

Winter 2015

City of Wasco Highway 46 Corridor Strategic Urban Design Plan

CRP 341 Urban Design Studio

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WASCO HIGHWAY 46 CORRIDOR Strategic Urban Design Plan



Fall 2014 | Final Report



Wasco Highway 46 Corridor Strategic Urban Design Plan

Fall 2014 | Final Report

Prepared by the
CRP 341 Urban Design Studio
City & Regional Planning Department
California Polytechnic State University San Luis Obispo

for the **City of Wasco**
Planning Department



The class would like to thank Wasco's City Manager J. Paul Paris, Planning Director Roger Mobley, Senior Planner Keri Cobb , the Planning Commisioners, as well as the various members of the community who participated in this study. You made this happen!

We are also grateful to Dr. Cornelius Nuworsoo, CRP Department, Cal Poly San Luis Obispo.

Disclaimer

This academic report summarizes the process and depicts the results of a quarter-long undergraduate class project conducted by the CRP 341 Urban Design Studio III, City and Regional Planning Department, Cal Poly San Luis Obispo, during the Fall Quarter 2014. 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 by professional practice the class engaged students more fully and produced an effective learning environment. Secondly, the report is meant to contribute to the City of Wasco planning and urban design efforts as a draft document offering a series of ideas for discussion with the community, investors, and planning professionals in search of future directions for Wasco.

CRP 341 Urban Design Studio

Fall 2014

Vicente del Rio, PhD
Professor, City & Regional Planning Department

Vangeli Evangelopoulos, PhD
Research Assistant

Undergraduate CRP Students

Sam Anderson	Jade Kim
Miriam Arias	Thomas Kobayashi
Tara Ash-Reynolds	Lauren Leedeman*
Alan Ayon	Mark Manha
Shannon Boston	Emily Morse
Gustavo Castro	Steven Orozco
Roberto Contreras	Emma Petersen*
Rachel Du Mont	Rachel Raynor
Emily Foley*	Jorge Sena
Nichole Garner	Tanner Shelton
Agustus Grochau	Garrett Wank
Alex Hunt	Matthew Wiswell
Camille Jackson	Jerome Wu
Spencer Johnson	Rebecca Wysong

* Report Editors

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EXECUTIVE SUMMARY

This report resulted from the work developed by an undergraduate class from the California State University San Luis Obispo from September 22 to December 5, 2015. Under a contract with the City of Wasco's Planning Department, the CRP 341 Urban Design Studio III studio developed a vision and urban design concepts for the Highway 46 Corridor in Wasco (Figure 1).

The class, under the instructor Vicente del Rio and student assistant Evan Evangelopoulos, was composed of 28 undergraduate students who engaged in an intense ten-week process starting with data gathering and culminating with several forward-looking urban design ideas that contribute to the City of Wasco's efforts to guide future development.

Traversing Wasco from East to West, Highway 46 is one of the only connectors between the Central Coast and the Central Valley, and generates an intense car and truck traffic through the city. Within city limits, the corridor suffers from several constraints such as its limited two-lane capacity, its irregular geometry with varying widths, lack of sidewalks and bike lanes, and limited signalization with dangerous intersections and pedestrian crossings. Currently along the Corridor one finds a hodgepodge of big-boxes and car-oriented land uses, parking lots, old and unattractive buildings, and several vacant or under-developed parcels. The Highway 46 Corridor in Wasco is an unsafe, unattractive and confusing environment with a weak connectivity to the downtown and rest of the city, and does not add to the city's identity.

Although the Highway 46 Corridor is an important regional connector and holds important land uses, Wasco is not taking full advantage of the thousands of motorists and tourists that drive through it everyday, and neither are the residents taking advantage of its potential in complementing the downtown and increasing the connectivity between the North and the South parts of town.

After studying the problems affecting the thoroughfare and its potential, the class identified alternatives for its redevelopment with design concepts for the highway itself and for specific sites along it. The overall goal of the class was to re-envision the Highway 46 Corridor so that it could serve the region and the City of Wasco's community simultaneously.

The work presented in this volume, therefore, should be read for its vision and ideas and judged on its creativity and effort to think "outside the box" of what is "pragmatic" and "doable" immediately and in the near future. Cities evolve over time with incremental and purposive decisions and strategic plans that move the economy and its physical fabric towards a greater good and an enhanced quality of life. The process is incremental but it needs a foundation in a larger sense of direction - from a strategic plan for the future. The student's efforts represented in this report offer visions and pre-plans to stimulate broad and inclusive strategic decisions by the City of Wasco and its community.

The Process

To ground their creativity in the context of Wasco's past and present the students followed a design process that had them get involved incrementally in the creative process. The chapters of this report represent the major phases of this process (Figure 2).

In the **Context and Site Assessment** phase, represented by **Chapter 1**, the students first engaged in studies of Wasco's history, demographics, and economics, as well as in an investigation of existing documents, plans, and regulations affecting the Highway 46 Corridor and the city as a whole. In this phase the class was visited by Wasco's Planning Director Roger Mobley, who spoke about the city, the project area, and his expectations from the class.

The initial studies were followed by a visit to Wasco on Saturday September 27, when the class spent one day in intense field studies. Organized into small teams, the students performed wind-screen and on-foot surveys to: a) understand how a given set of urban design qualities is expressed in the city and in the Highway 46 Corridor; b) record current development in every lot within the Project Area; and c) interview the community. The five urban design qualities that served to conduct the field survey were: Imageability, Legibility, Linkages, Humanscape and Ecoscape. The field study was performed using pre-designed survey forms and the students were instructed in how to gather data and fill the forms for consistency and reliability. The several sessions of Chapter 1 describe the process and discuss the findings. The completed surveys are included in Appendices A through D. This phase culminated with a SWOT Analysis when the students, having studied and discussed all available data, concluded on the Strengths, Weaknesses, Opportunities, and Threats for development along the Highway 46 Corridor, and represented them through a matrix and a site analysis map.

The second phase of the design process is represented by **Chapter 2** and culminated with the development of an **Urban Design Vision** for the Highway 46 Corridor. This phase was initiated by the student teams undertaking the procurement and analysis of urban design case studies in California and nationally for their applicability in Wasco's Highway 46 Corridor. Six cases studies were examined for the same aspects of good place making, walkability, and functionality so that there would be a basis for cross-comparison. Chapter 2 includes a brief discussion of each case study, and their whole documentation and analysis are included in Appendix E.

The Context and Site Analysis work together with the case studies analysis allowed the class to discuss and conclude a Vision Statement repre-

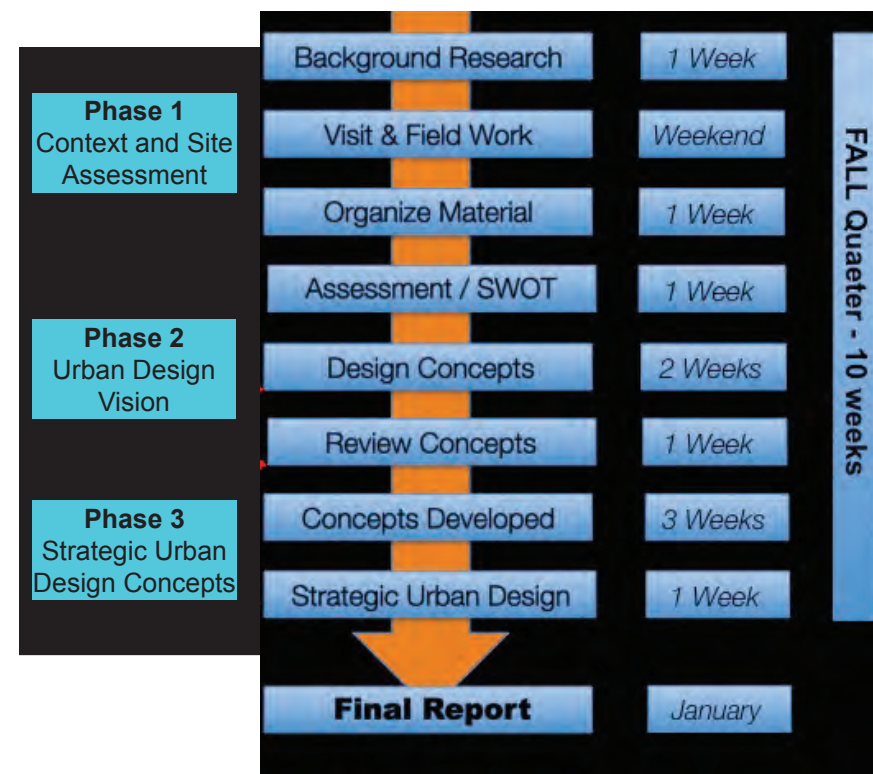


Figure 1: Project area.

senting the preferred future state of the Highway 46 Corridor in Wasco. With the vision statement in mind, the class adopted the same five urban design qualities used to analyze Wasco and the Corridor (Imageability, Legibility, Linkages, Humanscape and Ecoscape) as the general principles along which all development and design should occur. Through a charrette studio method the class discussed how to implement the Vision and the five Urban Design Principles through a series of development Goals, Policies and Design Ideas. The class concluded on two Development Goals and several Policies for principle, totaling 10 goals and 47 policies. This led the class into another charrette-like discussion that culminated in a Concept Diagram representing, in general terms, how development and design should occur along the Highway 46 Corridor.

The general concept proposed for Highway 46 includes the redesign of the highway itself for pedestrian and bike safety, more signalized and safer crossings, East and West gateways, more residential and mixed-use development, a park, a school site on the North side, a hotel, new commercial development opportunities to occur closer to the Highway,

Figure 2: The 10-week planning and design process.



and better linkages to the downtown among other features. Next, the Project Area was divided into six Specific Areas for which the student teams came up with more detailed design ideas on how to implement the Vision, Goals and Policies. The Design Concepts for each of the six Specific Areas along the Corridor are described through a narrative, a site plan diagram, and images, and appear at the end of Chapter 2. This phase culminated in the students presenting the work so far and the proposed concepts in a public session in Wasco’s Court House on Friday October 24. Members of the community and Wasco’s planning staff were able to comment the student work, presented in the form of a Powerpoint presentation and several posters.

Strategic Urban Design Concepts, the last phase in the design process, is represented in **Chapter 3** and started with Wasco’s Planning Director Roger Mobley visiting the class when the students had the opportunity to present their concepts and ideas. Mr. Mobley’s comments and suggestions, together with those the students received during the Public Presentation in Wasco, were extremely valuable to confirm, adapt and or redirect the students’ concepts and implementation ideas. This Chapter starts by discussing a new concept for the redesign of Highway 46 within Wasco. The class respects the ROW (Right-of-Way) of the current Caltrans concept for Segments 2 and 3, but proposes a new section which, although maintaining two-lane traffic in both directions, introduces safety and traffic-calming measures such as a landscaped median, bulb-outs, parallel parking (for cars and trucks), a wider sidewalk and a class-one bike lane. The redesign of the Highway and its streetscape is seen as a necessary measure not only to increase safety within the urban area, but to help Wasco strengthen its identity.

The Strategic Urban Design Concepts consists of detailed development and design proposals for each of the six Specific Areas along the Highway 46 Corridor. From West (Magnolia Street) to East (Wasco Avenue), the ideas for the Specific Areas include:

- **Specific Area 1:** adaption of the current plan for the Wasco Center into a more pedestrian friendly and attractive environment, and a new West Gateway with a plaza and a signalized intersection, some residential development, and a casino/hotel.
- **Specific Area 2:** restructuring of commercial development towards a more consistent and pedestrian friendly design, the redesign of the existing gas station and truck services, a signalized intersection at Palm Avenue and Highway 46, and a new two-block street parallel to Highway 46 and diverse residential devel-

opments on the North side.

- **Specific Area 3:** restructuring commercial buildings along the North side of Highway 46, where a plaza with a monument would connect to a new park and a school site; Lilly Street would be continued an increase connectivity and access, and new residential uses would be located next to the existing Best Western hotel.
- **Specific Area 4:** carefully redesigned commercial uses, small plazas, and residential development on North of the Highway.
- **Specific Area 5:** focus on creating strong linkages to Wasco’s downtown through a small movie theatre at the visual terminus of Broadway and by accenting the corners with Highway 43 with an agriculture-oriented commercial hub including a Farmers Market, and a plaza with public art and a Museum. The design for Specific Area 5 also proposes extending Lily Street to Highway 43.
- **Specific Area 6:** the design of this area concentrates on creating an attractive and memorable East Gateway, minimizing the visual impact of the railroad and high-speed train bridges, and complementing Wasco’s economy with new land-uses such as Professional School, a storage self-facility, and highway-oriented uses. The linkage to the downtown is strengthened with the location of student housing and a Youth Center on Highway 43.

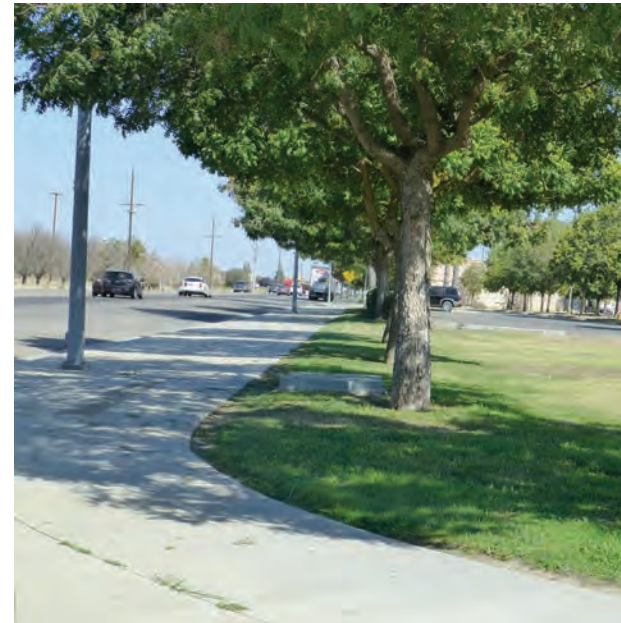
The class presented the final work in a public session in Wasco’s Court House on Friday December 3, in the form of a Powerpoint and posters.

Conclusion

The student work compiled in this report has the virtue of bringing several solutions and possibilities that might be considered by investors and policy makers when considering the future capacity and potential of the Highway 46 Corridor. The designs have identified some significant redevelopment and redesign possibilities that might be explored.

We hope that this work and the possibilities that it explores will contribute to Wasco’s planning process. They serve to illustrate a rich tapestry of possible interventions that the City of Wasco’s decision and policy makers might, in conjunction with the community and private sector entities, undertake to transform Wasco’s Highway 46 Corridor into a memorable, safe, socially active, and pedestrian and bike friendly environment.

WASCO HIGHWAY 46 CORRIDOR STRATEGIC URBAN DESIGN PLAN



CHAPTER 1: CONTEXT AND SITE ASSESSMENT

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1.1 Introduction

The investigations discussed in this chapter form the backbone for the development of alternative design concepts along Highway 46, as well as for the specific sectors of the Corridor.

In the first week of the quarter, the students were immersed in the analysis of existing plans and regulations in Wasco, and of any literature conveying current and future development in the city. The class was also visited by Wasco's Planning Director Roger Mobley who talked about the project goals, current economic and development conditions and trends, and the general community needs. The first week helped the students to form a backdrop against which they could start thinking about possible development goals and design visions.

On September 27th, students traveled to Wasco in order to perform field studies in Wasco and assess existing development conditions. Teams of three to five students split up to perform site analysis on the corridor as well as the city as a whole in order to evaluate their context and character. The study area extended from Scofield Avenue (west) to Wasco Pond Road (east) along the Highway 46 Corridor. Each team was assigned a specific area that included two or more blocks on both sides

of the highway for analysis (see Figure 1.1).

The site assessment process was comprised of five parts. The first part, consistent of a windshield survey around Wasco so that students could to become familiar with the city and its major development aspects.

For the second and third parts, the student teams investigated how a pre-defined set of urban design qualities (imageability, enclosure, human-scale, transparency and complexity) were reflected in Wasco as a whole and in the Highway 46 Corridor.

The adopted urban design qualities reflect the ideals of place making and walkability as expressed in the current literature. For this investigation, specific survey forms were utilized (see Appendices A and B). This methodology allowed students to perform an initial critical visual analysis of the current state of city design and development.

For the third part of the site assessment process, students interviewed community members along the corridor, in the downtown, and in other parts of Wasco. The interviews provided a good idea of how residents

and visitors feel about the corridor and city, and what they would like to see change (see Appendix C).

The fourth part of the survey consisted of the student teams doing a detailed inventory of existing development conditions in their study areas along the corridor (Figure 1.1). Having a pre-designed lot survey form in hands (see Appendix D), each student teams was asked to fill-in one form for each lot of their study area. The information acquired through the form included: how many buildings existed, their uses, heights, and maintenance level; existing trees; conditions of the sidewalks; existing public amenities; and anything else of note. Sketches and photographs completed the lot surveys. This inventory of existing conditions provided an important foundation for the rest of the design process, particularly in the development of concepts for the various blocks.

Lastly, back in the studio, the students discussed and combined their investigations and findings. They performed a S.W.O.T. (Strengths-Weaknesses-Opportunities-Threats) analysis to organize their understanding of current and future development scenarios in Wasco and the Highway 46 Corridor. A site analysis map was compiled showing important indicators that may hinder or support development.

Figure 1.1: Project area and division of study blocks by student teams.



1.2 Existing Plans and Regulations Affecting the Project Area.

This section contains studies and interpretations of existing plans and regulations that affect development in the project area, by the various student teams. These discussions were utilized by the class as inputs for the development of the SWOT Analysis as well as a framework for concept development.

CITY OF WASCO: DOWNTOWN HISTORIC OVERLAY, GENERAL PLAN & ZONING ORDINANCE

(by Emily Foley, Augustus Grochau, Mark Manha and Rebecca Wysong)

The documents covered represent the guiding ordinances that our class must take into consideration throughout the design process. The Downtown Historic Overlay gives an understanding of what the downtown feels like, which could perhaps provide inspiration for the vibe we wish our plan to give the Highway 46 Corridor. The General Plan gives us important facts about planning in the City of Wasco regarding land use and expectations for growth. The Zoning Ordinance delineates the rules we will have to adhere to with our design.

DOWNTOWN HISTORIC OVERLAY

The Downtown Historic Overlay is an ordinance created in 2000 to implement the City of Wasco's intention for the downtown to maintain its historical character while continuing to keep the downtown vibrant and popular with the residents. The main goal of the document is to implement a historical theme with architectural interest and character and preserve existing historical resources. Any new buildings in the area should have a similar building design to complement the historic buildings. The city wants an inviting and comfortable environment for pedestrians while creating civic pride. One focus is that the greatest degree of pedestrian safety is a priority, including pedestrian sidewalks and streetscape plans. The downtown area has regulations that prohibit new development and uses that increases the number of cars in and out and that focuses on cars, like drive ins and auto focused businesses.

The document is not directly related to the project area but if the city takes the principles that are related to the Highway 46 Corridor. One element is the idea of making the Highway 46 Corridor coherent in design and use. The idea of making an area more pedestrian friendly and making the area a place for civil pride can be utilized in our project. The document's impact on the project will be limited because it is not in the actual project area, Highway 46 Corridor, but the ideas may be ones that the city looks for in future projects in the whole city.

Some of the implications for the class in relation to this document are that we should consider making the Highway 46 Corridor complementary to the downtown in order to maintain a good connectivity within the town and making the area more pedestrian friendly so it is not just a place that people drive through on their way to somewhere else. The downtown is an example of how a town can be spruced up and maintain its old fashion feel.

GENERAL PLAN

The Wasco General Plan was adopted in October 2002. It had annual reports in 2009, 2010, 2011, and 2012, but each only gives updates on the Kern County Regional Housing Needs Plan 2006-2013. The general plan has the seven elements required by the state of California: Land Use, Conservation, Open Space, Circulation, Housing, Safety, and Noise. The plan also has two optional elements: Agriculture, and Air Quality.

The Land Use element is relevant to our project because it shows the zoning for the site. The vast majority is Highway Commercial with some Industrial to the east, as seen in the Zoning Map on the next page. The description of highway commercial is as follows:

"This designation provides for localized concentrations of uses catering to the traveling public including service stations, hotels, restaurants, or other visitor-serving uses. Highway Commercial nodes may be located on one corner of major intersections outside of the contiguous community, including the intersection of Kimberlina and State Highway 43. Such Highway Commercial nodes shall be limited in size to three total acres unless it can be demonstrated that a greater amount will not have an adverse impact on existing or planned commercial facilities in the community. Because of the growing importance of the intersection of Kimberlina Road and State Route 43, Highway Commercial

development may occur on all four corners of the intersection and need not be limited to three acres in size." (Wasco, 2002, 2.0-7)

At the time, the intersection of Kimberlina Road and Highway 43 was the main priority and site of economic development, as it is referenced frequently throughout the general plan. As of 2014, Google maps shows no commercial development at that intersection, though it is an active almond orchard on three corners, and an empty lot on the last one. The Wasco Center with WalMart is clearly not limited to 3 acres, as the total area available for development is 110 acres.

In terms of industrial development, the definition in the general plan is: "Heavy Industrial allows for a range of activities including manufacturing, wholesale distribution, large storage areas and other non-hazardous industrial uses. Areas developed under this designation should be located with direct access to major streets or railroads." (Wasco, 2002, 2.0-10) and light industrial is:

"This category establishes Light Industrial areas where uses such as fabricating, assembly, research and development, electronics, low intensity warehousing and other such similar industrial uses are appropriate. All work, materials, and equipment storage is generally conducted indoors. Light Industrial is appropriate as a buffer between Heavy Industrial and non-industrial uses and where the site is visible from residential areas or major streets. Special landscaping enclosures and other site development standards should be used. Industrial park development is intended on larger parcels to create distinct districts of industrial, office, and support uses. The industrial park area shall have high quality landscaping, architectural designs, and general site development requirements." (Wasco, 2002, 2.0-10)

The industrial areas are currently not particularly active, but the zoning still affects and represents the sort of land use wanted in the area.

The agriculture element explains that the city wishes to have a greenbelt and a defined limit to the area that may be developed for the sake of agricultural preservation. The relevant objective of the agriculture element is "To provide a "greenbelt" around the City's perimeter to maintain the physical separation between the City and nearby communities, and to maintain the scenic beauty surrounding the City. The City should also establish "hard" edge growth phasing boundaries

CHAPTER 1: CONTEXT AND SITE ASSESSMENT

such as roadways, railroad right-of-ways, irrigation ditches, etc. to protect agriculture.” (Wasco, 2002, 4.0-1) As designers, we should recognize the limits of our site are partially determined, particularly to the north, by agricultural area.

Lastly, the Air Quality element explains that Wasco, as a part of the San Joaquin Basin, is a non-attainment zone. Due to the poor air quality of the region, all proposed developments must go through the EIR process, and the city has to attempt to mitigate the environmental impact of any new development.

ZONING ORDINANCE

The zoning ordinance document is what the City of Wasco uses in order to develop and maintain the land within the Wasco area. It regulates where types of development can be placed, building heights, parking, signage, etc. Constantly changing, this zoning ordinance keeps development in check and creates a cohesive environment with penalties if any ordinance is ignored.

This zoning ordinance impacts the project area by governing the type of development that may occur. Most of the project area is zoned for retail commercial use, with a little heavy industrial, light industrial, and low density residential (6,000 square foot lots) around the edges. The

low density residential (R-1-6) zone should contain between 4.5 and 7.5 dwelling units per acre with lot sizes usually between 6,000 and 10,000 square feet. This affects what we may build (or not build) in the small residential space in our project area.

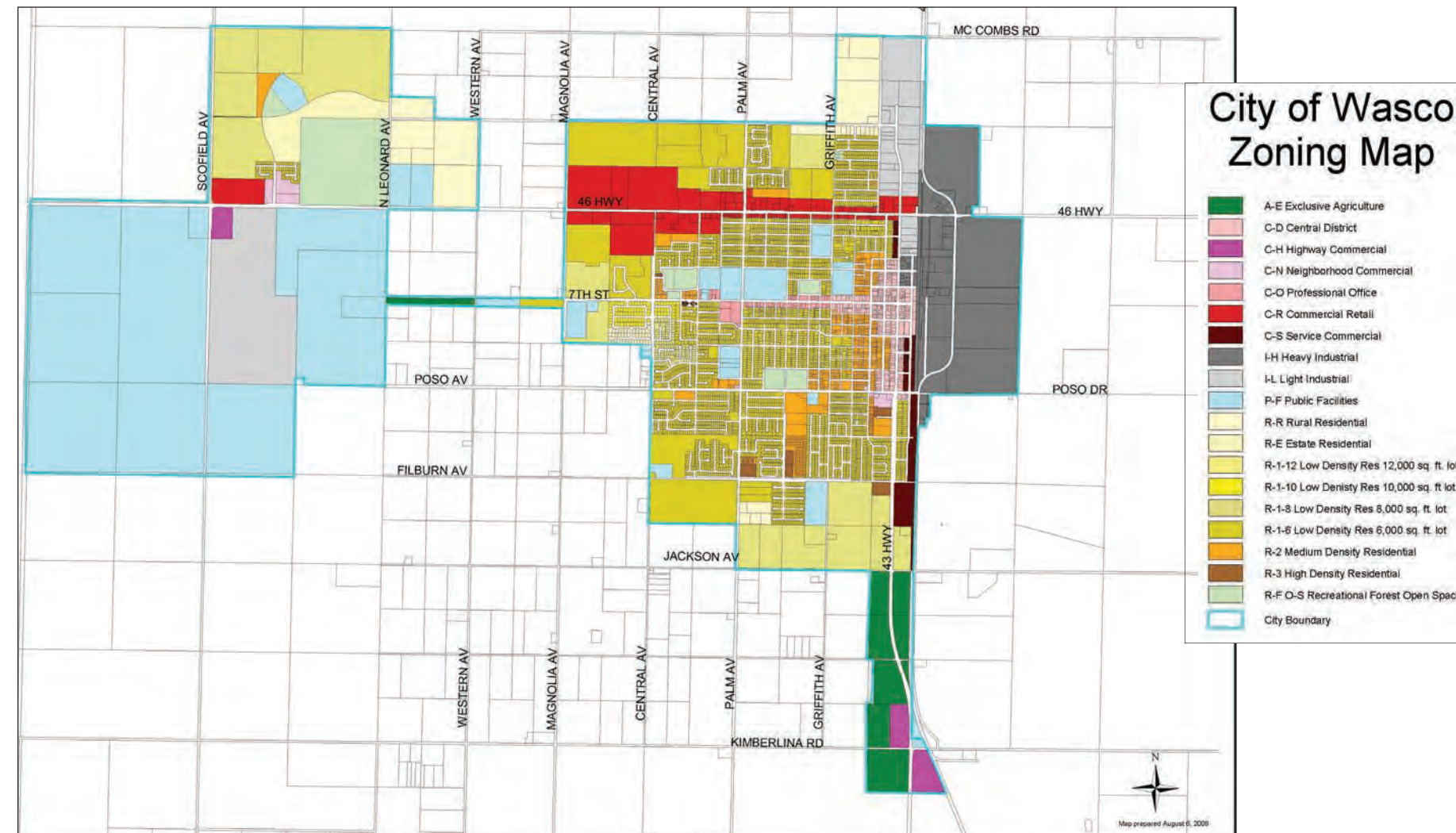
The Signs (17.61) section of the Zoning Ordinance rules that in the Commercial Retail (C-R) zone, monument signs cannot exceed a height of 15 feet when the speed limit is 45 mph or greater, but less than 60 mph. The speed limit of Highway 46 is 55 mph, so we may not allow giant signs near our proposed shops.

The Commercial Development Provisions (17.29) section of the Zoning Ordinance contains many exceptions for land use on Highway 46. Due to one of these exceptions, drive-throughs are a possibility in our project area. Most of this section, however, will likely be unrelated to our design.

There are also several design districts in Wasco (see figure 2). Our site is impacted by two of these districts, Highway 46 corridor (DD4) and the industrial design district (DD6). These districts make different areas distinct from each other, though this section emphasizes street trees for aesthetic purposes. DD4 focuses on maintaining the vehicle-oriented commercial development and DD6 focuses on enhancing viability of industry in the district. Additional details for DD4 and DD6 can be found in section 17.51.050 and 17.51.070, respectively.

The Parking (17.60) section of the Zoning Ordinance describes the requirements for parking, depending on the land use. A series of in-depth and alphabetized tables can be found in figure 3. Handicapped parking is dependent on the total number of parking spaces and is described and illustrated.

Traffic impact studies would affect the project, because they predict the future level of service on the highway and therefore determine the amount of development that may be planned along the highway. Variances would impact the project if the project runs into an area with any special physical circumstances that limit the development on that lot. Zone modification affects the project “where the granting of the modification would promote uniform development or relieve an unreasonable hardship, but would not be detrimental to the public health, safety, or welfare or to property or residents in the area.” (Section 17.72.010) Interpretations and miscellaneous provisions may impact the



project area, because they explain ordinances that don't fit in any other section of the document. Some provisions include that zoning district boundaries reach the center of the road they are located adjacent to; no barbed or concertina wires are allowed within 3 feet of a lot's front, side or rear lot lines; and no sharp wire or points are allowed on top of any fence or wall less than 6 feet high.

The ordinance for nonconforming structures, uses, lots, and signs influences the project area, because nonconforming areas are areas that were developed before certain zoning ordinances came into being and grandfathered in after the ordinances were passed. No new projects may violate these ordinances and areas that already violate these ordinances may not further violate them. Permit procedures could affect the project, because if nobody gets permits to build the final project, nothing can be built. Amendments to this ordinance may impact the project, because if there is a new ordinance that is passed before the project is finalized, the project must change in order to accommodate for the new ordinance. Enforcement and penalties could influence the project if any of the zoning ordinances are ignored. Penalties include fines or imprisonment.

The zoning ordinance document is one of the most important documents for this entire project. It promotes orderly and consistent development and preservation. Without these ordinances, there would be less order and cohesiveness in planning this project. An implication for the class is that if there is something we want to do for the project, it must meet certain requirements that keep development in Wasco consistent. The class will also have to adhere to the ordinances in the proposed design.

WASCO CENTER - DRAFT ASSESSMENT/INITIAL STUDY (by Sam Anderson, Alex Hunt, Tanner Shelton and Matt Wiswell)

An Environmental Impact Report (EIR) is a detailed informational document that is prepared as required by the California Environmental Quality Act (CEQA) that analyzes a project's environmental effects and discusses ways to mitigate or avoid these effects. The primary intent is to disclose and inform the public any potential environmental hazards that may arise due to the project, and how these issues can be mitigated.

This initial environmental assessment discusses the proposed Wasco Center development, a primarily commercial development (453,000 square feet) that also contains a hotel and 123 residential units.

PROJECT DESCRIPTION

The Wasco Center Project is attempts to create a mixed-use center within the borders of Wasco, California. The project would be located adjacent to Highway 46, contributing to the attempt to reinforce Highway 46 as the commercial spine of the area. The project also incorporates some high-density residential development, a hallmark of most "new-modernist" development projects.

The current land use is almost entirely agricultural, with approximately 97.6 of the available 112 acres being occupied by almond and walnut trees. The land is relatively flat, with no significant topographic relief on the site. Current zoning states that this area is designated C-R (Community Commercial / Retail), with a small 1.7 acre strip on the eastern flank of the site zoned for Low Density Residential. Current zoning would prevent the mix of uses outlined in the proposal. However, the Wasco General Plan designates the area for a mixed-use, residential / commercial combination. Given that the Wasco General Plan overrides any zoning ordinances, the proposal will be viable once the zoning ordinances are brought into accordance with the general plan.

ENVIRONMENTAL ASSESSMENT

Section 4.0 of the report provides a detailed analysis of the potential environmental impacts of the proposed Wasco Center development in several categories, ranging from visual aesthetics to biological. This is done to ensure a comprehensive evaluation of the potential impacts of the project.

Of importance in California's San Joaquin Valley, in which Wasco is located, is air quality. The Valley experiences poor to fair air quality normally, with heavy pollution occurring during times of atmospheric stability in the region. This prevents pollutants from escaping the region, due to the valley being surrounded by mountains to the west, east, and south. Currently, the project area exceeds the ozone and PM10 standards set by the State of California and Federal Government. Due to this, the project was found to have "potentially significant environmental impacts

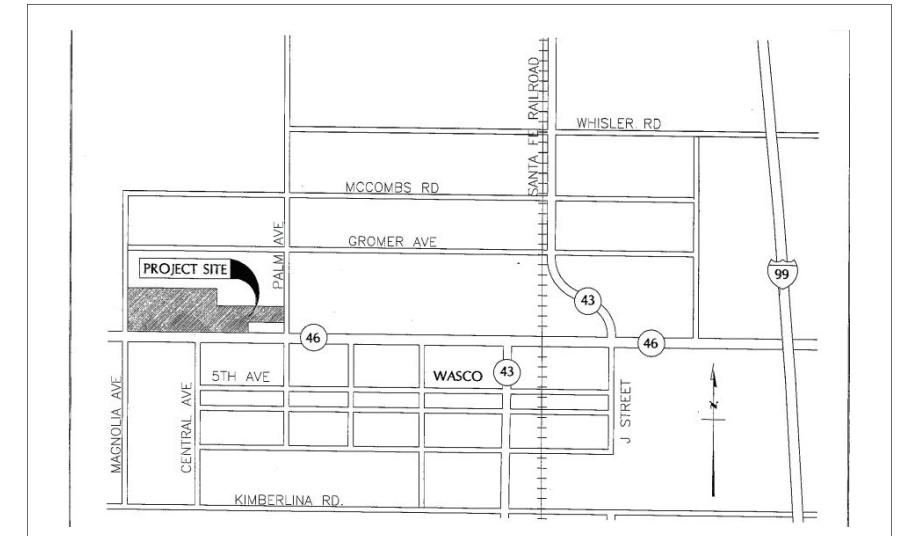


Figure 1.3: Site location and context. Source: Wasco Center Initial Environmental Study (2008)

unless mitigated" in regards to violating or contributing to violating air quality standards and exposing sensitive populations to pollution.

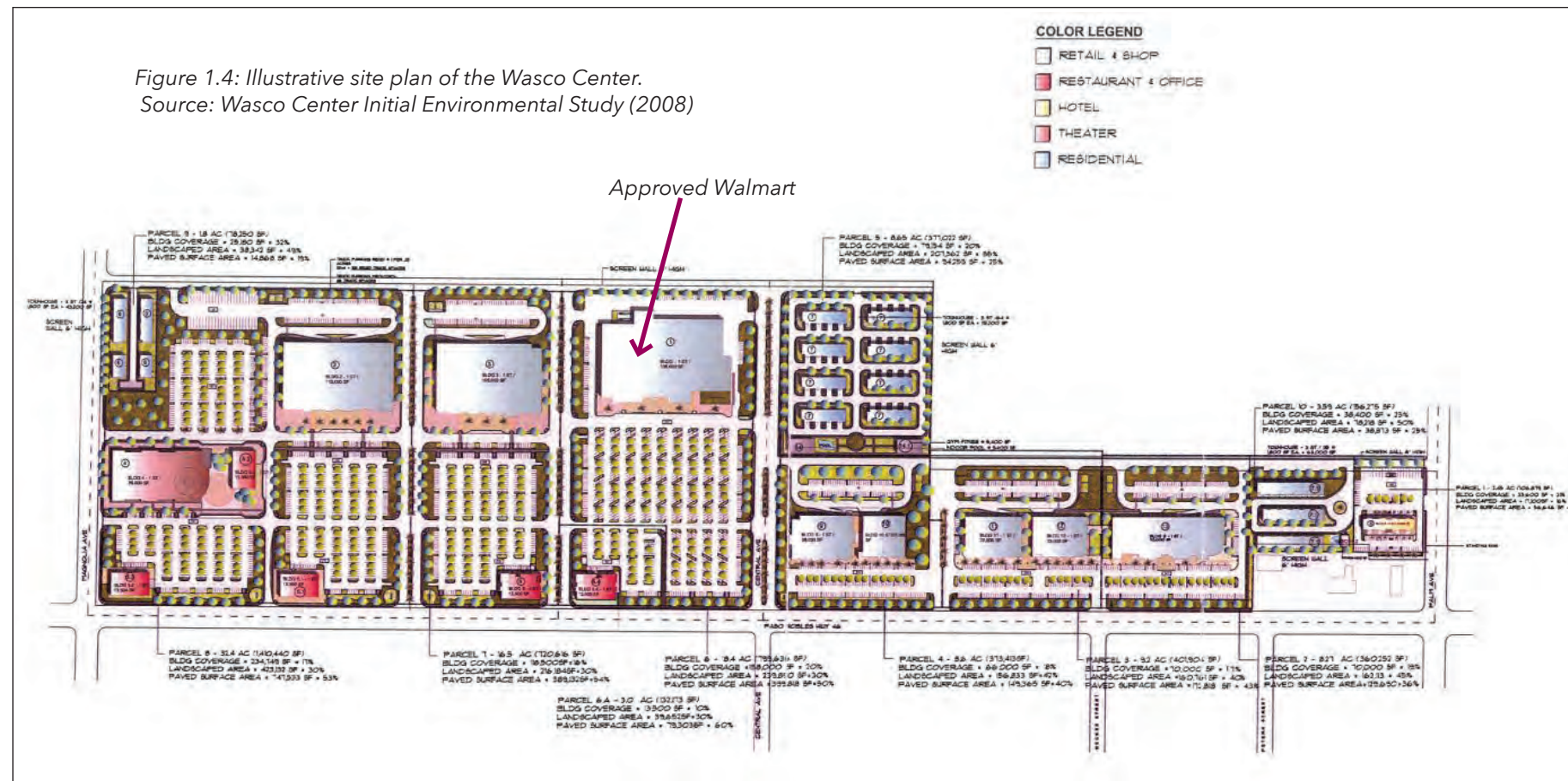
From a biological perspective, the site currently contains 95.4 acres of cultivated land, 1.6 acres of ruderal plants/habitat, and has 22.2 developed acres. Overall, the site was found to have little to no significant adverse biological impacts. However, two sensitive species, the Burrowing Owl and Kit Fox, which have a moderate chance of occurrence on the project site due to the geographical location of the site. In field surveys, little evidence of either species being physically present on the site was found. Any significant impacts to these species will be mitigated as is necessary.

Construction of the Wasco center would temporarily impact noise levels significantly, albeit noise disturbance would be only intermittent. Additionally, upon build out, the Wasco Center will generate additional noise from generated road traffic. The potential impact on noise is deemed to be significant, and therefore mitigation on noise levels will be required.

The Wasco Center is forecasted to generate 21,082 trips after the completion of both Phase I and Phase II (see Figure 5, below). This

CHAPTER 1: CONTEXT AND SITE ASSESSMENT

Figure 1.4: Illustrative site plan of the Wasco Center.
Source: Wasco Center Initial Environmental Study (2008)



Cultural Resources: During any project-related earth moving if any subsurface archaeological deposits, human remains, or any older sedimentary rock units the project must be halted until a qualified professional examines the remains, and completes any necessary processes, after which the project may continue.

Noise: Throughout the construction phase of the proposed project, the project proponent shall ensure that: 1) all construction equipment is properly maintained with operating mufflers and air intake silencers; 2) the location of equipment staging and storage occurs as far as practical from existing residential units and other nearby sensitive receptors; and 3) all construction equipment activities will occur only between the hours of 7:00 am a to 7:00 pm Monday through Friday and 9:00 am to 6:00 am on weekends. Windows of townhouses around the site may also be double paned to a sound transmission class rating of 25.

Transportation: A number of circulation improvements (additional lanes, signalized intersections) will be made around the site in order to help traffic flow. The streets that would be affected are: Poplar Ave., Griffith Ave., Magnolia Ave., Margola St., Central Ave., Highway 46 and Highway 43. Most streets will have through and turn lanes added, with some adding raised medians. Most of these improvements will be financed by the project proponents.

CONCLUSIONS

Understanding the impacts of the Wasco Center is critical when discussing the greater Highway 46 corridor through the Wasco, California area. The Wasco Center will front a large portion of the western side of Highway 46, and could potentially change the entire dynamic of the corridor upon its completion. Having background information on such a development is critical when discussing the future of the area is essential.

The implications of the project are relatively straightforward. The few notable environmental impacts, including air quality, noise, and traffic can be lessened by means of mitigation. Due to this, a full Environmental Impact Report (EIR) was not required, and a Mitigated Negative Declaration can be declared. In fact, the project was deemed to be a "positive aesthetic addition" to the area, and could bring needed tax revenue to the city. Despite its positives, the Wasco Center is nothing more than an average "big box" shopping center, surrounded by a sea of parking and being essentially unwalkable.

sharp increase in the number of vehicle trips to the project area could significantly impact traffic and transportation in areas near the project area. Mitigation measures should be implemented to ensure that adjacent streets maintain a level of service of 'C'

Despite these increases in traffic volume, it has been determined that the project will not cause any significant adverse cumulative effects that cannot be mitigated.

REQUIRED MITIGATION ACTIONS

Summarized below are the required mitigation measures that must be taken in order to minimize any potential negative environmental consequences:

Air Quality: The majority of the air quality issues can be remedied with the use of water, chemicals, general dust resistant practices, and alternative energy. These practices include limiting speeds of heavy equipment vehicles, presoaking dust-susceptible roads and vehicles, limiting work during high wind times, emphasizing the use of electric powered vehicles, and limiting areas to a single type of construction (grading, leveling, excavating, etc).

Biological Resources: The two main biological resources to be aware of are Burrowing Owls and Kit Foxes, as they are the most common species found around the site. In order to ensure the safety for these animals specialists must be called upon to conduct surveys consistent with the California Burrowing Owl Consortium, the San Joaquin Kit Fox Evaluation Survey, and the US Fish and Wildlife Services.

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However, for a community such as Wasco, dynamic mixed use developments are often not feasible, and the market in such communities is not present to develop in this fashion. It is possible, however, to perhaps make the project friendlier to the human scale, while still being positioned on a large highway corridor. Regardless of this, it is important when discussing the redesign of the entire corridor, to be aware and informed of the nature of the proposed Wasco Center. Cohesion between the Center and the rest of the planning area along Highway 46 will be critical to the success of this endeavor.

WASCO CENTER DRAFT ENVIRONMENTAL ASSESSMENT STUDY, VOL. II

(by Rachel Du Mont, Rachel Raynor, Camille Jackson, Nichole Garner)

The following essay is an analysis and summary of the Wasco Center Draft Environmental Assessment Study as it applies to possible future development along Highway 46. The Study describes the proposed Wasco Center project and was prepared for the City of Wasco to assess and provide mitigation measures for the impact that it will have on the surrounding environment. According to the study, the additional traffic that the project will bring to the roadway is of concern and could have the greatest impact on the surrounding environment.

The Wasco Center is proposed to be a multi-use development to be built in the City of Wasco, at approximately 120 acres. The site is located along the northern side of Highway 46, in between Magnolia and Palm Avenue. The Wasco Center proposal includes a hotel, restaurants, apartments, movie theaters, fitness centers, several retail spaces, and is expected to be built in two phases. Phase 1 included development east of Central Ave and was expected to be completed in 2010. Phase 2, as described by Volume II of the Wasco Center Draft EIR, adds development west of Central Ave and is expected to be completed in 2015.

LAND USE

Currently, the Wasco Center is primarily used for agricultural purposes, such as the production of almond orchards. Small commercial developments also vacate the site. These commercial establishments range from various fast food chain restaurants to anchor stores, as well as a strip mall. There are small residential developments east of the commercial establishments as well as to the east of Palm Avenue.

CIRCULATION

The proposed circulation plan indicates that there will be 18 access points from locations such as Magnolia Avenue, Highway 46, Central Avenue, and Palm Avenue. These distinguished locations correlate with several of the existing conditions such as arterial streets.

PERFORMANCE MEASURES

After a LOS analysis was completed for the site, Caltrans suggested that an LOS C was the most appropriate for the City of Wasco. However, the State Route 46 Transportation Transport Reports suggests that an LOS D is a stronger option for the proposed site. The Kern County General Plan also calls for an LOS D for the City of Wasco. For Kern County, this specifically means meeting a 35 or fewer second of delay per vehicle at a stop-controlled approach. The current LOS in the City of Wasco is operating at a level of C or better and traffic does not negatively affect the region.

ROADWAY NETWORK

The proposed Wasco Center will be accessible from multiple locations. Highway 46 spans 118 miles from the County of San Luis Obispo until it terminates at the State Route 99. Highway 46 is an exceptionally crucial transportation route as it is primarily utilized for transporting agricultural products. Highway 46 is limited to two lanes in distinguished locations such as Scofield Avenue and Central Avenue. There are several instances that Highway 46 widens to four lanes; however, the lanes are poorly marked making it difficult for travelers to determine if there are more lanes. The agricultural influence is demonstrated by a heavy volume of agricultural buses and trucks passing through the City of Wasco. Caltrans conducted the The State Route 46 Transportation Concept Report in 2001 to conclude that there should be a four-lane expressway bypass of Wasco.

ROADWAY NETWORK

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Table 1.1. Proposed Land Uses and Development Intensity, Wasco Center.

ID #	Land Use	Size	Unit
PHASE 1 - 2010 Projected Opening			
7	Apartments	64	Dwelling Units
7.1	Apartments	35	Dwelling Units
8	Hotel	100	Rooms
9	Retail	39,000	Square Feet
10	Retail	27,000	Square Feet
11	Retail	37,000	Square Feet
12	Retail	33,000	Square Feet
13	Retail	70,000	Square Feet
14	Fitness Centers/Recreation (3)	11,900	Square Feet
PHASE 2 - 2015 Projected Opening			
1	Large Retail	158,000	Square Feet
2	Large Retail	115,000	Square Feet
3	Shopping Center	105,000	Square Feet
4	Movie Theater	75,000	Square Feet
5	Restaurants (5)	67,500	Square Feet
6	Apartments	24	Dwelling Units

Table 1.2 Proposed Access Spacing on Highway 46.

Access Point	Existing/ New	Type	Distance to next access point (ft)	Distance to next full access (ft)
Magnolia Avenue	Existing	Full Access	710	2,640
Hwy 46 Driveway 1	New	Right-turn Only	550	
Hwy 46 Driveway 2	New	Right-turn Only	580	
Hwy 46 Driveway 3	New	Right-turn Only	800	
Central Avenue	Existing	Full Access	700	2,640
Hwy 46 Driveway 4	New	Right-turn Only	620	
Beckes Street	Existing	Modified	1,320	
Palm Avenue	Existing	Full Access		

*Modified access will allow all turns from Hwy 46, but only right turns from Beckes St

CHAPTER 1: CONTEXT AND SITE ASSESSMENT

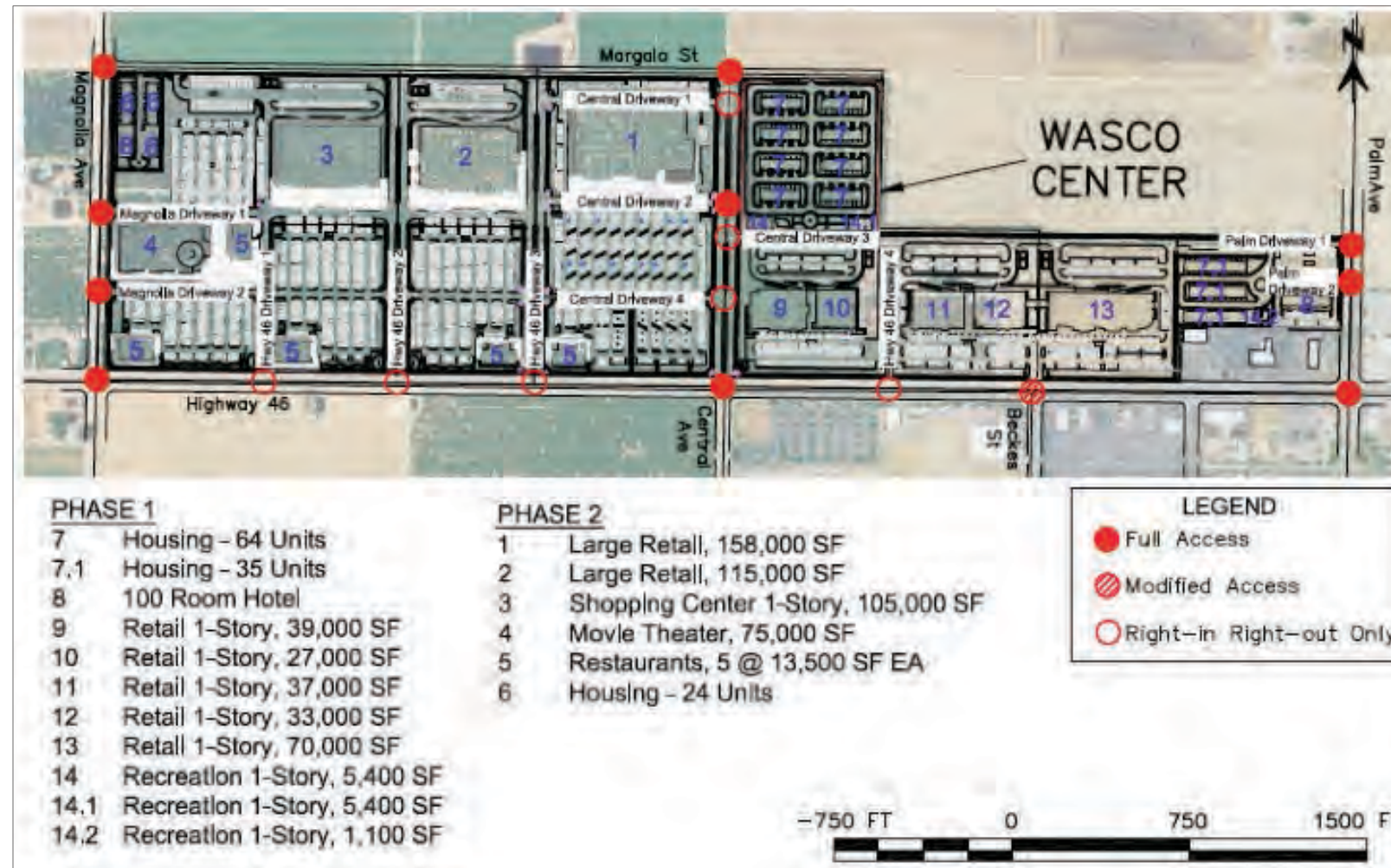
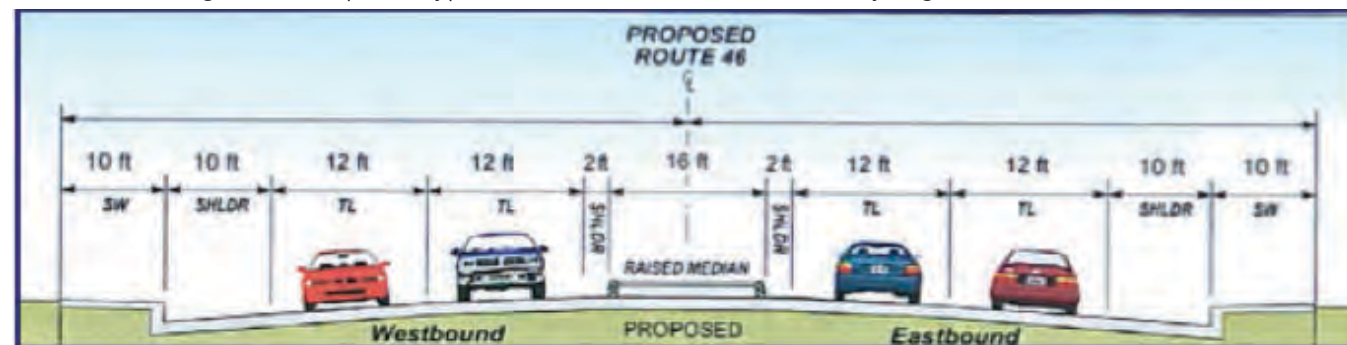


Figure 1.5 Illustrative Wasco Center site plan indicating major development figures and circulation concepts.

Figure 1.6 Proposed Typical Section from Wasco 4-lane Study Segment 2 (Caltrans)



that Highway 46 widens to four lanes; however, the lanes are poorly marked making it difficult for travelers to determine if there are more lanes. The agricultural influence is demonstrated by a heavy volume of agricultural buses and trucks passing through the City of Wasco. Caltrans conducted the The State Route 46 Transportation Concept Report in 2001 to conclude that there should be a four-lane expressway bypass of Wasco.

TRAFFIC ANALYSIS

The current traffic analysis has determined that the largest travel volumes lie in between the hours of 3:00-6:00p.m. and 2:00-9:00a.m. Most traffic that occurs in the morning is traveling west, while in the afternoon traffic is heading eastward.

Mitigation measures were discussed as a result of construction implications, emphasizing accessibility points, additional trips, and the potential for LOS worsening. Measures were drawn up for both phases, and range from expanding roadways, providing turning lanes, and installing traffic signals.

WATER

The sewage volume and peak flows were determined for the proposed development. The residential areas of the site will be approximately 3.79 persons per unit and 115 gallons per capita per day. The Kern County Development Standards Manual Section 302-1.02 and 1.04 is able to compute the the total volume, average flow and peak flow. The City's "Water Master Plan" dictates the demand factors for the amount of residential water that is allowed, where the Projects Landscapes Architect projects the water amount for the City's landscape. The City of Wasco obtains 100% of its water from groundwater. The projected site will create the addition of 419 AFY to the City's projected water demands. The City of Wasco, historically, has never experienced a hardship with water demands and follows a tight water conservation program.

CONCLUSIONS

The project is expected to be built in two phases, and will obtain primary access from Highway 46, Palm Avenue, Central Avenue and Magnolia Avenue. The first phase will cover the area east of Central Ave., and will

include a 100-room hotel, 99 apartments, 5 small retail spaces (206,000 square feet total), and 3 fitness centers (11,900 sq.ft. total). Phase 1 will generate 12,563 daily trips, including 2,498 of which will be pass-by trips. Phase 1 is to be completed by 2010. Therefore, the project will add 10,065 daily trips.

Second phase will add developments on the west of Central Ave, and is expected to be completed in 2015. Phase 2 includes 24 more apartments, 5 restaurants, a movie theater, and three large retail spaces (378,000 sq. ft.). This phase will add approximately 11,017 external daily trips to the roadway network, bringing the total external trip generation for the site to 21,082 trips per day, creating a more lively area.

Growth for both Wasco and Kern County need to be considered for the entirety of this project. Caltrans has suggested that Kern County is expected to grow by 2.5%. This growth needs to be taken into account so that future planning will address the additional populations' needs.

With added development and construction, there will be an addition of 10,065 daily trips to external roadways by 2010. Then, once Phase 2 is completed by 2015, 11,017 trips will be added, coming to a total of 21,082 trips per day for the trip generation.

Mitigation measures provided for the proposed Wasco Center project focus on ensuring that all surrounding intersections and roadways operate at an acceptable Level of Service. The Level of Service analysis calculated that Highway 46, along with the arterial and collector streets would function at a LOS C or better, so there was no need for improvements in Phase 1 in 2010.

LESSONS FOR THE CLASS

The City of Wasco's projected site faces various issues. Several of these issues include the possibility of the Wasco community rejecting the proposed development, the use of more groundwater, and an increased level of traffic through the construction of the site. The community of Wasco may oppose the projected site because there will be an increased level of traffic while the site undergoes construction. They also may fear that there will be more traffic after the Wasco Center is completed. Another potential issue is in regards to the increased level of groundwater usage in the Wasco community due to the new site. The groundwater is a limited resource that can be difficult to maintain during times of drought.

WAL-MART EIR EXECUTIVE SUMMARY

(by Thomas Kobayashi, Garrett Wank, Jerome Wu and Roberto Contreras)

As one of the elements in the Wasco Center development project, a new Wal-Mart store has been approved and will be starting development on the SR-46 corridor in the area that we will be working on for studio. The project will be located directly North of SR-46 on a 17-acre lot of land that is currently vacant, previously used as an almond orchard(see Figure 1.4 above). An EIR has been completed for the Wal-Mart project, where we have studied and analyzed it and have determined the impacts the class may have to consider. Coming from the Wal-Mart EIR here are some of the objectives that the Wal-Mart project is trying to achieve:

- "Provide a combined retail and grocery use that will stimulate development of the approved Wasco Center by motivating retailers to lease the approved, but not yet constructed, structures within the Wasco Center."
- "Reduce vehicle travel by providing residents with a local and inclusive shopping option in the City of Wasco."
- "Provide the City of Wasco's largest proposed commercial retail district with a nationally recognized anchor to attract consumers and other businesses."

The goals given by the Wal-Mart project provides us an insight into the Wasco Center goal as a whole, and will help our class keep a general design idea in mind for the Wasco Center itself.

PROJECT DESCRIPTION

The Wal-Mart project is proposed to be 170,000 square feet and is scheduled for development on the north side of the SR-46 corridor.

The project will be located on a parcel previously approved for the development of a 158,000 sq. ft. "Big Box Retail" structure. The Wal-Mart store will be located on approximately 17 acres, within the larger 112-acre Wasco Center development that has been proposed.

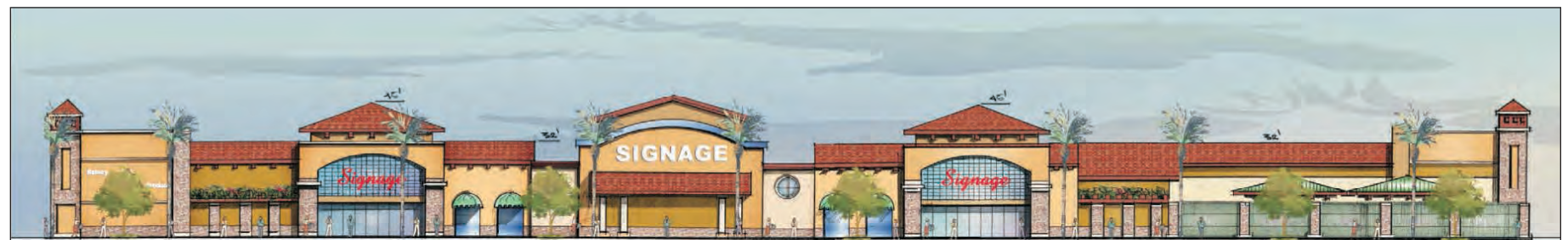
The proposed Wal-Mart project has been designed to meet the development requirements of the City of Wasco General Plan, Zoning Code, and the SR-46 Corridor Design District. The project will be served by two access points off of SR-46. The first access point is a signalized intersection at SR-46 and Central Avenue. The second access point is a limited access entrance (right turns for in and out) near the southwest corner of the site.

The south side of Highway 46 between Central Avenue and Palm Avenue is a commercial corridor with a Kmart at Central Avenue, several fast food restaurants throughout the corridor, a Best Western Hotel, and a large strip mall East of Becks Street. The area east of the commercial developments is mainly residential, as the central part of the City of Wasco is located to the south and east of this project.

EIR FOR WALMART

The EIR for the proposed Wal-Mart project discloses the potential environmental effects of the project. Like in any other Environmental Impact Report, the major points of interest for the Wal-Mart EIR are air pollution, ground pollution, noise factors, and traffic congestion. CEQA requires decision-makers to balance the benefits of a project against its unavoidable environmental effects in deciding whether to carry out a project. The environmental evaluation conducted for the Wasco Center found that the development of the Wasco Center would not have a substantial adverse effect.

Figure 1.5: Walmart; approved South facade.



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The EIR has been prepared to measure and inform decision makers and the public about the potential environmental impacts that may arise in connection with future implementation of the proposed project. Based on the environmental characteristics of the project area and a review of existing data, and relevant programs, most major factors from the projects EIR (air pollution, ground pollution, and noise) will have little to no significant impact on the site.

The only significant impact from the project will be traffic. With the proposed mitigation recommendations put forth by the EIR we can assume that the environmental effects will be non-impactful. Section 4.9 of the Subsequent Environment Impact Report states that the future project would affect the circulation of traffic along State Route 46. Mitigations have been proposed to reduce possible traffic congestion, but the final decision is not at the hands of the City of Wasco to make such improvements along SR 46.

Rather, changes along the State Route 46, would be under the jurisdiction of California Department of Transportation (Caltrans). According to Caltrans some improvements will need to be made at Central Avenue and Highway 46. To provide access to the project Central Avenue (running North/South of SR-46) is to be expected to run through Highway 46 up to Margalo Street (1/4 mile). Highway 46 itself, will be extended to a four-lane highway. According to this implementation it will reduce potential traffic impacts to less than significant.

The document and its elements contain valuable information that may impact the project on the site as well as the City of Wasco as a whole. This is vital information for our class because it is a project that directly affects our project area. One of the main concerns the document presented is the inevitable change in traffic. Due to the jurisdiction belonging to Caltrans for making changes to SR-46, and not to the city itself, the newly proposed Wal-Mart could potentially harm the mobility of Wasco City.

Alternatives were suggested to the project. The first was simply not to develop at the proposed site at all. While that plan would not increase traffic, it fails to enrich and provide for the citizens as well as the city itself, considering the project is providing services the community is in need of. Wasco already has a lower than average worker income and high unemployment rate, and without the project, incomes and sources of revenues would decrease further.

The second alternative suggests developing the project in accordance to the Wasco Center Alternative. In hindsight, this alternative is better off for the project area and our work because of its ability to minimize impacts to the community. The downside of this alternative is the loss of a grocery and a few other selections in the Wal-Mart, which are major benefits to the community.

ROSE CITY INDUSTRIAL PARK - ENVIRONMENTAL IMPACT REPORT

(by Miriam Arias, Gustavo Castro, Alan Ayon, and Jade Kim)

The city of Wasco is located approximately 26 miles north of Bakersfield and lies between highway 43 and 46. The city is surrounded by agricultural lands and the Wasco State Prison. The city population in 2006 was 24,288 including inmates. The city of Wasco approved a master plan to build an Industrial Park east of the city's existing limits and south of highway 46. The area of the park is approximately 1,640 acres; 1,108 acres of total area is expected to be located within the city's sphere of influence and rest of the area on outside of sphere of influence. This industrial city is proposed for an annexation to the city of Wasco.

With the development of the Industrial park, the following elements that would harm and benefit Wasco are expected: first, the city of Wasco is seeking an approval for plant operation, and it would produce large amount of ethanol which would worsen the air quality. Since biological and agricultural resources such as grassland, row crop, and orchard are located within the project area, many of farmers may lose their agricultural fields from establishment of the park. On the other hand, it is proposed to extend the sewage system from the city to the park as well as wells and groundwater storage tanks for emergency fire flows. In addition, a better transportation to the park will also be provided with development of railroads and truck services to local streets and highways. Lastly, the aesthetics of the city will be modernized with new source of lights from parking lot, buildings, and streets. The Landscape buffering zone will be used in order to mitigate the impacts of ethanol plants.

ANALYSIS

The industrial plant has a maximum production capacity of 63 million gallons of denatured ethanol per year. The plant will operate 24 hours

Figure 1.6: Proposed Location of Rose City Industrial Park and the Ethanol Plants.



per day, seven days per week and will employ 36 full-time employees with the possibility of an additional 10 employees should a CO2 vendor. Other possible industrial uses like warehousing and distribution have also expressed interest in locating within the industrial plant area.

HAZARDS & HAZARDOUS MATERIALS / AIR QUALITY

The ethanol facilities that are proposed in the industrial park include ethanol- distillation vessels and large storage tanks for ethanol products, gasoline, ammonia, enzymes, urea and sulfuric acid. This type of facility is capable of a significant harm to the public if there were an accident involving the release of hazardous materials. Even though ethanol facilities will be regulated by the CalARP programs and the PSM, accidents are always viable and may impact our CRP-341 project by losing attractiveness due to the neighboring Industrial park.

The release of hazardous materials also deteriorates the air quality in our site. CEQA defines a reception zone as "a location where human populations, especially children, seniors, and sick persons are found, and there is reasonable expectation of continuous human exposure according to the averaging period for the ambient air quality standard" (Vonberg, 2008 ,P.81). Therefore the east end of our site is in the "reception zone" because it lies within a 2-mile radius of the proposed park this may affect some types of development in this area.

BIOLOGICAL RESOURCES

The Industrial Project Area may produce some direct and indirect impacts to biological resources. The 1,640-acre plan is located adjacent to the eastern boundary of the City of Wasco. Project area for the industrial park lies north of Route 46, with Wasco Avenue and J street situated to the West and Kimberlina Rd.to the South and Root Avenue east of the site. Currently this land is being used by agriculture such as almond orchards, ornamental roses and garlic. Most of the area pertaining the industrial project is flat and dry with sandy well-drained soils. Some of the habitats and vegetations that are present in the project area include; 10.6 acres of annual grassland, 760 acres of annual row crops (including cotton, onions and garlic), 77.7 acres of fallow agricultural fields, 297 acre of orchards, 351 acres of perennial crops, several tail ponds, and an irrigation canal. There are also a few special status mammals and bird species living in the premises.

AESTHETICS

Considering that both route 46 and Kimberlina Road will serve as gateways for the city and the industrial park, these areas are considered to be affected by aesthetic impacts of visual characteristics that make up the city of Wasco.

The development of the Rose City industrial park and the two proposed ethanol plants could have significant impact on the existing visual characteristic of the area. Mitigation measures include the provision of landscaping buffers that can help moderate views of the open areas of the plant site, rather than shielding views of the structures. The development of the ethanol plants will create new sources of substantial light and glare through the use of heavy industrial structures, including rail lines, storage tanks, milling and refinery equipment and exhaust vents, with the tallest structures, corn soils, which can be up to ninety feet high.

The plants would be operated 24 hours per day requiring the sites to be lighted at night. Due to a potential significant impact related to light and glare, future development shall incorporate the use of lighting that meets the following guidelines:

- Exterior lights to be full cutoff fixtures
- Street lights should be flat-lens and "dark sky friendly"
- Advertising signs should be illuminating from above and should be off between 11 pm and sunrise unless business is open to the public at that time.

Implementation of these measures will reduce light pollution in order to preserve and protect the nighttime environment and dark skies through appropriate outdoor lighting. Overall, the proposed project together with other past, present, and foreseeable future local projects will significantly impact the visual character of lands bordering the City of Wasco. These projects will substantially expand and intensify the urban character of the City, as well as reducing the area of agricultural land bordering Wasco. From a visual standpoint, These new developments will add new man made forms and night lighting into an area that is largely open space with little night lighting.

CONCLUSION

The development of the Industrial Park and the ethanol plants are expected to generate minimal negative impacts on our project area. With the annexation, the site required an EIR with project-specific analyses for the two ethanol plants. The EIR examined the environmental impacts of the two ethanol plants within the industrial park, which could produce around 63 million gallons of ethanol a year per plant.

The EIR offered solutions to the effects on the environment such as lessening the impacts of air quality and providing landscaping as buffers to cover the ethanol plants. The EIR focuses primarily on reducing the changes in the environment that would be affected by the ethanol plants. In addition to environmental changes, our site on Highway 46 will be affected by the aesthetics of the ethanol plants, due to the view from carsite as people begin to pull into the site. Landscape buffers have been proposed as a way to mitigate the consequences the ethanol plants bring to the site.

ECONOMIC DEVELOPMENT OPPORTUNITES PLAN

(by Steven Orozco, Emma Petersen, Spencer Johnson, and Lauren Leedeman)

Our group analyzed the Economic Development Opportunities Plan Highway 46 Corridor for the City of Wasco. The document was written in May 2006 and funded by the State of California Department of Housing & Community Development and by the Economic Development & Planning/Technical Assistance Program Grant.

The Highway 46 Corridor in the City of Wasco offers economic development opportunities that can enhance the character of the city and increase visitors. The Corridor is important for value from sales and tax revenue and as the primary impression visitors have of the community. From a quick view, travelers decide to stop/not to stop in the community. This document details goals for redeveloping the corridor.

The City's Economic Development Road Map aims to enhance Wasco's competitiveness for: new business investment and jobs, expand the tax base, and improve its image. Three main priorities have been proposed: to develop its image as a small, family oriented town known for roses, to develop Highway 46 and downtown, and to increase per capita income

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and quality of life. To increase industrial development and tourism, the hope is to increase Highway 46 corridor's curb appeal and make the corridor healthy and vibrant.

ANALYSIS

The city of Wasco is located in the San Joaquin Valley at the intersection of California state route 43 and highway 46. This area is subject to high traffic, and with the proper development it could attract people to stop by instead of driving through it.

At the time of this report, the city was experiencing a booming industrial attraction and with the help of Ron Mittag, Wasco's own developer, they were discovering different ways to bring industries and business to Wasco. A big part of Wasco's revenue currently comes from agriculture. Wasco grows 55% of all roses grown around the country. Wasco not only brings its revenue from agriculture but also from oil production within and without the city. What Wasco lacks is retail growth, which brings cities large amounts of revenue. A Wal-Mart is said to open in Wasco, which will be the largest retail store the city has acquired. With the upcoming of Wal-Mart the city is preparing for more development. Wasco has prepared for industrial attraction by setting developing sites ranging from 10,000-50,000 sq. ft. These sites are ready to go, and the city has also proposed a policy that they must respond to industrial industries and development representatives within forty-eight hours. They have created this policy to speed up development, which attracts investors and industries when building.

According to recent economic research by the Economic Development Director & Economic Development Committee in the city of Wasco, it is currently the perfect time to invest in redevelopment and several avenues to a new Highway 46 are suggested. There is already a lot of community support for revitalizing the downtown and Highway 46 areas, as the community is growing and there is an increased demand for goods and services. Redeveloping the Highway 46 corridor would bring new businesses and make Wasco a better place to live overall. Around 7500 nonresident vehicles travel along Highway 46 a day but not many stop because Wasco has little to offer. If the area can attract more businesses, the tourism industry would grow and bring profits to the town. Because of the immediate positive economic impact the revitalization of Highway 46 could have, the community and government are willing to work together to promote this project.

CalTrans is also proposing a new set of projects in Wasco and the town expects this project could set a higher level of quality to the other revitalization efforts. The local municipality is also willing to update code, redevelopment policies, marketing, and business promotion in order to obtain the project quality they desire. Their willingness to be flexible will definitely make the entire process a lot easier. Enhancing the aesthetics of the city by adding more rose motifs was also proposed. The overarching theme of the redevelopment efforts is to make the town safer, more livable, and self-sustaining.

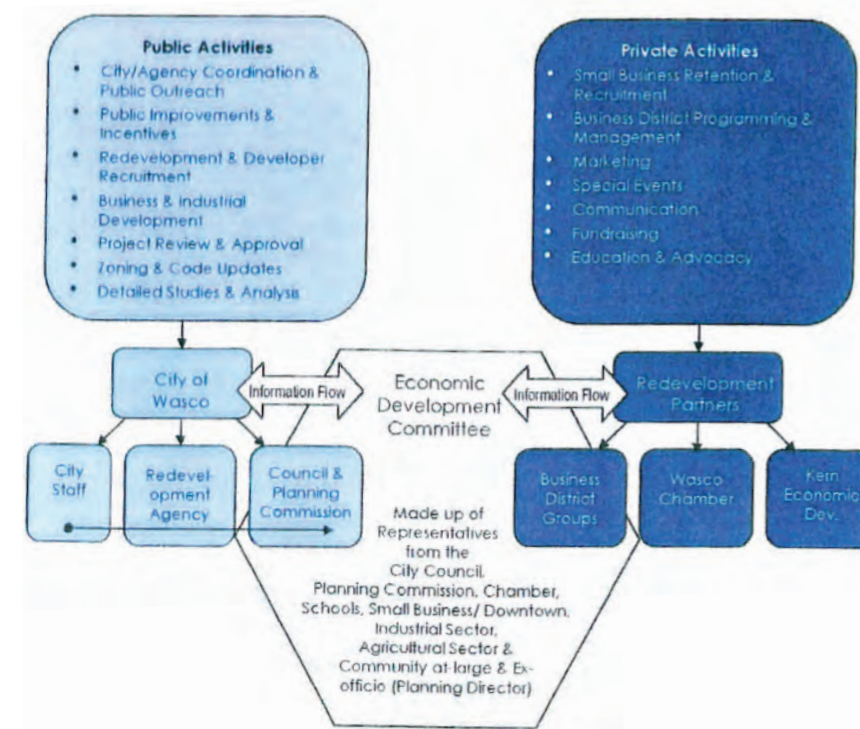
The City of Wasco's Highway 46 Corridor is a prime area for redevelopment. The corridor acts as a greeting for visitors passing by and gives these visitors a quick first impression of the community. At the time of this document's creation, May 2006, Wasco had hoped to work with the Redevelopment Agency to improve this corridor. Within this section of the document, the Redevelopment Agency Projects along the Highway 46 corridor will be in the public interest, target a return on investment ratio of 1:7 (so that for every Agency dollar spent it will

leverage an average of \$7 worth of reinvestment into the corridor), support quality economic growth, and so on. The most valuable of goals that can apply to our proposal is that the corridor should increase the value of adjacent properties, encourage better urban design, provide a greater density of uses, smaller setbacks, and provide a gain in ground-floor retail. Future buildings should also be attractive and support a pedestrian environment. The document also encourages investment into improving the streetscape and incentivizing property owners along the corridor to redevelop storefronts. If need be, the city could simplify its Zoning Ordinance to allow progress and good development.

In Wasco, the Highway 46 Corridor, in its current state, is like any other generic highway corridor in California. The blighted corridor exists solely for the purpose of commuters and does little to add to the community. The primary use along the stretch is commercial, yet the city would like to look into redeveloping the one-mile corridor. Determining how to successfully implement a development plan along a commonly traveled highway can be a challenge. In order to do this in the best way possible, organizing a committee of various individuals is key. The committee should consist of members from the following:

- City Council
- Planning Commission
- Chamber of Commerce
- Schools
- Small Business/Downtown
- Industrial Sector
- Agricultural Sector
- At-large Community Representative
- Ex-officio (Planning Director)

Figure 1.7: Diagram showing the agencies and parts involved in the Economic Opportunities Plan.



CONCLUSION

If the redevelopment along the highway 46 corridor proves to be successful it will provide the city with one of its largest returns on investment. It will provide the city with a 1/7 ratio on return on investment. For the city to be successful and receive a return on investment of 1/7 the city has to incorporate walkability along the corridor to encourage people driving through to stop. Setbacks must be added, and consistency of buildings must be set along the corridor to attract development and revenue.

With Highway 46 being one of the states major routes cutting through the state from east to west, it is crucial to develop this area. This area along highway 46 hasn't had redevelopment on a large scale before. With the upcoming of a Wal-Mart, which will be one of the largest retail establishments Wasco has had, it makes it important that the city prepares for future development to come.

The city of Wasco currently has sites that are vacant and ready to go. These sites currently sit undeveloped and are polluted with trash. To further attract development along Highway 46, the city of Wasco needs to clean up their vacant lots, and revitalize the streetscape. By making these small changes it will attract developers and speed up development once Wal-Mart is in place. We can only wait to find out weather the opening of a Wal-Mart in Wasco will help increase development or reduce development along the Highway 46 corridor.

TRANSPORTATION CONCEPT REPORT, SCHOOL TRAFFIC SAFETY STUDY, BICYCLE MASTER PLAN

(by Tara Ash-Reynolds, Shannon Boston, Jorge Sena, Emilie Morse)

Accessibility supported by safe transportation practices is critical to the health and safety of the community. The Highway Corridor 46 is considered by many citizens as 'blood alley' due to the amount of accidents and deaths that occur when pedestrians try to cross the highway to move from one end of Wasco to the other. The Transportation Concept Report completed by Caltrans proposes a four-lane widening project through Wasco.

The report cites that there will be no significant impact on the surrounding environment however it negates a safety component on how widening the freeway will affect the health and welfare of Wasco citizens. Pedestrian and bicyclist safety concerns are addressed in Wasco's School Traffic Safety Study and Bicycle Master Plan. The School Traffic Safety Study addresses the concerns of community members about the safety of the routes school children take from their homes to their schools. Overall the city has in place several plans that all aim at improving both the pedestrian and vehicular experience.

TRANSPORTATION CONCEPT REPORT

In October 2006, Caltrans issued an Initial Study of the State Route (SR) 46 corridor to determine the feasibility and impact of a four-lane widening project through Wasco. The study found that there would be no significant impact on the surrounding environments in regards to project construction and operation upon completion.

The study area extends from Jumper Ave., near the Wasco State Prison, to J Street in northeast Wasco, east of the BNSF railroad tracks. It is separated into three segments: going east, segment 1 from Jumper Ave. to Magnolia Ave.; segment 2 to F Street; and segment 3 to J Street. Our project is concerned with the latter two segments. Each segment is provided with a number of possible alternative road cross-sections, distinct only by their horizontal alignment relative to the existing road centerline and their width.

All alternatives involve widening the ROW end-to-end. Segment 2 involves widening the ROW through commercial properties. Studio Plans will have to account not only for a wider ROW, but also the reduced size of the parcels being acquired, in regards to setbacks and frontages.

Segment 3 is comprised of industrial properties, and its main focus is a new, wider underpass under the BNSF railroad tracks. Numerous industrial parcels will be reclaimed, and buildings will require demolition. Studio Plans will have to account for the lack of pedestrian frontage at this point, as the underpass retaining walls cannot be traversed.

Pending final state review, the California High Speed Rail Initial Operating Segment may cross this point in the future, however understanding the impact on the studio project will require further study regarding the nature of the vertical and horizontal alignment of the HSR ROW, and whether the BNSF RR ROW will be affected.

The Caltrans four-lane plan provides many opportunities to develop the corridor fully, and has the potential to showcase many innovative transport solutions that can then serve as a standard for other local communities. Solutions must be proposed that allow pedestrians to intuitively navigate the corridor, safely cross at key points, and provide an inviting atmosphere for pedestrians, without substantially impacting vehicle flow.

SCHOOL TRAFFIC SAFETY STUDY

The School Traffic Safety Study outlines the traffic and circulation conditions near school zones located near our site. The primary goals of this study were to determine safety, circulation and accessibility problems surrounding the school zones within the city. These problems were then weighed against a set of criteria to determine which issues held the highest priority. The criteria used included things such as community recommendations, collision rates, proximity to school zones and proximity to pedestrian walking routes. The study gets its information from a series of walk audits performed by Alta Planning+Design, and a community outreach meeting held in January.

Some of the major concerns brought up in the report were the lack of signage or crosswalk markings for pedestrians. Crosswalk lines in several of the school zones were faded or entirely absent. There is also a need for curb extensions near pedestrian crosswalks. Many of the major routes used by schoolchildren cross wide arterial streets which require long crosswalks. This causes pedestrians to spend more time in traffic and leads to long wait times for vehicles. The Wasco community and Alta Planning Design feel that Filburn Street is excessively wide for the amount of traffic that it receives. Near Griffith and Filburn (Teresa Burke School) and on 7th street north of John Prueitt there is substantial congestion near the loading loops during peak school hours (8am and 2pm). Suggestions on how to alleviate this congestion include consolidating parking in one entrance or hiring additional parking staff. The issues that held the highest priority in the study however, were installing curb ramps and crosswalks on Birch at 6th and implementing a bike lane to the downtown with streetscaping elements along 7th street.

This study gives our studio a number of things to consider when planning for Wasco. The school that will be most influenced by or site will be Thomas Jefferson Elementary just south of Highway 46. The study also explains that the entrances in schools need to be planned carefully to eliminate congestion during peak hours. Wider streets should be avoided near school zones or implemented with traffic calming measures to reduce vehicle speed. There are several opportunities to be considered near the site. There is an unused lot and vacant alley near Karl Clemens which should be considered when planning in the school zones. 7th Street offers plenty of potential as a gateway for motorists and cyclists to the downtown area of Wasco.

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BICYCLE MASTER PLAN

The City of Wasco Bicycle Master Plan identifies several goals of the City to improve accessibility. An increase in both bicycle and pedestrian mobility is the first and most important goal. A reduction in the number of bicycle and pedestrian collisions is a priority as well. Creating safe connections will encourage the use of alternative forms of transportation. Overall, Wasco has a comprehensive plan in place to deal with the current lack of pedestrian and bicycle infrastructure.

The project site along Highway 46 currently has little to no bicycle infrastructure. The only area that takes bicycles into consideration is the corner of Birch Avenue and Highway 46 (refer to figure 2) which has a bicycle parking location. However, there is potential for bike route implementation in the area. The Bicycle Master Plan gives a clear vision of bike infrastructure implementation in Wasco (refer to figure 2). Both Class II and Class III bike lanes are to be created on seven streets that have connections to Highway 46. There are currently two crossing lights with a third to be added during the construction of Walmart. These crossings can double as bike access to both sides of town as well as access to the commercial corridor. The Bicycle Master Plan takes this into consideration. Crossing lights on North Palm Avenue and North Griffith Avenue will have Class II and III bicycle lanes implemented into them.

There is potential for bike lane implementation in the City of Wasco. The Bicycle Master Plan gives a picture of how Wasco will create a better bike network. Being able to create bicycle accessibility throughout the town will encourage the use of this alternative form of transportation. Bike lanes will make the City safer for both pedestrians and bicyclists through infrastructure improvements. With a clear guide in place Wasco hopes to slowly but surely be successful in the implementation of its Bicycle Master Plan.

CONCLUSION

The city and its community hope to attract more development to the area by widening Highway Corridor 46. However the safety and mobility of the public must not be overlooked and the School Traffic Safety Study and the Bicycle Master Plan proposed by Alta Planning and Design attempts to address the issues pedestrian and bicyclist safety while increasing mobility and accessibility.

Creating a safe and efficient network of bicycle paths throughout the city will encourage alternate forms of transportation and aid in the safety of both pedestrians and bicyclists on the road. Our planning studio will need to work in the proposed infrastructure presented by the three studies. In order to address the safety concerns of pedestrians and

bicyclists our planning studio will need to propose solutions that combat congestion, encourage alternate methods of transportation, implement traffic calming methods, and increase legibility and safe mobility for pedestrians and bicyclists.

Figure 1.8: Caltrans concept for the redesign of Highway 46 within Wasco.

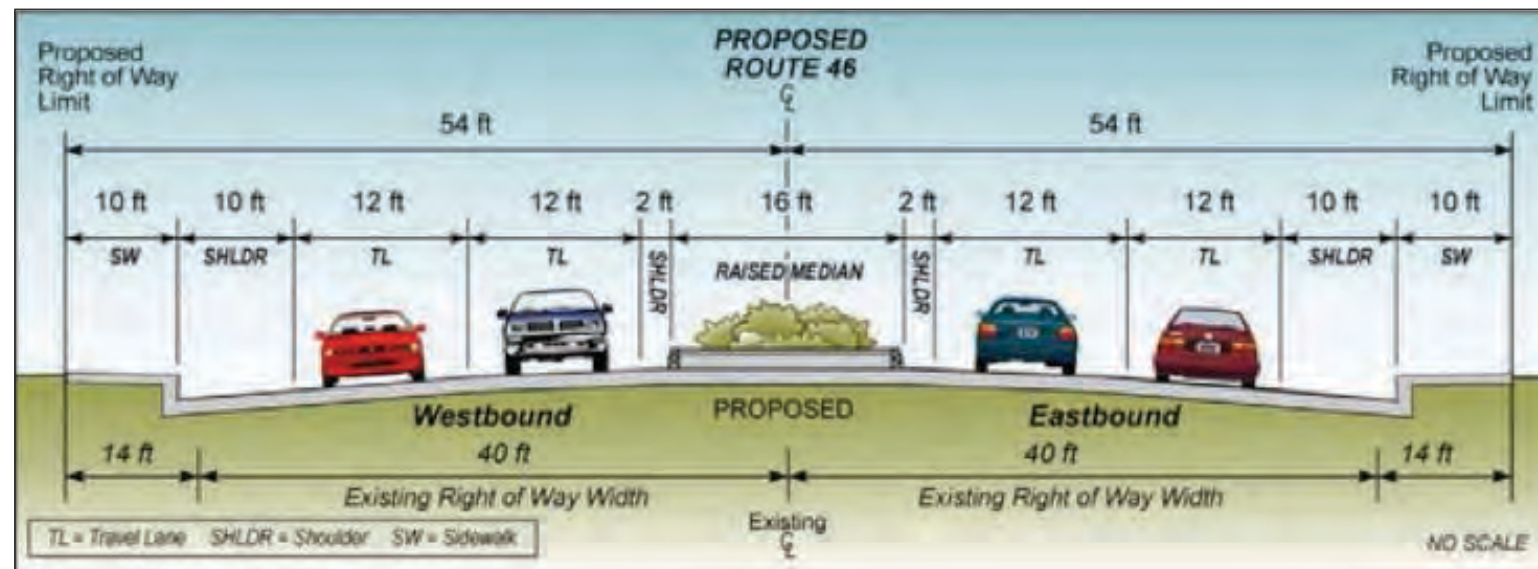


Figure 1.9: Situations showing conflicts affecting children's itinerary to schools.



1.3 Perceived Urban Design Qualities in the City

Our class conducted field surveys in order to get a clearer picture of the type of environment we would be working in and to give us an idea on what type and intensity of development is suitable for the city.

In the first part of the field study the students were divided into small teams. They drove and walked around Wasco, interviewed residents, analyzed specific lots and documented findings. The study enticed an analysis of the city and of the corridor according to a set of five urban qualities gathered by the class based on what the existing planning and urban design literature indicates for place making and walkability.

The definition of these urban design qualities helped generate a series of questions and survey forms to guide students in the investigation and the understanding the city and the Highway Corridor.

The five urban design qualities investigated by the class were: imageability, legibility, linkages, humanscape and ecoscape. What follows is the combination of all student teams analyses of Wasco (see Appendix A for all the completed field survey forms)

IMAGEABILITY

Imageability is the quality of distinctiveness or character of a place. It is the ability of a place to connect with people in a meaningful way. The character, distinction and design of a city make it memorable in the mind of the people who experience it and this is something we definitely want to foster in the city.

The floral industry, particularly roses, is something the city prides itself on. We feel like the city should take advantage of this cultural element and tie in the landscaping and urban elements with Wasco's status as the largest rose producer in America.

Wasco's major landmarks in the city are the clock roundabout (Figure 1.10), the water tower (Figure 1.11), the high school auditorium (Figure 1.12), the churches and the train station (Figure 1.13). These landmarks serve to make the city and some of its parts memorable and unique to



Figure 1.10
The clock roundabout.



Figure 1.11
The water tower.



Figure 1.12
The High School auditorium.



Figure 1.13
The train station.

the pedestrians. As for aesthetics, Wasco has a very pleasant "small town" atmosphere that we want to expand on. There were some interesting Spanish influences in the churches and school and we feel like this architectural diversity can be brought to other areas in the community.

LEGIBILITY

Legibility stands for the ease of understanding a place. We found that Wasco is highly legible. Since the majority of the streets form a grid in the older developments, it is easy to navigate around the city.

However, the most recently developed parts of town are confusing and are laid out on curvilinear street patterns. There are also numerous vacant lots, particularly surrounding the newer developments on the north part of town. There is a lack of aesthetic diversity, which makes these the neighborhoods feel indistinct.

Street signs and the landmarks work effectively to aid navigation around the city. Distinct landmarks such as the water tower, the round-a-bout with the clock in downtown, and the Amtrak station all serve as waypoints for navigation.

LINKAGES

Linkages have to do with the physical connections between elements of the public realm but also with the ease of accessibility. In Wasco we found that linkages are good for the most part but in some of the newer areas it is less so. The distance between the intersections is average residential block length, whereas some of the newer streets are longer with pedestrian crosswalks every 2-3 blocks. The streets are connected within the grid and downtown core but not as much in the northern and southern suburban parts because the streets are more curvilinear streets with dead ends.

In the older parts of Wasco, alleyways increase accessibility and serve as pedestrian linkages which we should consider from a circulation and safety standpoint. The grid pattern also allows for plenty of linkages for motorists as wayfinding. Vehicular circulation is fairly straightforward, with lots of cars and parking. The speed limit in downtown is 10mph, and it is slow on most neighborhood streets, making it fairly safe.

In the older parts of town, streets are mostly pedestrian friendly with

CHAPTER 1: CONTEXT AND SITE ASSESSMENT

the majority containing comfortable sidewalks. However, we did not observe them being well utilized except in the downtown, where the city previously investment redevelopment funds and managed an attractive landscaping for a couple of blocks.

Although the flat topography, the scale of the city, and the grid street pattern provide the potential for strong linkages throughout Wasco, the lack of diverse land uses, the low density, and the distances do not encourage heavy pedestrian or bicycle usage. This situation is worse given the strong barrier represented by Highway 46, particularly dangerous to cross.

The only bus line does not provide good connections within town and serves the main purpose to connect to Bakersville.

HUMANSCAPE

Humanscape has to do with the visibility and quality of the social and community dimension of a town. Wasco seemed to lack communal/central/community core, for people to hangout or gather except for its many parks for communal and recreational areas which seemed to be a common place to hang out. The downtown becomes relatively busy early evenings, particularly a couple of its existing restaurants and the corner with an ATM machine, but this movement does not last long. The class was surprised in not finding a coffee place or internet cafe in Wasco.

In several areas of the city we noticed a lack of safe sidewalks and very few pedestrian amenities, such as benches, planting, and street lights

discouraging pedestrian usage. Many sidewalks are in poor condition and along the corridor, there are several segments without sidewalks.

ECOSCAPE

The ecoscape is the perceived presence of nature in and around the city. In Wasco, the ecoscape is relatively well perceived overall. Given the scale of the town, the surrounding agricultural fields are always present. In the older parts of town there are plenty of trees in the public and private realms, and the parks are fairly well maintained. The parks are well situated in the residential cores of the city and offer a considerable amount of public space for such a small town.

In the newer parts, the city seemed to lack trees, which means less shading for pedestrians. We also noticed an overall lack of landscaping and plants; being the rose capital one would expect more rose gardens and planting all over town.

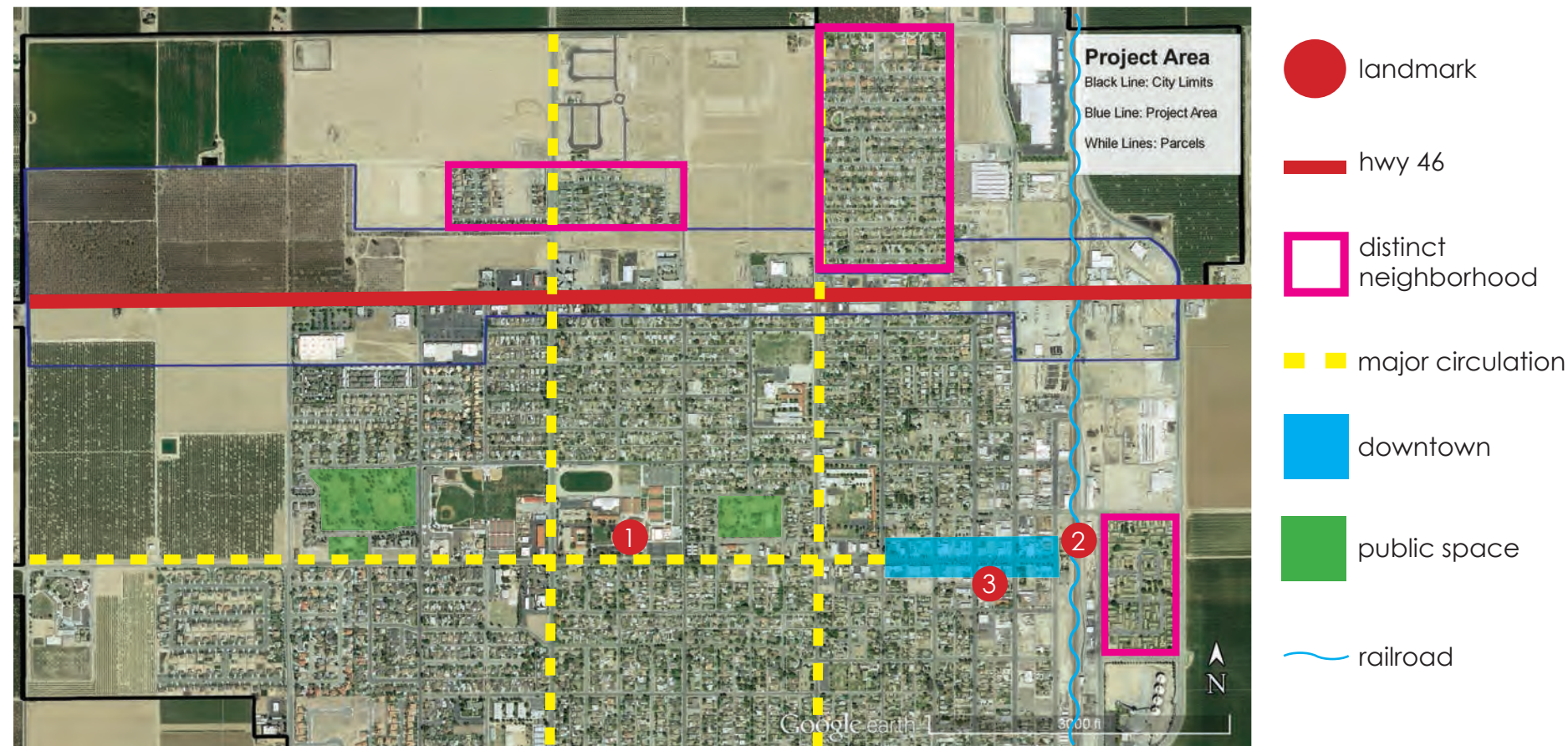


Figure 1. 14:
Understanding Wasco: The perceived character.

1.4 Perceived Urban Design Qualities in the Project Area

During the field visit, besides surveying the city, the class studied the Highway 46 Corridor. Extending for about 2.2 miles within the city, the Corridor begins at Magnolia Avenue in the West and ends at J street in the East. The corridor concentrate highway commercial uses and is mostly used by trucks and drivers on way to Bakersfield, although several of its uses also serve the Wasco community.

Highway 46 has an irregular width between lots, although its right-of-way (ROW) is currently 108 feet with only one lane of traffic in each direction plus a turning lane. In several stretches there are parking lanes on both sides. The speed limit is currently 45 mph through the town and currently only two intersections are currently signalized. Because of current traffic and physical conditions Highway 46 is considered unattractive and dangerous by the majority of Wasco residents, and it represents a strong barrier between the north and the south parts of town.

The class studied the Highway 46 Corridor following a predesigned survey form directing students to observe the same five urban design qualities mentioned in Section 1.2 above: imageability, legibility, linkages, humanscape and ecoscape. The completed surveys are in Appendix B, and the following lines represent a compilation of the most important observations.

IMAGEABILITY

Distinctiveness or Character. The 46 Corridor in Wasco currently does not currently distinguish itself from other central valley towns. The corridor currently lacks any significant landmarks - the closest the corridor comes is a railroad underpass. The corridor is comprised of mostly commercial establishments, with pockets of residential development along the corridor. Most of the commercial real estate is big box developments, notably a K-Mart and a planned Wal-Mart. The local commercial developments along the corridor tend to be in poor condition. The area does have sidewalks in places, but they are also in poor condition and end abruptly at the locations marked on the Corridor Map provided. There is a sign that welcomes drivers to Wasco from both the East and

West, but the sign on the West side of Wasco is located nearly 1.5 miles away from the beginning of the town which is confusing for drivers.

LEGIBILITY

Ease of Understanding the Place. The corridor is fairly easy to navigate. The city is based off of a grid, and all of the streets on the South side of the corridor lead you into Wasco. Broadway and F street represent the two borders of downtown, but this is not clearly labeled. There is one small sign that points towards a central business district, but it is very easy to miss. In general, the signage is inadequate for the corridor. The corridor also lacks street lights, which makes the area more difficult to navigate at night, as well as less safe for pedestrian traffic.

LINKAGES

Physical Connections and Ease of Accessibility. The corridor's linkage is clearly highly auto-oriented. The freeway is quite wide, and makes an effort to limit traffic slowing as much as possible. While this is beneficial for traffic and for commercial trucks in particular, this creates dangerous situations for pedestrians. The corridor lacks pedestrian crossings at most of the intersections, and the corridor is highly bike unfriendly. The corridor lacks bike lanes, and the few people riding bikes on the corridor were using the sidewalk instead of the street. The sidewalks, as mentioned before, are in poor condition and discourage pedestrian traffic. The corridor also makes no effort to link to downtown, and it is quite easy to drive through Wasco without ever realizing a downtown exists.

HUMANSCAPE

Social and Community Presence. The humanscape along the corridor is very barren in places. The corridor is noticeably auto-oriented, with a lack of sidewalks and bike lanes making it difficult for non-vehicular traffic to navigate the area. There is a total lack of space for public uses such as parks along the corridor, which is disappointing compared to the fairly robust amount of parks and public places within Wasco itself. There was little to no pedestrian or bike traffic observed along the corridor, and the corridor is very unsafe for children, who routinely run across the corridor due to a lack of pedestrian crossings. The area does not feel safe walking around at noon, and figures to feel more dangerous as the sun sets due



Figure 1.15
Highway 46's legibility is extremely low, there is no sense of place, and safety is bad for drivers, pedestrians and bikers.



Figure 1.16
The large setbacks and the big-box architecture generate low-legibility and create an unattractive humanscape.

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to the generally poor condition of the area. The corridor also lacks any sort of street furniture to encourage people to spend time in the area.

ECOSCAPE

Perceived Nature in and around the City. The ecoscape is strongly felt beyond the corridor when one is able to see the agricultural fields over the existing vacant lots. On both extremes of the corridor, there is an abrupt change between the urban area and planted fields. In the area of the future Wasco Center, the old almond trees plantation no longer lacks irrigation and is totally dry, in expectation of future development.

Except for some parking lots, along the highway there is little to no vegetation along the sidewalks. As Wasco gets very warm, the lack of street trees discourages pedestrian use. The areas closest to the corridor tend to be dominated by parking, and some chain stores and hotels do have nicer landscaped parking. Several vacant lots have no landscaping and remain just dirt.



Figure 1.18
The railroad bridge and the "dip" are unattractive features on the east entrance to town.



Figure 1.20
The east entrance to town, with the "dip" and the rail bridge coming up, is marked by poorly maintained underutilized industrial lots and buildings.



Figure 1.17
Several vacant and underutilized lots generate a socially and visually unattractive, discouraging drivers from stopping.

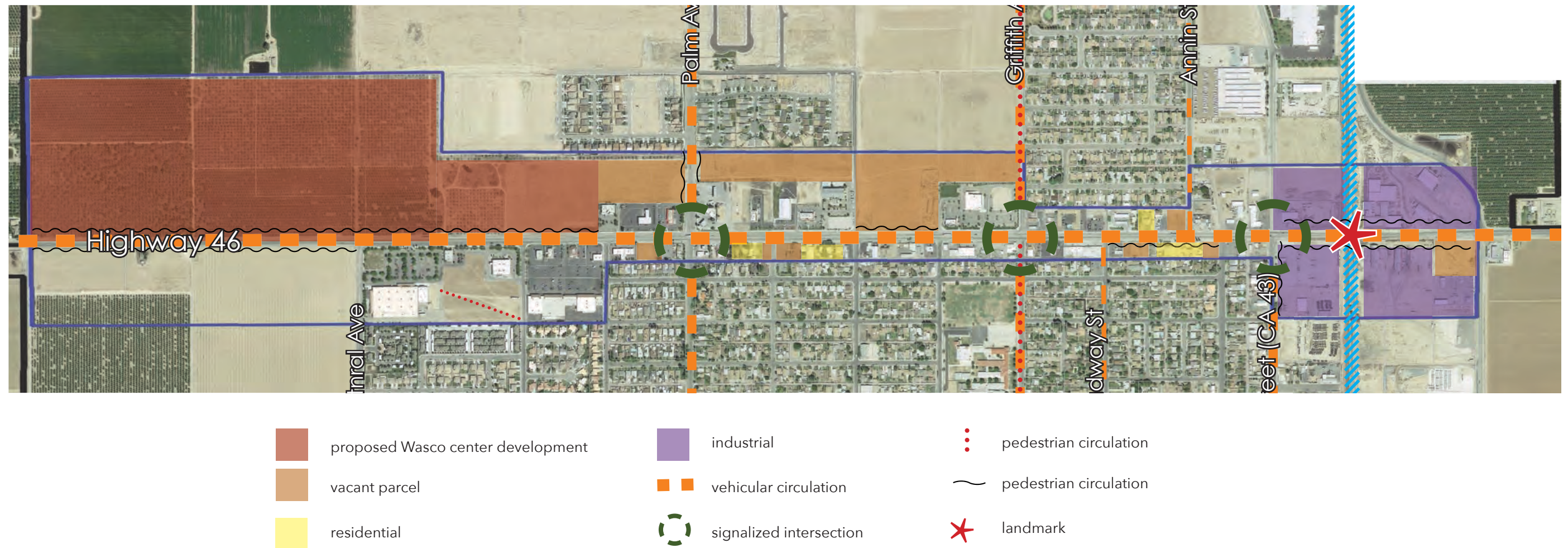
Figure 1.19
The hodge-podge development, inconsistent design, and poor streetscaping impacts legibility and create confusing situations like in the intersection between Highways 46 and 43.



Figure 1.21
This nice welcoming sign is located almost 2 miles from the city, and seems to announce the prison. Between the sign and the city there is almost no development.

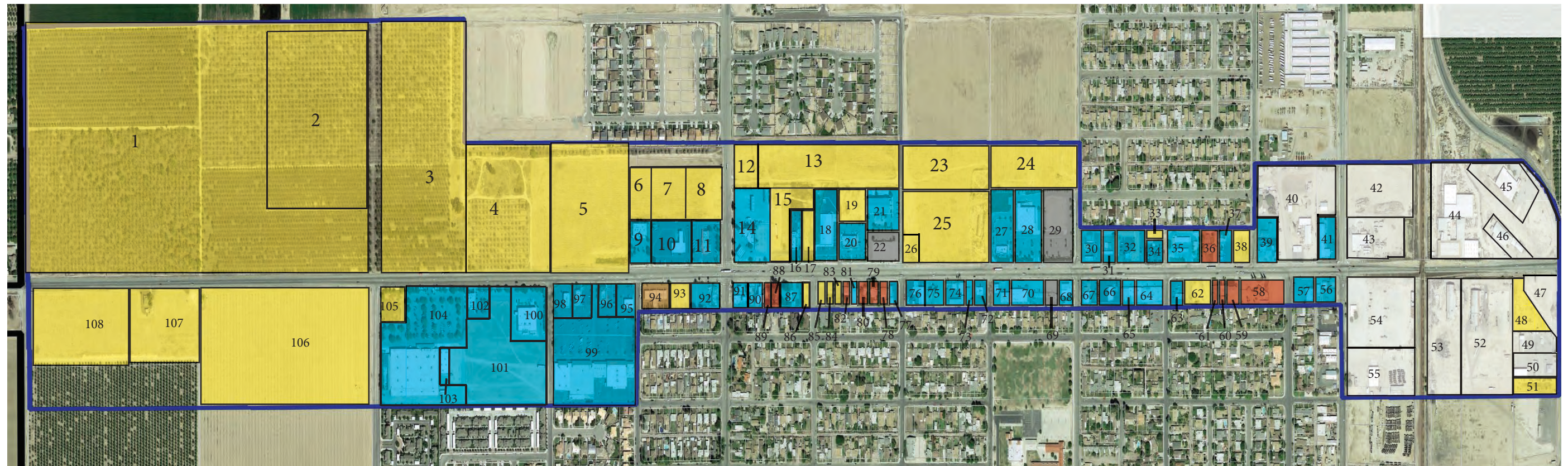


Figure 1.21: Understanding Highway 46: The urban design qualities.



1.5 Lot Surveys

The inventory of the development conditions along Highway 46 was carried out by dividing the project area into six blocks and numbering all the lots. Development in each of these blocks was recorded by a student team who took notes and photographs, and filled in a lot survey form. One survey form was dedicated to each lot, depicting the existing number of buildings, types of uses, number of stories, materials and maintenance, existence of mature trees, existence and conditions of sidewalks. All images and forms pertaining to the lots can be found in Appendix D. This survey provided the students with all necessary information for the development of a concept for the whole Corridor as well as for specific site designs.



1.6 Community Survey

During the class visit to Wasco, on Saturday 27, 2014 the students interviewed a total of 44 people in random parts of town. The interviews follow a pre-designed form. The form and all the interviews can be seen in Appendix.

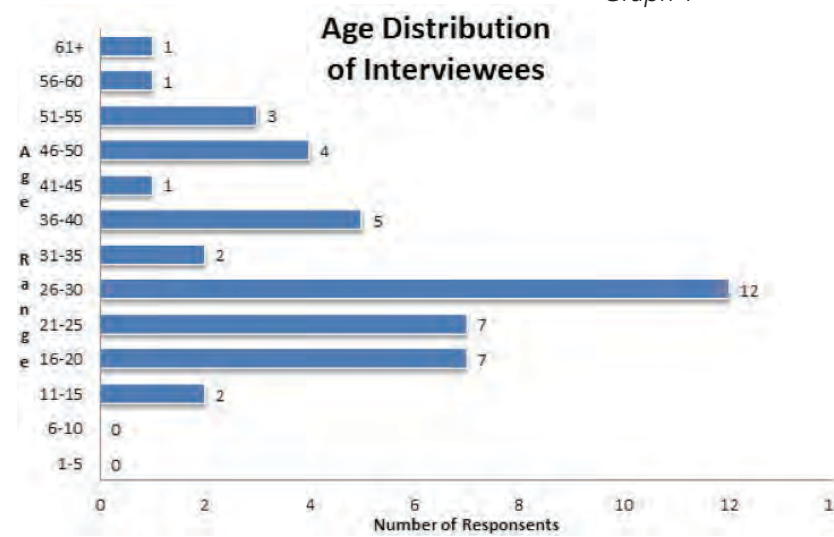
DEMOGRAPHIC INFORMATION ABOUT PEOPLE INTERVIEWED

The majority of people interviewed were from the ages 26-30 (Graph 1), male (Graph 2), and middle class, socio-economic class two (Graph 3). Although the survey form did not have specific questions on income and education, socio-economics were inferred by the interviewers based on the character and dress of the interviewees. Most interviews occurred Downtown (Graph 4) and the majority of interviewees lived in Wasco (Graph 5).

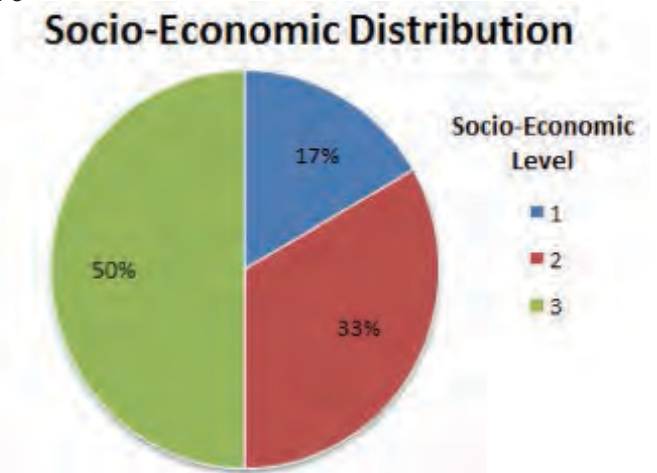
Graph 4 was grouped based on where the interview took place. The specific locations (shops and restaurants) first and then added the greater context of downtown or highway corridor. The interviews from specific location are more important than the broader location because it clarifies where pedestrians were and what they are doing there.

The relationship the interviewees had with the Highway 46 Corridor was also explored in the survey (Graph 6). Most interviewees (26) answered they shop there frequently, while 15 said they do it sometimes, and only 2 said they never shop there. The analysis of the open answers shows that interviewees had, in some of the shops located along Highway 46, their only option to find certain products in Wasco. They also recognized how unsafe the highway currently represents to both drivers and pedestrians, and more specifically to students walking or biking to/from school.

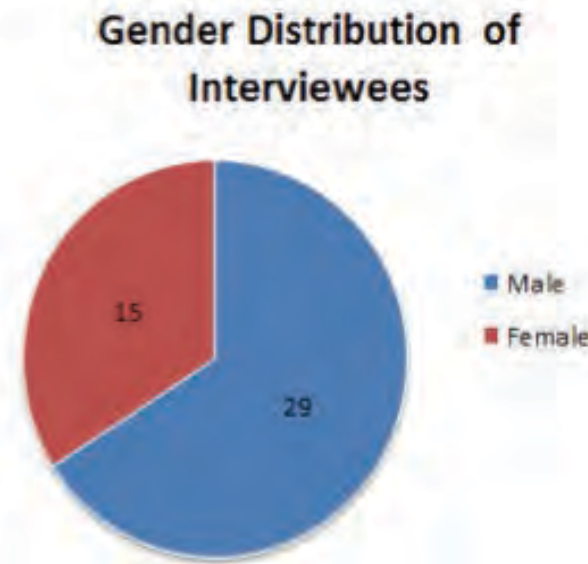
Graph 1



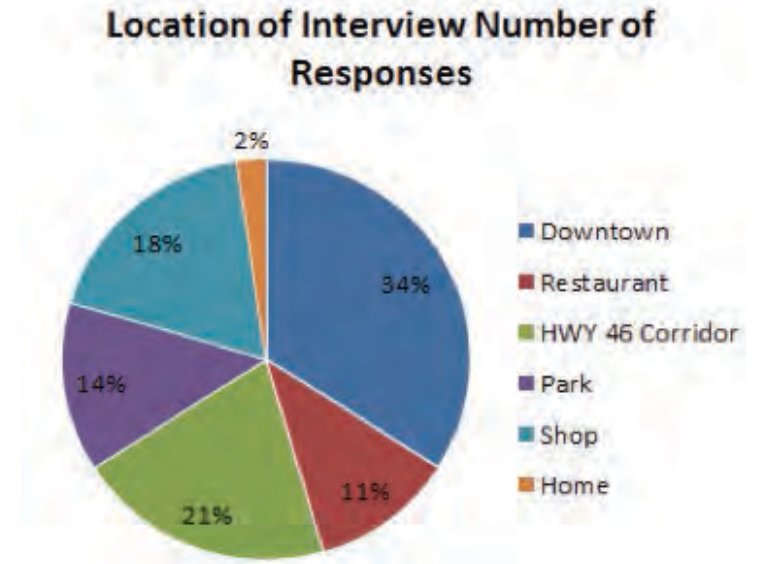
Graph 3



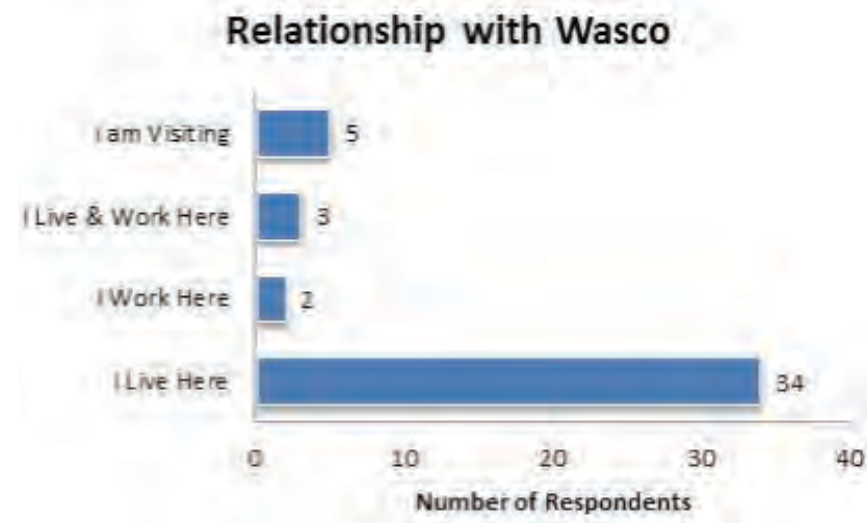
Graph 2



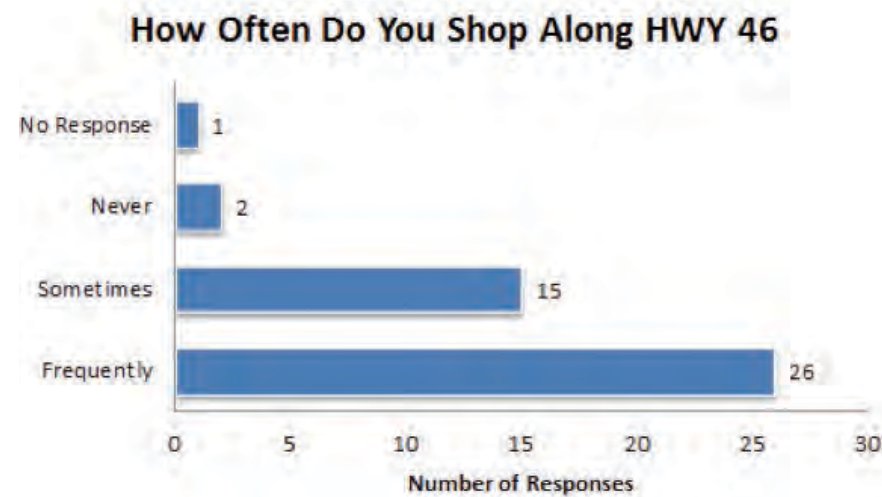
Graph 4



Graph 5



Graph 6



ANALYSIS OF INTERVIEWS: THE CITY

A majority of the people interviewed described the feel of the city as “small town, quiet, peaceful, relaxed, calm, and rural.” One interviewee said that Wasco was “a wonderful place to live,” however this was not an opinion shared by all. Most of the people surveyed said that the town is very boring, with no variety of things to do, desolate and depressing, with a prominent gang and drug presence. Everyone seems to know everyone, however there tends to be high crime rates. Due to the grid layout of the city, it is very easy to navigate one self around town, despite the lack of signage.

When community members were asked to say what represents the city, most of them didn’t know or couldn’t think of anything that was significant enough for them. A couple of individuals said that it was different for everyone, but the roses, rose festival, almond trees, agriculture, downtown and the high school football team had come up when they were asked. A few community members wished that there were more emphasis to make the city well-known, whether for the roses or for something else.

Places to hangout in Wasco, according to the 44 people that were interviewed, were the parks, downtown, other people’s houses, Amtrak, and outside of cities like Bakersfield and Pismo Beach. However, many answered that there are not many places for entertainment which lead people to hang out at non-recreational places like school and work.

The interviewees had many personal opinions about concerns and additions to the city. They wanted better parks, open spaces, prominent landmarks, more variety of stores, places for entertainment, places for the youths, Chipotle and Starbucks with WiFi. Most of these responses indicate that Wasco is in need of revitalization and addition of public spaces for a variety of groups. People were also concerned about the absence of police department, large vacant lots, and the absence of stop signs by schools.

ANALYSIS OF INTERVIEWS: HIGHWAY 46

The people surveyed had both negative and positive views towards the highway 46 strip that runs through the City of Wasco. People usually use the highway to go grocery shopping, get gas, and eat at fast food or Mexican restaurants. Popular grocery stores are Kmart, Save Mart, Family Dollar, and other small local grocery stores that run along the highway. Some interviewees show favoritism towards the Highway 46 corridor because it provides easy access to commercial areas which contain a variety of businesses, fast food, retail stores, and an upcoming Walmart.

On the contrary, some of those interviewed wished for more variety in the number of retail stores and various other commercial spaces. Some hoped that chain stores, for instance Starbucks, Coffee Bean, or Chipotle be added to the this portion of highway 46 that runs through Wasco. In addition to chain stores being added, a couple of people interviewed wished that more local stores would be added rather than chain stores. The corridor should not only be a place for the community to use and enjoy but also for passersbys to stop and use what Wasco can offer them. As Graph 6 depicts there is a high frequency of patrons shopping along the corridor that would most likely support new commercial usages.

The interviewees were also concerned that the corridor is noisy, busy, congested, and dangerous with large amounts of casualties. Due to this, people wanted to add more traffic lanes so that the corridor would be four lanes, with two lanes traveling in each direction. With the highway being revitalized, those surveyed hoped that it would be more walkable, with increased pedestrian friendliness, such as more sidewalks, crosswalks, benches, and trees added to the corridor. Along with pedestrian friendliness, there are demands for increased safety measures along the corridor such as separated bike lanes and streetlights, so as to not be integrated with the vehicular traffic.

CHAPTER 1: CONTEXT AND SITE ASSESSMENT

1.7 Development Constraints and Potential

All the investigative work performed by the class and summarized in the previous sections, allowed the students to gather an understanding of Wasco and the Highway 46 Corridor and its development needs, constraints, and potential. To conclude this process, the class conducted

a SWOT analysis of the Highway 46 Corridor. SWOT stands for Strengths, Weaknesses, Opportunities, and Threats; it is a method to rationalize and organize knowledge about a place and its future. The Strengths and Weaknesses are categories that consider factors inherent in the project area and are within the planners' direct control (for instance, the vacant lots), while Opportunities and Threats include factors that are outside the project area and beyond the scope of the plan or project (for instance,

the future high-speed train).

For this SWOT analysis, the class organized the information gathered under five categories: natural and man-made resources, cultural, economic, and socio-political.

The next step was producing a graphic interpretation of the SWOT, a

Determining Factors	INTERNAL		EXTERNAL	
	Strengths	Weaknesses	Opportunities	Threats
Natural Resources	Flat, unused ag land, roses, unimpeded views, greenbelt, native/drought tolerant plants, local resources, orchards	Dust & pollution, lack of water, lack of trees to provide shade when walking, exposure to chemicals, lack of green/open space, vacant buildings and lots, and dust caused by those lots, lack of landscaping generally everywhere	Greenbelt, lots of sun = solar, not too much wind, space/lots to development, oil field	Rose city industrial park, open ag land, regional climate, drought, poor air quality
Man-Made Resources	Wasco Center underway, good connectivity/grid system-need to make that known through signage, city is compact, corridor has space for development, vacancy allows for development, potential for E/W expansion (1st & Rose), potential for gateways at west and east end, spread out	Drive out local businesses, lack of bike amenities, lack of quality in streetscape, outdated/rundown, not walk-able, lack of crosswalks, unattractive land uses, poor signage, heavy traffic, safety issues, current state/quality of the highway, distance of current gateway sign, lack of up-keep, large parking lots, noise, bridge-poor visibility,	Close proximity of Amtrak station to downtown, regional truck routes, bypass will relieve traffic, roses/almond trees, canal, corridor connects Bakersfield and I 5, parks, high school, lots generally very accessible	Prison (safety), lack of local transit connecting to hwy 46, truck routes, New Bakersfield/Westside Parkway, future high speed train (will go thru or by our site), auto-dependent development and culture, no public transportation
Cultural	Strong presence of Hispanic culture, small-town feel, reputation for the roses (keep the city alive), sense of community, play up the water tower	Lack of diversity, lack of entertainment & social locations, lack of public life (no parks), no identity, not embracing their history, isolates-doesn't welcome diversity, auto-dependent development and culture, lack of landmarks	Roses/almond trees as design theme, unique position in the city, corridor might reflect the character of the downtown or stand out for the downtown, embracing cultural history, make downtown a destination spot, by maintaining cultural values it might not have to compete with Bakersfield, family-oriented, rose festivals/activities	Attracting big box stores, Bakersfield, detract from local community culture, culture not willing to adjust to change, lack of progressive thought, minimal places for social interaction
Economic	Potential to generate a strong tax base, improve incomes, industrial/ag based city, self-sustaining, Walmart = jobs, local businesses are surviving, funding from prison	Strong shopping district along the corridor, might detract from the downtown. Negative impact on downtown Wasco—local businesses, need for jobs, lack of commercial diversity, economic somewhat dependent upon ag, ag wages, people commuting to Bakersfield for jobs, Walmart, lack of need	Prison brings economic opportunity, the traffic or interest/visitors/passersby's. Amtrak (helps to distribute), potential to sway business market, oil and gas extraction, jobs, create a downtown district, farmers market, adding more businesses to attract travelers, new housing stock	Bakersfield reduces job market, Jail reduces property value, low to moderate income families reduces opportunities for local businesses to expand, economic fluctuations, no draw to go to Wasco or the corridor
Socio-Political	General recognition that corridor needs redesigning, planning department/city council will need to work with the community, one socio-cultural group might make decision-making process easier to plan for, proximity to Bakersfield, generally affordable housing,	Lack of community involvement, small-town (relatively unknown), food desert	Community generally accepts change, opportunity to grow, utilize downtown/ parks/ or vacant lots for community events, youth	Lack of community involvement, lack of comparable models in the Central Valley, chance of Bakersfield growth to encroach into Wasco, no police department, gangs/drugs, quality of life might deteriorate due to lack of progressive thought, violence, presence of prison

SITE ANALYSIS MAP



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WASCO HIGHWAY 46 CORRIDOR STRATEGIC URBAN DESIGN PLAN



CHAPTER 2: URBAN DESIGN VISION

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2.1 Introduction

This chapter represents the planning/design phase in which the students start discussing development ideas and design concepts for the project area, the Highway 46 Corridor. The chapter is divided into three main subsections: case studies, development vision, and urban design concepts. These activities helped the class develop a consensual vision for the corridor.

In the first subsection, each of the six student teams researched and selected a case study they felt was applicable to the Highway 46 Corridor. These included the PCH/Del Prado Project, the Thornhill Yonge Street Transit Corridor, the Complete Streets of Roselyn, WA, the Allentown Pike Corridor, the Buford Highway Corridor, and Santa Monica, CA. Students analyzed the case study projects, including the planning, design, and implementation. They drew conclusions, found applicable lessons to the Wasco case, and discussed them in class. The full case studies are included in Appendix E.

Next, based on the previous investigations as in Chapter 1 and the lessons from the case studies, the class reached a consensus on a development vision and design concepts for the Highway 46 Corridor. Taking the five urban design qualities discussed in the previous chapter as principles (imageability, legibility, linkages, humanscape, and ecoscape), the class identified two goals, for each principle, and at least to implementation policies/ideas for each goal. These activities were performed by the class in a “charrette” format: intense collaborative studio sessions.

As the final step in this phase, the class generated urban design concepts, for both the corridor as a whole and the individual blocks. This included land uses and building types, streetscaping components, parks and open space ideas, and interventions on the street and circulation patterns. Concept maps, also called bubble diagrams, were created and presented to Wasco’s planning department and the community on October 24, 2014. The feedback allowed students to modify their concepts prior to developing their final design proposals (Chapter 3).

2.2 Case Studies - Lessons Learned

(See Appendix E for the complete case studies)

Case Study 1 : Pacific Coast Highway/Del Prado Project Dana Point, California

Located in Southern Orange County, Dana Point is a beach town with a population of 33,351 (2010). Running along the California coastline, the Pacific Coast Highway cuts through the city, including its town center. Through the Towncenter Project, the City plans to encourage more mixed-uses and improvements, including along PCH.

An important decision was to change the circulation pattern and the geometry of the intersection between Pacific Coast Highway and Del Prado road. Construction began in 2006 and it is now entering its second phase. Costs are now estimated at \$16.9 million dollars, coming slightly under the original budget. One of the most important project decisions was to change PCH and Del Prado from one to two-way thoroughfares with bike lanes and parallel parking. Streetscape improvements, planting, and wider sidewalks, together with more mix-uses contribute to make Dana Point’s Towncenter more pedestrian friendly and more memorable place.



Case Study 2 : Thornhill Yonge Street Transit Corridor Thornhill, Ontario, Canada

As part of the Thornhill Yonge Street study for the municipalities of Markham and Vaughan, Urban Strategies prepared an urban design vision and the supporting land use plan as the basis for an official plan and plan amendments to revitalize an important area in the City of Thornhill Canada. The focus was on establishing new mixed-use development and proposals to intensify mid-rise commercial/residential uses along the transit corridor. The goal is to strengthen the district’s character while ensuring that new development would appropriately reflect the scale and character of the city’s main street.

Wasco can learn from this project by providing various mixed-use categories, by discouraging “big boxes”, and by encouraging higher densities along Highway 46, serving both residents and drivers-by. High quality urban design would also help Wasco to acquire an identity. The city would also gain by implementing a bus route serving the corridor and the most populated parts of town and the high-school. Also, like in the Thornhill Yonge Project, new streetscape elements, street lights, special paving, bike lanes, and pedestrian seating areas would make the corridor more attractive.



Case Study 3 : Roslyn Complete Streets Roslyn, Washington

Roslyn, Washington is an 1.5-hour drive southeast of Seattle. Founded in 1886 with the discovery of coal, the construction of the Northern Pacific Railroad, helped turning Roslyn a company town. After the coal mining shut down in 1963, the town's population plummeted. In the 1970s it started attracting young urbanites who see it as a pleasant small place to do art in and be one with nature. The town saw a spike in popularity with the TV series "Northern Exposure", filmed there between 1990-1995. Although Roslyn's population is only 893 (2010 Census), it is quickly becoming a destination for skiing, hiking and boating for the wealthy from Seattle and Tacoma.

State Highway 903 cuts through the middle of Roslyn and is posing a threat to this small town - several stretches with no sidewalks or crosswalks, buildings along it are in bad shape, pedestrians can't use it, and the speed of traffic is a safety hazard. By implementing a Complete Streets program, Roslyn is looking to transform its main street in a more diverse, safe and inviting place for shoppers and pedestrians. They are also installing cross walks, bikelanes, and making sure that infill buildings respect the historic architectural charm of a vernacular style, with small front-yards and highly active store fronts.



Case Study 4 : Allentown Pike Corridor Muhlenberg Township, Pennsylvania

Muhlenberg Township, located just outside Reading, Pennsylvania has a declining population of around 17,000 (2010). The town is facing economic hardship due to the loss of jobs from its shrinking industrial and manufacture sectors. The 5th Street Highway/Allentown Pike Corridor is a 3.9 mile section of Business Route 222 running through Muhlenberg. A local steering committee presented a long-term revitalization plan for the corridor in 2013, with a focus on three specific areas.

The first focus area is the Gateway Village District, referred to as "A Place to Play." Acting as the north gateway it will feature parks, a sports complex, hotels, and hiking trails. It will also serve as a transition between the commercial development and the nearby residential neighborhoods. The second focus area is the Commerce Center District or "A Place to Live and Work" with a mixture of uses, retail, and a complete streets program for walkability. The third and final focus area is the Town Center District or "A Place to Visit." This area will act as Muhlenberg's downtown area, focusing on redeveloping opportunities such as professional medical practices, skilled employment services, hospitality, restaurants, municipal, retail, recreational, as well as residential. The combination of the three focus areas will provide a lively and diverse corridor to stimulate the local economy of Muhlenberg.



Case Study 5 : Buford Highway Corridor Duluth, Georgia

The Buford Highway Corridor traverses most of the City of Duluth, Georgia including the middle school and the downtown. A redevelopment plan from 2009 (updated in 2013) addressed existing and future real estate market, transportation and land use, pedestrian and bicycle improvements, utility and infrastructure improvements along the corridor. It also defines general guidelines for the character of private development and identifies public projects and civic infrastructure to stimulate redevelopment. The plan's vision is of a more walkable, livable, Buford Highway Corridor that will add to the overall success and appeal of the City of Duluth.

The highway currently has 2 lanes in each direction and a turning lane. Improvements include widening the sidewalks, adding signals to intersections, and adding medians along some segments. The plan also proposes nodes for customers to park their car and walk to multiple destinations. In this district, uses are mostly highway commercial and light industrial. An sculptural arch across the highway will bear the city name. A separate document presents in-depth design plan for redevelopment of the downtown, located along the corridor.



Case Study 6 : Ocean Park Boulevard Santa Monica, California

Ocean Park Boulevard from Nielson Way to Lincoln Boulevard is to be turned into a "Complete Green Street." Proposed originally by the Ocean Park Association (OPA) in 1993 hoping to "improve walkability, calm traffic and make Ocean Park Blvd more of a neighborhood street." This auto-dependent street was the first of many to become a "green" or "complete street," part of a movement to transform Santa Monica streets into more inviting and livable urban landscapes. The overarching idea is to treat streets such as Ocean Park more like an open space where neighbors and friends can mingle.

The first stretch of Ocean Park Blvd that was redesigned entailed a 3,000 foot-green stripe designating bicycle traffic and the addition of several pedestrian amenities such as lighting poles, pocket parks, landscaping, and trees along the eight-block project site. Construction lasted from June 2011 to January 2013 at a cost of \$4 million. Planters and buffers protect pedestrians and bicyclists from cars, and containing walls were decorated with attractive artistic mosaics.



2.3 Development Vision

Having studied and discussed all the information obtained and described in Chapter 1, as well as the lessons learned from the Case Studies, the class engaged in a charrette-like process during which the six student teams discussed and decided on a development vision for Wasco's Highway 46 Corridor. It was agreed that development should reflect the five basic urban design qualities, taken up as overarching principles for every planning and design decision.

For each Design Principle two Goals were identified. A goal is an end result the class would like to see incorporated into the Corridor's design and redevelopment.

For each Goal, at least two Policies were identified. A policy is a way to implement the goal through design choices.

After these were decided, the class discussed and come to a consensus on a Vision Statement for the development of the Highway 46 Corridor.

The charrette was conducted by having the six student teams discuss and present their position, and then having the whole class discuss and reach a consensus. The resulting Vision, Goals, and Implementation Policies are described and illustrated in the following pages.

Vision Statement for the Highway 46 Corridor, Wasco CA

The **Highway 46 Corridor** in Wasco will serve both drivers-by and the Wasco community through **diverse commercial uses** in a **people-friendly, socially active, and attractive environment**. Its design will encourage **pedestrian and bicycle use** and promote strong **connections** between the surrounding districts and the downtown. The Corridor will provide a **memorable, pleasant** and **distinguished experience** that will establish Wasco's **identity** in the Central Valley.

2.4 Design Principles, Goals and Policies

URBAN DESIGN PRINCIPLES

- **Imageability** (Distinctiveness and Character): The quality that makes a place recognizable, distinct, and memorable.
- **Legibility** (Ease of Understanding a Place): The ease with which the spatial structure of a place can be understood and navigated as a whole. A sense of orientation improves legibility.
- **Linkages** (Ease of Accessibility): Linkages refer to the physical connections within an area, between areas, and beyond and the ease that circulation occurs for all modes of transportation.
- **Humanscape** (Social and Community Aspects): The dimension that humans and their social activity add to a place.
- **Ecoscape** (Perceived Nature in and around the City): The dimension that plants, gardens, animals, habitats, prevailing wind, sun, and other natural elements add to the community.

DESIGN PRINCIPLE 1: IMAGEABILITY

The Highway 46 Corridor will contribute in making Wasco recognizable, distinct, and memorable, and by celebrating Wasco's agricultural history and produces. The image and the identity of the Corridor will be strong from making specific elements and their arrangement capture attention, evoke feelings, and create a lasting impression.

GOAL 1: Provide a clear identity that differentiates Wasco and makes the corridor memorable.

Policies

- Provide gateways at both ends of the corridor
- Introduce distinct and attractive streetscaping elements
- Utilize local motifs for streetscaping and public art
- Distinct nodes at intersections to distinguish different areas
- Encourage "landmark" buildings in key locations

GOAL 2: Generate a pleasant, welcoming and attractive environment along the corridor.

Policies

- Encourage improvements and modernization of existing buildings
- Implement a distinct and coherent arch style
- Provide comfortable and safe sidewalks and bike networks
- Provide for visual elements connecting to the rest of the city



The rose motif can be represented in surprising ways and help with Wasco's identity.



Gateways will improve Wasco's image and help mark its locale.



Landmark buildings help imageability and identify nodes in the city. They also help legibility.

DESIGN PRINCIPLE 2: LEGIBILITY

Highway 46 Corridor's spatial structure will be easily understood and navigated as a whole, and will provide clear references to the downtown. Its clear street network, physical references, and memorable areas will serve as references and contribute to the overall legibility of the corridor and of Wasco.

GOAL 3: Provide an easily navigable environment and make connections to the rest of Wasco clear

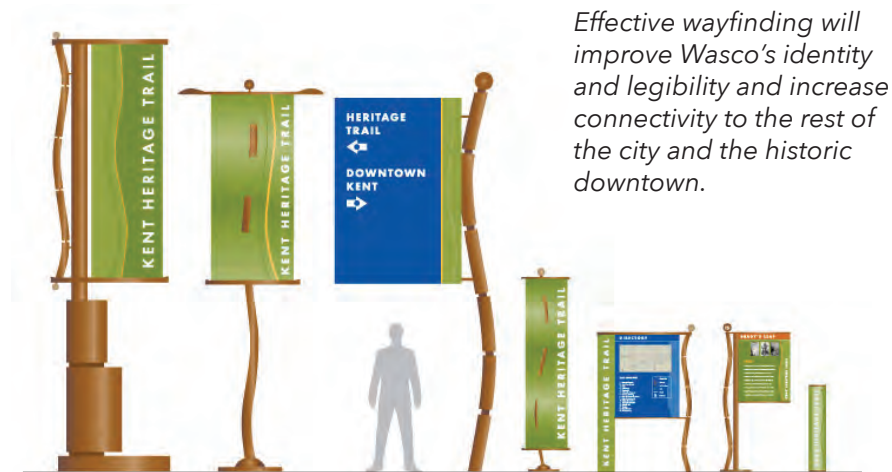
Policies

- Implement a wayfinding system that is distinct, easily legible, and provides connections to downtown
- Provide for clearly marked and safe crosswalks
- Integrate landmarks and public art to the wayfinding system
- Enhance E Street and 43/F Street connections to downtown Wasco

GOAL 4: Provide for place-making while maintaining aesthetic and visual cohesiveness

Policies

- Provide uniform architectural style and allow for landmark buildings
- Provide variation of building heights based on their uses
- Creation of nodes/plazas in critical intersections and areas
- Use public space and art for place making
- Place buildings closer to the street at key locations



Effective wayfinding will improve Wasco's identity and legibility and increase connectivity to the rest of the city and the historic downtown.



Aesthetic and height cohesiveness help in increasing the legibility of a place.



Public art enhances space, helping legibility and sense of place.

DESIGN PRINCIPLE 3: LINKAGES

Physical connections within the Highway 46 Corridor, between the Corridor, the surrounding neighborhoods, and the Downtown will provide for ease of circulation for all modes of transportation. These linkages will also provide for safe, easy, and pleasurable use by all modes of transportation.

GOAL 5: Provide for multiple modes of transportation

Policies

- Implement Complete Streets model
- Implement a public transit system serving the whole corridor to Wasco to Bakersfield
- Provide majority of parking rear with alley access to side streets
- Provide for plenty of landscaping and pocket parks

GOAL 6: Establish strong connections between corridor and other parts of Wasco, particularly the downtown

Policies

- Increase the number of signalized and/or safe pedestrian crossings
- Implement effective signage and its connections to downtown and attractions
- Implement pedestrian and bicycle connections to downtown and the schools
- Reduce the number of vehicular turning points along corridor - driveways, alleys, side streets, etc.
- Add new and active store fronts and streets for increased walkability, connectivity



Wide, comfortable, tree lined bike and pedestrian paths increase linkages and create alternatives to the car.



Well signalized, safe and comfortable pedestrian crossings.



Active storefronts and sidewalks encourage walkability and increase connectivity between areas.

DESIGN PRINCIPLE 4: HUMANSCAPE

The variety and multiplicity of uses and activities, and both formal and informal social events will contribute strongly to placemaking along the Highway 46 Corridor. Visibility of land-uses and human activity, and the quality and comfort of the environment will contribute in place-making and attracting drivers-by.

GOAL 7: Maintain a small town character and human scale

Policies

- Keep building heights to a maximum of 46 feet
- Create a strong public and environmentally friendly streetscape
- Encourage local and community oriented uses and businesses
- Provide for smaller setbacks and narrower streets
- Provide for comfortable and well located street furniture and lighting

GOAL 8: Diversity of uses and opportunities for social interaction

Policies

- Provide for a mix land-use opportunities for both drivers and the community
- Provide for strategically located community spaces and high activity nodes
- Encourage uses that facilitate social interaction
- Create strong connections between indoor and outdoor spaces
- Implement a series of community and seasonal events both oriented to the community and to the region.



Social interaction come in traditional forms such as plazas or they can be more innovative such as this teeter-totter.



A small-town character may be implemented along specific stretches of Highway 46.



Central open spaces that may be adapted to community events improve a city's humanscape.

DESIGN PRINCIPLE 5: ECOSCAPE

Wasco's agricultural history and produces represented in landscaping in both public and private spaces will strongly contribute to place-making along the Corridor. Wasco's agricultural environment will be represented through landscape design and public art, and the agricultural surroundings will be emphasized visually.

Goal 9: Improve landscaping and encourage variety and quality of public spaces

Policies

- Improve the quantity and quality of street trees, landscaped setbacks and buffers for safety & aesthetics
- Encourage community gardens
- Utilize roses and almond/pistachio trees as identity-givers
- Landscape buffers along the railroad right-of-way
- Utilize landscaping to "soften" the parking lots and big-box volumes

Goal 10: Encourage sustainable practices and energy efficient solutions

Policies

- Encourage the use of California native, drought tolerant vegetation
- Implement sustainable storm-water drainage systems
- Encourage the use of recycled rain water for landscaping
- Permeable sidewalks, efficient water management and conservation techniques
- Incorporate sustainable building practices and the use of solar panels, particularly in new developments



The presence of the rose motif in the landscaped median and in sculputes at public parks in major nodes.



A drought-tolerant, well designed park along the corridor will attract visitors and residents alike and help with Wasco's legibility.

2.5 Urban Design Concept for the Corridor

After identifying a Vision Statement for the development of the Highway 46 Corridor, the Urban Design Principles to frame the vision, and the goals and policies to achieve it, the students engaged in another charrette-like studio exercise.

Each of the six teams discussed and presented an urban design concept for the whole corridor. The class discussed the different alternatives and came to a consensus on one Urban Design Concept Diagram for the whole corridor. Depicted in the next pages, this diagram illustrates in general terms how the highway and the areas along it could be redesigned and redevelopment in response to the Vision Statement, reaching the adopted Goals, and inspired in the proposed Policies.

In the following Section 2.5, the six student teams present their preliminary development and design concepts for their designated blocks along the Highway 46 Corridor. These six concepts reflect the overall vision, goals, policies, and concept diagram.

URBAN DESIGN CONCEPT DIAGRAM FOR THE HIGHWAY 46 CORRIDOR

(West Section)



URBAN DESIGN CONCEPT DIAGRAM FOR THE HIGHWAY 46 CORRIDOR

(East Section)



2.6 Urban Design Concepts for Specific Areas

Each of the six student teams developed a more specific concept for the specific areas under their responsibility. While still highly conceptual in terms of development ideas and architectural forms, the concepts consider the general development possibilities and design solutions.

After the class presented to City of Wasco officials and community members, the feedback was fundamental for the class to adjust the overall Urban Design Concept and for the teams to adjust their individual proposals, presented in the next pages of this report.

The Project Area and the Specific Areas by Student Team



2.6.1 Concept for Specific Area 1

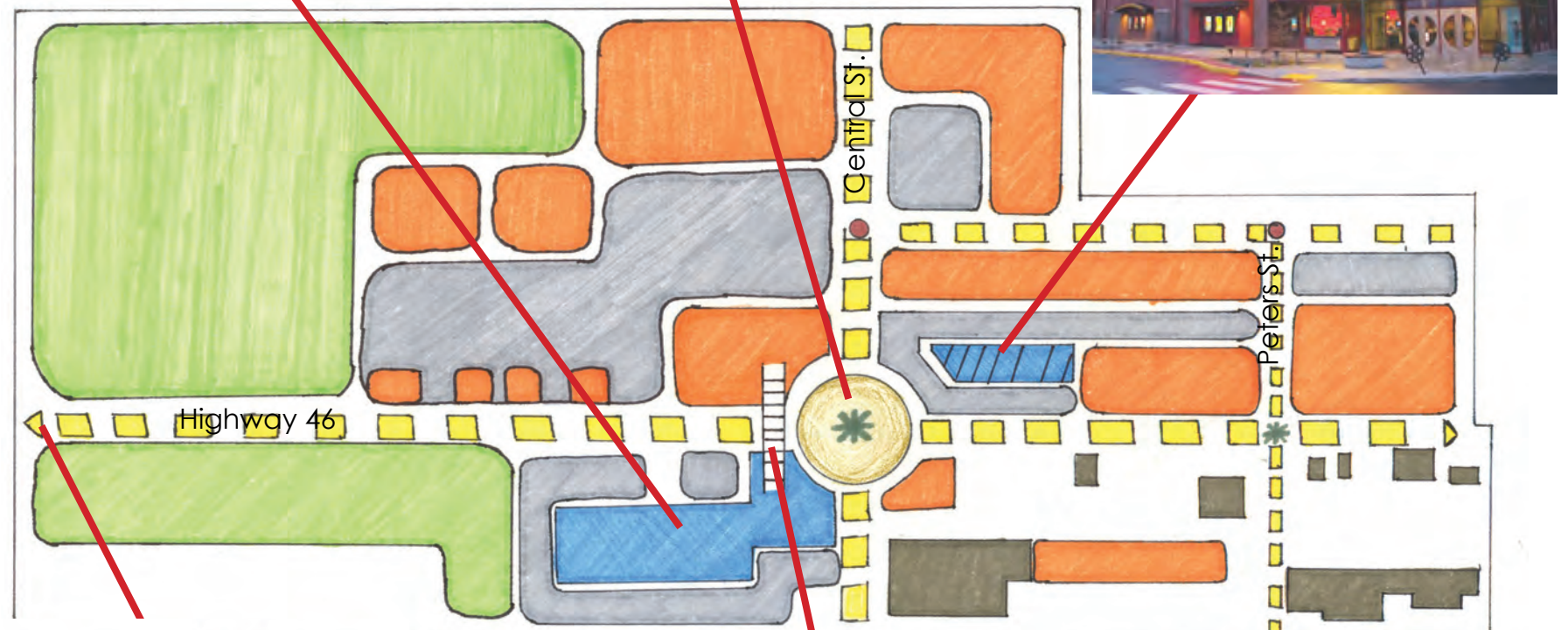


Team 1: Thomas Kobayashi, Garret Wank, Roberto Contreras, and Jerome Wu.

Our objective is to make Wasco a place that is memorable as well as enjoyable. We want to create a strong gateway to the city as well as an inviting atmosphere within the corridor that is pedestrian friendly. We propose ideas that will serve the community and promote social and economic function. We are trying to propose places that people will love and offer a great quality of life. Commercial buildings will improve the physical look of the Highway 46 and make the area more active.

We propose an adaptation of Wasco Center, with the redesign of commercial buildings and areas with a mix of lively uses based on local demand. We believe attracting new business to the community will increase local employment opportunities, which we believe is the most basic measure of progress in the local economic development. One of Wasco's major economic activities is its agriculture, specifically the growing of roses. Creating a diversity of commercial business will improve incomes and pay above average wages as well as contribute to income growth within the community and improve the governmental revenue from taxes, fees, and other charges.

In other words, our idea is to meet functional requirements, help establish a more viable retail district and encourage infill of vacant and underutilized lands to create a vital mixed corridor. The design is also intended to enhance the pedestrian experience by widening sidewalks, generate places that are lively and entertaining. For example a movie theater, hotel/casino, a public plaza and places that offer room for arts, music and other lively activities help people enjoy the community and encourage the use of public spaces by local residents and tourists.



Legend			
	Commercial		Signalized Intersection
	Open Space		Pedestrian Bridge
	Parking		Existing Buildings
	Theatre		Central Plaza
	Casino/Hotel		Stop Sign Intersection
			Vehicular Traffic

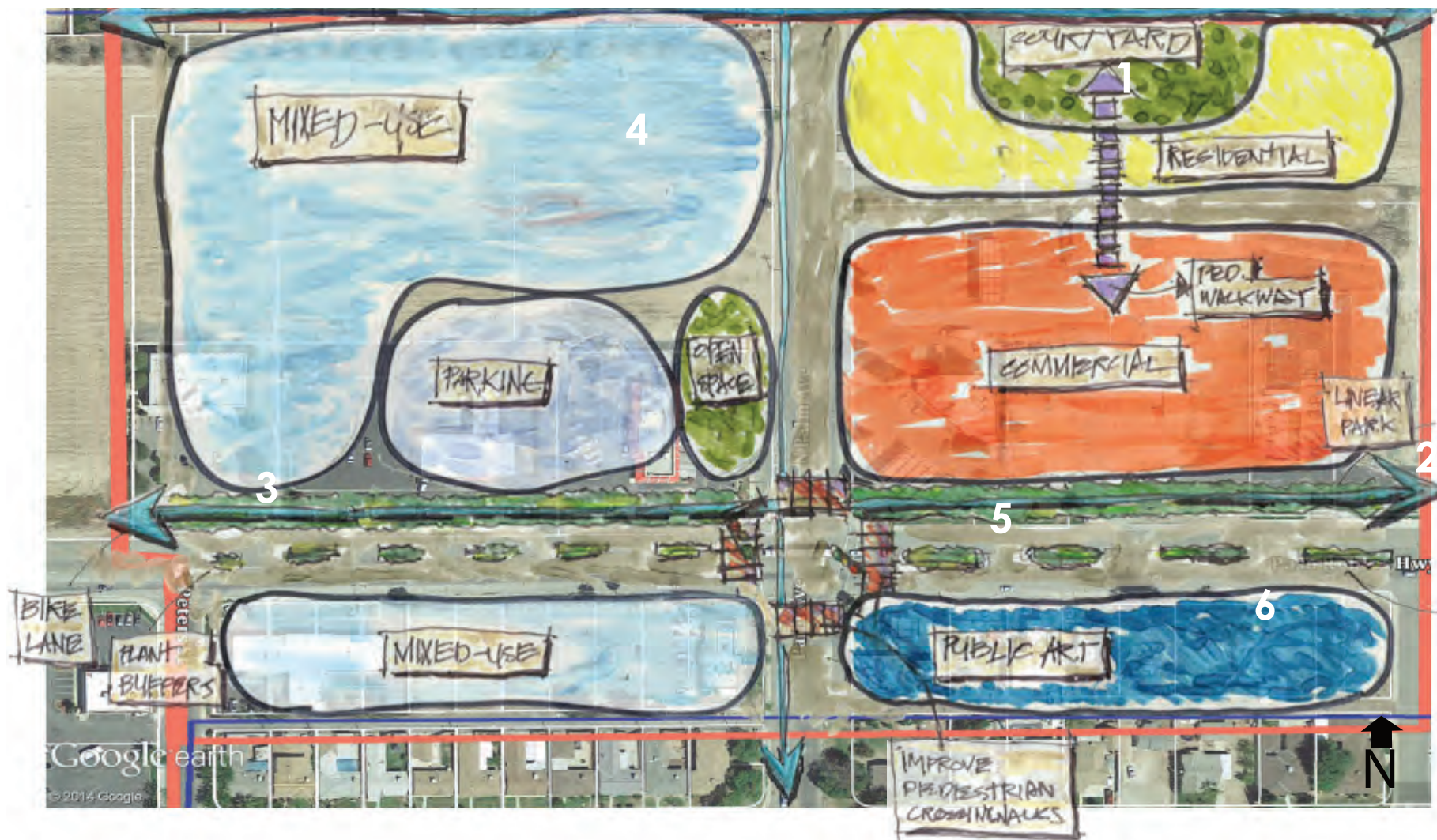
2.6.2 Concepts for Specific Area 2



Team 2: Miriam Arias, Alan Ayon, Gustavo Castro, Jade Kim and Steven Orozco.

In this Specific Area of the corridor we intend to promote walkability. To promote walkability we will be implementing mixed-use developments, create open space areas, incorporate a linear park, add courtyards, establish residential housing, exhibit public art, and improve crosswalks and street designs.

Mixed-use developments will attract more business and establish a better environment for residents. Open space areas will allow people to enjoy the beauty of the outdoors. The linear park will compliment the area's design and will also serve as a gathering area for bicyclists. Residential housing in this section is important because it allows residents to utilize the services provided within this area, which promotes walkability. Public art exhibition areas serve as a place for people to gather and local artist to show their work. Improving crosswalks and street designs is important throughout the corridor because it promotes walkability and strengthens the identity of a community.



Figures from left to right: 1) Residential Courtyard, 2) Linear Park, 3) Separated bike lanes, 4) Mixed-use Development, 5) Streetscape with plant buffers, 6) Public Art



2.6.3 Concepts for Specific Area 3



Team 3: Sam Anderson, Tara Ash-Reynolds, Shannon Boston, Emilie Morse and Jorge Sena

The first obstacle to creating a vibrant and appealing neighborhood is providing new connections that are well-designed and inviting. We want to emphasize Wasco's strong sense of community by placing plazas, walkways, and nodes at key locations that will encourage a lively streetscape. The goal is to enhance the commercial potential of the corridor while offering amenities for Wasco residents.

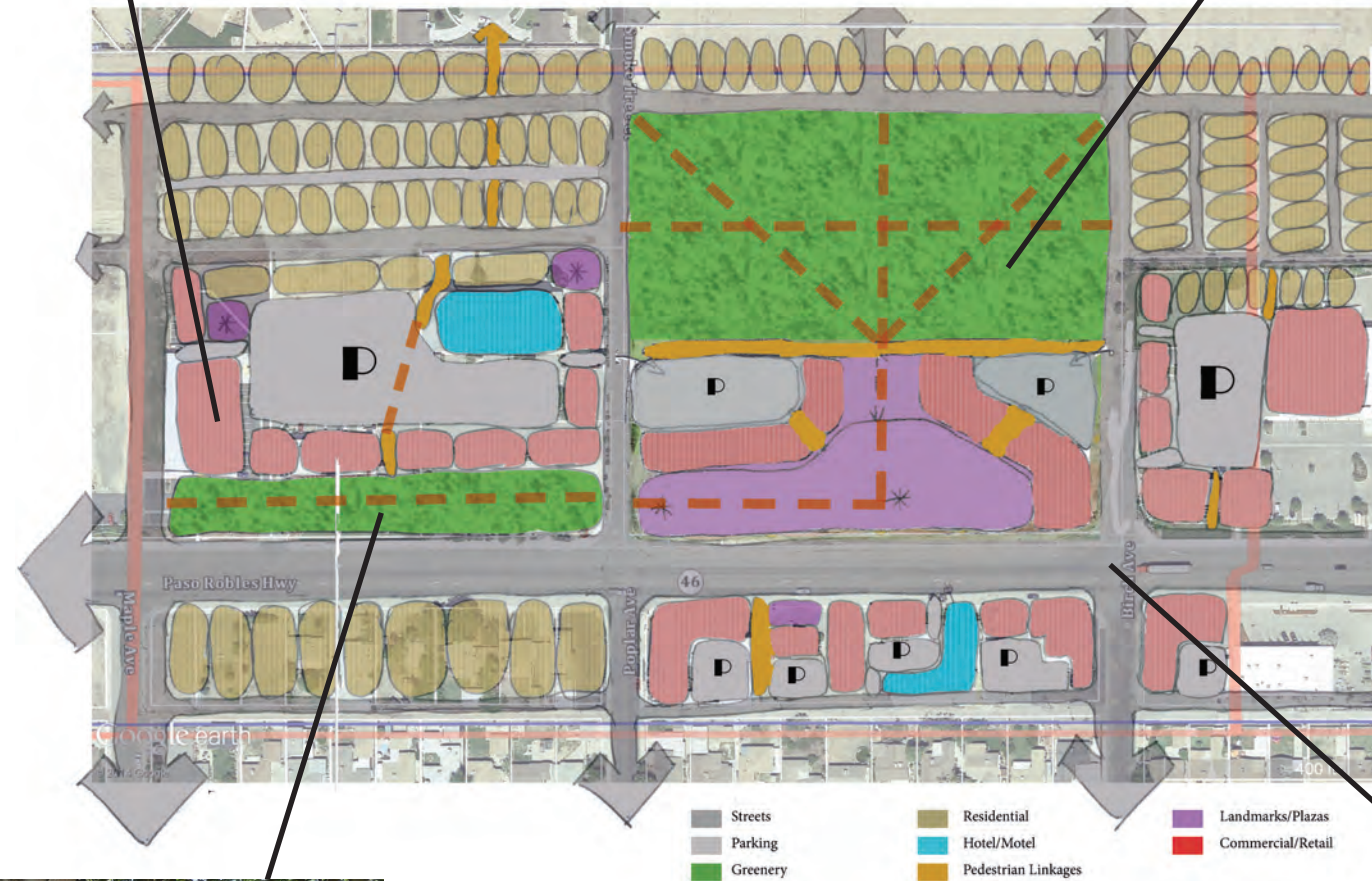
We propose extending Rose St. and Lily St. westward following the grid, and creating a linear park along the north side of SR46 from Maple Ave. to Birch Ave. This helps to create blocks that feature commercial and multi-family residential uses that are well connected and legible. The block between SR46 and the new Lily St. will preserve commercial buildings along the corridor, whilst adding new structures, relocating parking, facilitating frontages along the linear park, and providing a transition to the residential areas to the north. The Best Western hotel will augment Wasco's economic independence and serve the commercial units nearby. A central parking lot will provide space for the residential units and hotel, and spill-over parking for other development in the area.

Between Poplar Ave. and Birch Ave. we propose a regional park with a light-scale commercial development along the linear park, as well as retaining existing and adding new structures along the south side of the highway. The linear park terminates at this block in an asymmetrical plaza flanked by small commercial buildings, which will open up in a small gateway into the regional park to the north. This design achieves a sequence of changing views that invite the pedestrian further into the space. Single-family residential units north of Lily St. will have access to the parks, plazas, and storefronts along SR46, whilst defining the physical form of the park. Our rationale behind this design is to create a community space for Wasco residents north of the highway, and a venue for regional events and activities.



The proposed commercial hotel area will revitalize the area through the creation of linkages, informal spaces, and green space.

A park for the new residential area will benefit the whole community. The park should be built with sustainable principles in mind and should be landscaped with drought tolerant plants.



A shaded linear park provides opportunity for sporadic gatherings and creates a more walkable environment.

To mitigate future traffic, we propose an extension of Rose and Lily Street, as well as adding alleys, signals, and turning restrictions.



2.6.4 Concepts for Specific Area 4

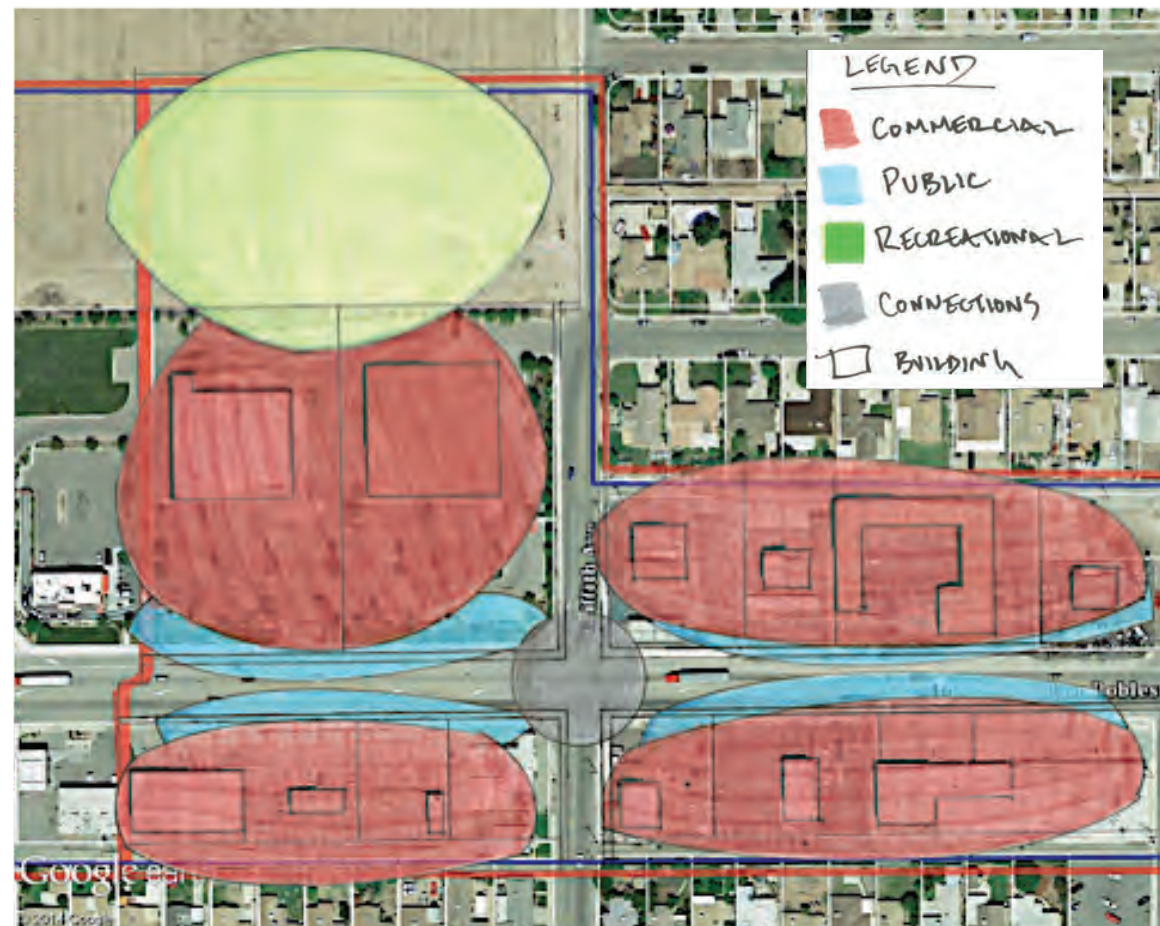


Team 4: Alex Hunt, Lauren Leederman, Emma Peterson, Spencer Johnson, and Mat Wiswell

This Specific Area starts past Birch Avenue, follows Lily Street, and ends at the Broadway Avenue intersection. Currently the area only has commercial uses, including: dining, service, hospitality, and retail. There are vacant lots and one vacant building that provide opportunity for development. Future uses could include light commercial infill, recreational space, and public space. Our vision for this area focuses on pedestrians and bicyclists, as well as social spaces, providing connections to the downtown and adjacent residential developments through dedicated paths, and the implementation of a public park.

The Griffith Street intersection is the focal point of our design. The new pedestrian and bike friendly intersection will emphasize the connection to the downtown. This intersection is vital because it is one of the few signalized along the corridor, providing helpful traffic calming in a more traveled area. With the proposed development in this area, improvements to this intersection will be able to manage increased vehicular, bicycle, and pedestrian traffic at all points. A consistent design theme will be employed on Highway 46 leading up to and passing through Griffith Avenue, which may include a Class 1 bike lane, street landscaping, and uniform building types.

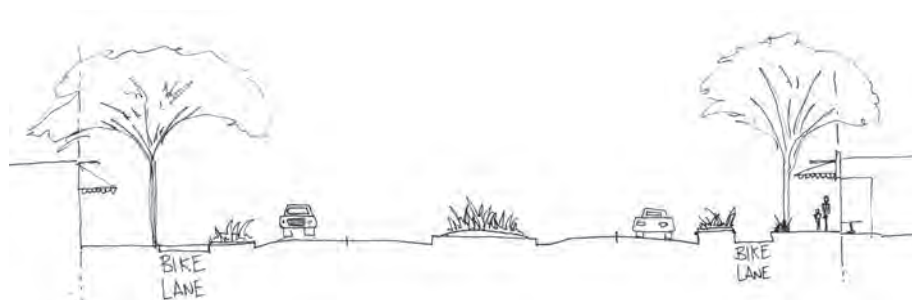
The public park would be located north of the .99 Cent store, in the current vacant lot. The park would mainly focus on circulating bike/pedestrian paths around a central open space, with the possibility of it being a playground or soccer field. The paths would connect the Lily Street neighborhood with the Smoke Tree Court neighborhood, while connecting both with the Griffith Street intersection. Between the park and the .99 Cent/vacant lot to the south could be a buffer of small cafes or food stands that cater to families and younger children.



Street furniture and other pedestrian facilities will make the corridor more walkable, attractive and comfortable.



A walkable and attractive place depends on small-scale commercial developments and active store fronts.



Consistent building heights and smaller setbacks will provide continuous business frontage along the corridor and enhance its visual appeal.



Residential streets will be pedestrian friendly and attractive, making connections to the commercial uses along Highway 46.

2.6.5 Concepts for Specific Area 5



Team 5: Emily Foley, Augustus Grochau, Mark Manha and Rebecca Wysong

This Specific Area includes both sides of the Highway 46 Corridor between Broadway and Highway 43. This area is currently zoned for highway commercial. Our proposal includes highway commercial use, as well as office space, parks and landmarks, and agriculture commercial uses. Agricultural commercial, such as the existing tractor store, emphasizes Wasco's agricultural identity and gives the corridor local character. We propose uses such as a nursery, feed or seed store, or farmer's market co-op as agriculture commercial.

Our proposal includes three small parks at key intersections. One is at the corner of Broadway and 46 that creates a vista endpoint for people exiting downtown via Broadway. Another landmark and park space is proposed for the E street intersection to mark the gateway to downtown. A third park space is proposed adjacent to the residential area to the north of our site in the agriculture commercial center, which will act as both a buffer zone and community gathering place. The Highway's north side will have protected and landscaped sidewalks, as well as a path connecting the residential area to the park in the ag center.

Small scale movie theater as a terminus to Broadway, linking to the downtown.



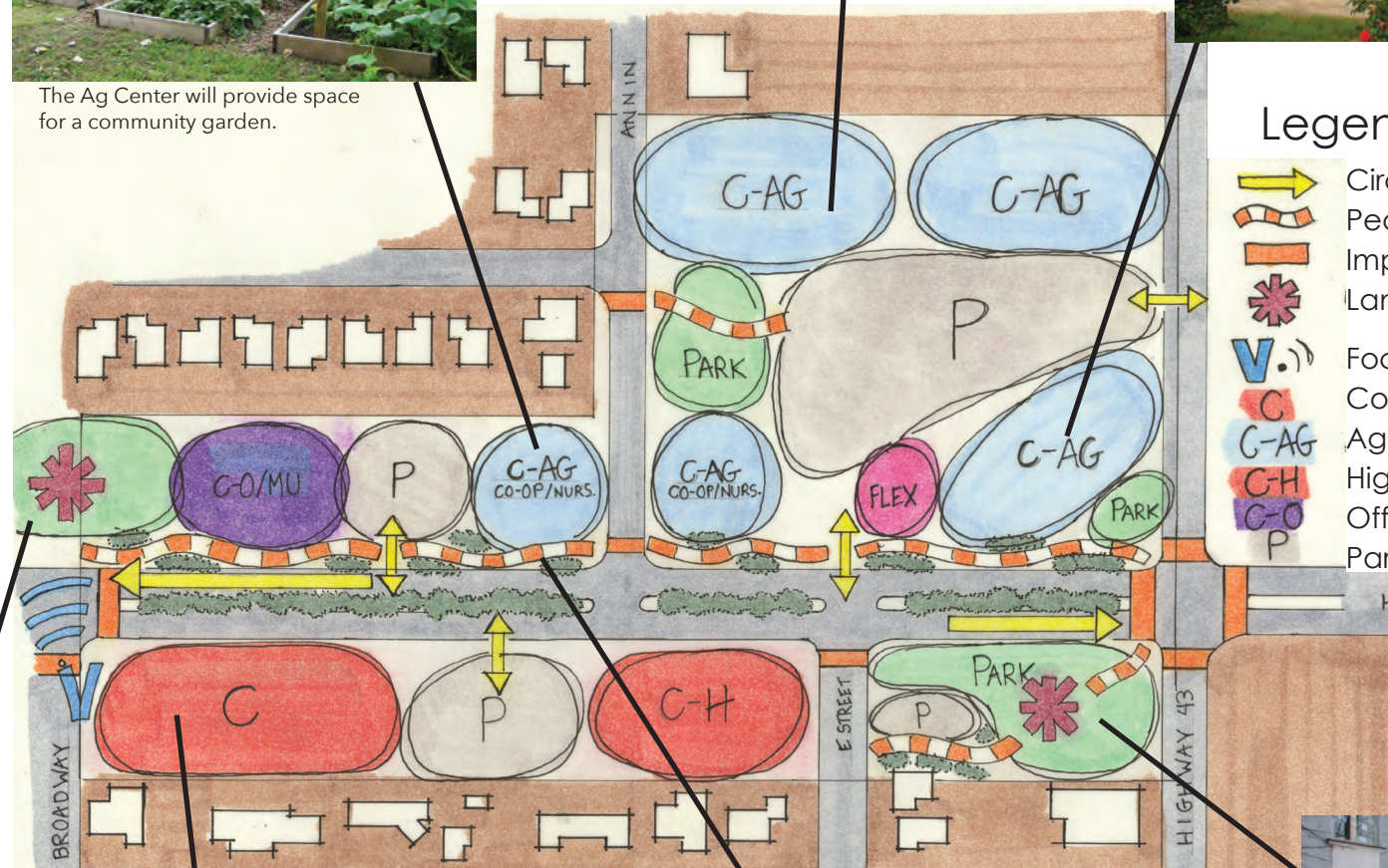
The Ag Center will provide space for a community garden.



The Ag Center will include a permanent Farmer's Market with local produce.



The Ag Center will be a community hub, with design inspiration from modern farm buildings.



Legend

- Circulation and Right of Way
- Pedestrian Path
- Improved Crosswalks
- Landmarks
- Focal Terminus from Downtown
- Commercial
- Agriculture-oriented Commercial
- Highway-oriented Commercial
- Office-Commercial
- Parking



Rose shaped ice cream could be a unique opportunity to sell Wasco's image to tourists.

A separated sidewalk protects pedestrians.



A corner park with a landmark, such as a tractor statue, draws on Wasco's agricultural history.

2.6.6 Concepts for Specific Area 6

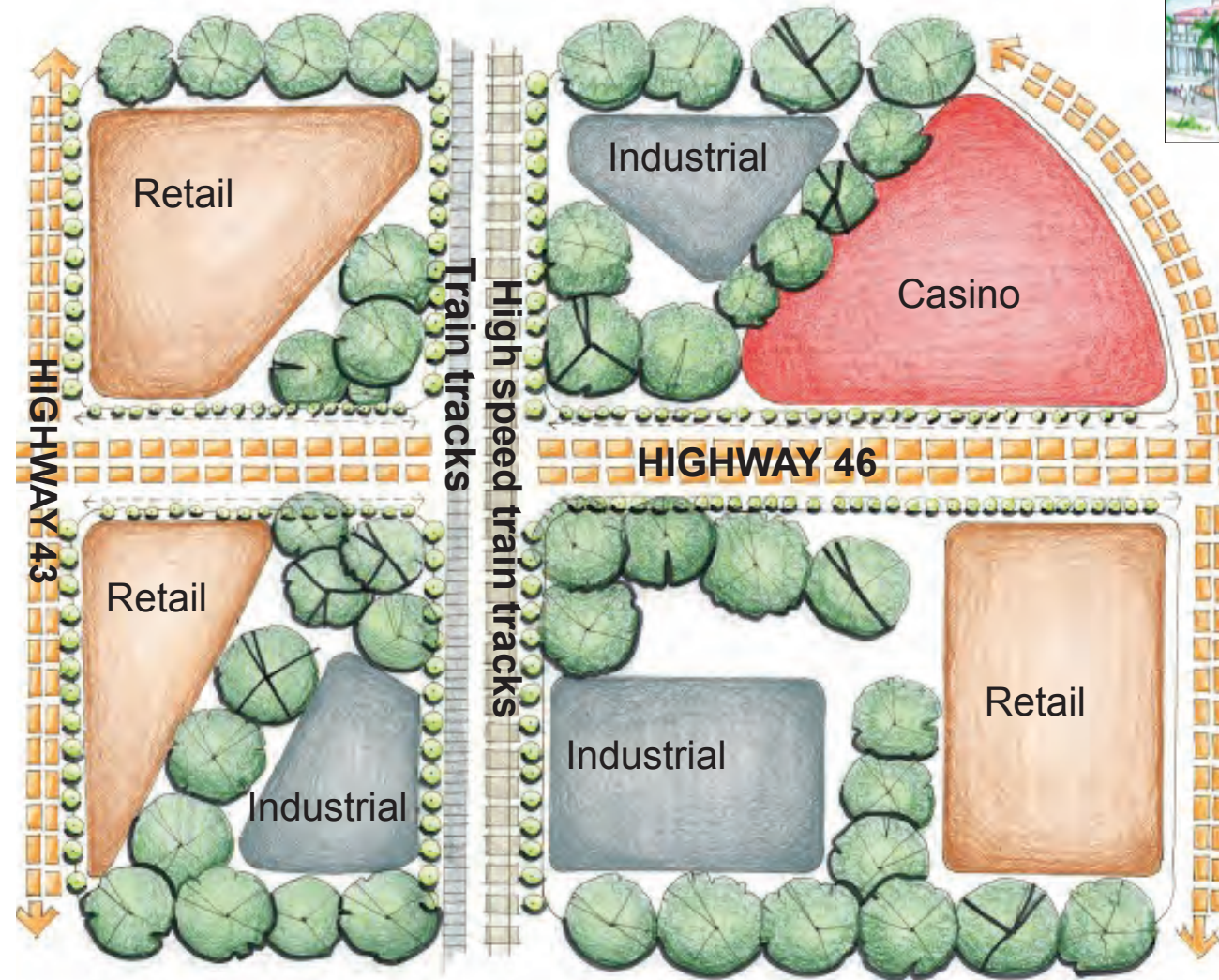


Team 6: Rachel Du Mont, Nicole Garner, Camille Jackson, and Rachel Raynor

The Specific Area at the east end of the corridor demands a more coherent and distinct development, so that uses are more functional and easily distinguished from one another. This area has a great potential to become the East Gateway into Wasco, particularly because the underpass at the rail-tracks can help frame the vision of the driver entering the city. The future elevated structure for the high-speed train can also add to this potential.

To achieve a real gateway feeling, we are also proposing key buildings at the corner of Highway 46 and Wasco Pond Rd / Wasco Avenue. On the south-west corner, a highway-commercial complex will be designed to reflect that important corner. On the north-west corner, a Casino/Hotel will provide a differential feeling to the gateway.

Retail along Highway 43 and landscaped buffers will hide the industrial uses that will remain. Landscaped buffers and mosaics on the retaining walls sloping under the rail tracks will make driving into Wasco more appealing.



A small hotel and casino will help mark the corner and attract users to the East Gateway.

A highway-oriented retail complex whose architecture reflects the corner will add to the East Gateway feeling.



Mosaic artwork and landscaping will make the highway and the gateway more aesthetically pleasing and memorable.



The redesign of the rail bridge with the addition of signage will add to the gateway feeling.



WASCO HIGHWAY 46 CORRIDOR STRATEGIC URBAN DESIGN PLAN



CHAPTER 3: STRATEGIC URBAN DESIGN CONCEPTS

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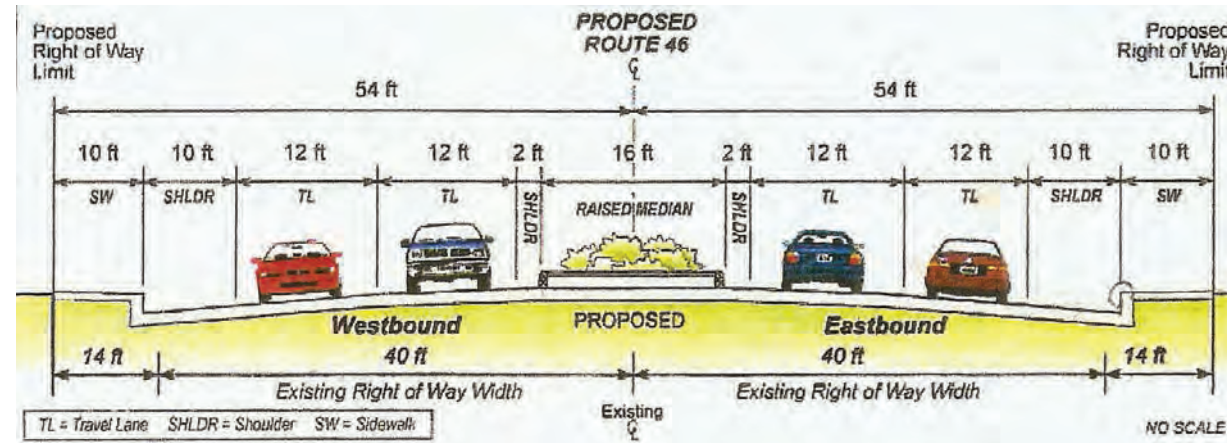
3.1 Concepts for Highway 46

The current state of Highway 46 in Wasco compromises the safety and well-being of residents and drivers alike. There are two lanes in each direction plus a turning median. The inconsistent design along the stretch includes varying curb to curb widths, irregular paving, parts with parallel parking, several hundred yards with no sidewalks, inexistence of bicycle lanes, and only three signalized intersections. Highway 46 represents a strong barrier between the north and south parts of Wasco, creating a serious safety hazard, particular to children and teenagers since all school sites are located in the south part.

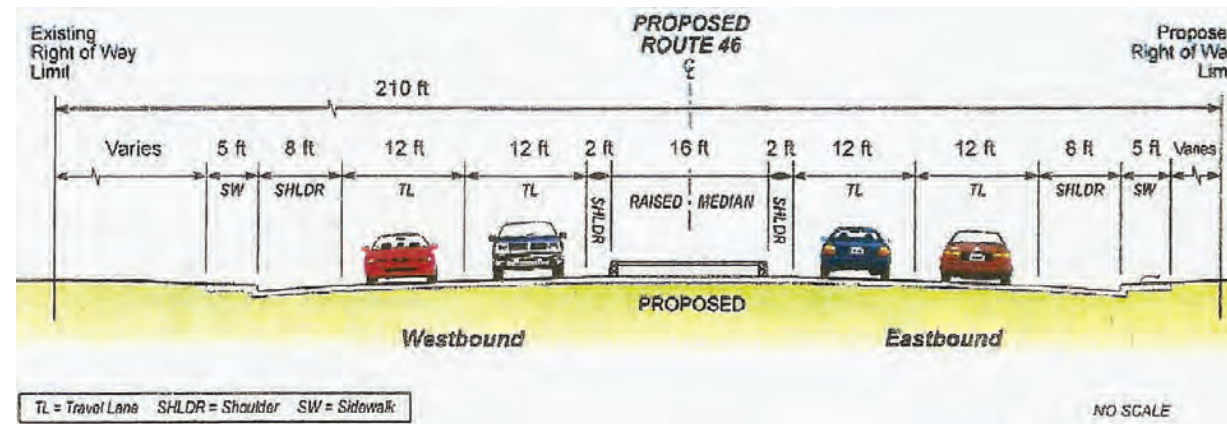
According to Caltrans, the present level of service is C or D but it is anticipated that, with future development and particularly with the construction of a Walmart on the Wasco Center site in the west of town, the level of service might drop to D or E if no mitigation measures occur. Caltrans has approved two concept sections for the Wasco segments of Highway 46. The first runs from the west end of town through Highway 43, and the second would be applied to the stretch that slopes down under the rail bridge on the east end of town (see Figures 3.1 and 3.2).

The class discussed the Caltrans concepts and decided to maintain the proposed section for Segment 3 while adapting the section for Segment 2. The Caltrans concept for Segment 2 proposes a highway-oriented section type that is not compatible with the urban area it traverses. The class proposes includes a thoroughfare concept that while still capable of the same volume of traffic, is more urban oriented. The proposed concept also aims at slowing traffic down to 30-40 mph with bulb-outs, parallel parking for cars and trucks, a vegetated median, a total of four signalized intersections, two bus stops on each direction, and safer pedestrian crossings. The concept includes street lights in the center median, pedestrian lights along the sidewalks, bike lanes, and pedestrian amenities such as benches and trash containers. The rights of way would not be altered. The figures in the next pages help illustrate our concept for Highway 46 along Segment 2.

Caltrans concepts proposed for Highway 46 in Wasco Urban Area



Segment 2



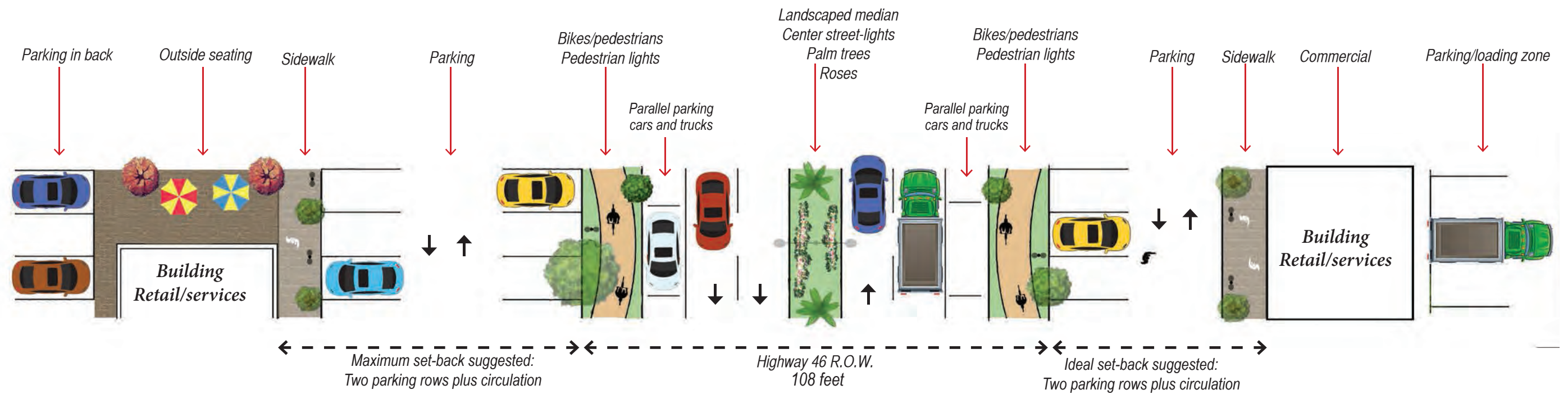
Segment 3



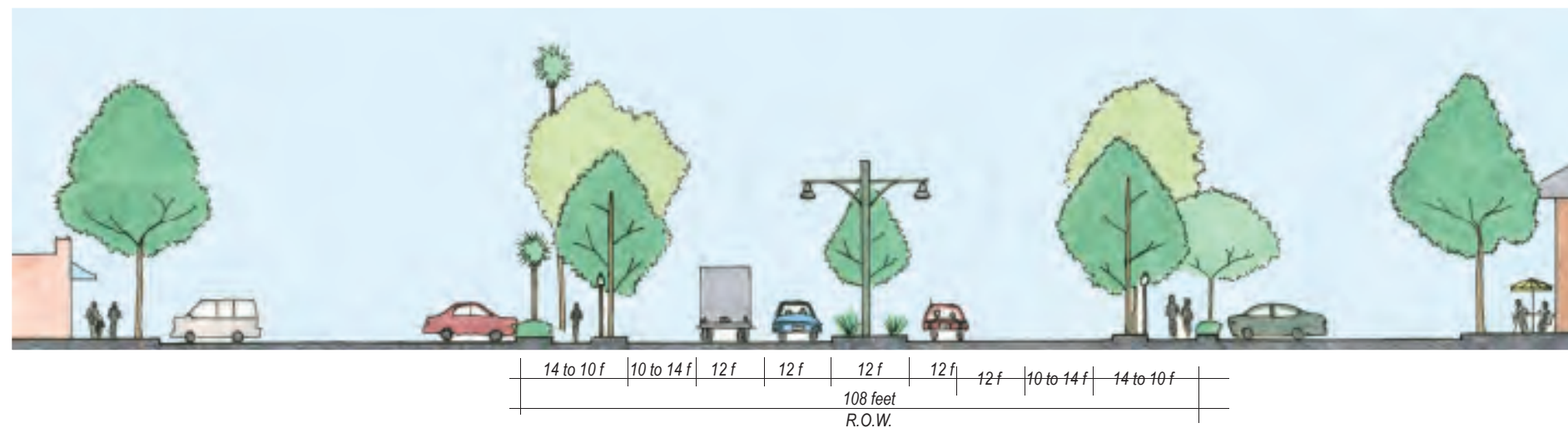
← Segment 2: from Magnolia to Highway 43

→ Segment 3: from Highway 43 to J Street

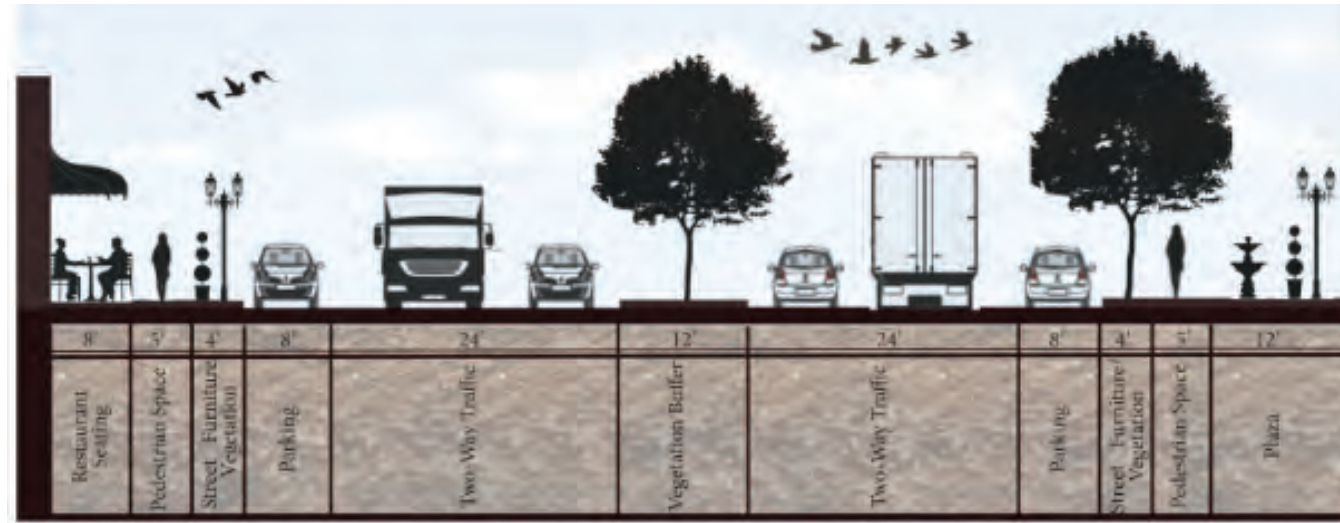
Proposed concept for Highway 46 (Caltrans Segment 2)



Please note that the width of the parallel parking lane varies between 10 and 14 feet, reflecting areas where trucks will be able to park and access retail and restaurants. Consequently, the width of the pedestrian/bike realm also varies.

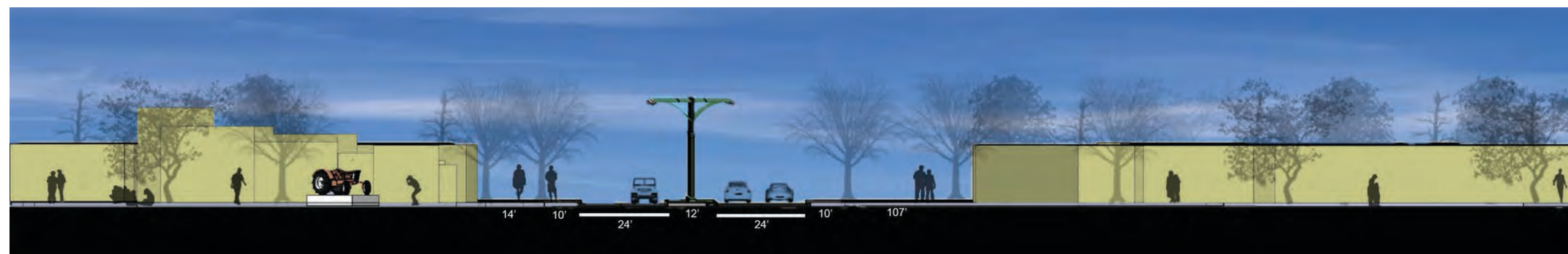
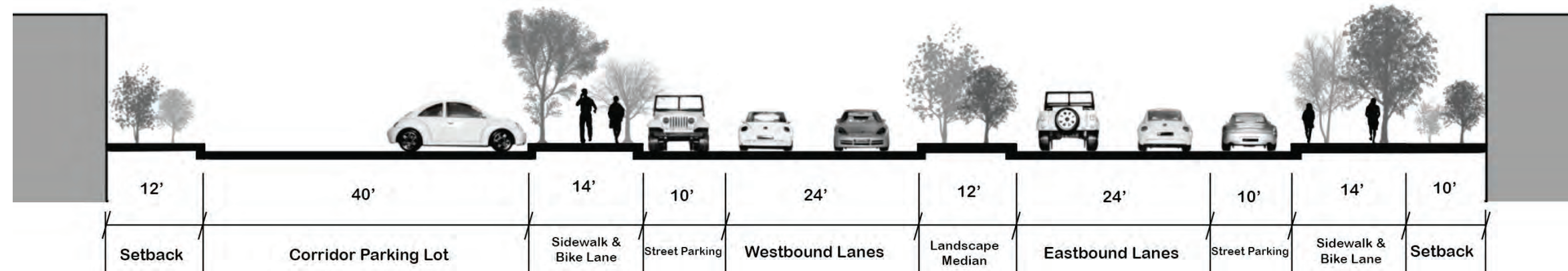


CHAPTER 3: STRATEGIC URBAN DESIGN CONCEPTS



Examples of applications of concept proposed for Highway 46

(Taken from Specific Area Projects, see in this Chapter Section 3.2)



Concept Renderings of Proposed Design for Highway 46 in Wasco

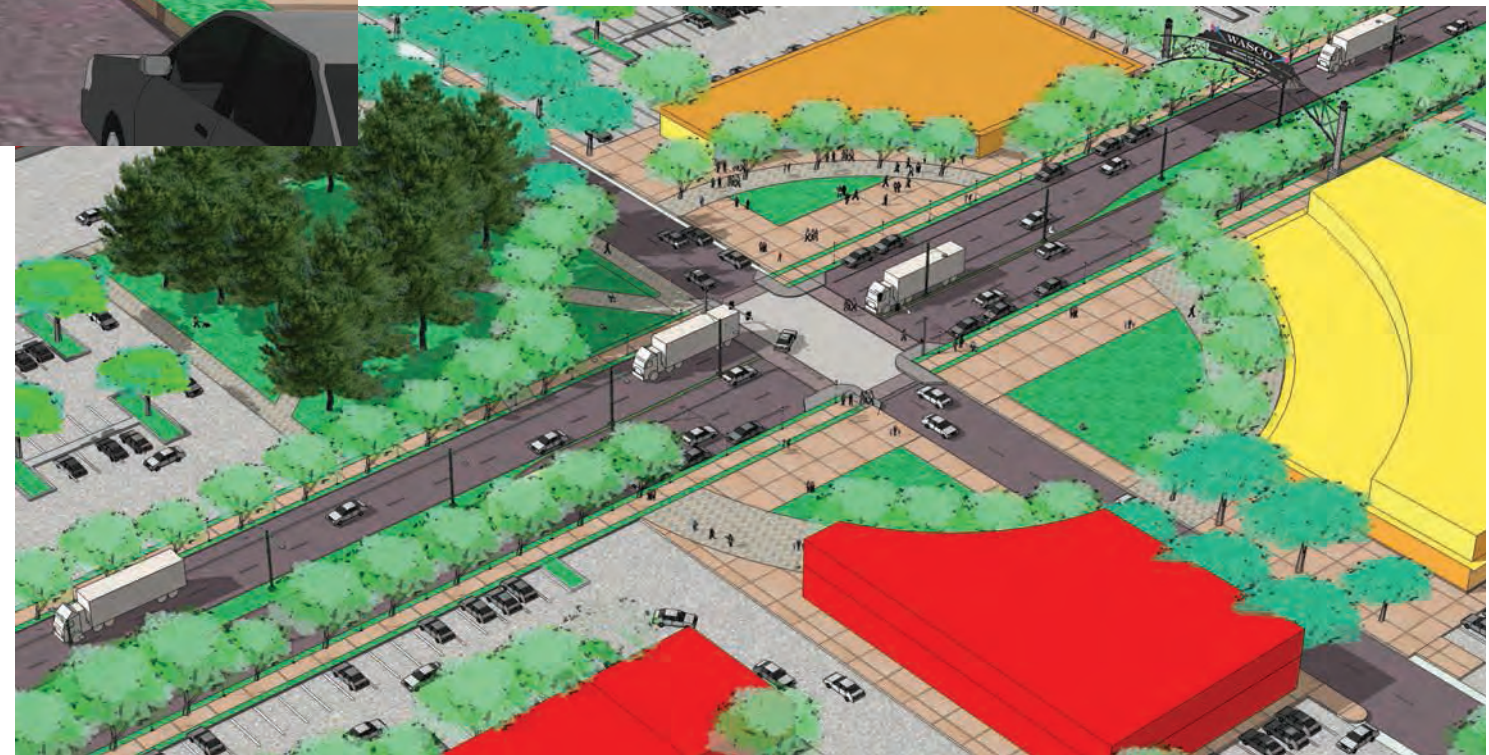


Concept for the redesign of Highway 46

Two traffic lanes on each direction. A landscaped median with street lights is adapted for left turns on specific intersections. Parallel parking that varies in width to accommodate trucks, and comfortable sidewalks shared with bike lanes.

Rendering of intersection between the access street to Walmart and Highway 46

Buildings are responding to the corner design, to accommodate for public plazas marking the West gateway to Wasco. The intersection is signalized and bulb-outs and stamped concrete blocks make pedestrian crossing safe. The street lights in the median and pedestrian lights in the sidewalks make it for a walkable and safe environment.



Concept for the redesign of Highway 46

Two traffic lanes on each direction, a landscaped median with street lights, parallel parking and comfortable sidewalks shared with bike lanes. Note the interconnected narrower parking lots between the sidewalks and the commercial buildings.



Concept for Highway 46 at Palm Avenue

Proposed signalized intersection with pedestrian crossings. Special paving at the intersection and at the crossings, and street lighting make it safer for drivers, pedestrians and bicyclists. On the Northeast corner, the redesigned gas station with special facilities for truck drivers (see Team 2 proposal in the next pages).

Street Furniture for the Highway 46 Corridor

To provide the Highway 46 Corridor a consistent design and identity while crossing Wasco, it is important to adopt a family of urban furniture elements. In this page, the illustrations depict the types adopted in our proposal. These illustrations do not reflect the true scale between the elements.



Pedestrian light pole (9 to 10 feet high)

To be installed in the sidewalks along Highway 46, these lights will serve pedestrians and bicyclists making the area safer and more attractive. This model can be adapted with event banners or planters. They should be installed in the space between trees, and there should always serve benches and pedestrian crossings.



Street light pole (10 to 15 feet high)

To be installed along the landscaped median, these double-arm light poles will serve motorists. This model can be adapted with event banners. There should always be street lights at intersections and pedestrian crossings. These lights will provide a safer, memorable, and aesthetically pleasing drive through Wasco.



Public bench

To be installed along sidewalks and parks, this bench model can be placed individually or in groups. It is composed of steel frame and faux wood. They should always be accompanied by a pedestrian light and a set of trash containers. Benches will make the area more pedestrian friendly.

Trash Container

A set of trash containers (green for organic, blue for recyclable) should be installed at all corners and pedestrian crossings. They should also accompany sets of public benches, particularly at pocket parks and next to eateries.



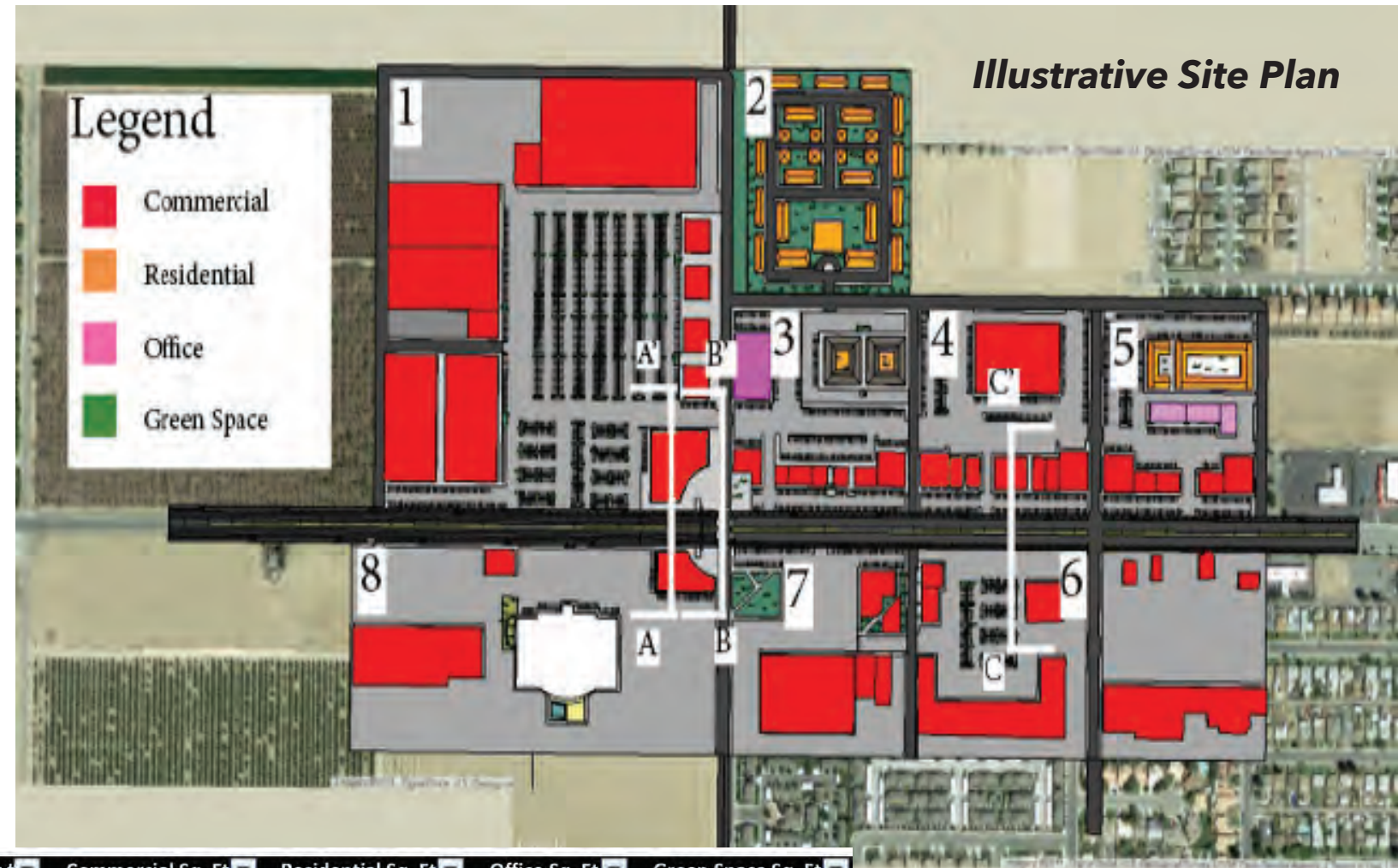
3.2 Concepts for Specific Area 1



Team 1: Thomas Kobayashi, Garret Wank, Roberto Contreras, and Jerome Wu.

Specific Area 1 expands from West of Central Street all the way to Peters Street, including the area for the future Wasco Center. In surveying the area we found that many sections lacked sidewalks, pedestrian amenities, and pedestrian activity. We approached the design process with these things in mind. This project was approached with the whole of Wasco in mind, while addressing concerns and needs specific to the Highway 46 corridor.

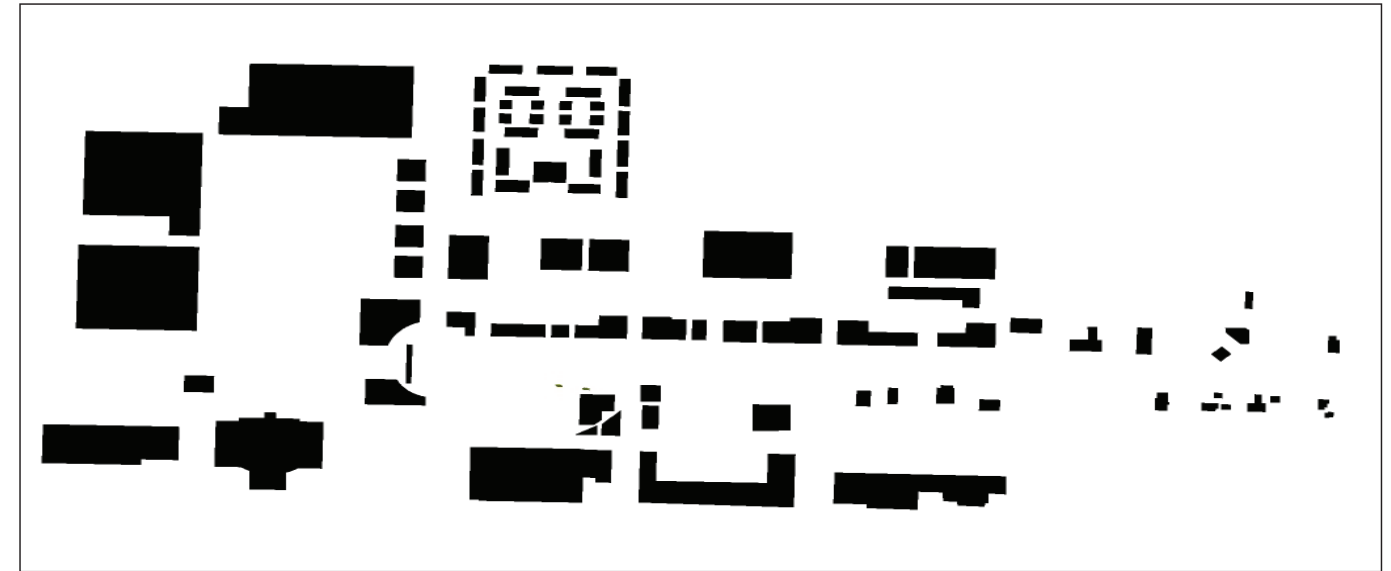
The sheer size of our project area allows for the kind of expansion and development that Wasco desires in order to garner visitors and economic benefits. This portion of the highway serves as a gateway into the area as a whole, and marks the entrance into Wasco from the West. Through the introduction of diverse uses and sizes on the corridor, we feel we have addressed the lack of activity in Wasco, and have designed for the project area to better serve both residents and the highway. Our project area houses the Wasco Center and the proposed Wal-Mart as well as a new hotel and resaurant that we hope will bring people in to experience Wasco.



Lot #	Commercial Sq. Ft	Residential Sq. Ft	Office Sq. Ft	Green Space Sq. Ft
Lot 1	588,925.00	-	-	-
Lot 2	-	107,400.00	-	-
Lot 3	39,120.00	40,600.00	28,000.00	-
Lot 4	115,810.00	-	-	-
Lot 5	40,104.00	50,960.00	9,700.00	-
Lot 6	96,235.00	-	-	-
Lot 7	153,320.00	-	-	24,300.00
Lot 8	266,610.00	-	-	-

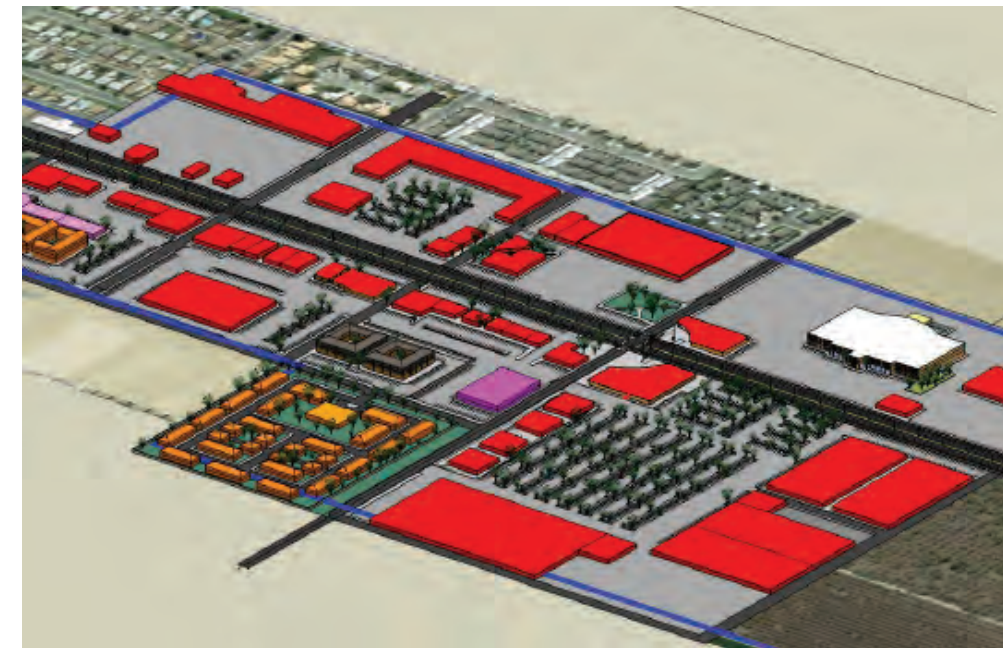
Lot #	Ground Floor Use	Second Floor Use	Third Floor Use	Parking Spaces
Lot 1	Commercial	-	-	750.00
Lot 2	Residential	Residential	Residential	130.00
Lot 3	Commercial & Residential & C	Residential & Office	Residential	350.00
Lot 4	Commercial	-	-	300.00
Lot 5	Commercial & Residential & C	Residential & Office	Residential	260.00
Lot 6	Commercial	-	-	350.00
Lot 7	Commercial & Green Space	-	-	300.00
Lot 8	Commercial & Hotel	Hotel	Hotel	400.00

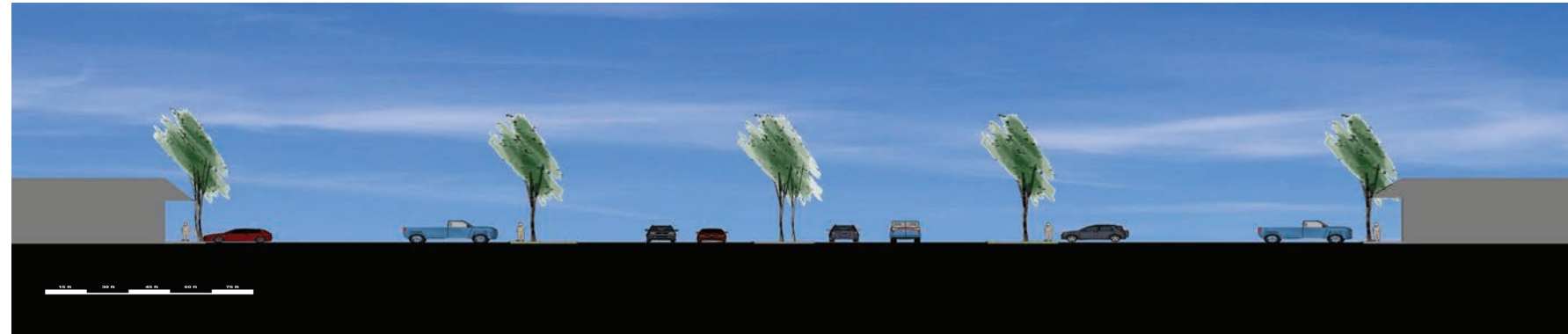
Proposed Development



Comparative Figure-Ground Maps: Building Footprints in Black
Existing (left) and Proposed (right)

View from the North-East - Land Uses
Existing (left) and Proposed (right)





Section AA' of Highway 46 looking West, just past the Wasco welcome sign.



Section BB' of Highway 46 looking West, showing the Wasco welcome.



Section CC' of Highway 46 looking East, showing retail and parking.



Looking West toward Gateway Plaza at Central Avenue and Archway over Highway

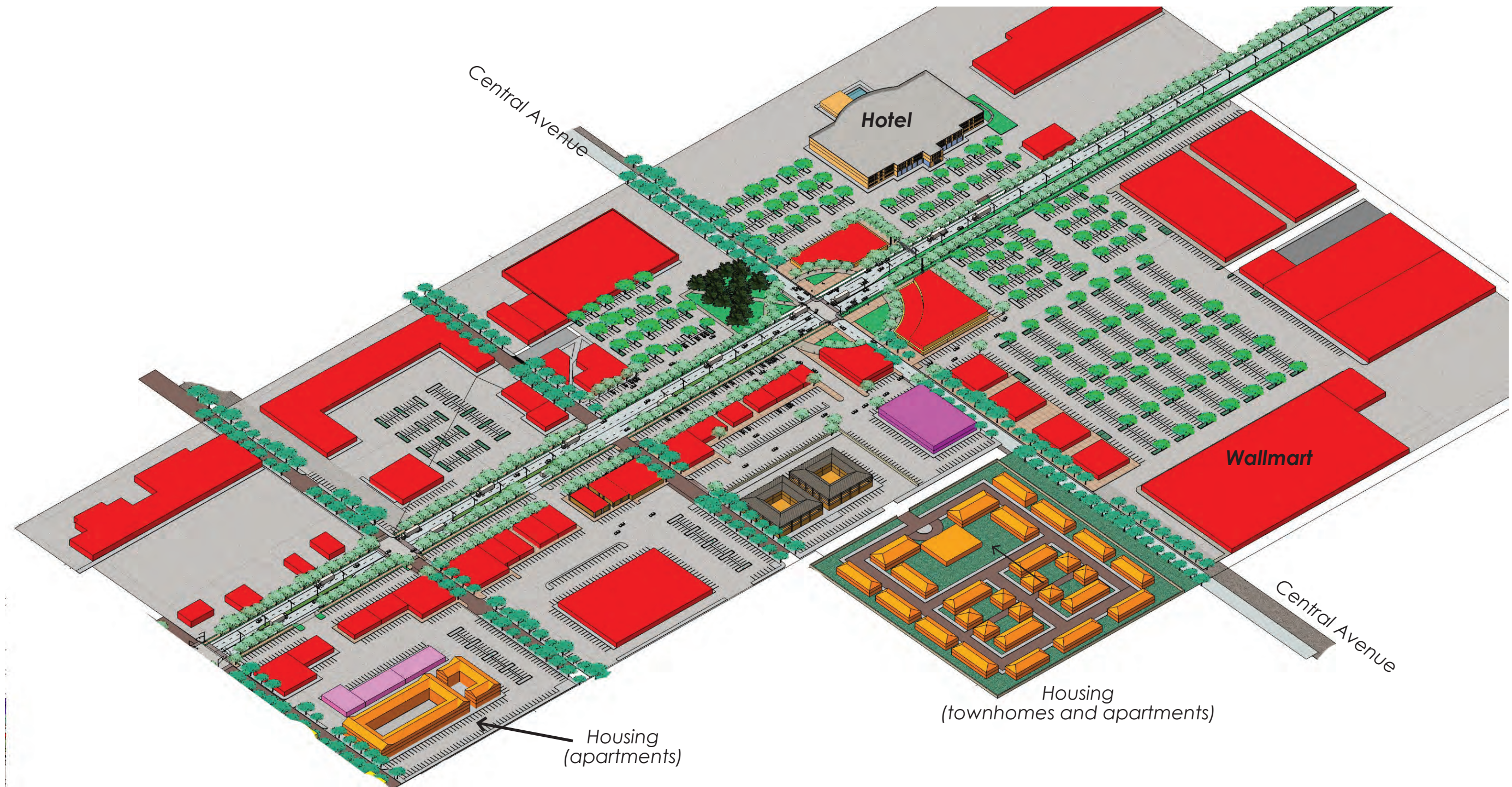
View of the Hotel from Highway 46



View of storefronts along Highway 46



View of Team 1 concept looking from the Northeast



3.3 Concepts for Specific Area 2



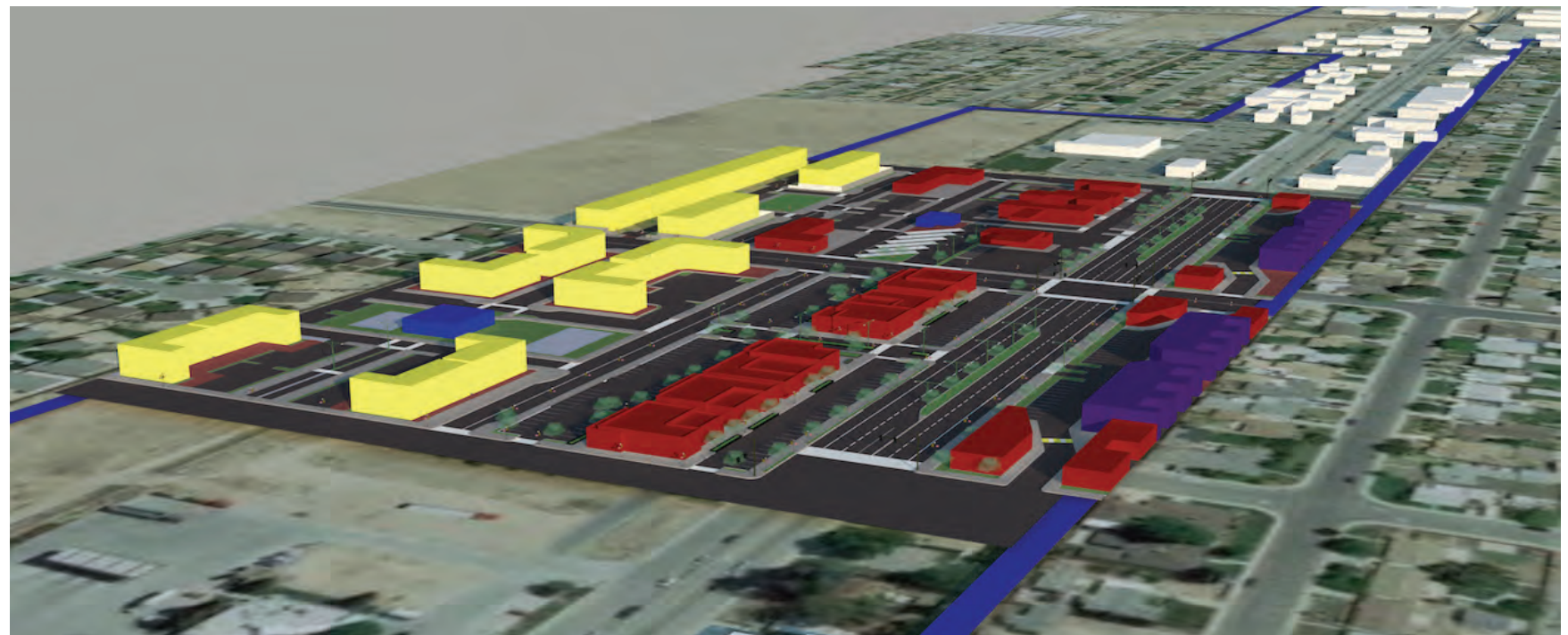
Team 2: Miriam Arias, Alan Ayon, Gustavo Castro, Jade Kim and Steven Orozco.

As part of the Highway 46 Corridor project our team was in charge of Specific Area 2, located between Peters and Maple streets. Our objective is to revitalize existing development and propose new development that complements Wasco's needs. Currently, Highway 46 lacks crosswalks, bike lanes, landscapes, public spaces, and entertainment. Our proposal maintains Wasco's small town character by limiting the building heights to no more than two stories.

We expect our design to strengthen Wasco's identity and to encourage pedestrian and bicycle use, decrease the need for vehicular use, increase social interaction in the local community, and attract more visitors. For a safe and more walkable design for Highway 46, the class adopted the Caltrans proposal of a 108 feet ROW what allowed us to add one extra vehicular lane in each direction, a landscaped median, safe bike lanes and additional crosswalks. Besides, parking lanes were adopted for both sides. The parking lanes, pedestrian and bike lanes together with vegetation create a buffer between Highway 46, the parking lots, and commercial development.

Through safer accessibility for pedestrians and bicyclists, and comfortable access to parking, the attractiveness of commercial uses along Highway 46 and their linkages to the downtown are expected to strengthen.

Existing Development - View from West



Proposed Development - View from West

CHAPTER 3: STRATEGIC URBAN DESIGN CONCEPTS



Illustrative Site Plan

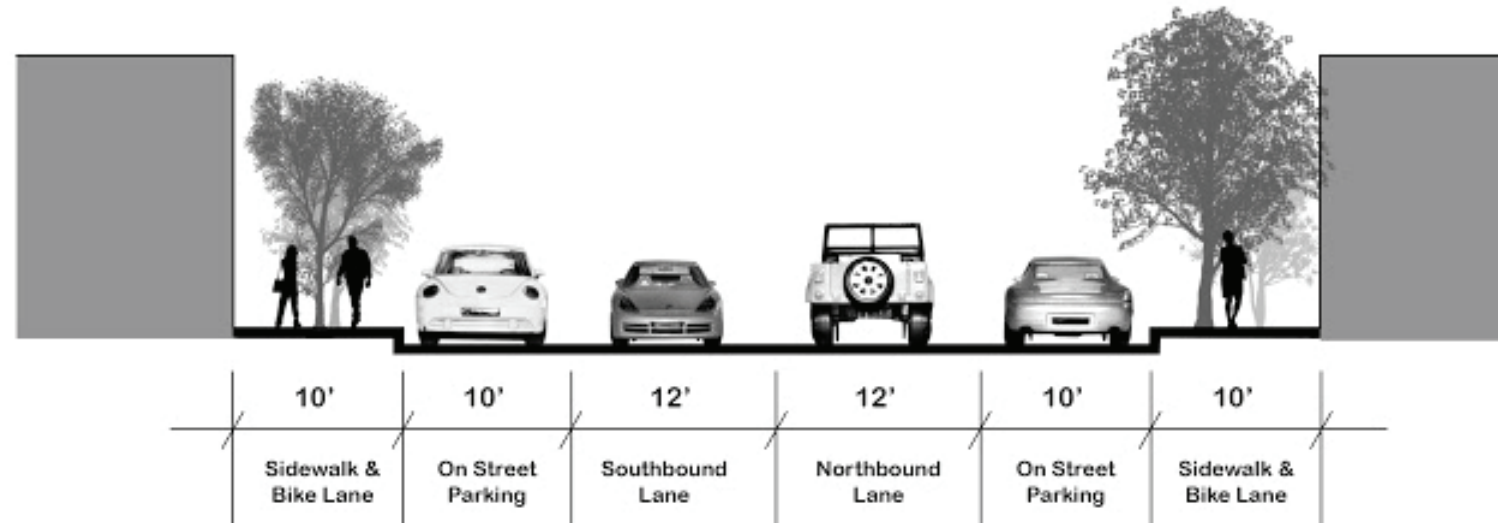
LEGEND

- Public Facilities
- Residential
- Commercial
- Mixed-Use

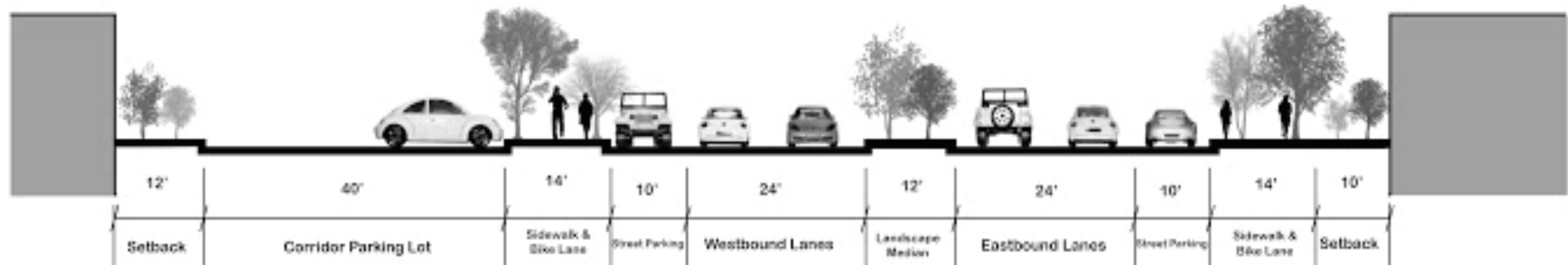
Proposed Development

Building	Number of	Ground Floor Use	Second Floor Use	Footprint Square Footage	Total Square	Provided Parking Spaces
1	2	Residential	Residential	6000	12000	31
2	2	Residential	Residential	6000	12000	31
3	2	Residential	Residential	10438	20876	20
4	2	Residential	Residential	10438	20876	20
5	1	Commercial	-	5336.5536	5336.5536	103
6	1	Commercial	-	5314.8505	5314.8505	
7	1	Commercial	-	8399.1763	8399.1763	
8	1	Commercial	-	9749.8875	9749.8875	67
9	1	Commercial	-	6503.96	6503.96	
10	1	Commercial	-	4450	4450	Commercial=25 Residential=12
11	1	Commercial	-	4050	4050	
12	2	Commercial	Residential	7324.8168	14649.6336	
13	2	Commercial	Residential	7314.8812	14629.7624	
14	1	Commercial	-	2408.7004	2408.7004	
15	1	Commercial	-	2633.3616	2633.3616	
16	2	Residential	Residential	21935.5	43871	49
17	2	Residential	Residential	6927	13854	12
18	2	Residential	Residential	6927	13854	12
19	1	Commercial	-	6840	6840	18
20	1	Commercial	-	8500	8500	18
21	1	Public	-	1600	1600	-
22	1	Commercial	-	2704.157	2704.157	22
23	1	Commercial	-	3850	3850	47
24	1	Commercial	-	3850	3850	
25	1	Commercial	-	3025	3025	
26	1	Commercial	-	3025	3025	
27	1	Commercial	-	2000	2000	Commercial=25 Residential=12
28	2	Commercial	Residential	5074.3472	10148.6944	
29	2	Commercial	Residential	5064.8812	10129.7624	

Section Palm Street



Section Highway 46

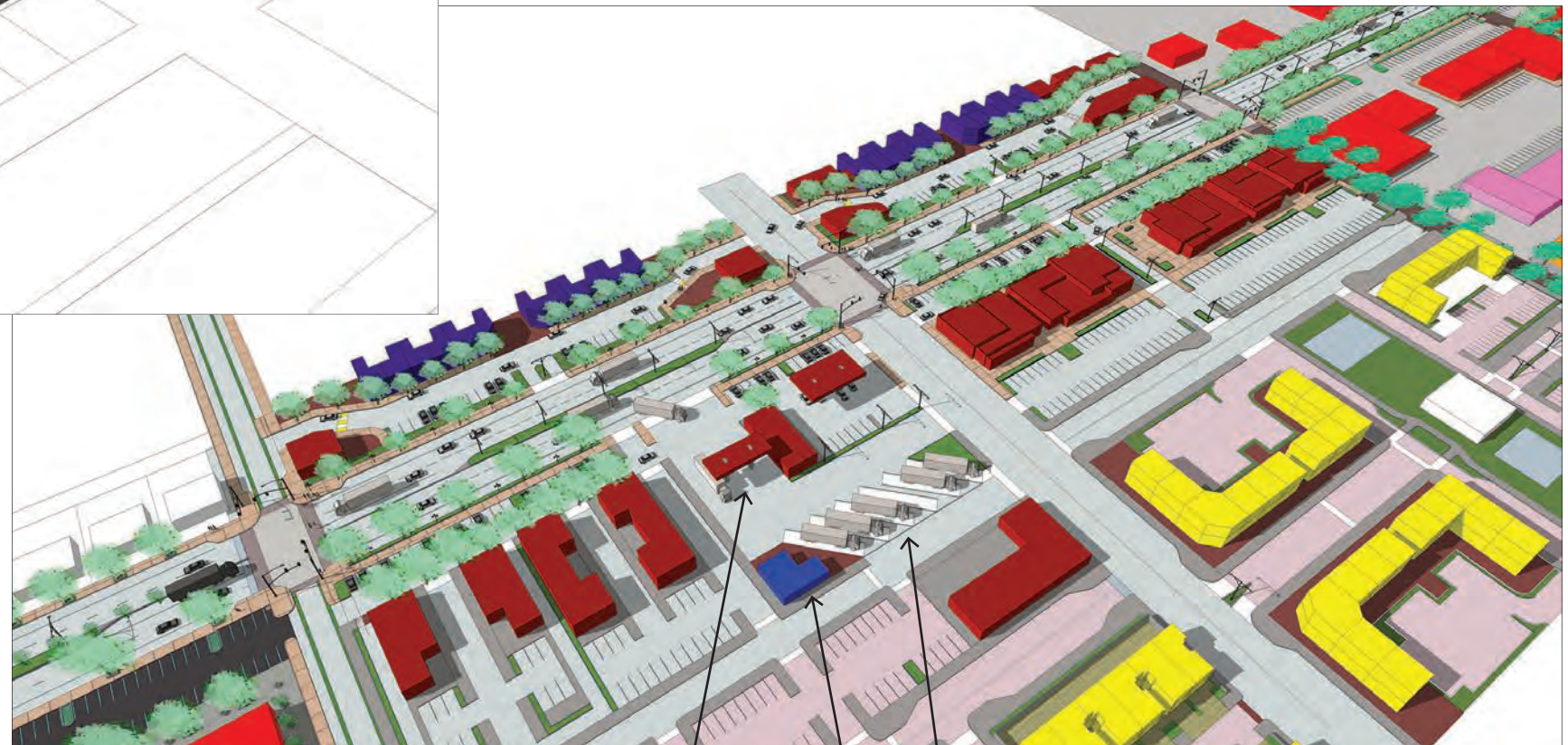


CHAPTER 3: STRATEGIC URBAN DESIGN CONCEPTS



General view of Team 2 concept looking from the Southwest

Partial view of Team 2 concept looking from the Southwest
Note the redesigned gas station and truck facility at the intersection with Palm Avenue.



Pumps for trucks

Truck parking
Public rest area and bathrooms for truck drivers



View of the Multi-family Apartments from Palm Ave.



View of Mixed Used from HWY 46



View of the Townhomes from Maple Ave.

3.4 Concepts for Specific Area 3



Team 3: Sam Anderson, Tara Ash-Reynolds, Shannon Boston, Emilie Morse and Jorge Sena

Specific Area 2 is located along the Highway 46 corridor, between Maple Avenue and the Carl's Jr. just past Birch Avenue. Currently the area features a number of vacant lots with commercial uses located closer to the highway. Residential uses are located to the rear and are mostly detached single family homes. South of the highway there are scattered commercial uses and single family homes.

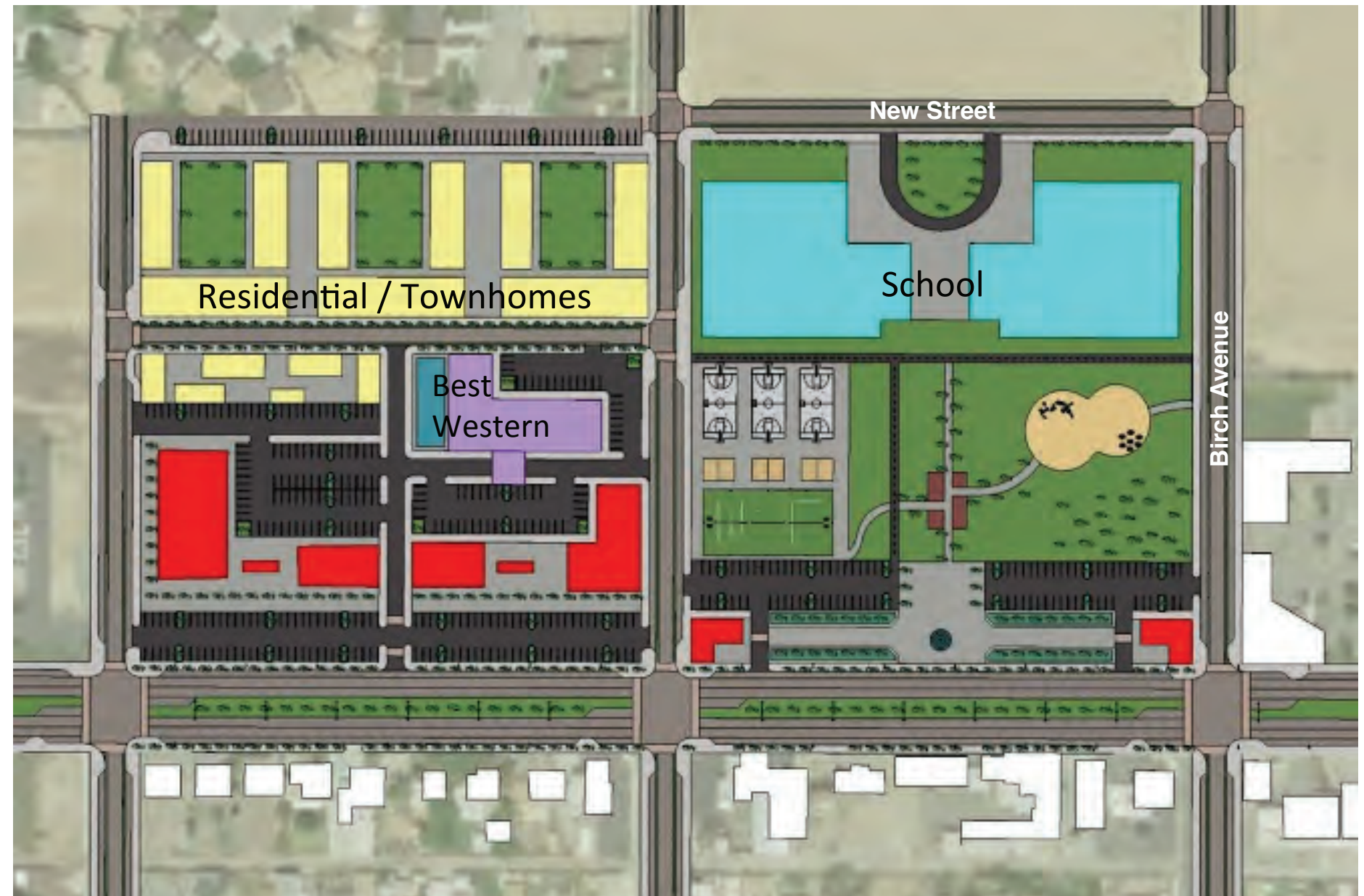
Our design concept focuses on attracting through-traffic while still allowing for pedestrian and bicycle linkages to the rest of the community. The major proposed elements include a central park, commercial development along the highway, a small-scale public school and varied housing types. Our goal is to enhance the commercial potential of the corridor, while offering amenities for Wasco residents.

The proposal successfully utilizes the highway's potential by creating a place for the community to shop and enjoy while adding a destination for the traveler to stop and relax in a comfortable environment. Parking will be located in front of commercial units for most of the corridor. This arrangement makes parking easily accessible and will provide the best opportunity to capture traffic passing along the highway.

New residential development (town-homes and apartments) creates a transition from the commercially focused corridor into the existing single-family homes on the North. A central park with sports facilities and pedestrian plaza will attend to the community and the school, and to the commercial uses along the highway, respectively. Park and plaza will provide perfect community meeting places.

In total, we propose 85,000 square ft. of commercial directly visible from the corridor, 140,000 sq ft. of residential uses, a 80,000 sq ft school, and a central park with 160,000 sq ft. The project will connect residents and visitors of Wasco through an engaging plaza and park space with ample area for residential housing, commercial establishments, and parking.

Illustrative Site Plan



CHAPTER 3: STRATEGIC URBAN DESIGN CONCEPTS

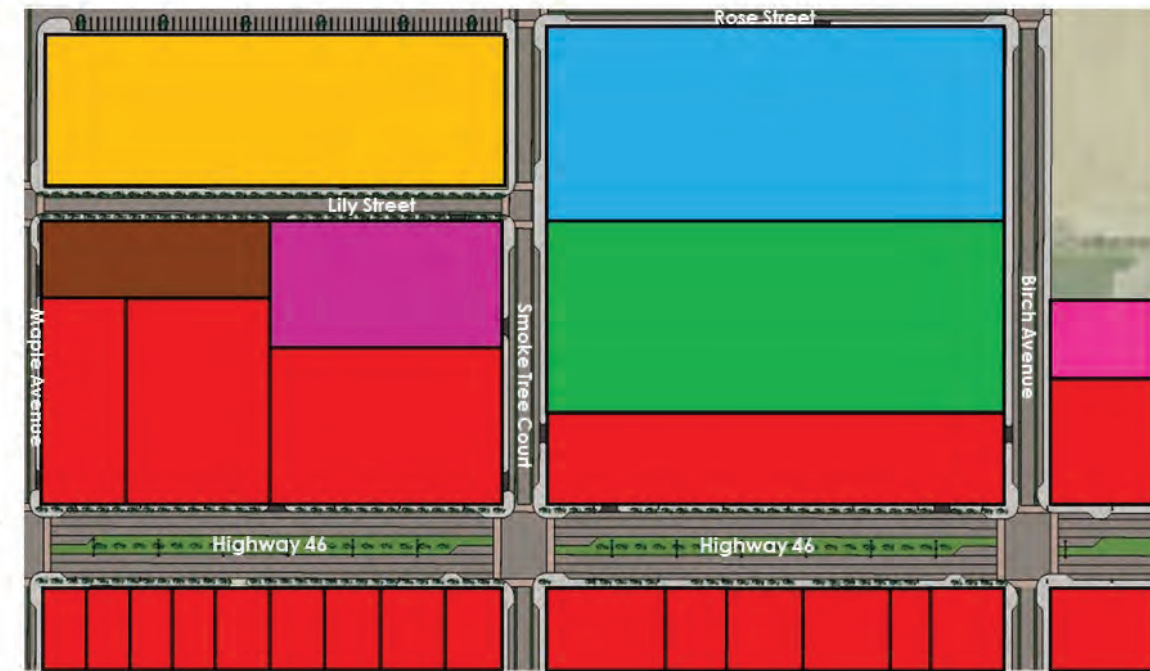
Existing Development Summary	
Total Commercial Sq. Ft.	40,990
Total Residential Sq. Ft.	9,066
Total Hotel Sq. Ft.	60,066
Total Sq. Ft.	110,122

Proposed Development Summary	
Total Commercial Sq. Ft.	85,609
Total Residential Sq. Ft.	139,346
Total Hotel Sq. Ft.	59,742
Total School Sq. Ft.	80,790
Total Sq. Ft.	365,487
Total Added Parking	339

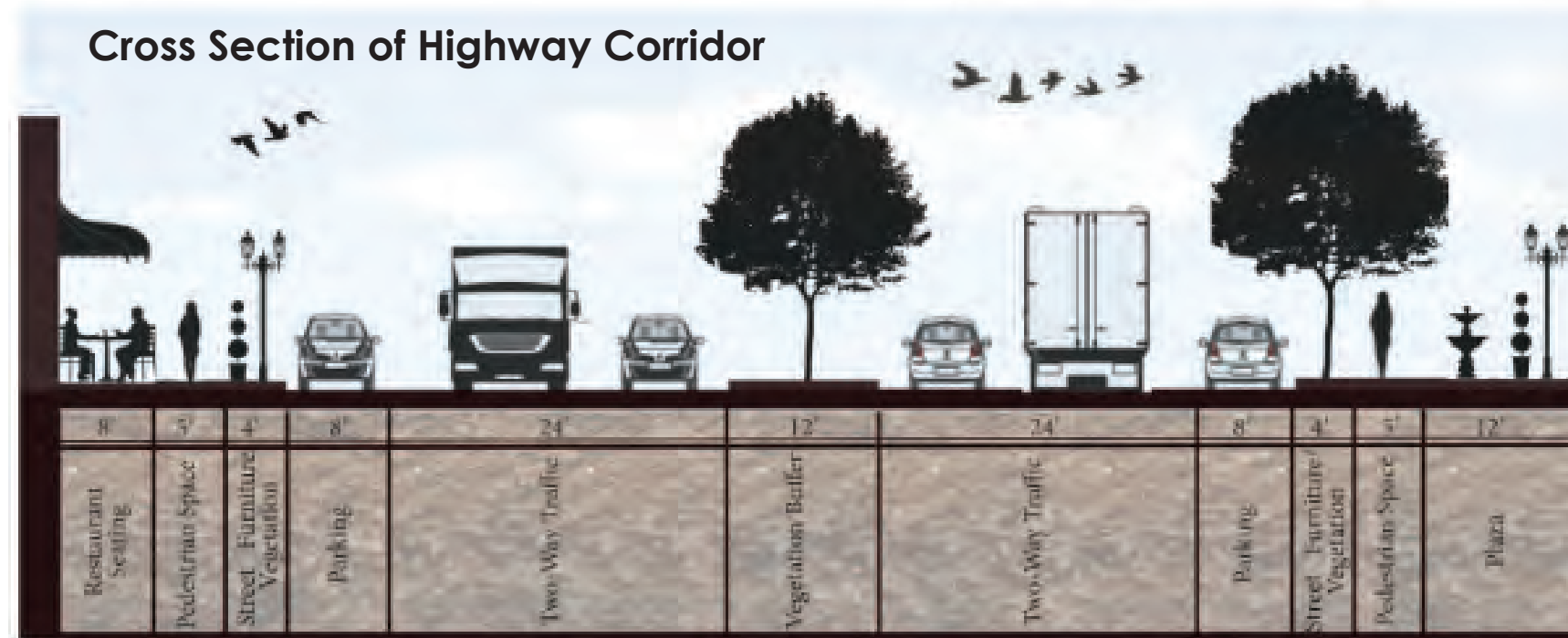
Land Use Map

Key

- Community Retail Commercial
- Neighborhood Commercial
- Hotel / Motel
- Open Space
- School
- Medium Density Residential
- Low Density Residential



Cross Section of Highway Corridor

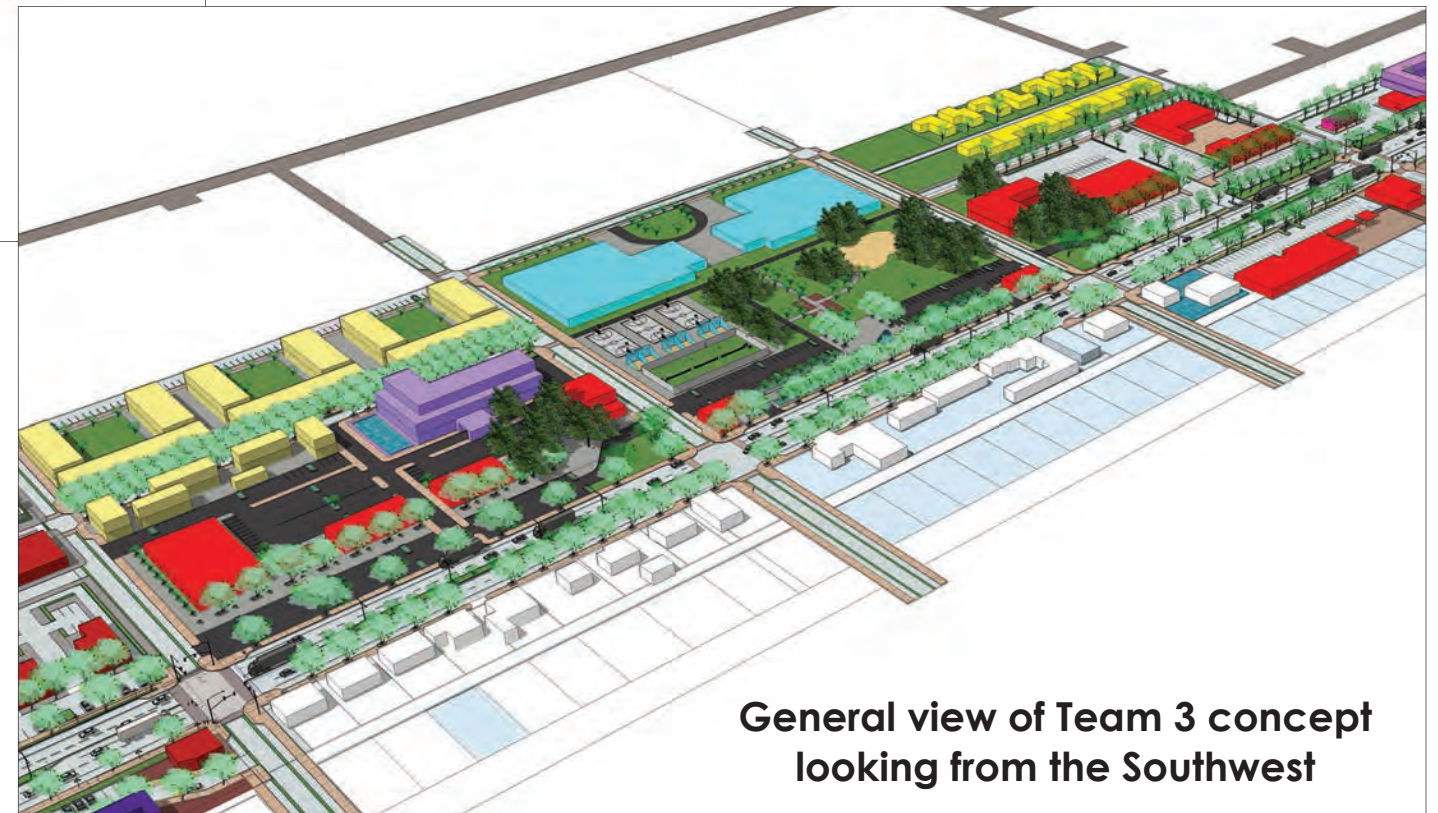
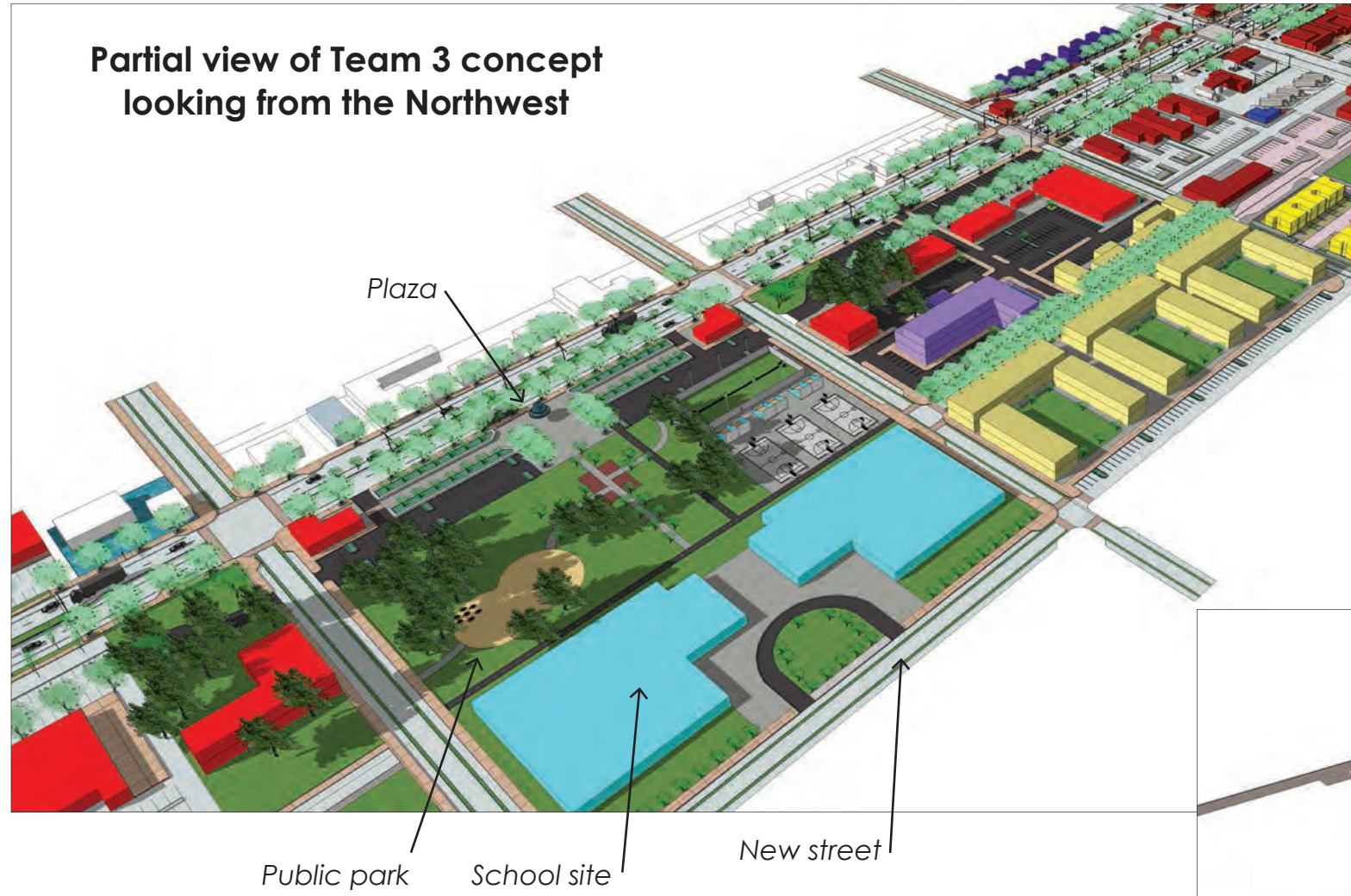




**Existing Development
Looking from South-West**

**Proposed
Development Looking
from South-West**







Commercial plaza fronting the Best Western.



Redesigned Lily Street

**View of the proposed
Central Park**



3.5 Concepts for Specific Area 4



Team 4: Alex Hunt, Lauren Leederman, Emma Peterson, Spencer Johnson, and Mat Wiswell

Located near the mid section of the Highway 46 Corridor between Birch Avenue and Broadway Street., Specific Area 4 has an “L” shape. Currently this area contains several commercial structures, an important component of the Corridor, what inspired us to plan around the existing buildings. We propose redeveloping the structures adding plazas, landscaping, efficient parking, and making use of the lots in more efficient ways. We strived to design a realistic redevelopment concept that responds to the Corridor’s Vision Statement, generating a cohesive and desirable corridor expansion with minimal costly physical change to the existing structures.

Our proposal for Specific Area 4 entices a redevelopment that maintains the existing character and functions along Highway 46. We hope that our design can be successfully developed in an economically friendly and realistic way that will positively contribute to Wasco’s community.

Residential

There are large-scale gaps of undeveloped land among many of the residential developments north of the corridor. We felt that our design should make use of the vacant land to encourage a seamless continuation of Wasco’s street grid. Our proposal includes single-family residential development wherever possible in order to contribute to a diversified residential market in Wasco.

Public Spaces

The northwest location of our project area provided the most room for design potential. There is a recently redeveloped lot in this area that includes a popular 99 Cent store and a successful parking and

landscaping design. This parking and landscaping design continues onto the adjacent site, however the adjacent site is simply an empty lot. We focused our creative design process on this empty lot as it has the most potential for implementing a successful and somewhat innovative design. To the west of our project area, Team Three is proposing a school. As this empty lot area is fairly close to the school site we took that into consideration as we developed a design for the area. After some deliberation, we decided to fixate on the idea of creating a “Wasco Town Square” area. Continuing the existing parking and landscape design, we are proposing two (potentially three) new “L” shaped buildings to surround a plaza, creating a square. These buildings would primarily face inward towards each other in order to encourage pedestrians to spend time in the square. Successfully creating a town square would allow for a seamless cooperation between the new educational area and the commercial potential of the square area.

Streetscaping

As briefly mentioned above, the reminder of our site follows the Highway 46 corridor quite tightly. To remain realistic, we propose minimal physical change to the existing commercial structures. What we do suggest is that the structures be brought forward to the same plane with similar façades in order to reflect a cohesive and organized visual relationship. In addition, we propose the expansion and beautification of landscaping, paving, and small-scale plaza spaces in order to add to the areas’s walkability and pedestrian friendly activities.



Comparative Figure-Ground Map of Buildings



Illustrative Site Plan



Land Use Plan



Existing Development

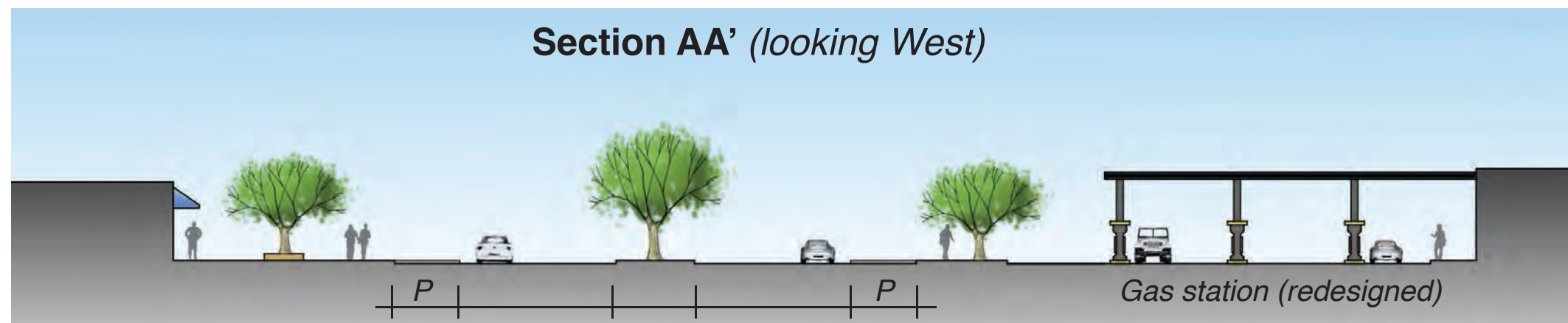
AREA 4	Total Built Sq. Ft.	Residential	Commercial	Other
Lot 1	-		-	-
Lot 2	15,425		X	-
Lot 3	-		-	-
Lot 4	3,391		X	-
Lot 5	3,106		X	-
Lot 6	17,323		X	-
Lot 7	-		-	-
Lot 8	2,494		X	-
Lot 9	10,248		X	-
Lot 10	41,352		X	-
Lot 11	6,332		X	-
Lot 12	3,969		X	-
Lot 13	2,424		X	-
Lot 14 & 15	25,572		X	-
Total	131,636			

Proposed Development

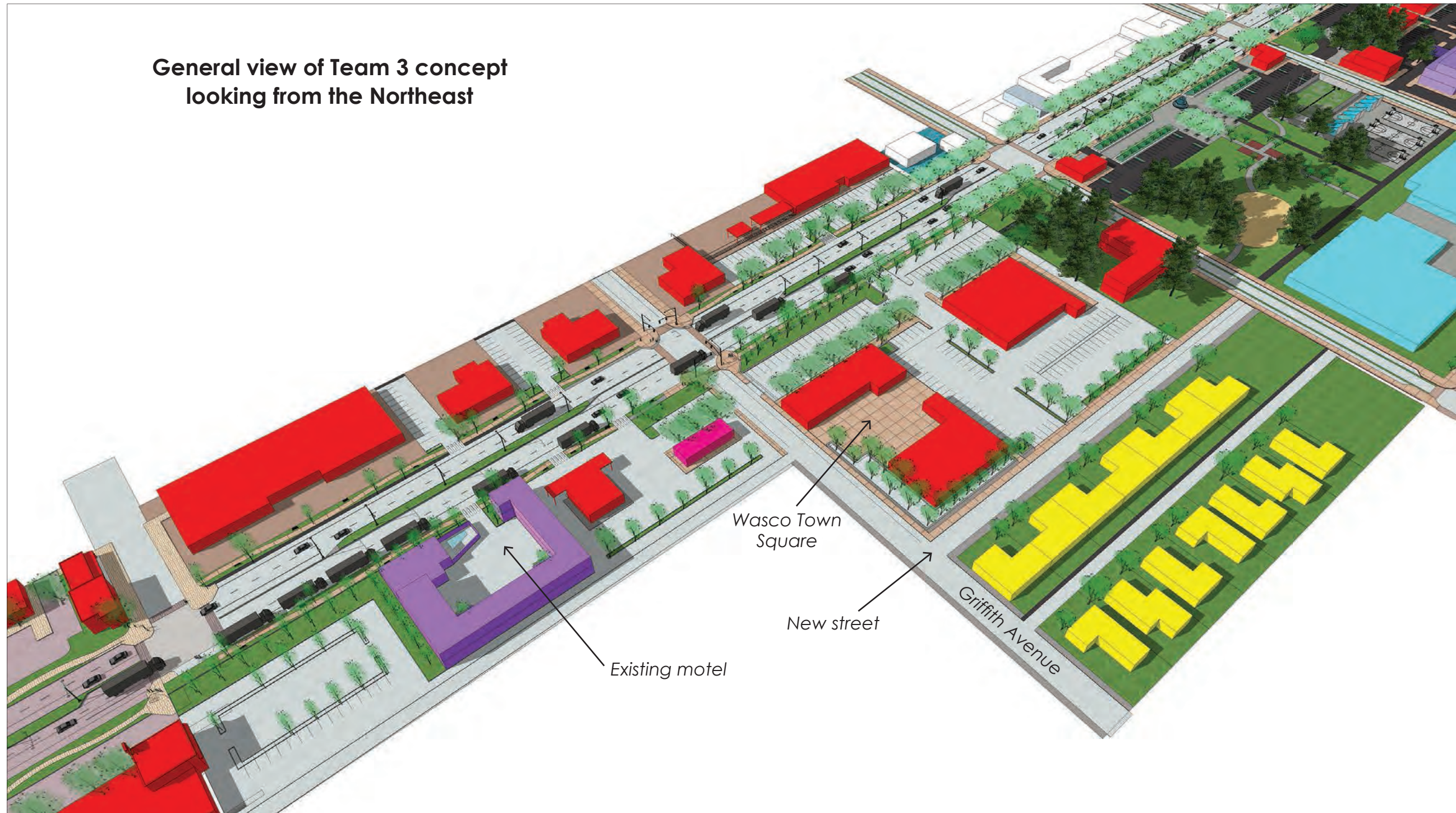
AREA 4	Total Built Sq. Ft.	Residential	Commercial	Other
Lot 1	36,314	X		
Lot 2	16,500		X	
Lot 3	19,000		X	
Lot 4	3,328		X	
Lot 5	3,728		X	
Lot 6	-			
Lot 7	-			
Lot 8	2,494		X	
Lot 9	14,800		X	
Lot 10	-		X	
Lot 11	5,575		X	
Lot 12	4,900		X	
Lot 13	4,575		X	
Lot 14 & 15	29,570		X	
Total	162,196			

Proposed Additional Parking

LOT	
1	21
2 and 3	166
12, 13, 14, 15	82
9, 10, 11	63
Total	332



General view of Team 3 concept
looking from the Northeast





North-side development as seen from Highway 46 landscaped median - Buildings will be brought forward to generate a consistent edge along the highway, with consistent façades, to reflect a cohesive and organized visual relationship. More trees, landscaping, and interesting paving will improve the streetscape. See 5 & 6 in Site Plan.



New Town Homes on the North - This type of residential development will provide a good transition between the commercial-oriented highway corridor and the existing single-homes to the North. It will provide an opportunity to attract more middle-income families to the Wasco. See 1 in Site Plan.



Wasco Town Square on Griffith Avenue - The proposal includes two "L" shaped commercial buildings embracing this plaza and creating an active place and a linkage to the residential development just across the street to the North. See 3 in the Site Plan.

3.6 Concepts for Specific Area 5



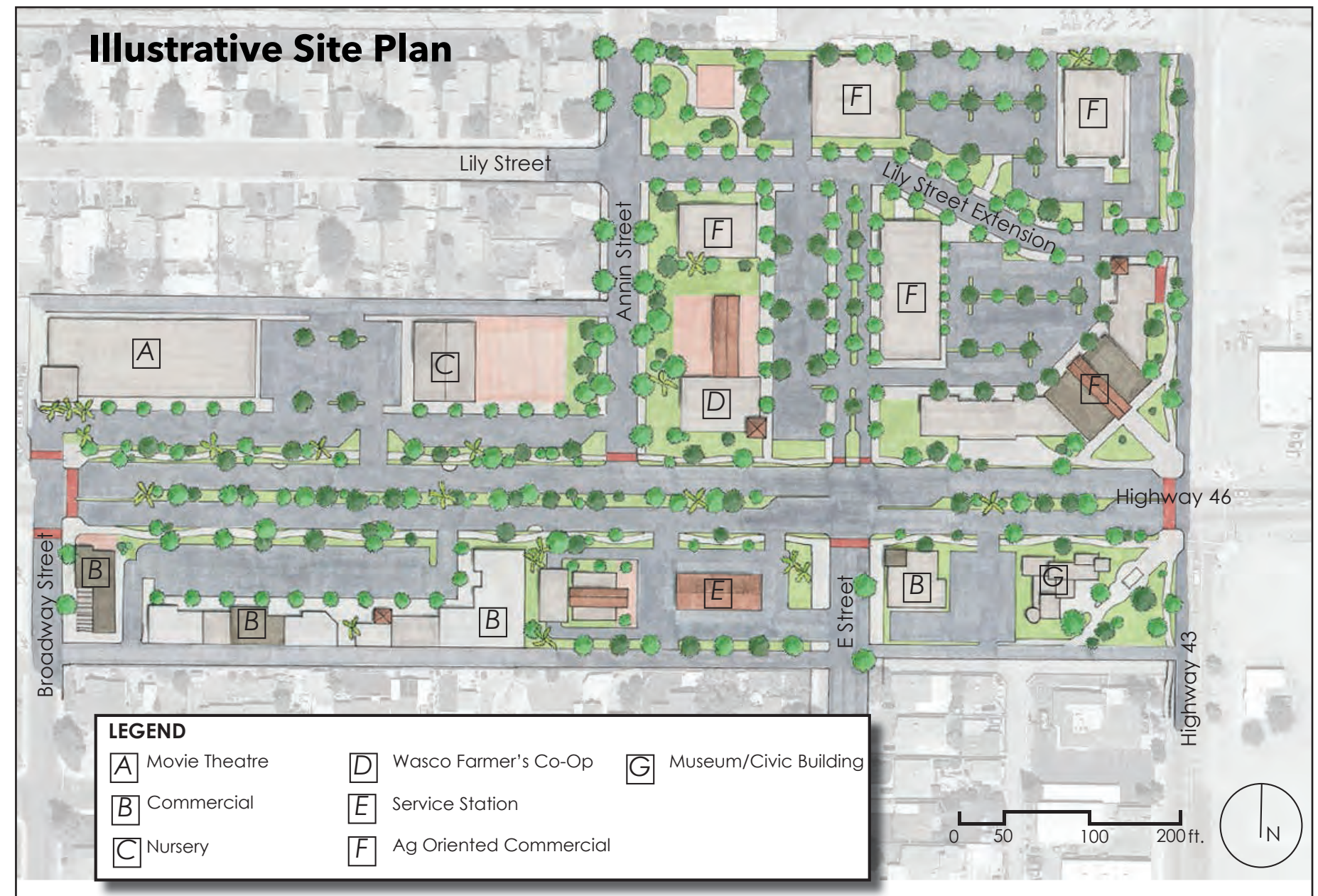
Team 5: Emily Foley, Augustus Grochau, Mark Manha and Rebecca Wysong

Specific Area 5 of the Highway 46 Corridor is located between Broadway Street and Highway 43/F Street. Along the highway, we proposed a new sidewalk meandering along well landscaped spaces with ample room for pedestrians and bicycles to move comfortably. Two bus stops, between E Street and Highway 43/F Street on each side of the corridor, can be used by Kern Transit.

A movie theater will provide a focal terminus for Broadway Street and a stronger connection to downtown. On the south side, across from the movie theater, there is a highway commercial area. Adjacent to the commercial space, there is a gas station that contains a convenience store and a drive-thru car wash.

On the east side of the movie theater, there is a flower nursery which will tie into the agricultural hub. Lily Street will be extended through the agricultural hub and connect to Highway 43. The hub will contain an anchor store with agricultural commerce and office space, a farm supply store with retail and heavy machinery sales, and a local produce store with Wasco specialties such as almonds and roses. The tractor retailer has been relocated north along F street. The northwest corner of the hub has a park with a playground and seating. It encourages variety of public spaces and an opportunity for social interaction.

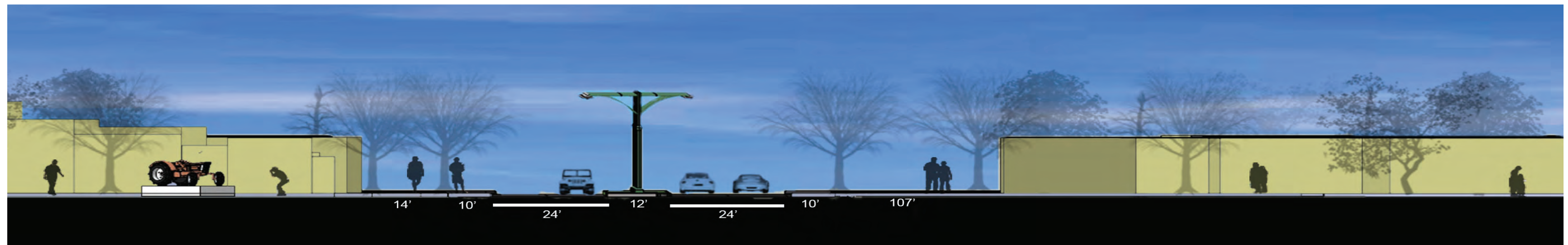
Directly across the agricultural hub, at the South-West corner of highways 46 and 43, a new cultural center park contains a landmark statue and a museum celebrating local agricultural history. The park will be a safe pedestrian area as well as a strong landmark generating a major linkage to the downtown.



Existing and Proposed Development (see Site Plan)

Lot #	Number of Buildings		Residential Sq Ft		Commercial Sq Ft		Office Sq Ft		Public Sq Ft		Parking Spaces	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
Lot 1	4	1	-	-	7,625	21,014	-	-	-	-	-	35
Lot 2	3	-	3,169	-	-	-	-	-	-	-	-	32
Lot 3	2	1	591	-	1,420	6,208	-	-	-	-	16	8
Lot 4	-	-	-	-	-	-	-	-	-	-	-	13
Lot 5	1	1	-	-	3,877	6,532	-	-	-	-	11	-
Lot 6	3	3	-	-	12,539	25,043	-	-	-	-	11	157
Lot 7	2	2	-	-	11,833	30,219	-	-	-	-	7	41
Lot 8	1	1	-	-	1,888	-	-	-	-	4,667	-	-
Lot 9	1	-	-	-	1,302	-	-	-	-	-	-	12
Lot 10	1	1	-	-	4,394	4,530	-	-	-	-	23	18
Lot 11	1	3	6,294	-	-	5,450	-	-	-	-	-	9
Lot 12	1	1	3,478	-	-	8,395	-	-	-	-	-	1
Lot 13	1	1	2,573	-	-	1,752	-	-	-	-	-	10
Lot 14	1	1	2,613	-	-	1,664	-	-	-	-	-	12
Lot 15	-	1	-	-	-	7,337	-	-	-	-	22	46
Lot 16	1	1	-	-	1,980	4,756	-	-	-	-	12	8
Lot 17	1	-	-	-	-	3,075	3,638	-	-	4,667	6	-
Lot 18	1	1	3,175	-	-	-	-	5,710	-	-	-	-
Totals	25	19	2,1894	0	4,6857	125,976	3,638	5,710	0	4,667	108	402

Section across Highway 46



Land Uses by Lot



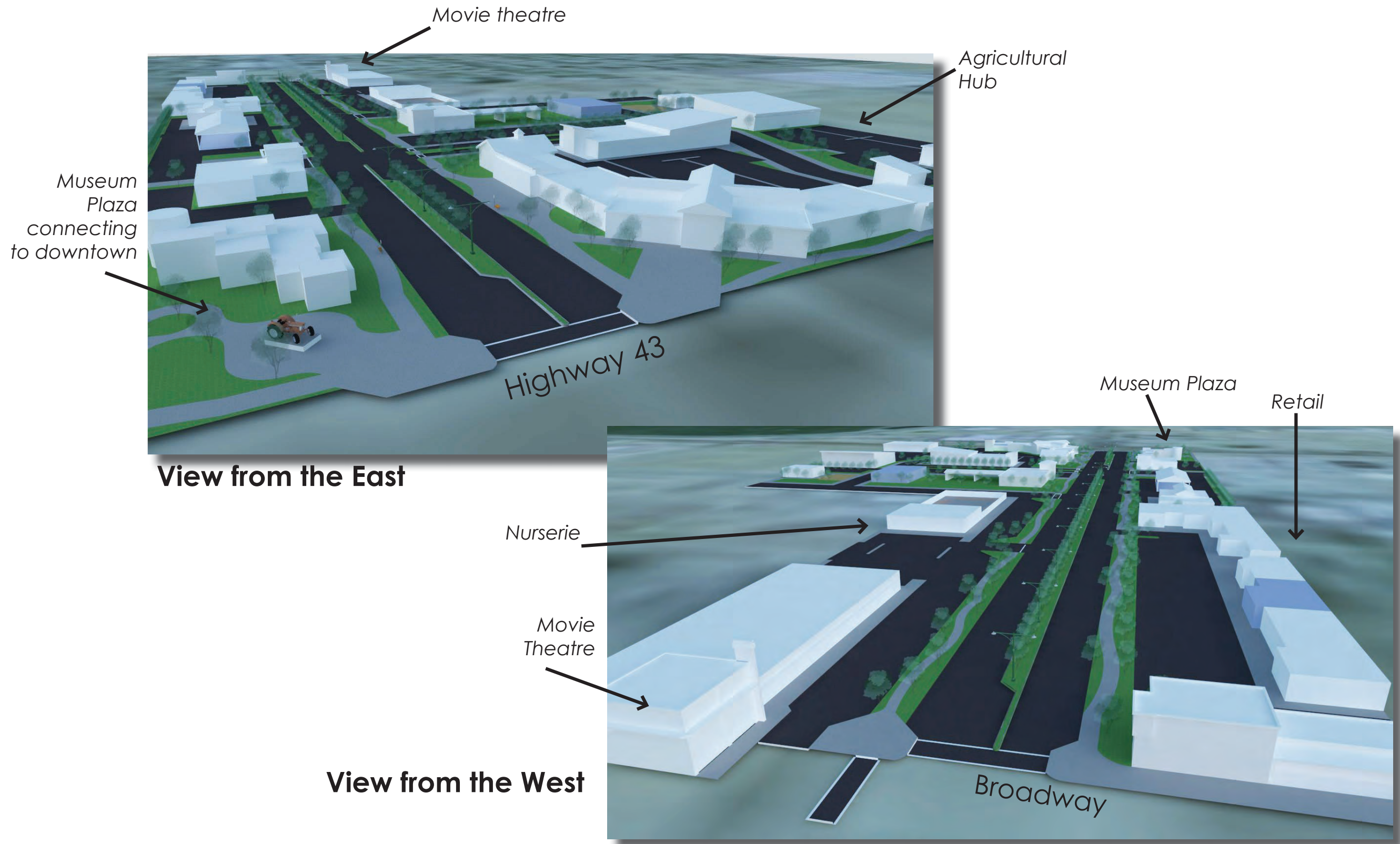
Northwestern corner of highways 46 and 43 with agriculture-oriented development.



View of movie theater and improved sidewalk on Highway 46 in front of Broadway Street, facing west.



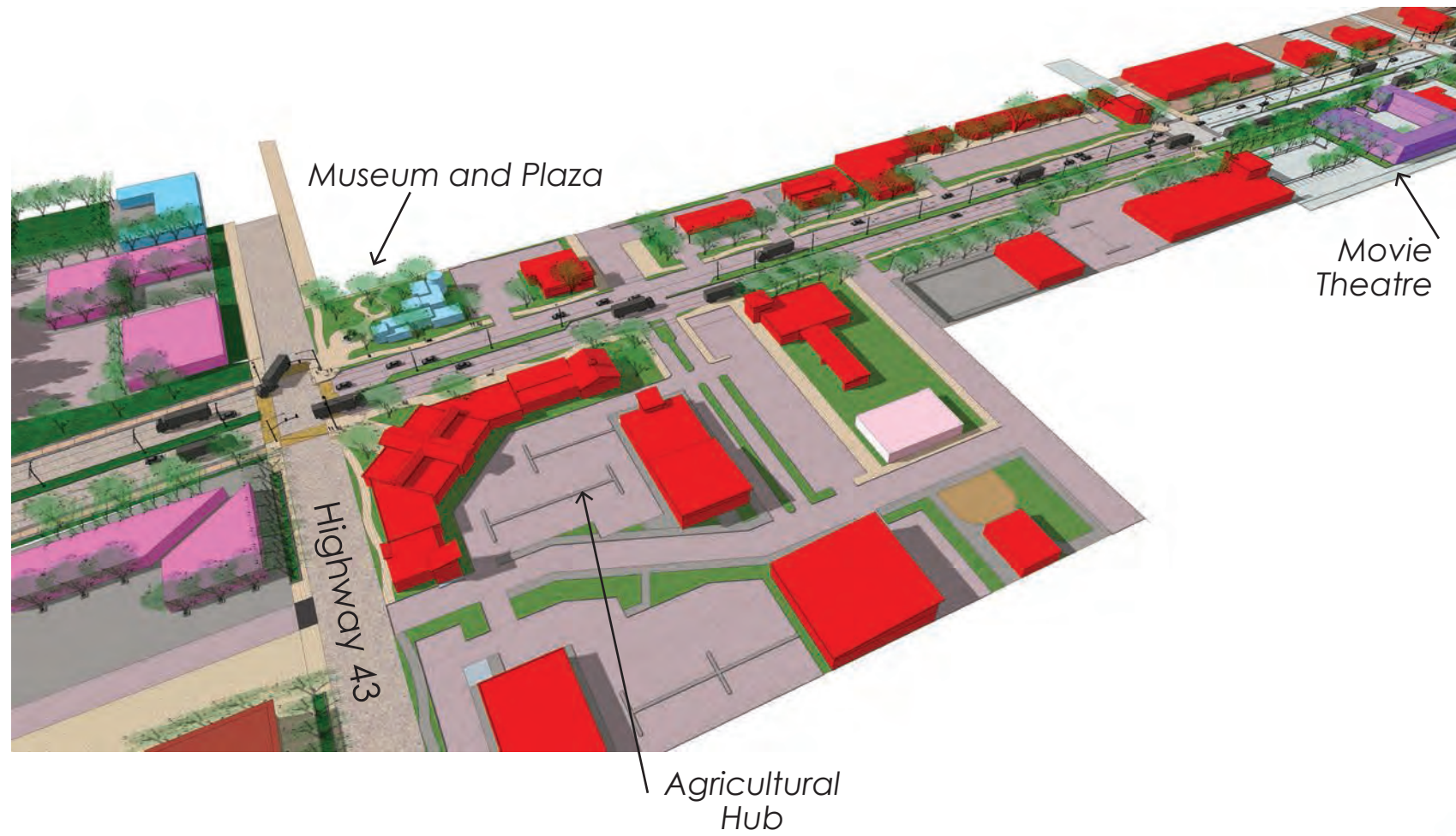
Park, landmark tractor-sculpture and Wasom museum on the southwestern corner of highways 43 and 46.



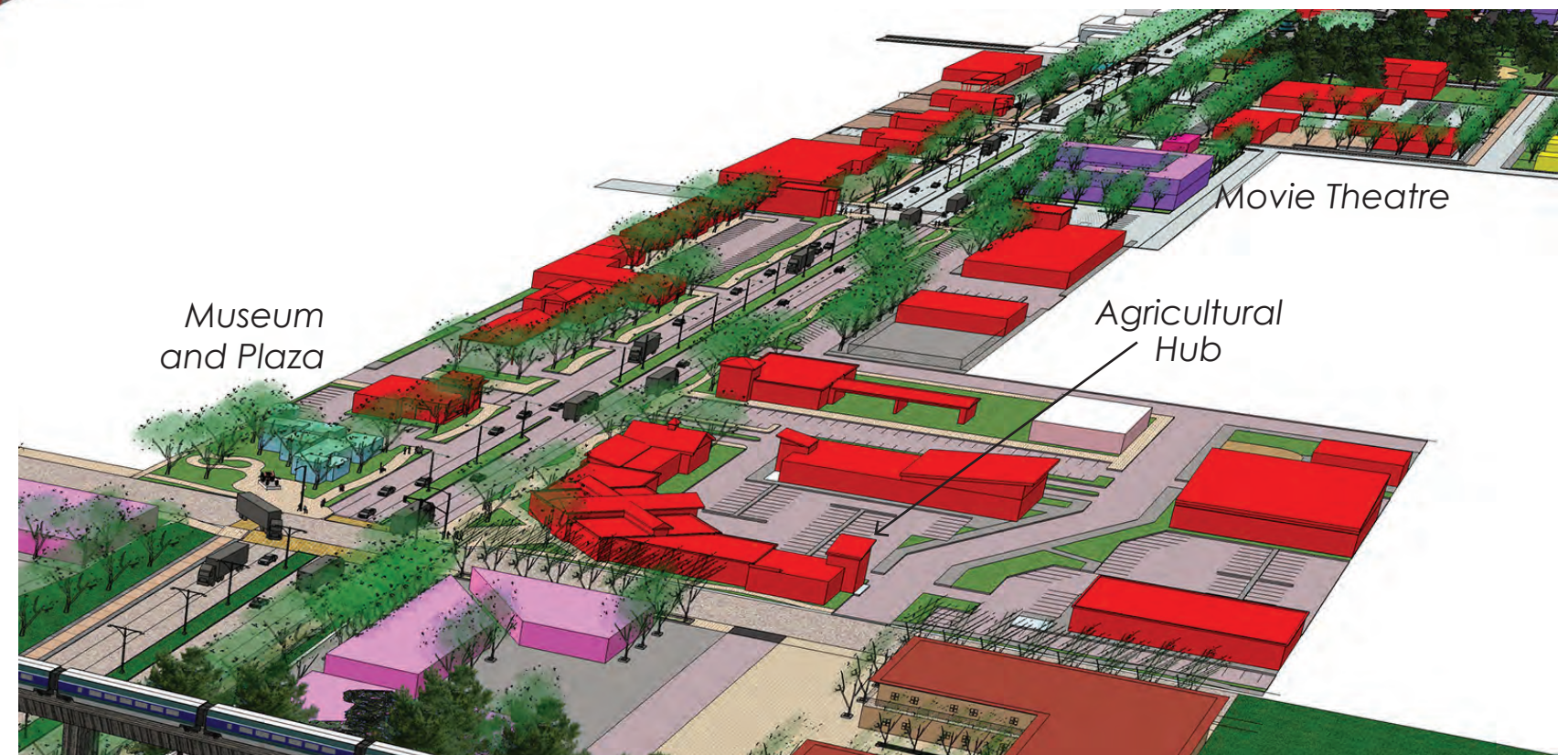
View from the East

View from the West

CHAPTER 3: STRATEGIC URBAN DESIGN CONCEPTS



General views of Team 5 concept looking from the Northeast



3.7 Concepts for Specific Area 6



Team 6: Rachel Du Mont, Nicole Garner, Camille Jackson, and Rachel Raynor

Specific Area 6, is a unique area with the potential to have a distinct character and strong purpose. Currently, the project area is used for primarily industrial uses, which includes the Caltrans Center. Industrial use is essential within this region, however we feel that the area does not need to be entirely designated for this particular use. The Team 6 project area consists of the Eastern most portion of the Highway 46 corridor. The existing railroad tracks and proposed high-speed train that run through the project area have the potential to add character and act as a gateway into the City of Wasco.

The site's current conditions and location influenced several ideas in our proposal, including the rail bridge as well as the future high-speed train structure into a gateway to welcomes drivers and locals into the City of Wasco. The existing underpass area provides the opportunity to create unique design solutions and concepts along the Highway 46 corridor. These have allowed for exceptional design concepts for the 425,463 square foot of new development we are proposing for Specific Area 6. Our design also takes advantage of Caltran's plan for widening the Highway's R.O.W. along this area, by adding landscaped areas that will serve as buffers, protecting the uses along it and adding to the aesthetics of the gateway experience.

Our proposal's scale and type of development is to match and complement Wasco, increasing the aesthetic experience of the Highway 46 Corridor. The design will add to Wasco's identity and create an appealing, multi-functional place for both visitors and residents to enjoy.

Youth Center

The Youth Center, is located on the southern portion of the project area next to one of the commercial developments. The Youth Center has been strategically located near residential areas of Wasco as well as closer to

the downtown district so that it is easily accessible to the youth of Wasco. The Center is proposed to include an outdoor basketball court, open grass field, garden, and facilities to host several indoor activities. Single-family residential development whenever possible in order to match this existing aspect of Wasco.

Trade-Vocacional School

The vocational school is located at the very Eastern end of the project area in order to act as a signature characteristic upon entrance to the City. The school includes several educational buildings, parking, agricultural storage, and paved areas for farm utilities such as tractors. The vocational agriculture school provides more educational and economic opportunities for the City of Wasco, creating jobs and increased interest to the region.

Residential Use

Student apartments are proposed to accommodate students attending the proposed vocational school. The housing is proposed on the northwestern portion of the project site adjacent to a commercial development. The housing was placed in close proximity to the vocational school to create a more walkable and accessible connection.

Light-Industrial Use

Industrial uses located in the project area are strategically placed behind commercial buildings along the highway frontage to lessen their visual impact. The southeastern portion of the project area consists of a self-storage lot, industrial lots, and the Caltrans Center for the city. The industrial lots housing buildings 15, 16, and 17 are used as noise barriers for lots extending outward from the railroad tracks. The project area is also proposed to include considerable vegetative barriers buffering the commercial centers and Youth Center from industrial lots. Vegetative barriers will also be used to mask the noise of the railroad tracks and proposed high-speed train.

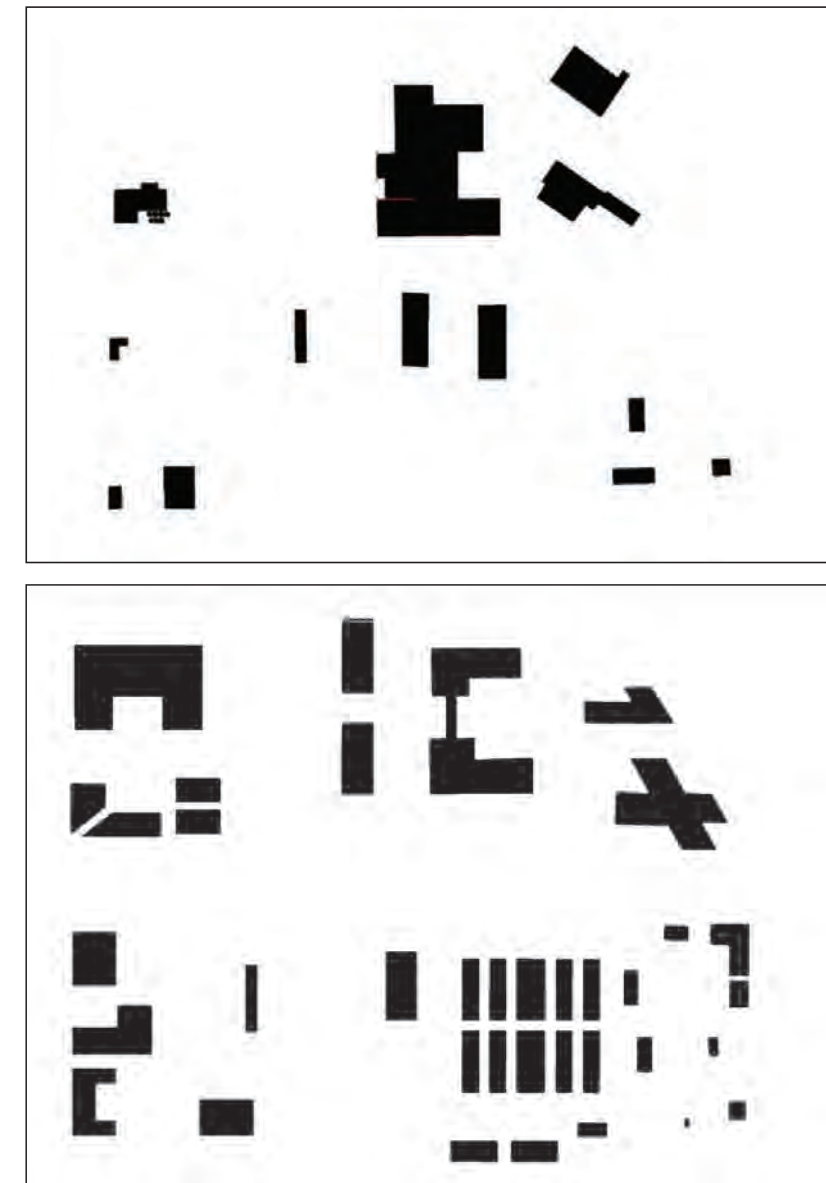
Commercial Use

The three commercial developments aim to give both the residents of Wasco and Highway 46 travelers a place to shop and enjoy. Buildings 12 and 13 make up the commercial development dedicated to attracting traffic toward the Downtown area. The commercial area consisting of buildings 20, 21, and 22, is expected to mirror the adjacent vocational school to act as a significant entrance to the city.

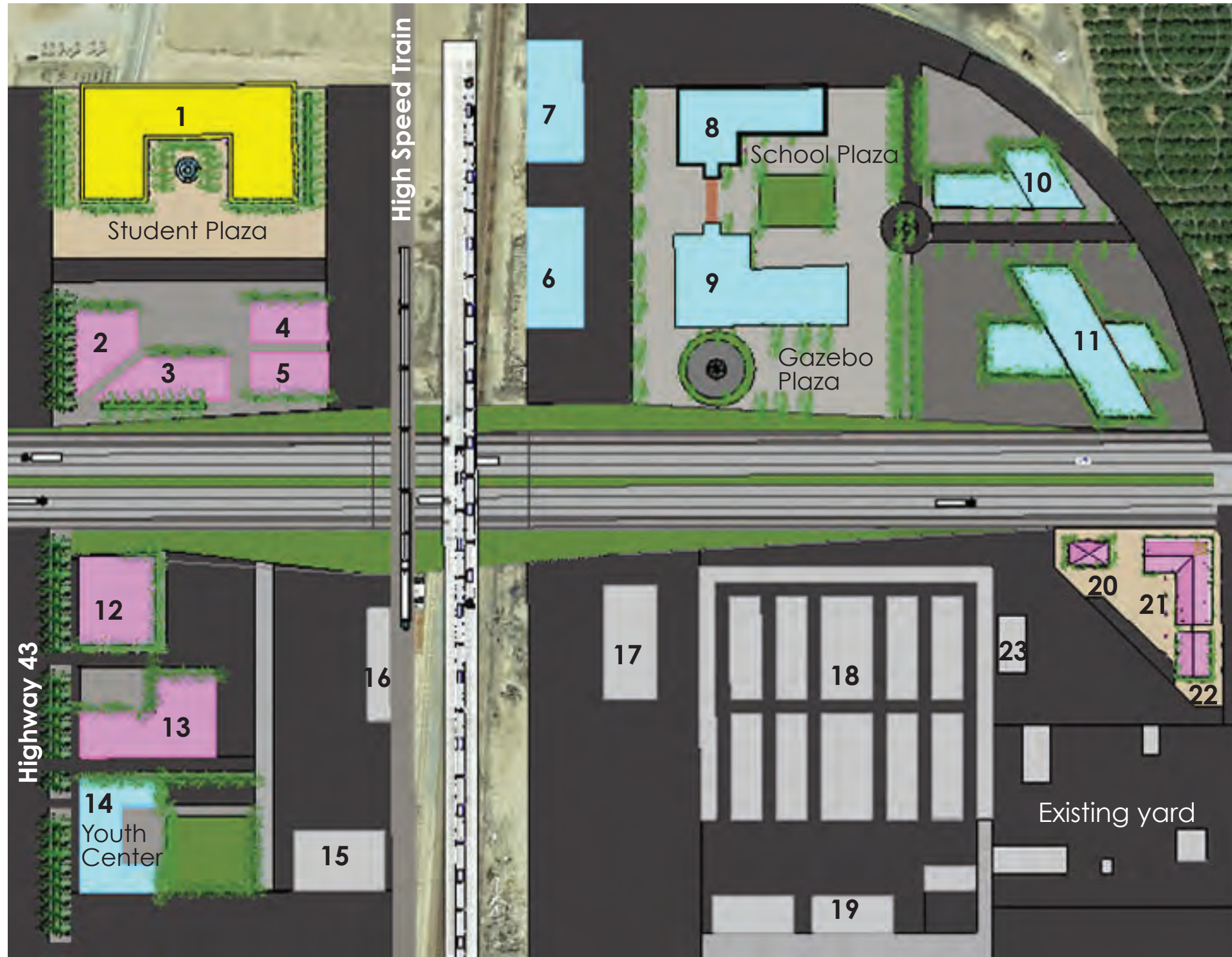
Gateway

The proposed railway and high-speed train bridge has the opportunity to create a noteworthy gateway into the City of Wasco. This aesthetically pleasing design element will help to define the Highway 46 corridor as a place, and allow both visitors and residents to more clearly identify the City of Wasco.

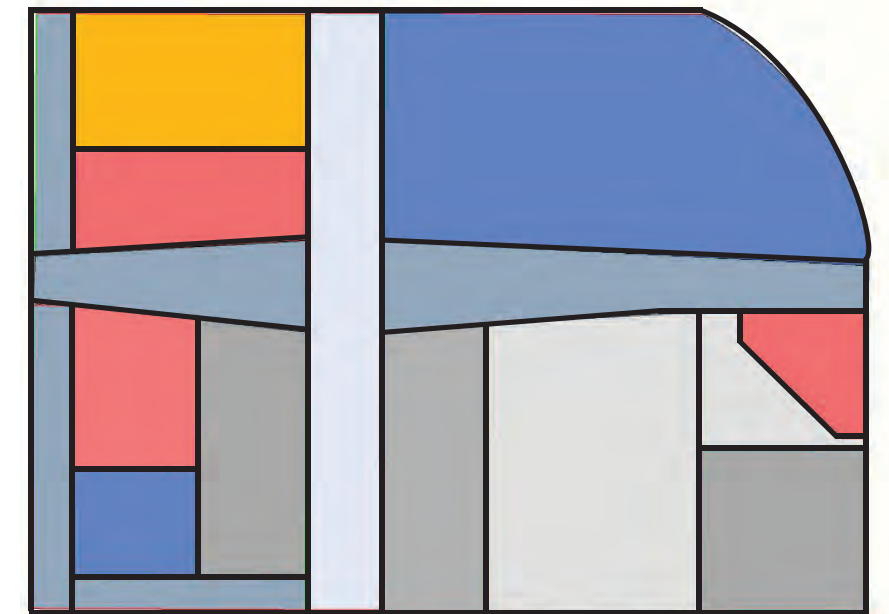
Figure-Ground Maps - Building Footprints Before (top) and After (below)



Illustrative Site Plan



Land Use Plan



Legend

- Public Facilities and Grounds/ Facilities
- Residential - medium density (student apartments)
- Community Retail Commercial
- Public Facilities
- Light Industrial
- Heavy Industrial
- Rail Line - High Speed and

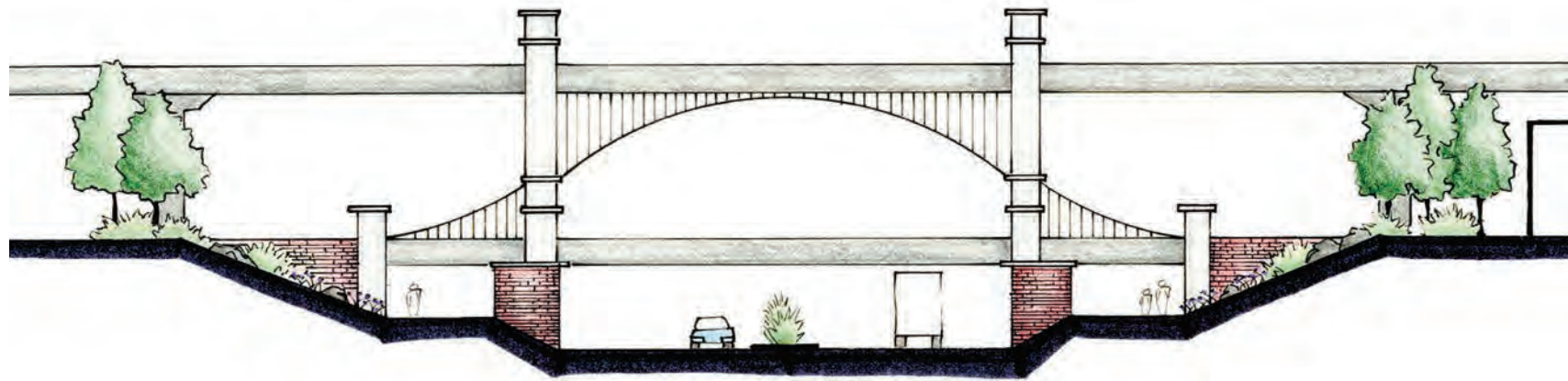
Existing Development

Block (team 6)	Total Built Sq. Ft	Public Use	Commercial	Office	Industrial
Lot 1	0				
Lot 2	25805.2418				25805
Lot 3	18619.9736			5982	12638
Lot 4	13389.4414			5824	7565
Lot 5	186631.0642		186631		
Lot 6	16652.2971				16652
Lot 7	35506.3871				35506
Lot 8	37206.0007				37206
Lot 9	0				
Lot 10	0				
Lot 11	31326.6204	24709		6617	
Lot 12	47427.5668				47428
Lot 13	0				
Total	412565	24,709	186,631	18,424	182,801

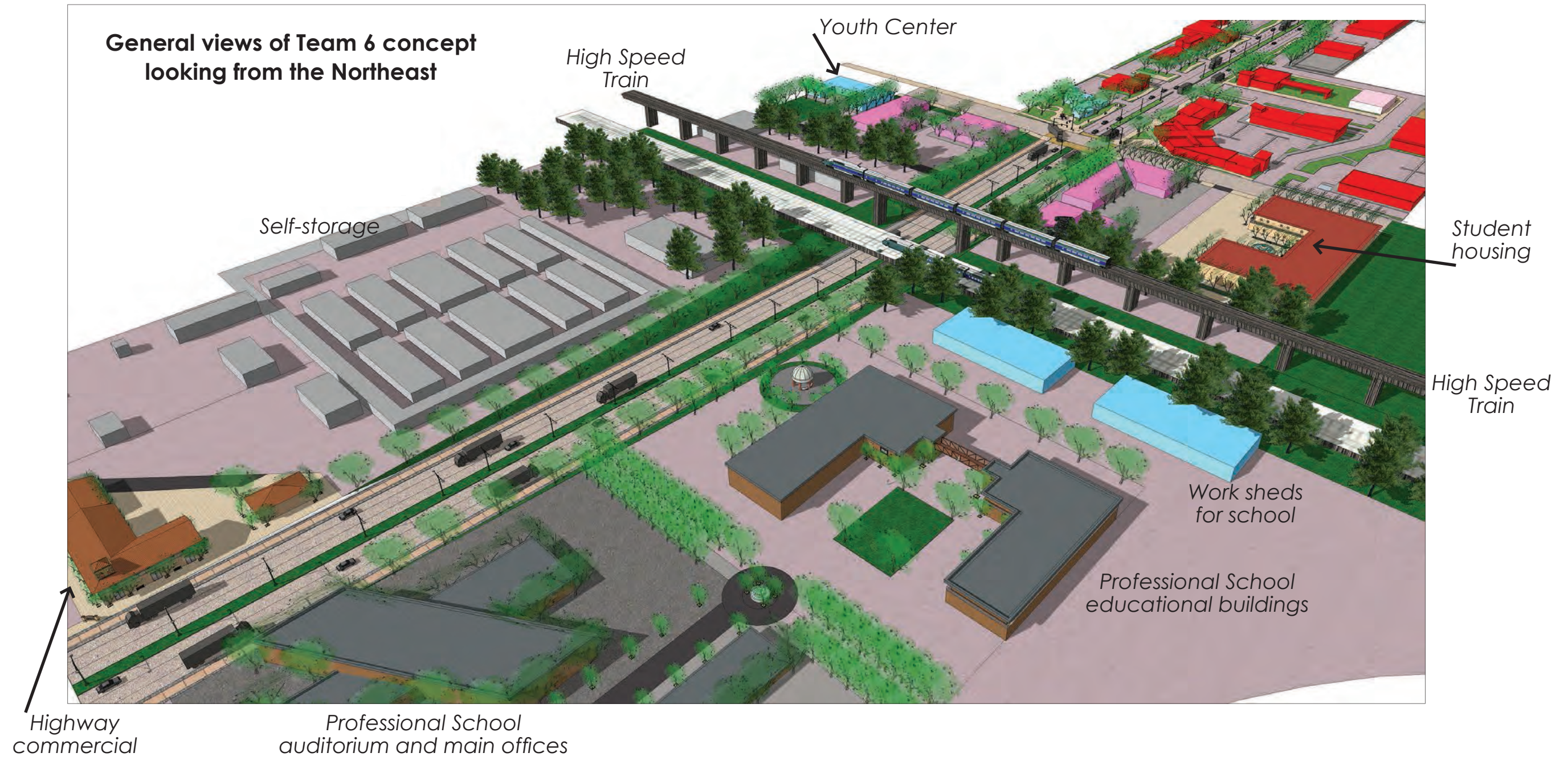
Proposed Development

Building Number	Use	Footprint SF	Total SF	Parking Spaces
1	Student Apt	33,794	67,587	180
2	Commercial	6,657	-	102
3	Commercial	13,585	-	
4	Commercial	5,000	-	
5	Commercial	5,000	-	
6	Ag storage	11,607	-	6
7	Ag storage	11,607	-	
8	school	14,414	28,828	780
9	school	21,743	43,486	
10	school	10,021	11,022	
11	school	25,608	41,491	
12	commercial	12,000	-	40
13	commercial	14,611	-	49
14	youth center	5,045	-	168
15	industrial	4,500	-	4
16	industrial	9,600	-	4
17	industrial	13,158	-	4
18	self-storage	103,988	-	5
19	office/caretaker	2,112	4,224	
20	fast food	1,421	-	42
21	commercial	5,920	-	
22	commercial	2,200	-	
23	industrial	2,926	-	4
		Total SF	425,463	
		Total Parking		

Concept Section of Highway 46



This section of Highway 46 shows the new Caltrans ROW, adapted with sloping landscaped buffers. The railroad bridge and the future speed-train tracks have been redesigned as a gateway to Wasco.





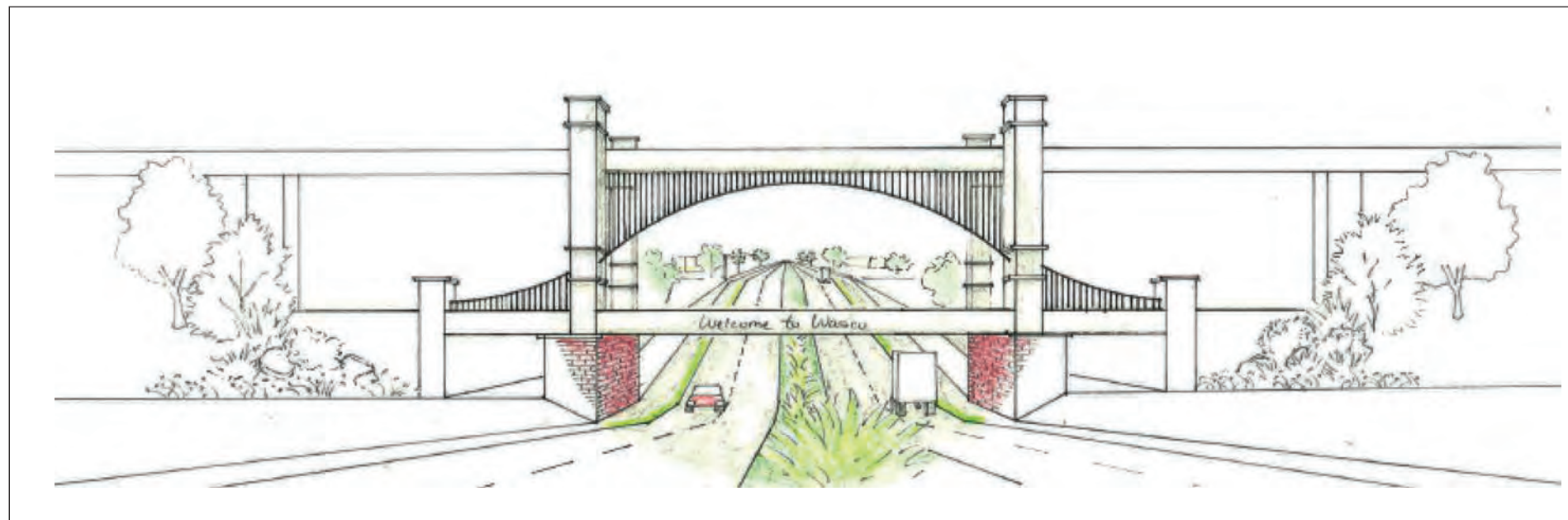
View of Trade School complex

Student apartments courtyard with fountain.



View of Trade School complex

Plaza and the pedestrian bridge connecting buildings.

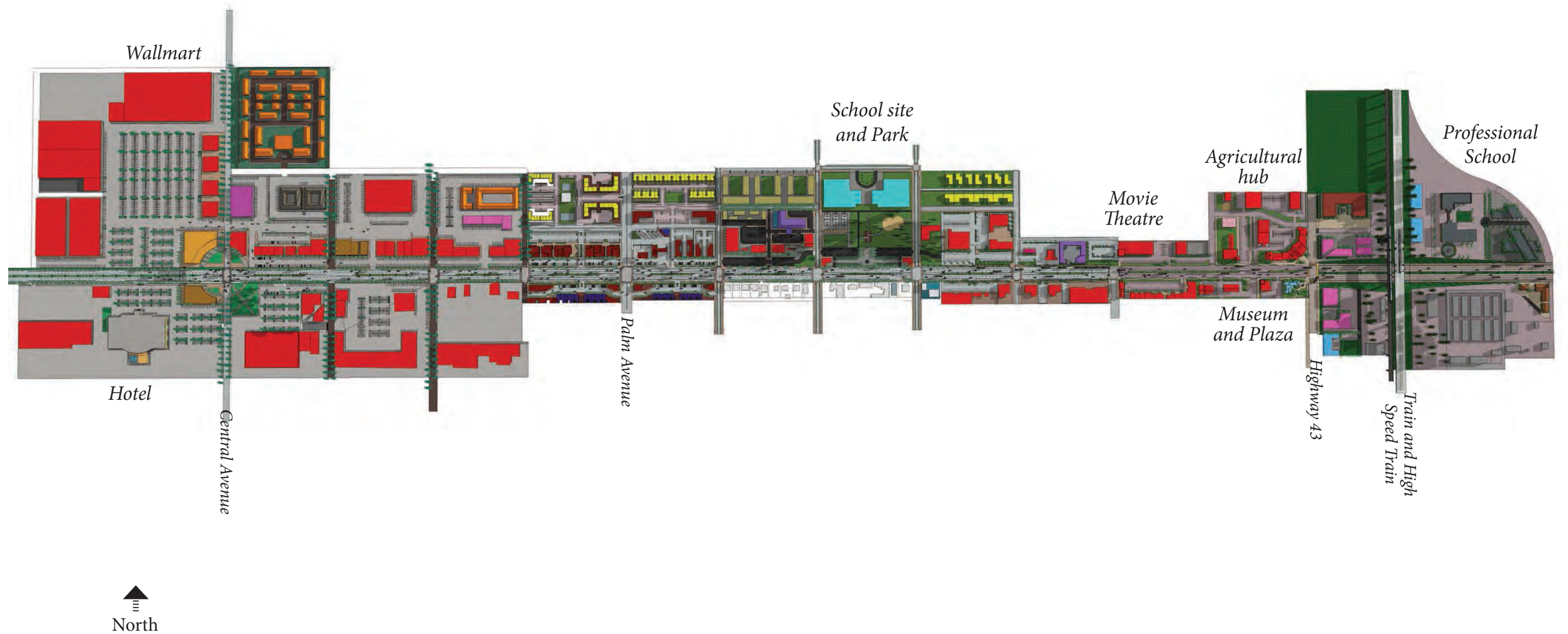


Highway 46 westbound view

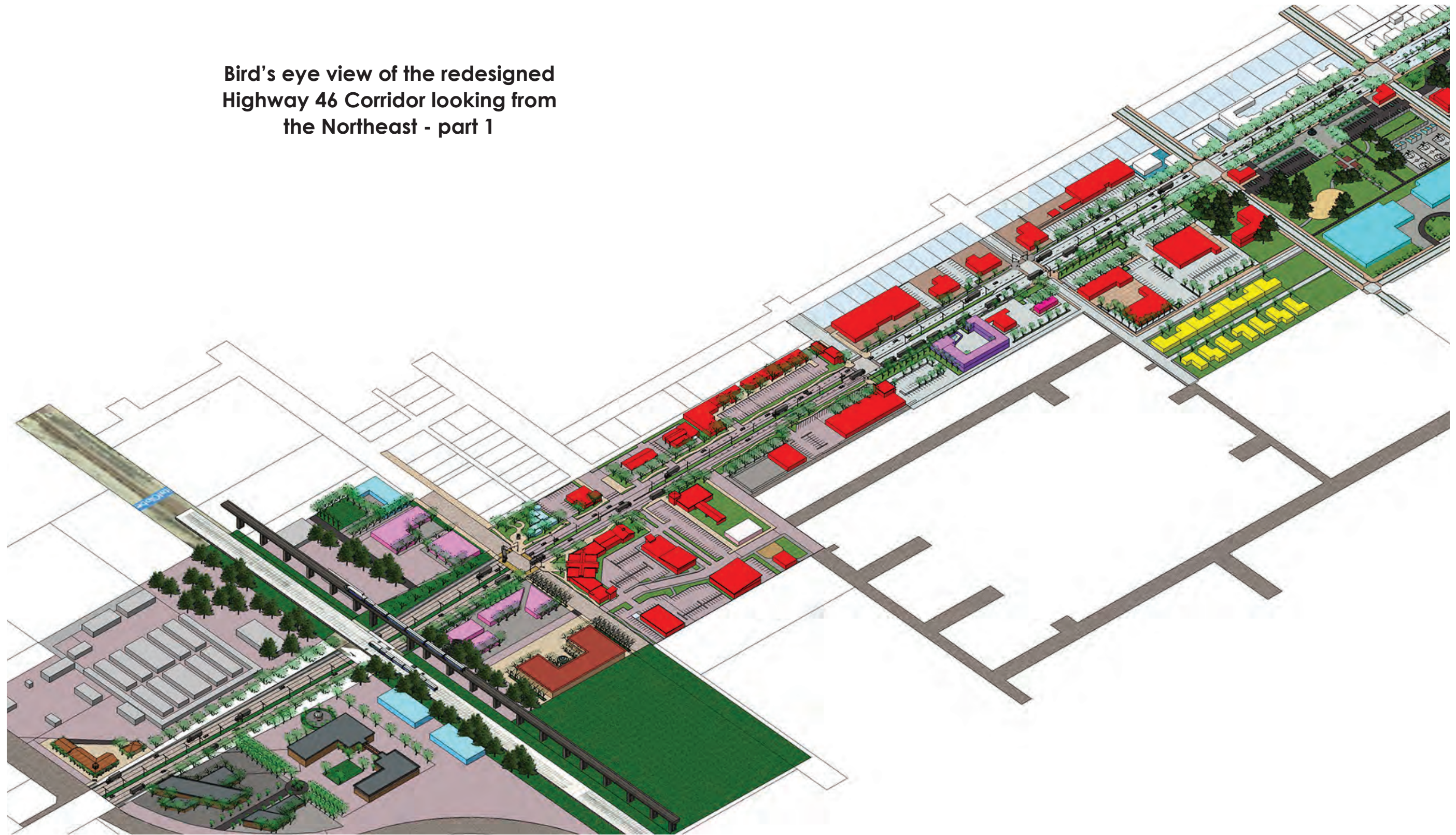
The redesigned gateway bridges, for the existing railline and the proposed high speed rail, and the landscaped buffers on both sides of the new ROW.

3.8 Views of Concept for the Highway 46 Corridor

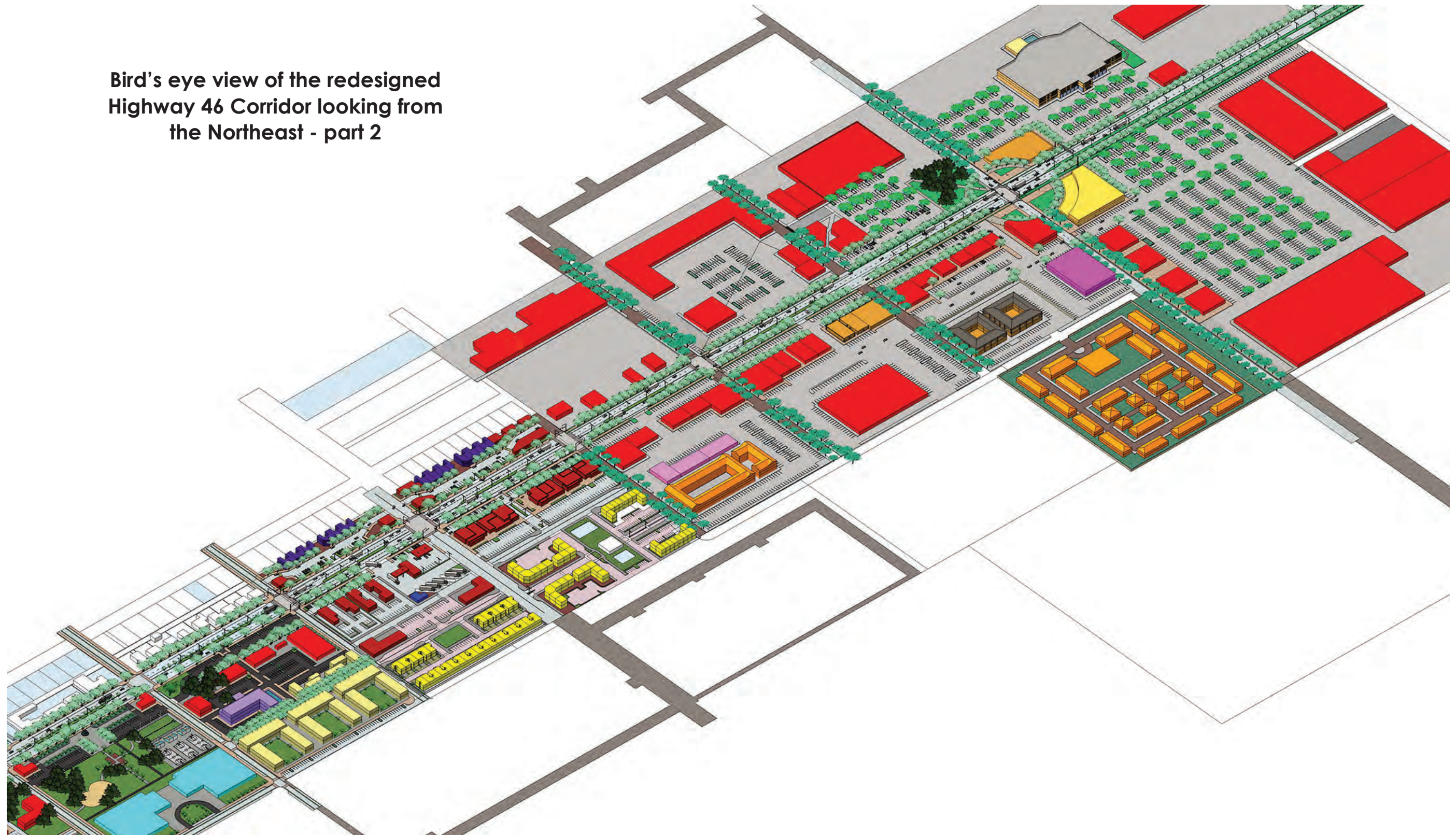
Plan view of the redesigned Highway 46 Corridor



Bird's eye view of the redesigned Highway 46 Corridor looking from the Northeast - part 1



Bird's eye view of the redesigned Highway 46 Corridor looking from the Northeast - part 2



3.9 Views of East Gateway Concept

Views from the East

High-speed rail

Existing rail tracks

Light Industrial /
Self-storage

Highway
Commercial



High-speed rail

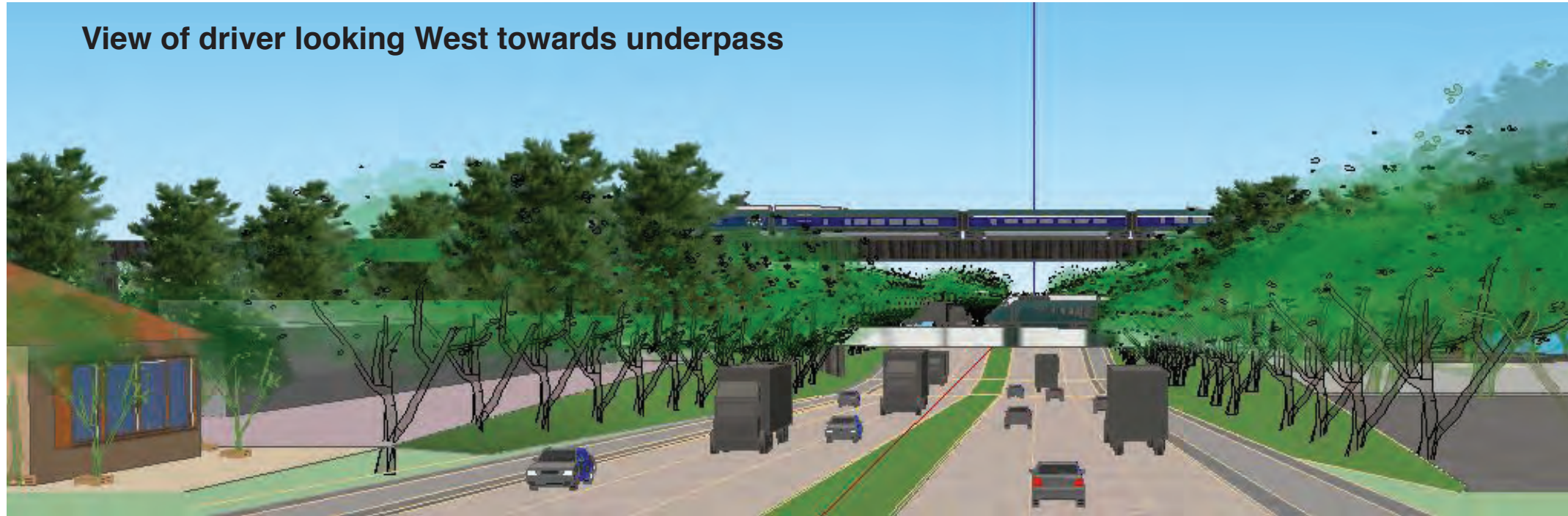
Existing rail tracks

Landscaped buffer

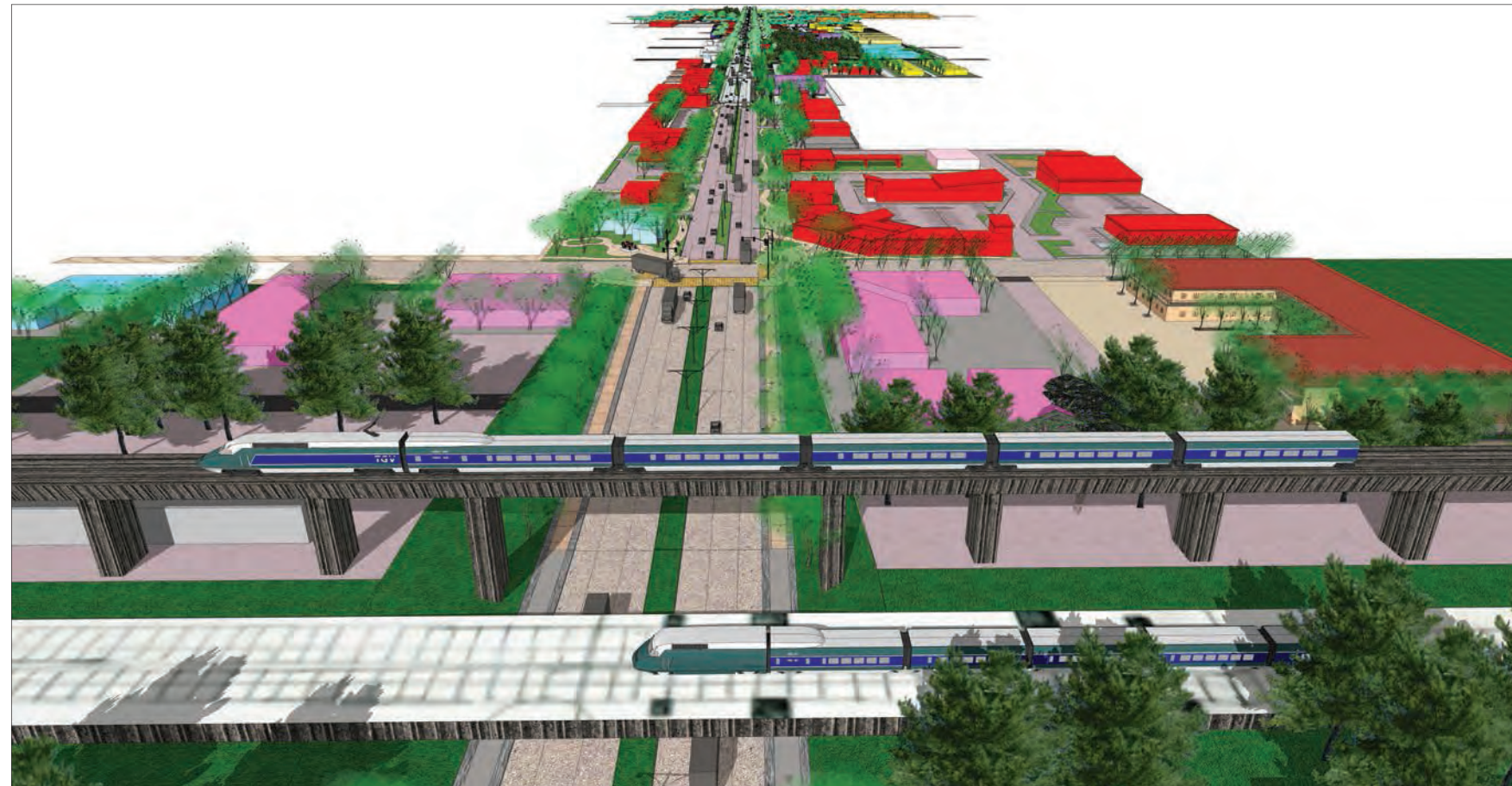
Pedestrians / bicyclists

Agriculture Trade
School Complex

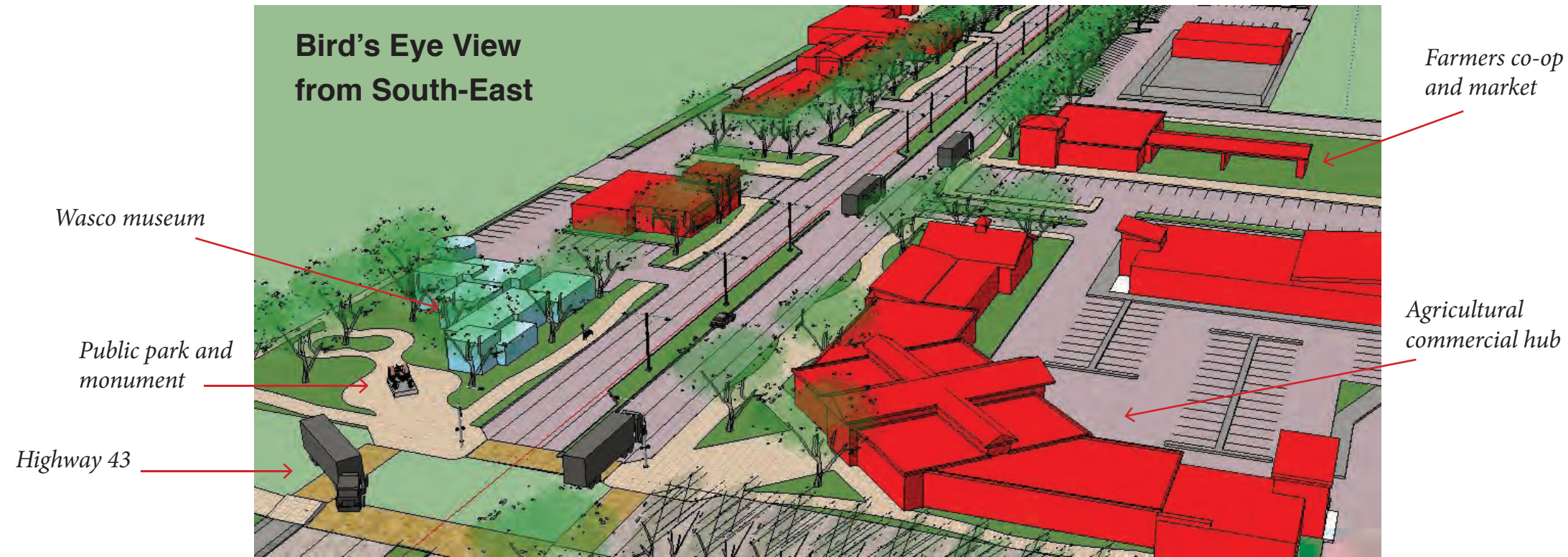
View of driver looking West towards underpass



View of redesigned existing and high speed train bridges looking West.



**Bird's Eye View
from South-East**



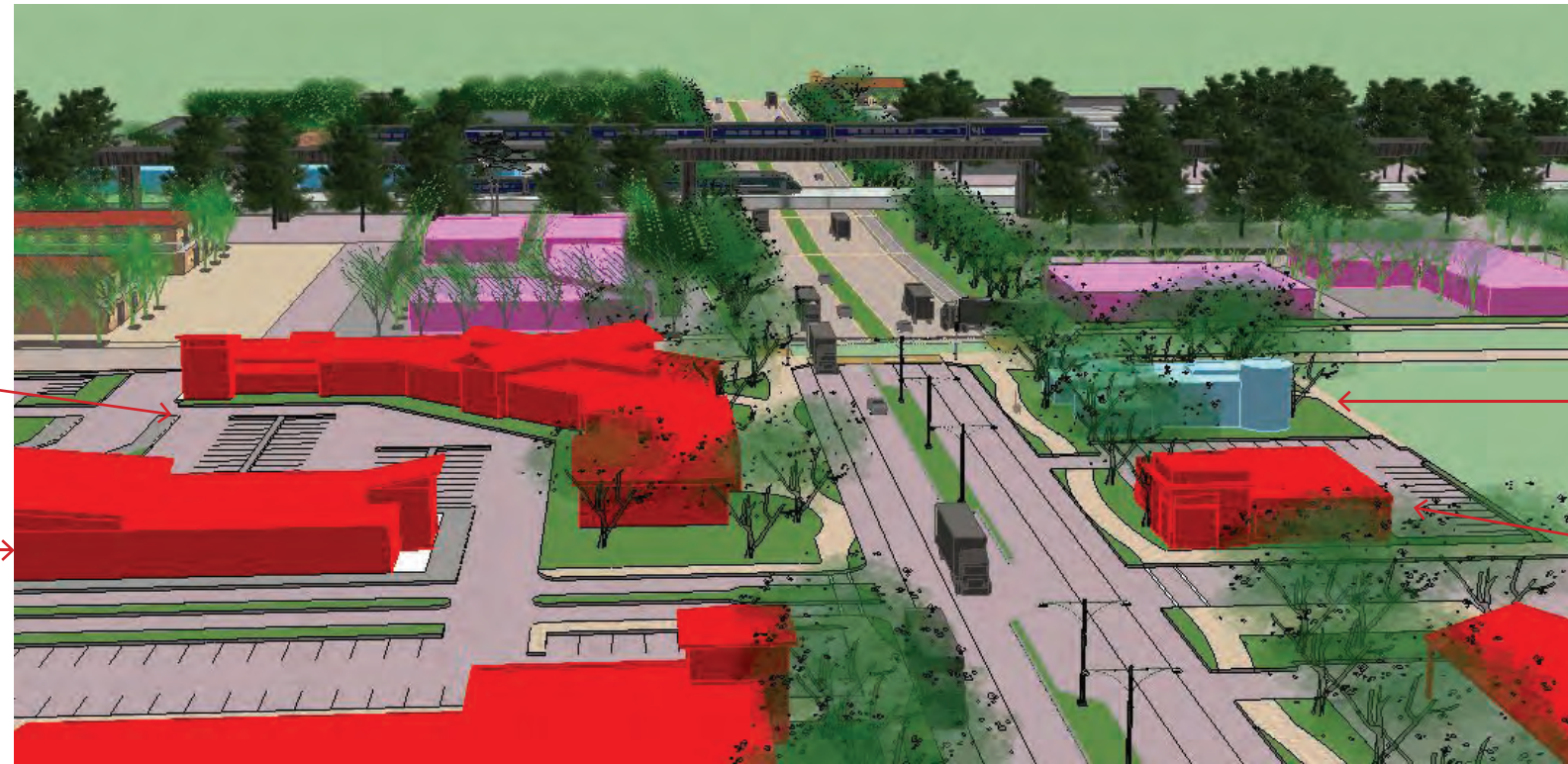
**Bird's Eye View
from the West**



Bird's Eye View from the North-West

Agricultural commercial hub

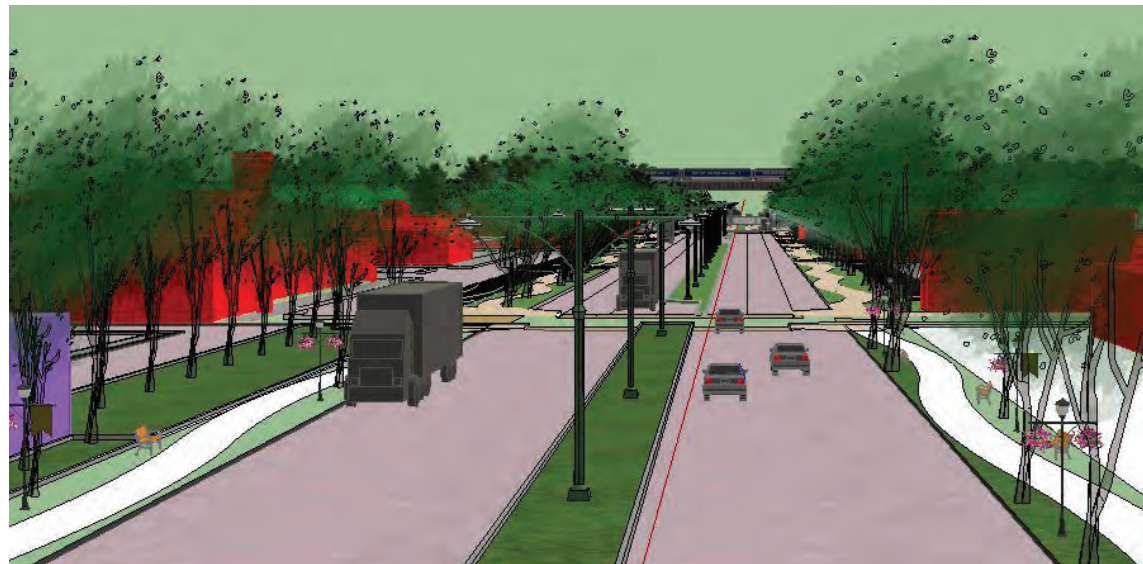
Farmers co-op and market



Wasco Museum

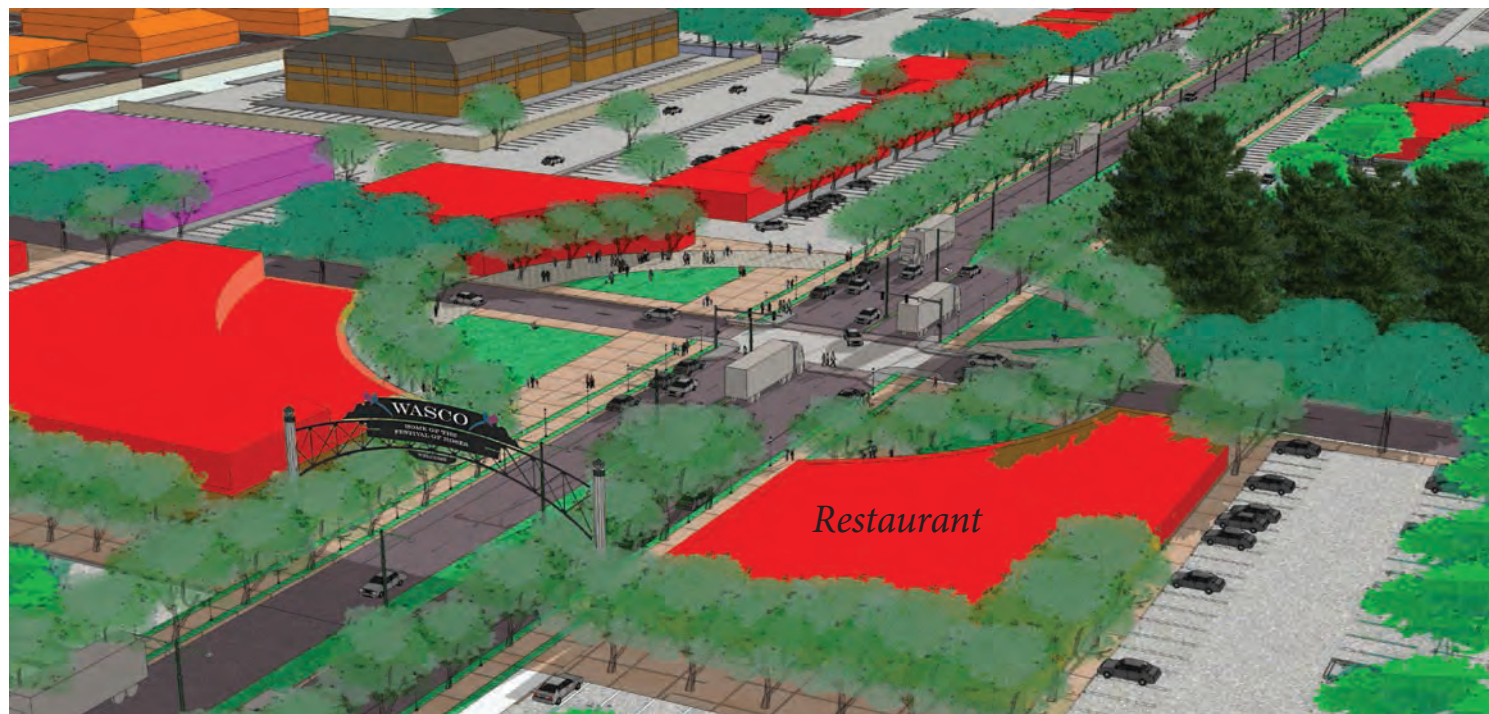
Retail / service

Views towards high-speed train and rail tracks from the West



3.10 Views of West Gateway Concept

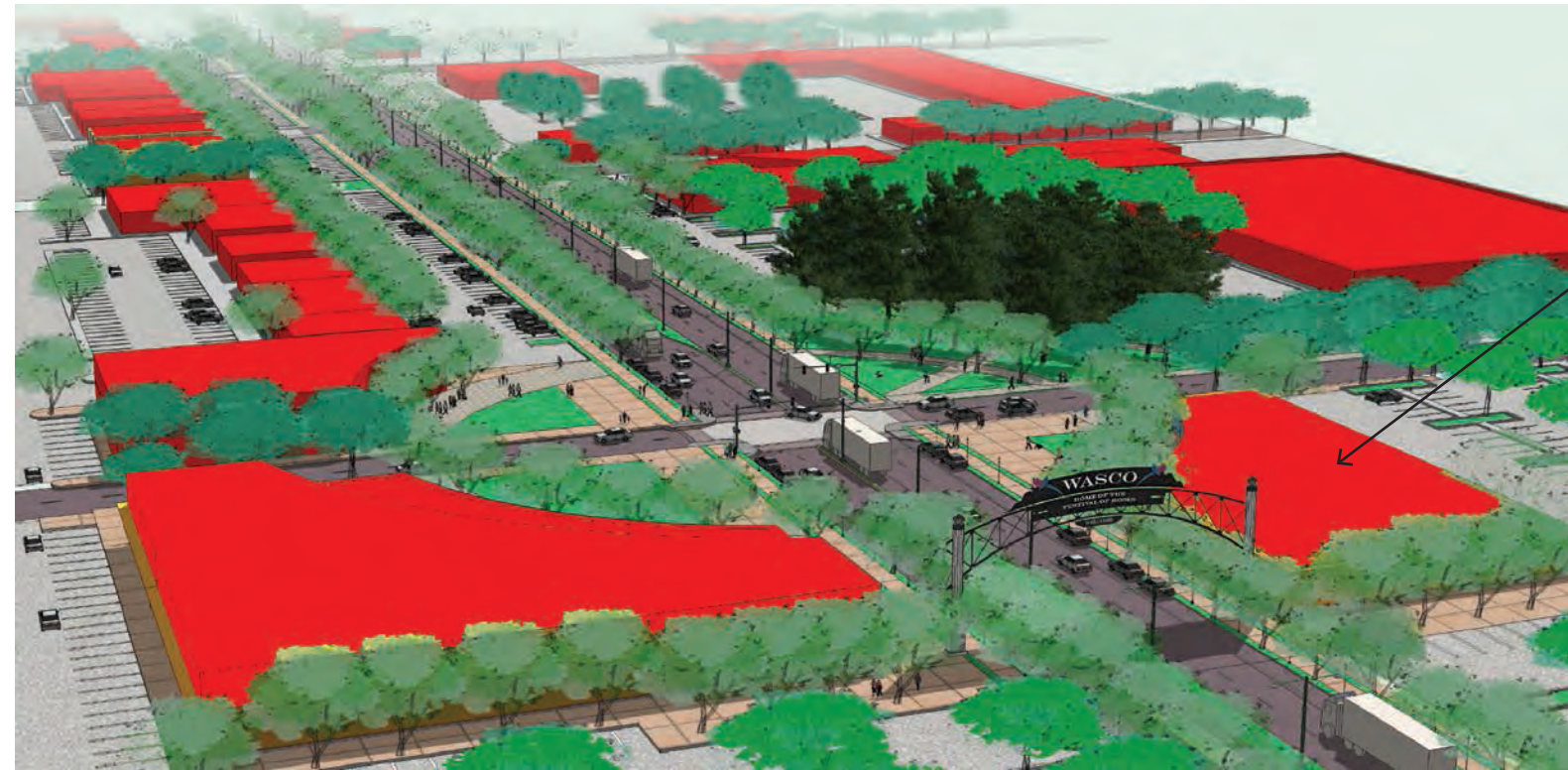
Bird's Eye View from the South-West
The redesigned Wasco Center and the plaza at Central Avenue.



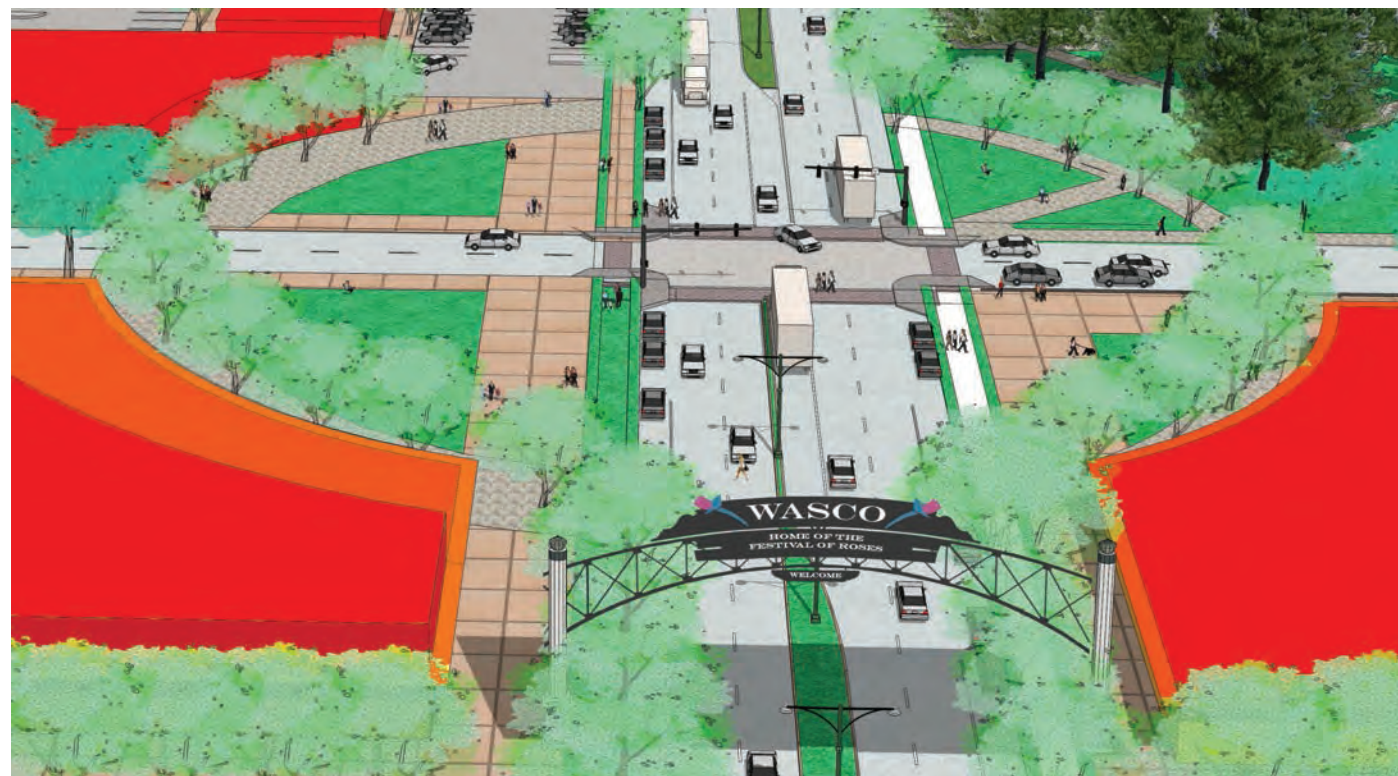
View from the South-West
The plaza at the intersection of Highway 46 and Central Avenue, and the welcome sign over Highway 46.

Bird's Eye View from the North-West

The plaza at the intersection of Highway 46 and Central Avenue, and the welcome sign over the highway.



Restaurant

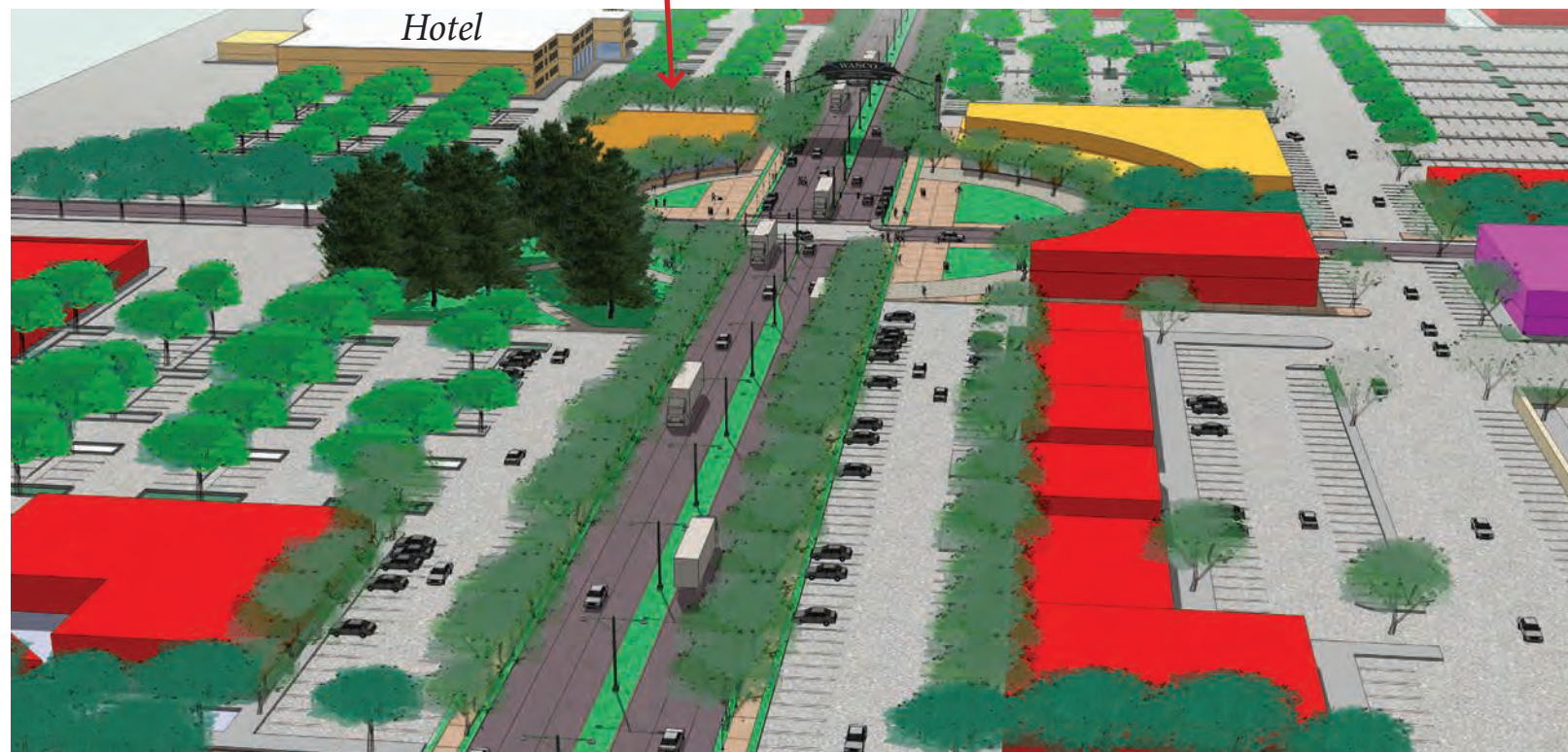


Westbound View of Welcome Sign and Plaza

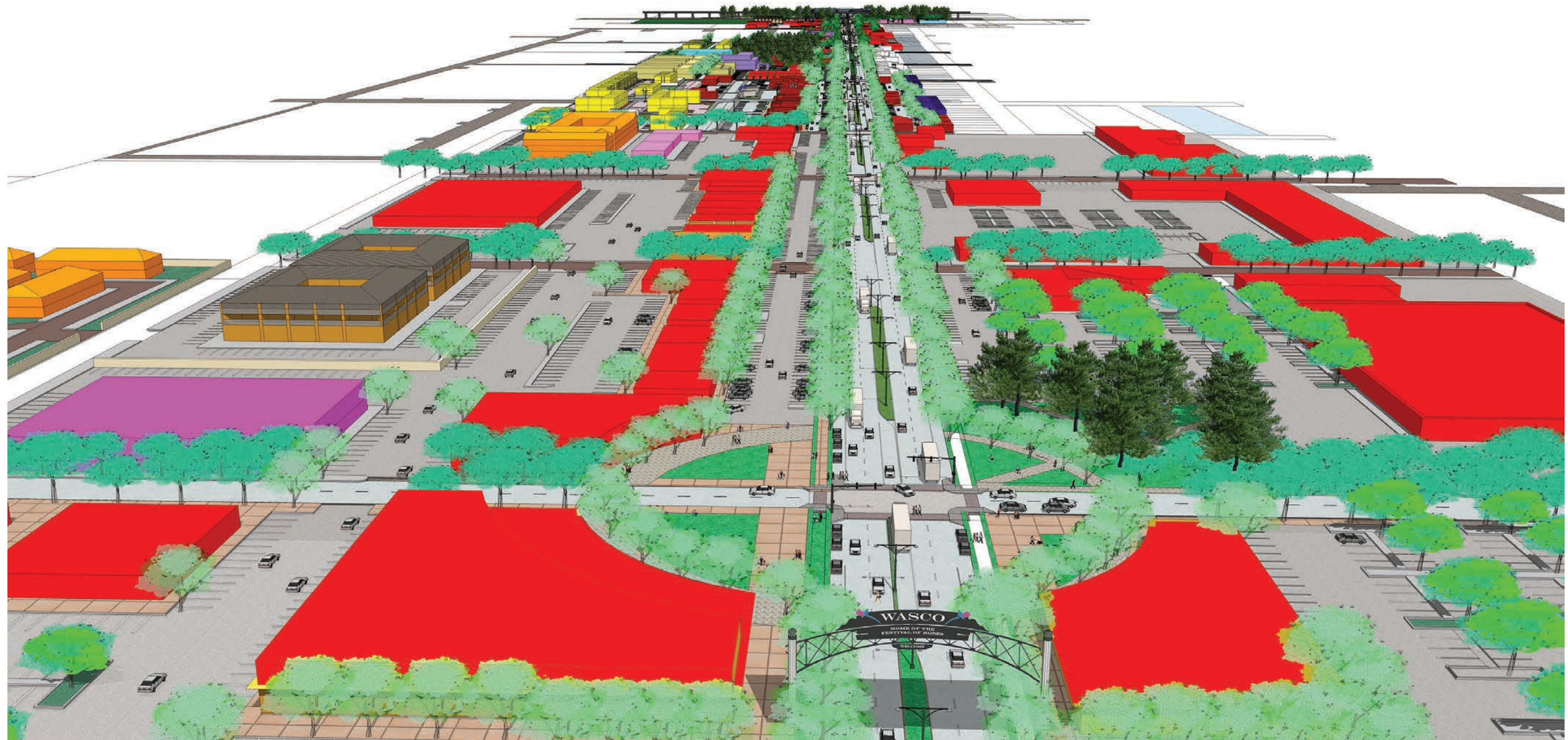
Westbound Views

Plaza at the intersection of Highway 46 and Central Avenue, and the sign over the highway.

Restaurant



Eastbound View of the Gateway Plaza at Central Avenue



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WASCO HIGHWAY 46 CORRIDOR

STRATEGIC URBAN DESIGN PLAN

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APPENDIX A: URBAN DESIGN QUALITIES IN WASCO SURVEY

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TEAM 1

1. Imageability (Distinctiveness or Character)

Are there distinct landmarks (including cultural and natural resources)?

Yes, the welcome sign, prison, and K mart are visible landmarks when entering the corridor.

Are there prevalent architectural styles?

The prevalent architectural style is big box with stucco.

Are there distinct neighborhoods?

The new developments are easily recognized from the old neighborhoods.

Is there a perceived distinct public life?

The public life is visibly lacking in number. There are not many pedestrians out on the streets.

Is public space well maintained?

Public space is well maintained, with the biggest issue being dirt.

Is private space well maintained?

Private spaces are well maintained and kept clean.

2. Legibility (Ease of Understanding the Place)

Are there uniquely located and distinct landmarks (built or natural)?

Yes, the welcome sign, prison, and K mart are visible landmarks when entering the corridor.

Is the street pattern understandable?

Yes, the pattern and layout of the streets is very easy to understand.

Is the city character distinct and memorable?

No. The city doesn't leave a lasting impression and is easily forgotten when passing through. There is nothing that would really draw lasting attention and make someone passing through stop.

Are street signs and wayfinding effective?

Yes, street signs are easily visible and make navigation simple.

Is the city easy to navigate?

Yes, the grid system and the SR46 make the city easy to navigate.

3. Linkages (Ease of Accessibility)

What is the typical distance between street intersections?

Some intersections are as few as 2 blocks apart, but the average distance is 3 to 4 blocks.

Are the streets/alley interconnected or are there many dead-ends?

There are many dead ends into agricultural areas.

Are the intersections pedestrian and bike friendly?

No. The large highway makes crossing dangerous.

Are there bicycle facilities? Which and where?

There are no bicycle facilities that we could see.

Are the sidewalks pedestrian-friendly?

The sidewalks are wide, which is good for pedestrians, but fast moving traffic and large trucks make the sidewalks feel unsafe.

What are the vehicular traffic and parking conditions?

Vehicular traffic is heavy along the SR46 and there is no visible street parking.

4. Humanscape (Social and Community Aspects):

Are there pedestrians on the sidewalks?

There are little to no pedestrians on the sidewalks.

Are there people using the parks and open space?

Yes, the parks, open spaces, and skate-park all appear to be used by many people.

Is there an area where you see more pedestrian use?

Retail areas have more pedestrian use than the rest of the city.

Does the city look clean, well maintained, and safe?

The city looks pretty clean and well maintained, but the highway takes away some feeling of pedestrian safety.

Have you heard of any special social events, daily/weekly/yearly?

We heard about the Rose Festival, but did not see any signs regarding it.

5. Ecoscape (Perceived Nature in and around the City)

Are there street trees?

Yes, there are many trees along the sidewalk and within parking lots.

Are there parks? How much landscaping there is? Yes there are parks, but they lack basic landscaping. The parks consist of fields and benches, with the exception of the skate-park.

Are there private or community gardens?

There was one garden downtown, but other than that there were no gardens that we could see.

Is there visible topography?

No, the city is almost entirely flat.

Is there a creek/river/riparian area crossing or near the city?

We saw no bodies of water in or around the city.

TEAM 2

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)? _____
_____highschool, watertower, historic downtown_____
- Are there prevalent architectural styles? _____
_____Yes, Most of buildings were old and antique_____
- Are there distinct neighborhoods? _____
_____Downtown Wasco was the distinct neighborhood in the city_____
- Is there a perceived distinct public life? _____
_____Downtown were perceived as distinct public life, but they were still very plain_____
- Is public space well maintained? _____
_____Yes, they were well maintained and clean but were not entertaining enough to attract people_____
- Is private space well maintained? _____
_____some houses in certain were clean and well maintained. But the houses close to highway 46 were not well maintained or clean.

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)? _____
_____K-mart but nothing much_____
- Is the street pattern understandable? _____
_____yes. They are in grid system which makes it easy to understand_____
- Is the city character distinct and memorable? _____
_____No. The city does not have its distinct characteristics or elements that makes it memorable_____
- Are street signs and wayfinding effective? _____
_____Yes. It was easy to get around.
- Is the city easy to navigate? _____
_____Yes. The grid system makes it easy_____

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections? _____
_____it was about 2-3 blocks long. _____
- Are the streets/alley interconnected or are there many dead-ends? _____
_____The streets were mostly interconnected_____
- Are the intersections pedestrian and bike friendly? _____
_____No. People have to run across the streets in order to get to the other side. there are no bikelanes on highway 46, but some are in residential neighborhoods. _____
- Are there bicycle facilities? Which and where? _____
_____No bike facilities_____
- Are the sidewalks pedestrian-friendly? _____
_____Yes. They are walkable and well maintained_____
- What are the vehicular traffic and parking conditions? _____
_____It was easy to find parking. Traffic is calm_____

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks? _____
_____Yes. But mainly in downtown area_____
- Is there people using the parks and open space? _____
_____There are but very few_____
- Is there an area where you see more pedestrian use? _____
_____Downtown Wasco_____
- Does the city look clean, well maintained, and safe? _____
_____Yes. They are old but well maintained but unsafe. _____
- Have you heard of any special social events, daily/weekly/yearly? _____
_____There is a rose festival every year_____

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees? _____
_____Yes. But but there are only few_____
- Are there parks? How much landscaping there is? _____
_____Yes. But not much of landscpae. Just grasslands with trees. _____
- Are there private or community gardens? _____
_____No. There are no private or community gardens_____
- Is there visible topography? _____
_____No. Everything was flat. _____
- Is there a creek/river/riparian area crossing or near the city? _____
_____No. _____

TEAM 3

1. Imageability (Distinctiveness or Character)

Are there distinct landmarks (including cultural and natural resources)? _____

Parks seem to be the primary landmarks in the residential areas. The water tower and high school also seem to be places that stand out in the community.

Are there prevalent architectural styles? _____

We noticed a definite Spanish influence in some of the Churches and schools in the area.

Are there distinct neighborhoods? _____

There are distinctively grouped neighborhoods. Towards the West of Wasco are newer communities including some walled off housing units still under construction. We noticed a sharp transition between the older homes, newer homes and the work force housing near the industrial site

Is there a perceived distinct public life? _____

In our drive through we saw the parks being used by kids and parents. The parks appear to serve the surrounding residential neighborhoods. There were some pedestrians near the neighborhoods and park areas during our survey. It is reasonable to expect that there are more pedestrians afterhours or on the weekend especially near the downtown.

Is public space well maintained? _____

The parks and other public facilities were in relatively good condition which may be because of their popularity with the residents. There was however a number of maintenance issues with the streetscape. Some streets were cracked or needed repainting. The signage near the school zones and in the older neighborhoods could stand to be updated as well.

Is private space well maintained? _____

Overall we were impressed with the housing situation in Wasco. The older neighborhoods had a number of issues such as painting and lawn maintenance but in general the housing stock is in decent condition

2. Legibility (Ease of Understanding the Place)

Are there uniquely located and distinct landmarks (built or natural)? _____

Some landmarks are distinct because of their nature or location like the water tower and roundabout. The tower has high visibility and the roundabout has high accessibility which make them both distinct in the mind of the community. Other landmarks such as churches, the high school and the theatre are distinct because they have sentimental value the general public.

Is the street pattern understandable? _____

The grid system is very legible, provides high access and is easily navigated.

Is the city character distinct and memorable? _____

The city at large lacks distinction and memory-making ability. The downtown is quaint but very generic. The suburban neighborhoods also are very similar in architectural style which makes them rather indistinct from one another.

Are street signs and wayfinding effective? _____

Signage in some areas was lacking or difficult to read. Overall the size of the city and the grid pattern made navigating easy.

Is the city easy to navigate? _____

Navigating the city was relatively easy. The only issues that might arise in navigating are the similar architectural styles and the lack of adequate signage.

3. Linkages (Ease of Accessibility)

What is the typical distance between street intersections? _____

The distance varies but around 200ft between intersections.

Are the streets/alley interconnected or are there many dead-ends? _____

There is high interconnection and access especially in the residential blocks. The grid like pattern keeps blocks in somewhat uniform shape and allows for high access. The alleys in Wasco are unusually wide and we noticed some pedestrians using them to cut between blocks.

Are the intersections pedestrian and bike friendly? _____

The small blocks allow for high accessibility for pedestrians and cyclists and make the roadways more accessible to non-vehicle traffic. There were few bike lanes in the city however.

Are there bicycle facilities? Which and where? _____

There is a definite need for more pedestrian amenities. There was a lack of bike lanes or racks throughout the city. There is also a need for more crosswalks at busy intersections.

Are the sidewalks pedestrian-friendly? _____

Although the smaller blocks make walking more attractive for pedestrians there is a lack of streetscaping elements and crosswalks to serve these pedestrians.

What are the vehicular traffic and parking conditions? _____

The grid-like streets are effective at moving vehicular traffic. Street side parking helps reduce the need for parking lots. We noticed that some streets are excessively wide for the traffic they carry.

4. Humanscape (Social and Community Aspects):

Are there pedestrians on the sidewalks? _____

We noticed a decent amount of pedestrians on the sidewalks, mostly in the residential neighborhoods.

Is there people using the parks and open space? _____

There were some pedestrians in the park and recreational spaces, but not many during our visit. Based on what we know and on interviews we believe that they are more heavily used later in the day.

Is there an area where you see more pedestrian use? _____

The heaviest pedestrian use was on the larger streets and near the downtown. There was little pedestrian traffic around the residential areas except for the parks.

Does the city look clean, well maintained, and safe? _____

There weren't any areas in particular that looked unsafe or poorly maintained, but there were some clear differences between the different areas of the city. The newer neighborhoods of course, were in much better condition all around than the older neighborhoods.

Have you heard of any special social events, daily/weekly/yearly? _____

When we went there were a number of garage sales throughout the residential blocks. This looks promising since it is something that can bring neighborhoods together.

Other _____

There were poorer communities to the east (farmworker housing). A number of lots were vacant.

Most of the shops downtown were local shops.

5. Ecoscape (Perceived Nature in and around the City)

Are there street trees? _____

On some of the major streets like Palm there are street side trees but in general most trees lie further back on the parcel.

Are there parks? How much landscaping there is? _____

There are a number of parks throughout the community. Some parks have extensive landscaping while others are empty except for grass.

Are there private or community gardens? _____

We didn't notice any private/community gardens on our trip.

Is there visible topography? _____

The city is heavily agricultural and is mainly the same elevation and topography throughout.

Is there a creek/river/riparian area crossing or near the city? _____

We didn't notice a creek or riparian area on our visit

Other _____

The residential lots have large trees.

TEAM 4

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)? Clock, downtown, water tower, Amtrak, high school
- Are there prevalent architectural styles? Stucco, mission style, possibly built in the 70's
- Are there distinct neighborhoods? Obvious separation between residential and retail, no distinct neighborhoods
- Is there a perceived distinct public life? No
- Is public space well maintained? Average
- Is private space well maintained? Varies

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)? Clock, water tower
- Is the street pattern understandable? yes
- Is the city character distinct and memorable? No, very plain and lackluster
- Are street signs and wayfinding effective? Yes, for Amtrak and business district
- Is the city easy to navigate? Yes, grid system

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections? Long-distance ~ 100 yards
- Are the streets/alley interconnected or are there many dead-ends? interconnected
- Are the intersections pedestrian and bike friendly? Varies as pedestrian friendly, no bike amenities
- Are there bicycle facilities? Which and where? Not at all
- Are the sidewalks pedestrian-friendly? Average
- What are the vehicular traffic and parking conditions? Parking in the center downtown, low traffic

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks? Light use
- Is there people using the parks and open space? Moderate, sketchy characters in park downtown
- Is there an area where you see more pedestrian use? Downtown, ball park
- Does the city look clean, well maintained, and safe? Average cleanliness, averagely well-maintained, seems safe
- Have you heard of any special social events, daily/weekly/yearly? Rose/harvest festival

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees? Downtown
- Are there parks? How much landscaping there is? A couple of parks, minimal/average landscaping
- Are there private or community gardens? None
- Is there visible topography? No
- Is there a creek/river/riparian area crossing or near the city? No

TEAM 5

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)? **Water Tower, high school, Wasco signs, train station**
- Are there prevalent architectural styles? **The high school is distinct and classical in style. The majority of the town is iconic typical midcentury California suburbs.**
- Are there distinct neighborhoods? **The downtown, Highway 46 corridor, suburbs, incomplete subdivisions.**
- Is there a perceived distinct public life? **There were a few people out: walking, yard sales, parks, etc.**
- Is public space well maintained? **Yes**
- Is private space well maintained? **Varying depending on the tenants**

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)? **no**
- Is the street pattern understandable? **Yes, majority of the city is a grid, whereas a few of the newer developments are suburban with curvilinear street and cul-de-sacs**
- Is the city character distinct and memorable? **No, it is typical Central Valley**
- Are street signs and wayfinding effective? **yes**
- Is the city easy to navigate? **yes**

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections? **Residential block length, while some are slightly longer**
- Are the streets/alley interconnected or are there many dead-ends? **Grid downtown/core; curvilinear dead-ends in southern and northern suburbs**
- Are the intersections pedestrian and bike friendly? **Mostly, lots of sidewalks**
- Are there bicycle facilities? Which and where? **Not so much**
- Are the sidewalks pedestrian-friendly? **Yes, recently improved with redevelopment in downtown and other parts of the town.**
- What are the vehicular traffic and parking conditions? **Lots of cars and parking; relatively low speed especially in downtown.**

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks? **Yes in most parts of the town.**
- Is there people using the parks and open space? **Yes, some were very well used and others were deserted.**
- Is there an area where you see more pedestrian use? **Residential, Downtown, and in the parks.**
- Does the city look clean, well maintained, and safe? **Sort of, it's varying, better than it could be**
- Have you heard of any special social events, daily/weekly/yearly? **BBQ contest, rose fest, garage sales**

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees? **Yes, many in the older parts of the town and less in the newer parts of town**
- Are there parks? How much landscaping there is? **Yes, well landscaped and maintained**
- Are there private or community gardens? **No Community garden but private gardens**
- Is there visible topography? **No, it is completely flat**
- Is there a creek/river/riparian area crossing or near the city? **No**

TEAM 6

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)?
The Water tower acts as a landmark, but doesn't have significant cultural or resource value. The rose mural, located on one of the buildings on F Street could be seen as a cultural landmark; for instance an artist recognizing what the city is known for and public displaying it.
- Are there prevalent architectural styles?
Random, not planned (different), not one specified style, 1960s style
- Are there distinct neighborhoods?
Somewhat distinct neighborhoods, distinct areas of town, for instance the corridor along Highway 46 versus downtown versus the neighborhoods that surround the downtown. Distinct residential districts that cover different areas of town.
- Is there a perceived distinct public life?
There is a distinct public life, but it is very limited to parks as the main form of open space within the city; one of the parks is in fact a skate park, located not far from the high school. Surprised by how many parks there are.
- Is public space well maintained?
The public space is maintained fairly well along the corridor and downtown, as there is no trash in these areas, however there is quite a bit of litter in the industrial areas at the east end of town, towards Highway 43 and Wasco Ave.
- Is private space well maintained?
The private spaces vary in their maintenance, because there are some nicer kept areas in town versus others. However, for the most part, the spaces looks fairly nice for how run down most of them are.
- Other
Most of the homes had fences in the front of the lots, usually made out of wrought iron. We noticed that there are a lot of open, vacant lots in town, whether located along the corridor, downtown, or in neighborhoods.

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)?
The water tower is a built landmark, located east of downtown. The rose field, at the west end of Wasco, could be seen as both a built and natural landmark, distinctly marking the entrance or exit of Wasco. The clock, located in the middle of downtown acts a symbol of being downtown and preserves that small-town feel.
- Is the street pattern understandable?
The street pattern is fairly understandable, as it is designed on a grid system and offers mostly interconnected streets.
- Is the city character distinct and memorable?
The city's character is very simple and somewhat forgettable; it has a very Central Valleyish feel to it.
- Are street signs and wayfinding effective?
There is most definitely a lack of signage, somewhat hard to find downtown upon entering into city. Even the street signs are lacking or illegible; it must be assumed that most people in the city will be locals and that they know their way around. A positive wayfinding device would be the water tower, which acts as a landmark, guiding people to the east end of downtown.
- Is the city easy to navigate?
Once you drive through once, then the city becomes easy enough to navigate, especially due to its small size. The grid system definitely adds to the ease, but doesn't completely fix it. Downtown is especially easy to navigate due to its three-block length.

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections?
Most of the street intersections are at a small town scale, easy enough to cross, however there are definitely a few exceptions.
- Are the streets/alley interconnected or are there many dead-ends?
Most of the streets are interconnected as a result of the grid system; however, there are a few dead-end streets, for instance, on 4th and Griffith.
- Are the intersections pedestrian and bike friendly?
Most of the intersections in the residential and downtown districts have about a split amount of intersections that even have crosswalks.
- Are there bicycle facilities? Which and where?
There really are no bike facilities located within the community; no bike shops, bike racks, or even bikers for that matter. It seems as if there is nowhere to lock your bike. In fact, we saw a bike just leaning up against a post, while the owner went in to use a business. There are no separated bike lanes and most of them are integrated with vehicular traffic.
- Are the sidewalks pedestrian-friendly?
The sidewalks are far from being pedestrian friendly, as they abruptly end, don't even exist, or are 1-person widths.
- What are the vehicular traffic and parking conditions?
Most of the vehicular traffic is no more than two lanes of traffic, with parking on the street and ample amount of parking in front of businesses.

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks?
There are pedestrians on the sidewalks, but fairly limited. It seems that most people drive places and walk short distances; seemed like it was a deserted town.
- Is there people using the parks and open space?
Thought there would be more people out and walking or using the parks, but in the 4-5 hour span of being in Wasco, saw the same amount of people outside at 9 am versus 1 pm. However, even though we saw a limited amount of people, in our interviews this is where we were told that most people hang out.
- Is there an area where you see more pedestrian use?
More people use the downtown area, for the businesses located there, as well as the businesses located along the corridor. However there was such a lack of people across the board, so it looked evenly dispersed in all areas.
- Does the city look clean, well maintained, and safe?
It looks fairly maintained, as in there is no trash or random furniture lying about, however, it looks rundown and as if it hasn't been updated in quite a few years. It looks fairly safe, as in there are few sketchy areas, however traffic wise, safety could definitely be questioned.
- Have you heard of any special social events, daily/weekly/yearly?
While interviewing community members and visiting downtown, we heard nothing of any upcoming events, or farmers markets or anything of that sort.

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees?
Street trees do line the streets of downtown and are located fewer around the residential areas and other areas of town.
- Are there parks? How much landscaping there is?
The parks are by far the most landscaped and up kept aspects of Wasco. The skate park, seemed by far, the most landscaped park in the city, with nicely manicured lawns, an up kept wrought-iron fence, and a stable overhang.
- Are there private or community gardens?
We didn't see any private or community gardens.
- Is there visible topography?
There really is no visible topography from anywhere in the city of Wasco. It is flat, a no man's land.
- Is there a creek/river/riparian area crossing or near the city?
No.

APPENDIX B: URBAN DESIGN QUALITIES IN THE CORRIDOR SURVEY

TEAM 1

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)?
The prison and welcome sign act as landmarks when entering Wasco.
- Are there prevalent architectural styles?
There is no architectural style prevalent throughout.
- Are there distinct "sub-areas" along the corridor?
The distinct areas are Silvertree estate, the urban areas, and apartment complexes.
- Is there a perceived distinct public life?
There is a noticeable lack of public presence on the sidewalks and in most areas.
- Is public space well maintained?
Yes, there are few indications of litter and vegetation is kept trimmed.
- Is private space well maintained?
Yes, the paint is well kept and appears rather new in most areas.

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)?
The welcome sign, Wasco High Auditorium, and large palm trees act as distinct landmarks.
- Is the street pattern understandable?
Yes, the grid pattern makes navigation and understanding of the way the city is set up easy.
- Is the corridor's character distinct and memorable?
No, the corridor fails to leave a lasting impression.
- Are street signs and wayfinding effective?
Yes. Street signs are prevalent and paired with the grid system they make wayfinding simple.
- Is the area easy to navigate?
Yes, the city is easy to navigate and simple to travel through.

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections?
The typical distance between intersections is 3 or 4 blocks.
- Are the streets/alleys interconnected or are there many dead-ends?
Within the city the streets are interconnected, but on the outskirts most of them turn into dead ends.
- Are the intersections pedestrian and bike friendly?
Only some areas of the city, like the downtown are pedestrian friendly, but many areas are dangerous because of the high speed highway passing through.
- Are there bicycle facilities? Which and where?
No.
- Are the sidewalks pedestrian-friendly?
Yes the sidewalks are pedestrian friendly, although some streets are dangerous.
- What are the vehicular traffic and parking conditions?
Vehicular traffic is fairly heavy, especially along SR 46, and there are few clearly defined parking spaces.

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks?
There are some pedestrians on the sidewalks, but not many.
- Are there people using the outside open spaces?
Yes, but again not many people are out there.
- Is there an area where you see more pedestrian use?
Retail areas see more pedestrian use, while everywhere else pedestrians are scarce.
- Does the corridor look clean, well maintained, and safe?
The corridor is pretty clean, with little trash and overgrowth.
- Have you heard of any special social events, daily/weekly/yearly?
Yes, we saw signs for the Rose Festival as well as a Barbeque Contest.

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees?
Yes, there are many street trees.
- How much planting (trees, gardens, agriculture, etc) there is and where is?
There is quite a bit of trees, but not a large variety of landscaping.
- Is there visible topography?
No, the whole city is flat.
- Is there a creek/river/riparian area crossing or near?
No, there are no visible bodies of water.

TEAM 2

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)?
_____ There was a bridge on the east of the highway 46. _____
- Are there prevalent architectural styles?
_____ Fast Food Places have modern architecture style and existing homes and buildings have old and antique style _____
- Are there distinct "sub-areas" along the corridor?
_____ commercial buildings and plazas are surroundings the highway 46 and private homes are located behind the commercial area. _____
- Is there a perceived distinct public life?
_____ No. There were only fast foods and small market places. _____
- Is public space well maintained?
_____ No. There were many empty lots. _____
- Is private space well maintained?
_____ No. The houses are nearby highway 46, which generates noise _____

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)?
_____ No. There was a jack in the box. But nothing really to be a distinct landmark _____
- Is the street pattern understandable?
_____ Yes. It was in grid system with highway 46 running in the middle. _____
- Is the corridor's character distinct and memorable?
_____ No. It does not have distinct elements or characteristic _____
- Are street signs and wayfinding effective?
_____ Yes. It was easy to get around. _____
- Is the area easy to navigate?
_____ Yes. It was easy to navigate due to the grid system pattern. _____

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections?
_____ around 800 fts long between the street intersections _____
- Are the streets/alleys interconnected or are there many dead-ends?
_____ They were interconnected. And no dead ends. _____
- Are the intersections pedestrian and bike friendly?
_____ No. There was a lack of sidewalks and bikelanes. _____
- Are there bicycle facilities? Which and where?
_____ No bicycle facilities _____
- Are the sidewalks pedestrian-friendly?
_____ No. Many people run across the highway 46. _____
- What are the vehicular traffic and parking conditions?
_____ Easy to find parking. There are many trucks passing by. However, traffic is calm and eased _____

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks?
_____ Yes. But very few were walking. _____
- Are there people using the outside open spaces?
_____ Yes. But not much _____
- Is there an area where you see more pedestrian use?
_____ Not at highway 46 corridot. But there were definitely more people at downtown Wasco _____
- Does the corridor look clean, well maintained, and safe?
_____ Yes They were clean and well maintained. _____
- Have you heard of any special social events, daily/weekly/yearly?
_____ There is an annual rose festival _____

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees?
_____ no. Only in private properties or plazas. _____
- How much planting (trees, gardens, agriculture, etc) there is and where is?
_____ There were trees and bushes in properties near gas station, fast food places, and private homes _____
- Is there visible topography?
_____ no. Everything was flat and plain. _____
- Is there a creek/river/riparian area crossing or near?
_____ No. There are none. _____

TEAM 3

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)?
The corridor lacks many distinct landmarks. Most of the businesses on the sides of the corridors are standard chains, such as Denny's, gas stations, etc. Near the end of the corridor, the freeway does go into an underpass that is run-down but unique.
- Are there prevalent architectural styles?
The prevalent architectural style is distinctly Spanish, likely influenced by the heavy latino population in the area.
- Are there distinct "sub-areas" along the corridor?
The corridor was mostly small commercial businesses along the portion that runs through Wasco. Past the underpass, the area turns very industrial very quickly.
- Is there a perceived distinct public life?
There is little to no pedestrian traffic along the corridor. Public life is not distinct along the corridor; Wasco does not do a good job distinguishing itself from any other small town corridor.
- Is public space well maintained?
Public space was not particularly well maintained. Many of the sidewalks are old and cracked. There is a distinct lack of trees along the sidewalks. The freeway is in decent condition.
- Is private space well maintained?
Local businesses tended to be pretty run down, with many old facades that were cracking and needed repainting. The newer chain stores were in better condition, and tended to have more trees and cleaner parking lots.
- Other
The north sided tended to more chain commercial stores, while the south side was more local businesses, creating a bit of a contrast in the image of the town.

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)?
There were no distinct landmarks along the corridor besides the underpass, if you can call that a landmark. No other marks distinguished themselves along the corridor.
- Is the street pattern understandable?
The corridor is one straight line, so it is very easy to navigate. The street signs are very small, so they can be hard to see at high speeds from the freeway.
- Is the corridor's character distinct and memorable?
The corridor does not have a distinct or memorable character. The corridor is mostly chains – nothing unique helps it stand out.
- Are street signs and wayfinding effective?
Streetsigns can be small and hard to read at high speeds on the freeway. The city is oriented on a grid, so it is not hard to find your way around the corridor and the city once you enter the city proper.
- Is the area easy to navigate?
The city is a fairly standard grid. As long as one has access to a map, the area should be easy to navigate. There are no public direction facilities such as large maps or kiosks, however. A stranger might have trouble navigating.
- Other
The corridor in general is easy to understand, if bland.

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections?
Intersections are roughly 1000-1500 feet apart.
- Are the streets/alleys interconnected or are there many dead-ends?
The streets all roughly connect to the corridor, providing high accessibility both north and south of the 46.
- Are the intersections pedestrian and bike friendly?
Many of the intersections without any form of traffic control on the 46 offer no pedestrian crossing paths, and children can be seen running across the street at points without pedestrian crossings. The signaled intersections do have pedestrian crossings. Bike lanes are nowhere to be found on the 46.
- Are there bicycle facilities? Which and where?
There are essentially no bicycle facilities along the 46 corridor.
- Are the sidewalks pedestrian-friendly?
The sidewalks exist, but they are not particularly friendly. The sidewalks are in bad condition, and there are no trees on the street to provide shade. The sidewalks also disappear along undeveloped lots.
- What are the vehicular traffic and parking conditions?
The traffic is one lane in either direction on the 46, with a speed limit of 40 mph. There is no street parking along the corridor. Most of the businesses along the corridor have at least limited parking, while the chains tend to have large parking lots out front.
- Other
Some residents call the corridor "blood alley" due to the high number of deaths in both car accidents and pedestrian deaths on the 46 due to the lack of traffic signals and crosswalks.

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks?
There were very few people walking on the sidewalks. The area does not offer many benefits for people walking along the street.
- Are there people using the outside open spaces?
There are no open spaces designed for the public along the 46.
- Is there an area where you see more pedestrian use?
The only pedestrian uses observed along the 46 are people walking between businesses and their cars. There are no real public facilities for pedestrians.
- Does the corridor look clean, well maintained, and safe?
The corridor is not particularly well maintained. As said earlier, the local businesses tend to be rather run-down. The area does feel decently safe, albeit at 11 A.M. It may be a different story at night.
- Have you heard of any special social events, daily/weekly/yearly?
There were no special events happening on the corridor. There is a rose parade yearly, but it does not go on the 46.

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees?
There are no street trees along the 46 corridor, unless they were maintained by private businesses.
- How much planting (trees, gardens, agriculture, etc) there is and where is?
There is planting along the corridor, but it is all privately tended gardens and vegetation areas. The city has not placed any public planting along the corridor.
- Is there visible topography?
Wasco is incredibly flat. There are hills in the distance, but the corridor is strikingly flat.
- Is there a creek/river/riparian area crossing or near?
There is no running water along the 46.

TEAM 4

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)?
 - Wasco sign, prison
- Are there prevalent architectural styles?
 - Stucco one-story buildings
- Are there distinct "sub-areas" along the corridor?
 - There is an industrial area on the eastern end of the corridor
- Is there a perceived distinct public life?
 - No
- Is public space well maintained?
 - No public space along the corridor
- Is private space well maintained?
 - Moderately well maintained

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)?
 - Wasco sign
- Is the street pattern understandable?
 - Yes; grid pattern
- Is the corridor's character distinct and memorable?
 - Not really
- Are street signs and wayfinding effective?
 - Yes, but there are no landmarks or topography for orientation
- Is the area easy to navigate?
 - Yes, because of its linear layout

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections?
 - About ¼ mile
- Are the streets/alleys interconnected or are there many dead-ends?
 - Generally interconnected
- Are the intersections pedestrian and bike friendly?
 - No. There are no bike facilities, and sidewalks are not continuous.
- Are there bicycle facilities? Which and where?
 - No bicycle facilities
- Are the sidewalks pedestrian-friendly?
 - No, many are not continuous
- What are the vehicular traffic and parking conditions?
 - Moderate street traffic and plenty of parking, though none of the parking is public

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks?
 - Very few
- Are there people using the outside open spaces?
 - There are no outside open spaces excluding vacant lots
- Is there an area where you see more pedestrian use?
 - The parking lots of big box retail stores
- Does the corridor look clean, well maintained, and safe?
 - Moderately clean and well-maintained, but not very safe for pedestrians or bikers
- Have you heard of any special social events, daily/weekly/yearly?
 - No

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees?
 - No
- How much planting (trees, gardens, agriculture, etc) there is and where is?
 - Trees in some parking lots. Some agriculture along the corridor
- Is there visible topography?
 - No
- Is there a creek/river/riparian area crossing or near?
 - No
- Other
 - Very few natural features along the corridor

TEAM 5

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)? **The Wasco sign**
- Are there prevalent architectural styles? **Big box/ chain highway commercial**
- Are there distinct "sub-areas" along the corridor? **Going from West to East: big box commercial, old school/local commercial, industrial.**
- Is there a perceived distinct public life? **No**
- Is public space well maintained? **There is no public space to base an assessment on.**
- Is private space well maintained? **The Best Western is nice but the rest is less so.**

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)? **No**
- Is the street pattern understandable? **1 corridor; few cross-streets/lights**
- Is the corridor's character distinct and memorable? **No**
- Are street signs and wayfinding effective? **Sure, not bad**
- Is the area easy to navigate? **Yes**

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections? **Large blocks, highway scale**
- Are the streets/alleys interconnected or are there many dead-ends? **No dead ends, grid cross-streets.**
- Are the intersections pedestrian and bike friendly? **No**
- Are there bicycle facilities? Which and where? **No**
- Are the sidewalks pedestrian-friendly? **They exist on the majority of the southern side of the corridor.**
- What are the vehicular traffic and parking conditions? **Fast traffic; busy non-stop**

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks? **No**
- Are there people using the outside open spaces? **No, only a few at the car wash**
- Is there an area where you see more pedestrian use? **No**
- Does the corridor look clean, well maintained, and safe? **Not so much**
- Have you heard of any special social events, daily/weekly/yearly? **No**

5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees? **Barely, in the orchards (not directly along our part of the corridor)**
- How much planting (trees, gardens, agriculture, etc) there is and where is? **Orchards, sporadic at ends**
- Is there visible topography? **no**
- Is there a creek/river/riparian area crossing or near? **no**

TEAM 6

1. Imageability (Distinctiveness or Character)

- Are there distinct landmarks (including cultural and natural resources)?
At the west end of the city, lie multiple acres of roses. These roses are apart of the culture of the city and should therefore be up played more within the city limits.
- Are there prevalent architectural styles?
Very random architectural styles along the corridor; most are outdated or rundown. The Best Western is nicely maintained, however it sticks out compared to all the other buildings.
- Are there distinct "sub-areas" along the corridor?
There are distinct sub-areas along the corridor, for instance the Rite Aid/Kmart/Dollar tree are its own area, while other areas might be the fast-food strip as well as the stretch of land with the roses at the west end of town.
- Is there a perceived distinct public life? There really is no distinct public life along the corridor. It seems as if it is used for a quick stop; not too much time is spent along the corridor. People use it for what it offers and nothing more.
- Is public space well maintained?
The public space along the corridor is fairly nice, as there is no trash; however there are few sidewalks provided and traffic poses a danger to pedestrians.
- Is private space well maintained?
The private space, similar to the rest of the town, seems quite run-down and outdated, however the store spaces seem clean.

2. Legibility (Ease of Understanding the Place)

- Are there uniquely located and distinct landmarks (built or natural)?
Besides the roses at the west end, there are no other landmarks along the corridor.
- Is the street pattern understandable?
Yes because there is only one strip of the corridor: Highway 46.
- Is the corridor's character distinct and memorable?
Yes due to the distinct Spanish/Mexican influence for markets and other various businesses.
- Are street signs and wayfinding effective?
Signage for highways and to Bakersfield is effectively done, but signage that directs people around town is definitely lacking.
- Is the area easy to navigate?
The corridor is very easy to navigate, as it is only about a mile stretch of Highway 46 within Wasco.

3. Linkages (Ease of Accessibility)

- What is the typical distance between street intersections?
As compared to the more residential areas of town, the distances between street intersections along Highway 46 are much larger, more of a New York scale.
- Are the streets/alleys interconnected or are there many dead-ends?
Most of the streets that feed off of Highway 46 are interconnected and lead into downtown.
- Are the intersections pedestrian and bike friendly?
The intersections with crosswalks are pedestrian friendly, however, there are either intersections that don't have crosswalks along Highway 46 or they are just far apart from each other.
- Are there bicycle facilities? Which and where?
There are absolutely no bicycle facilities along the corridor, and all bicyclists have to share the road with vehicles.
- Are the sidewalks pedestrian-friendly?
The sidewalks are located very sporadically along the corridor and even when provided conditions are still dangerous. There were not many people out along Highway 46.
- What are the vehicular traffic and parking conditions?
The speed limit is 35 mph along Highway 46 within Wasco, however most people were traveling faster than that. Also, there is no street parking offered along the corridor.

4. Humanscape (Social and Community Aspects):

- Are there pedestrians on the sidewalks?
No, the corridor is mainly used as a vehicular thorough fair.
- Are there people using the outside open spaces?
There are not too many open spaces, besides the parks and even then the parks were not highly occupied.
- Is there an area where you see more pedestrian use?
By the fast food places, there was more usage, however these were mostly during breakfast and lunchtime.
- Does the corridor look clean, well maintained, and safe?
It looks fairly decent for being a strip of mainly fast food venues, low-priced retail stores, and auto repair places, however there are a few areas that are a little more run-down than others.
- Have you heard of any special social events, daily/weekly/yearly?
We heard of no upcoming social events.

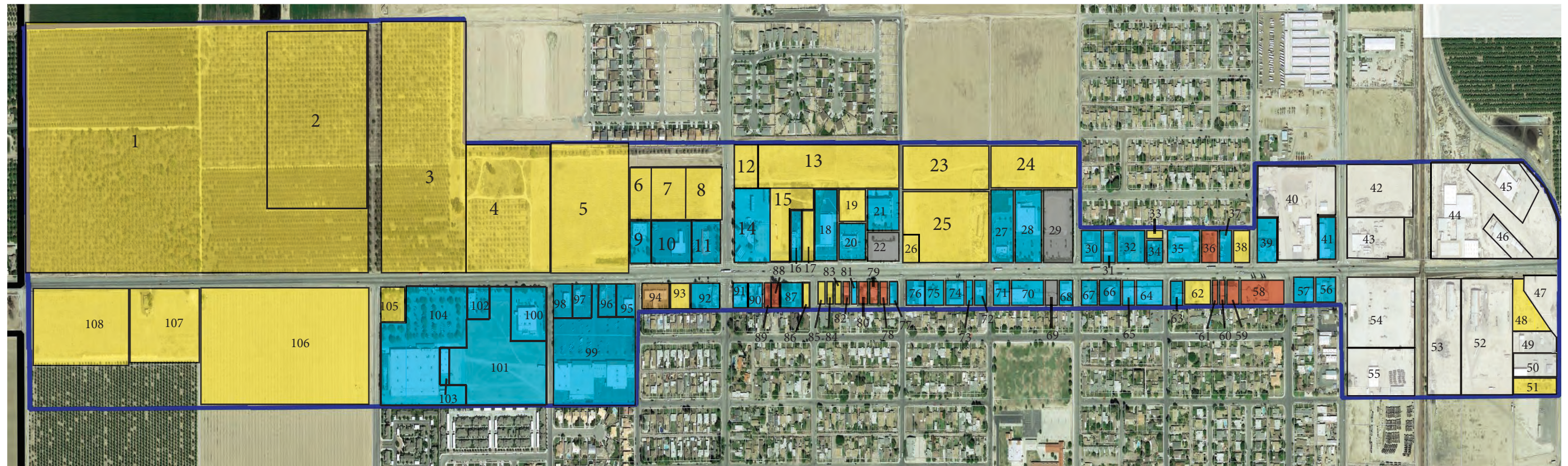
5. Ecoscape (Perceived Nature in and around the City)

- Are there street trees?
Yes, there are street trees more at the west end of town, near Kmart and Dollar tree, in addition to a dead orchard of trees, which could possibly be almonds.
- How much planting (trees, gardens, agriculture, etc) is there and where is?
There are the rose fields at the west end of town, no gardens visible from the street, sporadically placed street trees, and only a few parks in the city.
- Is there visible topography?
There is no visible topography from the Highway 46 corridor; it is all flat.
- Is there a creek/river/riparian area crossing or near?
There is no riparian area near or around the corridor.

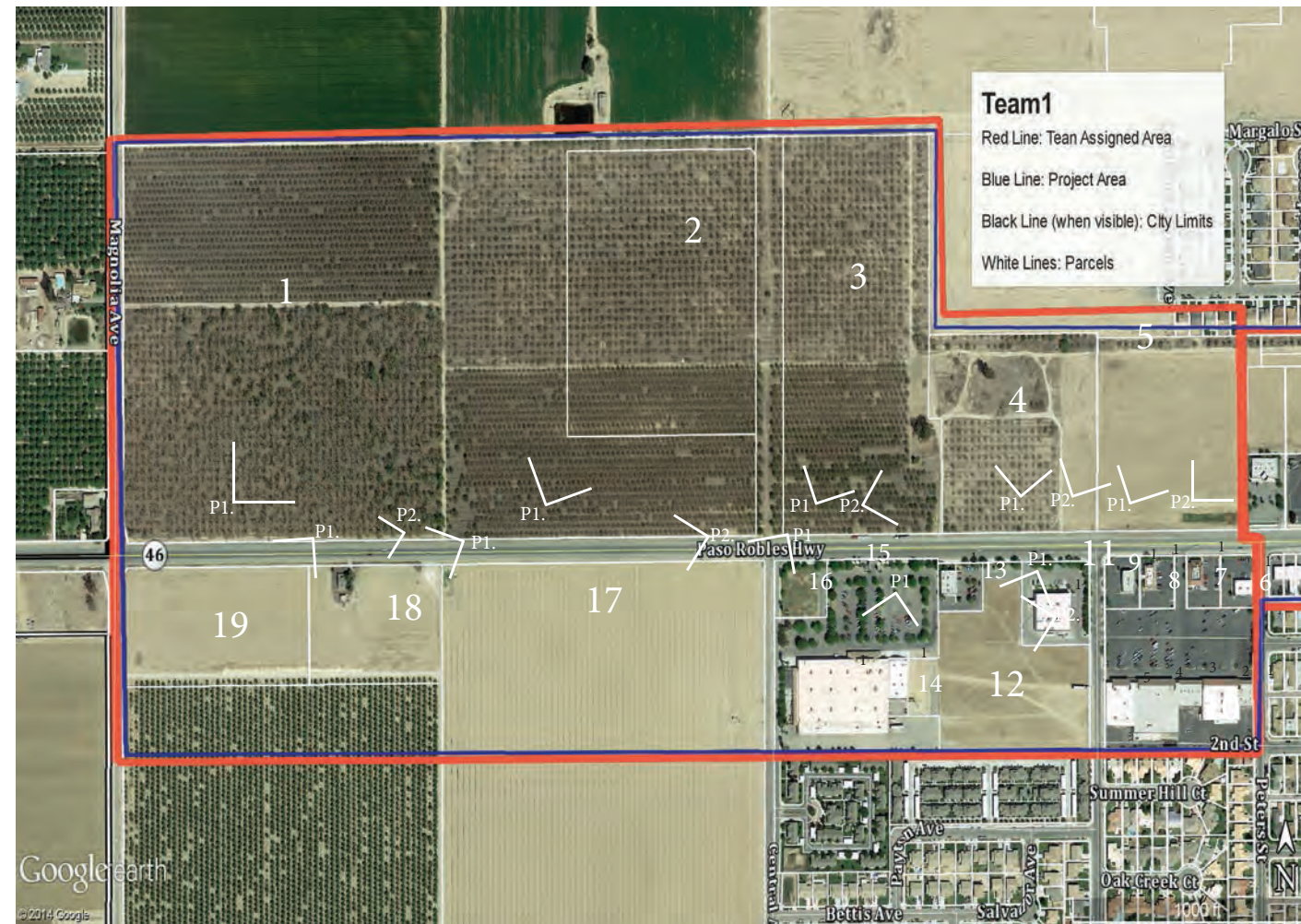
APPENDIX C: LOT SURVEYS

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APPENDIX C: LOT SURVEYS



TEAM 1



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot

Vacant: Completely Vacant No buildings but lot used for: Vacant

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		0																	
Type of Use	Ground																		
	1st floor																		
Prevalent façade materials																			
Prevalent façade color																			
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many:																	
Other <i>(locate on the map)</i>																			
Sidewalk		No	Yes	Average width:..		Condition: <i>(Good, average, bad)</i>					B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:																	
Other <i>(locate on the map)</i> :																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 2

Vacant: Completely Vacant No buildings but lot used for: Vacant

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		0																	
Type of Use	Ground																		
	1st floor																		
Prevalent façade materials																			
Prevalent façade color																			
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many:																	
Other <i>(locate on the map)</i>																			
Sidewalk		No	Yes	Average width:..		Condition: <i>(Good, average, bad)</i>					B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:																	
Other <i>(locate on the map)</i> :																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 3

Vacant: Completely Vacant No buildings but lot used for: Vacant

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		0																	
Type of Use	Ground																		
	1st floor																		
Prevalent façade materials																			
Prevalent façade color																			
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 1																	
Other <i>(locate on the map)</i>																			
Sidewalk		No	Yes	Average width:..		Condition: <i>(Good, average, bad)</i>					B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:																	
Other <i>(locate on the map)</i> :																			



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 4

Vacant: Completely Vacant No buildings but lot used for: Vacant

		Buildings (number them on the map)																		
		1			2			3			4			5						
Number of stories <i>(ground floor counts as one)</i>		0																		
Type of Use	Ground																			
	1st floor																			
Prevalent façade materials																				
Prevalent façade color																				
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 2																		
Other <i>(locate on the map)</i>																				
Sidewalk		No	Yes	Average width:..		Condition: <i>(Good, average, bad)</i>			B	A	G									
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:																		
Other <i>(locate on the map)</i> :																				



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 5

Vacant: Completely Vacant No buildings but lot used for: Vacant

		Buildings (number them on the map)																		
		1			2			3			4			5						
Number of stories <i>(ground floor counts as one)</i>		0																		
Type of Use	Ground																			
	1st floor																			
Prevalent façade materials																				
Prevalent façade color																				
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0																		
Other <i>(locate on the map)</i>																				
Sidewalk		No	Yes	Average width:..		Condition: <i>(Good, average, bad)</i>			B	A	G									
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:																		
Other <i>(locate on the map)</i> :																				

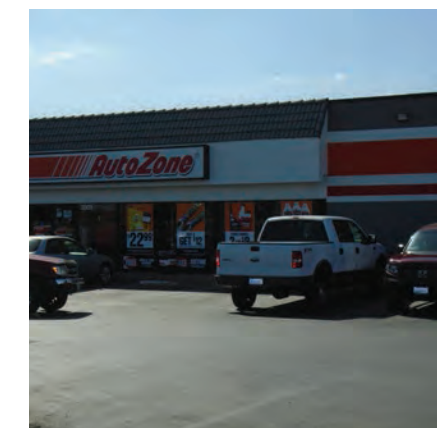


HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 6 (Auto Zone)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)																		
		1			2			3			4			5						
Number of stories <i>(ground floor counts as one)</i>		1																		
Type of Use	Ground	Retail																		
	1st floor																			
Prevalent façade materials		Stucco																		
Prevalent façade color		Orange, Gray, White																		
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: None																		
Other <i>(locate on the map)</i>																				
Sidewalk		No	Yes	Average width: 5 ft.		Condition: <i>(Good, average, bad)</i>			B	A	G									
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:																		
Other <i>(locate on the map)</i> :																				



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 7 (Perkos)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	Restaurant																	
	1st floor																		
Prevalent façade materials		Stucco																	
Prevalent façade color		Tan																	
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 3																	
Other <i>(locate on the map)</i>																			
Sidewalk		No	Yes	Average width: 5 ft.			Condition: <i>(Good, average, bad)</i>			B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 3 Aspect: Buffer																	
Other <i>(locate on the map)</i> :																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 8 (Taco Bell)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	Restaurant																	
	1st floor																		
Prevalent façade materials		Stucco																	
Prevalent façade color		Tan																	
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 6																	
Other <i>(locate on the map)</i>																			
Sidewalk		No	Yes	Average width: 5 ft.			Condition: <i>(Good, average, bad)</i>			B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 5 Aspect: Buffer																	
Other <i>(locate on the map)</i> :																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 9 (Verizon Wireless Store)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	Retail																	
	1st floor																		
Prevalent façade materials		Stucco																	
Prevalent façade color		Tan																	
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 3																	
Other <i>(locate on the map)</i>																			
Sidewalk		No	Yes	Average width: 5 ft.			Condition: <i>(Good, average, bad)</i>			B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 2 Aspect: Buffer																	
Other <i>(locate on the map)</i> :																			



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 10

Vacant: No buildings but lot used for:

		Buildings (number them on the map)				
		1	2	3	4	5
Number of stories <i>(ground floor counts as one)</i>		1	1	1	1	1
Type of Use	Ground	Retail	Vacant Retail	Retail	Retail	Retail
	1st floor					
Prevalent façade materials		Stucco	Stucco	Stucco	Stucco	Stucco
Prevalent façade color		Tan	Tan	Tan	Tan	Tan
General maintenance aspect <i>(Good, average, bad)</i>		B (A) G	B (A) G	B (A) G	B (A) G	B (A) G
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	(No) Yes	(No) Yes	(No) Yes	(No) Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 0				
Other <i>(locate on the map)</i>		Water Distributor towards NorthWest section of parking lot				

Sidewalk	No	(Yes)	Average width: 5 ft.	Condition: <i>(Good, average, bad)</i>	B (A) G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: Aspect:				
Other <i>(locate on the map)</i> :					

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 11 (Rite Aid)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)				
		1	2	3	4	5
Number of stories <i>(ground floor counts as one)</i>		1				
Type of Use	Ground	Retail				
	1st floor					
Prevalent façade materials		Stucco				
Prevalent façade color		Tan and Blue				
General maintenance aspect <i>(Good, average, bad)</i>		B A (G) B A G	B A G	B A G	B A G	B A G
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	No Yes	No Yes	No Yes	No Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 14				
Other <i>(locate on the map)</i>		Drive Thru Pharmacy				

Sidewalk	No	(Yes)	Average width: 5 ft.	Condition: <i>(Good, average, bad)</i>	B (A) G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 14 Aspect: Buffer				
Other <i>(locate on the map)</i> :					

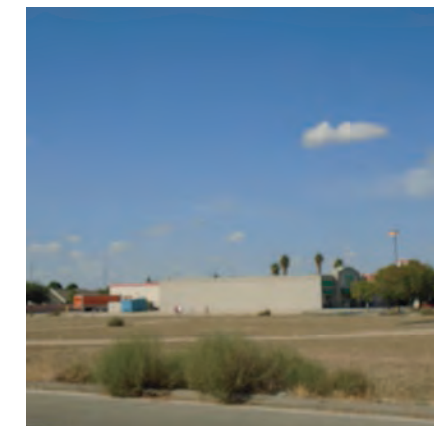
HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 12

Vacant: Yes No buildings but lot used for:

		Buildings (number them on the map)				
		1	2	3	4	5
Number of stories <i>(ground floor counts as one)</i>		0				
Type of Use	Ground	Vacant				
	1st floor					
Prevalent façade materials						
Prevalent façade color						
General maintenance aspect <i>(Good, average, bad)</i>		B A G	B A G	B A G	B A G	B A G
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	No Yes	No Yes	No Yes	No Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 3				
Other <i>(locate on the map)</i>		Drive Thru Pharmacy				

Sidewalk	No	(Yes)	Average width: 8 ft.	Condition: <i>(Good, average, bad)</i>	B A (G)
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 3 Aspect: Buffer				
Other <i>(locate on the map)</i> :					



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 13

Vacant: Yes No buildings but lot used for:

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1									
Type of Use	Ground	Restaurant/ Retail									
	1st floor										
Prevalent façade materials		Stucco									
Prevalent façade color		White									
General maintenance aspect <i>(Good, average, bad)</i>		B (A) G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 14									
Other <i>(locate on the map)</i>											

Sidewalk	No	(Yes)	Average width: 8 ft.	Condition: <i>(Good, average, bad)</i>	B	(A)	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 4 Aspect: Buffer					
Other <i>(locate on the map)</i> :							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 14 (Dollar Tree)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1									
Type of Use	Ground	Retail									
	1st floor										
Prevalent façade materials		Stucco									
Prevalent façade color		White									
General maintenance aspect <i>(Good, average, bad)</i>		B A (G)	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0									
Other <i>(locate on the map)</i>											

Sidewalk	No	(Yes)	Average width: .	Condition: <i>(Good, average, bad)</i>	B	(A)	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect:					
Other <i>(locate on the map)</i> :							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 15 (K-Mart)

Vacant: No buildings but lot used for:

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1									
Type of Use	Ground	Retail									
	1st floor										
Prevalent façade materials		Stucco									
Prevalent façade color		White									
General maintenance aspect <i>(Good, average, bad)</i>		B (A) G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many 35 Trees + Palm Trees Aspect: Shade and Buffer									
Other <i>(locate on the map)</i>		Drive Through Pharmacy in front, 2 access ways									

Sidewalk	No	(Yes)	Average width: 8 ft.	Condition: <i>(Good, average, bad)</i>	B	(A)	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many 26 Aspect: Buffer					
Other <i>(locate on the map)</i> Mix of palm and shader trees, used for buffers.							



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 16

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		0											
Type of Use	Ground	Vacant											
	1st floor												
Prevalent façade materials													
Prevalent façade color													
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many 9 trees + palm Aspect: Shade and Buffer											
Other <i>(locate on the map)</i>		Vacant lot											
Sidewalk	No	Yes	Average width: 8 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many 9 Aspect: Buffer											
Other <i>(locate on the map)</i>		Mix of palm and shader trees, used for buffers.											



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 17

Vacant: No buildings but lot used for: Agriculture

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		0											
Type of Use	Ground	Agriculture											
	1st floor												
Prevalent façade materials													
Prevalent façade color													
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: Agricultural trees											
Other <i>(locate on the map)</i>													
Sidewalk	No	Yes	Average width:..	Condition: <i>(Good, average, bad)</i>	B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:											



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 18

Vacant: Yes No buildings but lot used for:

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		0											
Type of Use	Ground	Residential											
	1st floor	Vacant											
Prevalent façade materials		Wood											
Prevalent façade color		White											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 5 trees											
Other <i>(locate on the map)</i>													
Sidewalk	No	Yes	Average width:..	Condition: <i>(Good, average, bad)</i>	B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:											
Other <i>(locate on the map)</i>													



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 1 Lot 19

Vacant: No buildings but lot used for: Agriculture

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>		0														
Type of Use	Ground	Agriculture														
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: Agricultural Trees														
Other <i>(locate on the map)</i>																
Sidewalk		No	Yes	Average width:..			Condition: <i>(Good, average, bad)</i>			B	A	G				
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: Aspect:														
Other <i>(locate on the map)</i> :																



TEAM 2



- | | | | | |
|--------------------|---------------|---------------------|--------------------------|-------------|
| 1. Business Center | 6. McDonalds | 11. Vacant Lot | 16. Vacant Lot | 21. Chevron |
| 2. Vacant Lot | 7. Vacant Lot | 12. Vacant Lot | 17. Ramirez Ag. Services | |
| 3. Burger King | 8. Vacant Lot | 13. Vacant Lot | 18. Residential | |
| 4. Pizza Hut | 9. Vacant Lot | 14. Jack In The Box | 19. Residential | |
| 5. Big O Tires | 10. Shell | 15. Vacant Lot | 20. H&H Automotive | |

APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team: 2 Lot: 1

Vacant: _____ No buildings but lot used for: N/A

		Buildings (number them on the map)														
		1		2		3		4		5						
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	business offices														
	1st floor															
Prevalent façade materials		Stucco														
Prevalent façade color		White/ Brown														
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many 8 Aspect _____														
Other <i>(locate on the map)</i> Currently no use																
Sidewalk	No	Yes	Average width: 5 ft		Condition: <i>(Good, average, bad)</i>				B	A	G					
		x									x					
Mature trees in the sidewalk <i>(locate on the map)</i>		How many 8 Aspect _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot: 2

Vacant: Yes No buildings but lot used for: N/A

		Buildings (number them on the map)														
		1		2		3		4		5						
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many _____ Aspect _____														
Other <i>(locate on the map)</i>																
Sidewalk	No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>				B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ___ Aspect _____														
Other <i>(locate on the map)</i>																

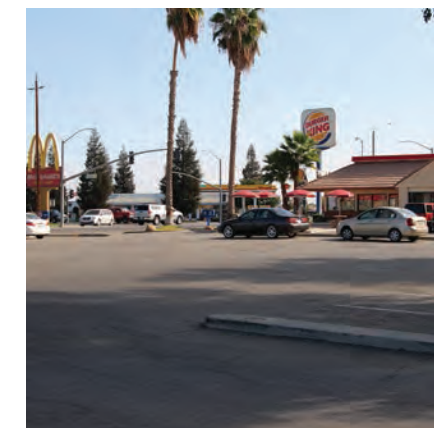


HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team :2 Lot:3

Vacant: _____ No buildings but lot used for: _____

		Buildings (number them on the map)														
		1		2		3		4		5						
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	Fast food Restaurant														
	1st floor															
Prevalent façade materials		stucco														
Prevalent façade color		Brown/ Beige														
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many : 10 Aspect _____														
Other <i>(locate on the map)</i> Drive thru																
Sidewalk	No	Yes	Average width: 5 Feet		Condition: <i>(Good, average, bad)</i>				B	A	G					
		x														
Mature trees in the sidewalk <i>(locate on the map)</i>		How many : N/A Aspect _____														
Other <i>(locate on the map)</i>																



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team:2 Lot:4

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>	1										
Type of Use	Ground	Retail/ Restaurant									
	1st floor										
Prevalent façade materials	Stucco										
Prevalent façade color	tan										
General maintenance aspect <i>(Bad, average, good)</i>	B A G x	B A G	B A G	B A G	B A G	B A G					
Historical/cultural significance <i>(In your opinion)</i>	No Yes x	No Yes	No Yes	No Yes	No Yes	No Yes					
Mature trees in the lot <i>(locate on the map)</i>	How many :21 Aspect _____										
Other <i>(locate on the map)</i>											
Sidewalk	No Yes x	Average width: 10 feet	Condition: <i>(Good, average, bad)</i>	B A G x							
Mature trees in the sidewalk <i>(locate on the map)</i>	How many ____ Aspect _____										
Other <i>(locate on the map)</i>											

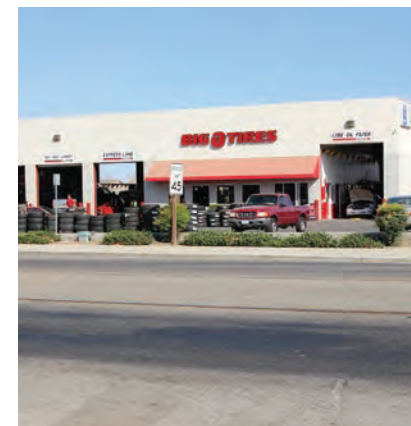


HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team :2 Lot :5

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>	1										
Type of Use	Ground	Automotive Services									
	1st floor										
Prevalent façade materials	Aluminum										
Prevalent façade color											
General maintenance aspect <i>(Bad, average, good)</i>	B A G x	B A G	B A G	B A G	B A G	B A G					
Historical/cultural significance <i>(In your opinion)</i>	No Yes x	No Yes	No Yes	No Yes	No Yes	No Yes					
Mature trees in the lot <i>(locate on the map)</i>	How many : 3 Aspect _____										
Other <i>(locate on the map)</i>											
Sidewalk	No Yes x	Average width: 5 Feet	Condition: <i>(Good, average, bad)</i>	B A G x							
Mature trees in the sidewalk <i>(locate on the map)</i>	How many ____ Aspect _____										
Other <i>(locate on the map)</i>											



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team :2 Lot :6

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>	1										
Type of Use	Ground	Fast Food Restaurant									
	1st floor										
Prevalent façade materials	stucco										
Prevalent façade color	Brown										
General maintenance aspect <i>(Bad, average, good)</i>	B A G x	B A G	B A G	B A G	B A G	B A G					
Historical/cultural significance <i>(In your opinion)</i>	No Yes x	No Yes	No Yes	No Yes	No Yes	No Yes					
Mature trees in the lot <i>(locate on the map)</i>	How many :11 Aspect _____										
Other <i>(locate on the map)</i> Drive thru											
Sidewalk	No Yes x	Average width: 5 Feet	Condition: <i>(Good, average, bad)</i>	B A G x							
Mature trees in the sidewalk <i>(locate on the map)</i>	How many N/A Aspect _____										
Other <i>(locate on the map)</i>											



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team :2 Lot : 7,8, 9

Vacant: : yes No buildings but lot used for _____

Buildings (number them on the map)												
	1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>												
Type of Use	Ground											
	1st floor											
Prevalent façade materials												
Prevalent façade color												
General maintenance aspect <i>(Bad, average, good)</i>	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many ____ Aspect _____											
Other <i>(locate on the map)</i>												

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
		x	5 feet			x	
Mature trees in the sidewalk <i>(locate on the map)</i>	How many ____ Aspect _____						
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team :2 Lot : 10

Vacant: _____ No buildings but lot used for _____

Buildings (number them on the map)												
	1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>	1											
Type of Use	Ground	corner Store										
	1st floor											
Prevalent façade materials	Stucco											
Prevalent façade color	White											
General maintenance aspect <i>(Bad, average, good)</i>	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many : 18 Aspect _____											
Other <i>(locate on the map)</i>												

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
		x	5 feet			x	
Mature trees in the sidewalk <i>(locate on the map)</i>	How many ____ Aspect _____						
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 2 Lot :11

Vacant: Yes No buildings but lot used for _____

Buildings (number them on the map)												
	1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>												
Type of Use	Ground											
	1st floor											
Prevalent façade materials												
Prevalent façade color												
General maintenance aspect <i>(Bad, average, good)</i>	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many ____ Aspect _____											
Other <i>(locate on the map)</i>												

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many ____ Aspect _____						
Other <i>(locate on the map)</i>							



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 14

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	Fast Food Restaurant																	
	1st floor																		
Prevalent façade materials		Stucco																	
Prevalent façade color		Brown																	
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many :16 Aspect _____																	
Other <i>(locate on the map)</i> Drive thru located																			
Sidewalk	No	Yes	Average width: 10 feet		Condition: <i>(Good, average, bad)</i>					B	A	G							
		x									x								
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____																	
Other <i>(locate on the map)</i>																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team :2 Lot :15

Vacant :yes No buildings but lot used for _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>																			
Type of Use	Ground																		
	1st floor																		
Prevalent façade materials																			
Prevalent façade color																			
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many :3 Aspect _____																	
Other <i>(locate on the map)</i>																			
Sidewalk	No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>					B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____																	
Other <i>(locate on the map)</i>																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 16

Vacant: yes No buildings but lot used for _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>																			
Type of Use	Ground																		
	1st floor																		
Prevalent façade materials																			
Prevalent façade color																			
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many 1 Aspect _____																	
Other <i>(locate on the map)</i>																			
Sidewalk	No	Yes	Average width: 5 feet		Condition: <i>(Good, average, bad)</i>					B	A	G							
		x																	
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____																	
Other <i>(locate on the map)</i>																			



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 17

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	Agriculture Services																	
	1st floor																		
Prevalent façade materials		Wood																	
Prevalent façade color		Off white																	
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many : 6 Aspect _____																	
Other (locate on the map)																			
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G												
		x	8 feet																
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____																	
Other (locate on the map)																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 18

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	residential																	
	1st floor																		
Prevalent façade materials		wood																	
Prevalent façade color		Brown/ Tan																	
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many : 1 Aspect _____																	
Other (locate on the map)																			
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G												
		x	8 feet																
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____																	
Other (locate on the map)																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 19

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1																	
Type of Use	Ground	Residential																	
	1st floor																		
Prevalent façade materials		Wood																	
Prevalent façade color		Pastel Green																	
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many :5 Aspect _____																	
Other (locate on the map)																			
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G												
		x	8 feet																
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____																	
Other (locate on the map)																			



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 20

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)											
		1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>		1											
Type of Use	Ground	Auto service garage											
	1st floor												
Prevalent façade materials		aluminum/steel											
Prevalent façade color													
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		
Mature trees in the lot <i>(locate on the map)</i>		How many : 5 Aspect _____											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
		x	8 feet		x		
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____					
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team : 2 Lot : 21

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)											
		1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>		1											
Type of Use	Ground	Gas station											
	1st floor												
Prevalent façade materials		Aluminum											
Prevalent façade color		white											
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		
Mature trees in the lot <i>(locate on the map)</i>		How many : 2 Aspect _____											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
		x	8 feet		x		
Mature trees in the sidewalk <i>(locate on the map)</i>		How many ____ Aspect _____					
Other <i>(locate on the map)</i>							



TEAM 3

1 Mostly chain stores and restaurants north of SR46, supporting better-kept parking opportunity for HWY widening and walking areas.

2

3

4

5 Many businesses have consistent setbacks, providing supporting better-kept parking opportunity for HWY widening and walking areas.

6

7 Only areas near chain store entrances see pedestrian activity or seem safe.

8

9

10 Street signs are small and hard to see. There are no street trees along SR46 sidewalks.

11

Paso Robles Hwy 46

12

13

14

15

16a

16b

17

18

19

20

21

22

23

24

25

There are few residences on SR46, still constraint for HWY widening.

Narrow or non-existent sidewalks and few safe crossings inhibit pedestrianism. Many are in poor condition.

Local businesses include auto services and motels, making south side of SR46 distinct from north, though still generic.

Blocks are appropriately sized for pedestrians, but signalled intersections are few and far between.

Vacant lots provide opportunity for new development.

Group 3 Anno. Site Map

APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 1

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: _____ Aspect: _____														
Other <i>(locate on the map)</i>																
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>			B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 2

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	store														
	1st floor															
Prevalent façade materials		stone, metal														
Prevalent façade color		grey, tan														
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>		no mature trees, ~10 small trees														
Sidewalk		Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>						G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 3

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																
Sidewalk	No		Average width: 8	Condition: <i>(Good, average, bad)</i>			B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 4

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)												
		1	2	3	4	5								
Number of stories <i>(ground floor counts as one)</i>	1													
Type of Use	Ground 1st floor	Food												
Prevalent façade materials		Stucco												
Prevalent façade color		red, brown, tan												
General maintenance aspect <i>(Good, average, bad)</i>		G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect _____													
Other <i>(locate on the map)</i>														
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>			G								
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect _____													
Other <i>(locate on the map)</i>														



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 5

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)												
		1	2	3	4	5								
Number of stories <i>(ground floor counts as one)</i>	3													
Type of Use	Ground 1st floor	lobby	hotel rooms											
Prevalent façade materials		stucco, stone												
Prevalent façade color		yellow/red stone												
General maintenance aspect <i>(Good, average, bad)</i>		G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect _____													
Other <i>(locate on the map)</i>	~10 palm trees, ~25 young trees													
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>			G								
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect _____													
Other <i>(locate on the map)</i>														



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 6

Vacant: Yes No buildings but lot used for parking at outskirts, vacant in the middle.

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>													
Type of Use	Ground 1st floor												
Prevalent façade materials													
Prevalent façade color													
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect _____												
Other <i>(locate on the map)</i>	~18 young trees												
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>			G							
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect _____												
Other <i>(locate on the map)</i>	telephone poles												



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 7

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: ____ Aspect _____														
Other <i>(locate on the map)</i>																
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>		B	A	G								
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: ____ Aspect _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 8

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: ____ Aspect _____														
Other <i>(locate on the map)</i>																
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>		B	A	G								
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: ____ Aspect _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 9

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0 Aspect _____														
Other <i>(locate on the map)</i>																
Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>		B	A	G								
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect _____														
Other <i>(locate on the map)</i>																



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 10

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)												
		1		2		3		4		5				
Number of stories <i>(ground floor counts as one)</i>														
Type of Use	Ground													
	1st floor													
Prevalent façade materials														
Prevalent façade color														
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0 Aspect _____												
Other <i>(locate on the map)</i>														
Sidewalk	No	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect _____												
Other <i>(locate on the map)</i>														



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 11

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)												
		1		2		3		4		5				
Number of stories <i>(ground floor counts as one)</i>		1												
Type of Use	Ground	Food												
	1st floor													
Prevalent façade materials		stucco												
Prevalent façade color		tan, red												
General maintenance aspect <i>(Good, average, bad)</i>				G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>		No		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: ~20 Aspect _____												
Other <i>(locate on the map) shared parking lot</i>														
Sidewalk	Yes	Average width: 7		Condition: <i>(Good, average, bad)</i>				G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect _____												
Other <i>(locate on the map)</i>														



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 12

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)												
		1		2		3		4		5				
Number of stories <i>(ground floor counts as one)</i>		1												
Type of Use	Ground	gas station												
	1st floor													
Prevalent façade materials		brick												
Prevalent façade color		red, white												
General maintenance aspect <i>(Good, average, bad)</i>			A		B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>		No		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0 Aspect _____												
Other <i>(locate on the map)</i>														
Sidewalk	Yes	Average width: 8		Condition: <i>(Good, average, bad)</i>				A						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect _____												
Other <i>(locate on the map)</i>														



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 13

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)										
		1	2	3	4	5						
Number of stories <i>(ground floor counts as one)</i>	1											
Type of Use	Ground	restaraunt										
	1st floor											
Prevalent façade materials	tile, stucco											
Prevalent façade color	white											
General maintenance aspect <i>(Good, average, bad)</i>		A	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>	No		No	Yes	No	Yes	No	Yes	No	Yes		
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect _____											
Other <i>(locate on the map)</i>												
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>							A		
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 8 Aspect _____											
Other <i>(locate on the map)</i>												



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 14

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)										
		1	2	3	4	5						
Number of stories <i>(ground floor counts as one)</i>	1											
Type of Use	Ground	laundromat										
	1st floor											
Prevalent façade materials	stucco											
Prevalent façade color	white, black											
General maintenance aspect <i>(Good, average, bad)</i>		B		B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No		No	Yes	No	Yes	No	Yes	No	Yes		
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect _____											
Other <i>(locate on the map)</i>												
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>							A		
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect _____											
Other <i>(locate on the map)</i>												



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 15

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)										
		1	2	3	4	5						
Number of stories <i>(ground floor counts as one)</i>	2											
Type of Use	Ground	motel										
	1st floor	rooms										
Prevalent façade materials	stucco											
Prevalent façade color	yellow											
General maintenance aspect <i>(Good, average, bad)</i>		A	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>	No		No		No		No	Yes	No	Yes		
Mature trees in the lot <i>(locate on the map)</i>	How many: 8 Aspect: palm and others											
Other <i>(locate on the map)</i>												
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>							A		
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 5 Aspect: palms											
Other <i>(locate on the map)</i>												



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 16a

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>	1										
Type of Use	Ground	Food									
	1st floor										
Prevalent façade materials	stucco, wood										
Prevalent façade color	tan										
General maintenance aspect <i>(Good, average, bad)</i>		A	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	No	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many: 1 Aspect: Front corner, minimal real shade										
Other <i>(locate on the map)</i>											

Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>	A
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect: _____			
Other <i>(locate on the map)</i>				



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 16b

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)										
		1	2	3	4	5						
Number of stories <i>(ground floor counts as one)</i>	1											
Type of Use	Ground	Auto Repair										
	1st floor											
Prevalent façade materials	stucco											
Prevalent façade color	white, blue											
General maintenance aspect <i>(Good, average, bad)</i>		A	A	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	No	No	Yes	No	Yes	No	Yes	No	Yes		
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect: _____											
Other <i>(locate on the map)</i>												

Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>	A
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect: _____			
Other <i>(locate on the map)</i>				



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 17

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>	1										
Type of Use	Ground	Auto Insurance									
	1st floor										
Prevalent façade materials	wood panel										
Prevalent façade color	burgandy										
General maintenance aspect <i>(Good, average, bad)</i>		A	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many: 0 Aspect: _____										
Other <i>(locate on the map)</i>	Still has real estate signs from previous tenant: on facade facing SR46, and on corner sign										

Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>	G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect: _____			
Other <i>(locate on the map)</i>				



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 18

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)												
		1	2	3	4	5								
Number of stories <i>(ground floor counts as one)</i>	1													
Type of Use	Ground home													
	1st floor													
Prevalent façade materials	stucco													
Prevalent façade color	white													
General maintenance aspect <i>(Good, average, bad)</i>		G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many: unknown, at least 0 Aspect: possibly in rear													
Other <i>(locate on the map)</i>														
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>										G	
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect: _____													
Other <i>(locate on the map)</i>														



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 19

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)												
		1	2	3	4	5								
Number of stories <i>(ground floor counts as one)</i>	1													
Type of Use	Ground Home													
	1st floor													
Prevalent façade materials	stucco													
Prevalent façade color	gunmetal													
General maintenance aspect <i>(Good, average, bad)</i>		A	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>	How many: 6 Aspect: almost full shade over yard													
Other <i>(locate on the map)</i>														
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>										G	
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect: _____													
Other <i>(locate on the map)</i>														



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 20

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)													
		1	2	3	4	5									
Number of stories <i>(ground floor counts as one)</i>	1														
Type of Use	Ground Home														
	1st floor														
Prevalent façade materials	wood shingle														
Prevalent façade color	white														
General maintenance aspect <i>(Good, average, bad)</i>		B		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>	No		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many: 5 Aspect: southern profile shading front yard/driveway														
Other <i>(locate on the map)</i>															
Sidewalk	Yes	Average width: 8	Condition: <i>(Good, average, bad)</i>										G		
Mature trees in the sidewalk <i>(locate on the map)</i>	How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>															



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 20

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)														
		1	2	3	4	5										
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	Home														
	1st floor															
Prevalent façade materials		wood shingle														
Prevalent façade color		white														
General maintenance aspect <i>(Good, average, bad)</i>		B			B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No			No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 5 Aspect: southern profile shading front yard/driveway														
Other <i>(locate on the map)</i>																
Sidewalk		Yes	Average width: 8		Condition: <i>(Good, average, bad)</i>										G	
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 21

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)														
		1	2	3	4	5										
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	Salon														
	1st floor															
Prevalent façade materials		stucco														
Prevalent façade color		off-white														
General maintenance aspect <i>(Good, average, bad)</i>				G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>			Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 2 Aspect: palms, so real shade														
Other <i>(locate on the map)</i>																
Sidewalk		Yes	Average width: 8		Condition: <i>(Good, average, bad)</i>										G	
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 22

Vacant: No No buildings but lot used for _____

		Buildings (number them on the map)														
		1	2	3	4	5										
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	Home														
	1st floor															
Prevalent façade materials		stucco														
Prevalent façade color		off-white														
General maintenance aspect <i>(Good, average, bad)</i>			A		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No			No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many: 2 Aspect: east of yard, evening shade														
Other <i>(locate on the map)</i>																
Sidewalk		Yes	Average width: 8		Condition: <i>(Good, average, bad)</i>										G	
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 3 Lot 24

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 6 Aspect: rear of lot														
Other <i>(locate on the map)</i>																
Sidewalk	Yes	Average width: 8			Condition: <i>(Good, average, bad)</i>									G		
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

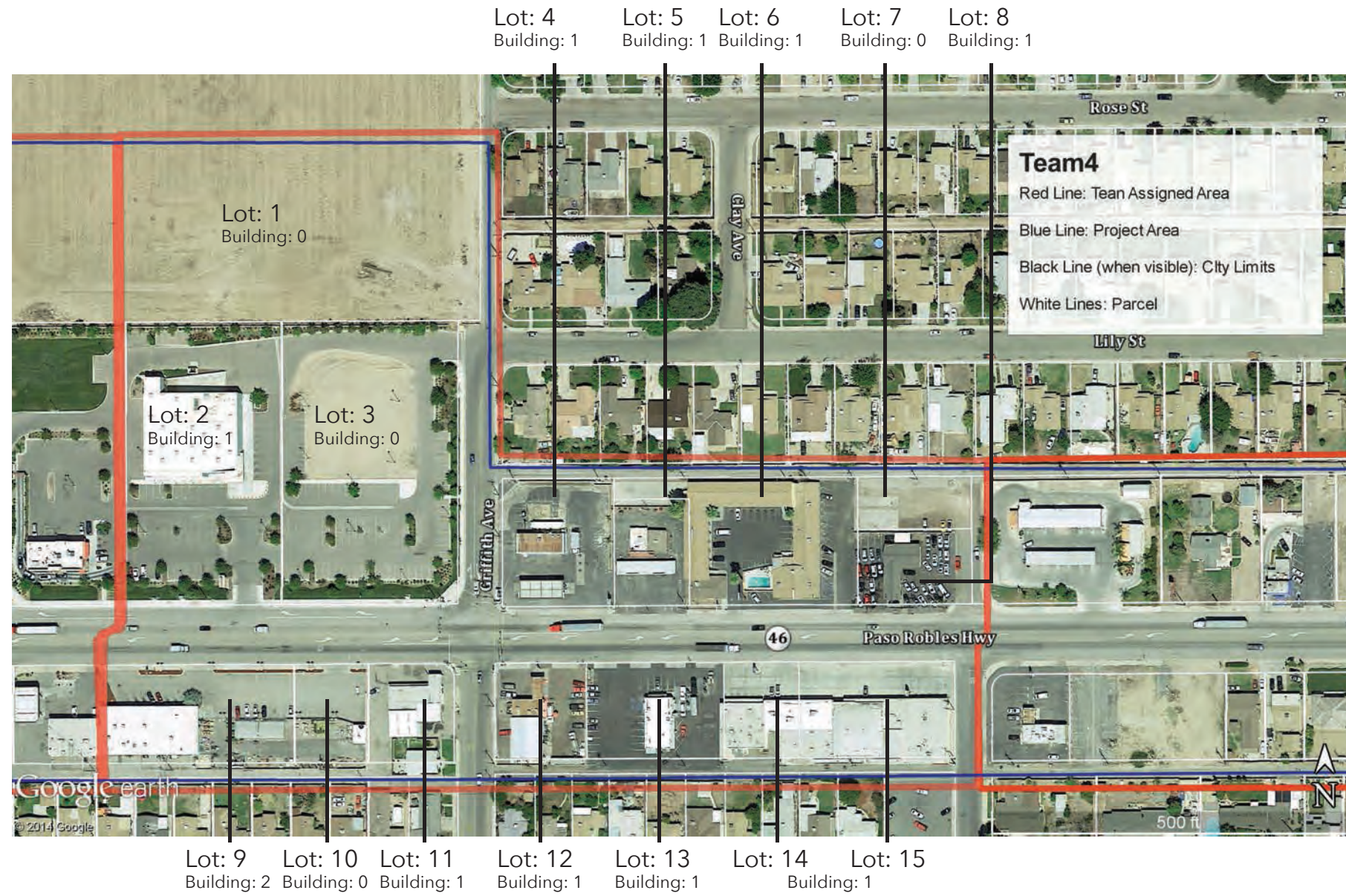
Team 3 Lot 25

Vacant: Yes No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																
Sidewalk	Yes	Average width: 8			Condition: <i>(Good, average, bad)</i>									G		
Mature trees in the sidewalk <i>(locate on the map)</i>		How many: 0 Aspect: _____														
Other <i>(locate on the map)</i>																



TEAM 4



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>		n/a			n/a			n/a			n/a			n/a		
Type of Use	Ground	n/a			n/a			n/a			n/a			n/a		
	1st floor	n/a			n/a			n/a			n/a			n/a		
Prevalent façade materials		n/a			n/a			n/a			n/a			n/a		
Prevalent façade color		n/a			n/a			n/a			n/a			n/a		
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i> <i>For sale! Potential! Possibility to connect with lot 3</i>																
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>					B	A	G			
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>		n/a			n/a			n/a			n/a			n/a		
Type of Use	Ground	n/a			n/a			n/a			n/a			n/a		
	1st floor	n/a			n/a			n/a			n/a			n/a		
Prevalent façade materials		n/a			n/a			n/a			n/a			n/a		
Prevalent façade color		n/a			n/a			n/a			n/a			n/a		
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i> <i>For sale! Potential! Possibility to connect with lot 3</i>																
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>					B	A	G			
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>		n/a			n/a			n/a			n/a			n/a		
Type of Use	Ground	n/a			n/a			n/a			n/a			n/a		
	1st floor	n/a			n/a			n/a			n/a			n/a		
Prevalent façade materials		n/a			n/a			n/a			n/a			n/a		
Prevalent façade color		n/a			n/a			n/a			n/a			n/a		
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i> <i>For sale! Potential! Possibility to connect with lot 3</i>																
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>					B	A	G			
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>																



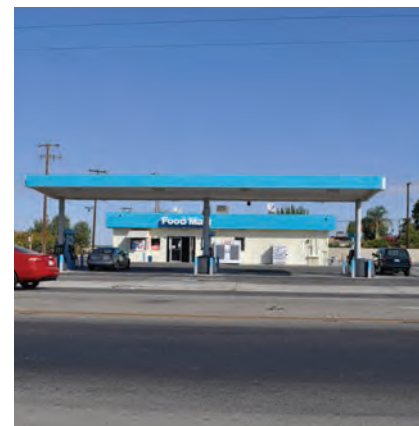
APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3											
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G			
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>													



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3											
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G			
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>													



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3											
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G			
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>													



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i> <i>For sale! Potential! Possibility to connect with lot 3</i>													

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>			How many? Aspect:				
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i> <i>For sale! Potential! Possibility to connect with lot 3</i>													

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>			How many? Aspect:				
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i> <i>For sale! Potential! Possibility to connect with lot 3</i>													

Sidewalk	No	Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>			How many? Aspect:				
Other <i>(locate on the map)</i>							



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)														
		1	2	3	4	5										
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a										
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a										
	1st floor	n/a	n/a	n/a	n/a	n/a										
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a										
Prevalent façade color		n/a	n/a	n/a	n/a	n/a										
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3														
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)														
		1	2	3	4	5										
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a										
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a										
	1st floor	n/a	n/a	n/a	n/a	n/a										
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a										
Prevalent façade color		n/a	n/a	n/a	n/a	n/a										
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3														
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>																



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)														
		1	2	3	4	5										
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a										
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a										
	1st floor	n/a	n/a	n/a	n/a	n/a										
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a										
Prevalent façade color		n/a	n/a	n/a	n/a	n/a										
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3														
Sidewalk		No	Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:														
Other <i>(locate on the map)</i>																



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3											
Sidewalk	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>													

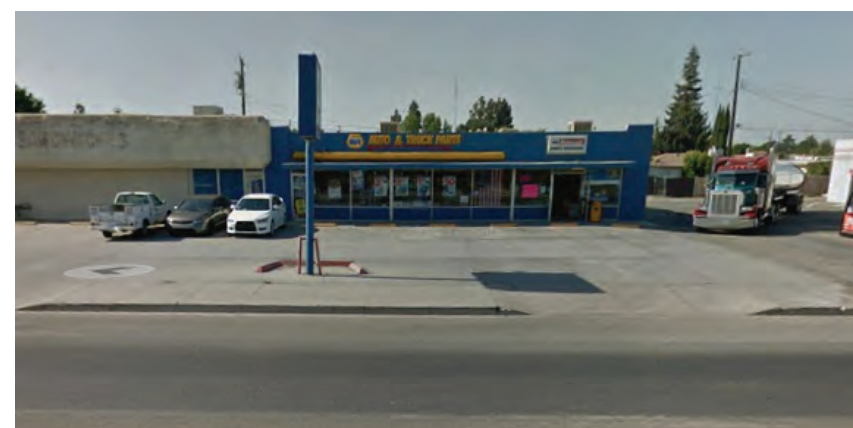


HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3											
Sidewalk	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>													



HIGHWAY 46 CORRIDOR STUDY: LOT SURVEY

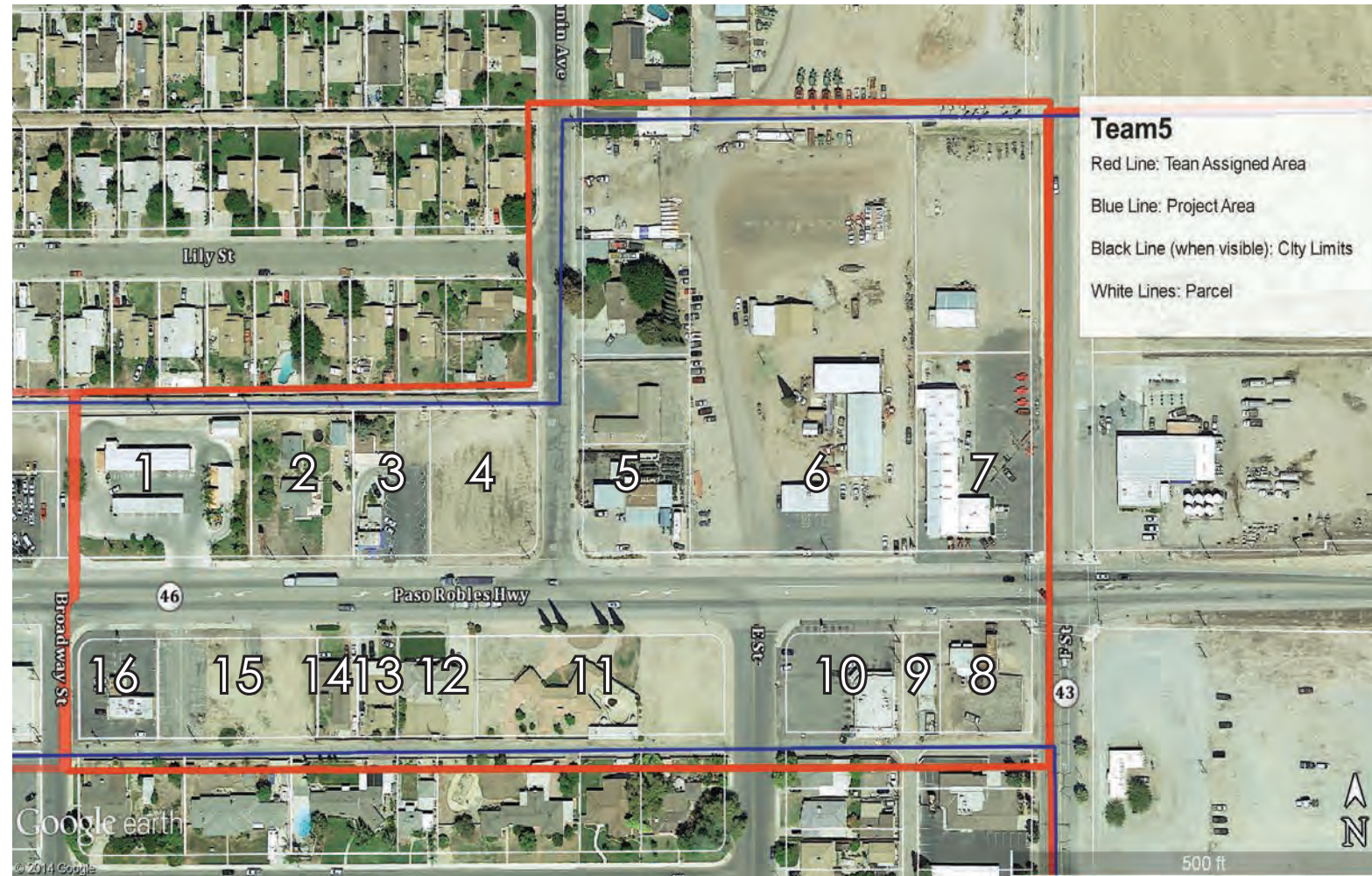
Team: 4 Lot: 1

Vacant: Yes No buildings but lot used for: Nothing

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		n/a	n/a	n/a	n/a	n/a							
Type of Use	Ground	n/a	n/a	n/a	n/a	n/a							
	1st floor	n/a	n/a	n/a	n/a	n/a							
Prevalent façade materials		n/a	n/a	n/a	n/a	n/a							
Prevalent façade color		n/a	n/a	n/a	n/a	n/a							
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>		For sale! Potential! Possibility to connect with lot 3											
Sidewalk	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Average width:		Condition: <i>(Good, average, bad)</i>		B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>		How many? Aspect:											
Other <i>(locate on the map)</i>													



TEAM 5



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 5 Lot 1

Vacant: No buildings but lot used for 2

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		1	1	2									
Type of Use	Ground	car wash	car wash										
	1st floor			facade									
Prevalent façade materials		stone/wood	stone/wood	red tile roof									
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many <u> 12 </u> Aspect <u> palm + regular </u>											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width: 6 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many <u> </u> Aspect <u> </u>						
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 5 Lot 1

Vacant: No buildings but lot used for 2

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		1	1	2									
Type of Use	Ground	car wash	car wash										
	1st floor			facade									
Prevalent façade materials		stone/wood	stone/wood	red tile roof									
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many <u> 12 </u> Aspect <u> palm + regular </u>											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width: 6 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many <u> </u> Aspect <u> </u>						
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 5 Lot 1

Vacant: No buildings but lot used for 2

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		1	1	2									
Type of Use	Ground	car wash	car wash										
	1st floor			facade									
Prevalent façade materials		stone/wood	stone/wood	red tile roof									
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many <u> 12 </u> Aspect <u> palm + regular </u>											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width: 6 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many <u> </u> Aspect <u> </u>						
Other <i>(locate on the map)</i>							



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: ____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1			1			2											
Type of Use	Ground	car wash			car wash														
	1st floor							facade											
Prevalent façade materials		stone/wood			stone/wood			red tile roof											
Prevalent façade color		beige																	
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular _____																	
Other <i>(locate on the map)</i>																			
Sidewalk	No	Yes	Average width: 6 ft.		Condition: <i>(Good, average, bad)</i>					B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many __ Aspect _____																	
Other <i>(locate on the map)</i>																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: ____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1			1			2											
Type of Use	Ground	car wash			car wash														
	1st floor							facade											
Prevalent façade materials		stone/wood			stone/wood			red tile roof											
Prevalent façade color		beige																	
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular _____																	
Other <i>(locate on the map)</i>																			
Sidewalk	No	Yes	Average width: 6 ft.		Condition: <i>(Good, average, bad)</i>					B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many __ Aspect _____																	
Other <i>(locate on the map)</i>																			



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: ____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)																	
		1			2			3			4			5					
Number of stories <i>(ground floor counts as one)</i>		1			1			2											
Type of Use	Ground	car wash			car wash														
	1st floor							facade											
Prevalent façade materials		stone/wood			stone/wood			red tile roof											
Prevalent façade color		beige																	
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular _____																	
Other <i>(locate on the map)</i>																			
Sidewalk	No	Yes	Average width: 6 ft.		Condition: <i>(Good, average, bad)</i>					B	A	G							
Mature trees in the sidewalk <i>(locate on the map)</i>		How many __ Aspect _____																	
Other <i>(locate on the map)</i>																			



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: ____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1	1	2							
Type of Use	Ground	car wash	car wash								
	1st floor			facade							
Prevalent façade materials		stone/wood	stone/wood	red tile roof							
Prevalent façade color		beige									
General maintenance aspect <i>(Good, average, bad)</i>		B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G
Historical/cultural significance <i>(In your opinion)</i>		No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular_____									
Other (locate on the map)											
Sidewalk No Yes Average width: 6 ft. Condition: <i>(Good, average, bad)</i> B A G											
Mature trees in the sidewalk <i>(locate on the map)</i>		How many __ Aspect _____									
Other (locate on the map)											



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: ____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1	1	2							
Type of Use	Ground	car wash	car wash								
	1st floor			facade							
Prevalent façade materials		stone/wood	stone/wood	red tile roof							
Prevalent façade color		beige									
General maintenance aspect <i>(Good, average, bad)</i>		B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G
Historical/cultural significance <i>(In your opinion)</i>		No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular_____									
Other (locate on the map)											
Sidewalk No Yes Average width: 6 ft. Condition: <i>(Good, average, bad)</i> B A G											
Mature trees in the sidewalk <i>(locate on the map)</i>		How many __ Aspect _____									
Other (locate on the map)											



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: ____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1	1	2							
Type of Use	Ground	car wash	car wash								
	1st floor			facade							
Prevalent façade materials		stone/wood	stone/wood	red tile roof							
Prevalent façade color		beige									
General maintenance aspect <i>(Good, average, bad)</i>		B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G
Historical/cultural significance <i>(In your opinion)</i>		No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular_____									
Other (locate on the map)											
Sidewalk No Yes Average width: 6 ft. Condition: <i>(Good, average, bad)</i> B A G											
Mature trees in the sidewalk <i>(locate on the map)</i>		How many __ Aspect _____									
Other (locate on the map)											



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 5 Lot 1

Vacant: No buildings but lot used for 2

		Buildings (number them on the map)											
		1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>		1		1		2							
Type of Use	Ground	car wash		car wash									
	1st floor					facade							
Prevalent façade materials		stone/wood		stone/wood		red tile roof							
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many <u> 12 </u> Aspect <u> palm + regular </u>											
Other <i>(locate on the map)</i>													
Sidewalk	No	Yes	Average width: 6 ft.		Condition: <i>(Good, average, bad)</i>		B	A	G				
Mature trees in the sidewalk <i>(locate on the map)</i>		How many <u> </u> Aspect <u> </u>											
Other <i>(locate on the map)</i>													



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 5 Lot 1

Vacant: No buildings but lot used for 2

		Buildings (number them on the map)											
		1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>		1		1		2							
Type of Use	Ground	car wash		car wash									
	1st floor					facade							
Prevalent façade materials		stone/wood		stone/wood		red tile roof							
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many <u> 12 </u> Aspect <u> palm + regular </u>											
Other <i>(locate on the map)</i>													
Sidewalk	No	Yes	Average width: 6 ft.		Condition: <i>(Good, average, bad)</i>		B	A	G				
Mature trees in the sidewalk <i>(locate on the map)</i>		How many <u> </u> Aspect <u> </u>											
Other <i>(locate on the map)</i>													



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team 5 Lot 1

Vacant: No buildings but lot used for 2

		Buildings (number them on the map)											
		1		2		3		4		5			
Number of stories <i>(ground floor counts as one)</i>		1		1		2							
Type of Use	Ground	car wash		car wash									
	1st floor					facade							
Prevalent façade materials		stone/wood		stone/wood		red tile roof							
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many <u> 12 </u> Aspect <u> palm + regular </u>											
Other <i>(locate on the map)</i>													
Sidewalk	No	Yes	Average width: 6 ft.		Condition: <i>(Good, average, bad)</i>		B	A	G				
Mature trees in the sidewalk <i>(locate on the map)</i>		How many <u> </u> Aspect <u> </u>											
Other <i>(locate on the map)</i>													



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: _____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>	Ground	1	1	2									
	1st floor			facade									
Prevalent façade materials		stone/wood	stone/wood	red tile roof									
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular _____											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width: 6 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>			How many __	Aspect _____			
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: _____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>	Ground	1	1	2									
	1st floor			facade									
Prevalent façade materials		stone/wood	stone/wood	red tile roof									
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular _____											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width: 6 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>			How many __	Aspect _____			
Other <i>(locate on the map)</i>							



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __1__

Vacant: _____ No buildings but lot used for _____ 2 _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>	Ground	1	1	2									
	1st floor			facade									
Prevalent façade materials		stone/wood	stone/wood	red tile roof									
Prevalent façade color		beige											
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many __12__ Aspect __palm + regular _____											
Other <i>(locate on the map)</i>													

Sidewalk	No	Yes	Average width: 6 ft.	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>			How many __	Aspect _____			
Other <i>(locate on the map)</i>							



APPENDIX C: LOT SURVEYS

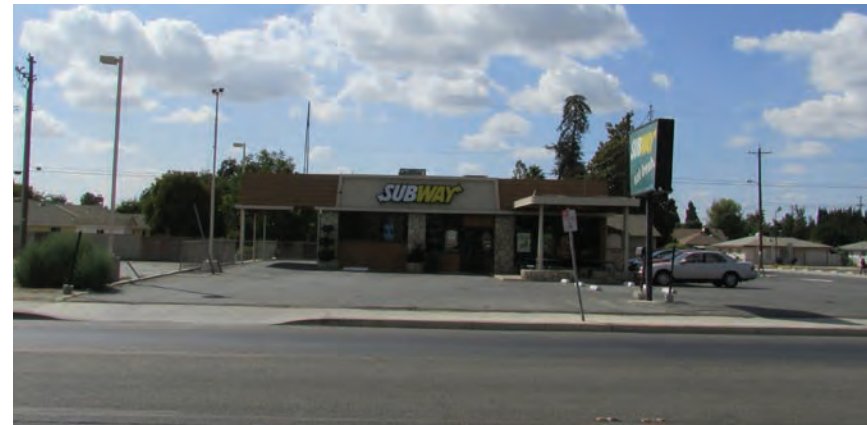
HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team __5__ Lot __16__

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>		1														
Type of Use	Ground	Subway														
	1st floor															
Prevalent façade materials		Stone														
Prevalent façade color		Brown/Tan														
General maintenance aspect <i>(Good, average, bad)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many __0__ Aspect _____														
Other <i>(locate on the map)</i>																

Sidewalk	No	Yes	Average width: 6'	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>	How many __ Aspect _____						
Other <i>(locate on the map)</i>							



TEAM 6



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _1_

Vacant: _yes_ No buildings but lot used for _____

Buildings (number them on the map)													
	1		2		3		4		5				
Number of stories <i>(ground floor counts as one)</i>													
Type of Use	Ground												
	1st floor												
Prevalent façade materials													
Prevalent façade color													
General maintenance aspect <i>(Bad, average, good)</i>	B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many <u>_none_</u> Aspect _____												
Other <i>(locate on the map)</i>													
Sidewalk	<input checked="" type="radio"/> No	<input type="radio"/> Yes	Average width:	Condition: <i>(Good, average, bad)</i>		B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>	How many <u>_none_</u> Aspect _____												
Other <i>(locate on the map)</i>													



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _2_

Vacant: No buildings but lot used for _____

Buildings (number them on the map)													
	1		2		3		4		5				
Number of stories <i>(ground floor counts as one)</i>	1												
Type of Use	Ground	industrial/office											
	1st floor												
Prevalent façade materials													
Prevalent façade color													
General maintenance aspect <i>(Bad, average, good)</i>	B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many <u>_none_</u> Aspect _____												
Other <i>(locate on the map)</i>													
Sidewalk	<input type="radio"/> No	<input checked="" type="radio"/> Yes	Average width: 5ft	Condition: <i>(Good, average, bad)</i>		B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>	How many <u>_none_</u> Aspect _____												
Other <i>(locate on the map)</i>	Lot is backed up to railroad line. The sidewalk is small and doesn't span the entire frontage.												



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _3_ (Lucio Hay Co.)

Vacant: _possibly_ No buildings but lot used for _____

Buildings (number them on the map)													
	1		2		3		4		5				
Number of stories <i>(ground floor counts as one)</i>	1		1										
Type of Use	Ground	office		industrial / storage									
	1st floor												
Prevalent façade materials	stucco		sheet metal										
Prevalent façade color	white		rust										
General maintenance aspect <i>(Bad, average, good)</i>	B	A	G	B	A	G	B	A	G	B	A	G	
Historical/cultural significance <i>(In your opinion)</i>	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
Mature trees in the lot <i>(locate on the map)</i>	How many <u>_2_</u> Aspect _____												
Other <i>(locate on the map)</i>													
Sidewalk	<input checked="" type="radio"/> No	<input type="radio"/> Yes	Average width:	Condition: <i>(Good, average, bad)</i>		B	A	G					
Mature trees in the sidewalk <i>(locate on the map)</i>	How many <u>_none_</u> Aspect _____												
Other <i>(locate on the map)</i>	There is no shoulder or place to pull over. There are curbs, but no paved sidewalk.												



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _4_

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1									
Type of Use	Ground	industrial									
	1st floor										
Prevalent façade materials		vertical wood siding									
Prevalent façade color											
General maintenance aspect <i>(Bad, average, good)</i>		B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	
Historical/cultural significance <i>(In your opinion)</i>		No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many _3_ Aspect _____									
Other <i>(locate on the map)</i>											
Sidewalk		No Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B A G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none_ Aspect _____									
Other <i>(locate on the map)</i>		There is no shoulder. There are curbs, but no paved sidewalk.									



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _5_ (KBC Trading / Processing Plant)

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1	1								
Type of Use	Ground	industrial	industrial								
	1st floor										
Prevalent façade materials		sheet metal	sheet metal								
Prevalent façade color		blue grey	tan								
General maintenance aspect <i>(Bad, average, good)</i>		B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	
Historical/cultural significance <i>(In your opinion)</i>		No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many _none_ Aspect _____									
Other <i>(locate on the map)</i>		There's a lot of equipment being stored outside. There's no access from Highway 46 due to the slope.									
Sidewalk		No Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B A G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none_ Aspect _____									
Other <i>(locate on the map)</i>											



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _6_

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1									
Type of Use	Ground	industrial									
	1st floor										
Prevalent façade materials		drywall/ sheet metal									
Prevalent façade color											
General maintenance aspect <i>(Bad, average, good)</i>		B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	B A G	
Historical/cultural significance <i>(In your opinion)</i>		No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	No Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many _5_ Aspect _____									
Other <i>(locate on the map)</i>											
Sidewalk		No Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B A G						
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none_ Aspect _____									
Other <i>(locate on the map)</i>		Large, open dirt lot. There is an unused lot in front of the structure. No signage as to what it is being used for.									



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6___ Lot _7___

Vacant: _yes___ No buildings but lot used for _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		1	1										
Type of Use	Ground	industrial	storage										
	1st floor												
Prevalent façade materials		sheet metal	sheet metal										
Prevalent façade color													
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many _none___ Aspect _just bushes_____											
Other <i>(locate on the map)</i>													

Sidewalk	<input checked="" type="radio"/> No	<input type="radio"/> Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
----------	-------------------------------------	---------------------------	----------------	--	---	---	---

Mature trees in the sidewalk <i>(locate on the map)</i>	How many _none___ Aspect _____
--	--------------------------------

Other *(locate on the map)*
The buildings seem vacant, or they could be used as storage lots that are very run down.
No access from Highway 46 due to slope, and lot is closed to access at rear lot line. Access may be through a neighboring lot.



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6___ Lot _8___ (recycling / scrap yard)

Vacant: _____ No buildings but lot used for _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>		1											
Type of Use	Ground	industrial											
	1st floor												
Prevalent façade materials		sheet metal											
Prevalent façade color		grey											
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many _none___ Aspect _____											
Other <i>(locate on the map)</i>													

Sidewalk	<input checked="" type="radio"/> No	<input type="radio"/> Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
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Mature trees in the sidewalk <i>(locate on the map)</i>	How many _none___ Aspect _____
--	--------------------------------

Other *(locate on the map)*
There is a small shoulder. Small bushes line most of the frontage.



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6___ Lot _9___

Vacant: _yes___ No buildings but lot used for _____

		Buildings (number them on the map)											
		1	2	3	4	5							
Number of stories <i>(ground floor counts as one)</i>													
Type of Use	Ground												
	1st floor												
Prevalent façade materials													
Prevalent façade color													
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Mature trees in the lot <i>(locate on the map)</i>		How many _none___ Aspect _____											
Other <i>(locate on the map)</i>													

Sidewalk	<input checked="" type="radio"/> No	<input type="radio"/> Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
----------	-------------------------------------	---------------------------	----------------	--	---	---	---

Mature trees in the sidewalk <i>(locate on the map)</i>	How many _none___ Aspect _____
--	--------------------------------

Other *(locate on the map)*
There is a shoulder. No access on Wasco Ave., access is on Highway



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6___ Lot _10___

Vacant: ___ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1									
Type of Use	Ground	office									
	1st floor										
Prevalent façade materials											
Prevalent façade color											
General maintenance aspect <i>(Bad, average, good)</i>		(B) A G	B A G	B A G	B A G	B A G					
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes No	Yes No Yes	No Yes No	Yes No Yes	No Yes					
Mature trees in the lot <i>(locate on the map)</i>		How many _none___ Aspect _____									
Other <i>(locate on the map)</i>											

Sidewalk	(No) Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none___ Aspect _____				
Other <i>(locate on the map)</i>		Lots of tumbleweeds.				



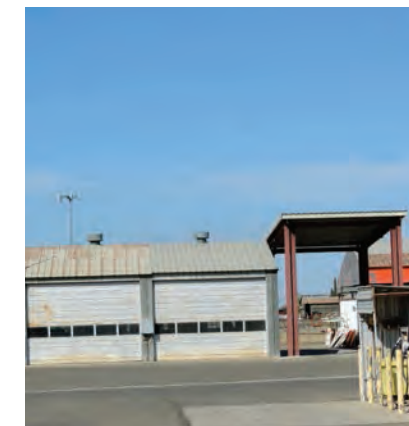
HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6___ Lot _11___ (Cal Trans Wasco Maintenance Station)

Vacant: ___ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1	1	1							
Type of Use	Ground	storage	office	industrial	storage						
	1st floor										
Prevalent façade materials			cinder block	sheet metal	wood						
Prevalent façade color		red			brown						
General maintenance aspect <i>(Bad, average, good)</i>		B (A) G	B (A) G	B (A) G	B (A) G	B A G					
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	(No) Yes	(No) Yes	(No) Yes	No Yes					
Mature trees in the lot <i>(locate on the map)</i>		How many _2___ Aspect _small trees_____									
Other <i>(locate on the map)</i>		Building 1 is a very large open storage cover. Building 4 is a small permanent shed.									

Sidewalk	(No) Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none___ Aspect _____				
Other <i>(locate on the map)</i>		Entire site is paved; pavement is in good condition.				



HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6___ Lot _12___

Vacant: ___ No buildings but lot used for _____

		Buildings (number them on the map)									
		1	2	3	4	5					
Number of stories <i>(ground floor counts as one)</i>		1	1	1	1						
Type of Use	Ground	industrial	industrial	industrial	industrial						
	1st floor										
Prevalent façade materials		drywall	cinder block	wood							
Prevalent façade color		white									
General maintenance aspect <i>(Bad, average, good)</i>		(B) A G	(B) A G	(B) A G	(B) A G	B A G					
Historical/cultural significance <i>(In your opinion)</i>		(No) Yes	(No) Yes	(No) Yes	(No) Yes	No Yes					
Mature trees in the lot <i>(locate on the map)</i>		How many _none___ Aspect _____									
Other <i>(locate on the map)</i>											

Sidewalk	(No) Yes	Average width:	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none___ Aspect _____				
Other <i>(locate on the map)</i>						



APPENDIX C: LOT SURVEYS

HIGHWAY 46 CORRIDOR STUDY _ LOT SURVEY

Team _6_ Lot _13_

Vacant: _____ No buildings but lot used for _drainage for surrounding lots_____

		Buildings (number them on the map)														
		1			2			3			4			5		
Number of stories <i>(ground floor counts as one)</i>																
Type of Use	Ground															
	1st floor															
Prevalent façade materials																
Prevalent façade color																
General maintenance aspect <i>(Bad, average, good)</i>		B	A	G	B	A	G	B	A	G	B	A	G	B	A	G
Historical/cultural significance <i>(In your opinion)</i>		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
Mature trees in the lot <i>(locate on the map)</i>		How many _none_ Aspect _____														
Other <i>(locate on the map)</i>																

Sidewalk	<input checked="" type="radio"/> No	<input type="radio"/> Yes	Average width: _____	Condition: <i>(Good, average, bad)</i>	B	A	G
Mature trees in the sidewalk <i>(locate on the map)</i>		How many _none_ Aspect _____					
Other <i>(locate on the map)</i> <i>Small shoulder. It looks like an industrial swale with rock piles inside.</i>							



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APPENDIX D: COMMUNITY INTERVIEWS

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APPENDIX D: COMMUNITY INTERVIEWS

**Team 1: Jerome Wu, Garrett Wank,
Thomas Kobayashi**



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Roberto _____ Location of interview: Downtown _____ In- _____

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here ____ I work here ____ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

3) In your mind what most represents the City of Wasco? _____

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____

7) Which of them you go to most frequently? _____

8) What do you like about the Highway 46 Corridor in Wasco? _____

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here ____ I work here ____ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

3) In your mind what most represents the City of Wasco? _____

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____

7) Which of them you go to most frequently? _____

8) What do you like about the Highway 46 Corridor in Wasco? _____

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here ____ I work here ____ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

3) In your mind what most represents the City of Wasco? _____

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____

7) Which of them you go to most frequently? _____

8) What do you like about the Highway 46 Corridor in Wasco? _____

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____

7) Which of them you go to most frequently? _____

8) What do you like about the Highway 46 Corridor in Wasco? _____

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

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4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____

7) Which of them you go to most frequently? _____

8) What do you like about the Highway 46 Corridor in Wasco? _____

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here ____ I work here ____ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

3) In your mind what most represents the City of Wasco? _____

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____

7) Which of them you go to most frequently? _____

8) What do you like about the Highway 46 Corridor in Wasco? _____

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here ____ I work here ____ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

- 3) In your mind what most represents the City of Wasco? _____
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____
- 6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____
- 7) Which of them you go to most frequently? _____
- 8) What do you like about the Highway 46 Corridor in Wasco? _____
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age ____ Gender ____ Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here ____ I work here ____ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

- 3) In your mind what most represents the City of Wasco? _____
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____
- 6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes ____
- 7) Which of them you go to most frequently? _____
- 8) What do you like about the Highway 46 Corridor in Wasco? _____
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Miriam Arias Location of interview: Sidewalk on HWY 46 Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here I work here ____ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Everything is close by and Kmart is the only large shopping center.
- 3) In your mind what most represents the City of Wasco? The almond trees
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Park near downtown.
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Lots of fast-food restaurants and very unsafe.
- 6) Do you use or shop in the businesses along Highway 46? Frequently ____ Sometimes
- 7) Which of them you go to most frequently? K-Mart
- 8) What do you like about the Highway 46 Corridor in Wasco? The proximity.
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
More retail and commercial with parks and open spaces.
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Upgrade the HWY and add more pedestrian friendly crosswalks.

APPENDIX D: COMMUNITY INTERVIEWS

Team 2: Miriam Arias, Steven Orozco, Jade Kim, Alan Ayaon, Gustavo Castro



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here I work here ___ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Everything is close by and Kmart is the only large shopping center.
- 3) In your mind what most represents the City of Wasco? The almond trees
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Park near downtown.
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- 8) What do you like about the Highway 46 Corridor in Wasco? The proximity.
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More retail and commercial with parks and open spaces.
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Upgrade the HWY and add more pedestrian friendly crosswalks.



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here I work here ___ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
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City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
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APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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7) Which of them you go to most frequently? K-Mart

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City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Miriam Arias Location of interview: Sidewalk on HWY 46 Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here I work here ___ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Everything is close by and Kmart is the only large shopping center.
- 3) In your mind what most represents the City of Wasco? The almond trees
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Park near downtown.
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Lots of fast-food restaurants and very unsafe.
- 6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes
- 7) Which of them you go to most frequently? K-Mart
- 8) What do you like about the Highway 46 Corridor in Wasco? The proximity.
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
More retail and commercial with parks and open spaces.
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Upgrade the HWY and add more pedestrian friendly crosswalks.



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Miriam Arias Location of interview: Sidewalk on HWY 46 Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

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By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here I work here ___ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Everything is close by and Kmart is the only large shopping center.
- 3) In your mind what most represents the City of Wasco? The almond trees
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Park near downtown.
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Lots of fast-food restaurants and very unsafe.
- 6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes
- 7) Which of them you go to most frequently? K-Mart
- 8) What do you like about the Highway 46 Corridor in Wasco? The proximity.
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
More retail and commercial with parks and open spaces.
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Upgrade the HWY and add more pedestrian friendly crosswalks.



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age 30 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here I work here ___ I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Everything is close by and Kmart is the only large shopping center.
- 3) In your mind what most represents the City of Wasco? The almond trees
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Park near downtown.
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Lots of fast-food restaurants and very unsafe.
- 6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes
- 7) Which of them you go to most frequently? K-Mart
- 8) What do you like about the Highway 46 Corridor in Wasco? The proximity.
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
More retail and commercial with parks and open spaces.
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Upgrade the HWY and add more pedestrian friendly crosswalks.

APPENDIX D: COMMUNITY INTERVIEWS

Team 3: Sam Anderson, Emilie Morse, Shannon Boston, Tara Ash-Reynolds, Jorge Sena



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Emilie Morse Location of interview: Highway 46 Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 30 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here I work here X I am visiting (reason?)

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

quite, different

3) In your mind what most represents the City of Wasco? family

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Family, their hoes

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? work

6) Do you use or shop in the businesses along Highway 46? Frequently X Sometimes NO

7) Which of them you go to most frequently? his work

8) What do you like about the Highway 46 Corridor in Wasco?

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Movie Theatre, bowling alley, Starbucks, and kids recreational area

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

Need stuff for kids



City and Regional Planning Department

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Interviewer: Sam Anderson Location of interview: 3rd & Palm Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 50 Gender F Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here X I work here I am visiting (reason?)

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Used ti be roses, smaller-smaller-lack

3) In your mind what most represents the City of Wasco? Rose Capital

4) Are there places to hang-out in Wasco? none- no entertainment

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? blood alley

6) Do you use or shop in the businesses along Highway 46? Frequently Sometimes NO response

7) Which of them you go to most frequently?

8) What do you like about the Highway 46 Corridor in Wasco?

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Local and chain business-jobs

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

Sucks! Crime rate, need more entertianment, politics corrupt



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Shannon Boston Location of interview: Highway 46 Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 25 Gender M, M, F Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here X I work here I am visiting (reason?)

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

We don't have a starbucks

3) In your mind what most represents the City of Wasco? Corrupt

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Car Wash, at home

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? 99 cent stores

6) Do you use or shop in the businesses along Highway 46? Frequently X Sometimes NO

7) Which of them you go to most frequently? Dollar General

8) What do you like about the Highway 46 Corridor in Wasco? Not really

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Movie theatre, bowling alley, starbucks, recreational area

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

Need stuff for kids

APPENDIX D: COMMUNITY INTERVIEWS

Team 4: Alex Hunt, Spencer Johnson, Lauren Leedeman, Matt Wiswell, Emma Petersen



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Lauren Leedeman Location of interview: Amtrak Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 15 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here X I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
boring

3) In your mind what most represents the City of Wasco? doesn't know

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Amtrak to Bakersfield, drive-in, walk downtown

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? traffic

6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes X

7) Which of them you go to most frequently? drive-in

8) What do you like about the Highway 46 Corridor in Wasco? nothing really

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
more food, stuff to do

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
need crosswalks



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Spencer Johnson Location of interview: Wasco: Downtown Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 50 Gender F Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here X I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Agricultural/Hispanic Valley Town with quiet downtown

3) In your mind what most represents the City of Wasco? _____
No response

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Possibly downtown?

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Fast food/shopping

6) Do you use or shop in the businesses along Highway 46? Frequently X Sometimes ___

7) Which of them you go to most frequently? K Mart

8) What do you like about the Highway 46 Corridor in Wasco? Many different stores.

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

More sidewalks and stores

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

No response



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Emma Petersen Location of interview: Highway 46 Interview # 1

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With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age : 30 Gender : F Socio-Economical Level: 1 (2) 3

1) What is your relationship with Wasco?

I live here X I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

small, rural, desolate, depressing

3) In your mind what most represents the City of Wasco? agricultural workers

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

The parks, around the school but that's really just for kids. Otherwise not really.

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

Traffic, gas, cars, danger

6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes X

7) Which of them you go to most frequently? Gas station

8) What do you like about the Highway 46 Corridor in Wasco? Brings people through, mainly cheap gas

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Add more crosswalks, benches, stores

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

Really need parks and places to hang out for kids, make things a lot safer

APPENDIX D: COMMUNITY INTERVIEWS

Team 5: Emily Foley, Augustus Grochau, Mark Manha, Tanner Shelton, Rebecca Wysong



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Emma Petersen Location of interview: Downtown area Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age: 48 Gender: M Socio-Economical Level: 1 (2) 3

1) What is your relationship with Wasco?

I live here X I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Rural, small, hispanic, water tower, roses

3) In your mind what most represents the City of Wasco? Roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____

Not really, people's houses, restaurants.

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Desolate, danger

6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes X

7) Which of them you go to most frequently? Gas station

8) What do you like about the Highway 46 Corridor in Wasco? Traffic, convenient gas

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Add more trees, sidewalks, businesses

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

Nice to get more people to visit, make the town nicer and safer for families



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

**This was a group interview, about 8 people were interviewed and the comments were recorded on a single form*

Interviewer: Tanner Location of interview: Westside Park Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here X I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently X Sometimes ___

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here X I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently X Sometimes ___

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.

APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here x I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes ___

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.



City and Regional Planning Department

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By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here x I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes ___

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.



City and Regional Planning Department

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Interviewer: Tanner Location of interview: Westside Park Interview # 1

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With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here x I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes ___

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.

APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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Interviewer: Tanner Location of interview: Westside Park Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here x I work here I am visiting (reason?)

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

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Interviewer: Tanner Location of interview: Westside Park Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here x I work here I am visiting (reason?)

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

**This was a group interview, about 8 people were interviewed and the comments were recorded on a single form*

Interviewer: Tanner Location of interview: Westside Park Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here x I work here I am visiting (reason?)

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?

Wasco is boring and has no distinctive features.

3) In your mind what most represents the City of Wasco? Farming, roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway

6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes

7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas

8) What do you like about the Highway 46 Corridor in Wasco? No Comment

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?

Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.

APPENDIX D: COMMUNITY INTERVIEWS

Team 6: Rachel Du Mont, Nichole Garner, Camille Jackson, Rachel Raynor



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

**This was a group interview, about 8 people were interviewed and the comments were recorded on a single form*

Interviewer: Tanner Location of interview: Westside Park Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16-20 Gender M Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here x I work here I am visiting (reason?)
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Wasco is boring and has no distinctive features.
- 3) In your mind what most represents the City of Wasco? Farming, roses
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Westside Park
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? Wrecks, small highway
- 6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes
- 7) Which of them you go to most frequently? Save Mart, K-Mart, Wasco Gas
- 8) What do you like about the Highway 46 Corridor in Wasco? No Comment
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
Less dangerous. There are a lot of accidents outside of town. There's no sidewalks. Could use more places to go. A good idea would be to widen the road outside of town and narrow it within town. Widening in town would make it harder to cross than it already is.
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
The Westside Freeway connecting Bakersfield to the 5 could kill Wasco if people no longer have to take 46 to get to/from Bakersfield.



City and Regional Planning Department

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Interviewer: Camille J Location of interview: KMART Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 55-60 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here x I work here I am visiting (reason?)
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Use to be quite, more people now, and no police department.
- 3) In your mind what most represents the City of Wasco?
Roses
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? Baseballfield, parks, and school games
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco?
Dangerous, not safe for people
- 6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes
- 7) Which of them you go to most frequently? Denny's, and SaveMart
- 8) What do you like about the Highway 46 Corridor in Wasco? Nothing
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
Make the lanes wider, and add more lights
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Could be a nice, and downtown could be redone



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Camille J Location of interview: Downtown Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 30's Gender M Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here X I work here I am visiting (reason?)
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
Its alright, not many distinctive features, nothing stands out.
- 3) In your mind what most represents the City of Wasco?
Roses and Almonds
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out?
Not really, some parks
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco?
Nothing really
- 6) Do you use or shop in the businesses along Highway 46? Frequently Sometimes x
- 7) Which of them you go to most frequently?
The resutants
- 8) What do you like about the Highway 46 Corridor in Wasco?
The fast-food places
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
To add a mall/ shopping center
- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?

APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Rachel Raynor Location of interview: Downtown Wasco Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age retired Gender F Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here _Y_ I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
a nice place, small town, lot of people, changed, better, 20 years of living here

3) In your mind what most represents the City of Wasco? roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? no, maybe once of the few

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? busy,
fast, commercial, more jobs opening

6) Do you use or shop in the businesses along Highway 46? Frequently _Y_ Sometimes ___

7) Which of them you go to most frequently? Kmart, rite Aid, 99 cent store

8) What do you like about the Highway 46 Corridor in Wasco? fast food places, retail and grocery stores, don't
need anything else on it

9) What would you like to change or to add in the Highway 46 Corridor in Wasco? uses that stimulate business,
mroe retail, Walmart in great favor of

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor? bus system
for the commuters in to Bakersfield, a starbucks or Coffee Bean along 46



City and Regional Planning Department

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Interviewer: Rachel Raynor Location of interview: Downtown Wasco Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 16 Gender M Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here _Y_ I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
peaceful, a lot of people

3) In your mind what most represents the City of Wasco? roses

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? walk around, go to the park,
go to Bakersfield

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? dont go

6) Do you use or shop in the businesses along Highway 46? Frequently ___ Sometimes ___ No

7) Which of them you go to most frequently? none

8) What do you like about the Highway 46 Corridor in Wasco? n/a

9) What would you like to change or to add in the Highway 46 Corridor in Wasco? n/a

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor? theatre
and retail stores



City and Regional Planning Department

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Interviewer: Rachel Du Mont Location of interview: Downtown Wasco Interview # 1

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 40 Gender F Socio-Economical Level: 1 2 3

1) What is your relationship with Wasco?

I live here _x_ I work here ___ I am visiting (reason?) _____

2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
There are too many gangs and drugs in Wasco.

3) In your mind what most represents the City of Wasco? Drugs, bad polices and the roses.

4) Are there places to hang-out in Wasco? Where do you normally go to hang out? She hangs out at her home
because she does not feel safe in other areas.

5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____

She likes it and has no complaints

6) Do you use or shop in the businesses along Highway 46? Frequently _x_ Sometimes ___

7) Which of them you go to most frequently? She goes to the 99 cent store the most

8) What do you like about the Highway 46 Corridor in Wasco? The good stores

9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
She would like to add a coffee bean and loves the Walmart idea.

10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Many people use the Highway 46 to get to Bakersfield.

APPENDIX D: COMMUNITY INTERVIEWS



City and Regional Planning Department

CRP 341 - fall 2014 / WASCO COMMUNITY INTERVIEWS

Interviewer: Rachel Du Mont Location of interview: Downtown Wasco Interview # 2

This interview should not take long. This is an assignment for a Cal Poly San Luis Obispo undergraduate class in planning.

With the City of Wasco's support, our class is studying how people feel about Wasco. There are no "right" or "wrong" answers. You would help us a lot by answering this interview.

By observation: Age 45 Gender F Socio-Economical Level: 1 2 3

- 1) What is your relationship with Wasco?
I live here x I work here x I am visiting (reason?) _____
- 2) How would you describe the city to someone who was never here? Which are the city's most distinctive features?
It is a very nice, quiet place to live.

- 3) In your mind what most represents the City of Wasco? _____
The Roses
- 4) Are there places to hang-out in Wasco? Where do you normally go to hang out? _____
The Parks, the train station, and the soccer park
- 5) What comes to your mind when you think of the Highway 46 Corridor in Wasco? _____
It is busy
- 6) Do you use or shop in the businesses along Highway 46? Frequently x Sometimes _____
- 7) Which of them you go to most frequently? Fast food, K-Mart _____
- 8) What do you like about the Highway 46 Corridor in Wasco? Nothing _____
- 9) What would you like to change or to add in the Highway 46 Corridor in Wasco?
The Highway 46 needs to be extended, and new stores need to come in.

- 10) Is there anything else you want to tell us regarding the City of Wasco or the Highway 46 Corridor?
Highway 46 needs to be extended because it is very busy. It is the most busy between the hours of 3 p.m. and 5 p.m. There are a lot of travelers and trucks on the Highway 46.

APPENDIX E: CASE STUDIES

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APPENDIX E: CASE STUDIES

Case Study 1 PCH/Del Prado Project Dana Point, California

(by Jerome Wu, Garrett Wank, Thomas Kobayashi, Roberto Contreras)

Dana Point is a city in Southern Orange County. It has a population of 33,351. Dana Point is a beach city that has the Pacific Coast Highway passing through it, which the city is making improvements on. The Towncenter project encompasses the PCH project as well. It plans to update the town center with more new uses and make improvements along PCH. The PCH/ Del Prado Project began in 2006 and is still under construction. The cost was originally projected to be 19.1 million dollars, but has now been estimated at 16.9 million dollars. The city is currently entering the second phase of construction.

PERMEABILITY

Currently, Pacific Coast Highway and Del Prado roads are not permeable. Del Prado is an Eastbound one-way street and the Pacific Coast Highway is a Westbound one-way street. Both connect in an angle to become a two-way highway after Blue Lantern Street from the West and after Copper Lantern Street from the East. To increase the connections of the Downtown between PCH and Del Prado the project proposes for both



streets to become two-way thoroughfares. PCH will become a four-lane two way and Del Prado will become a two lane two-way street. With the addition of more on-street parking and increased public parking spaces, the project as a whole is promoting the walkability of the site. The project promotes the idea of park-once inside the Downtown and avoids conventional parking practices. Widening sidewalks will enhance the pedestrian experience (new planters and signalized crosswalks) on both PCH and Del Prado, and will make the area more inviting.

VARIETY

The Town Center Plan calls for a greater mix of uses. It plans to add residential uses and increase pedestrian-oriented retail. There is a collection of restaurants and shops that have not met their full potential to serve the needs of the residents for shopping, dining, entertainment, and the wide range of social activities that give meaning and identity to a town center. The project proposes dynamic, interesting and attractive places for both residents and visitors. A greater continuity of activities along the streets is encouraged through the development of public parking in central locations, thus making the Town Center more accessible and walkable for those arriving from outside the immediate area. Overall the idea is to stimulate the economy by promoting a variety of areas with a mix of uses that can attract broader users and tourists. Looking at the plan, the town center can serve as a place of social and economic function. As stated by the project, "variety of land uses is a key quality for the attraction of users and place making."

LEGIBILITY

Making PCH and Del Prado two-way streets will create a more legible and effective environment. One goal that the city wanted to achieve from this project was to create stronger linkages to the marina and Dana Point's beaches located directly south. This is achieved by signalizing intersections and increasing directional signage. The City of Dana Point also wants to emphasize the park-once style in the downtown and increase the entrances and exits to public parking.

ROBUSTNESS

The project proposes many installments and improvements that would better the overall use of the space. Spaces between buildings are mostly taken up by landscaped parking lots. Small pockets throughout



Pacific Coast Highway / Del Prado Project: Concept rendering.

Pacific Coast Highway / Del Prado Project: Land use plan.

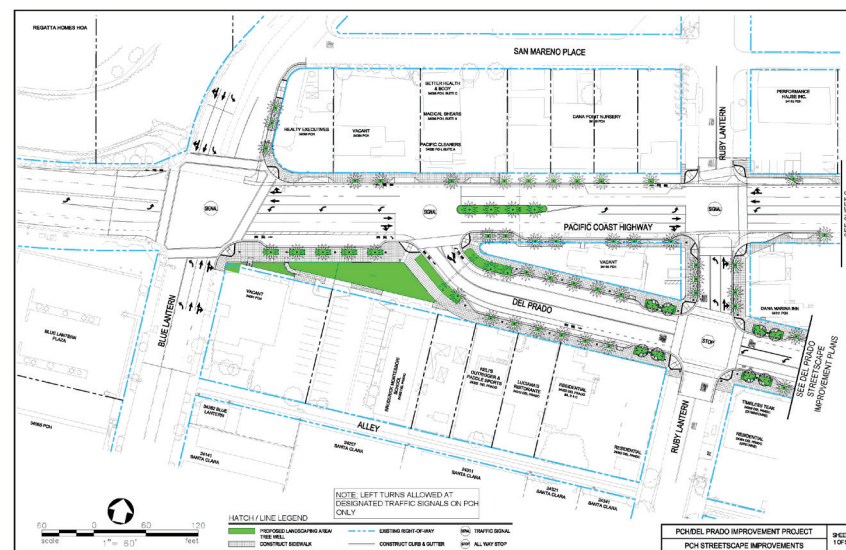


the project area planned as landscape areas, with medians along major sections of the PCH. Features such as the dog fountain and street furniture, as well as these landscaped areas, will provide variety from the surrounding commercial in both appearance and function. These landscaped areas also create the possibility for possible seasonal activities, attractions or decorations being located here, especially the larger one located near the school and within the town center.

FUNCTIONALITY

Because the project has yet to be completed, a complete evaluation of functionality is not yet possible. In analysing the proposed plan, it appears that functionality will be increased dramatically. By transforming Del Prado from a one to two-way street better traffic conditions and ease of use will be achieved. The same will be true at the PCH section that intersects Del Prado: turning it into a two way will increase its functionality. Other functional improvements will be achieved with the redesign of the driveways and of sidewalks for better pedestrian circulation. The project proposes wider sidewalks with small planters, as well as signalized pedestrian crosswalks.

Pacific Coast Highway / Del Prado Project: Funcional changes.

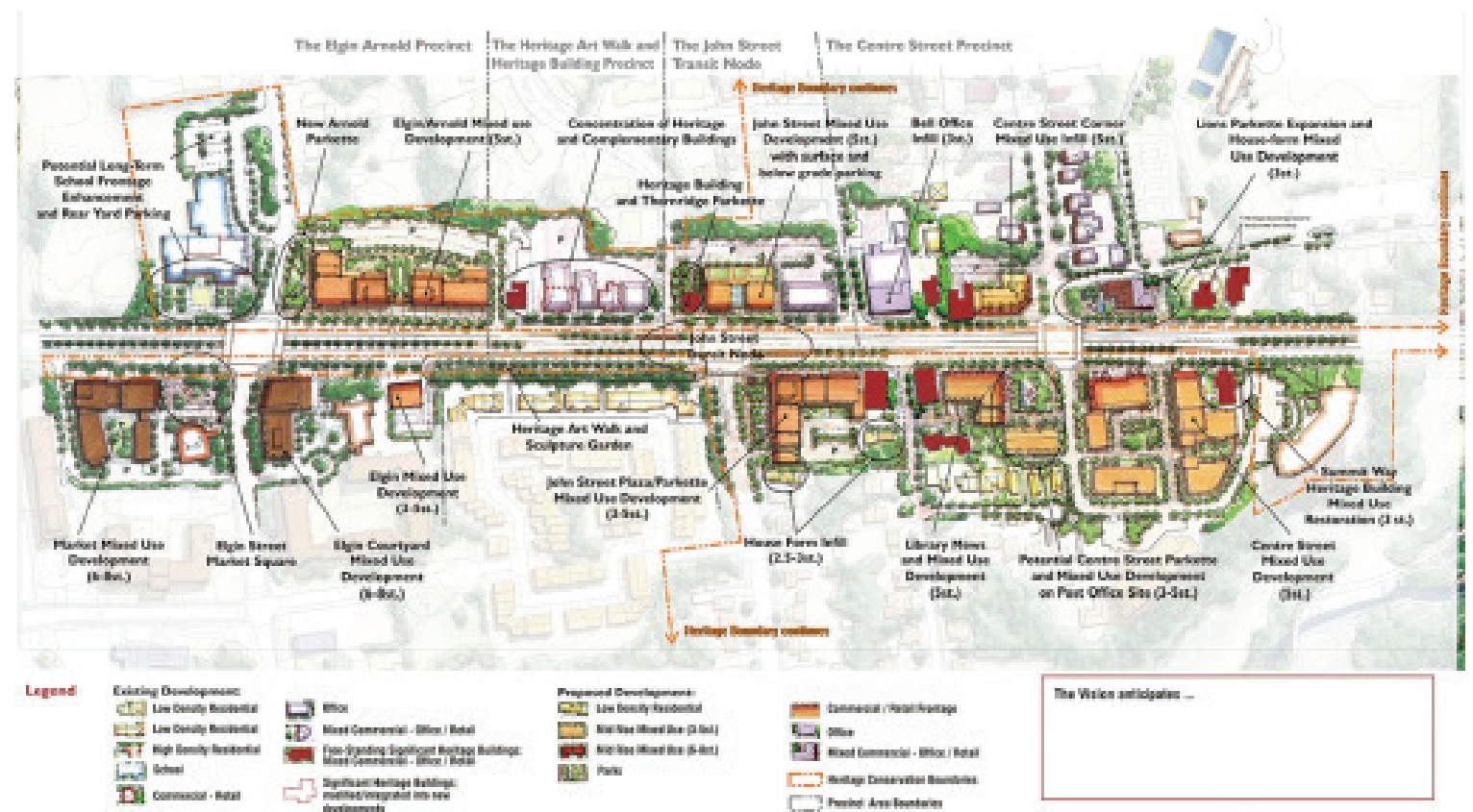


Case Study 2 Thornhill Yonge Street Transit Corridor Thornhill, Ontario, Canada

(by Miriam Arias, Steven Orozco, Jade Kim, Alan Ayaon, Gustavo Castro)

As part of the Thornhill Yonge Street study for the municipalities of Markham and Vaughan, urban strategies prepared a unified urban design vision as well as supporting land use plans to form the basis for official plan and secondary plan amendments to revitalize an important area in Thornhill Canada. The goals of the policy framework focussed on establishing new mixed-use development and permission to propose mid-rise commercial/residential intensification along the proposed yonge street transit corridor. The goal seeks to strengthen the existing character of the district, while ensuring that new development would appropriately reflect the scale and character of an urban main street.

Thornhill Yonge Street
Vision Plan



PERMEABILITY

Overall, the Yonge Street Transit Corridor provides quality permeability for drivers, pedestrians, and residents. The corridor is divided into small blocks with easy access points for cars and pedestrians. In addition, the three traffic signals on Yonge street enable left turn for drivers. If the drivers enters the wrong block, they are still able to drive through connected rear lane access behind the buildings. Similarly, pedestrians are able to walk through alleys between the buildings, pedestrian priority crosswalks, and safe in-street pedestrian refuge areas. These elements make the street more walkable and safe for pedestrians.

VARIETY

Variety is a major component for the attraction of users and placemaking. Urban strategies prepared a unified urban design for Thornhill Yonge Street Transit Corridor. The goals of Thornhill Yonge focused on establishing new mixed-use developments and land use

APPENDIX E: CASE STUDIES



Thornhill Yonge Street Corridor Plan
Renderized views of future development.



Thornhill Yonge Street Corridor Plan
Section showing 6-8 storey mixed-use (left) and relocation of School frontyard parking.



categories with corresponding density to allow for mid-rise commercial and residential intensification along the corridor. The corridor seeks to provide the community with services such as automotive, commercial and highway commercial along with high quality pedestrian friendly districts with seating areas and open spaces. They will include special paving and street lighting with pedestrian scale. The urban design vision encourages infill developments and establishes a balance between new mid-rise mixed-use developments in underutilized areas.

ROBUSTNESS

The Yonge street project focuses on mixed-use development and heritage conservation. The mixed-use development allows for many different uses to be paired and are a good way to go since they can respond to the market and adapt the building. The project emphasizes parks and streetscapin helping to promote walkability and strengthen businesses in the corridor. By increasing walkability they respon to a long term goal of a transit-oriented community.

LEGIBILITY

The urban design vision encourages infill development while balancing between new mid-rise mixed uses on underutilized sites. Mid-rise intensification will support a new dedicated rapid bus transitway, and an integrated transit and streetscape improvement program that will help encourage desired private sector reinvestments, promote walkability, and re-establish the character Thornhill once had. Urban strategies to incorporate legibility throughout the corridor are established through a comprehensive public realm and pedestrian environment to create

a pedestrian and retail shopping environment with high quality streetscape and landscaping design.

FUNCTIONALITY

The Thornhill Yonge Street Transit Corridor’s official plan includes various elements that provide exceptional functionality. The corridor accommodates multiple land uses (commercial, residential, office, education, open space, and mix-use) and it also allows for high and low density establishments. These varying types of uses and densities will attract many users and will also provide for their daily needs because everything is going to be within walking distance.

One of the urban design guidelines in this plan was created to promote a high quality pedestrian friendly environment which will be supported by an integrated rapid bus transit way. The transit way design also incorporates a reduced roadway that creates a safe in-street pedestrian refuge area which also helps pedestrian’s navigating in and out of the corridor in a safe manner. Circulation in the corridor is also highly functional because it only has one main street (John St.) which connects to all the developments.

LESSONS LEARNED FOR WASCO

- Providing various mixed-use categories and allowing higher densities can help Highway 46 become more functional and useful to the residents and drivers-by.
- High quality urban design is much needed in Wasco since it doesn’t really have an identity.
- Infill development in vacant and underutilized sites should be encouraged in Wasco’s Highway 46 but there should be a careful analysis of these new uses, discouraging “big boxes”.
- Adding a public busway along Highway 46 and connecting it to the major areas in town should attract more private investment.
- New streetscape elements should be incorporated such as new street lights, special paving, and pedestrian seating areas.

Case Study 3 Roslyn Complete Streets Roslyn, Washington

(by Sam Anderson, Emilie Morse, Shannon Boston, Tara Ash-Reynolds, Jorge Sena)

Roslyn, Washington, about an hour and a half southeast of Seattle, was founded in 1886 with the discovery of coal and the coming of the Northern Pacific Railroad. For a long time, Roslyn was a company town, and all residents either worked in the coal mines or for one of the businesses owned by the coal company. Coal mines became less popular with the advent of diesel powered trains, and the coal mining operation shut down in 1963, even though 80% of the coal was left untouched. After the coal operations were shut down, the population of Roslyn plummeted and it became a “ghost town” (Library). Soon after though, beginning in the 1970’s, young people and families started to come to Roslyn as a place to do art and be one with nature. The town was quiet, inexpensive, and a very pleasant place to live by all reports.

The city saw a spike in popularity with the show “Northern Exposure” filmed there between 1990-1995. Film crews and tourists lined the streets, creating a relatively bustling atmosphere. When the show ended, however, the town quickly reverted back to being a quiet, small town. Today, Roslyn has a population of 893 (2010 Census), but is quickly becoming a destination for skiing, hiking, boating, etc. for the wealthy from Seattle and Tacoma. Although this has been beneficial for the local economy, the current residents are currently engaged in intense debate about what to do about the sudden rise in wealthy communities in and around Roslyn.

PERMEABILITY

Its grid-like street pattern makes Roslyn permable. However, Highway 903 currently runs right through the middle of town, which poses many safety and connectivity hazards. The corridor is run-down, and lacks most basic commodities to make it walkable or enjoyable for pedestrians. There is a lack of sidewalks and what exists are in poor condition. There are no major crosswalks, inhibiting access to the local shops that line either



side of the corridor. For highly trafficked thoroughfares, permeability is perceived by the drivers, bicyclists, and pedestrians who experience the environment at different speeds. To increase permeability, Roslyn is proposing various elements of their complete-streets plan such as bulb outs, bike lanes, and larger sidewalks. There is also a roundabout in the south edge of town that is being redesigned to become easier to navigate. Most buildings along the corridor open out on to the sidewalk, making the corridor permeable for pedestrians and drivers. Currently, there are no bike lanes.

LEGIBILITY

Roslyn is so small that is nearly impossible to get lost; the town is comprised of only about 40 blocks. It is making an effort be more legible for pedestrians: Roslyn is not easy to navigate on foot, so improvements in bike paths and sidewalks would aid in the legibility of the area. The Brick Saloon is a major landmark on the corridor, as it was a famous shooting location in the show Northern Exposure. This building is currently located near the center of the corridor in Roslyn, and provides a navigation point for pedestrians and drivers alike. There are no traffic signals currently, which means traffic moves at a fairly high speed. However, drivers are required to slow for pedestrian crossings, which does slow down the highway traffic considerably along portions of the corridor, but creates an unsafe speed differential.

VARIETY

Roslyn’s corridor is reminiscent of its past; a small coal mining town. Therefore, most of the businesses are small, run down, and pretty much just cover the basics. There is a new development called Suncadia being built on the outskirts of Roslyn that is an upper-class community offering approximately 300 single family homes, a community center, and a golf course. Roslyn is making an effort to improve the quality of the corridor and to add more high-income businesses in order to make Suncadia more attractive for wealthy residents. The citizens of Roslyn who have lived there for many years tend to be lower income, and are not happy about the gentrification of their city. Due to this, the city is attempting to balance the uses and resources of the town between the interests of the long-term, lower income residents and the newer, high income residents.

APPENDIX E: CASE STUDIES

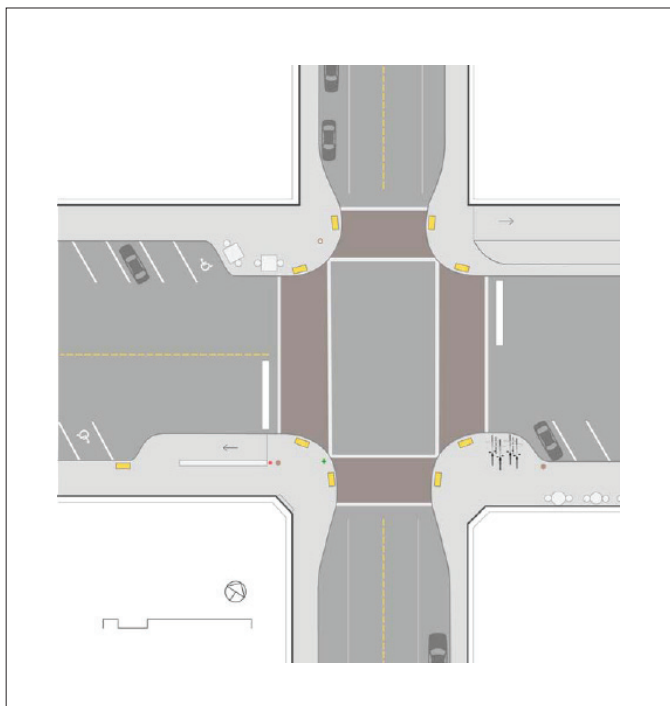


ROBUSTNESS

A robust place is that which can be used for a variety of purposes. Urban design can generate spaces suitable for the widest possible activities in the short and long term. The more specialized a place is to a single use, the less robust it is. Robustness is largely determined by the buildings and streetscape, focusing on individual buildings, spaces between buildings, and outdoor spaces. These robust spaces provide chance social encounters and emergent uses; e.g. active store fronts enhance robustness by inviting public interaction. Roslyn does not currently have very active storefronts, however new development will stimulate revitalization of the main street. Roslyn's proposed bulb-outs and sidewalk improvements create robust spaces that facilitate more seating, chance encounters, and further define spaces.

FUNCTIONALITY

The primary goal of the Roslyn municipal government is to preserve the town's historic, small town charm. In doing this the planners have begun to integrate much of the city's infrastructure in the hopes of creating a seamless and attractive urban landscape. New residential developments for example are being built using the same materials as the historic buildings (wood, brick, and sandstone) and are being built in similar architectural styles. New signage is being integrated with design features in buildings or public art installations. The corridor serves a more local use, running near the major 10 freeway in Washington. Large trucks do not use the 903 very often. The map to the left shows the path of the corridor through the center of Roslyn.



Case Study 4 Allentown Pike Corridor Muhlenberg Township, Pennsylvania

(by Alex Hunt, Spencer Johnson, Lauren Leedeman, Matt Wiswell, Emma Petersen)

Muhlenberg Township in Southeast Pennsylvania encompasses about 12 square miles of land with a population around 17,000. The population has slowly increased, but employment has decreased due to declining jobs in industry and manufacturing. In October 2013 a steering committee composed of town officials and residents presented a revitalization plan for the 5th Street Highway/ Allentown Pike Corridor (Business Route 222) that runs through the Muhlenberg Township, which is located just outside of Reading, Pennsylvania. The 3.9 mile section of Business Route 222 that runs through Muhlenberg is proposed to be redeveloped over the next 10-20 years, with a focus on three specific areas. The first focus area is the Gateway Village District, which is referred to as "A Place to Play." Located at the northernmost point of Muhlenberg, it will act as a gateway into Muhlenberg, filled with recreational spaces like parks, a sports complex, unique hotels, and hiking trails. Along with the "Place to Play" it also serves as a transition into nearby residential neighborhoods from concentrated commercial development.

The second focus area is the Commerce Center District or "A Place to Live and Work." This sector encompasses a mixture of uses, including residential, commercial, light industrial, and school which makes it the perfect area to utilize mixed-use development. Complete streets and a connection to the Corridor are especially vital for this area.

The third and final focus area is the Town Center District or "A Place to Visit." This would act as Muhlenberg's downtown area, focusing on redeveloping opportunities such as professional medical practices, skilled employment services, hospitality, restaurants, municipal, recreational, as well as residential.

The combination of these provides a lively and diverse area in which attractive retail can be recruited, helping to stimulate the economy of Muhlenberg. The combination of retail and non-retail uses will provide a

stable balance of uses, helping to promote increased visits to the area. As a whole, the corridor has many different goals it would like to accomplish, with some of the main being utilizing existing developments, moving parking off the street, attracting more retail, catering to pedestrian and bicycle safety, and preserving a quality of design in and around the corridor.

LEGIBILITY

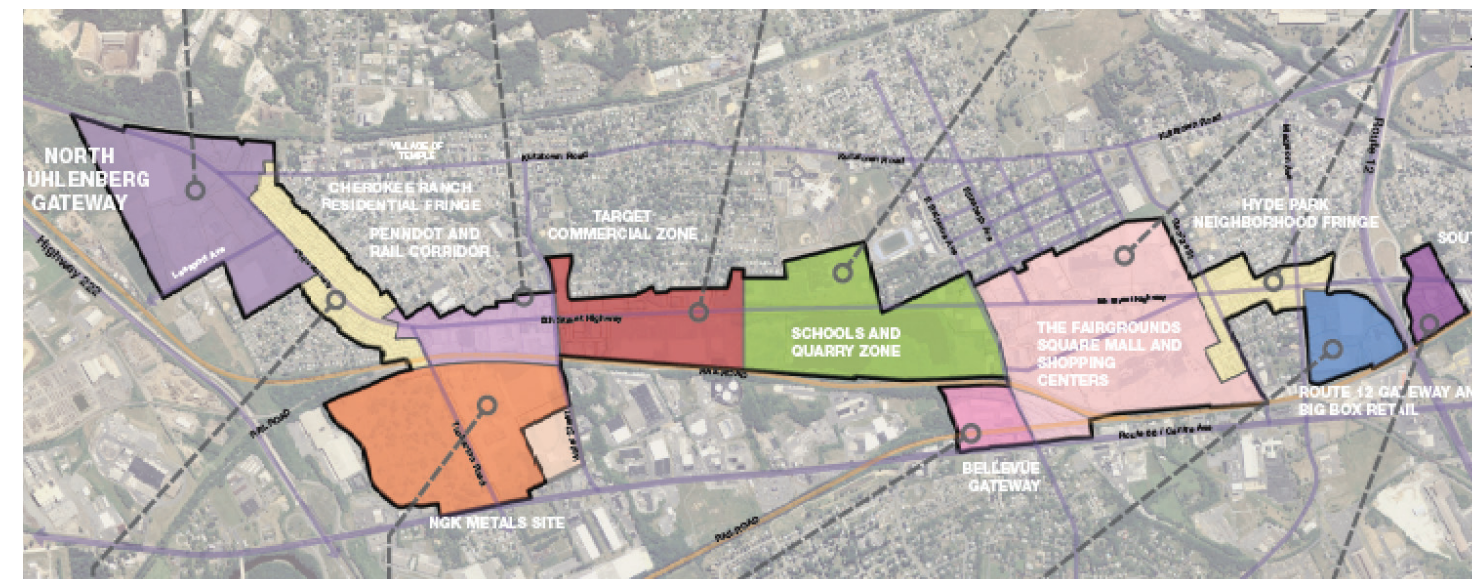
Public perspective of any given area is of utmost importance. The small community of Muhlenberg Township is gradually working at improving an integral highway corridor within the town. One of the most important aspects to the success of this long-term proposal is the consistent consideration of the how legible each neighborhood area is. The City would like to establish three distinguished areas along the corridor in order to make parts of the highway unique and desirable. These districts are the Gateway Village District, the Commerce Center District, and the Town Centre District. Each will have its own definable reason to visit. The Gateway Village District will be known the "place to play", The Commerce Center District will be known as the "place to work", and the Town Centre District will be known as the "place to visit". These specific districts will be achieved by accurately planning how to rezone the area accordingly based on the desired character trying to be achieved in the given district. Creating three separate districts correctly will ultimately allow the corridor to be easily understood as a whole.

PERMEABILITY

The Muhlenberg Township is located along the 5th Street Highway/ Allentown Pike Corridor, which makes getting to and from Muhlenberg very easy. Roadway improvements were included in this project, which include creating a sense of arrival, slowing of traffic speeds, and increasing the visibility of businesses along the corridor. Another improvement proposed by the project is an expansion of the street network surrounding the corridor, which will increase connectivity throughout the city as well as make it easier to get from place to place. Pedestrian interconnection between different neighborhoods of Muhlenberg will be emphasized, as well as a safe and connected bicycle network. Finally, proper access management, including dedicated turn lanes, stop/yield signs, crosswalks, and pedestrian signs, will also be implemented and updated as a part of the project.

VARIETY

One of the primary goals of the 5th Street Highway/Allentown Pike Corridor revitalization was the distinction between different districts within the corridor. As was previously mentioned, the plan divides the corridor into three broad uses: a place to play, a place to live and work, and a place to visit. By guiding development to include different uses in different areas, the township hopes to create character along the corridor rather than having all the uses blend into one indistinguishable



APPENDIX E: CASE STUDIES



mass. The variety of uses proposed along the corridor creates a natural transition of land use intensity when travelling along the corridor. It is the hope of the Township of Muhlenberg that the variety of uses between the three districts along the corridor will add character to the corridor and make it a more memorable place.

ROBUSTNESS

The length of the Allentown Pike Corridor offers many opportunities to develop more flexible spaces and improve the robustness of the place. Most of the area is zoned for individual commercial spaces or small residential areas. Public amenities are lacking as well as common space.

The site is comprised of 11 different zones, each characterized by existing commercial establishments or industrial uses. However; the lack of dense development and safe pedestrian walkways means the corridor has a lot of potential to create multi-use spaces. The township was recommended to consolidate and reduce existing parcels dedicated to commercial use and replace those spaces with greenbelts or pedestrian amenities.

For example, the Cherokee Ranch neighborhood fringe zone is mostly residential with some retail shopping but it has the potential for a green

boulevard and more businesses with infill development. Right now the Allentown Pike Corridor is very spread out and sporadic. With the right planning and development strategies, the corridor can become more functional, robust space for those driving and walking alike.

FUNCTIONALITY

The proposals for the 5th Street Highway/Allentown Pike Corridor Revitalization Plan include several transportation and pedestrian design elements to improve functionality. The overall plan aims to create complete streets (pedestrian, bicycle, vehicular, and bus) urban transportation network. These improvements will connect new and existing uses in the area.

There are several areas within the corridor revitalization project including, the Gateway Village District, the Commerce Center District, and the Township Center District. Each of these districts provide a different function: Gateway Village district for recreation and hospitality, Commerce Center district to live and work, and the Township Center district as a place to visit. All three districts are connected along the highway in some way and must therefore flow seamlessly from district to district. In each segment, the highway will remain the same but with sidewalks for pedestrians along the sides. Typical commercial areas will have sidewalks on both sides, separate bike lines, and on-street parking. Residential and school areas will have landscaped medians to reduce travel speeds and indicate to drivers that they are entering a different area. These changes will keep allow travelers to get to the recreational or shopping areas they need while maintaining an easy flow into the Township's residential neighborhoods.

Case Study 5 Buford Highway Corridor Duluth, Georgia

(by Emily Foley, Augustus Grochau, Mark Manha, Tanner Shelton, Rebecca Wysong)

The City of Duluth, Georgia created a plan for the Buford Highway Corridor in 2009, with an update in 2013. The corridor covers most of the city, including the middle school and downtown. This redevelopment plan addresses the existing and future real estate market, transportation and land use, pedestrian and bicycle improvements, utility and infrastructure improvements along the corridor. It also identifies public projects and civic infrastructure needed to promote and stimulate this redevelopment. It establishes general guidelines for the character of private development that will help Duluth realize its vision of a more walkable, livable, Buford Highway Corridor which ultimately adds to the overall success and appeal of the City of Duluth." (1)

The highway currently has 2 lanes in each direction and a LOS of D. If the current trajectory of growth were to continue, it would reach a LOS of F by 2030, which is unacceptable. The highway has a shared turning lane in order to have access to businesses on both sides of the road. The plan will make improvements to the road by widening sidewalks, adding signals to intersections, and adding medians along some segments. The plan also calls to create nodes that would allow for customers to park their car and walk to multiple destinations.

There are also design ideas for a gateway. The site is mostly commercial and light industrial, like ours in Wasco, CA. The plan includes renderings for an archway with the city name across it. There is also a separate document for an in-depth design plan for redevelopment of the downtown, which is along the corridor.

PERMEABILITY

The redesign of the corridor centers around two critical principles. Firstly, the creation of activity centers served by public transportation, and secondly, the "pruning" of existing retail centers and creation of

additional green space. The aim of these principles is to create denser, transit oriented developments that are centered at major intersections, transit stops, or areas with significant development potential. By locating such developments at high trafficked areas, it makes such developments very visible and accessible.

Although it can be difficult to determine what permeability will be without specified design guidelines, the principles of the plan suggest that an effort will be made to make redevelopment accessible and visible. Locating the majority of projects at major nodes such as intersections ensures visibility from a variety of transportation sources. Plans call for projects to be centered around walkability and public transit options, placing a priority on permeability for pedestrians and public transit users. It can be inferred that siting redevelopment at major nodes will allow for visibility of projects from the automobile, however, it is undetermined the level of permeability from a driver's point of view.

LEGIBILITY

The buildings around the Buford Highway have large setbacks which makes the area more visible at highway speeds. There is not much time to establish a sense of layout when driving down a corridor like 46 or Buford. The Buford Highway curves slightly as it weaves through Duluth. Signs generally have large text located at intersections to attract customers. Both Highway 46 and Buford Highway have a lack of pedestrian environment because they are less legible to pedestrians. If they were easier to experience at the human scale, they would have more pedestrians. The plan proposes to improve legibility with at least one gateway structure along the corridor.

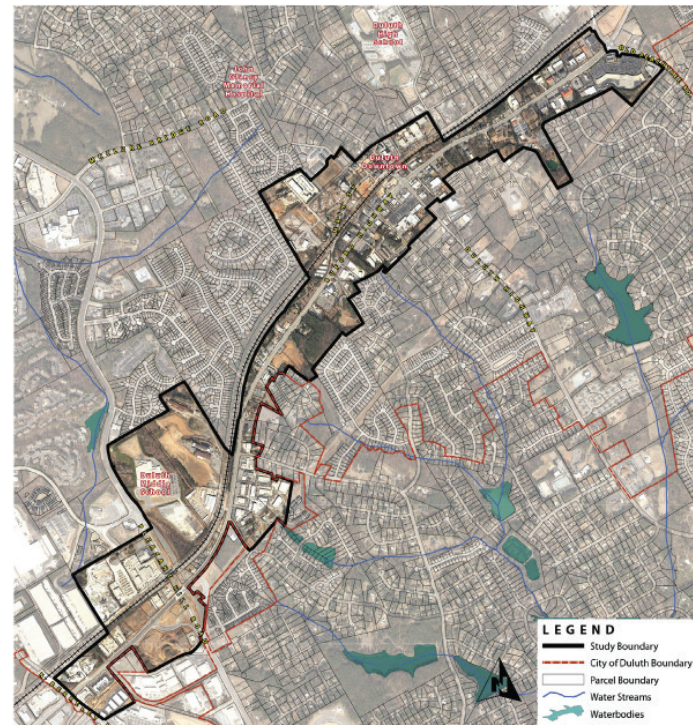


Figure 2.1. Context Map

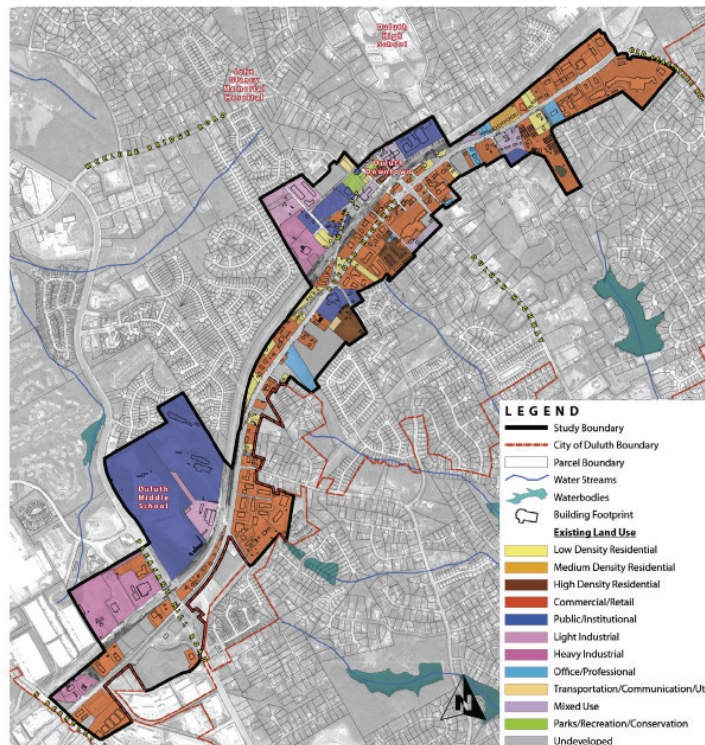


Figure 2.2. Existing Land Use Map



ROBUSTNESS

Robustness is how well a place can be used for multiple purposes. Most places in the project cannot be used for multiple purposes. Some places in the site that can be used for multiple purposes include residential lots that have been converted to other uses, empty lots and open spaces, parking lots, and streets. Along the highway, many of the former residential buildings have been converted into small businesses including the Duluth Historical Museum. Empty lots and open spaces can hold development such as residential, retail, industrial, etc.; community events such as festivals, fairs, farmers markets, etc.; or parks. There are a few big open spaces scattered around the project and there are a few open spaces and plazas within the project that could be used for multiple purposes. Parking lots can hold parking or events if needed. Streets can be used for events if needed as well. An example outside of Duluth would be the farmers market on Higuera Street in SLO. There are sidewalks along every street that could be used for many purposes. Since this project has not been developed, the robustness is based on existing conditions as future conditions cannot be determined. All that is known is that some of the places with robustness will be developed to have a single use.



VARIETY

On the Buford Highway, there is little mix in the land use. The majority of the highway corridor is occupied by highway commercial developments, such as strip malls and gas stations, and shopping centers. At the entrance to Duluth from the west, the area is filled with heavy industrial, light industrial, gas stations, and highway convenience retail. There is a middle school and train museum along the highway. In the proposal, the area would contain more commercial, by making the downtown of Duluth expand to include a section of the highway. The variety of land use is more in the type of commercial that occupies the area. The area has business that will prompt people from the area because it is adjacent to the current downtown and will include the downtown in the future and people traveling through because it is a main commuter route for the area.

FUNCTIONALITY

The corridor's functionality is the basis for the project. They want to improve the level of service by 2030. The redevelopment and beautification of the highway corridor will help the residents and economy, but it will not absolve traffic problems without additional lanes or similar measures. The plans to improve the road include widening sidewalks, adding signals to intersections, and adding medians along some segments. The road is currently two lanes in each direction at highway speeds with a shared turning lane in order to have access to businesses and other destinations on both sides of the street. The plan calls to create nodes that would allow for customers to park their car and walk to multiple destinations. The idea that Duluth could be walkable is about as likely as Wasco becoming walkable, so proposing it for a highway corridor is interesting.

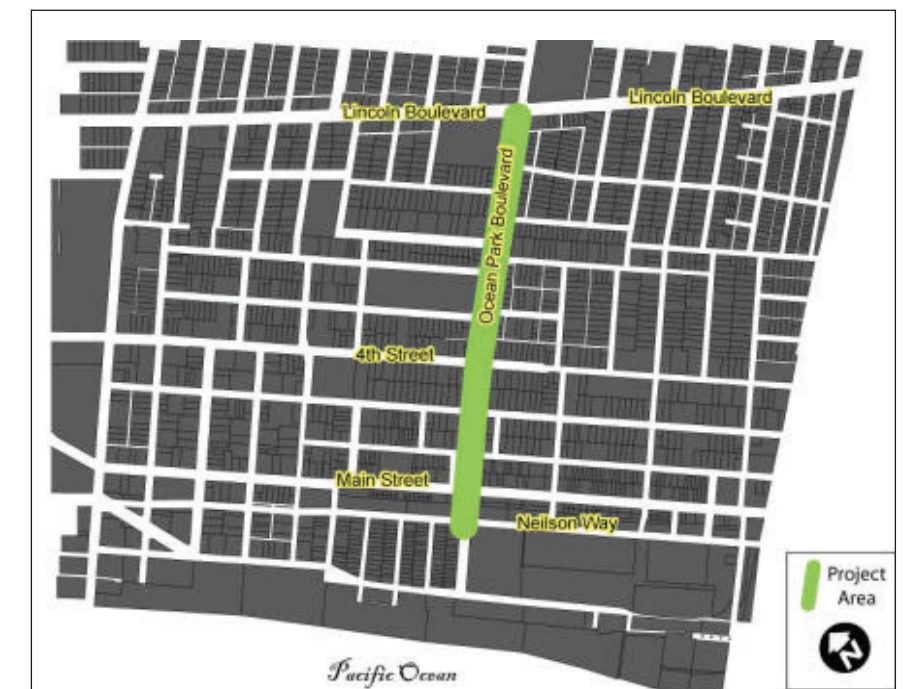
Case Study 6 Ocean Park Boulevard Santa Monica, California

(by Rachel Du Mont, Nichole Garner, Camille Jackson, Rachel Raynor)

Ocean Park Boulevard from Nielson Way to Lincoln Boulevard is to be turned into a "Complete Green Street." Proposed originally by the Ocean Park Association (OPA) in 1993 hoping to "improve walkability, calm traffic and make Ocean Park Blvd more of a neighborhood street."

This auto-dependent street, was the first of many to become a "green" or "complete street," aimed to project a change for the future, one that would bring a transformation to streets that relied solely on automobiles and that could be changed into more "inviting and livable urban landscapes." Santa Monica architect, Robert Taylor, was one of the many other supporters who pushed for years to make this dream a reality.

Construction began in late June 2011 entailing not only the 3,000 foot-green stripe designating bicycle traffic, but also the addition of



pedestrian amenities such as lighting poles and trees to stretch the eight-block project site, concluding at a \$4 million project and ending in January of 2013. As senior city planner, Peter James, states “the overarching idea behind the project is to treat streets such as Ocean Park more like an open space where neighbors and friends can mingle.”

PERMEABILITY

One of the primary goals of the Ocean Park Blvd. is to create a bicycle oriented and pedestrian-friendly environment. While these aspects of transportation are important to the project’s goals, the permeability of the boulevard also addresses the vehicle’s ability to navigate the area with ease. A permeable space is one which is both physically and visually accessible to people.

Although Ocean Park Blvd. does not directly offer a variety of uses and destinations, it is permeable in acting as an efficient connector from its residential areas to Highway 101, other commercial areas, and beach access. Vehicular traffic on the boulevard has been lowered as the area strives to promote other modes of transportation such as walking, public transit, or bicycling. Since the redevelopment of the area, Ocean Park Blvd. has become established in its efficient walkways, bike paths, green space, and neighborhood street qualities.

Senior city planner Peter James says, “the project adds nearly 50 pedestrian lighting poles and more than 75 freshly planted trees...bike detection devices in the street lights will use timing to make it easier for cyclists, pedestrians and traffic to coexist,” (Los Angeles Times). The boulevard is permeable to these multiple modal perspectives.

It is an aesthetically pleasing boulevard with landscape features and a large mural on both sides of the underpass. In comparison, Highway 46 in Wasco, lacks several of these qualities. Highway 46 has a deficit of walkways, bike lanes, landscape features, and aesthetics. If Highway 46 adopted some of these qualities the permeability would be greatly enhanced.

LEGIBILITY

The “complete green street” project on Ocean Park boulevard has added many features to the area increasing its legibility. The area is easily navigable and allows people to easily orient themselves due to its straightforward grid street system and the boulevard’s nine block long

progression toward the ocean. The “complete street” project serves as a linkage from the residential communities in the area down to the ocean front. The project has focused on interconnecting different forms of transportation along Ocean Park Blvd., such as walking, biking, and vehicular traffic. To increase bike usage on the boulevard, green colored bike lanes as well as sharrows have been repainted to increase bicycle safety by making them more legible and distinct.

VARIETY

The following zoning district map illustrates that the area is primarily residential with commercial areas that complement the neighborhood scale. As stated in the Santa Monica Municipal Code, the Main Street Commercial District has historically accommodated a variety of uses, including commercial and residential uses, which have provided daily necessities, places of employment, and leisure time opportunities for those living in the surrounding community and the greater Santa Monica area, as well as for the area’s large number of tourists.

The Main Street Commercial District is established to provide mixed-use development to accommodate housing, retail, commercial, overnight visitor and service uses. The placement of small scaled commercial areas adjacent to residential neighborhoods as well as popular beach recreation areas causes constant vehicular and pedestrian traffic along the boulevard which leads to an active street life.

ROBUSTNESS

Ocean Park, among many other places in Santa Monica, is a diverse place that offers multiple purposes for uses. For instance, every Tuesday night at Barnard Park on the corner of Ocean Park Boulevard and Main Street, a congregation of food trucks transform the parking lot for four hours. This is a great example of one use (parking lot) providing another choice (dining venue) for the user, rather than a fixed use.

This complete green street offers surprises through its variety in elevation, variety of complementary uses, and outdoor spaces that encourage social interaction. By instilling “ever-changing attractions” to an area, a space is allowed to be transformed; it makes it so that people continually want to come back, creating ever-desirable place to go.



APPENDIX E: CASE STUDIES

FUNCTIONALITY

Ocean Park boulevard is a highly functional and purposeful street. It offers a variety of means to travel, as it has a designated class II bike lane, meaning that a strip of land is dedicated for one-way bike travel, adjacent to auto-traffic. In addition, a two-lane road is provided for vehicular traffic while a more than adequate sidewalk is located on both sides of the street. This directly improves the safety conditions for the boulevard by offering separation between the pedestrian, the bicyclist, and the driver, therefore most likely decreasing the amount of accidents and/or injuries. The addition of fifty additional pedestrian light poles makes it a safer place to walk at any hour of the day. Ocean Park addresses multiple needs for the community.

This major thoroughfare enables community members to get from point A to point B, fast and efficiently via the bus system, automobiles, or even walking. The human scale on Ocean Park Boulevard, as well as the intersections' close proximity to one another provides the traveler with more opportunities to stop and the potential to give them a reason to stop rather than driving through.

