular may be deterred from continuing their journey on El Morro, so the addition of a sidewalk would remedy this.

Additional traffic lights on South Bay Boulevard: Slowing down traffic on the northbound stretch approaching the intersection of South Bay and El Morro, where the middle school is located, will enhance safety for pedestrians in the area. A system can be devised in which the lights are more strictly regulated during peak school hours. The proposed addition would occur on the intersection of South Bay and Pismo.

Extension of Palisades to Ramona and 4th: This will provide a quicker, more efficient way to get to Baywood from Los Osos Valley Road. Extending Palisades Avenue to connect with 4th at Ramona will allow for better traffic flow, freeing up the existing routes.

Extension of 11th Street to LOVR: When there is an opportunity to redesign the shopping area in front of LOVR, we are proposing that 11th street continue into LOVR. This will allow direct access for residents to enter the LOVR area.

Roundabout on LOVR and South Bay Blvd : The placement of a roundabout on LOVR and South Bay Blvd will help slow down the drivers that are coming into Los Osos. This roundabout will serve as a main entrance into Los Osos and it will create a landmark. We can also suggested put in a sculpture in the middle of roundabout to create another landmark.

4.12 Community Workshop 2 Findings

After conceptual development was completed, the diagrams, team goals, and concepts from the case studies were presented at the second community meeting for response. The second community meeting was held on October 29th, 2012 at Monarch Elementary School. Approximately 13 community members attended.

Each team presented their conceptual diagrams, team goals and inspirations to the public. Community members were encouraged to write down specifics about what they liked and disliked from each team's diagram. Feedback was received from the community and used to influence the final design phase. After receiving feedback on each of the individual diagrams, the teams came together and discussed the various comments made about the project sites. The feedback received from the community follows.

Baywood

- Incorporating public and dog parks.
- Including more public art throughout the area.
- Improved public facilities such as restrooms and information kiosk.
- Continuing with the original small town feel by keeping larger setbacks on commercial development.
- Keeping the small town beachy character of the area.
- Producing a natural sidewalk to allow a more seamless transition between vehicle and pedestrian traffic.
- Developing a venue for public events located by the pier.
- Public parking lots or on-street parking.
- Pedestrian connection to Sweet Springs possibly by the implementation of a boardwalk.
- Encourage mixed-use development.
- Encourage development on vacant lots.
- Improve wayfinding and signage.
- Expanding farmer's market for the local community.

South Bay/18th Street

- Pismo Avenue intersection is an existing staging area for sewer
- There is a need for sports complex because Los Osos Middle School isn't interested in working with adult softball and soccer organizations
- This site would be appropriate for a community pool since there aren't any in Los Osos
- The direction of the bike path going vertically through the site will depend on existing topography
- Commercial area must be walkable
- Need to research how many miles away site is from LOVR Commercial/downtown
- Create buffer for residential homes on 18th/Pismo
- Make sure to include oak trees in landscape design, they are the signature trees of Los Osos
- Decide whether proposed residential will follow the architectural styles of existing residential or use the coldsack formation
- South Bay is an architecturally-sensitive area, therefore open space should be preserved
- Designate parking spaces for park and sports complex
- Preserved area should have split-rail with opening and no bikes allowed
- Due to the vacancy issue, consider taking out residential area



LOVR

At the second workshop, community members generally agreed with concepts presented by the LOVR commercial area teams. Ideas were fine tuned between the community and the teams, and new ideas were also brought to light. Primarily, residents want a vibrant, walkable downtown core with appropriate uses along LOVR, which transitions to the residential areas beyond. Below is a list of ideas conceptualized by the design teams and agreed upon by the community, as well as new comments and ideas brought up by the community at the second meeting. A parking structure would be a good alternative to standard parking lots

- Three stories along LOVR is okay as long as massing is tactful and not overwhelming
- A Town Center/Plaza will help create a good core
- 11th Street connection to LOVR just pedestrian?
- Water is short, so low impact development is crucial
- Add a transit center/car sharing/bike lockers at popular bus stop at 10th Street
- Have more residential uses closer to street
- Assisted living option downtown would be nice
- Enhance streetscape along LOVR
- Like emphasis on pedestrian walkways – especially to make LOVR more friendly
- Pedestrian and bike friendly LOVR is necessary
- Add separated bike lanes to LOVR



- Planted medians and bulb-outs are needed to make crossing LOVR feel safer
- Like the ideas on paseos/alleys – activate with live/work, shops or studios facing walk alleys
- Trees along LOVR are encouraged to soften the exterior of buildings
- Community gardens are something the community have used/ will use heavily
- Outdoor seating is difficult at night because of cold weather
- Stop signs along LOVR to stop traffic periodically could help reduce high speeds
- Community members liked the smaller scale of LOVR commercial and mixed use
- Concentrating on height of the buildings at the corner of LOVR and S. Bay to create an entry point to the town
- Do not reduce traffic on LOVR, but slow it down.
- Community members questioned the idea of a bridge because they thought it was too big and inaccessible
- Residents like the idea of a roundabout at the intersection of LOVR and South Bay
- Intersection of LOVR and South Bay, fill all 4 corners with multistory buildings
- Create an artsy downtown
- Southern slope parallel to LOVR, community members want landscaping and wild open space
- Great idea to promote the idea of Los Osos being an artist's community
- A system of open spaces and parks encourage connections and outdoor activities
- Increase housing options (i.e affordable housing) and mixed-use as a transition between LOVR and residential areas.
- Parking in the back is good
- Higher density residential to attract a lot of residents and people
- Surfers that come through LOVR to go to the bay need uses or signs that attract the surfers to hang out

Wayfinding

Idea 1: Extension of 11th St to LOVR

Most people approved of this idea. A traffic light would most likely have to be added, which would require the removal of the lights on 9th and 10th to optimize traffic flow. People agreed that a north/south arterial is greatly needed in that area.

Idea 2: Extension of Palisades to Ramona and 4th

People also approved of this idea. One woman pointed out that because that intersection has an odd geometry, adding a roundabout or even a triangle, as well as a stoplight, would be extremely helpful.

Idea 3: Improved streetscaping on 2nd

The general consensus was that improving Baywood was important for attracting visitors. In light of all the events held in that area, as well as on normal days with the shops and businesses, making it look nicer would help a lot.

Idea 4: Extension of pedestrian paths down El Morro

People said that one of the best characteristics of the numbered streets neighborhood is the unpaved pedestrian paths. Therefore, they want preservation as well as extension.





Chapter 5

Design Proposals

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5.1 Introduction

In the final phase of the design process, the teams compiled all of the information gathered in the previous chapters. The information heavily influenced the designs for their final proposals, which will serve as idea generators and examples for potential redevelopment within Los Osos. Three alternative designs for the Baywood area, two alternative designs for the Southbay Boulevard area, two alternative proposals for East Los Osos Valley Road, another two alternative proposals for West Los Osos Valley Road, and a proposal for circulation and wayfinding were completed.

Every alternative design proposal has its own vision statement that the team set as the main theme for their designs. Each team explained the reasoning behind their design in a final report. The reports accompany renderings and a final site plan of their design.

After finishing the final design phase of the project, the Community Design Lab held a community meeting on December 3, 2012 at 6:00pm, at the Los Osos Community Center, to display and to showcase their proposals to the community. Each team put together a poster that would be displayed at the meeting and a handout with elements from their proposal that the community members could follow along with during the presentation.

About 30 community members came to see the final presentations. Each team gave a five minute presentation of their proposal. After the presentation, community members were invited to walk around the room to give their opinions on the team's design posters. The feedback from the community was almost entirely positive, they shared with the teams what they liked and appreciated about the designs, and congratulated them on their hard work.



Figure 5.1 Los Osos Strategic Design Plan logo created by the students

5.2 Baywood Alternative Proposal 1



Design Team: Kimber Gutierrez,
Bailey Randall
Erin Murphey

Vision Statement:

Downtown Baywood will serve as a center for residents and visitors to experience local community life. The area will be enhanced by improved streetscaping and vibrant development as well as create walkable connections throughout the project site. The preservation of natural surroundings and unique local businesses will help keep the small beach town feel.

Project Description

After gathering information from the community workshops and questionnaires, the team recognized a common need for revitalization. To revitalize the Baywood Commercial Area the urban design team composed a conceptual diagram and then a site plan that encourages vibrant commercial and public spaces and capitalizes on the surrounding natural environment.

The Baywood commercial district currently consists of multiple vacant lots and forsaken buildings along with a few vital existing business. One goal as a design team is to expand on the already existing uses by either renovating or relocating them. Attracting new local businesses that will bring economic vitality to the area is another key goal of the final design proposal. The implementation of the design proposal will result in 2nd Street becoming a major anchor point within Los Osos. The street will be lined with a variety of exciting local business, public buildings, and mixed-use developments.

Presently, the entrance to the Baywood area is not very recognizable or distinguishable from the rest of Los Osos. The design team amended this by creating an art park with a series of 4 independent galleries as well as a community garden. Having public open space at the entrance to the site creates a very inviting feel. Across the street from the art park is a boardwalk lined with varying commercial uses that leads to another public park. As you continue up 2nd street more single level local commercial uses line the street with central plazas and pedestrian/bike pathways serve as a connection between the different commercial areas. To encourage social interaction and pedestrian friendliness the design team proposes closing off Santa Maria Avenue between 2nd and 3rd street to all vehicular traffic. This will create an inviting and safe pedestrian

Built Section	Land Use	Description	Number of Units	Built Size	Total Square Footage	Parking
1	Mixed Use	Retail/Residential	24	2 story	57600	124
2	Commercial	Retail, Dining	44	1 story	79112	180*
3	Public	Visitor Information	1	1 story	300	15
4	Commercial	Transit Station	1	1 story	525	15
5	Public	Art Galleries	4	1 story	2000	11
6	Public	Community Garden Office	1	1 story	500	11

* Denotes on-street parking

Figure 5.2.1 Land Uses and Statistics



promenade that can also be used for the Baywood Farmers Market.

Transitioning from the more dense commercial district of the entrance to Baywood to the low density residential was something that the design team thoroughly discussed both amongst themselves and with community members of Los Osos. In the final design proposal it was decided that there needed to be a buffer area between these commercial and residential areas. There was also an inherent need for more affordable housing within Baywood. With these two demands the design came up with a comprehensive plan for 2nd Street between Santa Maria Avenue and Santa Ysabel Avenue. The plan proposes a series of four, separate yet similar in appearance, mixed-use developments, with small scale local commercial uses on the first floor and residential uses on the second floor. This area in Baywood will not only provide more variety of commercial uses but also affordable housing which will serve as a transition into the surrounding residential neighborhood.

Throughout the final design proposal the urban design team incorporated a series of unique public spaces all accessible from 2nd Street. Each park has an individual feel and is designed for a different purpose. The entrance park on the Southeast corner of the project area consists of a small scale stage, four small independent art galleries, as well as a community garden. This park was designed to hold public events like concerts and art exhibits within the community. Connected by a paved path is another public space across 2nd Street. A labyrinth, gazebo,

dog park, and boardwalk offer many different activities for all age groups. It is a great place to enjoy the natural landscape and views of Estero Bay that Baywood has to offer. Secondary to its other purposes, the park serves as a buffer between the commercial district and neighboring residential area. There are three pocket parks further down 2nd Street. One is a tranquil garden with a waterfall, another is a basketball court, and the other is a boardwalk that looks out into the Bay. These pocket parks will give residents and visitors a place to come and enjoy the natural landscape of Baywood. A final park is proposed to be put at the corner of Santa Ysabel Avenue and 3rd Street to serve as a secondary entrance to the Baywood



Figure 5.2.2 Entrance Park

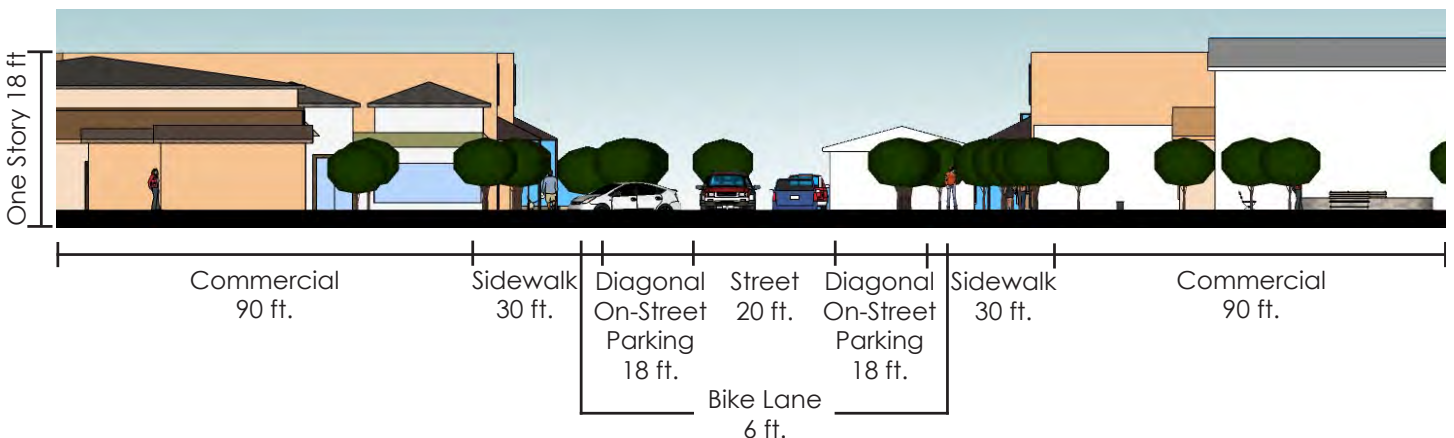


Figure 5.2.3 Site Elevation

area. By putting parks at the entrances to Baywood the design team hopes to enhance the already existent small town family friendly feel of the area.

The final design proposal as described above is designed to increase the economic vitality, develop a more dense downtown commercial district, meet the growing demand for affordable housing, and provide a variety of different public spaces that enhance the natural surroundings of the area without compromising the existent small town feel.



Figure 5.2.4 Coastal Viewing Point



Figure 5.2.5 Boardwalk along the bay and dog park

5.3 Baywood Alternative Proposal 2



Design Team: Fernando Herrera
Ian McMurtrey
Lisa Elgin

Vision Statement:

Baywood Parks commercial core will feature a mix of uses, development types, and streetscaping promoting Los Osos's eclectic and pedestrian-friendly ambiance. Open spaces for community use and civic events will support an active and inventing atmosphere, integrating it to the surrounding natural resources and the bay.

Built Section	Land Use	Description	Number of Units	Built Size	Total Square Footage	Parking Spaces
1	Commercial	Retail, Dining, Public	12	1 story	14,906	0
2	Commercial	Retail, Dining, Public	9	1 story	11,468	17
3	Mixed Use	Residential, Office	6	2 story	7,939	40
4	Mixed Use	Residential, Office, Retail	4	2 story	8,920	24
5	Residential	Single Family	6	2 story	5,550	10
6	Mixed Use	Residential, Retail	3	2 story	7,740	12
7	Mixed Use	Residential, Office	5	2 story	7,874	11
8	Residential	Single Family	3	2 story	3,960	0
9	Commercial	Dining	1	2 story	2,530	4
10	Commercial	Retail	2	2 story	3,500	4
11	Commercial	Retail	2	2 story	3,570	6
12	Residential	Single Family	6	2 story	5,850	8
13	Mixed Use	Residential, Office	6	2 story	10,000	14
14	Mixed Use	Residential, Office	4	2 story	5,120	18
15	Commercial	Retail	7	1 story	6,503	37
16	Open Space	Park	2	N/A	907	64
17	Open Space	Parking Lot	0	N/A	-	18
		On street Parking				98
Total					106,337	385

Figure 5.3.1 Land Uses and Design Statistics



Project Description

Our proposal for Baywood Park Commercial Core focuses on preserving the character of Baywood while making it a more aesthetically pleasing place to gather, play, shop and dine. The project’s major goals are to develop safe and convenient routes into the area, to encourage more pedestrian traffic on 2nd Street, to increase the amount of public art, and to add recreational opportunities for residents and visitors.

As people enter the Baywood Park Commercial Core, they will be welcomed by a gateway entrance that will help designate the district and provide a strong feeling of identity and place-making. Visitors arriving by car will be served by plenty of on-street parking and several parking lots. They will find that Baywood Park’s ambiance and the design of its Commercial Core is proper for comfortable and safe walking.

To encourage pedestrian traffic we addressed residents’ concerns for safe walking access to 2nd Street from Baywood Park. A number of residents expressed their desire to not have a sidewalk-curb-gutter type of infrastructure, and our design incorporates a safe and natural looking sidewalk along the full length of Santa

Maria and Santa Ysabel. This low impact sidewalk will be separated from the street by planted strips with native plants that will operate as swales, helping to preserve the area’s character and reduce storm water runoff and erosion. They will also serve as a safety buffer for pedestrians and bicyclists from automobiles.

Public gathering spaces are vital to support social and civic activities, and encouraging pedestrian traffic. Several areas are set aside for public gathering as our project brings in sociability and promotes commercial and recreational uses. A plaza is proposed for civic events and will also include: a dog park, seats, tables and barbecue pits, a small playground and retain the landscaped “labyrinth”. One of the pocket parks proposed is to be one lot wide enclosed by buildings on both sides, providing a quiet respite from street activities. It will include moderate landscaping, a gazebo, a small restroom facility, and seating areas to accommodate a wide range of users.

Art has long been a part of Los Osos and particularly of Baywood Park. Our project supports that by not only making the area more pedestrian-friendly, but also encouraging live-work units for artists, new galleries, and murals, sculptures and interactive art in the public spaces



Figure 5.3.2 Sketch of Cottages



Figure 5.3.4 Cottages

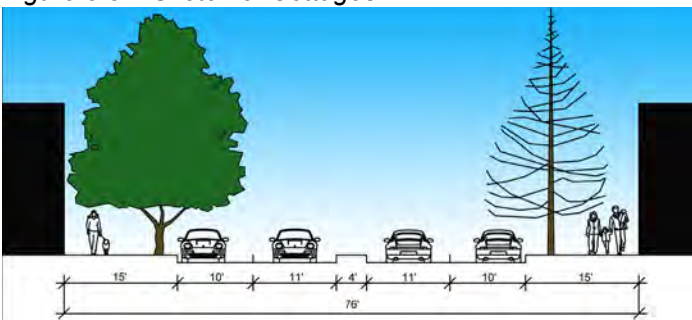


Figure 5.3.3 Cross section of 2nd Street North of Santa Maria

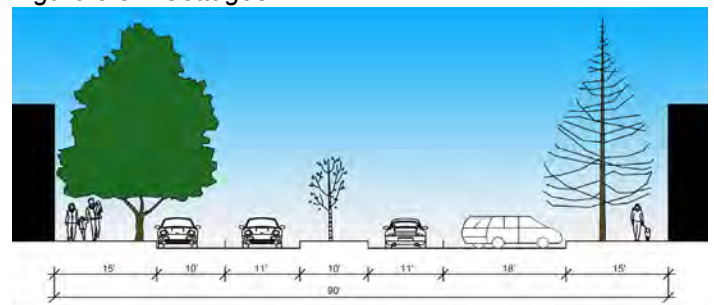


Figure 5.3.5 Cross section of 2nd Street South of Santa Maria

and parks. The main plaza, for instance, could hold larger public art displays where local artists could provide for temporary pieces.

Baywood Park is a high-quality residential area. We propose a higher residential density along 2nd Street to enhance the neighborhood effect and increase pedestrian traffic and safety. Most commercial buildings will be encouraged to have the option for live/work units. Property owners will be able to have the second floor as apartments, or build a small home at the back of the property for themselves or for an employee to live in. We are also proposing that two large lots be developed for residential use with one-bedroom cottages. They will

have a landscaped common area, garden space, and will be maintained to a standard that is compatible with the surrounding development. These cottages can serve for singles, young couples, empty nesters, or vacation homes.

Finally, our project takes full advantage of the beautiful natural setting of Baywood Park and the bay, and responds to the residents' desires of more open space for outdoor activities. We propose extending the pier further into the bay and allowing for docking of boats. The boardwalk should also be extended from its current length to the Elfin Forrest to the north and east, perhaps incorporating a "floating decks" solution to allow for tidal movement.



Figure 5.3.6 Sketch of park and boardwalk



Figure 5.3.7 Sketch of plaza

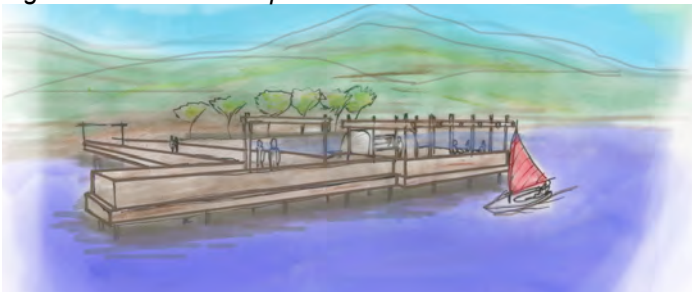


Figure 5.3.8 Sketch of pier



Figure 5.3.9 Bay side park and community parking



Figure 5.3.10 View of 2nd street

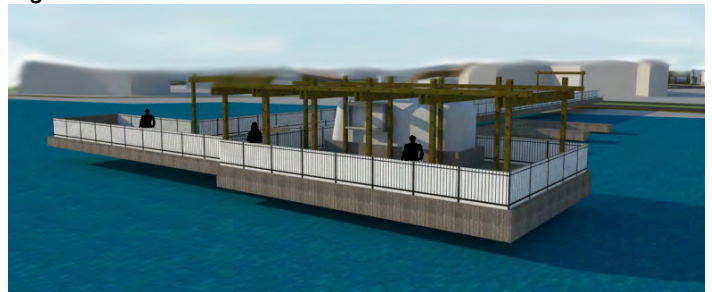


Figure 5.3.11 Pier

5.4 Baywood Alternative Proposal 3



Design Team: Dianne Acevedo
Jonathan Chiu
Kelly Cheung

Vision Statement:

The urban design team's objective was to create an inviting atmosphere that builds upon the existing commercial district and expands the surrounding natural environment. By revitalizing the commercial district along 2nd Street, the team hopes to stimulate the local economy by incorporating mixed use developments and developing vacant lots while creating a safe environment for pedestrians. Implementing natural pathways and street trees not only provide safe connections for pedestrians, but also maintains a sustainable, aesthetically pleasing urban space.

Project Description

The team's design proposal focuses on the development of the Baywood commercial area. From the responses of the questionnaire and community workshops, the team generated a conceptual diagram that creates an inviting atmosphere that builds upon the existing commercial district and expands the surrounding natural environment.

One of the goals in improving the commercial district is to stimulate the local economy by expanding on existing businesses. The existing Baywood commercial district consists of multiple underdeveloped lots and unoccupied structures; by building upon these lots, this creates an atmosphere that attracts more businesses and gives people the incentive to come to Baywood. The team hopes to take advantage of the area's potential in order to thrive. In order to do so, the team proposes additional commercial and live-work developments along the 2nd Street business district. Placing buildings against the street increases store frontage and street presence, creating a vibrant downtown. Renovation of existing commercial uses coming from the south along 2nd street is also encouraged, as it is a main gateway into the Baywood area.

An important circulation component Baywood lacks is pedestrian amenities. Therefore, the team incorporated more pathways and safety measures to create a more pedestrian friendly atmosphere. The major changes occur along the commercial district, where cars are more frequent and there is a higher chance of accidents. Some proposed improvements include street lighting at major intersections and natural pedestrian pathways and street trees at the side of the road. In order to increase safety, small street lights would be incorporated at the intersections of Santa Ysabel Avenue and 1st Street and Santa Maria Avenue and 1st Street to make it easier for pedestrians and cars to see each other without the danger of light pollution. In addition to street lights, a four way stop sign system will be implemented at both intersections to slow down the speed of traffic. Another issue the team noticed was the lack of sidewalks in Baywood. Separation of pedestrian and vehicular traffic would greatly reduce



Building No.	Land Use	Description	Units	Built Size	Square Footage	Parking
1	Commercial	Dining	24	1 story	67,400 s.f.	238
2	Commercial	Retail	10	1 story	25,450 s.f.	
3	Mixed Use	Commercial, Office	24	2 story	57,000 s.f.	30
4	Mixed Use	Commercial, Residential	25	2 story	30,810 s.f.	49
5	Commercial	Commercial	84	2 story	100,700 s.f.	38

Figure 5.4.1 Land Uses and Design Statistics

conflict. The team is proposing natural pedestrian pathways with bio-swales as a buffer between pedestrians and cars. By incorporating these pathways instead of curbed sidewalks, we can ensure pedestrian safety while maintaining the quaint character of Baywood.

Baywood is located in an area that has potential to become a signature destination. With natural preservations such as Estero Bay, Sweet Springs, and Pasadena Park all within Baywood, the team wants to provide and enhance connectivity among all of them. The team wants to implement a boardwalk extending from Pasadena park to Sweet Springs. This will provide coastal access to the natural habitat and encourage pedestrian circulation. A proposed dining area and dog park near Pasadena park will add to the overall experience and length of residents and visitors. From the questionnaires and community meetings, locals emphasized their urgency for open space and family-oriented areas. The team proposed multiple pocket parks to be scattered around residential areas and along waterfronts. This will provide multiple viewsheds of the surrounding areas and encourage interaction between

locals and visitors. A proposed community garden will be located in the downtown square, across from the plaza where Farmers Market will be held. This will enhance community activity and offer a place where people can enjoy themselves, drawing more people into Baywood.

With such a vast amount of proposed developments in the 2nd Street Commercial District, the team has discussed improvements in street access to the area. To do so, the gateways into the district must be made clear and more visually appealing. Therefore, the team recommends that landscaping be improved near and on important roads intersecting with 2nd Street (namely Santa Ysabel Ave and El Morro Ave) and additional street signage be incorporated into the main axes and major roads feeding into 2nd Street. Specifically, signage along Santa Ysabel Ave, Santa Maria Ave, and El Morro Ave, pointing the direction to the commercial district in Baywood and a sort of indicator or totem at the intersection of 2nd Street and Santa Ysabel Ave welcoming potential customers of the shops and restaurants to Baywood’s commercial district. The team also proposes that unique paving



Figure 5.4.2 Development of the commercial will revitalize the economy and vibrancy of the area



Figure 5.4.4 Dining, dog park, and boardwalk provide coastal access and outdoor recreation

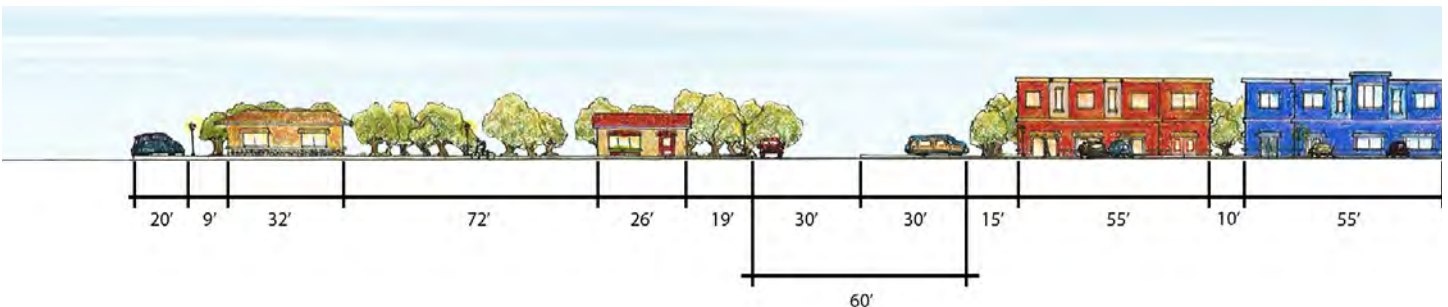


Figure 5.4.3 Site Elevation (continues to the next page)

be incorporated at the intersection of 2nd Street and Santa Ysabel to notify customers of the district to “turn here”, creating an inviting atmosphere. By creating such important features along important streets and axes, the businesses on 2nd street will be better noticed by the residents and visitors of Baywood Park, ultimately improving local economy.



Figure 5.4.5 Mixed use development features retail and dining on the first story and residential on the second story



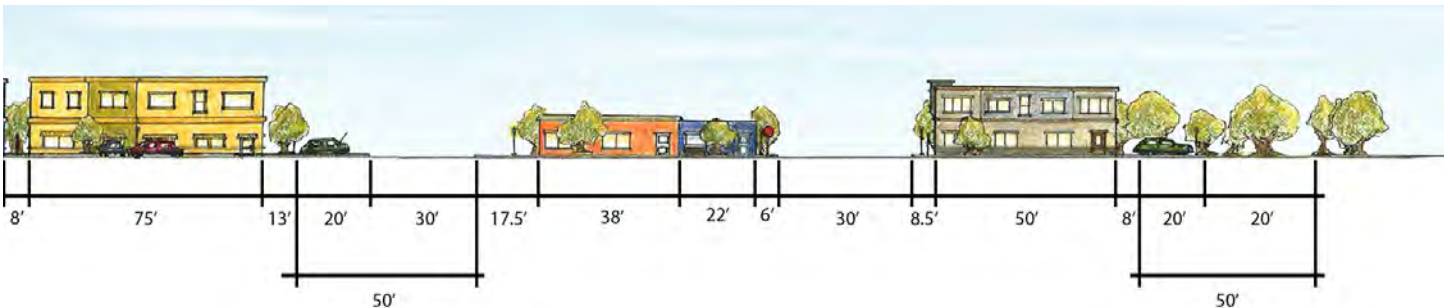
Figure 5.4.7 Intersection features street trees and textured paving to enhance the pedestrian experience



Figure 5.4.6 Plaza at the intersection of 2nd street features a Farmers Market



Figure 5.4.8 Community garden provides recreation for all ages



5.5 South Bay Alternative Proposal 1



Design Team: **Shelby Messner**
 Lauren Shafer
 Julia Hill

Vision Statement

Development between South Bay Blvd. and 18th Street will enhance the quality of life and promote community activities, through a new community center and park space in a pedestrian-friendly environment.

Project Description

The site of our project area is located right in the center of the city of Los Osos, along a main thoroughfare, South Bay Boulevard. For this reason the team wanted to ensure that the best land uses for the area be accomplished, which is what led to the teams end result of South Bay Community Park.

South Bay Community Park is comprised of different sectors that all combined together enhance the community life and friendly atmosphere that is already very evident among the Los Osos residents. The project site was broken down into different sections to fulfill each goal that the team saw important, based on feedback from local community members. The sections are: a large park area, community recreation center, small residential area, and a commercial plaza.

The park area is the backbone of the entire site because it houses a path that winds its way through the entire area to connect it at both ends. In the park there are a number of different amenities for public use. These include park benches, picnic tables, a community garden, and a dog park.

The community recreation center is integrated among the park by the way of a sport court area that includes basketball courts, tennis courts, and four-square areas. The community center has three different buildings that serve as different functions as well. There is a recreation center with a community pool and gym equipment for residents to use. There is teen center for local children to spend their days after school if they choose to do so. Being so close to the middle school, the team thought this would be helpful for children who go to school there. And finally there is a community center for overall civic uses such as town meetings or things of that nature.

Built Section	Land Use	Description	Number of Units	Built Size	Total Square Footage
1	Residential	Town Homes	20	2 story	38,695 s.f.
2	Commercial	Retail/Dining	15	1 story	32,143.4 s.f.
3	Civic	Community Center	1	2 story	13,705.97 s.f.
4	Civic	Teen Center	1	1 story	2,168 s.f.
5	Public	Recreation Center	1	2 story	8,691.23 s.f.

Figure 5.5.1 Land Uses and Design Statistics



The small residential neighborhood that the team created was done in order to create an easy transition from the existing neighborhoods surrounding the site to the project area itself. It is a fairly small area, with a roundabout at each end to keep it a secluded neighborhood. The houses proposed to be there are duplexes with attached roofs. There is also a small playground area for neighboring children towards one end of the residential area.

The final section the team created is the commercial shopping plaza. This is a small area with different commercial shops that the team hopes will be small-scale and mainly local. Having some commercial amenities here that are local and small business will help to stimulate Los Osos' economy while keeping the small town feel to the area.

South Bay Community Park is hoped to be a destination spot among Los Osos residents of all ages. Whether they are running to the store, or heading out for a dog walk, anyone is welcome.

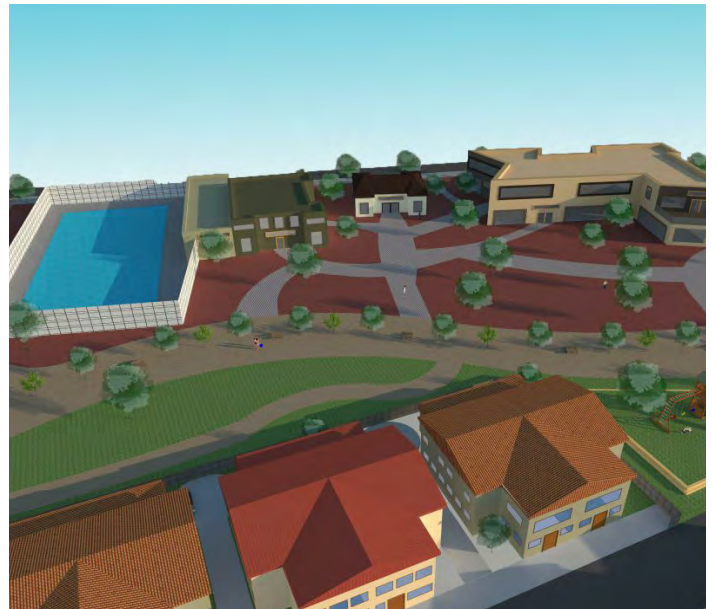


Figure 5.5.4 View of the civic center



Figure 5.5.2 Community Garden and Gazebo



Figure 5.5.5 The residential development



Figure 5.5.3 Section through the site showing townhouses (left) and community center (right)



Figure 5.5.6 Public space in the commercial plaza



Figure 5.5.8 Dog Park and pedestrian paths



Figure 5.5.7 Section view of commercial plaza



5.6 South Bay Alternative Proposal 2



Design Team: Tim McGarvey
Elizabeth Day
Sara Muse

Vision Statement:

South Bay Park will unlock the area's potential for community growth and serve residents of all ages with recreational opportunities. The park will conserve both natural resources and protect local endangered species in a way that will unite all users. Connectivity between all modes of travel will allow for easy movement throughout the park and provide connections to the Los Osos community.

Project Description

South Bay Park is located along South Bay Boulevard, one of the major thoroughfares in Los Osos, connecting Los Osos Valley Road to Morro Bay. South reflecting the results from the class surveys and responses obtained from the two community workshops, our vision for South Bay Park is to unlock the area’s potential for community growth and to serve residents of all ages with recreational opportunities. The project will protect natural resources and habitats through the dedication of open spaces for passive recreation and contemplative uses. Design will also encourage better connectivity between the surrounding community and the middle school, and provide a network of pedestrian and bicycle tracks.

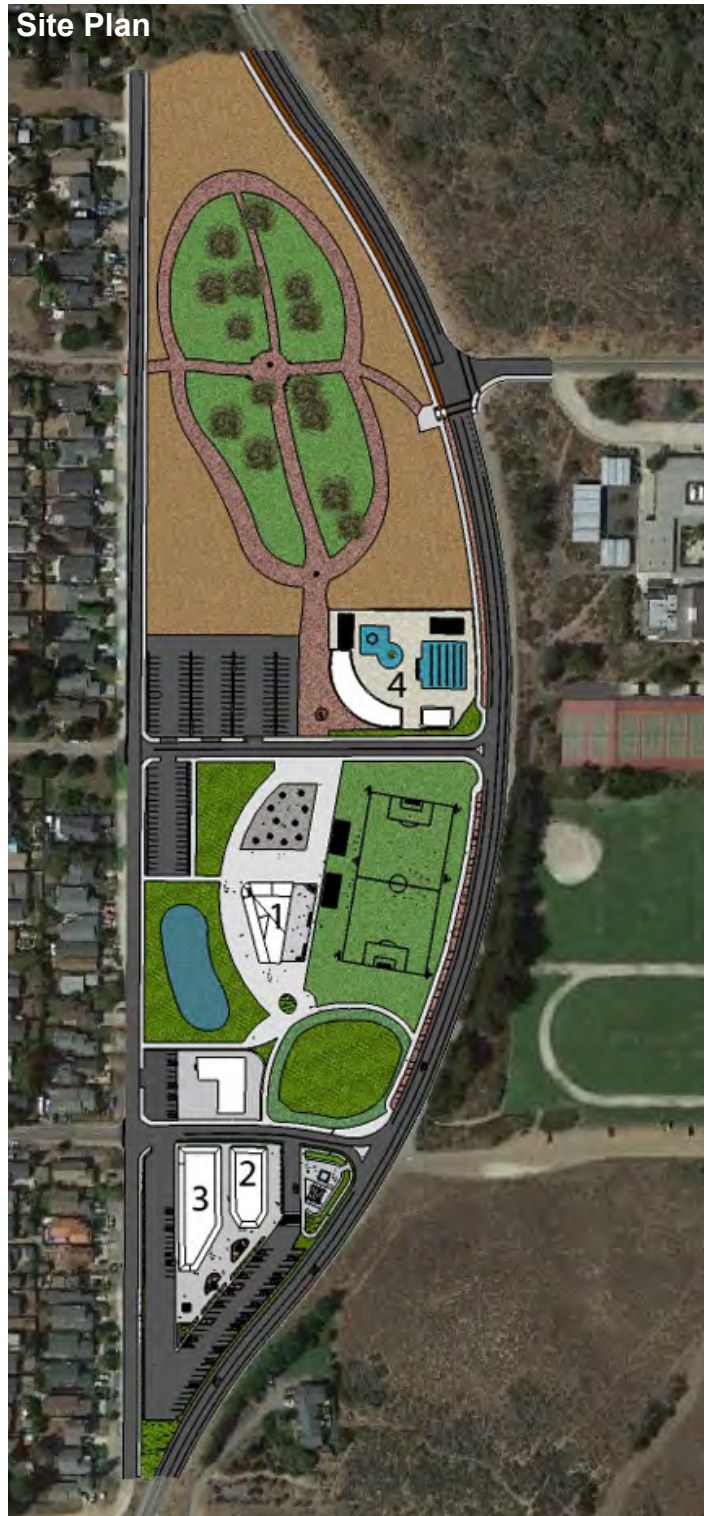
Our four main paradigms are to provide open spaces that promote a healthy environment; create a commercial area with a pedestrian-free atmosphere; preserve the area’s natural habitat; and create a network of vehicular, bicycle, and pedestrian circulation. These goals orient our design solutions towards improving community togetherness and providing South Bay and the city of Los Osos with a unique and memorable experience.

To preserve and increase open space, our proposal includes a large green space in the northern part of the site completely closed off to vehicles. This area promotes bicycle and pedestrian uses, as it provides residents with multiple bike routes coming off of El Morro Avenue. A large area oak trees mark the middle of that sector, inviting residents to enjoy the viewsheds of the mountains and of Los Osos. The bike path connects to the proposed South Bay Community Pool, where a large plaza encourages community gatherings with some seating, tables, and appropriate landscaping. The extension of the El Morro bike path, along with preservation/expansion of open space, contributes to the team’s goal to create a network of vehicular, bicycle, and pedestrian circulation.

Our project also proposes to the renovation of Pismo Avenue with pedestrian-friendly design and the extension of Paso Robles Avenue to South Bay Boulevard. This will not only provide pedestrians a safe crossing to and

Built Section	Land Use	Description	Building Height	Square Footage	Parking
1	Public	Park Facilities	1 story	4,500	40
2	Commercial	Retail/Dinning	1 story	7,000	20
3	Commercial	Retail/Dinning	1 story	12,100	25
4	Public	Community Pool	1 story	8,200	94

Figure 5.6.1 Land Uses and Design Statistics



from Los Osos Middle School, but also allow for a better connectivity for vehicular circulation.

The South Bay Community Pool responds to a desire from Los Osos residents. It will have appropriate facilities for all-ages, with its two pools: one with six lanes and one shallow pool for children. The larger pool is a 25-meter regulatory pool and the shallow children’s pool offers a beach-walk in. There will be a lounge and large locker rooms and restrooms.

Sustainability will be respected by the use of local and drought tolerant plant species, xeriscaping solutions, and permeable paving on sidewalks and parking lots. The community pool facilities will utilize solar panels and

water will be recycled for use in the gardens and parks. Bioswales will guarantee to slow down water run-off from parking lots and streets, and contention pools will be included in the design of the open spaces and parks. Tree planting along pedestrian paths and sitting areas will help in reducing temperature, making it more comfortable for users.

Additional features in our proposals are a soccer field, a large dog park, and a small café on Pismo Avenue.

The design teams feels that with the combination of feedback from the community workshop and the four paradigms, South Bay Park will enhance the image of Los Osos and become an attractive feature of the city.



Figure 5.6.2 View of northern half of South Bay Park, shows Community Pool and preserved open space



Figure 5.6.4 Overall view of South Bay Park



Figure 5.6.3 Section view of South Bay Park



Figure 5.6.5 Corner of South Bay and Paso Robles Avenue. Shows South Bay Park Community Field and Dog Park



Figure 5.6.6 Pismo Avenue Before and After shot

5.7 LOVR East Alternative Proposal 1



Design Team: Andrew Levins
Peter Minegar
Thomas Vogt

Vision Statement

The Los Osos Valley Road Commercial District East will become a center for community interaction through increased commercial and public uses. Carefully planned landscaping will enhance the existing commercial uses and facades, while also maintaining the Los Osos community feel. The creation of new public and commercial spaces will respond to the growing needs of the community.



Building Number	Number of Stories	Ground Floor Use	Second Floor Use	Third Floor Use	Footprint Square Footage	Total Square Footage	Provided Parking Spaces	Mixed Use Reduction
1	3	Office	Office	Office	6107	18321	46	46
2	2	Office	Office	-	4053	8106	20	20
3	2	Office	Office	-	2500	5000	13	13
4	2	Office	Office	-	3331	6662	17	17
5	2	Office	Office	-	5837	11674	29	29
6	1	Office	-	-	7690	7690	19	19
7	1	Office	-	-	4500	4500	11	11
8	1	Retail	-	-	63422	63422	211	211
9	1	Retail	-	-	3800	3800	13	13
10	1	Retail	-	-	17622	17622	59	59
11	2	Retail	Office	-	7252	14504	33	23
12	2	Retail	Office	-	7252	14504	33	23
13	2	Retail	Residential	-	7252	14504	21	14
14	2	Retail	Residential	-	7253	14506	21	14
15	2	Retail	Office	-	2127	4254	10	7
16	2	Retail	Residential	-	3940	7880	13	9
18	2	Retail	Residential	-	4053	8106	13	9
17	2	Retail/Public	Retail	-	2500	5000	10	10
19	2	Retail	Residential	-	5953	11906	18	13
20	2	Office	Office	-	1418	2836	7	7
Total					167862	244797	615	567
						Bike Racks:	61	57

Figure 5.7.1 Land Uses and Design Statistics

Project Description

The design team #1 for the Los Osos Valley Road project created a proposal for the area that focused on meeting the expectations of the community, based on responses to both the online community web survey as well as the two community workshops that were held in Los Osos. Taking the data gathered from the various forms of community outreach, the team created a vision statement with goals and design policies that served as the basis for the formation of the project. These goals were created with four main paradigms in mind, these being the importance of appropriate land use, the value of aesthetics, the need for sustainability, and the importance of improving circulation throughout the area. Using these planning ideals as a framework, the team created policies intended to guide the design process in order to meet all the goals of the four main paradigms.

In the area of land use, the input gathered from the community indicated a strong preference for more locally owned and oriented boutique-style shops, as well as more entertainment activities and public open space areas and parks. Also important among survey respondents was the unique and “funky” feel of Los Osos. When analyzing the community input, the team determined that it was important to maintain the current “feel” of Los Osos Valley Road by extending the architectural design elements

of the existing development into new development, and by altering any existing buildings that did not conform to the proposed identity of LOVR. In this manner, the team intended to bolster the existing potential of LOVR’s identity into something more consistent, identifiable, and memorable; all while meeting the commercial needs of the surrounding neighborhoods and entire community by providing new retail and mixed-use housing opportunities in the town.

For the area of aesthetics, the team took into account the many responses from the community that indicated a desire for more open and park spaces, as well as improved quality of those park spaces. To meet this desire for more park spaces, the team included a large green space between the new northern development and the existing neighborhoods that will act as a buffer between those uses, as well as provide the park space with scenic views of the surrounding hills and fields around Los Osos. New development will be designed with extensive landscaping that is intended to be water friendly and relatively low maintenance. Existing buildings that are not consistent with the proposed identity of LOVR will be given exterior facade updates and landscaping improvements to improve the overall aesthetic of the area while augmenting identity. Bioswales will be placed between the vehicular



Figure 5.7.2 Roundabout in entrance to Los Osos



Figure 5.7.3 Birdseye of office park



Figure 5.7.3 A-A1: Section from North to South

right-of-way and the pedestrian and bicycle right-of-ways to improve non-vehicular experience and safety of travel in the area; bioswales also contribute to aesthetic and sustainability ideals.

Sustainability is an important concept for the resource-scarce Los Osos, particularly when concerning the obtaining and usage of water. As such, the design team implemented specific measures with the intention to reduce water usage on site and utilize rainfall on the site to recharge the groundwater supply. Plentiful landscaping and planters in the areas of new development encourage on site capture of water and will slow its descent down the steep elevation drop, also reducing erosion of the hill. Permeable pavement utilized on the sidewalks and pathways throughout the site will also absorb rainwater back into the ground. Remaining water that runs off the hill will be caught in in the bioswale that will absorb the remaining runoff into the ground. These measures, coupled with native landscaping, will minimize the impact of new development on the site in the area of water use. Existing buildings will have landscaping replaced with native plants and plants that require little water; existing parking lots will also be modified to include permeable pavement in areas of collection in the parking lots, and what water is drained off the parking lots will be drained into bioswales, which will slow the flow of the water and encourage absorption into the ground, as well as naturally filter what water is not absorbed before it enters stormwater drains that ultimately enter into the ocean. These measures will also encourage on site water absorption in an attempt to recharge the local groundwater supply, and ultimately contribute to the sustainability of the existing buildings all while requiring minimal changes to be made to accomplish the team's goals.



Figure 5.7.4 Parking and green space

Circulation around the site was an important aspect of the design that the team took into account. It was brought to the attention of the design team that there were several paths that had been formed by people walking out of the neighborhood across the site; as such, the team realized the importance of maintaining and even enhancing access from the surrounding neighborhoods to the north to the site and the crosswalks across LOVR. Another aspect of circulation that the team wanted to improve upon was the unfriendly nature of the current pedestrian experience of the area. To solve this problem, wide pathways with landscaping were implemented to create a more inviting walking and biking experience. These pathways will also connect areas of importance with each other within the site as well as between the two sides of LOVR. Focusing on improving the access between both sides of Los Osos Valley Road by creating a safer pedestrian crossing, as well as separating the bike paths and pedestrian walkways from the vehicular right-of-ways, will improve overall safety on the street as well as make it more welcoming; this will encourage reduced usage of cars.



Figure 5.7.5 Pedestrian and vehicular environment



Figure 5.7.6 Public space within Commercial Development

5.8 LOVR East Alternative Proposal 2



Design Team: Barbara Paschoal
Ana Luisa Maia
Nick Wong

Vision Statement:

Improvements along Los Osos Valley Road will fully enhance and redefine the city's character and give the area a unique identity through pedestrian-friendly walkways and a newly developed commercial district.



BUILDINGS	ft ²	units
Comercial Buildings	63,988.00	-
Mixed Used Buildings	29,775.16	-
Number of Stores	-	94
Number of offices/studios	-	58
Residential Buildings	24,835.24	-
3 persons units	-	24
2 persons units	-	64
Current Buildings	92,262.76	

OPEN SPACES	ft ²	units
Current Paved Spaces	77,668.72	-
New Open Green Spaces	80,538.29	-
New Open Paved Spaces	156,541.61	-
Current Roads	162,005.73	-
New Road	44,851.44	-
Current Parking Lot	105,040.60	
New Parking lot	54,994.68	
Parking Spaces	-	182

Figure 5.8.1 Land Uses and Design Statistics

Project Description

The main guideline of this project is creating a real downtown core in the city of Los Osos. To do so we aim to redevelop the city’s commercial district, redefining its identity as a pedestrian friendly area, inviting the residents to walk through the walkways as they window shop.

To achieve that all the commercial and mixed use buildings at the site of LOVR are connect by a linear open plaza, accessible only to pedestrian. This plaza will be fully landscaped to create a pleasant environment not only for the people shopping but also to anyone that wishes to just grab a cup of coffee, sit and people watch.

By diversifying the area with commercial, mixed use and residential buildings our goal is to bring more people to this new downtown creating a dynamic and active space throughout the day. Despite our intent to increase the area’s density, the buildings wouldn’t be higher than two stories in order to better blend in with the cities current constructions. All the new buildings should

integrate sustainable measures, reducing energy and water consumption, using solar panels and green roofs dispersing heat more efficiently.

Another aspect that needed improving was circulation. The entrance intersection was redesigned and a roundabout added to make circulation smoother as well as slowing traffic down. In addition to that, a bike lane was added alongside the road and better pedestrian crossways were created to facilitate the use of alternative transportation.



Figure 5.8.2 North-South pedestrian axis on LOVR



Figure 5.8.5 LOVR commercial plaza



Figure 5.8.3 Section A



Figure 5.8.4 Section B



Figure 5.8.6 South view of the residential and commercial buildings



Figure 5.8.7 East view of Los Osos Valley Road



Figure 5.8.8 Section C

5.9 LOVR West Alternative Proposal 1



Design Team: Shanna Hurley
Greg Vine
Kyle Bell

Vision Statement:

The Los Osos Valley Road Commercial Area West will serve as a friendly, identifiable central district, offering multiple forms of entertainment, retail, and office uses.



Land Uses	Buildings/Units	Square Footage	Parking Spots
Food/Eat/Drink Place	13 Places	27795	142
Commercial Art	1 Unit	5462	13
Live/work	8 Units	9320	4
Natural Market	1 Unit	5160	26
Retail	22 Units	61396	187
Theater	300 Seats	12084	85
Medium Density	10 Townhomes	10000	20
Commercial	2 Buildings	4888	16
Supermarket	1 Building	14892	16
Hotel	12 Rooms	12865	17
Single Family	4 Homes	6592	8
Multi Family Homes	14 Units	12184	25
Public Pool	1 Pool	4586	50
YMCA	1 Building	6406	25
Parking Structure	3 Floors	78000	235
Affordable Housing	12 Units	12000	Garages Provided
Building Material	1 Building	8450	17
Nursing and	48 units	16600	30

Figure 5.9.1 Land Uses and Design Statistics



Figure 5.9.2 Birds eye view of site

Project Description

The proposal for the Los Osos Valley Road Commercial Area West was designed with the community's input in mind. After speaking with and surveying the public, many important concerns about the effectiveness of Los Osos Valley Road became clear. The community explained that, above all else, they would like to have a more entertaining and walkable downtown core. The community also provided insight about better utilizing open space and conserving water in Los Osos. This knowledge helped guide the visioning process. A vision statement and goals were developed in accordance with the community's concerns and are addressed in the proposal. The primary goals guiding the proposal are to choose appropriate land uses for the site, improve upon the area's identity, encourage multi-modal connectivity, and use low-impact-design.

To provide more vibrant land uses, a variety of retail, entertainment, recreation, offices, and housing are proposed. Land uses are offered as stand-alone entities and as mixed-uses. More mixed use buildings exist in areas where housing is proposed, to bring residents and amenities closer together and to help activate the downtown. The mixed-use buildings are proposed to exist around the north side of LOVR and around the proposed park on the south side. The uses envisioned for the north side are retail, eating and drinking places that are mostly provided on the first floor of the buildings. They line LOVR and surround the pedestrian-only path, to the rear of the buildings facing the street. Also offered above and between the commercial uses are offices, affordable housing and an assisted living center is suggested. The south side mixed use buildings, are targeted for the strong artistic community, present in Los Osos. Surrounding the park, are mixed-use buildings with live-work studios on

the second floors, a gallery, cafes, restaurants, drinking places, and a small natural foods market are proposed on the first floors to compliment the artistic center.

The stand-alone land uses are proposed for the eastern most intersection, at LOVR and 9th Street. Sweet Springs Saloon, currently exists on the north-east corner and is proposed to remain. The saloon already has a strong identity; it is located close to the street thus, acting as a landmark for the intersection and city. Proposed for the adjacent corners at the intersection are more identifiable and entertaining social uses. On the south-west corner, across LOVR from Sweet Springs Saloon, a family restaurant is suggested. East of the restaurant, a small scale movie theater is proposed, and on the north-west corner of the intersection, a supermarket is proposed. All are intended to anchor LOVR on the east side and provide strategic street presence, drawing visitors and residents into the area and calming traffic. Also proposed for the east side are recreational uses. The recreational facilities are proposed for the parcels just west of the elementary school, in conjunction with the school's recreational spaces and with the skate park, to the north.

The land uses and layout of the plan will help create a unified and intriguing identity for the LOVR area of Los Osos. The proposal has other recognizable features, aside from the intersection at LOVR and 9th Street. The pedestrian-only pathway with commercial and residential uses would be unique to Los Osos. The central park, stretches to both sides of the LOVR. It provides enough space for many uses. In the artist center, festivals and open-air galleries could occur; a permanent dog park could also exist on either the north or south side of the park. The central park provides significant open space and gathering places for the community. Community gardens along the



Figure 5.9.3 Proposed YMCA

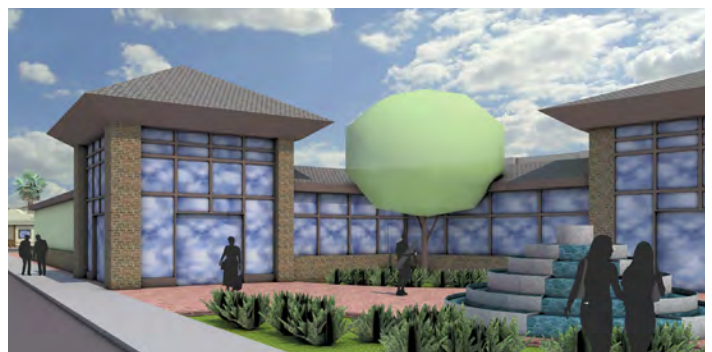


Figure 5.9.3 Proposed Supermarket

pedestrian path are also proposed for residents of the downtown area without a yard. The mixed uses, strong intersection presence, pedestrian path, and central park all provide the area with vibrant features, unparalleled in Los Osos.

Safe, multi-modal connectivity is another important characteristic of the plan. For LOVR, four foot bike lanes on both sides of the street are proposed. Uninterrupted sidewalks with multiple crosswalks are proposed for all of the streets in the area. As discussed before, a pedestrian path is offered to the north for safe access and more walkable options. The path extends from the east side of Sage Ecological Landscapes all the way to the intersection at LOVR and 9th, and it crosses 9th street. The path leads to a proposed pocket park, next to the skate park and south across LOVR to another pathway leading between the recreational facilities and down to an new proposed street. The plan also offers to expand on the street grid system. A new street is proposed to the south of the site, parallel to LOVR. It is intended to alleviate traffic on LOVR and provide increased access to the parking lots



Figure 5.9.4 Proposed movie theater



Figure 5.9.5 Proposed walking path open area

behind the artist center and to the proposed affordable townhouses, at the southern-most side of the site. It would also provide more access to the residential area, existing off of Bayview Heights and Bay Oaks Drive. The community drew attention to the multiple dead end streets in Los Osos, this is why extending 11th Street to LOVR, to allow for more connection into and out of the area is proposed as well.

In addition to land uses, identity and connectivity, sustainability was also a major goal for our proposal. A bioswale median is suggested for LOVR as a way to capture runoff and provide space for landscaping. Each parcel must have at least 20% permeable surfaces. This includes permeable pavers, landscaped spaces and green roofs. Permeable parking should be available where possible. A parking garage is proposed, north of the proposed supermarket on 9th Street, to help minimize surface parking and runoff. It is recommended to work with Sage Ecological Landscapes for assistance with landscaping because their practices are sustainable and because it is encouraged to support local business.



Figure 5.9.6 Proposed mixed-use

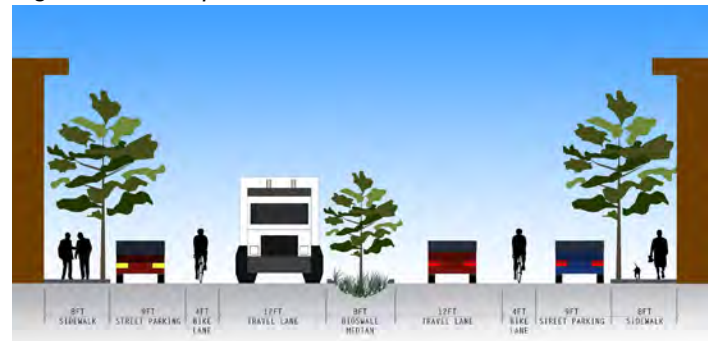


Figure 5.9.7 Section of LOVR

5.10 LOVR West Alternative Proposal 2



Design Team: Januar Saptono
Malia Fa'asua
Nuri Cho

Vision Statement:

Los Osos Valley Road Commercial District West will enhance the identity as a gateway to the City of Los Osos and Montana de Oro. The District will provide land uses and public spaces to offer a downtown that enhances the community identity of Los Osos. Traffic calming measures, continuous sidewalks, and aesthetically pleasing streetscape will create a safe pedestrian-friendly environment and improve walkability throughout Los Osos Valley Road.



Building Number	Square footage	Number of story	Uses	Parking Provided
1.1	16,400	1	Commercial	25
1.2	12,300	1	Commercial	24
1.3	14,500	1	Commercial	24
1.4	13,850	1	Commercial	24
1.5	11,600	1	Commercial	24
1.6	15,600	1	Commercial	24
1.7	27,000	1	Commercial	26
2.1	9,000	1	Commercial	14
2.2	5,200	1	Commercial	13
2.3	10,150	1	Commercial	14
2.4	8,900	1	Commercial	13
3.1	8,100	1	Commercial	15
3.2	2,200	1	Commercial	15
3.3	4,000	1	Commercial	15
3.4	4,950	1	Commercial	15
4.1	1,900	1	Residential	10
4.2	1,600	1	Residential	9
5.1	13,700	1	Commercial	21
5.2	8,600	1	Commercial	21
6.1	7,500	1	Commercial	11
6.2	6,400	1	Commercial	11
6.3	3,800	1	Residential	11
6.4	3,300	1	Residential	10
6.5	8,700	1	Residential	11
6.6	2,200	1	Residential	10
7.1	14,278	2	Mixed-use	27
7.2	9,973	1 and 2	Mixed-use	22
7.3	12,762	1 and 2	Mixed-use	14
7.4	12,064	1 and 2	Mixed-use	33
7.5	5,541	1 and 2	Office	12
7.6	3,348	1 and 2	Office	12
8.1				
8.2				



Figure 5.10.1 Land Uses and Design Statistics

Figure 5.10.2 Birds eye view of the proposed project

Project Description

The design team created an alternative proposal for the West area of Los Osos Valley Road to provide various solutions to meet the community members’ needs and improve current conditions of the project site. Based on the information gathered from two community workshops and online surveys, the team created a vision statement along with goals and design objectives to form a guideline for the design process of the project proposal. The vision statement focuses on Los Osos Valley Road’s characteristic as a gateway into the City of Los Osos and the potential to be developed into a vibrant downtown. The team’s main goals in following the vision statement were designed based on four ideas that serve as a basis for the design proposal; land use, aesthetics, sustainability, and circulation.

West Los Osos Valley Road proposal provides land uses and public spaces to offer a vibrant downtown and enhance the community identity of Los Osos. During the workshops, community members commented that they want LOVR to remain as the main business district and a town center or a plaza will be helpful in creating a strong core of the city. In response, the design team offered ample amount of commercial uses that is vital in keeping LOVR as the main commercial district by utilizing empty

and vacant lots along the street. The team also proposed a pedestrian promenade located at the center of LOVR to provide community-oriented spaces where local residents as well as visitors could shop, eat, and linger. Along the new street proposed by the team, an interactive public park was designed to meet the needs of residents for more outdoor public spaces. Moreover, the community members wanted more residential uses closer to the street and affordable housing options for seniors and low-income families. As a solution, the team proposed mixed-use development along LOVR to increase the proximity and convenience for residents as well as affordable housing to provide more options for community members.

In order to create an aesthetically pleasing environment of Los Osos Valley Road, the design team proposed attractive streetscape as well as an outdoor art park and museum. The community members strongly agreed during the second workshop that an artsy downtown is a great idea in promoting the City of Los Osos as an artists’ community. The team kept the idea of creating an outdoor art park where local artists and display their pieces and enhance the aesthetics of the street. As the residents emphasized that they needed a pedestrian-friendly environment along LOVR, the team created



Figure 5.10.3 Proposed office space along LOVR



Figure 5.10.5 Proposed commercial along LOVR



Figure 5.10.4 Section cut A

attractive street elevations by offering minimized setbacks of buildings, plant buffers, street lighting, and change of materials. In doing so, the team envisions LOVR as a distinct and memorable place for both residents and visitors of Los Osos.

The design team incorporated sustainability into proposing a design solution for West Los Osos Valley Road. During the community workshop, residents were concerned about water shortage and wished to see more low impact development throughout the project site. To address their concerns and wants, the team proposed architectural and landscape solutions for sustainability. Intensive tree planting and planters will not only be helpful in carbon sequestration, but also in capturing stormwater runoff and reducing soil erosion. Moreover, previous pavements and bioswales will help in absorbing the water runoff, placing water back into the ground and improve the quality of water.

Circulation was one of the biggest concerns community members had for Los Osos Valley Road. Due to wide streets, poor sidewalk quality, and lack of connectivity, residents felt that it is unsafe for pedestrians to walk along LOVR. Taking this in consideration, the design team proposed various solutions in order to address the concerns of community members. The main design objective of circulation was to create a pedestrian friendly environment. To achieve this goal, the team decreased existing number of lanes on LOVR to reduce the speed of vehicular traffic. Moreover, changes in pavement and texture were proposed as a traffic calming measure as the community members commented that the speed of

vehicle was too fast, creating an unsafe environment for pedestrians. When community members were asked in the web survey about what they would like to see changed in Los Osos, the dominant response was the poor quality of the sidewalks and street system in general. In response, the team created a proposal to strengthen the connectivity of sidewalks by providing wider and continuous sidewalks throughout LOVR. Moreover, continuous bike lanes throughout the whole street system will promote less dependence on cars and a bike-friendly environment. As a solution to the poor street connectivity, the team proposed for 11th Street to be extended so that the street connects all the way through to LOVR. By improving the conditions of all circulation elements, the team’s proposal will enhance walkability and safety for pedestrians along LOVR.



Figure 5.10.6 Proposed central transportation district



Figure 5.10.7 Proposed mixed-use



Figure 5.10.8 Proposed art gallery

5.11 Wayfinding and Circulation



Design Team: David Leong
Hillary Tung
Jorge Sena

Project Description

After holding two community workshops and distributing a questionnaire, we have proposed 6 different ideas that will further improve wayfinding and circulation in Los Osos. We found that residents generally find it hard to navigate Los Osos, especially for the purposes of visiting the Baywood commercial area. However, this is attributed not so much to the layout of the road network, but rather to the numerous dead-end streets scattered throughout the area, and the lack of signage. Also, residents complained of the relatively unsafe conditions of most streets in the community. To address these concerns, we propose six ideas that will further improve wayfinding and circulation in Los Osos. They are as follows:

1.) Extension of 11th street from Los Olivos Ave. to Los Osos Valley Rd (LOVR)

This proposal would not be implemented now, but rather in the future as a condition of redevelopment. Currently,

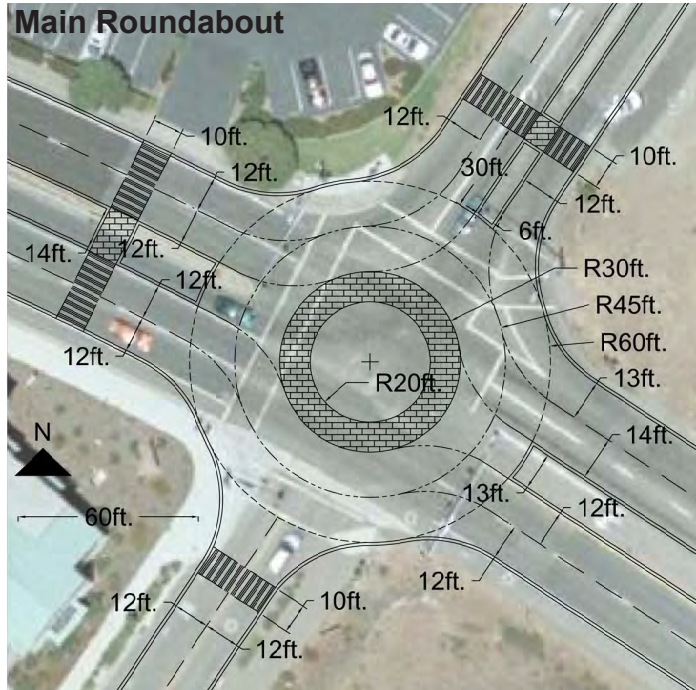


Figure 5.11.2 Roundabouts are an innovative means to increase safety at intersections, increase capacity, and reduce maintenance costs for the local authority. This is a generic roundabout with two concentric lanes. Right lanes require drivers to leave the roundabout, reducing traffic conflict, and therefore reducing collisions.

the 11th St. does not intersect with LOVR due to the Von's shopping center. We propose that once there is any major change in the shopping center, the road is continued south to connect with LOVR. Many of the residents were concerned that if we were to add another street that intersects with LOVR, that traffic would be diverted off of 10th St., which has substantial commercial presence. Also, that the addition of another intersection would marginalize the intersection with 10th, and therefore require the removal of that traffic lights. However, any such modification in existing traffic patterns could be mitigated for, considering that existing traffic level are already relatively mild.

2.) Extension of Palisades Ave. from LOVR to Ramona Ave. and 4th St.

As of now, the only routes from LOVR to the Baywood commercial area zigzag through the Los Osos road network and are generally incomprehensible for

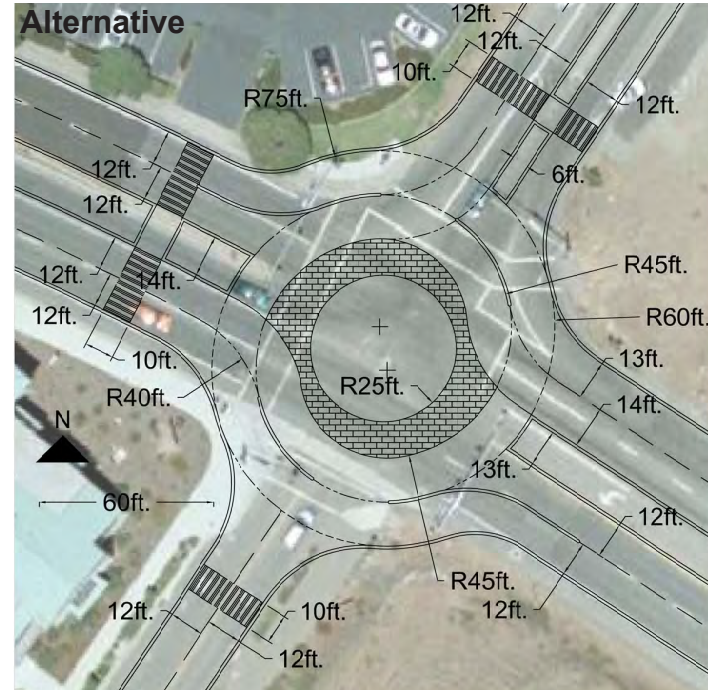


Figure 5.11.2 This is a contemporary Dutch roundabout design. It is operationally equivalent to a standard roundabout, and the driving experience should be similar. However, the geometry is altered so that it behaves like a single-lane roundabout, further reducing traffic conflicts and increasing capacity.

community members we spoke to. Therefore, to make Baywood more accessible, we propose extending Palisades Ave. from its current end north of LOVR, through the former water treatment plant property. This connection will provide a quick and comprehensible route north to Baywood, which community members approved of. The road could be considered a parkway, as it will take terrain and topography as well as environmentally sensitive areas into consideration as it is constructed. Because of the unique geometry of the intersection at 4th, and Ramona, we propose that in the future a roundabout be built where Palisades would eventually connect.

3.) Streetscaping of 2nd street in Baywood

Baywood is a major center of activity in Los Osos, containing resident favorites such as the Merrimaker, Farmers Market, and a number of restaurants. We propose to improve streetscaping on 2nd Street, such as enlarging sidewalks, adding vegetation and trees, and reducing road space, which should make it more appealing for visitors to the area. Because 2nd Street is very wide, reducing lane width will allow for the addition of features such as bike lanes, slanted parking, and wider sidewalks. Handouts containing a map and directory of the area will also be very helpful. All these improvements would serve to emphasize pedestrian-friendliness.

4.) The extension of pedestrian and bike routes from 13th St. to 2nd St. in Baywood

Currently, there is a section of El Morro that is a bike/pedestrian only thoroughfare. We propose to continue this progression, not necessarily by extending the exclusive path, because it still remains a necessary automobile route, but by adding more bike and pedestrian infrastructure on the street, such as clear bike lanes and sidewalks. These will provide a strong axis connecting two schools and a commercial area, ensuring its utility to the community.

5.) Installing additional safety modifications on South Bay

The crosswalks across South Bay Boulevard need to be improved to make it safer for children crossing to and from the middle school. This could be done by making the existing crosswalk wider and paving it with a bright and distinguishable material to be more apparent to oncoming drivers. Also, considering the anticipated increased traffic further south, we propose to add more stoplights and similar crosswalks at the intersection of South Bay and

Pismo. Based on the design ideas of our colleagues, this will allow pedestrians to travel between their parked cars and their various destinations, such as the park, recreation area, and community center. Another suggested improvement is the addition of a sidewalk with a buffer on the west side of South Bay on the stretch between El Morro and Pismo Avenues. There will be a small access point from the park in the middle, which will also include a crosswalk with a crossing button, but no stoplight.

6.) Replacing the current intersection at LOVR and South Bay Blvd. with a roundabout

The intersection of South Bay and Los Osos Valley Road is the most significant in the community. It is the primary access point from places east, and as such there is a high volume of traffic passing through it every day, which calls for traffic calming measures. We propose replacing the current signaled intersection with a roundabout, which will serve to slow down traffic, will be much safer, have a higher traffic capacity, and provide a distinct entryway to the community if an iconic symbol was erected in the center. We have included two alternative proposals for the roundabout, one that is a typical two-lane roundabout found elsewhere in the United States, and an innovative Dutch design that is operationally similar to a standard roundabout, but has a modified geometry that makes it behave like a single-lane roundabout, therefore making it safer, and further increasing capacity.

Signage

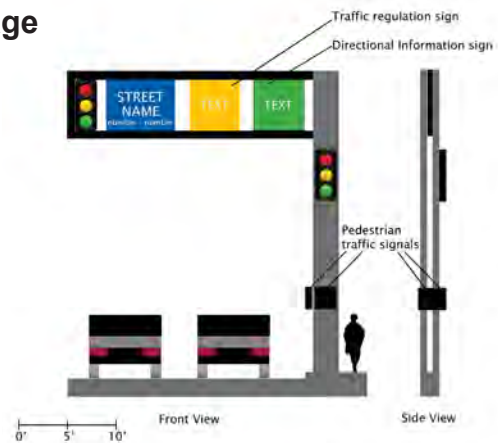


Figure 5.11.3 This is an example of signage that may be installed at strategic locations throughout Los Osos. The traffic signal lights, and street, traffic regulation, and directional signs will all be streamlined, and the system will also include timed pedestrian walk signals.

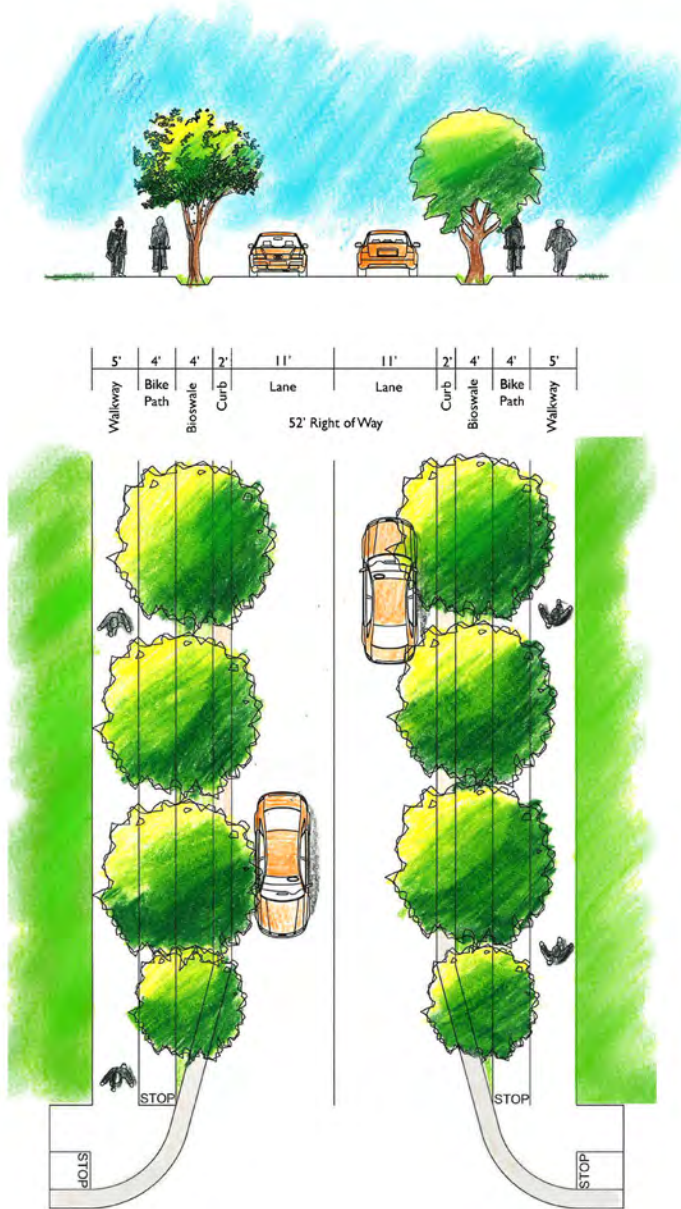


Figure 5.11.4 Typical Arterial Street 3: serves to connect major activity centers. It will have two automobile lanes so that traffic can flow both ways, bike lanes to accommodate more modes of transportation, as well as sidewalks in order to be pedestrian-friendly. They also provide bioswales to provide streetscaping as well as separation. (more examples of Arterial Streets, see Appendix

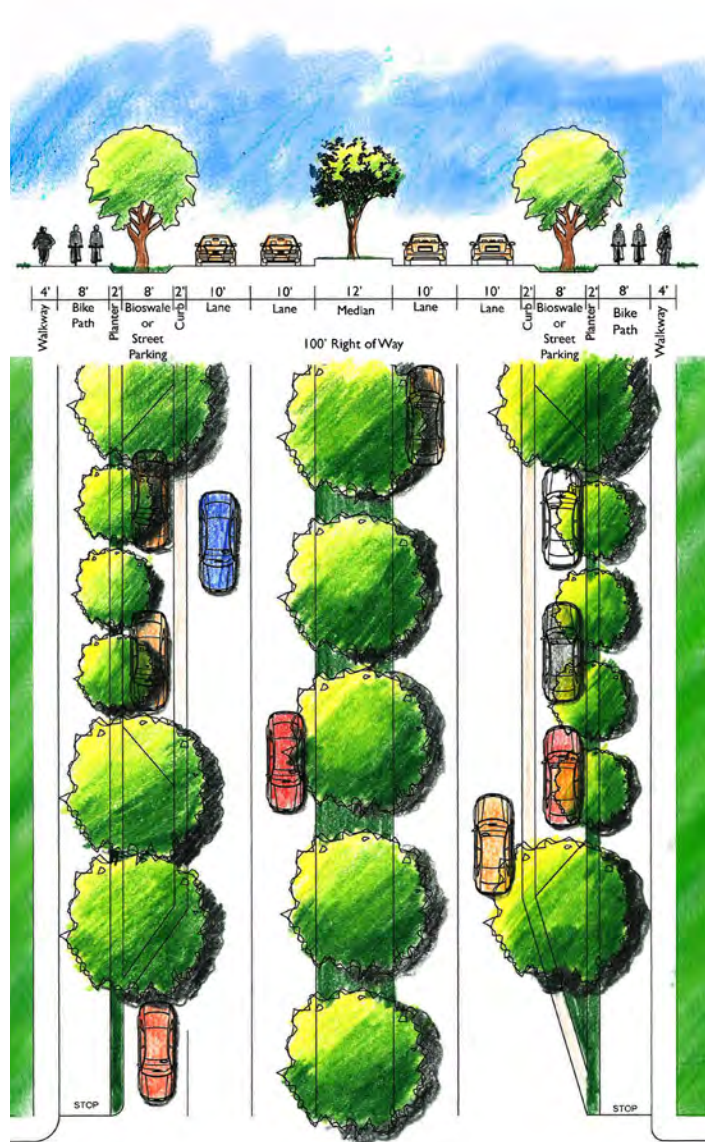
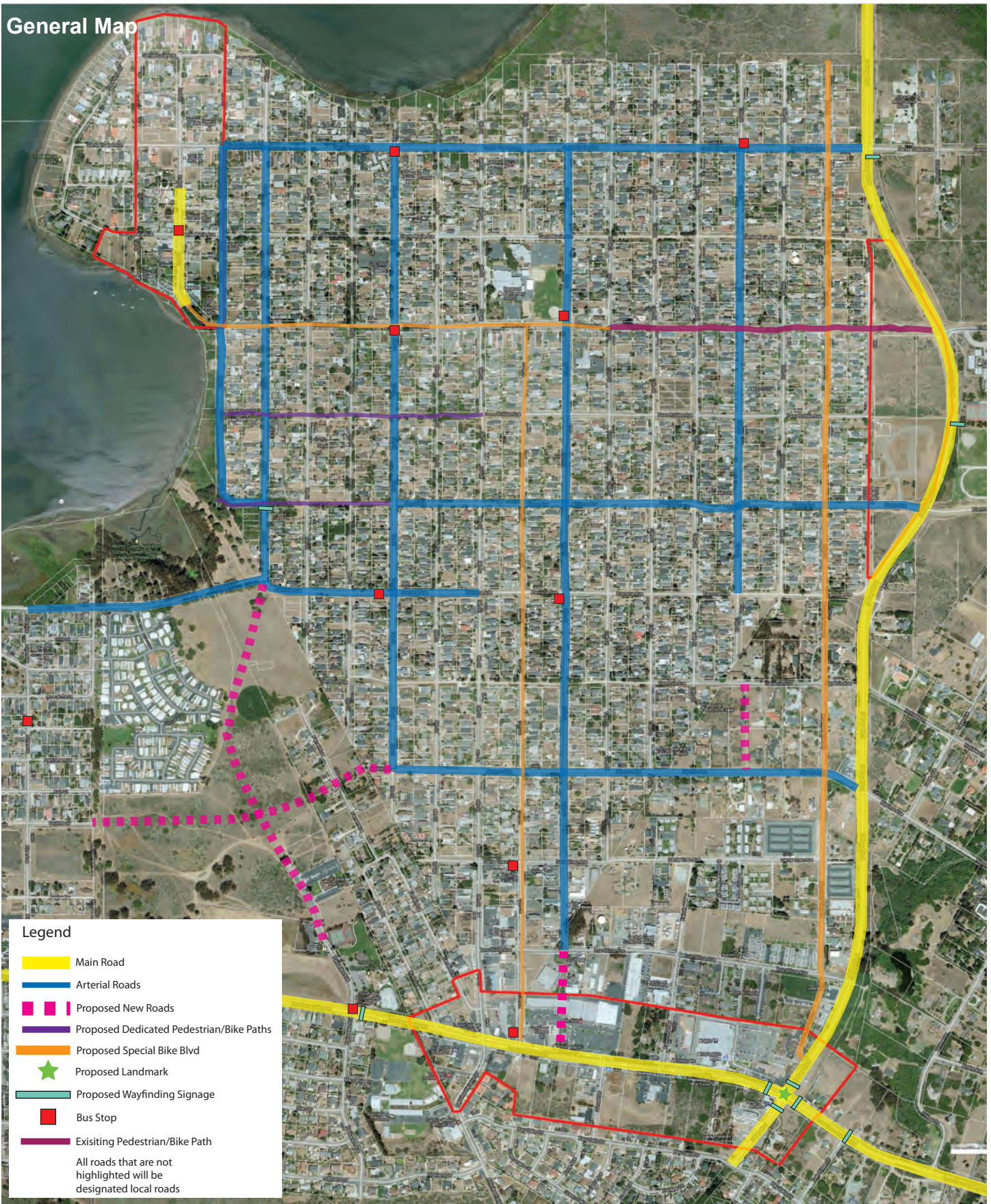


Figure 5.11.5 Los Osos Valley Road: will be the widest out of all the street types. They have two automobile lanes going each direction, for a total of five including a turning lane. A central median provides separation as well as streetscaping. On-street parking is right up against the curbs. Bike lanes are separated from the street by bioswales, and are more integrated with the sidewalk. (For more arterial street designs see appendix)

General Map



Legend

- Main Road
- Arterial Roads
- Proposed New Roads
- Proposed Dedicated Pedestrian/Bike Paths
- Proposed Special Bike Blvd
- Proposed Landmark
- Proposed Wayfinding Signage
- Bus Stop
- Existing Pedestrian/Bike Path

All roads that are not highlighted will be designated local roads

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