

3.0 PROJECT DESCRIPTION

3.1 PROJECT APPLICANT

City of El Paso de Robles (Paso Robles)
Community Development Department
1000 Spring Street
Paso Robles, California 93446

3.2 PROJECT LOCATION

The City of El Paso de Robles (Paso Robles) is located in northern San Luis Obispo County, approximately 200 miles south of San Francisco and 200 miles north of Los Angeles. The City is situated in the southern part of the Salinas River Valley, near the headwaters of the Salinas River watershed.

Regional access to Paso Robles is provided via US Highway 101 from the north and south. Access to Paso Robles from the Central Valley to the east is provided via Highway 46. Additionally, Highway 46 connects Paso Robles to the Central Coast and US Highway 1, which traverses the coastline of California between Los Angeles to the south and San Francisco to the north. **Figure 3.0-1, Regional Location Map**, shows the location of the City of Paso Robles.

The approximately 1,100-acre project area consists of the historic West Side of the City. The planning area is shown in **Figure 3.0-2, Project Planning Area**.

The Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) area consists of two distinct areas within the City of Paso Robles located within the most northwestern portion of the City: Uptown Paso Robles and the Town Centre area of Paso Robles. The geographic boundaries of Uptown generally include Highway 101 and the Salinas River to the east; the existing City limits to the north; 24th Street to the south; and Vine Street and the City limits to the west. The geographic boundaries of the Town Centre (also referred to as the Downtown area of Paso Robles) are Vine Street to the west, the Salinas River to the east, 1st Street to the south, and 24th Street to the north. Generally, these two areas within the City of Paso Robles comprise most of the City west of Highway 101 and the Salinas River.

3.3 EXISTING LAND USE

3.3.1 Project Planning Area

3.3.1.1 Land Use

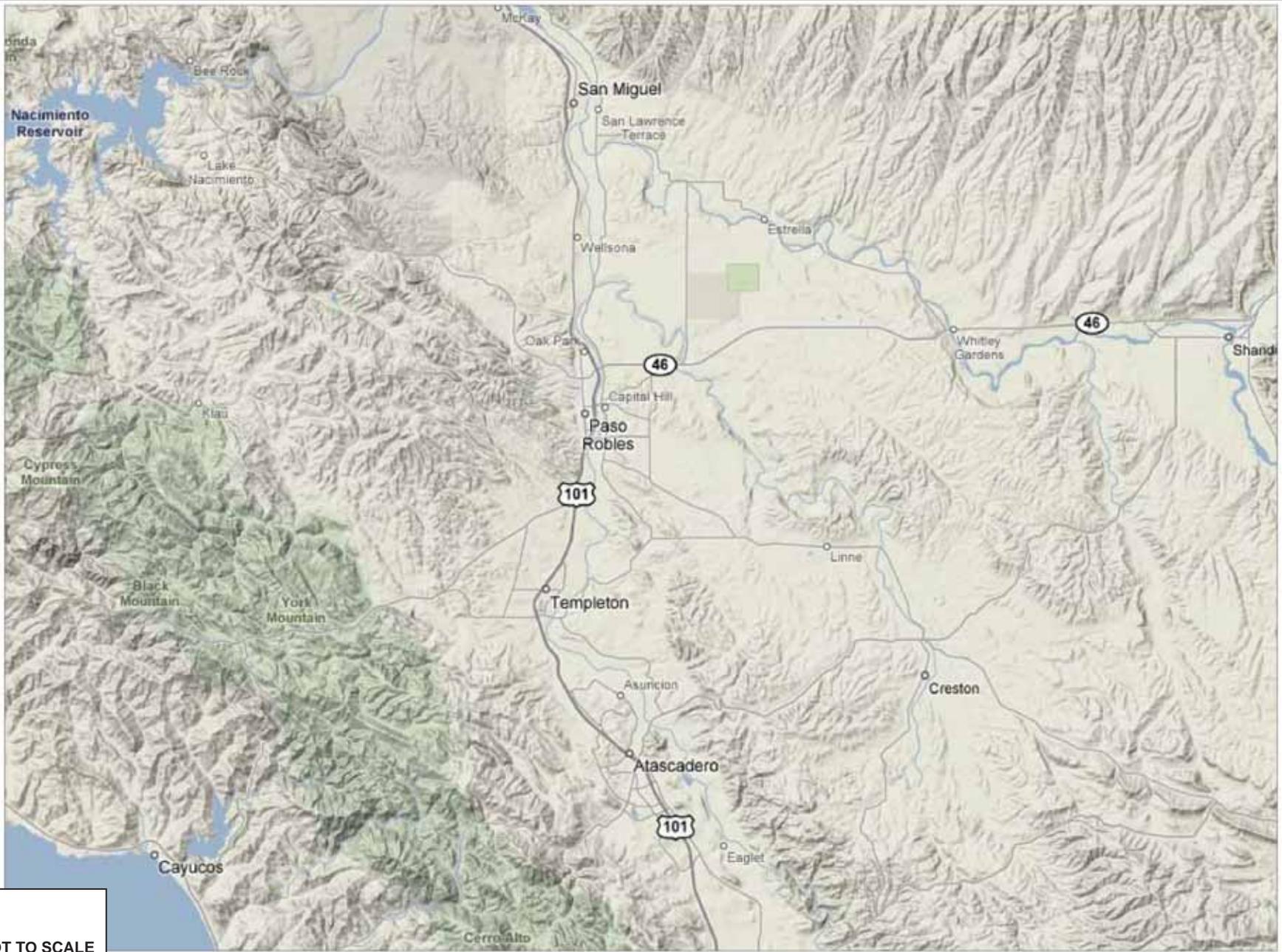
The Uptown/Town Centre Specific Plan area comprises approximately 1,100 acres, and consists of nine land use classifications: Community Commercial (CC), Commercial Services (CS), Industrial (IND), Office/Professional (OP), Public Facilities (PF), Parks and Open Space (POS), Residential Multiple Family (RMF), Residential Single Family (RSF), and Other/Not Classified. Land uses within the Uptown portion of the specific plan area generally consist of Parks and Open Space along the Salinas River Corridor, Commercial Services along the northeastern portion of Uptown adjacent to Highway 101, Residential Multiple Family throughout the central portion of Uptown, Public Facilities land by the public schools, as well as Industrial adjacent to Commercial Services.

Land uses within the Town Centre portion of the specific plan area generally consist of Commercial Services along the Union Pacific Railroad rail line, Community Commercial in the Downtown throughout the central Spring Street Corridor of the specific plan area, Residential Multiple Family uses along the east and west sides of the Spring Street Corridor, and Public Facilities land at the Event Center and in the vicinity of City Hall.

3.3.1.2 Local Physical Conditions

Existing Street and Block Structure

The plan area covers the majority of the historic street and block network that was originally plotted in the 1880s. The blocks are rectilinear and measure approximately 300 feet by 300 feet and the street network is interconnected. South of 24th Street the interconnected network is virtually intact, except for where the railroad tracks cut through. There are a total of seven railroad crossings, all of which are located at and south of 24th Street. The freeway severs the planning area from the Salinas River and from development along Paso Robles Street. There are three freeway crossings—at 13th Street, 24th Street, and 1st Street/Niblick Road—connecting the planning area to Paso Robles' east side.



SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE 3.0-1

Regional Location Map



Legend:

- Specific Plan Area Boundary

1000 500 0 1000

APPROXIMATE SCALE IN FEET

SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE 3.0-2

Project Planning Area



Existing Open Space

Within the planning area there are three parks (Robbins Field, City Park, and Pioneer Park), and three elementary schools (Bauer Speck Elementary School, Flamson Middle School, and Georgia Brown Elementary School). Pioneer Park and Robbins Field are isolated from residential and retail uses, and therefore are not used to their full potential. The Salinas River runs north/south along the eastern edge of the planning area.

Existing Buildings

The majority of the existing buildings in the plan area are one and two stories, with one building in Downtown as high as four stories. Considerable portions of the plan area were built more than 50 years ago. The majority of the plan area is well built out.

3.3.2 Surrounding Land Uses

The Uptown/Town Centre Specific Plan area makes up the majority of the City of Paso Robles land in the northwestern portion of the City. Adjacent to the specific plan area are the following land uses:

- **North.** Highway 101 and the Salinas River, which serve as the northern boundary of the Specific Plan, continue north of the specific plan area. Additionally, undeveloped agricultural land outside of the City limits lies north of the specific plan area.
- **East.** The Salinas River generally serves as the eastern boundary of the specific plan area. East of the Salinas River is the remainder of the City of Paso Robles. Immediately east of the river are agricultural land to northeast; the Borkey Area Specific Plan, which consists of residences south of the agricultural land and north of Highway 46; the Union/46 Area Specific Plan, which consists of industrial uses and single-family residences south of Highway 46; and additional single- and multi-family residential and regional commercial uses continuing to the south end of the City limits.
- **South.** The southern portion of the specific plan area is bordered by Highway 101 and the Salinas River, as well as Parks and Open Space, Business Park, and Industrial land uses. The southern boundary of the specific plan area is at 1st Street. Highway 101, the Union Pacific Railroad line, and the Salinas River continue farther south of the specific plan area. Additional land uses to the south include Business Park and Regional Commercial centers.
- **West.** To the west of the specific plan area are the east-facing hills of the Santa Lucia Mountains. Within the hills are single-family residences with large lots, and all land is designated as Residential Suburban. Farther west of the specific plan area are the Santa Lucia Mountains, the communities of San Simeon and Cambria, and the Pacific Ocean. The Pacific Coast is approximately 30 miles west of the specific plan area.

3.4 PROJECT CHARACTERISTICS

3.4.1 Project Purpose

The proposed project is a specific plan that intends to maintain the existing small-town fabric—from the size of its blocks, to the design of its sidewalks and street trees, to the scale of its buildings—keeping the pedestrian in mind. The area’s public realm of tree-lined streets and parks is retained as an aspect equally important as the private buildings. These are the principles that direct this plan. Accordingly, the *Uptown/Town Centre Specific Plan* employs the principles of traditional neighborhood development to ensure that future development within the plan area compliments the existing small-town character of Paso Robles. Key to this is the specific plan’s preservation and enhancement of the plan area’s pedestrian character. **Figure 3.0-3, Walkability Diagram**, identifies the existing pedestrian sheds in the planning area. These pedestrian sheds represent the extent a typical pedestrian will walk, approximately 5 minutes or 0.25 mile.

The pedestrian sheds form the basis of the following six neighborhoods, districts, and corridors, which comprise the specific plan area:

1. Uptown Neighborhood
2. Midtown Neighborhood
3. Downtown District
4. Riverside Corridor
5. South of Downtown Neighborhood
6. Salinas River Preserve

3.4.2 Project Objectives

The proposed specific plan establishes the following goals:

3.4.2.1 Near-Term Goals (Within Five Years)

- Goal 1: Envision Uptown and the Town Centre as pedestrian-friendly, mixed-use neighborhoods, districts, and corridors.
- Goal 2: Continue to revitalize the historic Downtown.

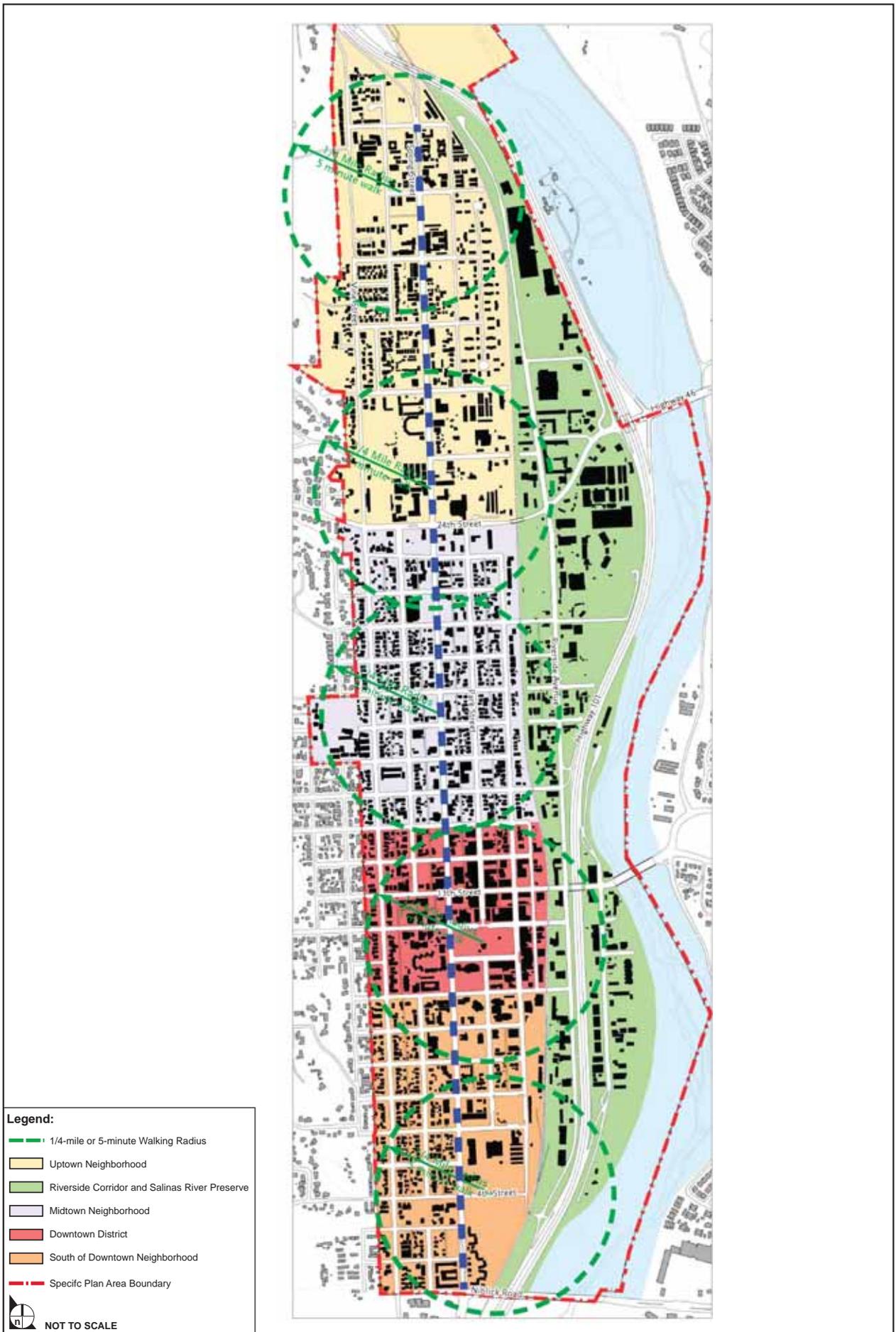


FIGURE 3.0-3

Walkability Diagram

Goal 3: Encourage infill development as a means of accommodating growth, while preserving significant historic resources, enhancing open space areas, reducing vehicle miles traveled and other negative environmental effects, and enhancing livability and quality of life.

Goal 4: Strive to maintain a balanced, pedestrian-oriented community, where the majority of residents can live, work, and shop.

Goal 5: Expand employment opportunities for residents in the plan area.

Goal 6: Expand retail opportunities in the plan area for both residents and visitors.

3.4.2.2 Longer-Term Goals (Six Years and Beyond)

Goal 7: Capitalize on one of the few remaining passenger rail stations between Los Angeles and San Francisco.

Goal 8: Transform the City's core into a Mid-State Downtown.

The planwide objectives for the seven general subareas are identified below:

- Ensure the long-term protection of historically significant buildings and districts as identified in the Historic Resources Survey.
- Introduce selective infill on properties not currently occupied by buildings of historical significance.
- Introduce street trees, sidewalks, and pedestrian improvements.
- Designate Park Street as a portion of the Anza Trail.
- Improve Vine Street and Riverside Avenue with sufficient bike lanes to act as a bike boulevard linking the Uptown and Town Centre areas.
- Address the infrastructure needs and identify areas where improvements will be needed for the long term success of the plan.
- Introduce a performing arts center. Possible locations include:
 - The northeast corner of 12th and Spring Streets across the street from City Park.
 - The southwest corner of Riverside Avenue and 24th Street on the north side of the existing Paso Robles Event Center parking lot.

- Build a new City Hall building. Possible locations include:
 - The southeast corner of 6th Street and a realigned Pine Street.
- Introduce a new Performing Arts Center to be located south of 24th Street and where adequate parking can be provided.

The specific planning objectives for each of the six neighborhoods in the Specific Plan Area are indicated in the subsections that follow.

3.4.2.3 Uptown

- Introduce a small-scale retail district at the corner of 34th and Spring Streets.
- 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.
- Develop the property owned by the County Office of Education at the northeast corner of Oak and 36th Streets with an Early Childhood Learning Center that may house a City Library-operated study center.
- Rehabilitate the Oak Park Housing Project and introduce a new community recreation center to replace the George Stephan Center.
- Improve Georgia Brown Elementary School and Vine Street, including terracing the hillside to accommodate spectator seating for existing soccer fields.
- Introduce new streets to create a better-connected street and block network.
- Introduce pedestrian improvements along Oak Street between Fein Street and 30th Street.
- Introduce a pedestrian/vehicular crossing over the existing railroad tracks at 28th Street.
- 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.

3.4.2.4 Midtown

- Introduce a greenway along Park Street that provides an attractive pedestrian and bicycle connection between Uptown and Downtown.
- Introduce commercial and office uses along Spring Street.
- Introducing mixed-use and/or flex uses buildings along the segment of Spring Street that passes through Midtown.

- Introduce a commercial corridor along 24th Street that allows retail and small office uses, and upper floor residences.
- Introduce 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 Event Center.
- Introduce a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street. Placement of a park on this site is contingent upon meeting the requirements of a covenant that restricts the site's use to "educational" uses.
- Improve pedestrian access and safety across 24th Street that meets ADA (Americans with Disabilities Act) requirements as necessary. A pedestrian and bicycle crossing of the railroad may be located at 23rd Street as an alternative.
- 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.

3.4.2.5 Downtown

- At key locations, introduce lined parking garages, whereby the garage is located at the center and is screened from street by retail uses.
- Introduce a farmers' market along the north side of 11th Street.
- Traffic-calm 13th Street in order to encourage/allow easier north/south pedestrian and automobile crossings of 13th Street.
- Expand the existing retail district northward to 16th Street southward along Pine Street to the train station.
- Transform Railroad Street between 10th and 14th Streets into a more pedestrian-friendly street by narrowing its width and introducing new paving materials and street furniture.
- Introduce a pedestrian bridge at 12th Street that crosses the 101 Freeway, connecting Downtown to the Salinas River.
- Introduce new angled parking in the Downtown core, including on Spring and 13th Streets to supplement the Downtown's on-street parking supply, calm traffic, improve pedestrian access, and "visually announce" when a driver has arrived in Downtown.
- 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 a working artist studio into the heart of Downtown.
- 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.

- Infill existing parking lots with mixed-use buildings.
- Introduce selective infill on properties not currently occupied by buildings of historical significance.
- Implement selective streetscape improvements, including new street lighting, street trees, and sidewalks.
- Tailor Paso Robles City Park to better accommodate performances and events.

3.4.2.6 Riverside Corridor

- Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations.
- 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.
- Introduce a pedestrian bridge from the Farmers' Alliance Building, across the railroad tracks, to the proposed City Hall building (at 6th and Pine Streets).
- Transform Riverside Avenue into a bicycle-friendly boulevard.
- Extend Riverside Avenue north to pass under the 101 Freeway to reach the Hot Springs property and provide connection to the overall river trail system.
- Introduce a natural history museum/interpretive center at the Salinas River end of the 12th Street pedestrian bridge.
- 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.
- Incorporate an amphitheater along the Salinas River Paseo facing the river.
- Encourage buildings to be pedestrian-oriented, of industrial/agricultural character, and to face the Salinas River.
- Provide safe pedestrian crossing along 24th Street over the railroad tracks. A pedestrian and bicycle crossing of the railroad may be provided at 23rd Street as an alternative.
- 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.

3.4.2.7 South of Downtown

- 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.

- Extend 4th Street beneath the railroad tracks to Riverside Avenue. In conjunction with this project or as a separate project, Pine Street may be repositioned to the west to align with the center of Robbins Field.
- Introduce a pedestrian bridge across the railroad tracks between the new City Hall building and the historic Farmers' Alliance Building.
- Provide a new north frontage for the existing Post Office building that better relates to Park Street.
- 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."
- Introduce a new City Hall in the South of Downtown area.
- Develop the Fourth Street Master Plan area in order to kick-start the regeneration of South of Downtown.
- 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.
- Implement streetscape improvements including the introduction of new street lighting, street trees, and sidewalks.

3.4.2.8 Salinas River

- Provide greater access to the Salinas River, particularly along its eastern edge.
- Develop a habitat preservation and management plan for the Salinas River that
 - ensures the survival of the next generation of vegetation through no-mow protocols and sapling planting;
 - identifies mitigation opportunities for area development that contribute to river restoration;
 - enacts stormwater best management practices (BMPs) to filter out pollutants and contribute to the recharging of the region's groundwater.
- Create destination opportunities, such as an amphitheater, river outlook, outdoor classroom/interpretive displays, and a wetland boardwalk.

3.4.2.9 Specific Plan Vision and Illustrative Plan

The *Uptown/Town Centre Specific Plan's* Illustrative Plan (refer to **Figure 3.0-4, Illustrative Plan**) shows a vision of significant change that is likely to take as much as 25 years to occur. The 25-year buildout projection includes the addition of 989 to 1,649 residential units (unit counts over ~~626~~ 989 would require a

general plan amendment), up to 200,000 square feet of retail, 100,000 square feet of office, and 20 acres of usable open space. The *Uptown/Town Centre Specific Plan Development Code* (Development Code) will guide the design of hundreds of new and renovated buildings, and the Implementation Strategy will guide the design, financing, and construction of public space and infrastructure improvements. The eventual and incremental implementation of these projects as they occur over a long period of time will deviate from certain details of the Illustrative Plan and perspective illustrations, but the Development Code is designed to ensure that the fundamental character, qualities, and intentions will be realized.

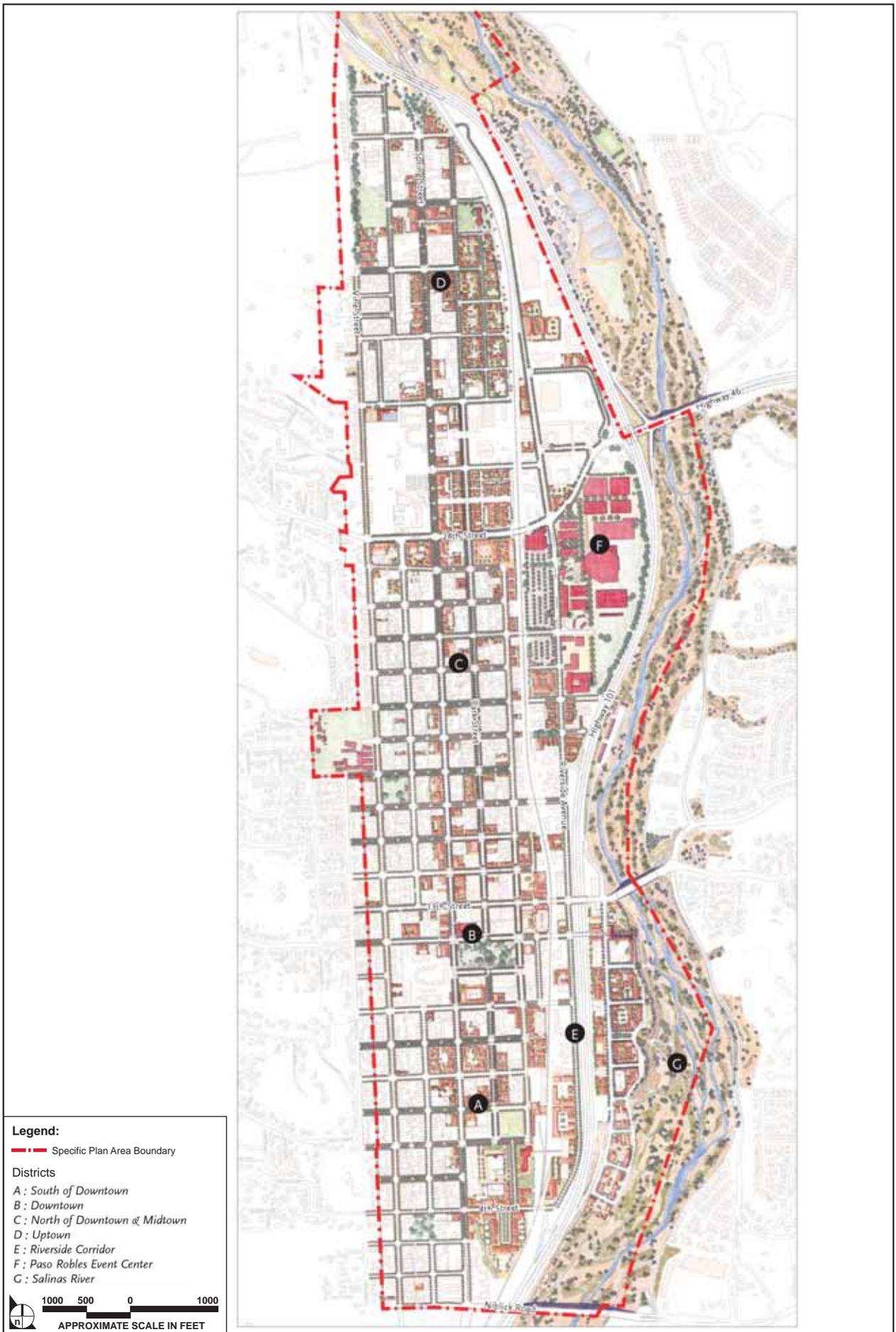
The community's vision for this plan area is summarized below for each of the neighborhoods, districts, and corridors:

1. **Spring Street Corridor.** Spring Street is the historic spine of the City. The specific plan envisions its transformation from the current state highway design character to that of a central avenue that connects the several neighborhoods through which it passes (listed below) taking on and reinforcing the unique character of each, in turn.

It is important to note that historically Spring Street was a thoroughfare used primarily by travelers passing through town and not a destination or shopping district for residents as downtown was (hence the concentration of motels and other auto-related properties). The changes to Spring Street proposed by this specific plan are implemented in a sensitive manner and, while the roadway may no longer function as it once did; the contemporary viewer will still be able to see how it functioned historically. Key to preserving this character is maintaining its existing alignment and orientation, accommodating two-way traffic, keeping the historic right-of-way width, and ensuring that it continues to run uninterrupted from one end of town to the other.

2. **Uptown Neighborhood.** Uptown has evolved in a piecemeal and jumbled fashion, quite different and separate from the Downtown neighborhoods. This specific plan envisions completing and refurbishing the street network, constructing new public parks and plazas, and ensuring that all new buildings line these public spaces with welcoming frontages and facades scaled to the pedestrian.

Uptown occupies the area between Vine Street, 24th Street, the railroad tracks, and the northern City boundary.



SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE 3.0-4

Illustrative Plan



Key to improving Uptown is the completion of an interconnected street network. Such a network will foster a more comfortable pedestrian environment by shortening distances pedestrians have to walk, providing alternative routes for pedestrians to use, improving safety by eliminating dead ends and providing for a steady but slow flow of automobiles, which can provide a further level of passive surveillance. One or more railroad crossings connecting Uptown to Riverside Avenue should be introduced to better connect Uptown residents with employment opportunities along Riverside Avenue, with at least one of the crossings accommodating automobiles as well as pedestrians. Uptown's revitalization will also be supported by the introduction of additional open space—both recreational and civic. Specific projects include

- a) introducing a neighborhood-serving retail plaza along Spring Street between 34th and 32nd Streets;
- b) expanding 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;
- c) developing 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;
- d) improving Georgia Brown Elementary School and Vine Street, including terracing the hillside to provide bleachers for overlooking the fields below;
- e) introducing 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;
- f) creating a destination opportunity at the Hot Springs site that includes a boardwalk over the wetland and an interpretive kiosk;
- g) introducing pedestrian at-grade crossings over the existing railroad tracks at 28th Street; and
- h) introducing 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.

The following net development potential for the Uptown area over the plan's 25-year planning horizon is anticipated (new development minus existing development):

Retail and Restaurant: 40,000–75,000 square feet

Office: 7,500–25,000 square feet

Residential: 280-370 units

Open Space: 6 acres

Civic: 8,000–12,000 square feet

3. **Midtown.** Midtown is a mix of auto-oriented commercial and industrial buildings and housing. The specific plan envisions this area gradually transitioning to a more walkable environment, and accommodating mixed-use development, visitor-serving uses, and higher-intensity housing.

The southern portion of Midtown is a quite stable residential neighborhood, with a large number of historic homes. The plan intends that all new development in this neighborhood be respectful of its

existing and historic scale and character, and that street improvements complete the pedestrian network and improve stormwater management.

The Midtown neighborhood is bounded by 24th Street to the north, Vine Street to the west, 16th Street to the south, and the railroad tracks to the east. The Midtown neighborhood is primarily residential in character with commercial buildings lining Spring Street, 21st Street, and 24th Street.

The small-scale, primarily residential character of the Midtown neighborhood is to be preserved. Historic structures are preserved or sensitively expanded, and better mixed-use and/or flex buildings will line Spring Street, 21st Street, and 24th Street. New buildings will be coded to shape the public realm of the street in a pedestrian-friendly manner. These two neighborhoods provide several opportunities for significant new public spaces, as outlined below. Specific projects include:

- a) introducing 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) introducing mixed-use and/or flex-use buildings along the segment of Spring Street that passes through Midtown;
- c) developing a commercial corridor along 24th Street that includes retail businesses, small offices, and upper-floor residences;
- d) constructing 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 Event Center;
- e) introducing a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street;
- f) improving pedestrian access and safety along and across 24th Street. A pedestrian and bicycle crossing of the railroad may be provided at 23rd Street as an alternative;
- g) introducing pedestrian access across the 24th Street Bridge that meets ADA requirements as necessary; and
- h) introducing 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.

The following net development potential for the Midtown area over the plan's 25-year planning horizon is anticipated (new development minus existing development):

Retail and Restaurant: 15,000–30,000 square feet

Office: 15,000–30,000 square feet

Residential: 100–230 units

Open Space: 2.25 acres

4. **Downtown District.** This is the historic retail core of the City. As much of the retail life of the City has moved to larger centers, Downtown is being reinvented as a restaurant, entertainment, cultural, artistic, educational, and civic center for the City and the region. A strong retail component, as well as residential and office uses, are also planned, to create a vibrant, 18- hour mixed-use urban district.

The Downtown District is bounded by 15th Street to the north, Spring Street to the west, 10th Street to the south, and the railroad tracks to the east. Downtown is the historic and retail heart of Paso Robles and is graced with the presence of many historic buildings.

The impetus behind the revitalization of Downtown is the restoration of its unique historical value, the enhancement of its economic vitality, and the preservation of Paso Robles' friendly, community atmosphere. This will be achieved by expanding and transforming Downtown into a park-once, mixed-use retail district as follows:

- a) Expanding 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.
- b) Preserving 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.
- c) Traffic-calming 13th Street in order to encourage and enable pedestrians and automobiles to comfortably cross in a north-south direction.
- d) Infilling existing parking lots with mixed-use buildings.
- e) Introducing selective infill on properties not currently occupied by buildings of historical significance.
- f) Introducing park-once parking garages at strategic locations.
- g) Reconfiguring 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.
- h) Implementing selective streetscape improvements, including new street lighting, street trees, and sidewalks.
- i) Tailoring Paso Robles City Park to better accommodate performances and events.
- j) Introducing a farmers' market, which 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.
- k) Transforming Railroad Street between 10th and 14th Streets into a more pedestrian-friendly street by narrowing its width and introducing new paving materials and street furniture.

- l) Introducing a pedestrian bridge at 12th Street that crosses the 101 Freeway, connecting Downtown to the Salinas River.
- m) Introducing a Performing Arts Center.
- n) 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.

The following net development potential for the Midtown area over the plan's 25-year planning horizon is anticipated (new development minus existing development):

Retail and Restaurant: 5,000–50,000 square feet

Hotel: 35–50 rooms

Office: 16,000–25,000 square feet

Residential: 100–200 units

Civic: 25,000–50,000 square feet

5. **South of Downtown Neighborhood.** The area south of Downtown is quite mixed in its existing character, with some well-preserved neighborhood fabric west of Spring Street, and a more fragmented street network and less coherent urban block structure east of Spring. The specific plan intends that new street connections and other public spaces be inserted to repair damage to the network, and to support the development of new mixed-use buildings that are strongly oriented to the public space network along and to the east of Spring Street.

South of Downtown occupies the area south of 10th Street, east of Vine Street, north of 1st Street, and west of the railroad tracks. South of Downtown is comprised of three primary areas, each with its own defining and unique character: a historic, multifamily residential neighborhood west of Spring Street; a highway-oriented corridor along Spring Street; and a district east of Spring Street that is defined by its many civic amenities, including Robbins Field, the main post office, the Emergency Services Building, and the recently completed County courthouse. In addition, the North County Transportation Center, which includes an Amtrak station, is located on South of Downtown's eastern edge.

Future development of South of Downtown will be tailored to each of its three areas. The residential neighborhoods west of Spring Street will remain predominantly residential, with an emphasis on the preservation of existing historic structures. Spring Street will be developed with buildings appropriate to a major thoroughfare, but with a strong pedestrian orientation and a focus on defining Spring Street as an important public space. East of Spring Street will take on an increasingly civic character and identity. Specific projects include:

- a) transforming Robbins Field into a civic green that is less limited in its use. A new baseball field would be located elsewhere with the specific plan area (such as the block surrounded by 16th, Vine, 17th, and Oak Streets).
- b) extending 4th Street beneath the railroad tracks to Riverside Avenue. In conjunction with this project or as a separate project, Pine Street may be repositioned to the west to align with the center of Robbins Field.

- c) introducing a new City Hall. This would free up space in the existing City Hall/Main Library building for much needed library uses, and provide a strong civic terminus for the views down Pine Street from City Park.
- d) building a pedestrian bridge across the railroad tracks between the new City Hall building and the historic Farmers' Alliance Building, providing additional connectivity between South of Downtown and Riverside Avenue.
- e) developing 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.
- f) providing a new north frontage for the existing post office building that better terminates the south end of to Park Street and relates to the Carnegie Library at the north end.
- g) infilling 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.
- h) implementing streetscape improvements including the introduction of new street lighting, street trees, and sidewalks.

The following net development potential for the South of Downtown neighborhood over the plan's 25-year planning horizon, the following net development potential is anticipated (new development minus existing development):

Retail and Restaurant: 7,500–75,000 square feet

Hotel: 70–100 rooms

Office: 7,500–65,000 square feet

Residential: 200–385 units

Open Space: 1.35 acres

Civic: 35,000–55,000 square feet

- 6. Riverside Corridor.** The railroad, Riverside Avenue, and the 101 Freeway have sliced the land between Downtown and the Salinas River into a number of poorly connected narrow strips. The specific plan envisions new cross-connections between these strips where possible, and its unification into a pedestrian-oriented mixed-use and commercial district that retains major elements of the historic agrarian and industrial building character. Riverside itself has the potential to become a great urban face to the 101 Freeway, funneling visitors to Downtown.

The Riverside Corridor occupies the area between Highway 101 and the railroad tracks, bounded by 1st Street to the south, the railroad tracks to the west, and Highway 101 to the east and north.

The primary goal for the redevelopment of the Riverside Corridor is to transform it into a more inviting and welcoming gateway into Paso Robles. Commercial and industrial uses will continue to be accommodated, although the form and character of new buildings and their associated parking lots/loading areas will be tailored to front the street in a way that appropriately shapes the public

space of the street. In addition, Riverside Avenue will be transformed into a multi-modal connector between Downtown and the motels north of 24th Street, the Paso Robles Event Center, and the Pioneer Park historical institutions, with bike lanes and convenient transit service to reduce traffic and parking impacts of Downtown visitors and to improve the quality of the overall visitor experience. Finally, the Paso Robles Event Center and the Pioneer Park historical museums will be expanded and improved to add to the City's already substantial ability to attract visitors and tourists year-round. Specific projects include

- a) revitalizing the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations;
- b) introducing retail and other related uses in the Farmers Alliance Building. New commercial buildings will also be introduced on the site in order to improve the attractiveness of the property as a community destination;
- c) introducing a pedestrian bridge from the Farmers' Alliance building, across the railroad tracks, to the proposed City Hall building (at 6th and Pine Streets);
- d) transforming Riverside Avenue into a bicycle-friendly boulevard;
- e) providing 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;
- f) introducing 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;
- g) introducing a paseo along the Salinas River, shaded by native trees and equipped with seating, forming a clearly defined edge, public walkway, and river overlook;
- h) incorporating an amphitheater along the Salinas River Paseo facing the river; and
- i) encouraging 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.

The following net development potential for the Riverside Corridor neighborhood over the plan's 25-year planning horizon is anticipated (new development minus existing development):

Retail and Restaurant: 10,000–45,000 square feet

Hotel: 230–400 rooms

Office: 25,000–45,000 square feet

Industrial: 25,000–120,000 square feet

Residential: 25–300 units

Civic: 5,000–7,500 square feet

7. **Salinas River Preserve.** The Salinas River has been gradually cut off from much of its natural flows by upstream "improvements," and walled off from the town by the freeway and by suburban development that backs up to its east edge. The specific 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 front the river along a pedestrian-oriented public way.

3.4.3 Projected Specific Plan Development

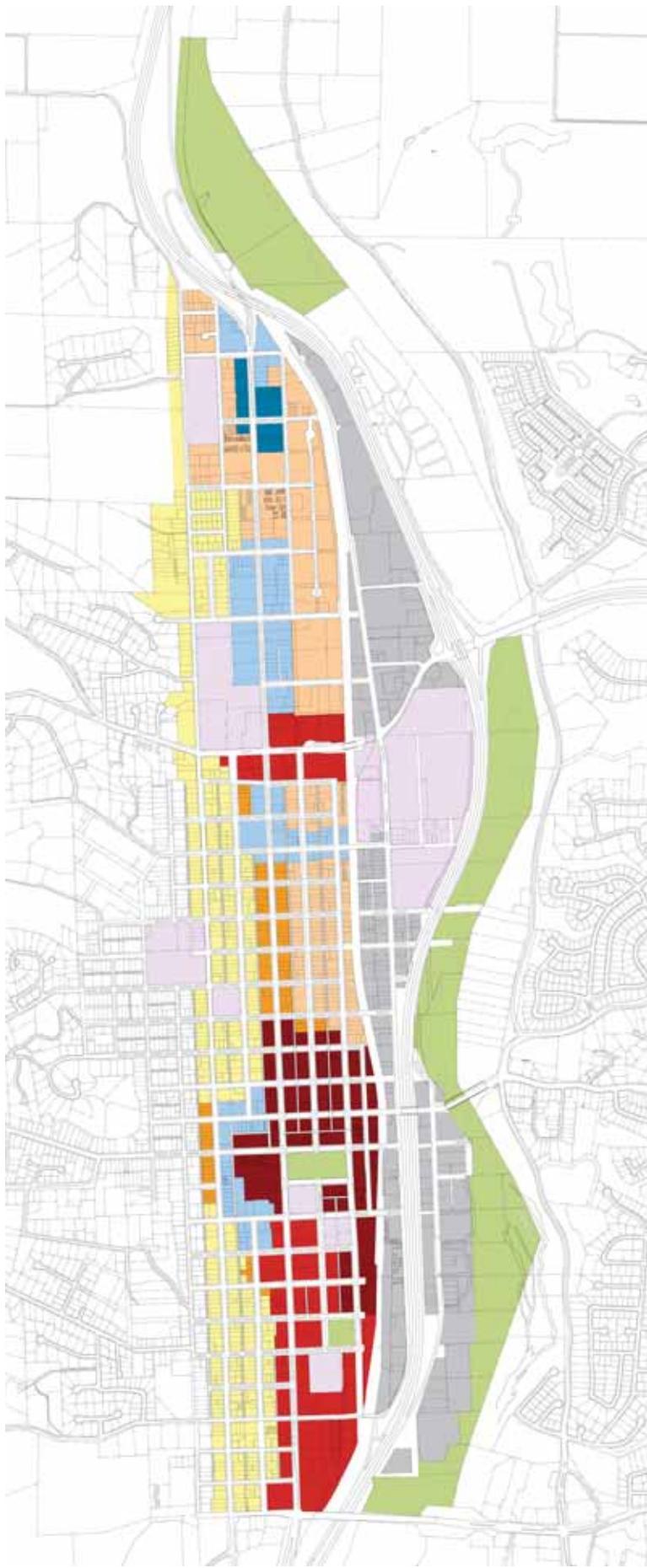
A form-based code intended to ensure development patterns are consistent with the existing scale and character in Paso Robles. The form-based code will regulate development in the Uptown/Town Centre Specific Plan area by addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in the form-based code are presented as both diagrams and words for the zones defined in the Regulating Plan (see **Figure 3.0-5, Regulating Plan**) included in the specific plan.

The regulating plan locates the zones within the specific plan area and identifies the specific parcels and rights-of-way as they existed in 2009 at the adoption of the specific plan. The area subject to the specific plan is divided into the following zones, which shall be applied to property within the specific plan area as shown on the Regulating Plan:

- **T3 Neighborhood Zone (T3-N).** The T3-N zone is applied to areas currently occupied generally by one- and two-story, single-family houses with large, landscaped front yard setbacks along tree-lined streets. Many of the buildings within the T-3N zone are historically significant. The intent of the T-3N zone is to preserve this small-scale, residential character. In addition, properties west of Vine Street and north of 21st Street are subject to the Hillside Development District (Chapter 21.14A of the Zoning Ordinance).
- **T3 Flex Zone (T3-F).** The T3-F zone is applied to areas primarily along Spring Street between 16th Street and 21st Street and on 21st Street between Spring Street and the railroad. These areas are mainly occupied by one- and two-story, single-family houses with large, landscaped front yard setbacks along tree-lined streets. Many of the buildings within the T-3F zone are historically significant. The intent of the T-3F zone is to preserve the existing character, while allowing for higher residential densities and a more diverse use mix than the T-3N zone.
- **T-4 Neighborhood Zone (T4-N).** The T4-N zone is applied to areas currently occupied by a variety of building types ranging from single-family houses to duplexes, triplexes, and larger apartment buildings. In the area between 24th Street and 28th Street are large manufacturing and storage sheds that are occupied by a range of uses, including residential, retail, office, and industrial. Many of the buildings within the T-4N zone are historically significant. The intent of the T-4N zone is to create vibrant, walkable, primarily residential neighborhoods.
- **T4 Flex Zone (T4-F).** The T4-F zone is applied to areas currently lining portions of Spring Street, 12th Street, and Vine Street, and occupied generally by one- and two-story, single family houses and flex block buildings. Some of the buildings within the T4-F zone are historically significant. The intent of the T4-F zone is to preserve this small-scale, mixed-use character, while allowing for higher residential densities and a more diverse use mix than the T-4N zone.

- **T4 Neighborhood Center Zone (T4-NC).** The T4-NC zone is applied to the area along Spring Street between 34th and 36th Streets. The zone is currently occupied by one- and two-story commercial and multi-family residential buildings adjacent to parking lots. Few of the buildings within the T4-NC zone are historically significant. The intent of the T4-NC zone is to create a vibrant neighborhood and civic center.
- **Town Center 1 Zone (TC-1).** The TC-1 zone applies to the area occupied by Paso Robles' historic Downtown. In general, buildings are one-, two-, and three-story, zero-setback flex block buildings occupied by commercial and mixed uses. Many of the buildings within the TC-1 zone are historically significant. The intent of the TC-1 zone is to preserve and augment Downtown's unique historical value while enhancing its economic vitality.
- **Town Center 2 Zone (TC-2).** The TC-2 zone is applied to areas that are developed with strip centers and other suburban types of commercial buildings that cater to the automobile. Many properties are relatively underdeveloped, with substantial portions either vacant or used for parking. Most of the buildings are unremarkable in historic value. The intent of the TC-2 zone is to create relatively high-density, mixed-use neighborhoods.
- **Riverside Corridor Zone (RC).** The RC zone is applied to areas currently occupied by a variety of building types and uses, including large-footprint industrial buildings; smaller-scale commercial, industrial, and hospitality buildings; and single-family houses. Most of the buildings are unremarkable in historic value. The intent of the RC zone is to create a vibrant, flexible, multi-use environment that better defines the street edge.
- **Civic (C).** The Civic Zone applies to sites that are occupied by or will be occupied by civic buildings, including libraries, schools, museums, convention centers, and government offices. Civic buildings and their associated uses represent physical symbols of a community's social, cultural, educational, and other institutional activities. They preserve the lessons and instruments of culture, offer a dignified forum for the issues of the time, encourage democratic initiatives, and consequently ensure the balanced evolution of the larger society. Accordingly, the physical composition of civic buildings should be distinct from more common buildings used for dwelling and commerce. New civic buildings and/or alterations to existing civic buildings require Design Review.
- **Open Space (OS).** The OS zone identifies areas reserved for public parks, playgrounds, ball fields, tennis courts, recreation and community centers, nature preserve, trails, and other uses. Allowable structures in this zone are limited to those necessary to support the specific purposes of the particular open space area (for example, sport court enclosures and multi-purpose community center buildings in active parks, and trails within natural open space areas such as the Salinas River).

The *Uptown/Town Centre Specific Plan* Development Code is a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code will continue to apply within the specific plan area except as expressly provided to the contrary in the Development Code.



Legend:

Zone Designations

- T-3 Neighborhood (T-3N) Zone
- T-3 Flex (T-3F) Zone
- T-4 Neighborhood (T-4N) Zone
- T-4 Neighborhood Center (T-4NC) Zone
- T-4 Flex (T-4F) Zone
- TC-1 Town Center (TC-1) Zone
- TC-2 Town Center (TC-2) Zone
- RC Riverside Corridor (RC) Zone
- Civic (C) Zone
- Open Space (OS) Zone



NOT TO SCALE

SOURCE: Moule & Polyzoides Architects and Urbanists - June 2010

FIGURE 3.0-5

Regulating Plan



Proposed development, subdivisions, and new land uses within the specific plan area shall comply with all applicable requirements of the revised Development Code, as follows:

- a. **Regulating Plan:** The Regulating Plan defines the zones within the specific plan area, the parcels included within each zone, and summarizes the character of each zone. The new zones and intended open space locations are identified on parcels as they existed in 2009 at the time of adoption of the specific plan.
- b. **Use Standards:** This section identifies the land use types allowed by the City in each of the zones established by the Regulating Plan. A parcel or building within the specific plan area shall be occupied only by land uses identified as allowed within the applicable zone.
- c. **Urban Standards:** This section regulates the features of buildings that affect the public realm (building placement, height, and facade design), and vary according to the zone as applied to each parcel by the Regulating Plan. Proposed development and land uses shall comply with all applicable standards. Typical standards for items such as parking lot design, walls, fences, trash enclosures, etc., are per Zoning Code requirements.
- d. **Architectural Standards:** Beyond the regulations about where buildings can be placed and how they need to behave to positively shape the public realm, the Architectural Standards regulate the manner in which individual parcels and blocks are developed to create diverse and finely grained development. This is accomplished through the use of two main components: (a) building types (e.g., duplex, rowhouse, courtyard housing, etc), and (b) frontage types (e.g., front yard/porch, stoop, arcade, shopfront).
- e. **Sign Standards:** This section regulates all signage within the specific plan area to be consistent with the character described for each zone.
- f. **Additional Requirements:** This section details additional requirements for parcels located within the specific plan area.
- g. **Subdivision Standards (Section 5.8):** This section regulates the creation and maintenance of a finely grained and walkable network of blocks punctuated by integral and varied open spaces. The resulting blocks are subject to the development potential identified on the Regulating Plan and the applicable chapters of this Development Code.
- h. **Definitions:** This section identifies and defines the term used in the specific plan.

Based on the existing conditions in the specific plan area and the characteristics of the specific plan, growth projections were developed that will serve as the basis for the environmental analysis in the EIR. These projections are presented in **Table 3.0-1, Summary of Projected Growth in the Specific Plan Area**, and include development through the year 2025, post-2025 development (the horizon year for the City's general plan), and total development under the specific plan (including both pre- and post-2025 development).

Table 3.0-2, Detailed Project Growth by Planning Area, provides information for the proposed development (upper limits) within each of the planning areas of the specific plan.

**Table 3.0-1
Summary of Projected Growth in the Specific Plan Area**

Development Scenario	Lot Information			Use Information						
	Change (acres)	No Change (acres)	Total (acres)	Dwelling Units	Retail/ Other (sf)	Office (sf)	Hotel (rooms)	Total Commercial (sf)	Industrial (sf)	Civic (sf)
Existing Conditions	-	-	729.22	2,235	-	-	-	2,693,700	-	-
Specific Plan Projected Development through 2025	93.80	635.42	729.22	989	136,752	133,903	334	561,718	164,887	65,988
Specific Plan Development Project after 2025	62.53	666.69	729.22	660	91,168	89,268	223	374,479	109,994	64,423
Total Projected Specific Plan Development (pre- and post-2025)	156.33	572.89	729.22	1,649	227,920	223,171	557	936,197	274,881	130,411

Note:

sf = square feet

Table 3.0-2
Detailed Project Growth by Planning Area

Planning Area	Use	Zone																				Totals		
		T-3N Zone		T-3F Zone		T-4N Zone		T-4F Zone		T-4NC Zone		TC-1 Zone		TC-2 Zone		RC Zone		C Zone		OS Zone		Total	Change	
		Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	
Uptown	Acreage	39.11	4.25	47.29	0.00	3.37	25.94	28.78	10.17	6.51	5.95	0.00	0.00	5.29	5.29	0.00	0.00	28.48	0.00	0.00	0.00	158.83	51.60	
	Dwellings	360	39	433	0	40	311	291	103	83	76	0	0	76	76	0	0	0	0	0	0	1,284	605	
	Hotel	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	13	13	13	
	Retail	0	0	108,148	0	2,202	16,949	47,012	16,613	21,268	19,439	0	0	3,456	3,456	0	0	0	0	0	0	182,086	56,457	
	Office	0	0	0	0	2,202	16,949	37,610	13,290	8,507	7,775	0	0	15,554	15,554	0	0	0	0	0	0	63,873	53,569	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midtown	Acreage	30.88	2.54	13.37	5.12	10.49	5.71	19.76	1.65	0.00	0.00	2.38	1.24	7.56	6.87	0.00	0.00	10.04	0.00	2.13	0.00	96.61	23.13	
	Dwellings	284	23	122	47	126	68	200	17	0	0	49	25	109	99	0	0	0	0	0	0	890	280	
	Hotel	0	0	0	0	0	0	0	0	0	0	12	6	19	17	0	0	0	0	0	0	31	23	
	Retail	0	0	30,576	11,709	6,854	3,731	32,278	2,695	0	0	10,367	5,401	4,940	4,489	0	0	0	0	0	0	85,015	28,025	
	Office	0	0	0	0	6,854	3,731	25,822	2,156	0	0	7,775	4,051	22,229	20,200	0	0	0	0	0	0	62,681	30,138	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown	Acreage	6.61	0.48	0.00	0.00	0.00	0.00	13.32	1.46	0.00	0.00	28.86	10.00	0.00	0.00	0.00	0.00	3.16	0.00	4.61	0.00	56.56	11.94	
	Dwellings	61	4	0	0	0	0	135	15	0	0	593	206	0	0	0	0	0	0	0	0	789	225	
	Hotel	0	0	0	0	0	0	0	0	0	0	144	50	0	0	0	0	0	0	0	0	144	50	
	Retail	0	0	0	0	0	0	21,758	2,385	0	0	125,714	43,560	0	0	0	0	0	0	0	0	147,472	45,945	
	Office	0	0	0	0	0	0	17,407	1,908	0	0	94,286	32,670	0	0	0	0	0	0	0	0	111,692	34,578	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South of Downtown	Acreage	31.33	0.65	0.00	0.00	0.00	0.00	3.32	2.02	0.00	0.00	4.91	3.26	40.70	23.85	0.00	0.00	9.73	0.45	2.05	0.00	92.04	30.23	
	Dwellings	288	6	0	0	0	0	34	20	0	0	101	67	588	345	0	0	0	0	0	0	1,011	438	
	Hotel	0	0	0	0	0	0	0	0	0	0	25	16	102	60	0	0	0	0	0	0	126	76	
	Retail	0	0	0	0	0	0	5,423	3,300	0	0	21,388	14,201	26,593	15,584	0	0	0	0	0	0	53,405	33,084	
	Office	0	0	0	0	0	0	4,339	2,640	0	0	16,041	10,650	119,670	70,126	0	0	0	0	0	0	140,050	83,416	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverside Corridor	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	157.49	39.43	50.22	0.00	0.00	207.71	39.43	
	Dwellings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403	101	0	0	0	403	101	
	Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,575	394	0	0	0	1,575	394	
	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257,260	64,409	0	0	0	257,260	64,409	
	Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85,753	21,470	0	0	0	85,753	21,470	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,097,642	274,811	0	0	0	1,097,642	274,811	
Salinas River	Acreage	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.01	0.00	0.00	0.00	106.46	0.00	117.47	0.00
	Dwellings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	0	
	Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	110	0	
	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,985	0	0	0	0	17,985	0	
	Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,995	0	0	0	0	5,995	0	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76,735	0	0	0	0	76,735	0	
Total	Acreage	107.93	7.92	60.66	5.12	13.86	31.65	65.18	15.30	6.51	5.95	36.15	14.50	53.55	36.01	168.50	39.43	101.63	0.45	115.25	0.00	729.22	156.33	
	Dwellings	993	73	555	47	166	379	660	155	83	76	743	298	774	521	431	101	0	0	0	0	4,405	1,649	
	Hotel	0	0	0	0	0	0	0	0	0	0	181	73	134	90	1,685	394	0	0	0	0	2,000	557	
	Retail	0	0	138,723	11,709	9,056	20,680	106,472	24,993	21,268	19,439	157,469	63,162	34,990	23,529	275,245	64,409	0	0	0	0	743,223	227,920	
	Office	0	0	0	0	9,056	20,680	85,177	19,994	8,507	7,775	118,102	47,372	157,453	105,880	91,748	21,470	0	0	0	0	470,044	223,171	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,174,378	274,811	0	0	0	0	1,174,378	274,811

As shown in Table 3.0-1, growth forecasts prepared for the specific plan estimate that up to 1,649 new residential units could be constructed within the plan area between 2010 and 2035, the planning horizon of the specific plan. The 2003 General Plan contemplates construction of 989 new residential dwelling units within the plan area between 2010 and 2025. Thus, full buildout of the specific plan could exceed the threshold contemplated in the 2003 General Plan.

In order to prevent the number of new residential units from exceeding the amount permitted by the 2003 General Plan, the specific plan provides a mechanism for monitoring and controlling growth. This mechanism consists of the following three stages:

- As part of the annual General Plan Status Report, the City shall annually monitor and 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 residential 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 previously developed residential growth management program.

Implementation of this growth monitoring and management mechanism would ensure that development within the specific plan area does not exceed levels contemplated under the 2003 General Plan.

3.4.4 Project Level Components

In addition to an analysis of the proposed Uptown/Town Centre Specific Plan, the EIR will provide additional analysis of several specific projects located in the specific plan area that are anticipated to occur within the near future. These projects are defined at a project a level of detail. The locations of these projects are identified in **Figure 3.0-6, Defined Projects within Specific Plan Area**. These projects include:

- Uptown Center
- Paso Robles Event Center
- History Center Expansion
- Park Street Parkway (14th Street to 24th Street)
- Salinas River Trail System

3.4.4.1 Uptown Center

A small-scale retail district consisting of a mix of retail commercial, housing, and community services is proposed for a vacant site at the southeast corner of 34th and Spring Streets. Ground floor uses of new buildings would include retail commercial along Spring Street, residential and/or live/work, and community services. Upper-floor uses would include residential, office, and/or retail commercial. This site could also include social services that are currently proposed on the First Five site at the northeast corner of 36th and Oak Streets. Specific components include

- introducing a new plaza along Spring Street, and
- possibly introducing a new east-west street connecting Spring Street and Park Street just south of 34th Street and reconfiguring 34th Street to become an alley.

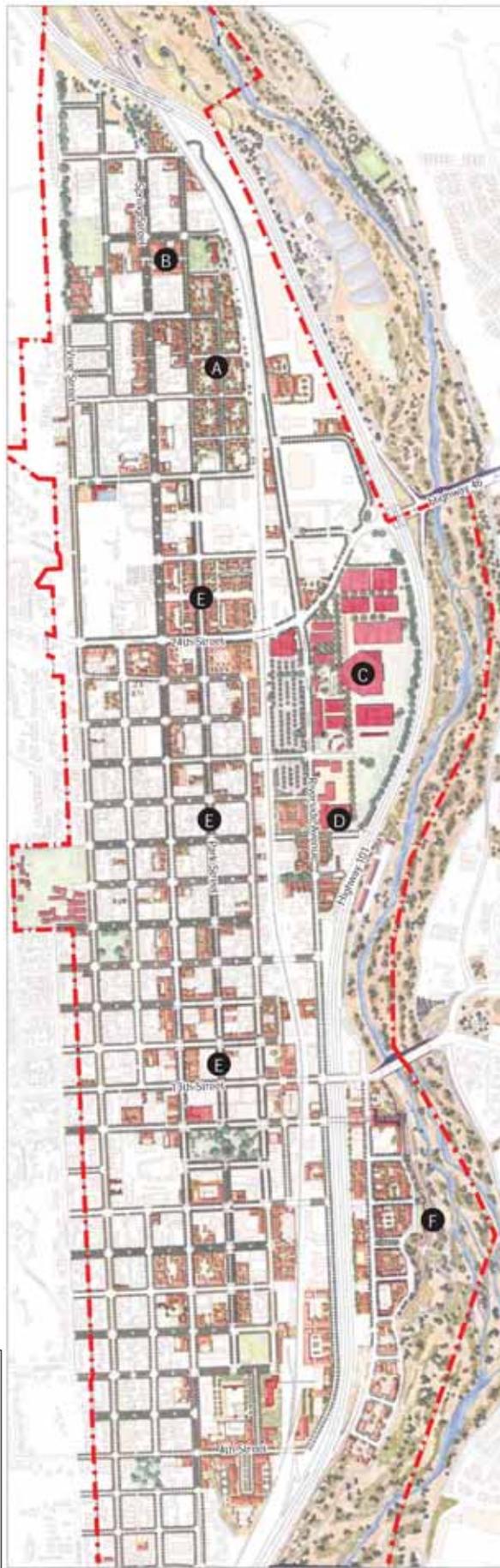
The proposed development program for the Uptown Center includes:

- Residential: 50–60 new residential units
- Non-Residential Uses: 45,000 square feet, with a minimum of 17,000 square feet of new retail space and a minimum of 5,400 square feet of new office space

3.4.4.2 Paso Robles Event Center Expansion

The primary goals for the future development of the Paso Robles Event Center are to enable it to better function as a flexible year-round venue with a diverse array of activities every day of the week; to create a more visible and attractive presence on Highway 101, 24th Street, and Riverside Avenue; to create a better connection with Downtown via car, bicycle, and transit; and to provide opportunities for the Event Center to expand. This will be achieved by

- adding a new commercial kitchen and two small meeting rooms/exhibit halls each capable of accommodating 500–600 people;
- 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;
- improving the 24th Street, Riverside Avenue, and Highway 101 frontages to better define, display, and possibly advertise the Event Center's presence and activities;
- planting large trees and/or build arcades within the Event Center midway, passages, and courtyards to provide shade;
- establishing a meaningful connection—physical, programmatic, and operational—between the Event Center and the Pioneer Park historical institutions;
- extending the existing service road adjacent to the freeway down to 19th Street;
- introducing transit service between nearby hotels, the Event Center and Downtown;



Legend:

--- Specific Plan Area Boundary

Defined Projects

- A. Oak Park Housing Development
- B. Uptown Center
- C. Paso Robles Event Center Expansion
- D. History Center Expansion
- E. Park Street Parkway (14th Street to 24th Street)
- F. Salinas River Trail System



NOT TO SCALE

SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE 3.0-6

Defined Projects within Specific Plan Area



- adding a safe and comfortable pedestrian crossing and entrance at 24th Street;
- covering the Main Grandstand with a tent structure for shade;
- constructing new large exhibition space south of the Main Grandstand when the existing facilities become overbooked;
- possible addition of a civic building on the north side of the existing Event Center parking lot at 24th Street;
- extending the Paso Robles Event Center parking lot—possibly intertwined with some new visitor-serving buildings—south to 19th Street;
- accommodating parking demand 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 (second bulleted item above); and
- providing 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.

The proposed development program for the Paso Robles Event Center expansion includes the following:

- Commercial Kitchen and Small Meeting Rooms/Exhibit Halls: 15,000–20,000 square feet
- Large Exhibition Space: 75,000–100,000 square feet
- Civic Building: 50,000–65,000 square feet

3.4.4.3 Pioneer Park and the Pioneer Park History Center Expansion

Pioneer Park occupies the area bounded by Gregory Avenue, Riverside Avenue, 19th Street, and Highway 101.

Pioneer Park is still envisioned as a civic park, albeit with a different use mix. It is recommended that the softball field and skateboard park be moved elsewhere within the specific plan area—ideally, closer to residential neighborhoods. This portion of the plan is contingent upon the success of relocating the ball field and skate park. If this is done, the property to the south of the existing historical institutions would open up, allowing for the construction of a new museum complex that would provide much needed space for the three organizations to more fully exhibit their collections. This new center would allow each of the three organizations to continue providing their services to the community, with the additional benefits of certain shared and improved collections management facilities. The new center would remain conveniently located adjacent to the existing buildings and the equestrian facilities and large staging areas of the Event Center.

Specific projects are as follows:

- Relocating the Pioneer Park softball field and skateboard park to elsewhere in the Specific Plan area. Possible locations include:
 - Along Paso Robles Street adjacent to the Salinas River
 - Between 24th and 26th Streets just west of the existing railroad tracks on properties currently occupied by self-storage facilities
- 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.

The proposed development program over the specific plan's 25-year planning horizon for the History Center expansion includes:

- Introducing approximately 85,000–100,000 square feet of additional gallery and collection storage space.

3.4.4.4 Park Street Parkway (14th Street to 24th Street)

Introduce a wide greenway along one side of Park Street to provide a pedestrian and bicycle connection between Uptown and Downtown and collect and filter stormwater runoff in vegetated swales. Park Street could be designated as a portion of the historic De Anza Trail. Park Street has an 80-foot-wide right-of-way, and the project would entail narrowing the paved width of the street in order to introduce the greenway.

3.4.4.5 Salinas River Trail System

One of Paso Robles' most important natural resources is the Salinas River. Many residents and visitors value the river but have very limited access to it, while many Downtown businesses could benefit from a meaningful connection to the pedestrian and bike activity that would be generated should a trail system be introduced along the river. In addition, the City is in need of additional park space that the river could provide (there is currently only one park, Larry Moore Park, along the river corridor).

Currently, there are only two pedestrian/bike trails alongside the river and their extent is limited to short stretches. The specific plan proposes extending these trails to form a continuous pedestrian/bike trail system on both the east and west sides of the river. Due to the existing conditions of the two sides of the river, the east- and west-side trails are distinct in both their alignment and their characteristics. The following characteristics will be incorporated into both trails:

- **A single, 10-foot-wide main trail that accommodates both bicyclists and pedestrians.** The trail is graded and demarcated by a surface treatment and is located, at a minimum, outside of the 10-year

floodway, and generally outside of the 50-year floodway. Consistent signage will provide wayfinding and “brands” the trail.

- **Spur trails that branch off of the main trail.** These trails are located within the 10-year floodway to allow users to get closer to the water and are considered temporary, as they will be impacted frequently by seasonal river flows. Permanent trails should not be located any closer to the river than the 10-year floodway boundary.

The east- and westside trails meet at two proposed pedestrian/bicycle bridges that span the Salinas River 100-year floodway, one at the north end of the plan area and the other at the south end. The northern bridge is proposed to be located at the historic Hot Springs site. The southern bridge is proposed to be located at Charolais Road and connects to an existing right-of-way that will one day connection Charolais Road to Highway 101. The two bridges would allow the east- and west-Side trails to form a large loop that connects to the larger trail systems of the City, County, and region.

East Side Trail. The east-side trail is located between the flow channel of the Salinas River and River Road. The standard base treatment is decomposed granite; although, since the course of the trail is context-sensitive, base treatments vary according to road adjacency, slope, and existing vegetation. Due to topographic constraints, some portions of the trail must be located directly adjacent to River Road (much like sidewalks), while other portions are located on wider, flat areas atop the riverbank and are separated from the road with planting strips. Other portions of the trail are located on flat areas well below the road and are flanked by existing vegetation. In the most topographically constrained conditions where there is no flat area and an inadequate road shoulder, the trail needs to be supported by a bridge-like or pier-like structure.

West Side Trail. The west-side trail is comprised of a combination of riverside trails and on-street paths. Beginning at Charolais Road, the west-side trail follows the Salinas River along the top of bank, staying outside of the 10-year and 50-year floodway as much as possible. At 13th Street, the trail crosses Highway 101 over the existing 13th Street bridge. At this point, trail users may either continue north along Riverside Drive or continue to Paso Robles City Park and then head north along the re-landscaped Park Street greenway. Both the Riverside Drive and Park Street trails lead to the Hot Springs Interpretive Center. Importantly, the west-side trail provides opportunities for designation as a portion of the historic Anza Trail.

The plan proposes the following:

- Develop and formally adopt a native habitat restoration program to ensure that the next generation of native vegetation properly takes root.

- Enact stormwater best management practices (BMPs) that filter pollutants from stormwater before it is released into the river.
- Incorporate low-impact development (LID) and hydro-modification standards to improve overall quality of stormwater entering the river.

3.4.5 Open Space and Streetscape

3.4.5.1 Streetscape Network

In order to provide a more welcoming and effective pedestrian environment, the plan proposes the introduction of sidewalks and street trees throughout the plan area. Street trees with comfortable sidewalks and planted parkways are a prominent urban design element that unify the public realm by creating spatial coherence and linking diverse uses and architectural types. The repetitive and ordered spacing of trees and their canopies define the street edge, invite pedestrian activity, reduce vehicular speeds, decrease "heat island" effects, and create a distinct sense of place. Whereas public streets in most suburban environments are corridors for cars, the streets in fine urban neighborhoods like those envisioned for Paso Robles' Uptown and Town Centre are the neighborhoods' "living rooms" as well as its "hallways." The spatial enclosure, shade, wind protection, and softness that make this possible is provided in large measure by the street trees.

3.4.5.2 Open Space Framework

The open space vision is addressed in two ways. First, it provides ideas for the rehabilitation, transformation, and modernization of existing open spaces within the planning area. Second, it provides ideas for introducing new public open space uses onto parcels that are currently under private ownership.

Potential new public open spaces include the following:

- **Oak Street Park.** The block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street provides a potential opportunity for introducing a multi-use park. Introducing a park in this location is contingent upon meeting the requirements of an existing covenant that restricts the site's use to "educational" uses.
- **Uptown Plaza.** A new Uptown Plaza along Spring Street between 32nd and 34th Streets would provide a much needed neighborhood center and community gathering area. The plaza, a tree canopied open space with decorative paving, would be amenable to cultural events and community gatherings.
- **Oak Park Field and Community Center.** A component of the Oak Park Housing expansion and refurbishment, the Oak Park Field and Community Building is located mid-site, adjacent to the edge road. The park, situated to fit in amongst existing mature trees, would provide Oak Park and Uptown residents with much needed field space.

- **24th Street Park.** The parcels between 24th Street and 26th Street, just west of the railroad tracks, provide a good location for a new field, particularly if the Pioneer Park softball field were replaced by an expanded historical complex or if Robbins Field were transformed into a civic park. The parcels are currently occupied by self-storage facilities.

3.4.5.3 Paso Robles City Park

Paso Robles City Park is a village green located within the heart of Downtown. The existing design consists of a formal arrangement of walkways that wrap around the perimeter and crisscross the park. Nestled within the park is the Carnegie Library Building, a neoclassical brick and stone building surrounded by large native oak trees that serves as a terminus for Park Street.

City Park's formal design is reinforced by establishing the historical library building as the focal point of the park and updating the "back" of the Carnegie Library Building, so it is no longer perceived as the back of the building. Components include the following:

- **Formal Gardens.** A series of formal gardens, a children's playground, and a formal lawn occupy the area on the north side of the trellis.
- **New Grand Plaza.** The removal of the raised planter and fountain that currently bisect the park and subsequent replacement with a new grand plaza. In addition, the Grand Plaza could accommodate a second, multi-functional performance area (in addition to the Gazebo).
- **Retention of Lawn Open Space.** The remainder of the park—open lawn, many shade trees, and bandstand—remains in its existing condition.
- **Incorporate Historical, Geographical, Cultural References.** Signage and public art should be incorporated throughout the park to celebrate Paso Robles' unique and diverse history, geography, and culture.
- **Accommodation of a Wide Variety of Events and Activities.**
- **Additional Infrastructure Improvements including:**
 - Bicycle parking
 - Electrical improvements for performance lighting and sound
 - Banner program for light fixtures advertising events
 - Relocation, removal, or improvement of existing utility and mail boxes
 - New public restrooms

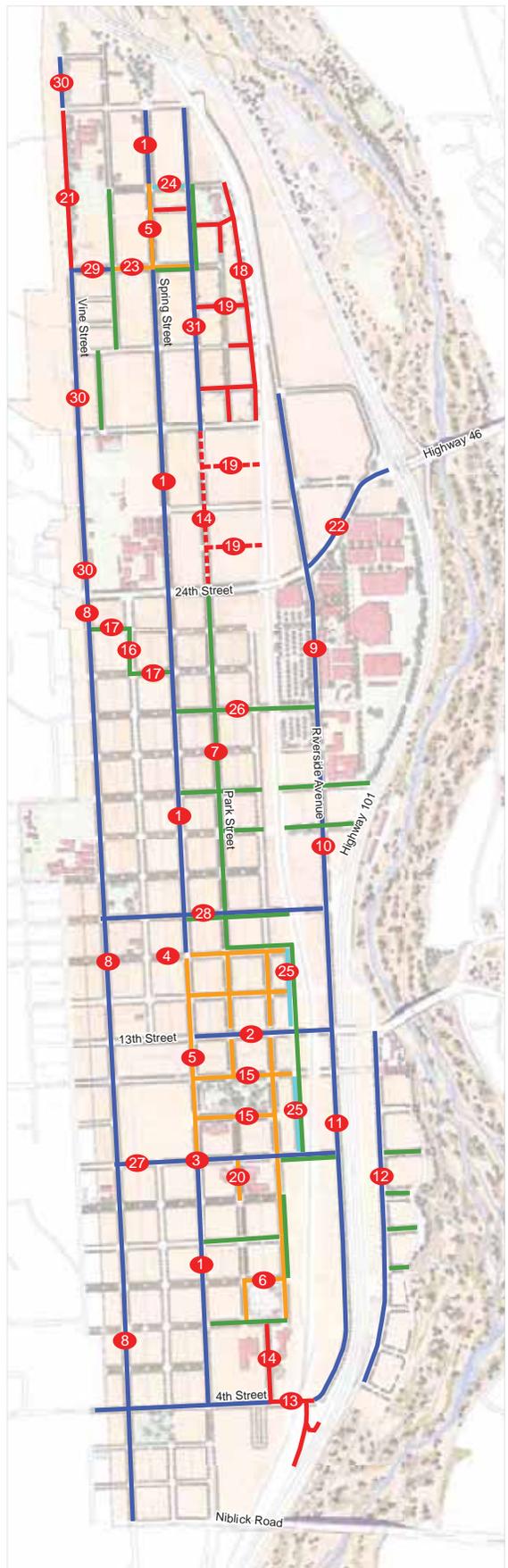
3.4.6 Infrastructure Improvements

The *Uptown/Town Centre Specific Plan* goals, objectives, and policies provide precise and detailed standards that mediate between central Paso Robles' particular existing conditions and the community's vision for the future of the public realm of the specific plan area. These transportation standards accommodate the diverse needs of all transportation modes—pedestrians, bicyclists, transit and motor vehicles—while creating beautiful and livable public spaces.

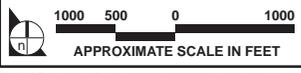
3.4.6.1 Street Improvements

The streets have been designed to facilitate pedestrian and bicycle movements, incorporate appropriate landscape elements, and provide the appropriate vehicular function. Those streets that improved in the project area are shown on **Figure 3.0-7, Proposed Street Improvements**, and are listed below:

1. Spring Street – Fourth Street to 32nd Street, and 34th Street to 36th Street
2. 13th Street – Spring Street to Riverside Avenue
3. Spring Street/10th Street Intersection
4. Spring Street/15th Street Intersection
5. Spring Street – 10th Street to 15th Street (Alternative option), and 32nd Street to 34th Street
6. 7th Street – Park Street to Pine Street
7. Park Street Greenway – 15th Street
8. Vine Street – 1st Street to 24th Street
9. Riverside Avenue – 19th Street to Black Oak Drive
10. Riverside Avenue – 13th Street to 19th Street
11. Riverside Avenue – 4th Street to 13th Street
12. Paso Robles Street
13. 4th Street
14. Potential new street segments: Pine Street – 4th Street to 6th Street
15. 11th and 12th Street – Spring Street to Railroad Avenue
16. Oak Street – 22nd Street to 23rd Street



- Legend:**
- New Street Segment
 - - - Potential New Street Segment
 - New "B" Street
 - New Green Street Segment
 - - - Potential New Green Street Segment
 - Traffic Calming
 - New Angled Parking



SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE 3.0-7

Proposed Street Improvements

17. 22nd Street – Oak Street to Spring Street/23rd Street – Vine Street to Oak Street
18. Park Street – 9th Street to 10th Street
19. Vine Street – 32nd Street to 36th Street
20. 24th Street between Highway 101 and Riverside Avenue
21. 32nd Street – Oak Street to Park Street
22. 34th Street – Spring Street to Park Street
23. Railroad Avenue. Railroad Avenue is designated on the Street Network and Parking Plan to indicate that it does not follow all the frontage requirements of this specific plan (specifically, backs rather than fronts of buildings might face the street). A new street section is not proposed.
24. 21st Street – Spring Street to Riverside Avenue
25. 10th Street – Vine Street to Riverside Avenue
26. 16th Street – Vine Street to Riverside Avenue
27. 32nd Street – Vine Street to Oak Street
28. Vine Street – 24th Street to 32nd Street, and 36th Street to 38th Street
29. Park Street – 28th Street to 36th Street

3.4.6.2 Trails and Bikeways

On-street bike lanes and off-street bikeways and multi-use trails are vital components of a transportation network that encourages the use of non-motorized travel modes for daily errands and recreation, and provides easy access for children and other non-drivers to parks and other recreational facilities and activities. The specific plan defines a bicycle and trail network that capitalizes on Paso Robles' existing interconnected street network, its existing and proposed parks and playfields, and its adjacency to the City's greatest untapped open space amenity, the Salinas River.

- A. Vine Street.** The primary north-south bicycle thoroughfare connecting all the neighborhoods of the specific plan area is Vine Street. Vine Street provides an uninterrupted connection between Uptown and Downtown that is parallel and close to Spring Street, which, due to relatively high traffic volumes and frequent vehicular turning movements, is less than ideal as a bike route.
- B. Riverside Avenue.** A secondary north-south bicycle thoroughfare that runs the entire length of Riverside Avenue from Fourth Street to 36th Street. North of 36th Street, the route turns into a pedestrian/bicycle-only path that crosses adjacent to the railroad tracks beneath Highway 101 and heads northward adjacent to the Salinas River.

- C. **Cross Town Connectors.** East-west bicycle connections between Vine Street and Riverside Avenue are provided at 36th Street, 32nd Street, 21st Street, 16th Street, 10th Street, 4th Street, and 1st Street. The plan also proposes an equestrian and pedestrian underpass beneath the 101 Freeway connecting the Paso Robles Event Center to the Salinas River trail network.
- D. **Salinas River Trails.** The specific plan proposes a continuous pedestrian/bike trail system on both sides of the river. Additional bicycle and pedestrian trails connect the riverside trails to the larger trail systems of the City, County, and region.

3.4.6.3 Streetscape Improvements

Streetscape improvements are recommended for virtually all streets in the specific plan area. These have been designed with construction costs in mind and, for most streets relatively modest sidewalk improvements and street tree plantings constitute the majority of the recommended work. The descriptions of the improvements are general in nature, and do not take into account the details of existing conditions in each block of each street. In some cases existing pavement or sidewalks may be in need of replacement even though the Street Types standards do not indicate that those elements are to be replaced. The City's Public Works Department will make such determinations at the time the street improvements are designed and constructed.

3.4.6.4 Parking

The specific plan includes a combination of strategies to increase and manage the parking supply. Some of the management strategies relate to other modes. The compactness, mixed-use nature, and walkability of the Plan areas allows for parking once in order to complete multiple tasks on foot, particularly in Downtown. In the case of smaller-scale neighborhood centers (such as in Uptown), their proximity to residential neighborhoods reduces the number of off-site parking spaces, since many of the employees and customers are residents that could walk or take a shuttle bus if that infrastructure were improved and provided.

Pay Parking

The City will implement pay parking for the prime on-street spaces to better manage and sustain the supply. But there will not be parking meters installed at each space. Newer-technology equipment that cover multiple spaces and accept multiple forms of payment will be identified and installed. The functional requirements of the devices will be defined, the appropriate vendor will be selected, and the equipment will be installed for the spaces on retail and commercial streets where short-term customer parking is needed. The devices will communicate with a central computer system for management and monitoring. The technology available includes digital, wireless, batteries, and solar. The devices will accept cash. Credit or debit can be used to pay for only the time the vehicle was parked by ending the

charge when the vehicle leave. Many systems accommodate payment by mobile telephone. The equipment can be programmed for alternate time limits and charge rates if and when necessary.

Development

Future development activity will guide how, when, and where additional parking is supplied and managed. Developers will be stakeholders and will be involved in decisions. The specific plan defines as a new code requirement a blended rate of 1 space per 400 square feet. Other plan polices affect the demand, including increased mixed-use development and a park-once concept.

- **Residential.** All parking for dwellings is provided on-site and/or on the street.
- **Non-Residential.** All parking for commercial, office, or civic uses is to be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses through a combination of public off-street and on-street parking. This approach to non-residential parking results in significant savings in daily trips and required parking spaces, for two reasons:
 - **Shared Parking Among Uses with Differing Peak Times.** Spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total space needed.
 - **Shared Parking To Spread Peak Loads.** Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated buildings because the common supply allows shops and offices with above-average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant. Some of the policies identified are intended to reduce nonresidential parking demand, its need for land, and to accommodate additional redevelopment.

Parking Policies to Support Downtown Today

Parking policies (or strategies) have been defined based upon the analysis of current and future conditions, stakeholder input, and comments during the preparation of the specific plan, and decisions that the City has already made related to the parking supply and management. The following recommendations for Downtown upon approval of the specific plan should be implemented as soon as practical:

- Adjust the In-Lieu Fee
- Change the In-Lieu Boundary
- Stripe Additional On-Street Angled Spaces
- Manage Customers Spaces

- Implement Pay Parking in the Downtown Core
- Appoint a Parking Manager
- Establish a Downtown Parking Committee
- Produce an Annual Parking Report

Additional steps are necessary for some of the above recommendations, such as preparation of striping plans for additional angled on-street spaces.

Parking Policies to Support Additional Downtown Development

The specific plan presents recommendations to support future development represent a “toolbox” of actions that should be implemented based upon need, ability, and opportunity. Some are dependent upon the timing of development activity. Others, such as construction of an off-street parking facility will take additional effort, time, and financing to achieve. The recommendations are as follows:

- Build the First Public Parking Garage
- Provide Employee Parking Only Spaces
- Establish a Formal and Organized Valet Parking Program
- Start a Shuttle Service
- Prohibit Parking Intrusion on Neighborhood Streets
- Install Parking Way-Finding Signs
- Allow Tandem Parking
- Continue the Parking In-Lieu Fee Program

3.4.6.5 Transit

A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area. Running the entire length of Spring Street, the route would enable pedestrians to easily move throughout the plan area without an automobile, while supporting the viability of the park-once strategy. In addition, the transit system would provide a useful connection between Downtown and the various motels along Spring Street and Riverside Avenue. The system would also allow Downtown visitors to park peripherally at locations such as the Paso Robles Event Center parking lot, helping to reduce the Downtown parking demand.

3.4.6.6 Public Services Infrastructure

Uptown

As part of the specific plan, significant upgrades are planned for the Uptown Zone. The Specific Plan aims to complete the street network in this part of the City as well as upgrade or add housing and retail units, requiring significant utility upgrades. Proposed upgrades consist of replacing existing pipes that may be undersized and adding pipes and structures to accommodate updates to the street network and/or providing additional capacity. These upgrades are further described below:

- **Domestic Water Distribution Improvements.** The majority of upgrades required in the Uptown Zone will be to accommodate the new development proposed in the Oak Park area. Extending basic service lines will be necessary to accommodate the predicted densities in this area. Other upgrades in the Uptown Zone are generally system retrofits to undersized or underperforming pipes.
- **Sanitary Sewer Improvements.** Upgrades required to accommodate buildout include new service collectors in areas of significant redevelopment. Another significant upgrade consists of the replacement of the existing sewer main that connects the majority of the Uptown Zone to the wastewater treatment facility and is currently undersized.
- **Stormdrain Improvements.** Drainage conditions in the Uptown Zone are fair, with most areas draining fairly well, incurring only minor flooding during large storm events. Specific areas are known to experience regular flooding and standing water in the winter, with more significant flooding occurring during large storm events. Unpaved or pervious areas in the Uptown Zone demonstrate fair infiltration and should be tested on a case-by-case basis for suitability of LID techniques.

Midtown

As part of the specific plan, significant changes and upgrades are recommended for the Midtown Zone. There are significant utility upgrades necessary for the Midtown Zone in response to utility demands in adjacent zones, water damage to City streets from poor drainage, and proposed redevelopment and buildout from the specific plan. Proposed upgrades consist of replacing existing pipes, adding new pipes and structures and daylighting a historic runoff channel.

- **Domestic Water Distribution Improvements.** The majority of upgrades required in the Midtown Zone represent the retrofitting of existing pipes that are currently undersized for the existing system. The Midtown Zone serves as a conduit from the water treatment facility to the Uptown Zone. The age, size, and location of these pipes are the impetus to increase the size and capacity of the system. Very few new water mains are needed to accommodate buildout of the Midtown Zone.
- **Sanitary Sewer Improvements.** In general, the sanitary sewer network in the Midtown Zone is in good condition. No significant upgrades are required to improve the performance of the system or to accommodate buildout.

- **Stormdrain Improvements.** The historic drainage path for Mountain Spring Creek follows 23rd Street from the west, flowing along Oak Street, across Sclaris parking lot, heading east down 21st Street, and ultimately discharging in the vicinity of the Paso Robles Events Center. This historic drainage path provides an opportunity to develop a naturalized open channel connected to the existing stormdrain. This combination of a naturalized swale and stormwater structures will serve to mitigate flooding, provide stormwater treatment benefits, and provide additional green space in the Public Realm.

The majority of unpaved or pervious areas in the Midtown Zone demonstrate fair infiltration and specific sections of this zone, especially along the historic stream course of Mountain Spring Creek, may facilitate infiltration into the aquifer system. These areas should be tested on a case-by-case basis for suitability of LID techniques.

Downtown

As part of the specific plan, minor upgrades are recommended for the Downtown Zone. Proposed upgrades consist mainly of replacing existing pipes that are undersized and the addition of larger stormwater pipes to mitigate flooding.

- **Domestic Water Distribution Improvements.** Upgrades are minor with few new water mains needed to accommodate buildout of the Downtown Zone.
- **Sanitary Sewer Improvements.** In general the sanitary sewer network in the Downtown Zone is in good condition. No significant upgrades are required improve the performance of the system or to accommodate buildout.
- **Stormdrain Improvements.** The majority of upgrades involve the installation of pipes to accommodate flow that historically drained on the surface. These improvements will be complimented by the LID techniques described in the infrastructure and code section of this document.

South of Downtown

As part of the specific plan, minor upgrades are recommended for the water and sewer networks in the South of Downtown Zone; however, significant stormwater management upgrades are proposed in this flood-prone area. Proposed upgrades consist of replacing existing pipes, adding new pipes and structures, daylighting historic runoff channels whenever possible, and the addition of a stormwater detention/retention area.

- **Domestic Water Distribution Improvements.** Upgrades are relatively minor with new pipes required to accommodate redevelopment and buildout including the proposed City Hall. Other upgrades include replacing 8-inch water mains in Spring Street as specified by the Master Plan for Water Distribution.

- **Sanitary Sewer Improvements.** Proposed upgrades are relatively minor with new pipes required to accommodate redevelopment and buildout including the proposed City Hall. Other upgrades include replacing undersized sewer mains in the northern portion of the zone.
- **Stormdrain Improvements.** Similar to the Midtown Zone there are historic drainage paths that indicate where flooding has occurred or been encountered. These provide opportunities to develop a naturalized open channel connected to the existing stormdrain.

The majority of unpaved or pervious areas in the South of Downtown Zone demonstrates fair infiltration and specific sections of this zone, especially along the historic stream course of Peachy Canyon Creek, may facilitate infiltration into the aquifer system, and should be tested on a case by case basis for suitability of LID techniques.

Riverside Corridor

As part of the specific plan, minor upgrades are recommended for the water and sewer networks in the Riverside Avenue Zone; however, fairly major upgrades are required for the stormwater network. The proposed daylighted runoff channels also discharge into existing culverts or proposed basins in this zone. Proposed upgrades consist of replacing existing pipes, adding new pipes and structures, continuing the daylighting of historic runoff channels whenever possible and the addition of a stormwater detention/retention area. These include:

- **Domestic Water Distribution Improvements.** Upgrades are relatively minor with new pipes required to accommodate redevelopment and buildout, mainly in the area south of 13th Street and east of Highway 101.
- **Sanitary Sewer Improvements.** The collection network is in fair condition in the Riverside Avenue Zone. Proposed upgrades are relatively minor with new pipes required to accommodate redevelopment and buildout mainly in the area south of 13th Street and east of Highway 101.
- **Stormdrain Improvements.** Similar to the Midtown and South of Downtown zones, there are historic drainage paths that indicate where flooding has occurred or been encountered. These provide opportunities to develop a naturalized open channel connected to the existing stormdrain. Also proposed along one of these historic drainage paths is the use of open space at the Event Center as a bioretention area to mitigate flooding and improve the quality of the stormwater flowing into the river during storm events. The majority of unpaved or pervious areas in the Riverside Avenue Zone demonstrate excellent infiltration and may be ideal for LID techniques.

3.4.6.7 Sustainable Stormwater

The Uptown and Town Centre planning areas of the specific plan interact directly with the Paso Robles aquifer basin and the Salinas River. Both of these are valued resources locally and within the region. The effect of stormwater runoff in Paso Robles on these two important systems can be detrimental from a water quantity and quality perspective.

Rainwater is often considered waste product and a nuisance; therefore, traditional strategies have targeted removing runoff from a site as quickly as possible. The interaction of stormwater with impervious surfaces, such as streets, sidewalks, driveways, parking lots, and buildings, prevents stormwater from infiltrating into the aquifer basin. Instead, surface runoff picks up speed and pollutants, causing a strain on stormdrain infrastructure and the Salinas River. By treating rainwater as a resource, it is possible to return to more natural conditions, even within an urban setting. Low-impact designs attempt to mimic the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. This process of slowing, filtering, and absorbing results in reduced burdens on stormdrains and downstream discharge points as well as cleaner water being discharged into the river. Infiltration techniques will also serve to recharge the aquifer basin. Appropriate techniques and mitigation measures for both the public and private realm are included in the specific plan. The specific plan proposes parks, open space, and school open space, as shown on **Table 3.0-3, Proposed Parks and Open Space.**

**Table 3.0-3
Proposed Parks and Open Space**

Open Space Type	Location	Area (acres)
Parks	Oak Park Community Park	2.5
	24 th Street Park	6.16
	Playing Field or Park	2.13
	Paso Robles City Park	4.61
	Robbins Field	2.05
	Flood Mitigations and Stormwater Treatment Areas	1.34
	Total Parks	
Open Space	Salinas River	1,531.00
	Total Open Space	1,531.00
School Open Space	Georgia Brown Elementary School	3.20
	Flamson Middle School	8.65
	Bauer Speck Elementary School	3.72
	Total School Open Space	15.57

3.4.6.8 Parks and Open Space

Currently, much of the specific plan area is deficient in the amount of open space that it can provide its residents. The specific plan recommends improvements in the parks and open space network to provide

additional recreation area including, but not limited to, sports fields, parks, and improved access to the Salinas River. The intent is to provide a setting whereby residents will be able to enjoy all or most of their recreational needs within their own neighborhood.

3.5 REQUESTED DISCRETIONARY ACTIONS

The EIR and other studies related to the Downtown/Uptown Specific Plan will provide information necessary for the City of Paso Robles to consider amendments to the City's general plan. Adoption of the *Uptown/Town Centre Specific Plan* is proposed pursuant to Government Code Section 65450 et. seq., and will be enacted by resolution of the City Council. Additionally, Chapter 5 of the specific plan (Form-Based Code) will be adopted by ordinance.

This EIR provides a basis for recommendations for planned land uses, public facilities, and public services for the area under consideration.

Approval of the following two related actions is proposed to create consistency between the specific plan and the City's general plan and municipal code:

General Plan Amendment:

- Amend the Land Use Element and the Land Use Map to
 - establish the Uptown/Town Centre Specific Plan overlay (supersede the Uptown Specific Plan Overlay);
 - eliminate the Mixed Use overlay on the west side of the specific plan area;
 - eliminate the Senior Housing overlay within the specific plan area;
 - provide for mixed residential and commercial uses in the Community Commercial and Commercial Service Land Use designations; and
 - eliminate the Office Professional overlay within the Specific Plan area.

- **Table 3.0-4, Land Use Designation Amendments**, summarizes the changes to general plan land uses that would be needed. **Table 3.0-5, Overlay Amendments**, summarizes the general plan overlays that would be removed from parcels in the specific plan area.

**Table 3.0-4
Land Use Designation Amendments**

General Plan Land Use Designation		Location	Number of parcels
Existing	Proposed		
Uptown, East of Spring Street			
RMF12	MU12	Block bounded by Spring, Park, 34 th , and 36 th Streets	4
RMF12	MU12	Blocks bounded by Spring, Park, 28 th , and 32 nd Streets	15
RMF12	NC	Block bounded by Spring, Park, 34 th , and 36 th Streets	1
CS	RMF12	Block bounded by Park and 34 th Streets and the railroad	2
CS	MU12	Block bounded by Spring and 36 th Streets and Highway 101	1
CS	MU12	Block bounded by Spring, Park, 34 th , and 36 th Streets	2
CS	MU12	Block bounded by Spring, Park, 28 th , and 30 th Streets	3
CS	MU12	Blocks bounded by Spring, 24 th , and 28 th Streets and the railroad	15
CS	NC	Blocks bounded by Spring, Park, 32 nd , and 36 th Streets	3
CS	CC	Block bounded by Spring, 24 th , and 26 th Streets and the railroad	1
IND	RMF12	Block bounded by Spring, 24 th , and 28 th Streets and the railroad	9
IND	MU12	Block bounded by Spring, 26 th , and 28 th Streets and the railroad	4
IND	CC	Block bounded by Spring, 24 th , and 26 th Streets and the railroad	2
Uptown, West of Spring Street			
RSF4	RMF8	Lots fronting on Casa Blanca Court that back up to Vine Street, north of 24 th Street	2
RSF4	RMF8	Block bounded by Spring, Oak, 30 th , and 32 nd Streets	14
RSF4	RMF8	Blocks bounded by Vine, Oak, 30 th , and 32 nd Streets	35
RSF4	RMF8	West side of Vine Street, from Fairview Lane to 28 th Street	12
RMF12	NC	Block bounded by Spring, Oak, 34 th , and 36 th Streets	9
CS	MU12	Blocks bounded by Spring, Oak, 28 th , and 32 nd Streets	9
CS	MU12	Block bounded by Spring, Oak, and 36 ^y Streets and Highway 101	5
CS	MU12	West side of Spring Street, between 26 th and 28 th Streets	4
CS	NC	Block bounded by Spring, Oak, 32 nd , and 34 th Streets	1

General Plan Land Use Designation		Location	Number of parcels
Existing	Proposed		
Midtown, East of Spring Street			
RMF12	MU12	Block bounded by Spring, Park, 22 nd , and 23 rd Streets	5
RMF12	CC	Block bounded by Spring, Park, 23 rd , and 24 th Streets	3
CC	MU8	Blocks bounded by Spring, Park, 16 th , and 18 th Streets	10
CC	MU8	Block bounded by Spring, Park, 20 th , and 21 st Streets	2
CC	MU12	Block bounded by Spring, Park, 21 st , and 22 nd Streets	2
CS	MU12	Blocks bounded by Spring, Park, 21 st , and 23 rd Streets	14
CS	MU12	Blocks bounded by Park, Pine, 20 th , and 22 nd Streets	11
CS	MU12	Blocks bounded by Pine, 20 th , and 22 nd Streets and the railroad	4
CS	CC	Block bounded by Spring, Park, 23 rd , and 24 th Streets	3
CS	CC	Block bounded by Park, 23 rd , and 24 th Streets and the railroad	1
Midtown, West of Spring Street			
RSF4	RMF8	west side of Vine Street, between 18 th and 22 nd Streets	23
RSF4	RMF8	west side of Vine Street, between 16 th and 17 th Streets	7
RMF8	MU8	block bounded by Vine, Oak, 18 th , and 24 th Streets	36
RMF8	MU8	block bounded by Spring, Oak, 22 nd , and 23 rd Streets	4
RMF8	MU8	blocks bounded by Spring, Oak, 16 th , and 21 st Streets	35
RMF8	MU8	block bounded by Vine, Oak, 17 th , and 18 th Streets	5
OP	MU12	block bounded by Spring, Oak, 20 th , and 21 st Streets	1
CC	MU8	blocks bounded by Spring, Oak, 16 th , and 18 th Streets	4
CC	MU12	block bounded by Spring, Oak, 21 st , and 22 nd Streets	1
CS	MU12	block bounded by Spring, Oak, 22 nd , and 23 rd Streets	4
CS	CC	blocks bounded by Spring, Vine, 23 rd , and 24 th Streets	6
Downtown, East of Spring Street			
RMF12	MU8	Block bounded by Spring, Park, 15 th , and 16 th Streets	4
RMF12	MU8	Block bounded by Park, Pine, 15 th , and 16 th Streets	7
RMF12	CC	Block bounded by Park, Pine, 14 th , and 15 th Streets	5
RMF12	CC	Block bounded by Pine, 14 th , 15 th , and Railroad Streets	4
RMF12	DC	Block bounded by Railroad, 14 th , and 15 th Streets and the railroad	1
CC	DC	Blocks bounded by Spring, Park, 12 th , and 16 th Streets	44
CC	DC	Blocks bounded by Park, Pine, 10 th , and 16 th Streets	39
CC	DC	Blocks bounded by Pine, 10 th , 15 th , and Railroad Streets	26
CC	DC	locks bounded by Railroad, 12 th , and 14 th Streets and the railroad	7
CS	CC	Block bounded by Railroad, 10 th , and 12 th Streets and the railroad	6

General Plan Land Use Designation		Location	Number of parcels
Existing	Proposed		
CS	CC	Block bounded by Railroad, 14 th , and 15 th Streets and the railroad	10
Downtown, West of Spring Street			
RMF8	MU12	Block bounded by Spring, Oak, 13 th , and 14 th Streets	4
RMF12	MU12	Block bounded by Vine, Spring, 10 th , and 12 th Streets	2
PF	MU12	Block bounded by Vine, Spring, 10 th , and 12 th Streets	1
CC	MU8	Block bounded by Vine, Spring, 12 th , and 13 th Streets	2
CC	MU12	Block bounded by Vine, Spring, 12 th , and 13 th Streets	11
CC	DC	Blocks bounded by Spring, Oak, 13 th , and 16 th Streets	14
CC	DC	Blocks bounded by Vine, Spring, 10 th , and 13 th Streets	22
South of Downtown, East of Spring Street			
RMF12	CC	Block bounded by Spring, 1 st Street/Niblick Road, 4 th Street and the railroad	1
CC	DC	West side of Pine Street, between 7 th and 9 th Streets	10
CS	DC	Blocks bounded by Pine, 6 th , and 10 th Streets and the railroad	7
CS	CC	Blocks bounded by Pine, 4 th , and 7 th Streets and the railroad	4
CS	CC	West side of Pine Street, between 4 th and 6 th Streets	4
CS	CC	Block bounded by Spring, 1 st Street/Niblick Road, 4 th Street and the railroad	11
South of Downtown, West of Spring Street			
RMF8	MU8	Block bounded by Vine, Oak, 8 th , and 9 th Streets	7
RMF8	MU12	Block bounded by Vine, Oak, 9 th , and 10 th Streets	2
RMF12	CC	Block bounded by Spring, Oak, 1 st , and 2 nd Streets	1
OP	MU12	Block bounded by Vine, Oak, 9 th , and 10 th Streets	3
CC	RMF8	Southeast corner of Oak and 8 th Streets	1
CC	MU12	Block bounded by Spring, Oak, 9 th , and 10 th Streets	2
Riverside Corridor			
CS	PF	West side of Riverside Avenue, north of 21 st Street	2
CC	PF	Block bounded by Riverside Avenue, 20 th and 21 st Streets and the railroad	4
POS	PF	Block bounded by Riverside Avenue, 19 th and 21 st Streets and Highway 101	2
PF	CS	Block bounded by Paso Robles, 12 th , and 11 th Streets and the Salinas River	1
Salinas River			
PF	POS	Salinas River, north of 13 th Street	3
PF	POS	Salinas River, between Niblick Road and 13 th Streets	7
CS	POS	Salinas River, between Niblick Road and 13 th Streets	8

**Table 3.0-5
Overlay Amendments**

Area	Lost Overlay(s)	Location	Number of parcels
Midtown			
East of Spring Street	MU and OP	Block bounded by Park, Pine, 16 th , and 17 th Streets	4
	MU and OP	Block bounded by Pine, 16 th , and 18 th Streets and the railroad	3
	MU	Block bounded by Park, Pine, 16 th , and 23 rd Streets	33
	MU	Block bounded by Pine, 16 th , and 23 rd Streets and the railroad	55
Downtown			
East of Spring Street	MU and OP	Block bounded by Park, Pine, 15 th , and 16 th Streets	3
	MU and OP	Block bounded by Pine, 15 th , and 16 th Streets and the railroad	7
West of Spring Street	OP	West side of Vine Street, between 13 th and 16 th Streets	15
	OP	West side of Vine Street, between 10 th and 11 th Streets	2
	OP	Blocks bounded by Vine, Oak, 13 th , and 16 th Streets	18
South of Downtown			
West of Spring Street	OP	West side of Vine Street, between 9 th , and 10 th Streets	3
	OP	Block bounded by Vine, Oak, 8 th , and 9 th Streets	5

- Amending the Parks and Recreation Element to
 - add the parks and trails improvements identified in the Specific Plan to Table PR-1.

Zoning Code Amendment:

- Add a specific plan chapter.
- Amend the Zone Map to replace the existing zoning districts within the specific plan area with the Regulating Plan from the specific plan.
- Amend several chapters as necessary to eliminate conflicts between provisions operative within the specific plan area and other zoning districts outside of the specific plan area and provisions that are no longer necessary.
- Delete Figure 21.22-4, "Geographic Boundaries of the Downtown Area."