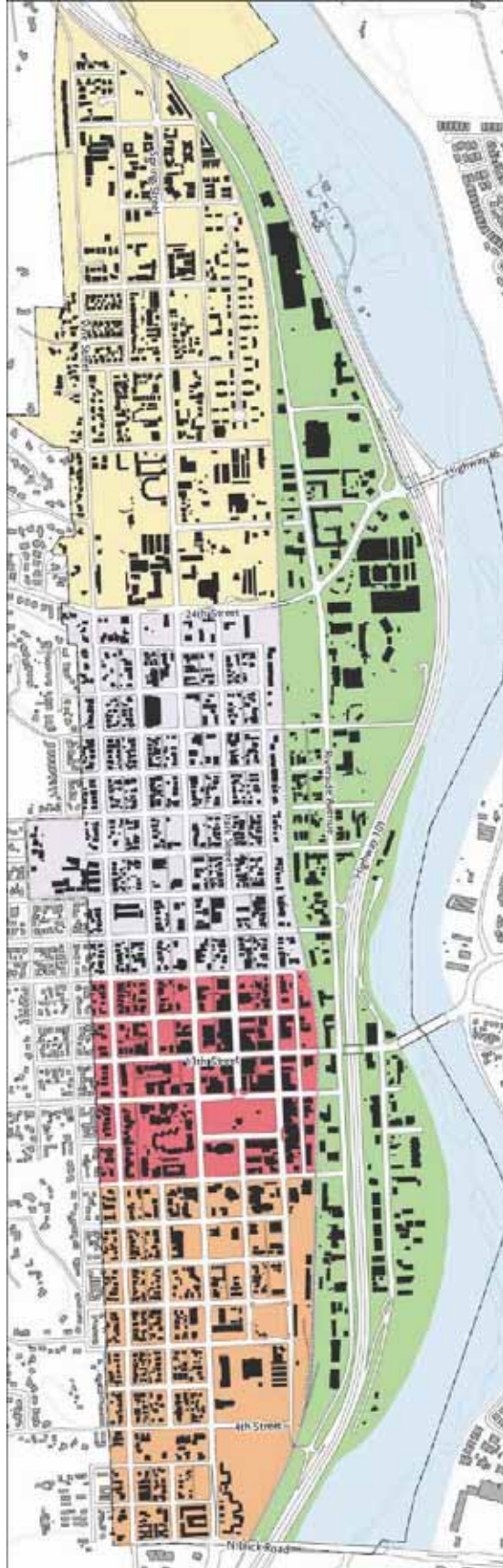


# Uptown/Town Centre Specific Plan

Comments on Public Review  
Draft for Discussion at  
May 26, 2010 Workshop



TO: City Council and Planning Commission  
FROM: Ed Gallagher, City Planner  
SUBJECT: Uptown/Town Centre Specific Plan  
DATE: May 13, 2010

On Wednesday, May 26, the Council and Commission will conduct a workshop on the Draft Uptown/Town Centre Specific Plan. The objective of the workshop will be to formulate a “set of revisions” to the plan that will be the preferred option for discussion at future public hearings. The “set of revisions” will be a sort of errata sheet that will help focus public debate on the plan. It is not the intention that the “set of revisions” be viewed as final decisions about the plan that are “set in concrete”, but rather a consensus about the direction that the plan should take.

The Draft Specific Plan was distributed in July 2009. Between September and December, three ad hoc committees met to review and make recommendations on revising the draft plan. The ad hoc committees’ comments, as well as those of staff and a handful of public comments (mostly conveyed via email) were compiled and sent to Moule and Polyzoides (M&P) for their review and response.

Attached are two sets of comments and responses on the Draft Plan. The first set focuses on the policies and projects listed on Pages 1:11, 1:12, and throughout Chapter 2 of the plan as “bullet points” for the various districts (neighborhoods). For the most part, these bullet points summarize the major proposals of the plan. The first set of comments is organized into a table that suggests the following priorities:

- Ongoing Action;
- High Priority;
- Medium Priority;
- Low Priority;
- Remove from Plan.

The second set of comments and responses are organized by chapters of the plan. Within each chapter, comments and responses are organized into two subgroups:

- I Items for Council and Commission to Discuss
- II M&P’s Proposed Response to Ad Hoc and Staff Comments

The items in the first subgroup represent prominent decisions to be made, and it is anticipated that more time should be devoted to them. For the items in the second subgroup, M&P has either provided a response for Council and Commission consideration.

The ad hoc committees and staff identified numerous typographical errors, which were sent to M&P. A list of those errors is not attached. Because time at the workshop will be limited, it is suggested that no time be spent on recitations of typos. Staff does have a list of typos on file should any member of Council and Commission wish to check with me and confirm that our list was complete.

Uptown/Town Centre Specific Plan

# Priorities for Policies and Programs

## **Uptown/Town Centre Specific Plan: Policy and Project Priorities Introduction**

### **What’s “in” (to remain in the plan), what’s “out”, what are the priorities of what’s “in”?**

Chapters 1 and 2 set the vision for the plan and including policies and public and private improvement projects. Following this Introduction are listings of the plan’s proposals, organized by Chapter and Section, along with Ad Hoc Committees’ recommendations whether they be “in” or “out”, and if “in”, what the priority should be.

### **Priorities:**

The draft specific plan proposes two priorities for public works projects: “Catalytic” and “Collateral”. Ad hoc committees saw three priorities:

1. High: Those to be accomplished with AB 1600 funds and redevelopment funds. These projects are to be limited to those necessary to resolve system deficiencies or to catalyze further development. There would be no “wish list” items on this list.
2. Medium: Those to be longer-range improvements to be funded if grants became available.
3. Low: Those visionary ideas to remain for a farther-off date, or those items that would be accomplished by private development as conditions of approval of development applications.

M&P has reviewed the list of priorities generated by the City, including which projects are “in” and which are “out” and agrees with the overall prioritization, with exceptions to three items that are proposed to be removed from the plan as noted on the following pages.

In some cases ad hoc committees recommended additional projects for Council consideration. These are discussed below, in each district, following those items recommended for removal from the plan.

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

### Plan-Wide Policies (Page 1:11)

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Ensure the long-term protection of historically significant buildings and districts as identified in the Historic Resources Survey.	<b>X</b>					
2. Introduce selective infill on properties not currently occupied by buildings of historical significance.	<b>X</b>					1
3. Introduce street trees, sidewalks, and pedestrian improvements.	<b>X</b>					
4. Designate Park Street as a portion of the Anza Trail.		<b>X</b>				
5. Improve Vine Street and Riverside Avenue with sufficient bike lanes to act as a bike boulevard linking the Uptown and Town Centre areas.		<b>X</b>				2
6. Address the infrastructure needs and identify areas where improvements will be needed for the long term success of the plan.	<b>X</b>					
7. Introduce a performing arts center. Possible locations include: a. The northeast corner of 12 <sup>th</sup> and Spring Street across the street from City Park. b. The southwest corner of Riverside Ave. and 24 <sup>th</sup> St on the north side of the exist-ing Paso Robles Event Center parking lot.				<b>X</b>		
8. Build a new City Hall building. Possible locations include the southeast corner of Sixth Street and a realigned Pine Street.				<b>X</b>		

Notes:

- The City's role would be to facilitate private investment. This does not guarantee that the City or its Redevelopment Agency will be able to provide financial assistance.
- One ad hoc committee recommends that the eastern bike "boulevard" should be Pine St, not Riverside Ave. M&P explained that Riverside Avenue was chosen as the Bike Boulevard since it 1) its existing street section easily accommodates the addition of a bike lane, 2) due to the presence of the freeway, the railroad tracks, and the Paso Robles Event Center, it is intersected by less streets than Pine St, allowing for continuous and uninterrupted cycling (e.g., less intersections for cyclists to have to stop at), and 3) at its north end, it provides an easy connection beneath Hwy 101 to the Salinas River trails. It should also be noted that the Bike Master Plan designates Riverside as a Bike Boulevard and also designates Pine St as a Class III bikeway.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

### Spring Street Corridor (Page 1:11)

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Enhance the northern and southern “gateway entries” from Highway 101 with planting.		X				
2. Transform Spring Street into a street with segments of differing character.	X					1
3. Improve Spring Street as a transit corridor linking the Uptown and Town Centre areas including transit loops to Riverside Ave.		X				

Notes:

1. The City’s role would be to facilitate private investment. This does not guarantee that the City or its Redevelopment Agency will be able to provide financial assistance.

### Uptown (Pages 1:11 and 2:3)

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Introduce a neighborhood-serving retail plaza along Spring Street between 34th and 32nd Streets.		X				1
2. Expand the existing aquatics complex at 28th and Vine Streets. Possible projects include introducing classroom space, expanding and/or updating the existing pool, introducing a water slide, and adding additional parking.				X		
3. Develop the block bounded by Oak street, 36th Street, Spring Street, and the 101 Freeway with an Early Childhood Learning Center that may house a City Library-operated study center.		X				
4. Rehabilitate the Oak Park Housing Project and introduce a new community recreation center to replace the George Stephan Center.		X				

Notes:

1. The City’s role would be to facilitate private investment. This does not guarantee that the City or its Redevelopment Agency will be able to provide financial assistance.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
5. Improve Georgia Brown Elementary School and Vine Street, including terracing the hillside to accommodate more soccer fields and provide bleachers for overlooking the fields below.			<b>X</b>			2
6. Introduce new street segments to create a better connected street and block network, particularly to connect Oak Park to the surrounding urban fabric, and Uptown to Midtown. a. extension of Park Street, between 24 <sup>th</sup> and 28 <sup>th</sup> Streets; b. 25 <sup>th</sup> & 27 <sup>th</sup> Streets; c. Railroad frontage street between 24 <sup>th</sup> and 26 <sup>th</sup>					<b>X</b>	3
7. Introduce pedestrian improvements throughout Uptown. Possible projects include introducing curb extensions and crosswalks, building new sidewalks in locations where they are missing or in substandard condition, introducing missing street trees, street lights, and street furniture.	<b>X</b>					
8. Introduce a pedestrian/ vehicular crossing over the existing railroad tracks at 28th Street.			<b>X</b>			
9. Create a destination opportunity at the Hot Springs site that includes a boardwalk over the wetland and an interpretive kiosk. ( <i>Move this item to Salinas River District.</i> )				<b>X</b>		
10. Rezone of Industrial Area east of Spring, between 24 <sup>th</sup> and 28 <sup>th</sup> to Residential. (If we do not do this with adoption of the specific plan, the regulating plan needs to note that this would be considered in the future.)				<b>X</b>		
11. Future Ballfield between 24 <sup>th</sup> and 26 <sup>th</sup> , west of the Railroad				<b>X</b>		

Notes:

2. Should have same priority as Vine Street paving.
3. M&P does not recommend removal of this project from the plan. They maintain that these street additions are intended to introduce an interconnected street and block network that helps to better connect Uptown to Midtown and Downtown. In addition language can be inserted into the plan stating that:
  - These street interventions would only be required if a new and significant change of use is introduced (such as replacing the current industrial uses with housing).
  - The exact alignment of the proposed streets is conceptual and can be adjusted to account for existing conditions and constraints such as topography.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

### **Midtown (Pages 1:11 and 2:7)**

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Introduce a wide greenway along one side of Park Street to provide an attractive pedestrian and bicycle connection between Uptown and Downtown. Park Street could be designated as a portion of the historic Anza Trail.			<b>X</b>			
2. Introduce mixed-use and/or flex uses buildings along the segment of Spring Street that passes through Midtown.	<b>X</b>					1
3. Develop a commercial corridor along 24th Street that includes retail businesses, small offices, and upper floor residences.	<b>X</b>					1
4. Construct an improved drainage course for Mountain Spring Creek that crosses Vine Street, runs along 23rd street, down Oak Street to 21st Street to Spring Street, and on to the Paso Robles Events Center.			<b>X</b>			
5. Introduce a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street. This could be a good replacement location for the relocated Robbins Field baseball field, reformulated as a multi-use field. The placement of a field on this site is contingent upon meeting the requirements of a covenant that restricts the site's use to "educational" uses.			<b>X</b>			2
6. Improve pedestrian access and safety along and across 24th Street that meet ADA requirements as necessary.			<b>X</b>			
7. Introduce pedestrian improvements throughout Midtown. Possible projects include introducing curb extensions and crosswalks, building new sidewalks in locations where they are missing or in substandard condition, introducing missing street trees, street lights, and street furniture.	<b>X</b>					

Notes:

1. The City's role would be to facilitate private investment. This does not guarantee that the City or its Redevelopment Agency will be able to provide financial assistance.
2. This action would necessitate disposition of the Marie Bauer School site by Paso Robles Public Schools.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
8. Expansion of offices along Oak Street, north of 13 <sup>th</sup> Street						3
9. Midtown needs a commercial center						4

Notes:

3. *An additional project for Council consideration recommended by an ad hoc.*

M&P/Strategic Economics has no objection to changing the properties currently within the Office Professional Overlay District that is north of 13<sup>th</sup> Street and east of Spring Street to T4-F.

Regarding portions north of 16<sup>th</sup> Street: Because the T3 Neighborhood Zone (T3-N) and T4 Neighborhood Zone (T4-N) have been designated along Oak Street in order to protect its small-scale, residential character, the introduction of offices uses here could potentially undercut this goal. In addition, Spring Street has traditionally served as the major commercial corridor for the west side of Paso Robles and its proposed zoning designations north of 13th Street (TC-1, TC-2, T3-F, T4-F, T4-NC) are intended to preserve its historical role.

Clustering offices and other commercial uses on Spring Street improves the ability to create synergies in an uninterrupted grouping of businesses that draw customers to the SP Area. This reinforces the City’s economic development goals since businesses that are clustered together produce a greater likelihood that customers will go to more than one business and spend more money by making multiple purchases. Allowing offices uses on Oak Street north of 13th Street potentially undercuts this goal and at the same time could damage Oak Street’s existing small scale, residential character.

4. *An additional project for Council consideration recommended by an ad hoc.*

The recommendation to focus the development of premium hotel properties in the Downtown in the near- and mid-term is not meant to dictate limits on hotels in other locations such as Spring Street. The purpose of this recommendation is to recognize the importance of hotel development in supporting the community’s goal to create an 18-hour Downtown for Paso Robles, and in generating pedestrian traffic for local businesses. Once the Downtown has achieved a critical mass of small-scale, boutique hotel properties, then it would be appropriate to add supply along Spring Street. But in the near- and mid-term, it would not be constructive to allow operators who wish to tap into Paso Robles’ lucrative lodging market to add supply in other areas (such as Spring Street) that do not generate evening activity in the Downtown.

Over the longer term, however, lodging development along Spring Street will assist Paso Robles in offering a diverse range of hotel types to meet demand from both business and leisure travelers. The Specific Plan focuses retail and commercial development in Uptown, Downtown, South of Downtown, along Spring Street, Riverside Avenue and Paso Robles Street. Our analysis of the Paso Robles retail market does not envision sufficient support for the development of a commercial center in Midtown. However, we believe that there are ample opportunities for commercial development within Midtown, and the proposed TC-1, TC-2, T3-F and T4-F zones allow for a wide range of retail, office, service and other commercial uses.

In addition to the Spring Street Corridor, there are existing locations within Midtown that are logical areas for development (or redevelopment) with retail and other commercial uses. These locations include: 13th Street between Riverside Avenue and Vine Street; 14th Street between Railroad Street and Spring Street; 15th Street between Railroad Street and Spring Street; 16<sup>th</sup> Street between Riverside Avenue and Spring Street; 21st Street between Riverside Avenue and Spring Street; and 24th Street between Ysabel Street and Vine Street. The flexibility provided by the proposed TC-1, TC-2, T3-F and T4-F zones ensures that new retail and commercial development in Midtown will have the potential to serve the local neighborhood, as well as customers from other parts of the City and region.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

### **Downtown (Pages 1:11, 1:12, and 2:9)**

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Expand the existing retail district northward to 16th Street and southward along Pine Street to the train station. Retail should be required on the ground floor of all buildings within this district and should be comprised of specialty stores and restaurants peppered with a few national retail chain tenants.			X			1
2. Preserve the industrial character of the area east of Pine Street along the railroad tracks. Uses include commercial businesses, although efforts should be made to support the construction related industries that are concentrated there now.	X					
3. Traffic-calm 13th Street in order to encourage and enable pedestrians and automobiles to comfortably cross in a north-south direction.		X				
4. Infill existing parking lots with mixed-use buildings.			X			
5. Introduce selective infill on properties not currently occupied by buildings of historical significance.	X					2
6. Introduce park-once parking garages at strategic locations. Possible locations include the northeast corner of Railroad and 13th Streets, the southeast corner of Pine and 10th Streets, and on the existing City Hall/Library parking lot. (Note: the version in Chapter 1 calls for structures to be “lined” (with ground floor retail and upper floor office uses).		X				

Notes:

1. One ad hoc committee asked if the southern expansion should include the west side of Pine, between 7<sup>th</sup> and 9<sup>th</sup> Streets. M&P and Strategic Economics both agree that the southern expansion should include the west side of Pine between 7<sup>th</sup> and 9<sup>th</sup> and will update the Regulating Plans on pages 5-3 to 5-8 accordingly. M&P also states that they would revise the maps and diagrams on pages 1:12, 2:10, and 4:19 to show the northern boundary of the Downtown District at 16<sup>th</sup> Street.
2. The City’s role would be to facilitate private investment. This does not guarantee that the City or its Redevelopment Agency will be able to provide financial assistance.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
7. Reconfigure on-street parking - particularly on Spring and 13th Streets - from parallel to angled to supplement Downtown's on-street parking supply, calm traffic, improve pedestrian access, and "visually announce" when a driver has arrived in Downtown.		X				3
8. Implement selective streetscape improvements, including new street lighting, street trees, and sidewalks.		X				
9. Tailor City Park to better accommodate performances and events.		X				
10. Introduce a small plaza at the corner of 10th and Spring Streets to celebrate Paso Robles' hot springs history.					X	
11. Introduce a farmers' market along the north side of 11th Street. The farmers' market should be located and its layout designed in a manner that maintains adequate access to adjacent businesses as well as provides access to Police and Fire vehicles.		X				4
12. Transform Railroad Street between 10 <sup>th</sup> and 12th Streets into a more pedestrian-friendly street by narrowing its width and introducing new paving materials and street furniture.				X		5

Notes:

3. One ad hoc committee recommends removal of angled parking from Spring Street.

M&P recommends angled parking along Spring Street should remain in the plan **as an option**. The inclusion of angled parking has been proposed in order to 1) inform drivers that they have reached Downtown and are driving through Downtown, 2) increase the supply of parking at a relatively low expense, 3) provide more parking – and by extension more customers – directly in front of stores and business that face Spring Street, and 4) purposely slow traffic down as it passes through Downtown.

Implementation of this option would be dependant on improvements to 4<sup>th</sup> Street between Spring Street and Riverside Avenue – including widening the underpass between the railroad tracks – so that traffic can be diverted to Riverside Avenue in order to reduce the Spring Street traffic loads. It should also be noted that, with the exception of Spring Street between 10<sup>th</sup> and 12<sup>th</sup> Streets and the southern half of the block between 12<sup>th</sup> and 13<sup>th</sup> Street, alleys are present, facilitating loading, unloading, and servicing of the businesses and providing additional ways for drivers to navigate around these blocks. While traffic may slow down along Spring Street due to the angled parking configuration, drivers who wish to get past Downtown at a quicker pace would use alternative routes such as Riverside Avenue and Vine Street.

Finally, M&P noted that there are many small towns that include angled parking.

4. There was disagreement among ad hoc committees regarding the location of this market.

5. The plan text shows 12<sup>th</sup> to 14<sup>th</sup> Streets; M&P has since advised that it should be 10<sup>th</sup> to 12<sup>th</sup> Streets.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
13. Introduce a pedestrian bridge at 12th Street that crosses the 101 Freeway, connecting Downtown to the Salinas River.				X		
14. Performing Arts Center				X		6
15. In order to enhance the cultural and educational quality of the community, support establishments such as “Studios on the Park”, a project that will introduce working artist studios into the heart of Downtown.			X			

Notes:

- This was addressed in first section, Plan-Wide Policies, above.

### **South of Downtown (Pages 1:12 and 2:11)**

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Consider transforming Robbins Field into a performance venue or a Civic Park, but only if an appropriate replacement ball field is first developed elsewhere within the West Side of the City.				X		
2. Extend Fourth Street beneath the railroad tracks to Riverside Avenue in a manner that preserves the historic rectilinear street and block network.			X			
3. Between Fourth and Sixth Streets, offset Pine Street westward to align with the center of Robbins Field. This realignment is necessary to ensure that Pine Street connects with Fourth Street as Fourth Street begins its downward slope to cross beneath the railroad tracks.					X	1
4. New City Hall				X		2

Notes:

- M&P does not recommend removal of this project from the plan. They maintain that realignment offers several advantages:
  - It allows Pine Street to connect to Fourth Street before Fourth Street begins its downward slope to cross beneath the railroad tracks.
  - Unlike the proposal that treats the transition between Fourth Street and Pine Street as a sweeping curve, the realignment retains the traditional grid street as well as provides more developable land than would be provided by the “sweeping curve” alternative.
- This was addressed in first section, Plan-Wide Policies, above.

\* To be pursued as opportunities arise and funding is available

### Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
5. Introduce a pedestrian bridge across the railroad tracks between the proposed new City Hall building and the historic Farmers' Alliance building.				<b>X</b>		
6. Provide a new north frontage for the existing Post Office building that better relates to Park Street.				<b>X</b>		
7. Introduce flex space along Park Street between Robbins Field and City Park. Flex space is an occupancy that is designed to accommodate a variety of uses including office, retail, or residential (typically in a loft configuration) also called "Live/Work".			<b>X</b>			3
8. Develop the Fourth Street Master Plan area in order to kick-start the regeneration of South of Downtown. The recommended concept is comprised of mixed-use buildings with retail on the ground floor, and residential and/or office uses on upper floors. The retail space designs and tenant mix in this location could be favorable to a range of national retail chains.		<b>X</b>				3
9. Infill vacant lots, parking lots, and properties not currently occupied by buildings of historical significance with mixed-use and/or flex buildings to transform South Downtown into a pedestrian-oriented mixed-use neighborhood with a well-defined public realm and strong sense of place.	<b>X</b>					3
10. Introduce a flood mitigation and stormwater quality treatment area on the block bounded by Fourth Street, Oak Street, Third Street, and Vine Street.					<b>X</b>	
11. Implement streetscape improvements including the introduction of new street lighting, street trees, and sidewalks.	<b>X</b>					

Notes:

3. The City's role would be to facilitate private investment. This does not guarantee that the City or its Redevelopment Agency will be able to provide financial assistance.

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## Uptown/Town Centre Specific Plan: Policy and Project Priorities

### **Riverside Corridor (Pages 1:12 and 2:13)**

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations.				X		
2. Introduce retail and other related uses in the Farmers Alliance Building as well as the addition of new commercial buildings on the site that will improve the attractiveness of the property as a community destination.				X		
3. Pedestrian bridge linking South of Downtown to Farmer’s Alliance.				X		1
4. Riverside Avenue as bicycle-friendly boulevard.		X				2
5. Provide a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property. This path provides a missing connection within the overall river trail system.				X		
6. Introduce a natural history museum/interpretive center at the Salinas River end of the 12th Street extension, connected to the Downtown via the proposed 12th Street pedestrian bridge.				X		
7. Introduce a Paseo along the Salinas River, shaded by native trees and equipped with seating, forming a clearly-defined edge, public walkway, and river overlook.				X		
8. Incorporate an amphitheater along the Salinas River Paseo facing the river.				X		
9. Encourage buildings to be pedestrian-oriented, and fronting both Paso Robles Street and the River Paseo, and at the same time to retain the industrial/agrarian architectural character typical of the older buildings in this area.						

Notes:

1. Discussed above under South of Downtown, Item #5.
2. Addressed in first section, Plan-Wide Policies, as Item #5.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
10. What is the vision for the Riverside Corridor north of 24 <sup>th</sup> Street? Is it to be a hotel area? An industrial area?						3

Notes:

3. *An additional project for Council consideration recommended by an ad hoc.*

M&P will insert text into Specific Plan document describing the vision for Riverside Avenue Corridor area north of 24<sup>th</sup> Street

### Salinas River (Pages 1:12 and 2:17 – 2:22)

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. (Page 1:12) Provide greater access to the Salinas River, particularly along its eastern edge.				X		
2. (Page 1:12) Develop a habitat preservation and management plan for the Salinas River that: <ul style="list-style-type: none"> <li>a. Ensures the survival of the next generation of vegetation through no-mow protocols and sapling planting;</li> <li>b. Identifies mitigation opportunities for area development that contribute to river restoration;</li> <li>c. Enacts stormwater best management practices (BMPs) to filter out pollutants and contribute to the recharging of the region’s groundwater.</li> </ul>				X		1

Note:

1. One ad hoc committee recommends amending item “a” to read: “Ensure the survival of reasonable vegetation.” Would such a recommendation be contrary to a mitigation measure in the EIR?

Impact Sciences’ response: The EIR provides for protection of habitat under Mitigation Measure 6.3-1 which discusses development along the Salinas River subarea. Specifically, it requires surveys to be conducted to identify potential for occurrence of any special species, and if development is to occur in any areas where such may occur, “a strategy for relocation, avoidance, or restoration of the affected populations and individuals be developed”.

Additionally, the EIR provides for protection of habitat in providing access for hiking and biking trails (see Mitigation Measure 6.6-3). The mitigation requires that the River trail system be designed to avoid impacts to sensitive native riparian habitat.

The ad hoc committee recommendation does not conflict with this.

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### Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
3. (Page 1:12) Create destination opportunities, such as an amphitheater, river outlook, outdoor classroom/interpretive displays, and a wetland boardwalk.				X		
1.a. (Page 2:18) New development should “front” the river. This entails introducing public access ways (whether streets or trails) along the river's bank and requiring buildings to front these streets or trails.	X					
2. a. (Page 2:18) <u>Trails</u> . The Plan proposes to extend the two existing pedestrian/bike trails alongside the river to form a continuous system on both the east and west sides of the river. The trails would have the following elements and criteria:						
<ul style="list-style-type: none"> <li>• A single, ten-foot wide, main trail for both bicyclists and pedestrians, graded and demarcated by a surface treatment, located outside of the 10-year floodway, and generally outside of the 50-year floodway.</li> </ul>		X				
<ul style="list-style-type: none"> <li>• Spur trails that branch off of the main trail, within the 10-year floodway to allow people to get closer to the water.</li> </ul>				X		
<ul style="list-style-type: none"> <li>• Pedestrian/bicycle bridges at the north (Hot Springs property) and south (Charolais Road) ends of the trail system.</li> </ul>					X	2
2.b. (Pages 2:18-2:22) Destinations (for trails):						
<ul style="list-style-type: none"> <li>• River Outlook/Paseo on east side of Paso Robles Street</li> <li>• Equestrian underpass and equestrian park at PREC/County Maintenance Yard</li> <li>• Hot Springs Interpretive Center</li> <li>• North River Road Park (below River Oaks). (Page 2:19)</li> <li>• Rain garden along Paseo to clean runoff/sulfur spring discharge before entering river. (mentioned on Page 2:20 under Paseo.</li> </ul>				X		

Notes:

2. M&P does not recommend removal of this project from the plan. They maintain that not all projects that are included in the plan are required to be implemented. M&P recommends that the pedestrian/bicycle bridges be listed as low-priority projects

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
<p>3. (Page 2:22) Preserve and Enhance Riparian Habitats.</p> <p>a. Adopt a new City maintenance protocol along the river:</p> <p>i. Start a planting program for small saplings that are just taller than the competing grasses in areas currently without reproduction of the large tree species</p> <p>ii. Adopt a “no mow” regime in these areas to allow seedlings to succeed</p> <p>iii. When seedling removal is necessary (as in the case of invasive species), selectively remove them rather than mowing an entire area</p> <p>iv. Train City staff in the new protocol</p>				X		3
<p>3. b. (Pages 2:18- 2:22) Develop and formally adopt a native habitat restoration program to insure that the next generation of native vegetation properly takes root. This can be accomplished by implementing an “in-lieu fee” program for projects that have negative impacts on riparian habitats and consequently require mitigation by City, County, State or Federal agencies. This approach will allow the City as well as potential developers to accomplish restoration and mitigation without shouldering the entire financial responsibility. For example, the City can offer mitigation opportunities to developers that are seeking environmental permits by targeting specific areas within the river zone to:</p> <p>i. Restore disturbed areas where invasive species are concentrated.</p> <p>ii. Open selective views along the river corridor that are compatible with the restoration of the river, including 1) views up and down the river, and 2) views from the upper banks into the river corridor and vice versa.</p> <p>iii. Leverage redevelopment opportunities to simultaneously accomplish restoration goals.</p>				X		

Note:

3. One ad hoc committee noted that the plan does not have any discussion of flood control measures, e.g. clearing of plants that clog the floodway. They suggested that a “no mow” policy could end up raising the flood level in town.

Impact Sciences response: We would suggest language that would provide for hand clearing of selective vegetation (i.e. clearance of non-native vegetation) and other similar procedures in lieu of mowing to maintain and provide for maintenance of the drainage areas.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
3. c. (Pages 2:18- 2:22) Enact stormwater best management practices (BMPs) that filter pollutants from stormwater before it is released into the river. These can include rain gardens, biofiltration strips, sedimentation basins, stormwater wetlands, and other techniques that contribute to recharging the region’s groundwater. Due to the proximity of Highway 101, this effort will require coordination with Caltrans who owns and operates most of the culverts discharging into the River.				X		
3. d. Incorporate low-impact development (LID) and hydro-modification standards to improve overall quality of stormwater entering the River.				X		

### **Paso Robles Event Center (Page 2:15)**

The suggested actions listed below will be the responsibility of the Fair Board to prioritize.

1. Adding a new commercial kitchen and two ballrooms each capable of accommodating 500-600 people.
2. Introducing trees planted orchard-style within the existing Event Center parking lot, and replacing some of the asphalt paving with grass or other porous, multi-use surfacing.
3. Improving the 24th Street, Riverside Avenue, and Highway 101 frontages to better define, display, and possibly advertise the Event Center's presence and activities.
4. Planting large trees and/or build arcades within the Event Center midway, passages and courtyards to provide shade.
5. Establishing a meaningful connection – physical, programmatic and operational – between the Event Center and the Pioneer Park historical institutions.
6. Extending the existing service road adjacent to the freeway down to 19<sup>th</sup> Street.
7. Introducing transit service between nearby hotels, the Event Center and Downtown.
8. Adding a safe and comfortable pedestrian crossing and entrance at 24<sup>th</sup> Street.
9. Covering the Main Grandstand with a tent structure for shade.
10. Constructing new exhibition space south of the Main Grandstand when the existing facilities become overbooked.
11. Considering the addition of a civic building on the north side of the existing Event Center parking lot at 24th Street. This could be a highly visible location for a building that could help to define Riverside as the “front door” to Downtown . Possible uses for the building include additional space for the Paso Robles Event Center or a Performing Arts Center.
12. Extend the Paso Robles Event Center parking lot –possibly intertwined with some new visitor-serving buildings – south to 19th Street.
13. Accommodate additional parking by either providing additional Event Center/Museum parking between 19th Street, 18th Street, Riverside Avenue, and the railroad tracks or building a lined parking structure on the existing surface lot (item 2 above). The parking lot should be planted with trees, arrayed orchard-style.
14. Provide an under-crossing of Highway 101 from the Event Center to the Salinas River at the current County maintenance yard for equestrian access to the river.

\* To be pursued as opportunities arise and funding is available

## Uptown/Town Centre Specific Plan: Policy and Project Priorities

### Pioneer Park/Museums (Page 2:16)

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
1. Relocating the Pioneer Park softball field and skateboard park to elsewhere in the Specific Plan area. Possible locations include: a. Along Paso Robles Street adjacent to the Salinas River. b. Between 24th and 26th Streets just west of the existing railroad tracks on properties currently occupied by self-storage facilities.				X		
2. Planning and constructing a new History Center at the northeast corner of 19th Street and Riverside Avenue, providing new gallery space, visitor serving spaces and support spaces to supplement the existing museum structures.				X		

### City Park Improvements (Pages 2:25 – 2:26)

Policy/Project	Ongoing *	High	Medium	Low	REMOVE	Notes
Retain lawn open space	X					
New public restrooms		X				
Remove mailboxes in 11 <sup>th</sup> Street		X				
Formal Gardens (north side of trellis)			X			
New Grand Plaza (north side of Carnegie Library): remove existing planter, replace existing fountain			X			
Public art and signage			X			
Gazebo – add hardscape around it			X			
Electrical improvements (outlets, gazebo/stage light and sound)			X			
Trellis along 11 <sup>th</sup> Street			X			
Stage and live performances (west side of plaza)				X		
Dinner Events/ Restaurant on the Green – with food preparation area				X		

\* To be pursued as opportunities arise and funding is available

Uptown/Town Centre Specific Plan

# Comments by Chapters

## Chapter 1

### I. Items for Council and Commission to Discuss

Page	Issue
1:7	<p><u>Demographics, Section 1.8.A.1:</u></p> <p>The demographic description in the 3<sup>rd</sup> paragraph labels the planning area as having a distinct ethnic character. Should this description be omitted to encourage commercial spaces to be open to all demographics?</p>
1:11	<p><u>Plan Wide Policies –Section 1.11: <b>Format Question:</b></u> Should there be two lists of the proposed policies and projects as the draft plan proposes in Chapters 1 and 2? If there are, they should be the same. (It appears that they were meant to be the same, but there are some differences.)</p> <p><i>Note: M&amp;P proposes to ensure that both lists are all-inclusive; they also propose that the Chapter 1 list be more of a generalized summary of policies and projects listed in Chapter 2.</i></p>

### II. M&P’s Proposed Response to Ad Hoc and Staff Comments

Page	Issue
1:1	<p><u>Horizon Year:</u> Chapter 2 states that the plan horizon is 25 years, but M&amp;P has publicly stated that some aspects of the plan have shorter terms (e.g., implementation schedules) and longer terms (e.g., visionary items). The specific plan should explain the different horizons in clear detail. Additionally, horizons should be broached early in Chapter 1.</p> <p><i>M&amp;P will add text to address this.</i></p>
1:1	<p><u>General Plan Population Planning Threshold:</u></p> <p>Since the plan will propose land uses capable of exceeding the 2003 General Plan population threshold (if all properties in the planning area were to be fully-developed per the plan prior to the General Plan’s 2025 horizon), the specific plan needs to propose a mechanism for monitoring and controlling growth. This issue should be briefly summarized in Chapter 1 and discussed in more detail in Chapter 5.</p> <p><i>M&amp;P will add text to address this.</i></p>
1:1	<p><u>Illustrative/guidelines vs mandatory standards:</u></p> <p>Chapter 1 needs to include a section that clearly explains how the specific plan is to be administered: which proposals are “illustrative” guidelines and which are mandatory standards. Aspects to be covered would include: land uses as shown on the Illustrative Plan, public facilities, major plan proposals, and architectural styles/treatments. This issue is discussed in more detail in the comments for Chapter 5.</p> <p><i>M&amp;P will insert text clarifying which Specific Plan provisions will be mandated regulations and which will be advisory guidelines. This discussion will also indicate that the illustrative plans are illustrative and accordingly show one of countless ways of how the plan area can be realized.</i></p> <p><i>The text will break down the Specific Plan’s provisions as follows:</i></p> <ul style="list-style-type: none"><li>• <u>Regulations:</u> Sections 5.1 through 5.5.2, and Sections 5.6 through 5.9, which would</li></ul>

## Chapter 1

### Page

### Issue

*include the Regulating Plan (Zoning Map), list of permitted and conditional uses, regulations for the various zones, architectural standards, signs, landscaping, parking, other regulations, and definitions.*

*Guidelines: Illustrative Plan (Chapter 2), which suggests some potential land uses and the architectural styles in Section 5.5.3 (Pages 5:49 through 5:102).*

#### 1:8 Downtown Retail:

In response to the question: “Should the City try to attract more community-serving retail to the downtown or just focus on visitor-serving uses?” one ad hoc committee recommended that the plan allow the downtown to focus on visitor-serving uses and not strive to be the City’s retail center it was in the past. Strategic Economics needs to advise if such a strategy would fail to take advantage of a retail opportunity and thereby contribute to continued sales leakage of retail dollars to other communities (most notably San Luis Obispo).

*It would be more beneficial to retail activity in the Downtown for the City to encourage both visitor-serving and community-serving shops and businesses. This strategy will have a better chance of maintaining a more vibrant retail environment in the Downtown, and it will support Downtown merchants during the slow season when there are fewer visitors. It is not a strategy to try to re-create Downtown Paso Robles as the City’s primary shopping area that it was in the past, but instead allows flexibility and creates a setting where both types of retailers can potentially attract visitor and resident spending.*

#### 1:8 Was Strategic Economics’ premise for protecting retail, the 534,000 sq ft projection of retail space (City-wide by 2030 as noted on Page 1:7 in Section 1.8C)? Was the number of square feet based on pre-recession spending rates, and not reflecting recent trends in increased savings?

*The national recession that began in December 2007 has been characterized by a decline in consumer spending as savings-conscious households reduce debt. We are aware of the debate among retail analysts as to whether this is a short-term trend that will end with the recession, or whether there will be an enduring post-recession consumer frugality, similar to that following the Great Depression. Based on a review of recent studies and survey data,<sup>1</sup> our best guess is that an eventual recovery in both job creation and the housing market will spur an increase in consumer spending, although perhaps not at pre-recession levels. Bearing these trends in mind, our projection of 534,000 sq. ft. of supportable retail space is based on conservative estimates of both consumer spending and the capture rate of retail sales by Paso Robles. In spite of the recent downturn in consumer spending, we believe that the projection of 534,000 sq. ft. of supportable retail space by 2030 remains a valid estimate for the long-term.*

<sup>1</sup> *Consumer Spending in a Recession, Interbrand, December 2008; 2009 BCG Global Report on Consumer Spending, The Boston Consulting Group, April 2009; U.S. Consumer Spending & Shopping Behavior Emerging from the Recession, Booz & Company., February 2010; The New Consumer Behavior Paradigm: Permanent or Fleeting?, PricewaterhouseCoopers, March 2010.*

#### 1:8 Did the Market Study look only at demand generated in the City, or did it include tourism as well?

*Our focus in estimating supportable retail space is on the organic growth in retail spending that results from the growth in population and consumer expenditures by residents of Paso Robles and the surrounding North County area. Because there is not a reliable data source for retail spending by Paso Robles visitors, and because of the potential for volatility in visitor spending on a year-to-year basis, we feel it is prudent to base the supportable retail space estimate on demand generated by City and North County residents rather than on tourist spending. The inclusion of visitor spending in the analysis risks creating a bias toward over-*

## Chapter 1

### Page

### Issue

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*estimating the amount of supportable retail space and we believe this would be counter-productive to the Specific Plan effort.*

- 1:8 Is the definition of seniors limited to those 65 or older? The ad hoc's concern was that only low income seniors are coming into the planning area, but the plan proposes improvements that assume that seniors will be of a higher income group.

*Correct, the definition of seniors in the Market Overview is the population aged 65 years and above. The reviewer has identified the-chicken-and-egg debate that confronts a community when a new development product is proposed in a market or sub-market for the first time. There are currently no properties in the SP Area to meet the demand by affluent seniors for high density housing with top quality project amenities. Since this demand is going unmet, this market segment appears currently to have little presence in the SP Area. However, once conditions in the housing market stabilize and a developer can go forward with a higher density residential product targeted toward more affluent seniors, we believe there will be sufficient demand to support such a development in Downtown Paso Robles.*

*Based on our experience in other communities, a segment of the senior population prefers to spend their retirement years in a more urban environment. There are many reasons for this including convenient access to grocery stores, drug stores, banks and places to meet other daily needs, and better mobility for retirees who do not want to drive. A setting such as Downtown Paso Robles can provide diverse social and cultural environments, shops, museums, theaters and other entertainment. Also, an urban lifestyle that offers a more minimalist home environment appeals to some retirees. An efficient condo or loft, with no garden or outdoor space, may be easier to maintain than a suburban single family home. In addition, a property that includes shared features such as concierge service, a fitness center, theater room, party room or other amenities is an attractive option for this market segment. Finally, some retirees may simply prefer living in the midst of urban activity where they are surrounded by residents of all ages.*

- 1:8 One ad hoc disagreed with the Hotel Market discussion in Section 1.8.D, which recommended that adding hotels on Spring Street would be less optimal. The concern was that the City should not dictate limits on hotel locations. The specific plan or Market Report should explain why Spring Street is less optimal.

*The recommendation to focus the development of premium hotel properties in the Downtown in the near- and mid-term is not meant to dictate limits on hotels in other locations such as Spring Street. The purpose of this recommendation is to recognize the importance of hotel development in supporting the community's goal to create an 18-hour Downtown for Paso Robles, and in generating pedestrian traffic for local businesses. Once the Downtown has achieved a critical mass of small-scale, boutique hotel properties, then it would be appropriate to add supply along Spring Street. But in the near- and mid-term, it would not be constructive to allow operators who wish to tap into Paso Robles' lucrative lodging market to add supply in other areas (such as Spring Street) that do not generate evening activity in the Downtown. Over the longer term, however, lodging development along Spring Street will assist Paso Robles in offering a diverse range of hotel types to meet demand from both business and leisure travelers.*

## Chapter 2

### I. Items for Council and Commission to Discuss

Page	Issue
2:1	<u>Vision and Plan, Section 2.1</u> : One ad hoc recommended the following changes: <ol style="list-style-type: none"><li>1. Item 1: Spring Street Corridor: Add to the final sentence in the first paragraph language that ensures that transforming of Spring Street will be sensitive to and honor its historic past.</li><li>2. Item 2: Uptown: Strike the word “all” in the sentence that ensures that new buildings line public spaces.</li><li>3. Item 7: Salinas River Preserve: Amend the last sentence as follows: “This Plan intends that the remaining natural landscaping and habitat within the River be preserved and restored, and that appropriate access to its western banks be provided to make it more accessible to residents and visitors, and that new development along the east side of Paso Robles Street <u>eventually</u> front the River along a pedestrian-oriented public way.”</li></ol>
2:1	<u>Vision and Plan, Section 2.1</u> : One ad hoc recommended replacing the action verb “Introduce” with “Consider” or, in some cases, “Encourage”.
2:2	<u>Map and Photos</u> : One ad hoc recommended eliminating this map and photos (i.e., whole page) as it serves no purpose. The neighborhoods and specific vision projects are adequately located and illustrated elsewhere.
2:19	<u>Trails/Bikeway Map</u> : One ad hoc recommended that all River trails, except the Paseo on the east side of Paso Robles Street, should be hiking trails, not bike trails.
2:25	<u>City Park</u> : One ad hoc recommended that the plan include a tree replacement plan for the Park.
2:17 to 2:22	<u>Salinas River/Trails (Section 2.1.9)</u> : Lynda Auchinachie, SLO Co. Ag Dept. recommends: Add “and agricultural resources” to the 3 <sup>rd</sup> bullet in Section 2.1.9.A on Page 2:17 so that it reads: “Locating trails <u>and agricultural resources</u> in a manner that protects sensitive habitat and agricultural resources, acknowledges private property, and encourages connections to the existing trail system.”

### II. M&P’s Proposed Response to Ad Hoc and Staff Comments

Page	Issue
2:1	<u>Vision and Plan, Section 2.1</u> : <ol style="list-style-type: none"><li>1. The plan proposes a development scenario in which an additional 1,649 dwelling units, 228,000 sq ft of retail space, 223,000 sq ft of office space, and 275,000 sq ft of industrial space (above levels projected in the 2003 General Plan) could be developed (Figures from EIR Notice of Preparation, Table 1). These project-tions are not the same as those summarized in Section 2.1 of Chapter 2, nor is there any discussion in the plan explaining the methodology for those figures.  <i>M&amp;P will check to make sure all programmatic figures are correct throughout Specific Plan.</i></li></ol>

## Chapter 2

Page	Issue
	<p>2. The plan needs to add a section that summarizes the projections and explains the methodology on which these figures were based, including the assumptions.</p> <p><i>M&amp;P will insert text description</i></p>
	<p>3. Section 2.1 Paragraph 2: Any discussion of horizon years in Section 2.1 needs to be consistent with the changes to be made to Chapter 1.</p> <p><i>M&amp;P will insert text.</i></p>
2:8 2:10	<p><u>Midtown vs Downtown map boundaries</u>: The maps on Pages 2:8 and 2:10 show 15<sup>th</sup> Street as the boundary, but the plan proposes expansion of the Downtown north to 16<sup>th</sup>. If this proposal is adopted, both maps need to be altered accordingly.</p> <p><i>M&amp;P agreed to extend Downtown to 16<sup>th</sup> Street.</i></p>
2:13	<p><u>Riverside Avenue Corridor, Section 2.1.6.B (Vision and Plan)</u>: The plan does not propose an over-arching vision as to what the area north of 24<sup>th</sup> Street is to become. Will it be a visitor-serving area? An industrial area? Consequently, it de facto assumes that things will remain the same, i.e, an unplanned mix of land uses. The plan needs to address this.</p> <p><i>M&amp;P to insert text into Specific Plan document describing the vision for Riverside Avenue Corridor area north of 24<sup>th</sup> Street.</i></p>

## Chapter 3

### I. Items for Council and Commission to Discuss

Page	Issue
3:1	<u>Regulation (Section 3.1.A.2)</u> : One ad hoc committee recommended that the statement “The City will regulate the design and use of existing and new development...” is heavy-handed and should be softened. It was also noted that such language would be addressed in the forthcoming discussion regarding the “guideline” and “standards” roles of the specific plan.
3:3	<u>Town Architect (Item #11 in Section 3.2.A)</u> : <ol style="list-style-type: none"><li>1. It has been suggested that the City could retain a handful of architects on a retainer basis. The list of architects would be approved by the City in similar manner as the City’s list of arborists.</li><li>2. One ad hoc asked the City needs another committee, or whether an architect could be added to the DRC?</li></ol>
3:9 to 3:10	<u>Table 3.3-1: Uptown, Street Improvements</u> : One ad hoc noted that the proposed railroad pedestrian crossing at 28 <sup>th</sup> seems expensive and difficult because of working with RR, right of way questions, and at grade may not be any safer.

### II. M&P’s Proposed Response to Ad Hoc and Staff Comments

Page	Issue
3:9 to 3:10	<u>Table 3.3-1: Uptown, Street Improvements</u> : Regarding the 24 <sup>th</sup> Street Bridge Pedestrian Improvements (estimated at up to \$2 million): what form is this? Is it “hanging” a sidewalk off the side of the bridge? If so, that will not work for ADA. Is it a separate structure than the existing bridge? <i>M&amp;P will introduce into the Specific Plan a description of improvements (hanging sidewalk of bridge) and possibly move description to Chapter 4.</i>
3:9 to 3:10	<u>Table 3.3-1: Uptown, Street Improvements</u> : Add a project (and cost estimate) to pave Vine Street between 32 <sup>nd</sup> and 36 <sup>th</sup> Streets (actually to Caballo Place) per Detail #21 on Page 4:8. <i>M&amp;P will introduce cost information into Specific Plan.</i>
3:9 to 3:12	<u>Table 3.3-1: Downtown, Street Improvements</u> : Need to add a line item for adding 180 additional angled on-street parking spaces. According to Kimley-Horn, this will cost \$25,000. <i>M&amp;P will introduce cost information into Specific Plan and/or clarify whether cost information was put in different neighborhood area.</i>
3:13 to 3:14	<u>Table 3.3-1: Riverside Avenue Corridor, Parks and Open Space</u> : Is the \$82,200 parking lot essentially a re-surfacing of the existing lot with pervious pavers? The lot needs a lot more than re-surfacing. It needs to handle a lot of incoming runoff from the Mountain Springs Creek (probably via an underground cistern), trees (which may be in the next line item) and parking lot lighting (preferably solar-powered). It seems that the whole project will cost a good deal more than \$82,200. <i>M&amp;P, in conjunction with Fong Hart Schneider, will provide a new cost estimate.</i>

## Chapter 4

### I. Items for Council and Commission to Discuss

Page	Issue
4:3 to 4:10	<u>Street Standards (Details #1-31):</u> a. One ad hoc expressed concerns about 13 <sup>th</sup> and Riverside changes that will effect circulation, 10 <sup>th</sup> Street, etc. Look at bulb outs on 10 <sup>th</sup> and Spring. Semis have trouble making those corners (see 21 <sup>st</sup> and Oak and 22 <sup>nd</sup> and Oak behind Sclaris). This also slows the circulation that has been directed away from 13 <sup>th</sup> Street. b. One ad hoc recommended adding angled parking where any expansion of office professional is considered.
4:4	<u>7<sup>th</sup> Street, Park to Pine Streets (Detail #8):</u> One ad hoc recommended that angled parking like that shown in Detail #10 (Riverside Avenue, 13 <sup>th</sup> to 19 <sup>th</sup> Streets) would be better.
4:5	<u>Riverside Avenue, 13<sup>th</sup> to 19<sup>th</sup> Streets (Detail #10):</u> One ad hoc recommended that angled parking would be good, bike lane is separate on one side, which is safer.
4:5	<u>Riverside south of 13<sup>th</sup> street (Detail #11 on Page 4:5):</u> One ad hoc recommended angled parking and questioned why aren't there turn lanes.
4:7	<u>New Oak Park East-West Street (Detail #19 on Page 4:7):</u> One ad hoc recommended that this street be a pedestrian (i.e., no cars) street.
4:8	<u>24<sup>th</sup> Street, Highway 101 to Riverside Avenue (Detail #22):</u> One ad hoc recommended incorporating Gateway Designs here.
4:9	<u>10<sup>th</sup> Street (Detail #27):</u> One ad hoc recommended angled parking on these streets from Vine to Riverside.
4:9	<u>16<sup>th</sup> Street (Detail #28):</u> One ad hoc recommended angled parking on these streets from Vine to Riverside.
4:12	<u>Curb Extensions (Section 4.2.A):</u> One ad hoc noted that trees placed in bulb-outs could present a visibility hazard for motorists.
4:15	<u>Downtown Parking (Section 4.3.4.A – Paragraph 3):</u> One ad hoc commented: “Comparison w/ others . . . jurisdictional fees”. This language should be changed and the cost should be based on what it costs to construct, rather than based on other communities that may have more traffic, or other variables.
4:17	<u>Parking Garages (Park Once Plan Drawing):</u> One ad hoc provided the following comments. 1. The plan does not cover Downtown as well as it could, that employees would not likely be willing to walk ¼ mile. New locations for structures should be found. 2. Locations #1 and 2 (City Hall Lot and 13 <sup>th</sup> & Railroad lot) should be shown in the plan, but revise the text of the plan to include a policy to direct the City to look for more locations.

## Chapter 4

Page	Issue
4:18	<u>Transit Plan (Map)</u> : One ad hoc recommended that the transit route include a loop north of 24 <sup>th</sup> Street to serve the hotels in the area served by Riverside Avenue, Black Oak Drive, Ysabel Avenue, and 24 <sup>th</sup> Street.
4:20 to 4:26	<u>Stormwater Facility Types</u> : One ad hoc provided the following comments. <ol style="list-style-type: none"><li>These should be “illustrative” (guidelines) and not mandatory (standards).</li><li>Green Roofs (#13 on Page 4:33) are not feasible in Paso Robles, given its climate.</li></ol>
4:34	<u>Parks and Open Space</u> : One ad hoc recommended providing more small neighborhood parks and neighborhood maintenance programs.
4:??	<u>Other Infrastructure Recommendations</u> : An interested member of the public recommended that the plan include several elements which were not considered critical at the time it was first created. They are: <ol style="list-style-type: none"><li>Include Community and Demonstration Gardens in the various open space areas, especially areas near dense housing.</li><li>In the streets that have been made narrower, have some of the cross town ones one-way, with the second lane specifically reserved for bicycles.</li><li>Include in the parking areas throughout town, plug-ins for electric and plug-in hybrid cars (There will be many of these in just a few years and it will be much more cost effective for installation in the near future rather than after the fact).</li><li>Develop bike paths across the river from the east side to downtown ASAP. It is not currently comfortable to get to downtown from our area currently by bicycle.</li></ol>

## II. M&P’s Proposed Response to Ad Hoc and Staff Comments

Page	Issue
4:2 and 5:3 to 5:8	<u>Local Street Standards</u> : The Street Network and Parking Plan (Page 4:2) and Regulating Plan Maps (Pp. 5:3-8) show many streets with what appears to be medians and a handful of streets without medians. However, there are no detail standards for these types of streets. The second paragraph in Section 4.2 – Streetscape Improvements (P. 4:11) leads the plan reader to assume that there will be details/standards for all streets. If there are not to be standards for local streets, then the medians drawn in the maps indicated above need to be removed.  <i>M&amp;P will remove medians from pertinent drawings.</i>
4:3 to 4:10	<u>Street Standards (Details #1-31)</u> : One ad hoc committee believes that there are too many different standards, which would be confusing in application. They recommend that travel lanes, bikeways, and parking lanes have consistent widths. It was noted that bike lanes vary between 5 and 7 feet, parking lanes vary between 7 and 8 feet, and travel lanes vary between 10 and 12 feet. If the width of travel lanes varies as a function of the carrying capacity of a street, there should be a table that links travel lane width to street function. This needs a response.  <i>Bike lane widths were determined in conjunction with existing curb to curb widths, proposed vehicular travel lane widths, and proposed on-street parking arrangements. In some cases, such as 4<sup>th</sup> Street, the bike lane was reduced to in width in order to permit wider vehicular</i>

## Chapter 4

Page	Issue
	<i>travel lanes. In other cases, such as Park Street (28<sup>th</sup> – 36<sup>th</sup> Streets) and Vine Street (24<sup>th</sup> – 32<sup>nd</sup> Streets), the bike lanes had to be narrow because the existing curb to curb is narrow.</i>
4:3 to 4:10	<u>Street Standards(Details #1-31)/Street tree recommendations:</u> <ol style="list-style-type: none"><li>Plan needs to address whether street tree species shown at the bottom of each detail are to be recommendations (guidelines) or mandates.</li><li>We need to avoid planting schedules that concentrate species. Should a blight occur, whole streetscapes could be negatively affected.</li><li>California Pepper is a high-maintenance tree in that it needs constant pruning and should be removed from the list.</li></ol> <p><i>Street tree species shall be removed from the bottom of each detail of the Street Standards. Instead, a list of recommended street trees will be added to Section 5.7.1.G. (Acceptable Plant Materials).</i></p>
4:3	<u>Spring Street, between 1<sup>st</sup> and 6<sup>th</sup> Streets (Detail #1):</u> Add a 2 <sup>nd</sup> northbound travel lane from 1 <sup>st</sup> to 6 <sup>th</sup> (right turn only at 6 <sup>th</sup> Street). <p><i>M&amp;P will add additional northbound lane to street section.</i></p>
4:3	<u>13<sup>th</sup> Street, between Spring Street and Riverside Avenue (Detail #2):</u> <ol style="list-style-type: none"><li>What happened to angled parking on 13<sup>th</sup> Street as developed in the charrette?<p><i>M&amp;P will reintroduce angled parking on 13<sup>th</sup> Street.</i></p></li><li>Clarify if angled parking is to be placed between Railroad Street and Riverside Avenue.<p><i>Parallel parking will be introduced between Railroad Street and Riverside Avenue.</i></p></li></ol>
4:4	<u>Spring Street Angled Parking in the Downtown (Detail #5):</u> Ad hoc committees made the following comments: <ol style="list-style-type: none"><li>There should be no diagonal parking on Spring Street in the downtown as it does not work well with transit stops.</li><li>Are center turn lanes and left turn pockets compatible with angled parking? Same applies to other mid-block driveways including:<ul style="list-style-type: none"><li>10<sup>th</sup> and 11<sup>th</sup> the driveway at the Inn;</li><li>12<sup>th</sup> to 13<sup>th</sup> alley on the east side and the public parking on the west;</li><li>13<sup>th</sup> to 14<sup>th</sup> affects driveways to Boot Barn and Keller Realty.</li></ul></li><li>Regarding Section 4.3.4 on Page 4:16, a drawback to angled parking is that there is less room for delivery trucks, turning around, etc.</li></ol> <p><i>M&amp;P recommends angled parking along Spring Street should remain in the plan as an option. The inclusion of angled parking has been proposed in order to 1) inform drivers that they have reached Downtown and are driving through Downtown, 2) increase the supply of parking at a relatively low expense, 3) provide more parking – and by extension more customers – directly in front of stores and business that face Spring Street, and 4) purposely slow traffic down as it passes through Downtown.</i></p> <p><i>Implementation of this option would be dependant on improvements to 4<sup>th</sup> Street between Spring Street and Riverside Avenue – including widening the underpass between the railroad</i></p>

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	<p><i>tracks – so that traffic can be diverted to Riverside Avenue in order to reduce the Spring Street traffic loads. It should also be noted that, with the exception of Spring Street between 10<sup>th</sup> and 12<sup>th</sup> Streets and the southern half of the block between 12<sup>th</sup> and 13<sup>th</sup> Street, alleys are present, facilitating loading, unloading, and servicing of the businesses and providing additional ways for drivers to navigate around these blocks. While traffic may slow down along Spring Street due to the angled parking configuration, drivers who wish to get past Downtown at a quicker pace would use alternative routes such as Riverside Avenue and Vine Street.</i></p> <p><i>Finally, it should be noted that there are many small towns that include angled parking.</i></p>
4:5	<p><u>Paso Robles Street (Detail #12)</u></p> <p>a. Detail #12 shows a Class II bikeway, but the map on Page 4:11 does not show it. However, consider removing bike lanes and calming traffic via widening the center turn lane – like the Spring Street section (Detail #1).</p> <p><i>Bike lanes will be removed from Paso Robles Street and center turn lane will be widened.</i></p> <p>b. Provide a concept design for a new off-ramp from northbound Highway 101. The concept would provide for access to properties south of the current off-ramp and would improve adequate warning and clear delineation of the boundary between the freeway ramp and the City Street.</p> <p><i>Kimley Horn will provide a concept design for the northbound Highway 101 offramp that will be included in the Specific Plan report.</i></p>
4:6	<p><u>4<sup>th</sup> Street (Detail #13):</u> widen the bike lanes to 6 feet and reduce the travel lanes to 11 feet.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:7	<p><u>Park Street, between 9<sup>th</sup> and 10<sup>th</sup> Streets (Detail #20):</u> Extend this to 11<sup>th</sup> Street and revise the Street Network and Parking Plan map on Page 4:2 accordingly.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:8	<p><u>Vine Street: 32<sup>nd</sup> – 36<sup>th</sup> Street (Detail #21):</u> Parking needs to be provided on the east side of the street adjacent to the proposed terraced seating adjacent to the soccer field at Georgia Brown School. Also, bike lanes need to be added to this detail.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:9	<p><u>21<sup>st</sup> Street (Detail #26):</u> widen bike lanes to 6 feet and reduce the travel lanes to 11 feet.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:9	<p><u>10<sup>th</sup> Street (Detail #27):</u> Widen the bike lanes to accommodate a 52 foot paved width as on Vine Street.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:9	<p><u>16<sup>th</sup> Street (Detail #28):</u> Widen the bike lanes to accommodate a 52 foot paved width as on Vine Street.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>

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4:10	<p><u>32<sup>nd</sup> Street (Detail #29)</u>: widen the bike lanes to accommodate a 52 foot paved width as on Vine Street.</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:10	<p><u>Park Street (Detail #31)</u>: revise this section to match that for Vine Street between 24<sup>th</sup> and 32<sup>nd</sup> Streets (Detail #30).</p> <p><i>M&amp;P will revise this detail in the Specific Plan as requested.</i></p>
4:11	<p><u>Bikeways</u>: The specific plan should be consistent with the Bicycle Master Plan, which was adopted by the City Council in December 2009. To do this, the following changes need to be made to Section 4.1.3 on Page 4:11.</p> <p>a. Changes to the Trail and Bike Path Plan:</p> <ol style="list-style-type: none"><li>(1) Vine Street, between 32<sup>nd</sup> Street and Caballo Place needs to be shown as a Class II Bikeway.</li><li>(2) Add a symbol for bike boulevards and designate Vine Street and Riverside Avenue as Bike Boulevards.</li><li>(3) Add a symbol for sharrow and designate 13<sup>th</sup> Street, between Vine Street and Riverside Avenue as a sharrow.</li><li>(4) Show the following street segments as Class II Bikeways:<ul style="list-style-type: none"><li>• 24<sup>th</sup> Street, from west of Vine Street to Highway 101;</li><li>• 28<sup>th</sup> Street, from Vine Street to the railroad;</li><li>• 36<sup>th</sup> Street, Vine to Park Streets;</li><li>• 13<sup>th</sup> Street, east of Riverside Avenue.</li></ul><p>Note: The Specific Plan shows the following additional Class II Bikeways (where the Bicycle Master Plan does not): 4<sup>th</sup> Street, 32<sup>nd</sup> Street, Spring Street (north of 36<sup>th</sup> to the Hot Springs Property).</p></li><li>(5) Show the following street segments as Class III Bikeways:<ul style="list-style-type: none"><li>• Park Street, from 13<sup>th</sup> to 24<sup>th</sup> Streets and from 28<sup>th</sup> Street to 36<sup>th</sup> Street;</li><li>• Pine Street, from 4<sup>th</sup> to 21<sup>st</sup> Streets;</li><li>• 34<sup>th</sup> Street, from Oak to Park Streets.</li></ul><p>Note: The Specific Plan shows the following additional Class III Bikeways (where the Bicycle Master Plan does not): Park Street (from Park to the proposed Paseo east of Paso Robles Streets), and 4<sup>th</sup> Street (between Vine and Spring Streets).</p></li></ol> <p>b. Changes to Text in Section 4.1.3:</p> <ol style="list-style-type: none"><li>(1) Add the following definition of “Bike Boulevard”.</li></ol> <p>A roadway where priority is given to bicyclists as opposed to going through traffic. They are appropriate on low-volume and low-speed streets, and include special treatment such as signage and pavement markings, intersection crossing treatments, traffic reduction, and traffic calming treatments.</p>

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	(2) Amend the subsections on Vine Street and Riverside Avenue to indicate that these are designated as bike boulevards.
	(3) Add the following definition of “Sharrow”. <p>An appropriate driving lane marked for a roadway to be shared with bicyclists, Sharrows may be considered for bicycle routes where the roadway/shoulder is not sufficient for a class II bike lane and the safest route is for cyclists to ride directly on the roadway.</p>
	(4) Add the sharrow logo from the Bicycle Master Plan as an exhibit/detail. <i>M&amp;P will update Specific Plan to reflect these changes and additions.</i>
4:13	<b><u>Crosswalks (Section 4.2.B.):</u></b> a. Item #5, which suggests mid-block crossings in areas of high retail activity, is not appropriate for Paso Robles; our blocks are relatively short (300 feet). <i>M&amp;P will remove references to mid-block crossings.</i> b. Revise Item #6, which specifies installing LED-Lighted Crosswalks at <u>all</u> unsignalized intersections to specify installing them where the need to enhance public safety has been demonstrated. <i>M&amp;P will revise text accordingly.</i>
4:13	<b><u>Street Trees (Section C)</u></b> 1. The proposed spacing of 1 tree per 30 linear feet (subsection 1) is too close and should be increased. <i>M&amp;P will update tree spacing to 1 tree per 40 linear feet.</i> 2. Where street trees are planned, they need deep rooting species or root barriers called out in City standards. <i>M&amp;P will introduce language recommending that deep rooting species or root barriers be used in order to reduce impact and damage on curbs, gutters, and sidewalks.</i> 3. Subsection C5 states that tree wells will be addressed in the LID standards of Section 4.6. However, there appears to be no specific reference to tree wells and LID in Section 4.6. <i>M&amp;P will adjust text accordingly.</i>
4:14	<b><u>Street Lights (Section F):</u></b> The proposed spacing of 1 light per 60 linear feet should be increased. (80 feet is the average on Spring Street in City Park.) <i>M&amp;P will adjust text accordingly.</i>
4:20 to 4:26	<b><u>Sewer and Water Plans:</u></b> The maps are hard to read. If these sections are not removed from the specific plan, the aerial photo/illustrative plan background should be eliminated and a simpler double line street background used. <i>The maps will be updated in order to be more legible.</i>
4:20 to 4:26	<b><u>Sewer and Water Plans:</u></b> Staff has the following recommendations about these sections: a. Remove such statements as “...add housing and retail units requiring significant utility upgrades.” Sewer and water upgrades identified in the City’s master plans are needed

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	regardless of the implementation of the specific plan. Misleading statements are repeated in Paragraphs A and B for each district. Such statements could be translated into a need for special fees, which are not needed because the utility upgrades have already been included in the analysis supporting detailed rate and capacity charge studies that are the basis for the current rates. <i>M&amp;P will remove such statements.</i>
	b. Comments regarding testing soils for suitability of LID techniques should be left to the development of a City-wide LID Manual. Delete such comments from this section. <i>Comments regarding testing for suitability of LID techniques will be deleted from Specific Plan.</i>
	c. The proposed storm drain network will not likely conform to the goals of the Regional Water Quality Control Board and the City’s Storm Drain Ordinance. A storm drain network tied to the freeway culvert system will result in direct discharges to the River, which is unacceptable. <i>M&amp;P, in conjunction with Sherwood Design engineers, will discuss mitigation measures which may include approaches such as catch basin media inserts, in line treatment filters, use of pervious pavement, and planter areas to collect and infiltrate pavement runoffs.</i>
	d. The project list does not give sufficient direction to serve as a basis to update the City’s storm drain impact fee program. The projects on the list must incorporate storm water quality improvements implemented within the public right-of-way, somewhere upstream of each key discharge point into the freeway culvert system.
	e. <i>M&amp;P, in conjunction with Sherwood Design engineers, will discuss mitigation measures which may include approaches such as catch basin media inserts, in line treatment filters, use of pervious pavement, and planter areas to collect and infiltrate pavement runoffs.</i>
4:20	<u>Stormdrain Plans:</u>
to	
4:26	a. What is the difference between “upgrade” and “proposed”? <i>M&amp;P will define.</i>
	b. The stormdrain outfalls noted on the maps do not always coincide with the ends of storm drains as shown on the maps. <i>M&amp;P will work with Sherwood to address this issue.</i>
	c. Regarding stormdrains, the proposed cross-section for 21 <sup>st</sup> Street shown on map “D” on Page 4:22 does not coincide with Details #17 on Page 4:7 and #26 on Page 4:9. <i>M&amp;P will adjust diagrams to make consistent.</i>
4:34	<u>Parks and Open Space (Section 4.7):</u>
	a. Facility “J” (Oak Park No. 2): With the revision of Oak Park plans, this item needs to be amended accordingly. <i>M&amp;P will amend diagram.</i>
	b. Facility “M” (Flood Mitigation and Stormwater Quality Treatment Area): Remove from the plan as most properties in this area have been developed. <i>M&amp;P will remove from plan.</i>

## Chapter 5

### I. Items for Council and Commission to Discuss

Page	Issue
5:17 to 5:20	<p><u>Residential Development</u></p> <p>a. With the specific plan, it will be possible to build 3 units on a standard 50' x 140' West Side lot west of Spring Street. This area is presently zoned R-2, and a maximum of 2 units are allowed on such a lot. The specific plan proposes that triplexes, which are otherwise permissible in the T-3N Zone to be applied west of Spring Street, will be prohibited west of Vine Street.</p> <p>b. In the T-3 and T-4 Zones, for lots that are larger than the standard, if a property owner wants to develop a complex consisting of a series of duplexes and/or triplexes, the FBC will require submittal of a conceptual subdivision plan per Section 5.8 on Pages 5:111-112. This is comparable to the existing zoning requirement that subdivisions of multi-family zoned lots submit conceptual development plans to show how the new lots could accommodate a reasonable type of development.</p> <p><i>Note: M&amp;P will insert text clarifying the use of "design lot lines" to ensure that the massing, setbacks, etc. of new buildings and building complexes conform to the existing, historic urban fabric.</i></p>
5:17	<p><u>Historic Neighborhood:</u></p> <p>The Draft Historical Resources Survey considers the neighborhood bounded by 30<sup>th</sup>, 32<sup>nd</sup>, Vine, and Oak Streets appears to have historic value as an example of post World War II Housing. Lots in this area are typically 5,400 sf (58' x 93'); there are no alleys. To protect this resource, at staff's recommendation, the FBC proposes that duplexes and triplexes be prohibited in that neighborhood. (See Page 5:17, T-3N Zone Regulations, Subsection B (Allowed Building Types).) However, the FBC proposes that second units could be developed in this neighborhood.</p> <p>One ad hoc committee recommended that restrictions be removed and let the historic designation (if it applies) handle requests for demolitions (e.g., in order to replace single family homes with duplexes).</p> <p><i>Note: M&amp;P recommends that the Specific Plan should regulate this area as drafted. Given the small lot sizes and positions of homes and garages, without demolishing a house (or a major portion of one), it is essentially impossible to add a second unit on 44 of 50 lots while meeting the parking requirements.</i></p>
5:17 to 5:24	<p><u>Subsection I (Parking Access Standards for all zones):</u> The FBC requires all lots with alley access to have their parking accessed only from the alley and not from the street. Should the City prohibit placement of driveways to a street if alleys are available?</p> <p><i>Note: M&amp;P proposes that, when an alley exists, all parking should be accessed from the alley for the following reasons:</i></p> <ul style="list-style-type: none"><li><i>In residential neighborhoods they insure that garage doors do not face the street. Alley-facing alleys can, depending on the lot width, be built to accommodate three or more cars (or two cars plus a workshop; or two cars plus storage space; or two cars plus a recreational vehicle or a boat). It is impossible to achieve such automobile, recreational vehicle, and boat storage with street-facing garages without transforming the character of the street into a continuous row of garage doors.</i></li></ul>

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	<ul style="list-style-type: none"><li>• <i>Providing access to parking from the alley rather than the street also reduces the amount of curb cuts along a given street, opening up more space for on-street parking. It also removes paved driveways from front yards and, by extension, eliminate cars from appearing to be parked in the front yard.</i></li><li>• <i>In mixed-use areas they reduce the amount and incidence of pedestrian and automobile conflicts at the sidewalk. \</i></li></ul> <p><i>Accordingly, front yard and side yard driveways should indeed be prohibited if an alley exists.</i></p>
5:29 to 5:39	<p><u>Architectural Standards for Residential Buildings/Parking and Service Standards (Subsection 4)</u>: 1 car garage doors are too expensive and space-consuming to be mandated.</p> <p><i>Note: M&amp;P believes that two-car, street facing garages are detrimental to the pedestrian scale of the public realm. Note that two car garages are allowed to face alleys.</i></p>

## II. M&P's Proposed Response to Ad Hoc and Staff Comments

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5:??	<p><b><u>Regulations and Guidelines:</u></b></p> <p>Chapter 5 comprises the Form-Based Code (FBC), which with some limited exceptions, is intended to replace the Zoning Code within the specific plan area. The FBC contains many standards that are common with the Zoning Code: list of permitted and conditional uses, setbacks, parking and sign regulations. However, it also includes many standards such as architectural styles that have historically been applied as guidelines, meaning that the City may require them as a condition of design review, but there is no absolute mandate that applies across the board.</p> <p>There is a need to be specific about which standards will be mandated and which will be guidelines that may be required as a condition of design review. This is related to the question of interpretation of the Illustrative Plans. Sections to address this should appear at the beginnings of Chapters 1 and 5. There may likely need to a table listing standards and their statuses (i.e., whether they are mandatory or advisory).</p> <p>Suggestions include:</p> <ul style="list-style-type: none"><li>• <b><u>Regulations:</u></b> Sections 5.1 through 5.5.2, and Sections 5.6 through 5.9, which would include the Regulating Plan (Zoning Map), list of permitted and conditional uses, regulations for the various zones, architectural standards, signs, landscaping, parking, other regulations, and definitions. However, provide means for modifications and variances as described in the next item. Sections 2.1 (Page 2:1) and 5.1.B (Page 5:1) would need to be modified to accomplish this.</li><li>• <b><u>Guidelines:</u></b> Illustrative Plan (Chapter 2), which suggests some potential land uses and the architectural styles in Section 5.5.3 (Pages 5:49 through 5:102). Sections 2.1 (Page 2:1) and 5.1.B (Page 5:1) would need to be modified to accomplish this.</li></ul> <p><i>M&amp;P will insert text and/or a table describing which Specific Plan provisions are regulations and which are guidelines. Regarding frontage types, they should be required on all building types.</i></p>

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5:?? **Modifications and Variances:**

No code addresses 100% of situations. The FBC does not (yet) include a provision for providing relief from standards that would prevent reasonable development of a property. The Zoning Code provides a variance procedure, PD Overlay Zoning, and, in multifamily residential zones, a process for modifying development standards.

Suggestions include:

- **Modifications:** Use the Zoning Code’s provision for multi-family residential zoning districts, which essentially incorporates Planned Development Overlay Zone flexibility into the code, by adding the following statement to Section 5.1.B (Page 5:1):

“On a case-by case basis, in the event that compliance with the provisions of this code can be demonstrated to be physically infeasible for any reasonable type of development within any of the zones described in this chapter, the Planning Commission may, subject to development plan review, approve modified development standards upon a finding that the modified standards will not create a physical hazard or negative visual impact when viewed from a street or neighboring property. The Planning Commission may impose any conditions necessary to ensure that such a finding can be made.”
- **Variances:** Add the following statement to Section 5.1.B (Page 5:1):

“In the event that special circumstances applicable to a property, including size, shape, topography, location, or surroundings, deprives such property of privileges enjoyed by other property in the vicinity and under the identical zoning classification, the Planning Commission may grant a variance in accordance with provisions set forth in Chapter 21.23 of the Zoning Code.”

*M&P will insert above proposed text into Specific Plan.*

5:?? **Growth Monitoring and Management:**

The draft specific plan has the potential to allow more dwelling units to be built than the current General Plan population planning threshold of 44,000 by 2025 would accommodate. Because the specific plan proposes to set a vision that will last beyond the General Plan’s 2025 horizon. However, State Law requires that specific plans be consistent with the General Plan. As a means to simultaneously accommodate a longer-range vision yet be in conformance with the General Plan, it was suggested that the specific plan incorporate a mechanism to monitor and possibly manage residential growth within the planning area and city-wide until such time that the General Plan is updated.

Suggestions include:

Add a policy statement (probably in Chapter 5, Section 3), that calls for the City to:

- Annually monitor and report the rate of growth in the specific plan area and city-wide (and do this as part of the annual General Plan Status Report).
- Establish a milestone expressed as a number of dwelling units (within the planning area) at which point the City begins to develop a growth management program that would limit the number of building permits issued annually for new dwelling units (in the planning area). For example, the current General Plan allows 989 units to be built in the planning area; the milestone to start planning could be 600 units.

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- Establish a milestone at which point the growth management program would be implemented. For example, this could be 750 units.

It was noted that, given the historical rate of building new units in the planning area (only 182 units were built in the specific plan area between 1991 and 2009), it is very likely that the General Plan would be updated before any of the milestones were met.

*M&P will insert text and/or a table into Specific Plan.*

*M&P will add language to Chapter 5, Section 3 of the Specific Plan regarding residential growth management indicating that:*

- *The City shall annually monitor and report as part of the annual General Plan Status Report the rate of residential growth in the specific plan area and city-wide.*
- *Once building permits for 600 new residential units are issued within the Specific Plan area, the City shall begin to develop a growth management program that will limit the number of building permits issued annually for new dwelling units. Once building permits for 750 new residential units are issued within the Specific Plan area, the City shall implement the residential growth management program.*

#### 5:?? Principles of Traditional Neighborhood Design (or whatever we want to call it)

The FBC should provide, probably “up front” in Section 5.4, a subsection enumerating the principles that the form-based code is designed to implement. For example:

- Dwelling units should front (address) the street.
- All dwelling units should have pedestrian access to the street; none should be limited to access only from alleys.
- Explain the transect as it applies to zoning (T-4 is denser in terms of lot coverage and massing than T-3).
- Etc.

This will help explain the principles supporting the proposed zoning standards to the public, Planning Commission, Council, and staff.

*M&P will insert text into Specific Plan document.*

#### 5:5 to 5:8 Regulating Plan Map – Changes to Existing Zoning: The Ad hoc committees had comments and questions about proposed re-zonings which included the following:

- a. The northeast corner of Spring and 34<sup>th</sup> Street (Laguna Apartments) should not be zoned T-4NC for a neighborhood center, but rather T-4F.

*M&P believes the northeast corner of Spring Street and 34<sup>th</sup> Street (Laguna Terrace Apartments) should remain T-4NC since the goal in the long term is to create a Neighborhood Center comprised of buildings up to 3 stories in height at this location. This does not mean that the Laguna Apartments are required to change, but it allows the flexibility for change to occur.*

- b. The office area on Vine and 12<sup>th</sup> Streets should be zoned T-3F, not T-4F as the T-3F would better preserve the existing neighborhood fabric. (I.e., it would not allow as much retail commercial and the extent of building massing that T-4F does.)

*M&P agrees and will update the Regulating Plan accordingly.*

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	<p>c. The 21<sup>st</sup> Street Corridor, east of Spring Street, should be zoned T-4F, not T-3F, as this area is more commercial in nature.</p> <p><i>M&amp;P agrees and will update the Regulating Plan accordingly.</i></p> <p>d. The plan proposes elimination of the Office Professional Overlay and several properties east of Spring and north of the Downtown will lose the ability to convert homes to offices. Should the T-4N areas along the Park Street Corridor north of 16<sup>th</sup> Street allow for office development?</p> <p><i>M&amp;P recommends changing the properties currently within the Office Professional Overlay District that is north of 13<sup>th</sup> Street and east of Spring Street to T4-F.</i></p> <p>e. The plan proposes elimination of the Office Professional Overlay and several properties west of Spring and north of the Downtown will lose the ability to convert homes to offices. Offices should be allowed along the Oak Street Corridor, north of 13<sup>th</sup> Street.</p> <p><i>M&amp;P recommends changing the properties currently within the Office Professional Overlay District that is north of 13<sup>th</sup> Street and west of Spring Street to T3-Flex.</i></p> <p>f. Should TC-1 Zoning be extended south along the west side of Pine Street to 7<sup>th</sup> Street, to match the TC-1 Zoning proposed on the east side of the street (at the North County Transportation Center)?</p> <p><i>Yes. M&amp;P will update Regulating Plan so TC-1 zoning is extended on the alley of the two blocks facing Pine Street between 9<sup>th</sup> and 7<sup>th</sup> Streets.</i></p>
5:7 to 5:12	<p><u>Permitted and Conditional Land Uses (Table 5.3-1):</u> Comments on this table, which lists the permitted and conditional uses in the various zones, include:</p> <p>a. Land uses that should not be permitted in the T-3F Zone would include: neighborhood markets, retail sales, personal and business support services, restaurants. (I.e., they would be too intense for a neighborhood.)</p> <p><i>M&amp;P agrees and will update Use Table accordingly.</i></p> <p>b. Banks and financial institutions should not be permitted uses in the T-3F and T-4F Zones. (Too much intensity for a neighborhood)</p> <p><i>M&amp;P agrees and will update Use Table accordingly.</i></p>
5:17 to 5:20	<p><u>Allowed Frontage Types (Subsection F) for Residential Zones:</u> Every new residential building would be required to have a porch, stoop, or terrace frontage. How does this fit with code requirements and local desires for accessible and visitable units? (There would need to be many more handicapped ramps than we presently have.)</p> <p><i>Per Building Code:</i></p> <ul style="list-style-type: none"><li>• <i>Single Family Houses do not need to be accessible.</i></li><li>• <i>Duplexes that are apartments (as opposed to condos) do not need to be accessible. Triplex apartments would have to be accessible.</i></li><li>• <i>Triplexes that are condos (as opposed to apartments) do not need to be accessible. Quadplex apartments would have to be accessible.</i></li><li>• <i>For apartment buildings with 3 or more units, and condos with 4 or more units, at least 10 percent but not less than one unit must be accessible.</i></li></ul>

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- *Regardless, M&P will incorporate ramp standards as they relate to Building Types into Specific Plan.*

#### 5:17 Allowed Building Types for Commercial Uses:

to  
5:26 M&P has suggested that a quadplex may be an appropriate type of building to house mixed uses on Vine Street. The FBC leads the reader to assume that residential buildings are only for residential use. If it is the intent of the plan that offices and even retail can be conducted in single dwellings, duplexes, triplexes, quadplexes, etc., then the FBC should be revised as follows:

- a. A subsection should be added to Section 5.1.B to inform the reader “up front” that the plan provides that, in certain circumstances, residential building types may be used for retail and office uses and that commercial building types may accommodate residential uses.

*M&P will introduce text clarifications into Specific Plan document.*

- b. Section 5.5.1.C (introductory sentence on Page 5:30) should state that single dwellings, duplexes, etc. as “building types” can accommodate commercial uses as allowed (in a similar manner that Section 5.5.1.B so states for single dwellings).

*M&P will introduce text clarifications into Specific Plan document.*

- c. T-3F and T-4F Zone Regulations (Pages 5:18 and 5:20), Subsection B (Allowed Building Types):

- (1) Although a quadplex was recommended by M&P as a means for providing a mixed use building, it is not listed as a permitted building type in the T-3F Zone.

*Duplexes and triplexes can also function as mixed-use building types. M&P will introduce text clarifications into Specific Plan document.*

- (2) It should be noted that single dwellings are not permitted building type in the T-4F Zone, and should be for office/commercial uses.

*M&P will introduce Single Family Houses as an allowed type in the T-4F Zone and will clarify that the building type can be used for office/commercial uses.*

#### 5:24 Mixed Use Development in the Riverside Corridor:

- and  
5:42
- a. The FBC is not clear on mixing residential with light industrial. The standards for the Flex Shed Building do not appear to allow apartments within the same building (e.g. for caretakers).

*M&P will clarify in Specific Plan that residential uses will be allowed within the Flex Shed. Perhaps residential is allowed on 20% of the ground floor and 100% of the second floor, provided a certain amount of private or shared open space is provided.*

- b. The Building Placement standards for lots less than or greater than 85 feet (Subsections C.2 and C.3 of Section 5.4.8 on Page 5:24) are not clear.

*M&P will explain why is 85 feet was selected as a threshold and clarify the regulations.*

#### 5:25 Architectural Standards for Residential Buildings

- to  
5:39
- a. **General:** It has been recommended that all Stormwater standards be removed from the plan as the City needs to develop standards that apply city-wide. (If agreed upon, this would remove Subsection E.7 and Table 5.5.2 on Page 5:27 and Subsections 8 or 9 for

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	<p>each building type on pages 5:28-42.)</p> <p><i>M&amp;P will be removing from the Specific Plan the “Sustainable Storm Water Standards” sections (either 8 or 9) from each Building Type page (pages 5:28 – 5:42). In addition, M&amp;P will be removing Table 5.5.2 (Appropriate Public Realm Stormwater Facilities by Zone) from page 5:27. Finally, M&amp;P will be replacing the text in Section 5.5.7 (page 5:27) with general recommendations:</i></p> <ul style="list-style-type: none"><li>• <i>Stormwater should be collected and reused to the extent possible;</i></li><li>• <i>Drainage strategies for runoff from buildings, driveways, parking lots and sidewalks for the site should reduce impervious surfaces to absorb rainwater into the ground, filter runoff using soil and vegetation, and reduce the speed of runoff</i></li><li>• <i>Pervious surfaces and capture and reuse strategies are encouraged.</i></li></ul>
b.	<p><u>Lot Standards (Subsection 1)</u></p> <p>(1) The FBC specifies minimum lot widths and depths, presumably for creating new lots via a parcel map or lot line adjustment. The existing zoning code does not have minimum lot sizes, widths or depths for multi-family residential (which is all of the residential property in the specific plan area), but requires applicants for parcel maps and lot line adjustments to submit conceptual plans for development on all lots affected by the application as a means of demonstrating that the lots to be created are developable.</p> <p><i>M&amp;P will insert text clarifying the use of “design lot lines” to ensure that the massing, setbacks, etc. of new buildings and building complexes conform to the existing, historic urban fabric.</i></p> <p>(2) Lot widths for Villa, Live/Work, Bungalow Courts, and Stacked Dwellings: If we keep lot width standards, these types should be allowed to be build at 100 feet of width. The discussions for each of these types would need to be revised as well.</p> <p><i>M&amp;P agrees that the Villa, Live/Work, Bungalow Courts, and Stacked Dwellings should be permitted on lots that are a minimum 100 feet wide.</i></p>
c.	<p><u>Building Size and Massing Standards (Subsection 2)</u></p> <p>(1) The draft plan proposes that sixplexes only be allowed on corner lots. On a standard 50’ x 140’ corner lot, sixplexes are infeasible. Only 40 feet of alley width would be available for parking, as 10 feet of landscaping needs to be provided adjacent to the street. This then would force a tandem parking arrangement in which parking spaces for two units would be behind two spaces for other units. A sixplex could fit on a larger than standard lot. However, this begs the question: Why not allow sixplexes on interior larger than standard lots?</p> <p><i>M&amp;P will remove the sixplex building type from Specific Plan.</i></p> <p>(2) Building separations are not specified for any building type. This may be linked to the general standard that there would be one primary building per lot (discussed above). But there are situations in which there could be more than one residential building per lot. For example, could a rear yard dwelling be 5 feet from the main house?</p> <p><i>M&amp;P will introduce text that clarifies minimum distances between buildings on same lot.</i></p>

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- (3) Rowhouses: Why would attic space in a 3 story building not be occupiable when attic space in a 2 story building (for building types other than Rowhouses) would be occupiable?

*M&P believes that Rowhouse buildings are house scale buildings (conceptually they are single family houses that have been stacked together). Once they begin extending in to the realm of four stories, they lose their house-like scale.*

- e. Open Space Standards (Subsection 5): Presently, in multi-family zones, the City requires the same open space standards for all dwelling units, regardless of building type. The proposed standards are not consistent among building types, nor do they appear to be complete. See the attached comparison of open space standards.

*M&P will update standards so that required private outdoor space for multi-family buildings is consistent*

- f. Landscape Standards (Subsection 6): Prohibition of use of landscaping to separate yards: This appear to be an “East Coast” standard (where yards are not generally separated with fences or hedges) that would not be appropriate in Paso Robles. Additionally, the City does not have staff resources to plan check or enforce such a standard.

*M&P will remove from Specific Plan the prohibition of using landscaping to separate yards.*

- g. Frontage Standards (Subsection 7): Requiring that dwelling units be designed so that living spaces front the street is too much regulation for Paso Robles. The City does not have staff resources to plan check or enforce such a standard.

*The primary reasons for orienting formal rooms towards the street are to provide “eyes on the street” and generate a more substantial building presence on the street and consequently generate a more pedestrian-friendly public realm. The majority of the residential buildings within the plan area were built before World War II. The vast majority – if not all – of the buildings built prior to World War II oriented their formal rooms towards the street for the aforementioned reasons. A central component of the form based code is to provide standards that ensure new buildings are compatible with their existing context (as well as to generate a pedestrian-friendly environment). One of the key ways of ensuring this compatibility is to orient formal rooms towards the street.*

#### 5:27 Addressing the Street and Neighborhood Character

to  
5:39

In order to improve neighborhood character and the public realm, the FBC generally requires that all residential building types face the street. (See Subsections 3 of the architectural standards for residential building types on Pages 5:27-39.) A strict interpretation of this means:

- All front doors must face the street; none may face an interior side yard.
  - Duplexes, triplexes, quadplexes, etc. must be arranged so that all front doors face the street. No longer may they be arranged one behind the other so that front doors for rear units face an interior side yard. This would be true for second story flats as well.
- a. These items would be a substantial change from current practice. There does not seem to be a compelling reason to prohibit the following:
- A front unit with a front porch in which the front door opens to the porch but faces a side yard;

*Text will be inserted specifying that this condition is permitted.*

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	<ul style="list-style-type: none"><li>• A duplex or triplex with units set behind the front unit where the front unit faces the street. <i>Front entries to duplexes, triplexes, and quadplexes should face the street (or be accessed directly from a frontage type that faces the street). This ensures that all units have an address that is readily discernable from the street.</i></li></ul>
	<p>b. It is interesting to note that, as the FBC is drafted, it would allow a “carriage house” to be attached to the rear of a single family home, be one square foot smaller in floor area than the single family home, and have a side yard-facing front door. <i>The FBC will be revised stating that rear yard units must be separated from the primary house by a minimum distance of 10 feet and in a manner that is compliant with the private open space standards.</i></p>
	<p>c. There is a 3 acre T-3N Zoned lot at the southwest corner of Vine Street and Caballo Place with topographic constraints that would make compliance with this infeasible. The developable area of the lot is a bench that is situated 20 feet higher in elevation than Vine Street. The only apparent development solution for that property is to place an alley-like driveway at the toe of the slope on the west side of the lot and allow a series of single family homes, duplexes, triplexes to face the drive, turning their backs on Vine Street. <i>Note: The topographic conditions on this site are unique and would best be addressed via a “modification”.</i></p>
5:28	<p><u>Massing and Neighborhood Character</u></p> <p>In recent years, the Planning Commission expressed concern that units added to the rear of single family dwellings on R-2 and R-3 Zoned West Side lots were excessively large compared to the existing homes on the same lot and with surrounding development. Much of the “urban standards” for the T-3N, T-3F, T-4N, and T-4F Zones in Section 5.4 (Pages 5:17-5:20) and Architectural Standards for the various building types in Section 5.5.1 (Pages 5:28-39) were developed to remedy this problem. Generally, these standards provide that units developed in the rear must be smaller than existing units in the front.</p> <p>However, some lots have rather small single family homes in front. The FBC should allow minimum units sizes for rear units and not merely require that they be smaller than the primary unit (Section 5.5.1.A.2.e. on Page 5:28).</p> <p><i>M&amp;P proposes to insert maximum second building size requirements into Specific Plan.</i></p>
5:28	<p><u>Proposed Residential Building Types</u></p>
5:31 5:35	<p>a. <u>Carriage Houses</u>: It should be noted that the plan proposes that only one carriage house (or rear yard dwelling) be permitted on a lot with a Single Dwelling, i.e., there could not be two carriage houses, even on a T-4N Zoned lot. The plan also proposes that carriage houses not be permitted in conjunction with duplexes and triplexes. <i>Text will be inserted into the Specific Plan stipulating that “duplex” carriage house / rear yard dwellings are permitted. Text will also be inserted stipulating that carriage houses are permitted in conjunction with duplexes and possibly triplexes.</i></p>
	<p>b. <u>Villas</u>: The FBC would only allow these in the T-4F Zone. Why not in the T-4N Zone? <i>M&amp;P will update FBC to allow Villas in the T-4N zone.</i></p>

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	<p>c. <u>Tuck-Unders</u>:</p> <ol style="list-style-type: none"><li>It is questionable whether Tuck-Unders (as defined and per the proposed standards) are realistic in the planning area. The City's street and block/lot fabric do not favor them.</li><li>However, the plan does not appear to allow any building type except this to have parking spaces located beneath units. Several existing multi-family complexes in the City, which could be classified as triplexes and stacked dwellings, have "tuck-under" parking.</li></ol> <p><i>The diagram in the Specific Plan is incorrect. M&amp;P will fix diagram so building types are shown correctly.</i></p>
5:103 to 5:106	<p><u>Signs (Section 5.6)</u>: For signs in the Downtown, this section will supplement existing sign regulations in the City's Sign Code. This section needs to address the following:</p> <ol style="list-style-type: none"><li>Do we want to limit the overall square footage of signs on buildings? The Sign Code presently does that. Section 5.6 does not propose a limit. <i>Yes. M&amp;P will insert text to clarify.</i></li><li>We should limit the number of types of signs placed on a building? One could read the FBC to allow a wall-mounted plus an awning plus a marquee plus a roof-mounted sign plus a projecting sign - all on one building. <i>Yes. M&amp;P will insert text to clarify.</i></li></ol> <p><i>M&amp;P recommends that sign types be distributed by zone. For example, roof-mounted signs are not appropriate within the T-3 Neighborhood Zone. M&amp;P will add a table to Section 5.6 (Sign Standards) on page 5:103 that specifies which sign standards are permitted within each zone (similar to Table 5.5.3 on page 5:43 for Frontage Types and Table 5.5.1 on page 5:26 for Building Types).</i></p>
5:17 to 5:24 and 5:109	<p><u>Parking Requirements (All Zones)</u>:</p> <ol style="list-style-type: none"><li><u>The one-size-fits-all parking ratio for retail, office, and industrial</u>: The plan proposes that no spaces would required for the first 3,000 sf, then 1 space per 400 sf thereafter.<ol style="list-style-type: none"><li>Several ad hoc members recommend that the exemption of the first 3,000 sf from calculation for required parking spaces be eliminated. <i>M&amp;P will eliminate the exemption of the first 3,000 sf from the calculation for required parking spaces.</i></li><li>While the proposed ratio would reduce the required number of off-street parking spaces for most uses, it would increase them for hotels, manufacturing, and warehouses. For example, the current Zoning Code would require 110 spaces for a 100 unit hotel with 10 employees. Assuming that the 100 room hotel had a 100,000 sf floor area, the FBC would require 243 spaces. <i>M&amp;P will propose a new parking ratio for hotels.</i></li><li><u>Paso Robles Street</u>: These parking requirements may not work for new subdivisions east of Paso Robles Street as the street types and block structure will not offer as much on-street parking as there would be in the historical subdivision west of Highway 101. <i>M&amp;P proposes to tailor parking requirements by zone.</i></li></ol></li></ol>

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	<p>b. <u>Shared &amp; Off-Site Parking (Page 5:109)</u>: This section allows for shared and off-site parking, but does not address all situations that the current Zoning Code does.</p> <p>(1) This section does not specify a mechanism for accounting for it. (The existing Zoning Code requires a 15 year recorded agreement on the off-site parking lot.)</p> <p><i>M&amp;P will incorporate text regarding accounting for shared parking.</i></p> <p>(2) There is no provision for sharing spaces between residential and commercial on the same lot. Perhaps this is intentional since the plan allows a lower parking ratio for retail and office uses.</p> <p><b><i>M&amp;P proposes that the best location for sharing parking spaces is in the Downtown area in park-once garages. Staff notes that this does not address areas outside of the downtown. The City of San Luis Obispo has a system that might work in Paso Robles.</i></b></p> <p>(3) The recommendation for shared parking is questionable in terms of application, administration, and enforcement, especially over time. The City may want to consider a higher parking in-lieu fee instead.</p> <p><i>M&amp;P agrees that shared parking provision should be removed and replaced with a parking in-lieu fee.</i></p>