

Chapter 3: Infrastructure

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3.1 Creating Improved Streets

The public space and transportation standards in this chapter translate the *Uptown/Town Centre Specific Plan* goals, objectives and policies into 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. This chapter contains a full set of street standards that will minimize paved surface area, encourage slower vehicle speeds, and enhance pedestrian access and safety.

These transportation standards accommodate the diverse needs of all transportation modes - pedestrians, bicyclists, transit and motor vehicles - while creating beautiful and livable public spaces. Well-designed streets play a crucial role in the development of livable communities, by encouraging pedestrian trips in lieu of certain automobile trips, which in turn makes local transit service a very attractive option for other trips. The neighborhood centers designated in the plan will provide dignified locations for future major transit stops, while the design of the streets and pathway system supports comfortable walking and bicycling to future transit stops.

Streets typically account for 80 percent of a community's public space, and must act not only as transportation conduits, but also as spaces for strolling, shopping, eating, recreation, and interaction among neighbors. These standards will provide many benefits, including a higher quality of urban life, fewer and shorter vehicle trips, greater personal safety, and enhanced predictability and property value for property owners, developers and businesses.

3.1.1 - Guiding Principles for Street Design.

The street standards incorporate the following key principles.

- A. Build for everyone** - Not just for motor vehicles, but also for bicyclists, pedestrians, children, the elderly, and emergency responders. The best streets for residents - ones that are enjoyable for people to live along, are conducive to neighborly interaction, and that the elderly feel safe crossing - are ones that encourage low vehicular speeds, low noise, and low traffic volumes. In turn, tree-shaded, pedestrian-friendly streets lead to higher levels of bicycling and walking.
- B. Choose the right design speed.** The design speed of a street (the maximum speed at which a motorist feels safe and comfortable traveling) is directly related to pedestrian safety. Accordingly, minor, low-volume residential streets should be consciously designed to maintain speeds of 20 mph, while the higher-order streets should purposely be designed to speeds of 30 to 35 mph. By far the most effective technique in reducing speeds is to make the pavement no wider than necessary.
- C. Create a highly connected street network.** Traditional neighborhoods, with a highly connected street network (see Street Network and Parking Plan), provide a multitude of direct routes from one area to the next. For cyclists and pedestrians, this creates shorter routes, on quieter, more intimately scaled streets. For drivers, this translates to shorter trips on local routes, at lower speeds, while reducing congestion on arterial routes.

3.1.1 - Street Design Standards

All of the streets have been designed to facilitate pedestrian and bicycle movements, incorporate appropriate landscape elements, and provide the appropriate vehicular function. Please see Street Network and Parking Plan and Street Sections on the following pages.

See the table on Page 3-3 for corresponding street sections and their proposed traffic calming measures on the pages that follow.

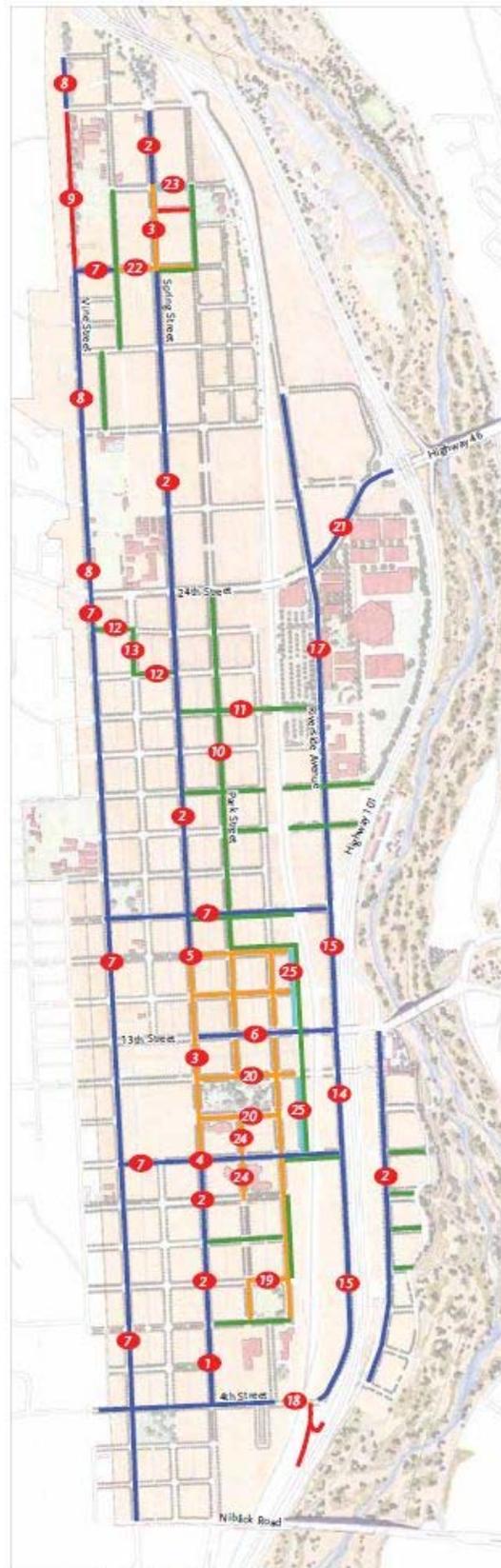
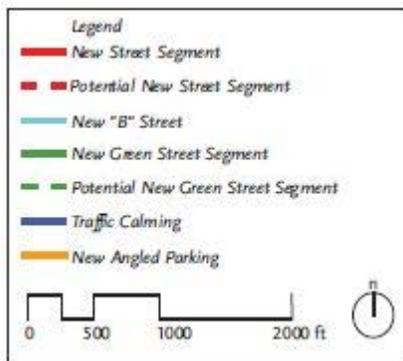
Paso Robles' existing network of streets and small blocks provides an ideal setting for promoting pedestrian activity and dissipating traffic loads. The pedestrian character can be enhanced by slowing vehicular speeds with traffic calming measures, improving sidewalks and parkways, and introducing street trees and crosswalks. In addition, introducing angled parking in active areas provides more parking per block than parallel parking and helps to narrow the street helping to further calm traffic and enhance walkability.

Green streets are streets that utilize sustainable storm water strategies (such as grassy swales) to cleanse water before it either infiltrates into the ground or is conveyed into natural watercourse, such as the Salinas River.

"B" streets are secondary streets that due to existing conditions do not follow all the frontage requirements of this Specific Plan (for example, backs rather than fronts of buildings might face a "B" street).

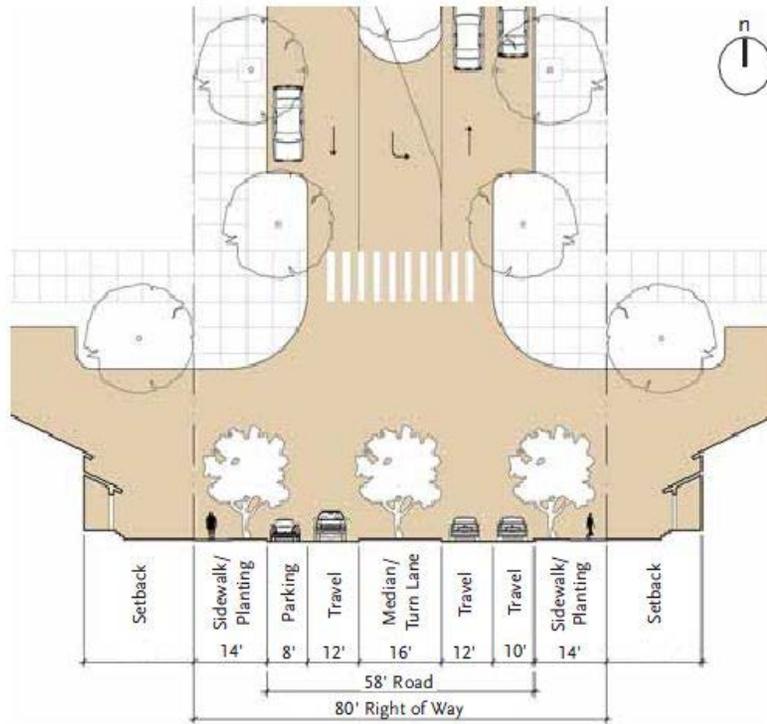
Uptown/Town Centre Specific Plan

Detail #	Location	Right-of-Way Width	Curb to Curb Width
1	Spring Street – 4 th to 6 th Streets	80'	52'
2	a. Spring St. – 6 th to 10 th Streets b. Spring St. – 15 th to 32 nd Streets c. Spring St. – 34 th to 36 th Streets d. Paso Robles St.	80' 80' 80' -	52' 52' 52' -
3	a. Spring St – 10 th to 15 th Streets (Alternative Option) b. Spring St. – 32 nd to 34 th Streets	80' 80'	60' 60'
4	Spring St./10 th St. Intersection		
5	Spring St./15 th St. Intersection		
6	13 th St. – Spring St. to Riverside Ave.	80'	52'
7	a. Vine St. – 1st to 24 th Streets b. 10 th St – Vine St. to Riverside Ave. c. 16 th St. – Vine St. to Riverside Ave. d. 32 nd St. - Vine St. to Oak St.	80' 80' 80' 80'	52' 49' 52' 54'
8	a. Vine St. –24 th to 32 nd Streets b. Vine St. – 36 th to 38 th Streets	60' 60'	42' 42'
9	Vine St. – 32 nd to 36 th Streets	27'	20'
10	Park St. Greenway – 15 th to 24 th Streets	80'	36'
11	21 st St. – Spring Street to Riverside Ave.	80'	46'
12	a. 22 nd St. – Oak to Spring Streets b. 23 rd St. – 36 th to 38 th Streets	80' 80'	36' 36'
13	Oak St. – 22 nd to 23 rd Streets	80'	36'
14	Riverside Ave. – 8 th to 13 th Streets	80'	60'
15	a. Riverside Ave. – 4 th to 8 th Streets b. Riverside Ave. – 13 th to 18 th Streets	80' 80'	52' 52'
16	Riverside Ave. – 18 th to 19 th Streets	80'	52'
17	Riverside Ave. – 19 th St. to Black Oak Dr.	80'	64'
18	4 th St. - Spring St. to Riverside Ave.	70'	50'
19	7 th St. – Park to Pine Streets	80'	50'
20	11 th and 12 th Sts. - Spring to Railroad Sts.	80'	60'
21	24 th St. – Riverside Ave. to Hwy 101	80'	56'
22	32 nd St. – Oak to Park Streets	80'	60'
23	34 th St. – Spring to Park Streets	80'	60'
24	Park St. - 9 th to 11 th Streets	80'	60'
25	Railroad Avenue. Railroad Avenue is designated on the Street Network and Parking Plan to indicate that it does not follow all the frontage requirement of this Specific Plan (specifically, backs rather than fronts of buildings might face the street). A new street section is not proposed.		



Street Network and Parking Plan

1 Spring Street - 4th to 6th Streets

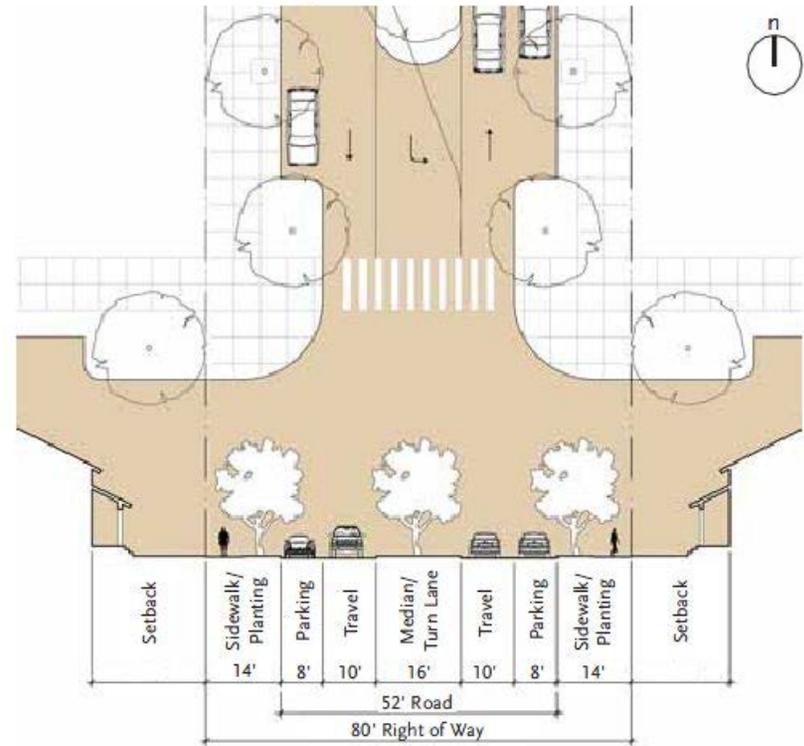


- Movement / Speed Slow / 25 mph
- Crossing Time 8 seconds
- R.O.W. Width 80'¹
- Pavement Width..... 52'
- Median..... 16'
- Traffic Lanes 2, 1 each direction, center turn lane at intersections
- Parking both sides, parallel
- Curb Type vertical
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 14'
- Planter Type squares at face of curb at 30'-40' o.c.
- Planting trees

¹ The right-of-way width for Spring Street varies in this segment, and the above widths may need to be adjusted to accommodate such variances.

* See Street Section 3 for possible alternative versions of Spring Street between 10th and 15th streets with angled parking.

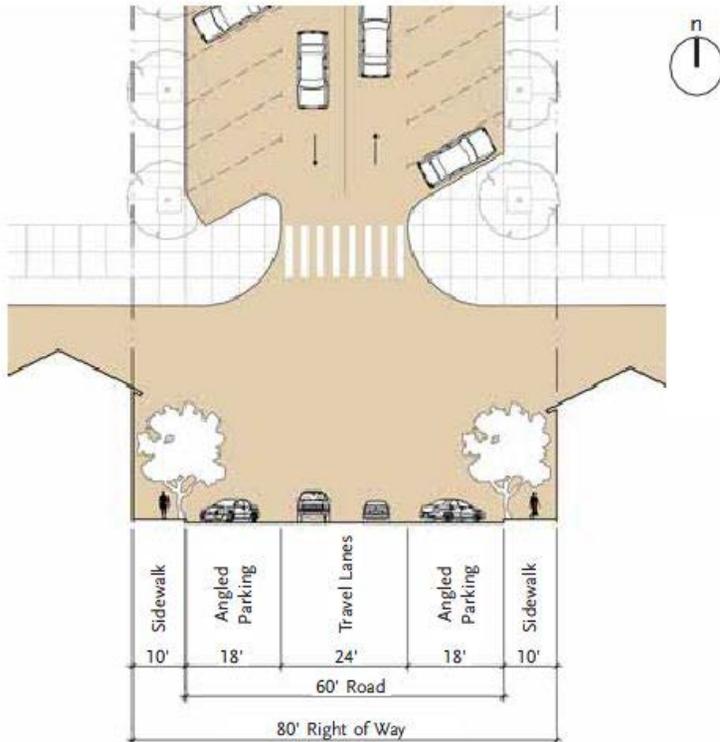
2 Spring Street - 6th to 10th Streets / 15th to 32nd Streets / 34th to 36th Streets / Paso Robles Street



- Movement / Speed Slow / 25 mph
- Crossing Time 8 seconds
- R.O.W. Width 80'
- Pavement Width..... 52'
- Median..... 16'
- Traffic Lanes 2, 1 each direction, center turn lane at intersections
- Parking both sides, parallel
- Curb Type vertical
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 14'
- Planter Type squares at face of curb at 30'-40' o.c.
- Planting trees

* See Street Section 3 for possible alternative versions of Spring Street between 10th and 15th streets with angled parking.

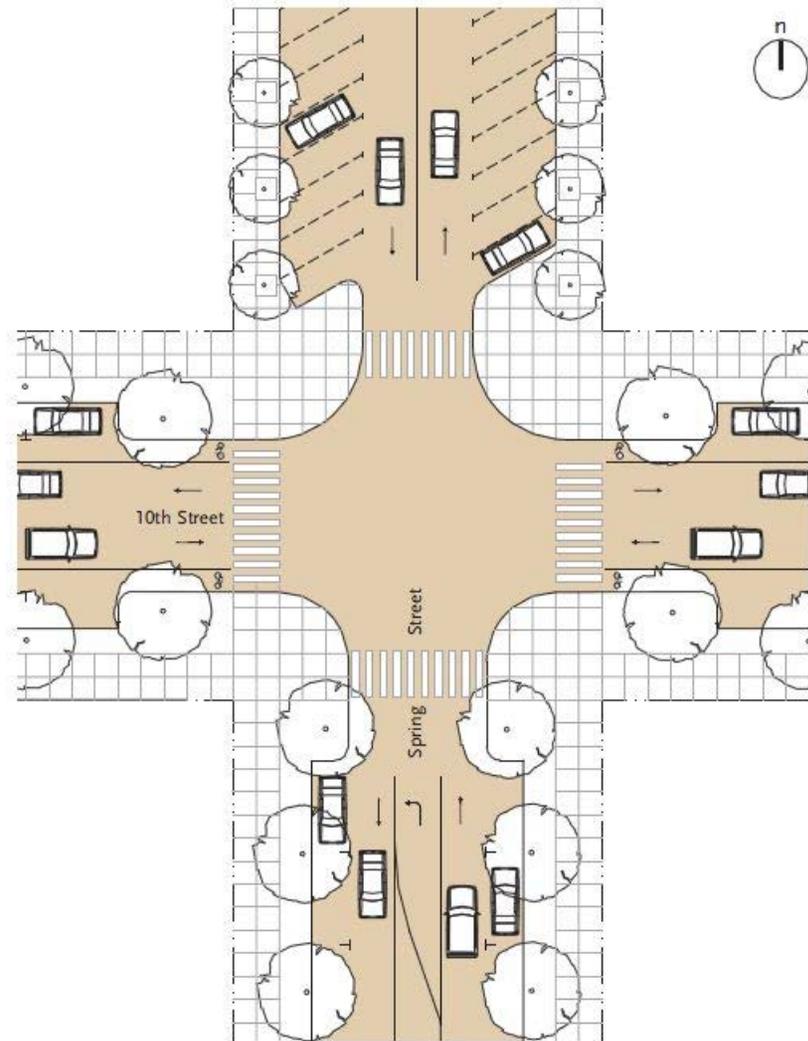
3 Spring Street - 10th to 15th Streets* / 32nd to 34th Streets



- Movement / Speed Slow / 25 mph
- Crossing Time 5.3 seconds
- R.O.W. Width 80'
- Pavement Width 60'
- Median none
- Traffic Lanes 2, 1 each direction
- Parking both sides, angled
- Curb Type vertical
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 10'
- Planter Type squares at face of curb at 30'-40' o.c.
- Planting trees

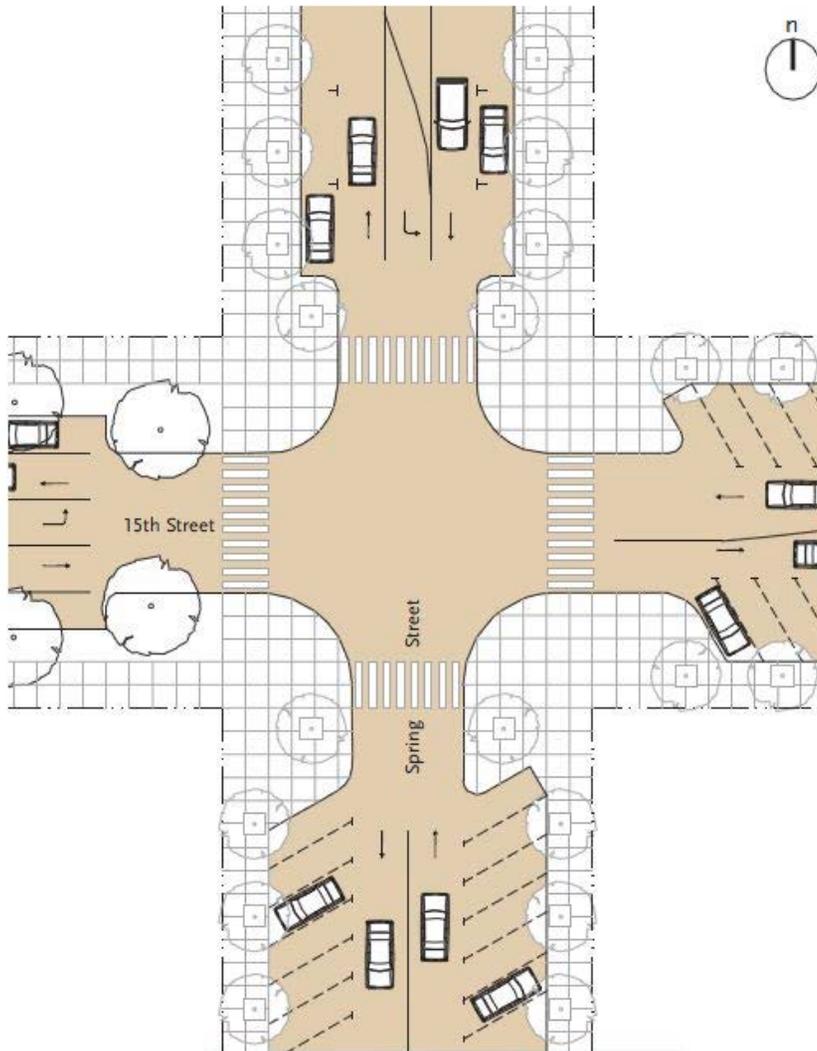
* The introduction of angled parking south of 13th Street is optional and should not occur until after Riverside Avenue is improved per Street Sections 14, 15, and 16, and 4th Street is improved per Street Section 17.

4 Spring Street / 10th Street Intersection* (Alternative option)



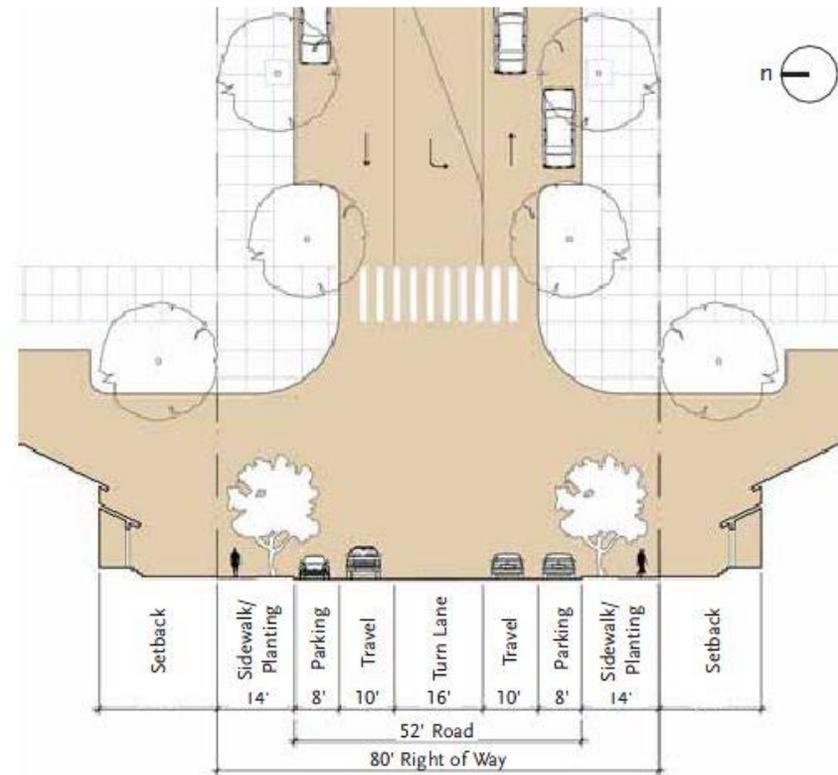
* The introduction of angled parking south of 13th Street should not occur until after Riverside Avenue is improved per Street Sections 14, 15, and 16, and 4th Street is improved per Street Section 17.

5 Spring Street / 15th Street Intersection * (Alternative option)



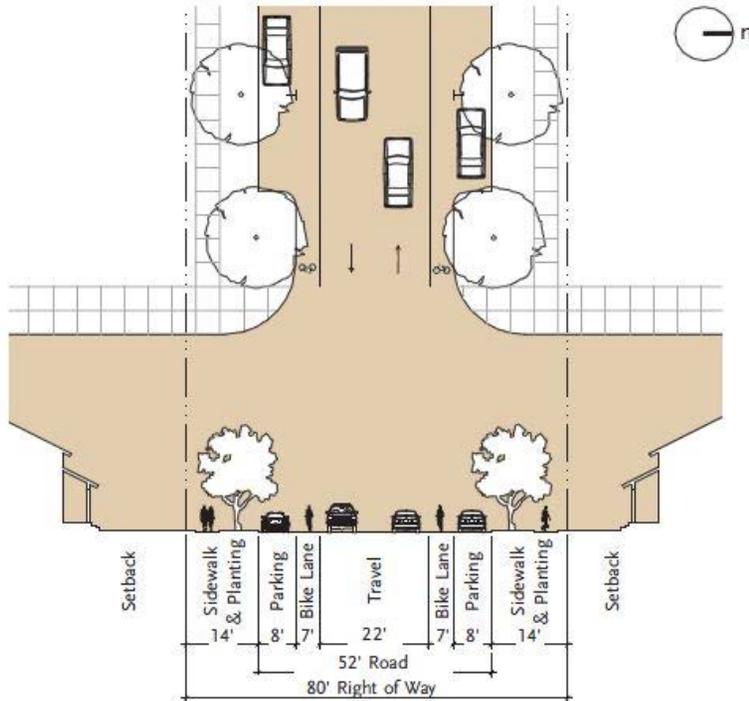
* The introduction of angled parking south of 13th Street should not occur until after Riverside Avenue is improved per Street Sections 14, 15, and 16, and 4th Street is improved per Street Section 17.

6 13th Street - Spring Street to Riverside Avenue



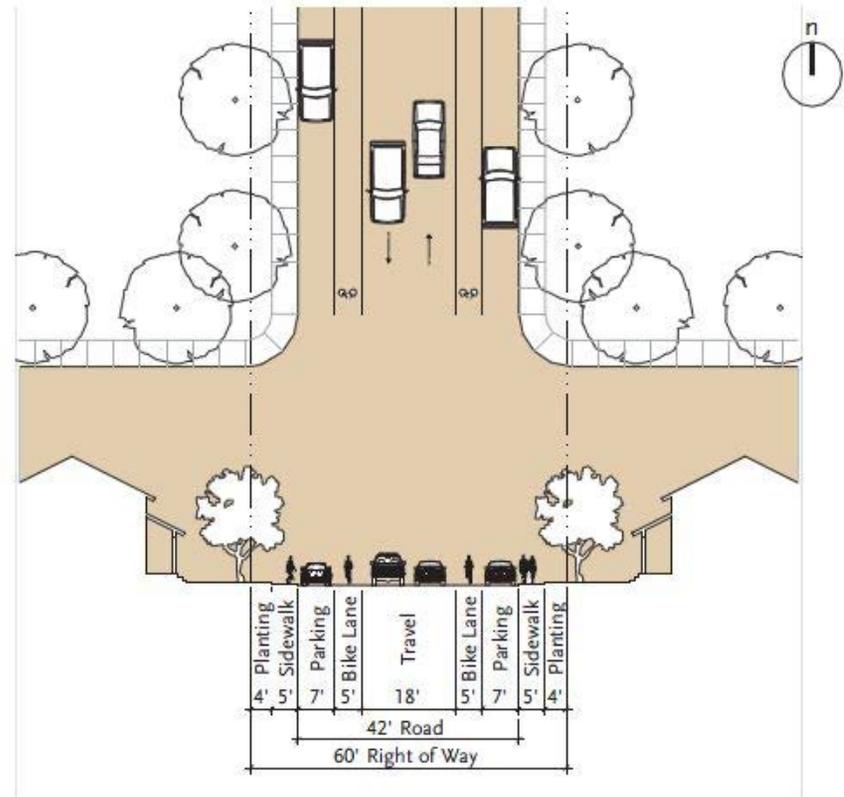
- Movement / Speed Slow / 25 mph
- Crossing Time 8 seconds
- R.O.W. Width 80'
- Pavement Width..... 52'
- Median.....no median
- Traffic Lanes 3, 1 each direction, 1 center turn lane
- Parkingboth sides, parallel
- Curb Type vertical
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 14'
- Planter Type squares at face of curb at 30'-40' o.c.
- Planting trees

- 7** Vine Street - 1st to 24th Streets
- 10th Street - Vine Street to Riverside Avenue
(excluding Spring to Pine Streets)
- 16th Street - Vine Street to Riverside Avenue
- 32nd Street - Vine Street to Oak Street



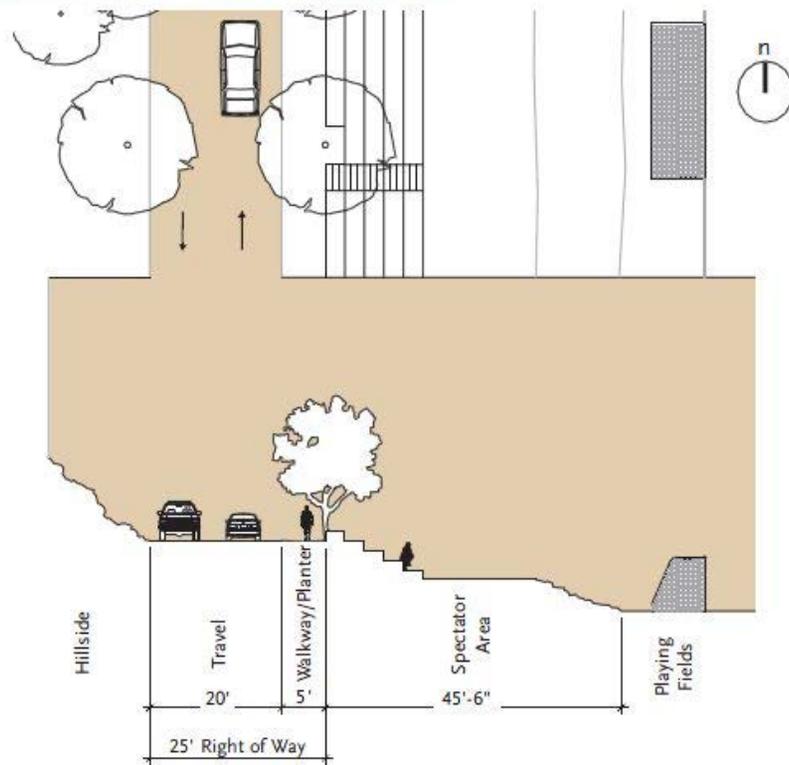
Movement / Speed..... Slow / 25 mph
 Crossing Time..... 10.8 seconds
 R.O.W. Width..... 80'
 Pavement Width..... 52'
 Median..... none
 Traffic Lanes 2, 1 each direction
 Curb Type..... vertical
 Curb Radius 10' without bulb-out / 15' with bulb-out
 Parking both sides, parallel
 Sidewalk Width 5'
 Planter Type..... continuous planting at 30'-40' o.c.
 Planter Width 9'
 Planting trees

- 8** Vine Street - 24th to 32nd and 36th to 38th Streets



Movement / Speed Slow / 25 mph
 Crossing Time 9.3 seconds
 R.O.W. Width 60'
 Pavement Width..... 42'
 Median..... none
 Traffic Lanes 2, 1 each direction
 Parking each side, parallel
 Curb Type vertical
 Sidewalk Width 5'
 Planter Type continuous planting at 30'-40' o.c.
 Planting trees

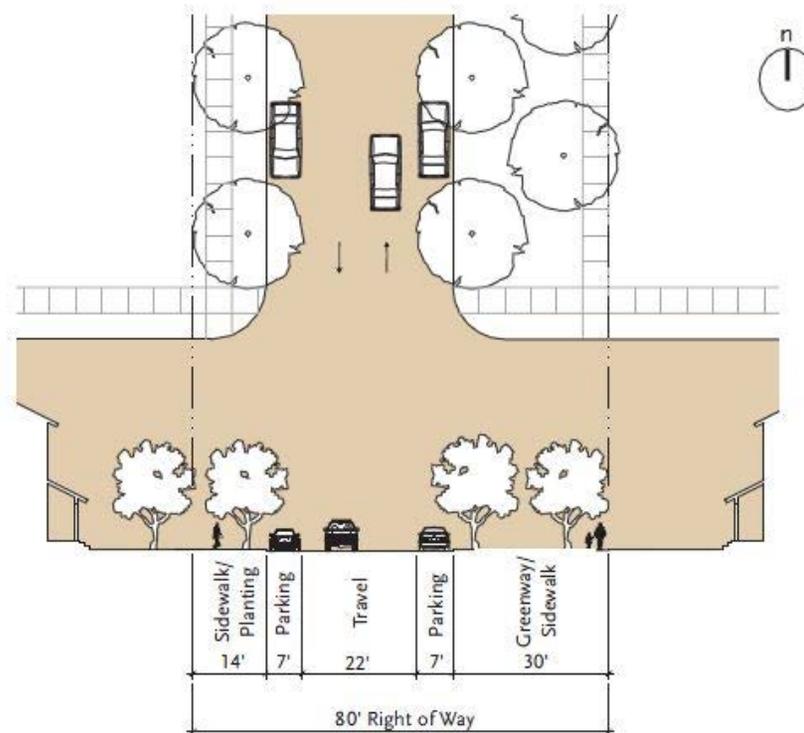
9 Vine Street - 32nd to 36th Streets



- Movement / Speed Slow / 25 mph
- Crossing Time 4.4 seconds
- R.O.W. Width 25'
- Pavement Width..... 20'
- Median.....none
- Traffic Lanes 2, 1 each direction*
- Parkingnone
- Curb Type soft
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 5'
- Planter Typecontinuous planting at 30'-40' o.c.
- Planting trees

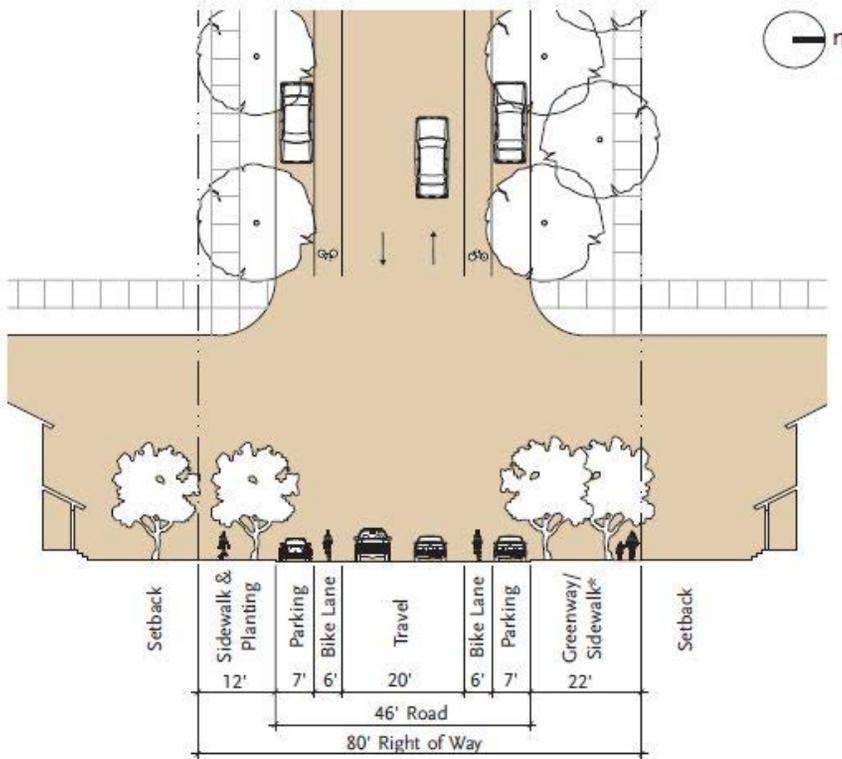
* A sharrow will be provided along Vine Street between 32nd and 36th Streets.

10 Park Street Greenway - 15th to 24th Streets



- Movement / Speed..... Slow / 25 mph
- Crossing Time..... 8 seconds
- R.O.W. Width..... 80'
- Pavement Width..... 36'
- Median.....none
- Traffic Lanes 2, 1 each direction
- Curb Type.....vertical
- Parkingboth sides, parallel
- Sidewalk Width9'
- Planter Type.....continuous planting at 30'-40' o.c.
- Planter Width 5'
- Planting trees

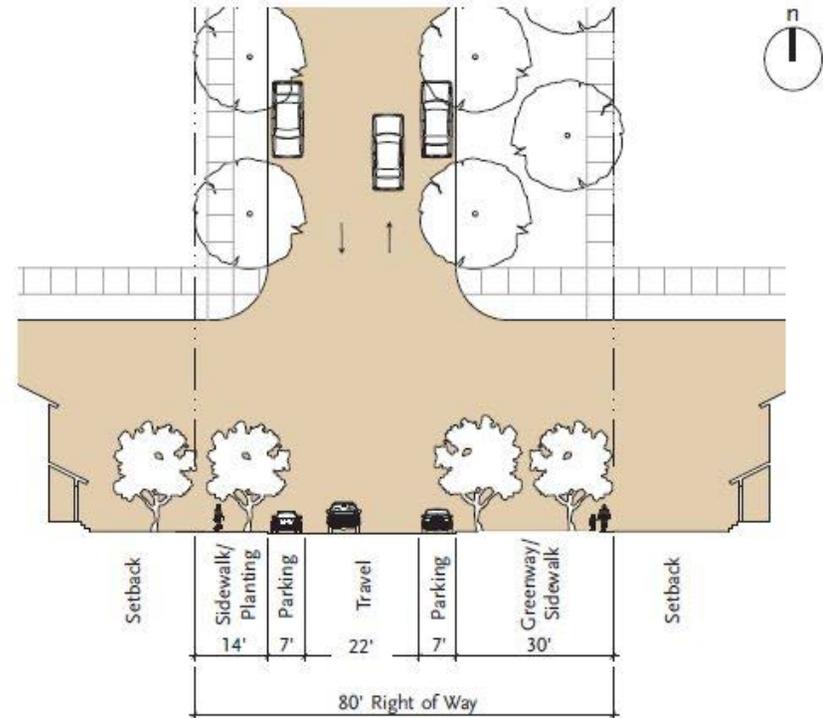
11 21st Street - Spring Street to Riverside Avenue



Movement / Speed..... Slow / 25 mph
 Crossing Time..... 10.2 seconds
 R.O.W. Width.....80'
 Pavement Width.....46'
 Median.....none
 Traffic Lanes..... 2, 1 each direction
 Parking.....both sides, parallel
 Curb Type.....vertical
 Curb Radius.....10' without bulb-out / 15' with bulb-out
 Sidewalk Width.....5'
 Planter Type.....continuous planting at 30'-40' o.c.
 Planting..... trees

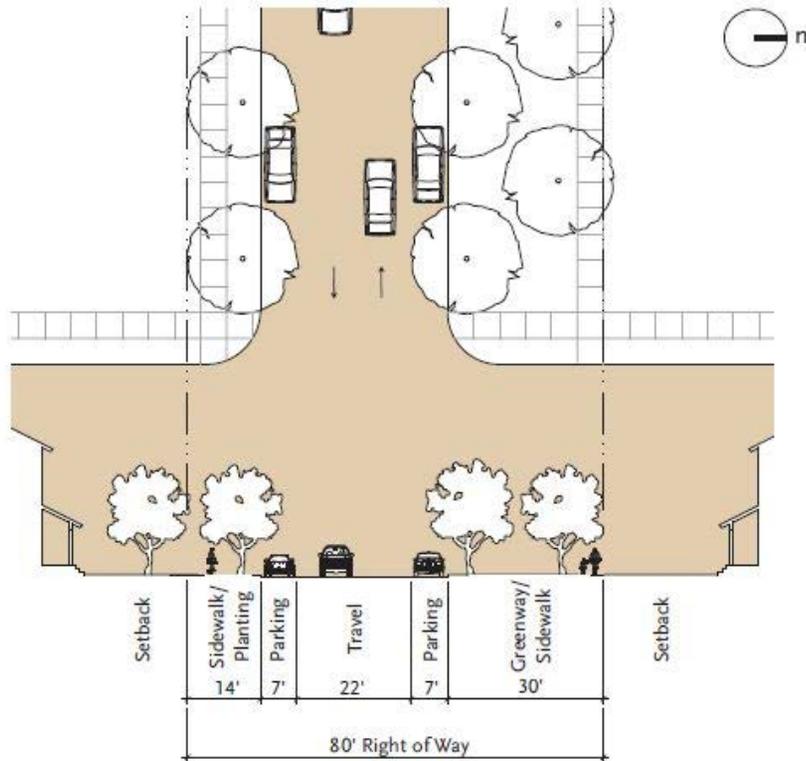
* Optional center creekway.

**12 22nd Street - Oak Street to Spring Street
 23rd Street - Vine Street to Oak Street**



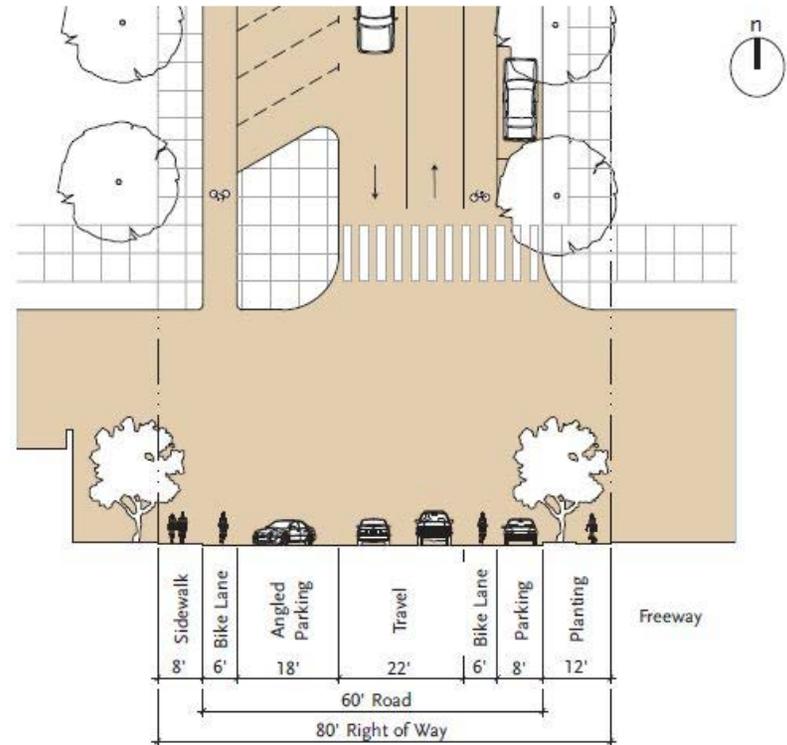
Movement / Speed..... Slow / 25 mph
 Crossing Time..... 8 seconds
 R.O.W. Width.....80'
 Pavement Width.....36'
 Median.....none
 Traffic Lanes 2, 1 each direction
 Curb Type.....vertical
 Parkingboth sides, parallel
 Sidewalk Width9'
 Planter Type.....continuous
 Planter Width 7'
 Planting trees

13 Oak Street (22nd to 23rd Streets)



- Movement / Speed..... Slow / 25 mph
- Crossing Time..... 8 seconds
- R.O.W. Width..... 80'
- Pavement Width..... 36'
- Median..... none
- Traffic Lanes 2, 1 each direction
- Curb Type..... vertical
- Parking both sides, parallel
- Sidewalk Width 6'
- Planter Type..... continuous
- Planter Width 8'
- Planting trees

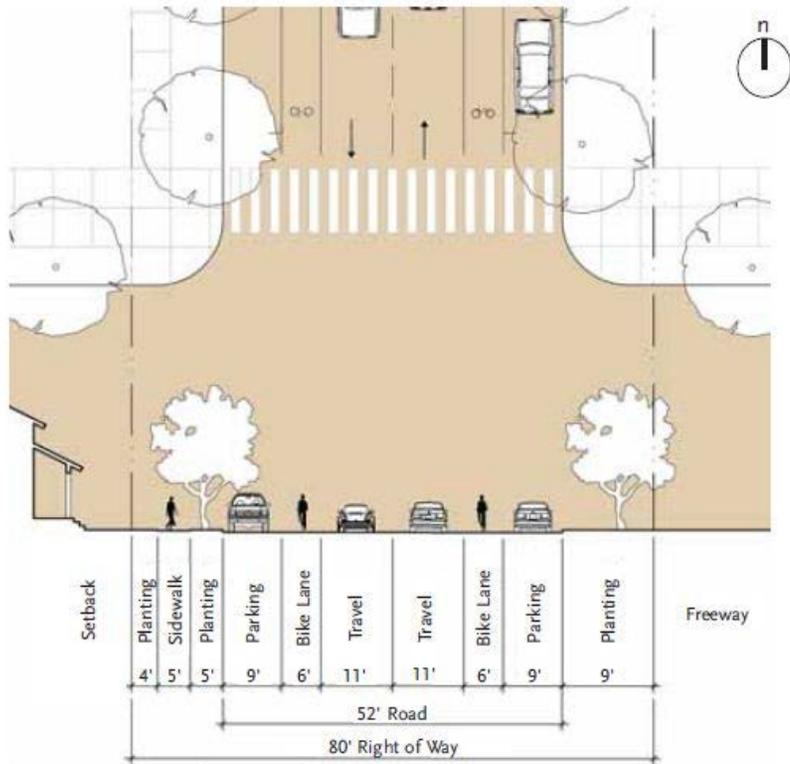
14 Riverside Avenue South - 8th to 13th Streets



- Movement / Speed..... Slow / 25 mph
- Crossing Time..... 13.3 seconds
- R.O.W. Width..... 80'
- Pavement Width..... 60'
- Median..... none
- Traffic Lanes..... 3, 2 each direction, 1 center turn lane
- Parking..... both sides (parallel - angled)
- Curb Type..... vertical
- Curb Radius..... 10' without bulb-out / 15' with bulb-out
- Sidewalk Width..... 8' on west side, 14' on east side
- Planter Type..... squares at face of curb at 30'-40' o.c.
- Planting..... trees

* The intersection of Riverside Avenue and 13th Street includes a left turn lane. The north-bound parallel parking is removed and the north-bound bike lane is moved to the edge of the curb for the length of the left turn lane.

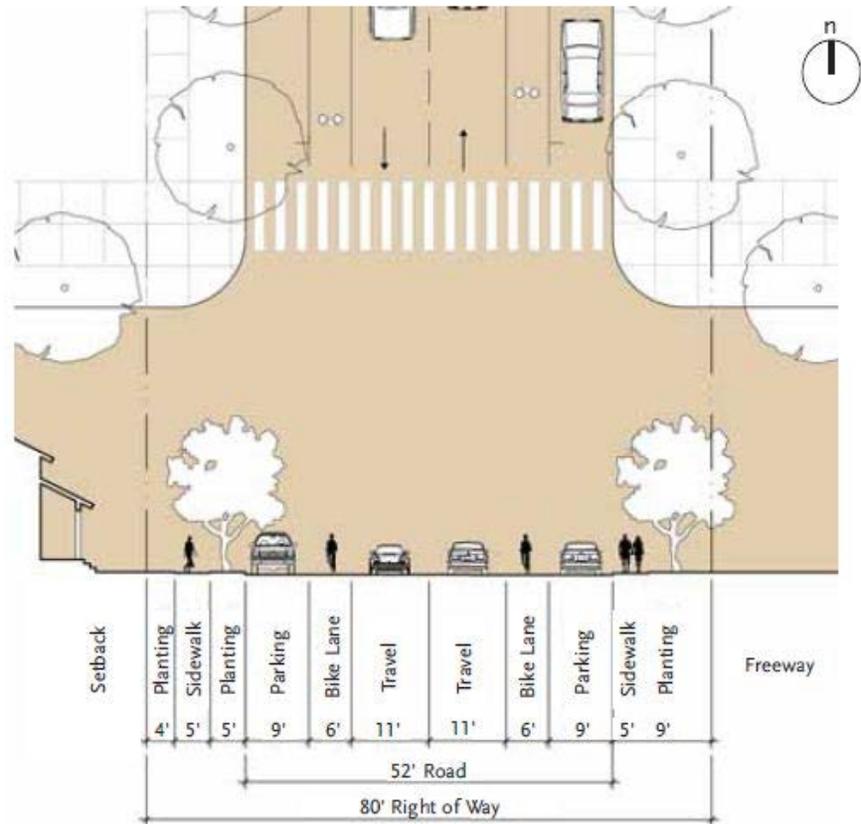
15 Riverside Avenue - 4th to 8th Streets and 13th to 18th Streets



Movement / Speed..... Slow / 25 mph
 Crossing Time..... 11.5 seconds
 R.O.W. Width.....80'
 Pavement Width.....52'
 Median.....none
 Traffic Lanes..... 2, 1 each direction,
 Parking.....both sides, parallel
 Curb Type.....vertical
 Curb Radius.....10' without bulb-out / 15' with bulb-out
 Sidewalk Width.....5'
 Planter Type..... squares at face of curb at 30'-40' o.c.
 Planting..... trees

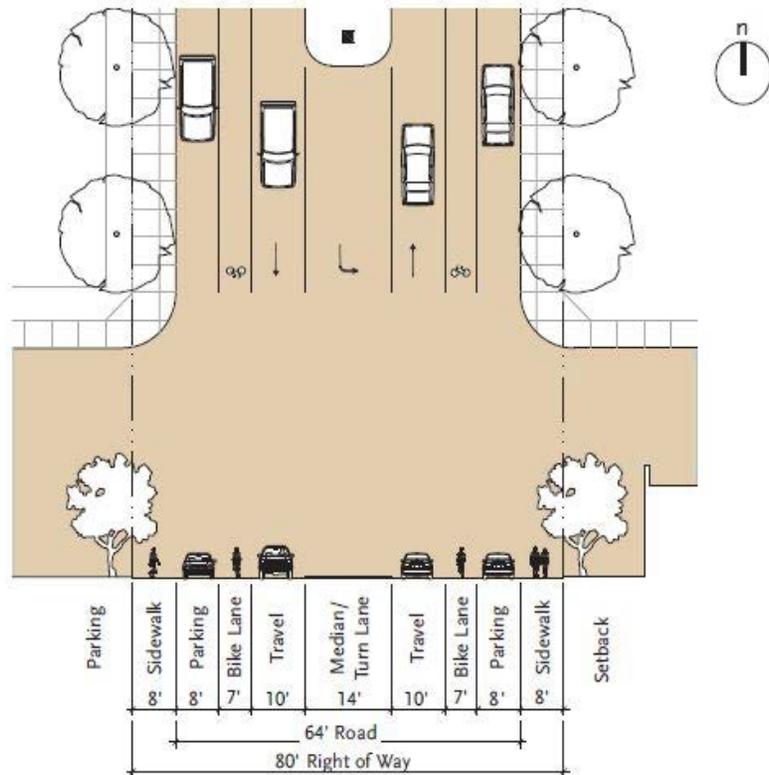
* The intersection of Riverside Avenue and 13th Street includes a left turn lane. The south-bound parallel parking is removed and the south-bound bike lane is moved to the edge of the curb for the length of the left turn lane.

16 Riverside Avenue - 18th to 19th Streets



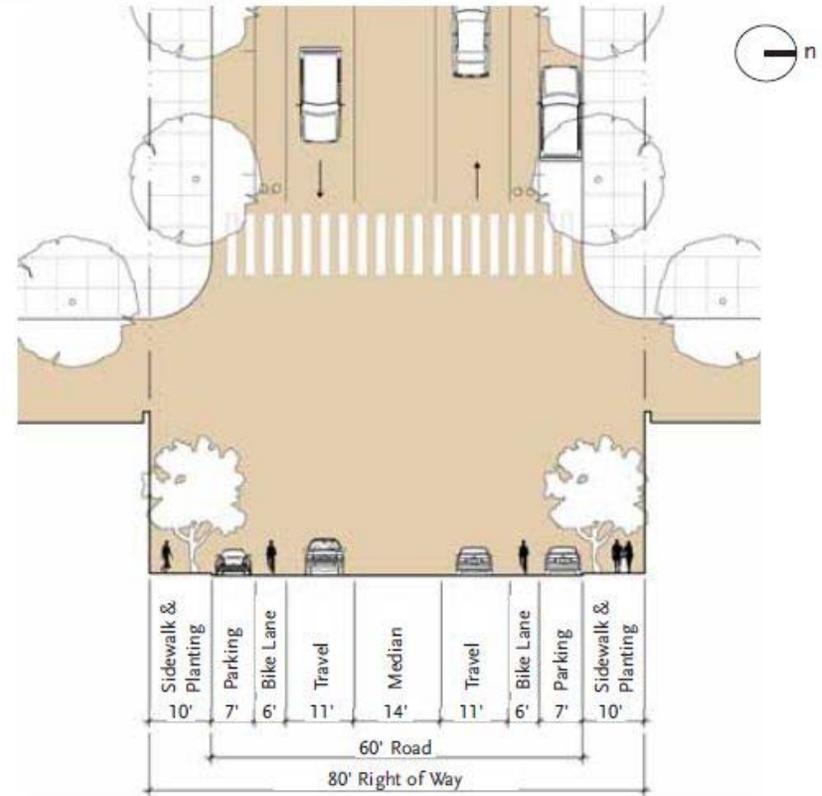
Movement / Speed..... Slow / 25 mph
 Crossing Time..... 11.5 seconds
 R.O.W. Width.....80'
 Pavement Width.....52'
 Median.....none
 Traffic Lanes..... 2, 1 each direction,
 Parking.....both sides, parallel
 Curb Type.....vertical
 Curb Radius.....10' without bulb-out / 15' with bulb-out
 Sidewalk Width.....5'
 Planter Type..... squares at face of curb at 30'-40' o.c.
 Planting..... trees

17 Riverside Avenue - 19th Street to Black Oak Drive



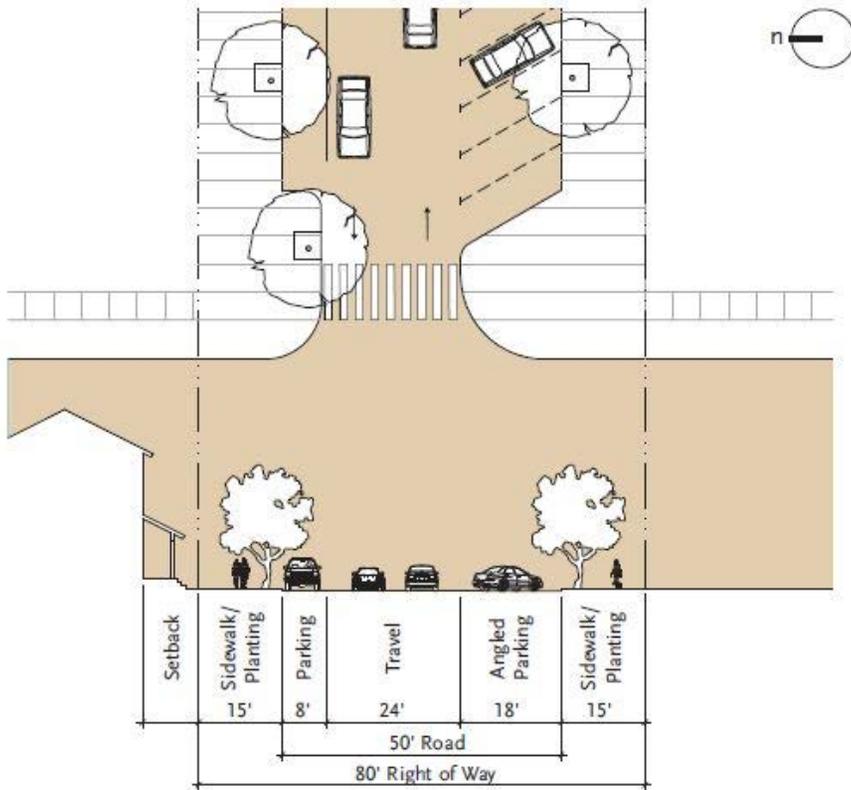
Movement / Speed..... Slow / 25 mph
 Crossing Time..... 14.2 seconds
 R.O.W. Width..... 80'
 Pavement Width..... 64'
 Median..... 14'
 Traffic Lanes..... 3, 2 each direction, 1 center turn lane
 Parking..... both sides, parallel
 Curb Type..... vertical
 Curb Radius..... 10' without bulb-out / 15' with bulb-out
 Sidewalk Width 8'
 Planter Type..... none
 Planting..... trees

18 4th Street - Spring Street to Riverside Avenue



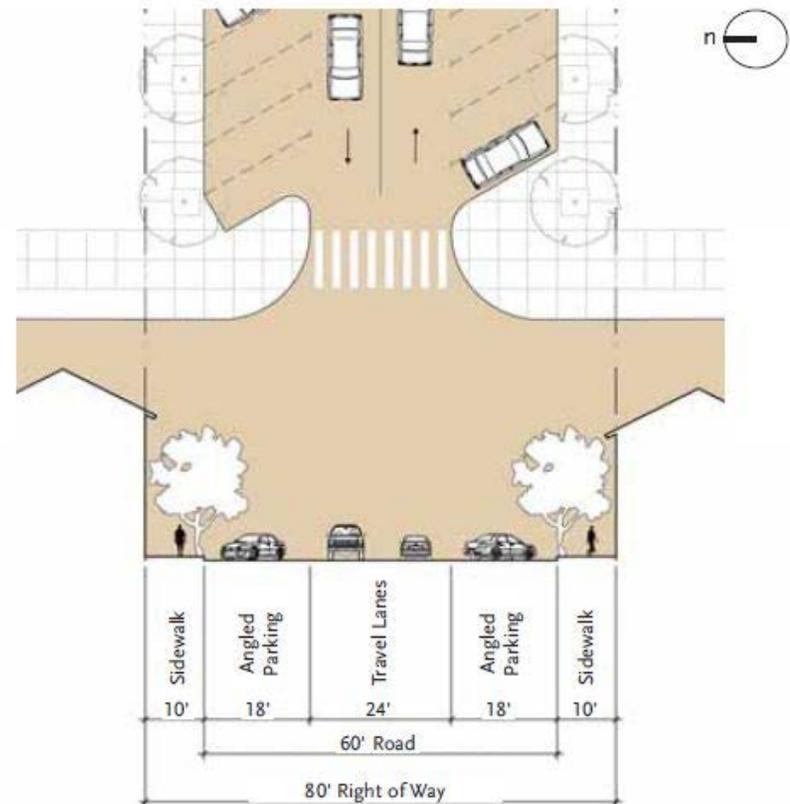
Movement / Speed Slow / 25 mph
 Crossing Time 11.1 seconds
 R.O.W. Width 70'
 Pavement Width..... 50'
 Median..... none
 Traffic Lanes 2, 1 each direction
 Parking both sides, parallel; on-street parking east of Pine Street optional
 Curb Type vertical
 Curb Radius 10' without bulb-out / 15' with bulb-out
 Sidewalk Width 10'
 Planter Type squares at face of curb at 30'-40' o.c.
 Planting trees

19 7th Street - Park Street to Pine Street



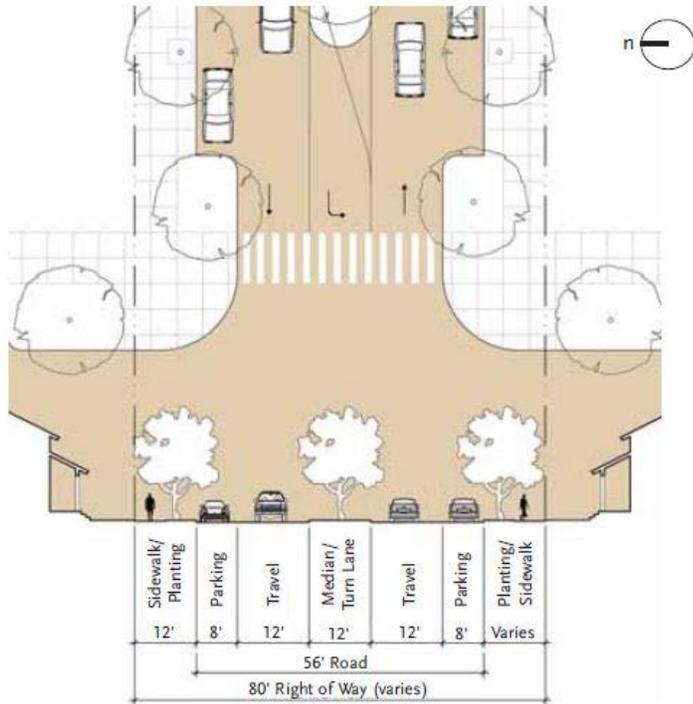
Movement / Speed Slow / 25 mph
 Crossing Time 5.3 seconds
 R.O.W. Width 80'
 Pavement Width..... 50'
 Median..... none
 Traffic Lanes 2, 1 each direction
 Parking both sides, south side angled, north side parallel
 Curb Type vertical
 Curb Radius 10' without bulb-out / 15' with bulb-out
 Sidewalk Width 15' on each side
 Planter Type squares at face of curb at 30'-40' o.c.
 Planting trees

20 11th and 12th Streets - Spring Street to Railroad Street



Movement / Speed Slow / 25 mph
 Crossing Time 5.3 seconds
 R.O.W. Width 80'
 Pavement Width..... 60'
 Median..... none
 Traffic Lanes 2, 1 each direction
 Parking both sides (angled)
 Curb Type vertical
 Curb Radius 10' without bulb-out / 15' with bulb-out
 Sidewalk Width 10'
 Planter Type squares at face of curb at 30'-40' o.c.
 Planting trees

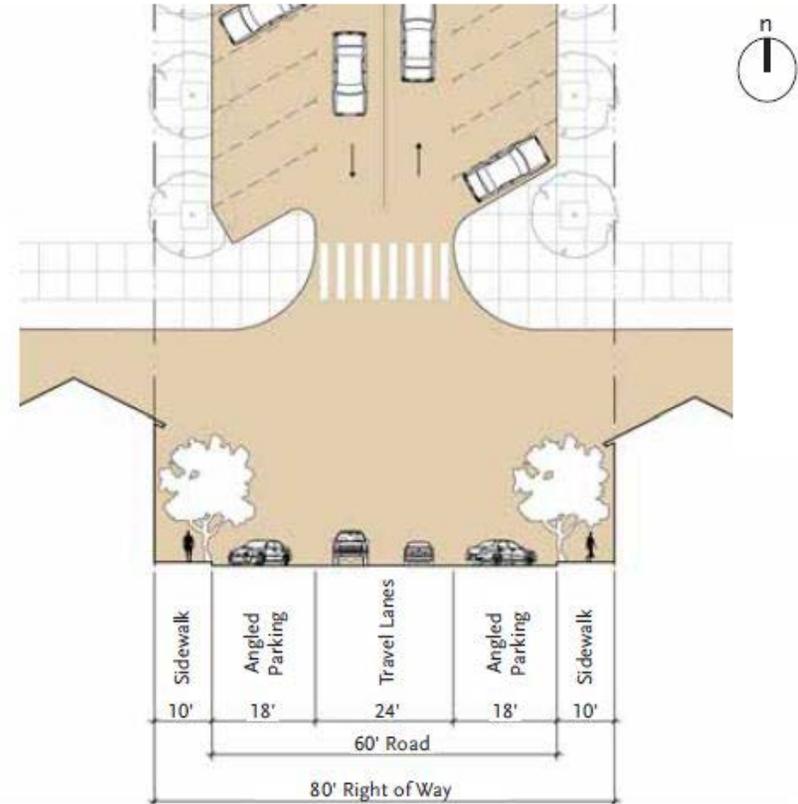
21 24th Street between Highway 101 and Riverside Avenue



Movement / Speed Slow / 25 mph
 Crossing Time 8.9 seconds
 R.O.W. Width 80'¹
 Pavement Width.....56'
 Median.....16' *
 Traffic Lanes 2, 1 each direction
 Parkingeach side, parallel
 Curb Type soft
 Curb Radius10' without bulb-out / 15' with bulb-out
 Sidewalk Width 6'
 Planter Typesquares at face of curb at 30'-40' o.c.
 Planting trees

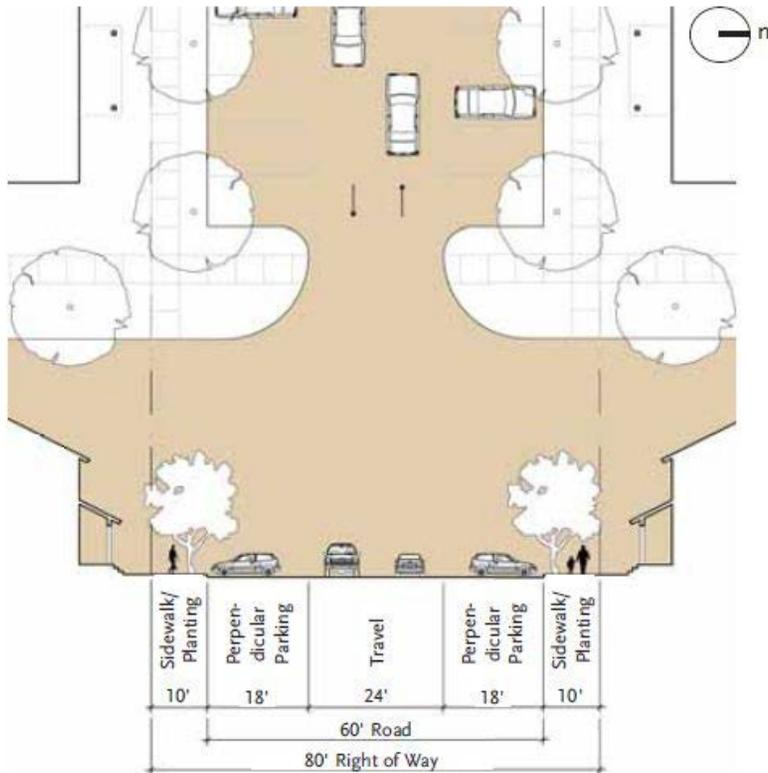
¹ The right-of-way width varies along the length of this street. Accordingly, the planting dimension varies to accommodate the right-of-way variations.
 * Currently the turn lane is required to accommodate the turn movements into and out of the numerous driveways along 24th Street. Introducing islands or medians in the long term would help create a better pedestrian connection between the Paso Robles Events Center and the uses north of 24th Street, particularly if the auto-oriented uses north of 24th Street get replaced with more pedestrian-friendly uses.

22 32nd Street - Oak Street to Park Street



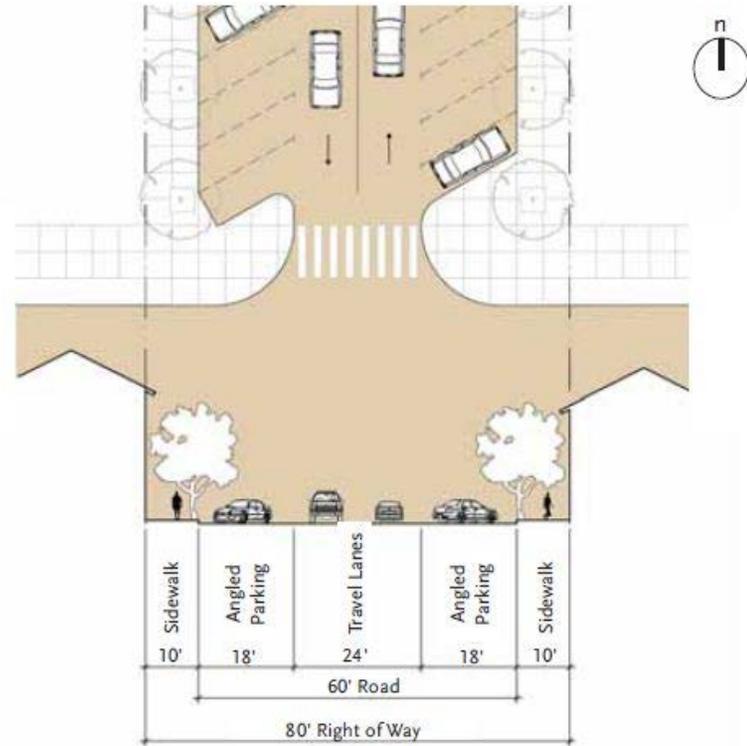
Movement / Speed Slow / 25 mph
 Crossing Time 5.3 seconds
 R.O.W. Width 80'
 Pavement Width.....60'
 Median.....none
 Traffic Lanes 2, 1 each direction
 Parkingboth sides, angled
 Curb Type vertical
 Curb Radius 10' without bulb-out / 15' with bulb-out
 Sidewalk Width 10'
 Planter Typesquares at face of curb at 30'-40' o.c.
 Planting trees

23 34th Street - Spring Street to Park Street



- Movement / Speed Slow / 25 mph
- Crossing Time 5.3 seconds
- R.O.W. Width 80'
- Pavement Width..... 60'
- Median.....none
- Traffic Lanes 2, 1 each direction
- Parkingeach side, perpendicular
- Curb Type vertical
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 5'
- Planter Typecontinuous planting at 30'-40' o.c.
- Planting trees

24 Park Street - 9th to 11th Streets



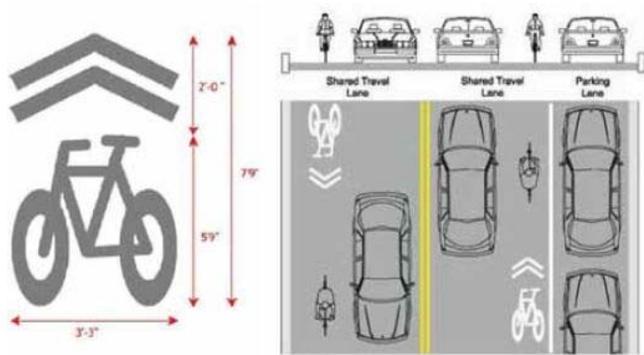
- Movement / Speed Slow / 25 mph
- Crossing Time 5.3 seconds
- R.O.W. Width 80'
- Pavement Width..... 60'
- Median.....none
- Traffic Lanes 2, 1 each direction
- Parkingboth sides, angled
- Curb Type vertical
- Curb Radius 10' without bulb-out / 15' with bulb-out
- Sidewalk Width 10'
- Planter Typesquares at face of curb at 30'-40' o.c.
- Planting trees

3.1.3 - Trails and Bike Paths

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. This 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.

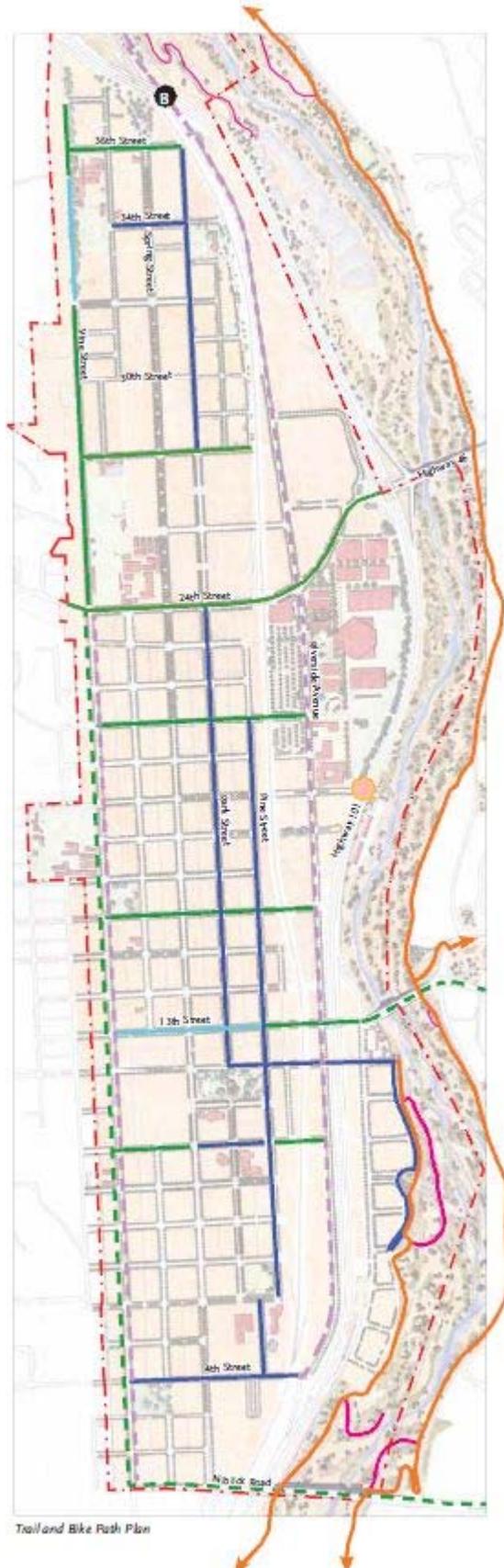
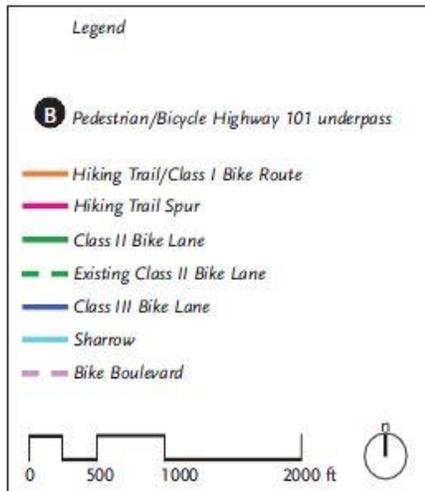
The following bikeway types will be introduced:

- **Class I Bike Lane.** A surfaced route that is completely separated from the street.
 - **Class II Bike Lane.** A one way facility located directly adjacent to the travel lane(s). A white paint stripe or a change in pavement style or color can indicate separation between the travel lane(s) and Class II bike lanes.
 - **Class III Bike Lane.** Class III bike routes are travel lane facilities shared with vehicles.
 - **Sharrows.** An appropriate driving lane marked for a roadway to be shared with bicyclists, Sharrows may be considered for bicycle routes where the roadway/shoulder is not sufficient for a class II bike lane and the safest route is for cyclists to ride directly on the roadway.
 - **Bike Boulevard.** A travel way where priority is given to bicyclists as opposed to through traffic. They are appropriate on low-volume and low- speed streets, and include special treatment such as signage and pavement markings, intersection crossing treatments, traffic reduction, and traffic calming treatments.
- A. Vine Street.** The primary north-south bicycle boulevard 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 boulevard runs the entire length of Riverside Avenue from 4th 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 Plan proposes a continuous pedestrian/bike trail system on both sides of the river. The East and West Side Trails meet at proposed pedestrian/bicycle bridges that would span the Salinas River 100- year floodway. The northern bridge is located at the historic Hot Springs site. The southern bridge is located at Charolais Road, connecting to an existing right-of-way and anticipating a future planned connection between Charolais and Highway 101. The two bridges would allow the East and West Side Trails to form a loop through Paso Robles. Additional bicycle and pedestrian trails connect the riverside trails to the larger trail systems of the city, county, and region.



Sharrow travel lane marker and an illustrative example for striping

The bicycle and trail network takes advantage of the City's grid system by providing connections to major destinations. The primary bicycle thoroughfare is along Vine Street because it provides an uninterrupted connection between Uptown and Downtown, yet is parallel and close to Spring Street, a busy street with frequent vehicular turn movements.



3.2 - Streetscape Improvements

Streetscape improvements of some type are recommended for virtually all streets in the 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 in Section 3.1.2 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. Guidelines and recommendations for the final design of streetscape improvements are provided in Section 3.1.2.

City policy provides that when a new development project occurs, the City will require that the developer make improvements to the streets abutting the project to a) bring them into conformance with current standards, and/or b) bring them into a state of good repair. The standards of this Plan will define the general design requirements for "a", and the City's public works department will define the requirements for "b" on a case by case basis. The required improvements generally extend from the property frontage line to the centerline of the public right-of-way on all project frontages.

Streetscape improvements for many of the streets are expected to be constructed in conjunction with private development projects at the expense of those projects. The City or the CDC may also elect to undertake such improvements as a public initiative, as dictated by unfolding priorities and the availability of funding.

In virtually every instance, the recommended interventions are intended:

- a. to rebalance the allocation of right-of-way in favor of the pedestrian,
- b. to moderate the speed of automobiles without unreasonably impeding their progress,
- c. to provide convenient curbside parking for visitors or customers,
- d. to plant or replant street trees to shade and shelter the pedestrian from sun, rain, and traffic, and to improve the quality of the air and stormwater.

Within these common overall parameters, it is intended that the streets within the Plan Area provide a rich variety of design and detailing. To supplement the typological and dimensional information in the Street Types, and to provide guidance for their application to a range of existing field conditions, the following guidelines are provided.

A. Curb Extensions. Curb extensions are recommended for a number of streets. Advantages of adding curb extensions include a) reduction of pedestrian crossing distance and time, b) reduction of visual width of roadway, and hence driving speeds, and c) provision of additional space for tree plantings.

The existing curb to curb width – typically 60 feet – of most of the streets in the Plan Area is greater than ideal. For those that do not carry large amounts of through traffic a curb to curb width of 34 feet or 36 feet would be more suitable, allowing for wider sidewalks and tending to moderate driving speeds. However, the cost of reconstructing all the curbs to move them in a few feet is not cost effective. Curb extensions at corners and mid-block achieve a similar benefit while moving only a small percentage of the curbs.

Adding curb extensions affects stormwater flows running in gutters along the existing curbs. The three main approaches to managing the stormwater are:

1. Leave a gutter – open or covered with a grate – along the existing curb, between the existing sidewalk and the extension. This is generally the least costly option, but has some drawbacks: it may be less attractive and requires periodic cleaning of that gutter, usually by hand, to remove debris.
2. Storm water can be directed through curb breaks into planters within the curb extension area, where it can infiltrate into the ground. Alternatively, especially in cases where the curb extension needs to be paved, curb inlets or drains at gutter terminations are introduced, taking the flow into a sub-surface pipe. If subsurface pipes

are already present, this can be a cost-effective solution. The drains may need to be cleaned periodically to prevent blockages. The first alternative (curb breaks) is preferred.

3. When feasible, and when desirable from an urban design point of view, the street may be reconstructed so that the parking lane drains away from the curb, to a new V-gutter between the parking lane and travel lane. This approach also may allow the use of a special paving material – such as brick or other unit pavers – within the parking lane, further reducing the visual width of the street, and providing a high quality material adjacent to the sidewalks. Additional advantages of this approach may include the possibility of rainwater infiltration in the parking lane, and avoiding running water at the curb that someone getting out of a parked car must step over or through to get onto the sidewalk.

This is a relatively expensive option that may be particularly appropriate for streets that need to be substantially reconstructed for a number of reasons, or streets that are planned for retail use and where the convenience and amenity of curbside parking are especially important.



An example of a curb extension



Curb extension with infiltration planters.

B. Crosswalks. Safe street crossings are a very important component of the pedestrian network for any urban neighborhood. As noted above, improving pedestrian comfort, safety and convenience is the central goal of the streetscape improvement program of this Specific Plan, and street crossings are perhaps the most challenging link in the network. The following general guidelines are provided for crosswalk design.

1. Crosswalks are to be provided at all street intersections, including X's, T's and L's.
2. Crosswalks should be clearly marked with high contrast “zebra” striping, unless some alternative design is provided as part of an integrated urban design for a specific street.
3. Where directed by the Street Type standards in Chapter 3, curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.
4. At signalized intersections with pedestrian signals, the pedestrian signal should default to “green” once per cycle without requiring the pedestrian to press a switch.
5. In-pavement LED lighted crosswalks should be installed at intersections that are not controlled by a traffic signal and where the need for enhanced public safety has been demonstrated.

C. Tree Wells. The size, spacing and detailing of tree wells is generally described in Section 3.1.2. When locating new tree wells in an existing street, important design considerations include:

1. In the ideal urban tree canopy, adjacent trees at maturity touch one another. The recommended tree spacing is between 30 feet and 50 feet, plus or minus 5 feet.
2. Tree spacing and placement must be coordinated with street light placement. Street lights should normally be

located midway between adjacent trees, and are commonly spaced every 2 or 3 trees, hence 60 to 100 feet on center.

3. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrians accessing the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of the space, so that they align with a fender rather than a door. Locating them on the line between two spaces tends to block pedestrian access to the sidewalk.
4. The size and type of tree well must be sufficient for the tree and appropriate to the desired streetscape character. In busy retail areas it is important that the planter reduce the walkable sidewalk surface as little as possible. In such cases tree grates are generally recommended. In residential streets a softer appearance may be preferable and ground plantings in larger planters or in continuous parkway strips may be provided.
5. Tree wells should utilize Low Impact Development (LID) designs that encourage storm water to slowly infiltrate through plants and soils in order to reduce the burden on storm drains and downstream discharge points, to cleanse water before it is discharged into the Salinas River, and to recharge the aquifer basin.
6. Deep rooting species are encouraged and a deep root control barrier is required for any tree placed within six feet of City curb or sidewalk, and is recommended for trees placed in parking lot planters. Consultation with a nursery or landscape professional is recommended to determine if the selected tree species is appropriate for the desired location.



A V-gutter allows storm water to flow between the parking and the street.



A crosswalk can be defined by striping and/or a change in paving material.

D. On-Street (Curbside) Parking. On-street parking is the life-blood of almost all American urban neighborhoods and districts. Unlike some great European cities – and a few American cities with highly developed transit systems and very high population densities – Paso Robles is a place where cars are the primary transportation mode. Even as Downtown develops a stronger pedestrian and transit orientation, many visitors and retail customers will arrive by car. Providing convenient short-term parking for those visitors and customers will be vital to the success of this Plan, and curbside parking is the best way to provide it.

Curbside parking is much less expensive to construct and/or maintain than shared structures and is also more valuable to the user, since it is more convenient. The combination of high value and low cost is the hallmark of a great opportunity.

1. On-Street Parking Types. Types of on-street provided in the plan area include:

- a. **Parallel Parking.** Parallel curbside parking is provided on many streets in the Plan Area. Other Streets have been converted from parallel to angled parking in order to increase the supply of spaces. This has occurred where the roadway width can accommodate the angled spaces. The typical space is approximately 22 feet in length by 7 feet in width, measured from the curb.

Parallel parking should be prohibited within approximately 25 to 35 feet of intersections, to allow larger vehicle turning radii to encroach into the curbside parking lane. Parallel parking will also be prohibited near fire hydrants and other emergency facilities, as required by the Fire Department.

- b. **Angled Parking.** On streets fronted by ground floor retail and other commercial uses, and where the volumes and speeds of traffic permit, angled parking can be of great value to the adjacent businesses. The angle between the parking space and the curb has a major effect on the functional characteristics of the parking. Large angles – approaching 90 degrees – provide for efficient use of the pavement, but require very large pull-in and back-out radii that are incompatible with streets with any but the slowest and lowest volumes of traffic. Angles between 60 and 45 degrees generally provide a good balance between efficiency, convenience, and safety.
- c. **On-Street Accessible (ADA) Parking.** On-street handicap parking spaces can be provided within the Downtown area. Possible locations are shown on the Recommended On-Street Accessible (ADA) Parking Placement Plan on the following page.



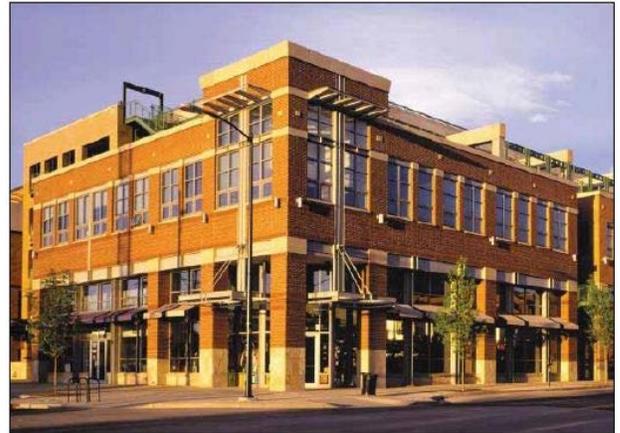
Curbside angled parking.



Curbside parallel parking.



On-street perpendicular parking.



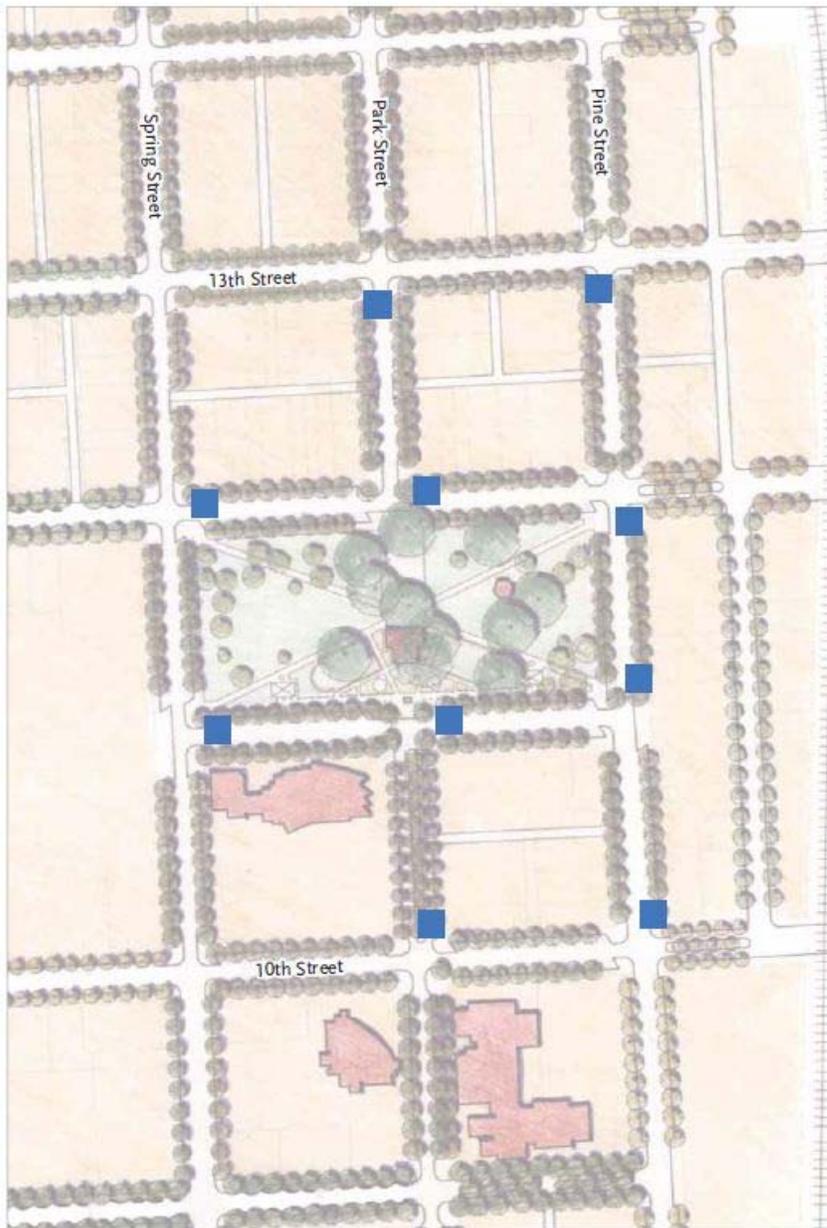
Parking structure lined with retail and office uses.

- 2. **Pay Parking.** Parking is valuable to both visitors, customers, and nearby property or business owners, but is never free (since it costs money to construct and/or maintain). Currently, on-street parking is provided free-of-charge. However if on-street parking is to be a well-managed and a self-sustaining resource for Paso Robles, pay parking meters or stations will need to be present on many of its streets, particularly retail and commercial streets where short-term customer parking is needed.

It is common – particularly in redeveloping areas where customers are extremely important and one does not want to discourage them from shopping – for there to be resistance to installing parking meters or charging for parking. In addition, many shopping districts have found that the inconvenience of having to remember to come

loaded with quarters is a more significant issue for shoppers than the cost of the parking. Fortunately, modern parking meter technology has solved that problem. A number of alternative meter types are available. Key characteristics of some of the better electronic meters include:

- a. Pay stations that serve multiple spaces. Parking spaces are numbered and customers enter the number of their parking space on the pay station.
- b. Pay stations accept credit and debit cards as well as bills and coins.
- c. The pay station is connected to a central computer system, with a wired or wireless connection, so that the availability and pricing of parking can be centrally monitored and managed.
- d. Wireless pay stations, batteries, and solar panels can render unnecessary the need for electrical and communications wiring, simplifying installation and reducing capital costs.



Recommended On-Street Accessible (ADA) Parking Placement Plan.

- E. Off-Street Parking.** There are approximately 290 off-street spaces located in six public lots, the largest at City Hall – which has not had access to the full supply of the lot since the earthquake ruptured a hot spring. The small lots are well-used, with the highest demand in the 42-space Railroad Street lot at 90%. When the lots are full, or just further away than unoccupied on- street spaces, vehicles park in the spaces without regard to how long they’ll be parked. Additional off-street spaces are needed to accommodate additional development.
- F. Street Lights.** Street lights are a very important element of any urban streetscape, affecting its daytime appearance and its nighttime character and safety. In the same way that variety is recommended for street furniture, it is recommended that the size, spacing, and design of streetlights be varied throughout the Plan Area.

Each of the streets in the Plan Area should have a consistent type of fixture. Fixtures mounted on poles less than 35 feet in height should be spaced approximately 70 to 100 feet apart. This sort of fixture creates a rhythm and scale – and light – that is in scale with and pleasant for the pedestrian, helping to define the space of the street rather than just flooding it with light. In addition, Light fixtures should be shielded to keep light from shining up towards the sky. 'Cobrahead' fixtures that incorporate pedestrian scaled fixtures are permitted on Spring Street and Riverside Avenue at and only at intersections that are controlled by traffic signals.



Street lights are important elements in the day and at night.

Benches provide pedestrians with places to rest, talk and eat.

- G. Street Furniture.** A varied palette of street furnishings that respond to the needs of pedestrians on each street is recommended. Benches and trash receptacles, for instance, should generally be provided on busy shopping streets for customer comfort and litter control. These should be well-designed and functional, and should harmonize with the overall urban design of that street or that place.

It is not necessary or desirable that a “Paso Robles Bench” or “Paso Robles Trash Receptacle” be selected. Nor is it necessary or desirable that all such furnishings be either Olde Fashioned or make a design statement. The character of the Plan Area will be defined by its buildings, its great streets, its parks and river, and its civic institutions, not its street furniture. The furniture should complement the “room” that it is furnishing.

In addition to being attractive, benches should generally be comfortable and durable. Wood or wood substitute is generally a good material for the seats, because it does not become blazing hot or icy cold. Trash receptacles should generally be covered to keep rain out and large enough to delay them from overflowing.

In no case should pedestrian street furniture – nor traffic control boxes and other accidental street furniture – block the pedestrian way or cause pedestrians to sidle around them. Curb extension bulb-out areas – at corners or mid-blocks – may be good candidate locations for such furniture.

Benches, in particular, should be placed with careful consideration of their relationship to surrounding buildings and businesses. Benches placed perpendicular to the street are often best, as the sitter is neither staring at one

storefront nor at passing traffic or sides of parked cars. Benches outside bakeries or coffee shops can be very pleasant for customers of those businesses. And of course benches at Trolley or bus stops are always desirable.

Benches in areas with low volumes of pedestrian traffic are generally unnecessary and attract sleepers. Mid-bench arms that are added to discourage sleeping should be far enough apart so that two people can sit comfortably side by side with a shopping bag apiece.

H. Bike Parking. Bicycles are encouraged as a primary alternate mode of transportation. Accordingly, bike racks should be dispersed throughout the plan area, particularly in Downtown, the plan area's various mixed-use neighborhood centers (such as at Uptown), at civic venues (such as the Paso Robles Event Center and the historical museums), at parks, and at recreation and assembly facilities. Bike racks should be permanently mounted, should be two-sided to accommodate more bikes in a smaller area and should be constructed of metal with powder-coating finish.

3.3 Parking

This 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 the Downtown. The transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving environment. Increased mixed-use development and the park once strategy also reduces the number of costly off-site parking spaces required to accommodate new development. 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 was improved and provided.

3.3.1 Pay Parking

The City will implement pay parking for the prime on-street spaces to better manage and sustain the supply. There will not, however, be parking meters installed at each space. Newer-technology equipment will be identified and installed that covers multiple spaces and accepts multiple forms of payment. 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 you leave. Many systems accommodate payment by mobile telephone. The equipment can be programmed for alternate time limits and charge rates if and when necessary.

3.3.2 Parking Costs and Financing

Please see Chapter 4 Implementation

3.3.3 Development

Future development activity will guide how, when and where additional parking is supplied and managed. Developers will be stakeholders and involved in decisions. This Specific Plan defines a new code requirement as 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.

A. Residential. All parking for dwellings is provided on-site and/or on the street as identified in the applicable Urban Standards and Building Type standards in Chapter 5.

- B. 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 on the following pages are intended to reduce non-residential parking demand, its need for land, and to accommodate additional redevelopment.

3.3.4 Parking Policies to Support Downtown

Parking policies (or strategies) have been defined based upon the analysis of current and future conditions, stakeholder input and comments during the Charrette and decisions that the City has already made related to the parking supply and management. The recommendations for Downtown today should be implemented as soon as practical. Additional steps are necessary for some of the recommendations, such as preparation of striping plans for additional angled on-street spaces (please see the Street Network and Parking Plan on Page 3:4 for proposed angled parking locations). An additional 150 to 200 public spaces and increased turnover of prime on-street parking spaces would result in an average demand of approximately 70% (the percent occupied) or lower during most days and evenings in the Downtown area.

- A. Increase the In-Lieu Fee.** The City currently has an in-lieu fee program. Fees are charged to development “in-lieu” of parking that developers would otherwise be required to construct on site. The fee is optional – developers can provide their own off-street parking spaces. The fee applies only to new or expanded development, and is collected when building permits are issued. The City charges a uniform fee, which in 2008 was \$4,640 per space for all land uses.

In addition to allowing developers flexibility in how they provide parking, the collected fees fund operations and maintenance and will fund a portion of the costs to construct additional off-street parking facilities. The remaining funding for the new structures is assumed to come from user fees (on-street parking fees and citations), as well as other sources described in the EPS financing report completed for the City in August 2006. In lieu fee surveys were reviewed to compare and contrast the City’s existing fee (\$6,336 in 2009). In-lieu fees in other California cities range from \$3,000 to \$36,000.

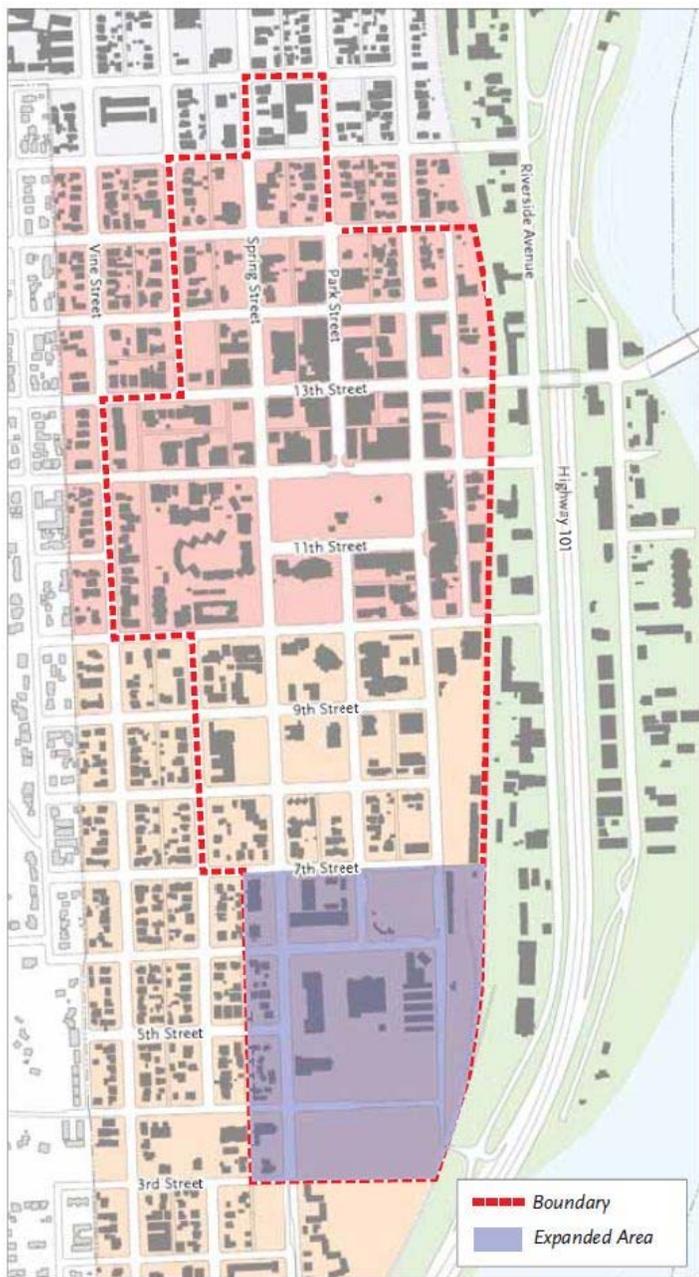
The City Council has the authority to adjust that fee amount at any time. It is recommended that the fee amount be increased, based upon completed studies that have defined the future parking costs, comparisons with other jurisdiction’s fees, Specific Plan goals, and input from recognized parking experts. New development should be required to contribute parking in-lieu fees on the basis of 1 space/400 square feet, regardless of land use or availability of adjacent on-street spaces.

There are two basic approaches to defining the appropriate, new in-lieu fee amount. One calculates the appropriate fee per space on a case-by case basis, which takes into account the different parking demand from different land uses and specific development projects. The other defines a uniform fee per space for all development projects, which considers the Downtown area parking demand as a whole. A uniform fee is recommended for Paso Robles, consistent with the current program. Inherent in the uniform fee is the understanding that different land uses require a different number of spaces to accommodate the demand. The uniform fee also allows for more efficient management of the fees collected compared with assumptions and forecasts and easier updates of the fee.

The City is currently evaluating alternative in lieu fee increase strategies that identify the fee increase and schedule for a 20-year period. The strategies consider the potential number of spaces that could be “purchased” each year,

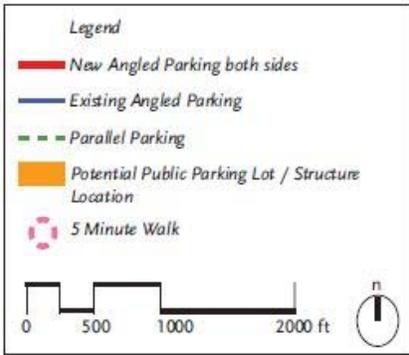
the economic impact to development projects, the current state of the economy and the costs, including a portion of the future off-street parking costs. The strategies vary in the amount of initial increase, the increase per year and the maximum fee. The amounts and assumptions allow for variance and flexibility in the number of in-lieu spaces purchased and the changing construction cost estimates.

- B. Change the In-Lieu Boundary.** The current Parking Management Plan area is bound by 17th Street on the north, Olive Street on the west, US 101 on the east and 6th Street on the south. It is recommended that the In Lieu Fee Program area remain consistent with this boundary until the Specific Plan is adopted (see map below). The boundary should be expanded to be consistent with the Specific Plan (to the south – to 3rd Street) upon Plan adoption. This would allow for the development planned south of 6th Street to be included in the in lieu boundary, where a future parking structure is proposed. Property subject to the in-lieu fee would include all of the parcels that front those streets.



In-Lieu Fee Map

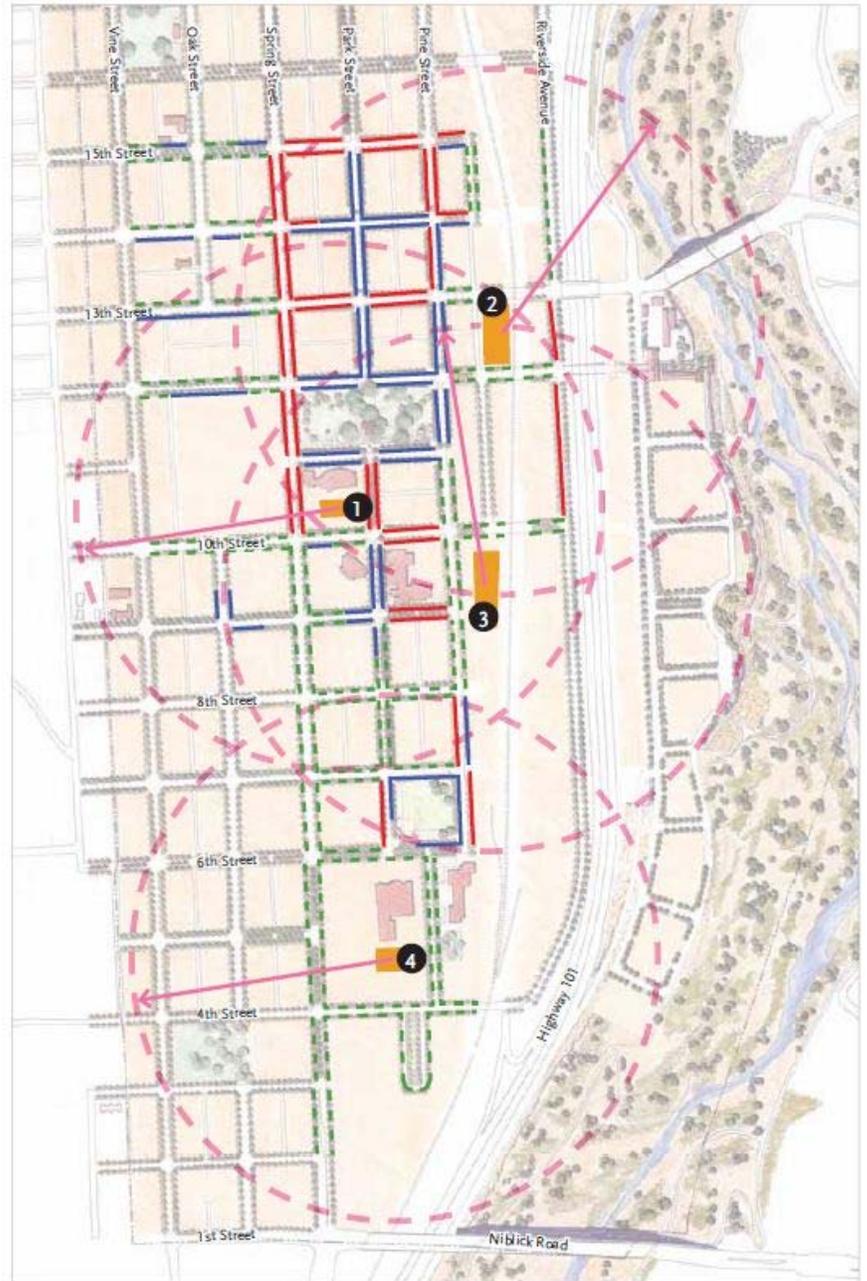
City of Paso Robles
Uptown/Town Centre Specific Plan



Downtown Paso Robles is transformed into a park-once district by providing parking on the street and in lots and/or structures in high demand areas close to multiple destinations. Visitors to downtown can park once and walk to the movies, restaurants, or shopping.

Parking structures could be in several configurations including: 3-story (all above ground), 3-story with one subterranean level (totaling four stories), or 4-story (all above ground). In addition, the below locations could also be configured as parking lots until sufficient demand is generated and the financial resources to pay for the construction of a structure have been obtained. Price estimates for structures are shown in Table 3.3-1. Possible structure locations include:

- 1 **City Hall/Main Library.** This park-once structure could accommodate up to 425 spaces and would serve Downtown retail, office, and library patrons as well as residents.
- 2 **Railroad Avenue and 13th Street.** This park-once structure could accommodate up to 435 spaces and would serve Downtown retail and office patrons as well as residents.
- 3 **Railroad Avenue and 10th Street.** This location is an alternative location for a park-once structure and would serve Downtown retail and office patrons as well as residents.
- 4 **Fourth Street and Pine Street.** This parking structure could accommodate up to 330 parking spaces and would provide parking for City Hall employees once the new City Hall building is constructed at Sixth and Pine Streets. It would also serve future residents and/or office workers and possibly post office employees and/or patrons.



Downtown Park-Once Plan

- C. **Stripe Additional On-Street Angled Spaces.** Locations where additional on-street spaces could be gained through angled parking were identified as part of the charrette process. Specific streets were identified with appropriate curb-to-curb distances that would allow for the conversion of parallel to angled spaces on one or both sides of the street. It was determined that 10 blocks could be converted on both sides and 4 blocks could be converted on one side, yielding approximately 180 additional spaces. The in-lieu fees could be used to re-stripe those street spaces now, as a demonstrated use of the fees to increase the existing supply. The estimated cost of the re-striping is approximately \$25,000. The Park-Once Plan above illustrates the on-street locations.
- D. **Manage Customers Spaces.** Always available, convenient, on-street customer parking is of primary importance for retail to succeed. Short-term parking that is strictly enforced creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' potential profits.

Business owners and their employees must therefore relinquish the best spaces to customers, and park instead in upper garage floors or in all-day spots at the periphery, where spaces can be less expensively provided. As the area thrives and transitions from partially free (first 2 hours free) to paid parking, parking prices and validated parking programs must be set to reward short-term, sales-tax generating customer trips, discouraging long-term employee parking in the best spots.

- E. Implement Pay Parking in the Downtown Core.** A Parking Revenue Control System (PARCS) is needed to begin “pay parking” Downtown for the on-street and public off-street spaces in the area bounded by 14th Street, Riverside Avenue, 10th Street and Vine Street (per Council-approved study by Parking Design Group, 2008). The boundary can be extended in the future as necessary, dependent upon annual review and consideration. A PARCS project begins with defining the “functional specifications” of the system elements – what the City and business owners want the system to do. It ends with testing then operating the equipment on the streets, enforcement and revenue collection. The functional specifications define critical PARCS elements including defining the hourly cost, projecting the revenues and expenses, defining types of payment that will be accepted, the type and format of reports desired, locations to install the equipment, who will be handling the money, etc.

Charging for parking will manage the turnover. It will also help to “unbundle” the cost of parking and make more users aware of the value of a parking space. Parking is not free. The land on which parking is sited is expensive. Paving, landscaping, maintaining and managing surface parking lots is expensive, not just in its cost, but also in the lost return on the latent, dormant value of underutilized property. Constructing, maintaining, managing and operating structured parking facilities is very costly. In almost all suburban settings, and in a surprisingly large number of urban settings as well, the cost of the parking facilities is embedded in - bundled with - the cost of the associated facilities and uses. The true cost of parking must be visible to the user, so that the user can make a choice. Free parking throughout all of Downtown means that value of parking is zero, and that is not the case in Paso Robles.

- F. Appoint a Parking Manager.** A City staff person should be designated or hired as a Parking Manager to oversee all parking issues – policy, enforcement, management, planning, design and construction of new spaces. The Parking Manager would coordinate efforts with other City departments and the business and residential community, but be chiefly responsible for parking in the Specific Plan areas.
- G. Establish a Downtown Parking Committee.** A committee made up of City staff, business owners, residents and enforcement personnel should be organized as an advisory body to provide input and recommendations to the City Planning Commission and Council. The Parking Manager would chair the meetings, which could be held monthly or quarterly.
- H. Produce an Annual Parking Report.** An annual report should be produced to update inventory, utilization and allocation of spaces, costs/rate, future projections based upon updated development plans, management initiatives, parking program budget information and progress toward achieving the strategies identified in this Plan. The annual report, including in-lieu fee balance would also educate decisions makers, business owners and the public of how complex and important parking is within the Downtown and the community, and raise the level of awareness of the critical issues.

3.3.5. Parking Policies to Support Additional Downtown Development

The 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. One of the most important aspects to consider when reading through the strategies is that most are, and should be, inter-connected. Rates charged in the structures affect residential intrusion (please see Subsection E below for a definition and description of residential intrusion). Remote facilities with shuttles allow options for employees that may eliminate the need for as many employee-only spaces Downtown, etc. As each strategy is implemented, the remaining strategies may need to be re-defined or re-prioritized. Approximately 1,300 additional spaces as well as additional management strategies would be needed to accommodate the Specific Plan development.

A. Build the First Public Parking Garage. Three possible locations for a public parking garage were generally identified during the Specific Plan charrette process. Identifying a specific property to obtain has been difficult. Building a structure is more critical than the precise location, therefore the most practical (easiest, least expensive) sites are recommended. The City Hall lot can accommodate a structure once the hot springs problem is resolved. The Railroad Street lot is well-located, but additional property would be required to construct an efficient garage. Cost and cost-per-space are important factors and rely upon site dimensions and access. The locations, dimensions and number of spaces may change as appropriate sites are identified or become opportunities. Assumptions were made to calculate the square feet for each level for each structure and the approximate number of spaces that each structure could provide. The structure size, resulting number of spaces and construction cost was based upon four primary assumptions:

- That 1,100 spaces are required to accommodate the anticipated future parking demand in the Downtown area
- Each space requires approximately 375 square feet – to accommodate drive aisles, access points and internal structures
- Each structure would include 5 levels of parking, including rooftop parking
- The cost per space is assumed to be \$45,000 in 2009 dollars, including all costs anticipated with the planning, design and construction of new off-street parking facilities (i.e., land acquisition, geotechnical, design, construction, architectural amenities, etc.).

Table 4.3-1 summarizes the assumptions for each structure and the opinion of probable cost in 2009 dollars as ranging between \$19 million and \$31 million each for the 13th Street and Railroad Avenue, City/Main Library, and Fourth Street and Pine Street parking structures.

- B. Provide Employee Parking Only Spaces.** There should be formalized, designated employee parking spaces in the Downtown area in the future – either in the upper levels of new garages or in parking lots. Monthly permits or employer validations could manage the employee use and restrict non-employee usage. Reduced rates could be charged, even if only during non-peak demand times. Businesses could also enter into agreements with each other – those with more spaces than needed being compensated in some way by businesses needing spaces for their employees. The City could serve as the agent in these agreements, if necessary.
- C. Establish a Formal and Organized Valet Parking Program.** A valet parking program would result in more efficient use of the parking supply because attendants can park more vehicles more efficiently, eliminating drive aisle requirements through tandem parking, and increase lot or garage floor capacity by as much as 40%. A valet parking program could be organized in many different ways – led by business or the City, provided all or only part of the time, with or without formal agreements.
- D. Start a Shuttle Service.** There are approximately 1,000 existing public, or available-to-the-public parking spaces north of Downtown, many located in the Paso Robles Event Center (Fairgrounds) lot. Access to these spaces can be provided by a shuttle service with regular stops. The transportation section of this Plan defines potential routes and stops. Agreements may be required for the public to use these parking spaces, and they may not be available at all times. In addition, a shuttle service could decrease the demand for the spaces located Downtown by eliminating the need for residents that live north of Downtown to drive to get to work Downtown. Shuttle service would be needed to transport users and demand would increase as the demand Downtown increases. Advertisement and signage would be required.
- E. Prohibit Parking Intrusion on Neighborhood Streets.** Some of the strategies defined above would increase the parking supply, and that could reduce the level of intrusion into neighborhoods. However, there will still be users that want free parking, are willing to walk further to get it, and without regulation, will park and intrude into neighborhoods. Operation of a shuttle could result in people destined for Downtown to intrude and park anywhere in the Uptown or Midtown areas, creating a residential parking problem. A residential permit program with strict and consistent enforcement would eliminate the intrusion. If the supply is not increased in the downtown area, the intrusion will likely migrate to the closest areas that are not part of the permit program or enforced. The on-street spaces could also be time restricted and enforced, or controlled with revenue devices (but not “meters”) instead of

implementing a permit program. Revenue devices would reduce the effort of City staff in managing the permit program, but increase the need and personnel for enforcement.

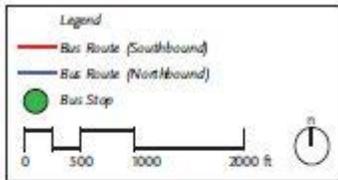
- F. Install Parking Way-Finding Signs.** When additional off-street spaces are provided in public garages, a series of static and electronic parking way-finding signs should be installed throughout the Downtown. The signs would direct users to each lot and garage, and to harder-to-find spaces. The directional signage would manage the supply more efficiently and minimize vehicular circulation. Signage locations should be coordinated with other Specific Plan sign recommendations. Each lot should be named, numbered or labeled in some common way determined by the City.
- G. Allow Tandem Parking.** Adopt parking standards that allow residential developments to design at least some of the spaces as tandem – either side- by-side or front-and-back. For commercial uses, up to 40% of the on-site parking could be tandem parking if properly designed and managed.
- H. Continue the Parking In-Lieu Fee Program.** Continue to allow developers to pay an in-lieu fee to fund the balance of their parking requirement and modify the fee when appropriate. This will allow Downtown businesses to continue to benefit from shared parking and share in the cost of providing public parking. The City should identify how the fees collected will be used to increase and manage the supply as part of the annual parking report.

3.4 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 move easily 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.

The transit system should be viewed not so much as a “travel mode,” but as a “pedestrian assist.” If the bus comes by frequently (10 minutes or less, ideally) riders would use the system routinely and without planning a “trip.” When pedestrians are tired of walking, they can hop onto the bus and when they see something interesting they can get off and look around. Such a transit system would help to keep visitors, and residents, out of their cars, which is vital to the creation of a true urban neighborhood lifestyle. Once people get back in their cars, they can just as well go shopping in the auto-oriented shopping centers, but as long as they are happy on foot or on the bus, a much higher amount of their time and discretionary spending will stay in the Plan Area, particularly Downtown.

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The bus network connects Uptown residents with Downtown retail and employment opportunities; provides easy tourist access between Downtown and the Paso Robles Event Center, the Pioneer Park historical institutions, and the various motels and hotels north of 24th Street; and provides access to the Downtown transit hub. The primary route is along Spring Street due to its commercial character and its central location.

Bus stops should be located approximately at quarter-mile intervals at nodes of higher development, at important intersections, and based upon community input.



Transit Route Plan

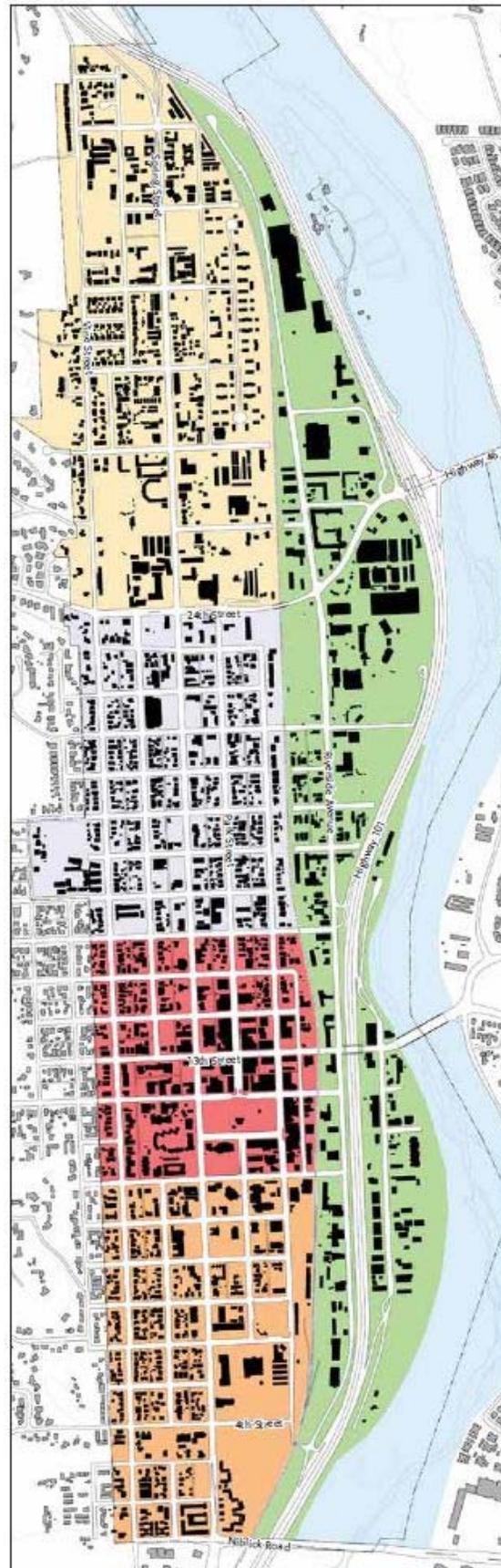
3.5 Public Services Infrastructure

This chapter describes the utility system that serves the Specific Plan area as well as the recommended improvements necessary for implementing the plan's potential. The following subjects are addressed:

- A. Domestic Water distribution
- B. Sanitary Sewer
- C. Storm Drainage

Each of these infrastructure components is described by planning area as shown in the diagram shown at right and is described and depicted on the following pages. The planning-level cost estimate for each infrastructure subject is depicted in Table 4.3.1 in Section 4.3.

The storm drain improvements shown on the maps for each district reflect storm drain plans in effect at the time of preparation of this Specific Plan. However, the City will be updating its storm drain plans to propose methods to reduce the amount of water conveyed to the Salinas River, to improve the quality of water that is conveyed to the River, and to recharge the groundwater basin. Consequently, following the adoption of this Specific Plan, the City may identify preferred alternative solutions to the storm drain systems displayed on the maps.



Planning Area Diagram

Key	
	Uptown
	Midtown
	Downtown
	South of Downtown
	Riverside Avenue Corridor
	Salinas River

3.5.1 Uptown

As part of the Specific Plan, significant upgrades are planned for the Uptown Zone which is bound by Vine Street, 24th Street, the railroad tracks, and the northern City boundary. 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. In addition, previous master plans developed for the City and comments provided by residents have identified infrastructure deficiencies in Uptown. 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.

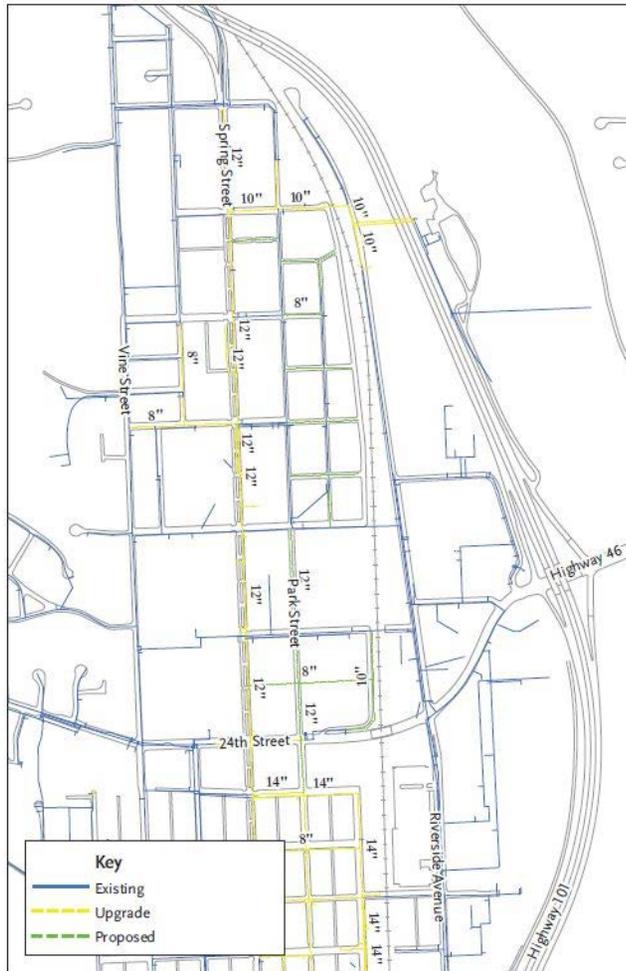
- A. Domestic Water Distribution Improvements.** The upgrades required in the Uptown Zone are needed to update existing infrastructure deficiencies and will be necessary to accommodate the new development proposed in the Oak Park area. Extending basic service lines will accommodate the predicted densities in this area. Other upgrades in the Uptown Zone are generally system retrofits to undersized or under-performing pipes. All costs are based on 2008 regional prices and include excavation, installation, backfill, pavement repair, normal appurtenances, traffic control and connection of existing service to new mains where necessary.
- B. Sanitary Sewer Improvements.** Upgrades required to improve existing service conditions and accommodate build-out 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.
- C. Storm Drain 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. The City is currently developing a City-Wide LID Manual and ordinance focused on reducing localized flooding and improving the water quality of stormwater runoff prior to its discharge to the Salinas River or its tributaries. As a result, stormwater improvements in this area will be focused primarily on surface flow and infiltration rather than piped solutions.

3.5.2 Midtown

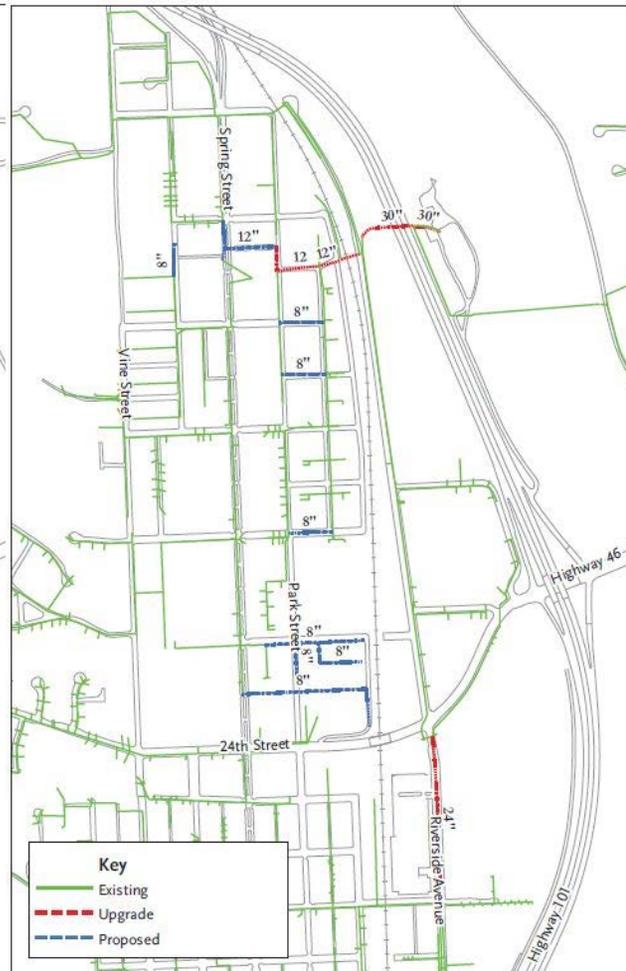
Significant changes and upgrades are recommended for the Midtown Zone, which is bounded by 24th Street to the north, Vine Street to the west, 16th Street to the south and the railroad tracks to the east. There are significant utility upgrades necessary for the Midtown Zone in response to utility demands in adjacent zones, water damage to city streets from poor drainage and proposed redevelopment and build-out from the Specific Plan. In addition, previous master plans developed for the city have identified infrastructure deficiencies in the Midtown Zone. Proposed upgrades consist of replacing existing pipes, adding new pipes and structures and daylighting a historic runoff channel.

- A. Domestic Water Distribution Improvements.** The majority of upgrades recommended in the Midtown Zone represent the retrofit 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 build-out of the Midtown Zone.
- B. 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 build-out.
- C. Storm Drain Improvements.** Drainage conditions in the Midtown Zone are poor, with most areas experiencing frequent flooding during storm events. Visible pavement damage along 23rd, 22nd and 21st Streets indicates water damage from poor drainage and surface runoff. Portions of the Midtown Zone area are indicated on the FEMA maps as high priority flood insurance zones. 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 storm drain. This combination of a naturalized swale and stormwater structures will serve to mitigate flooding, provide stormwater treatment benefits and additional green space in the Public Realm. (Please see diagram on Page 3-43.)

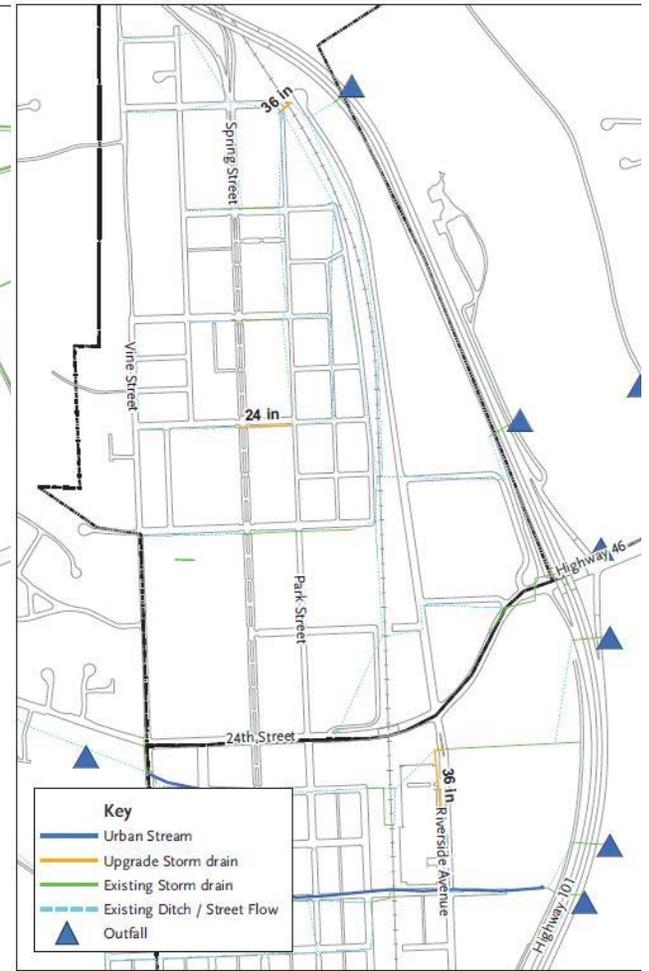
UPTOWN INFRASTRUCTURE



A. Domestic Water Distribution Improvements



B. Sanitary Sewer Improvements

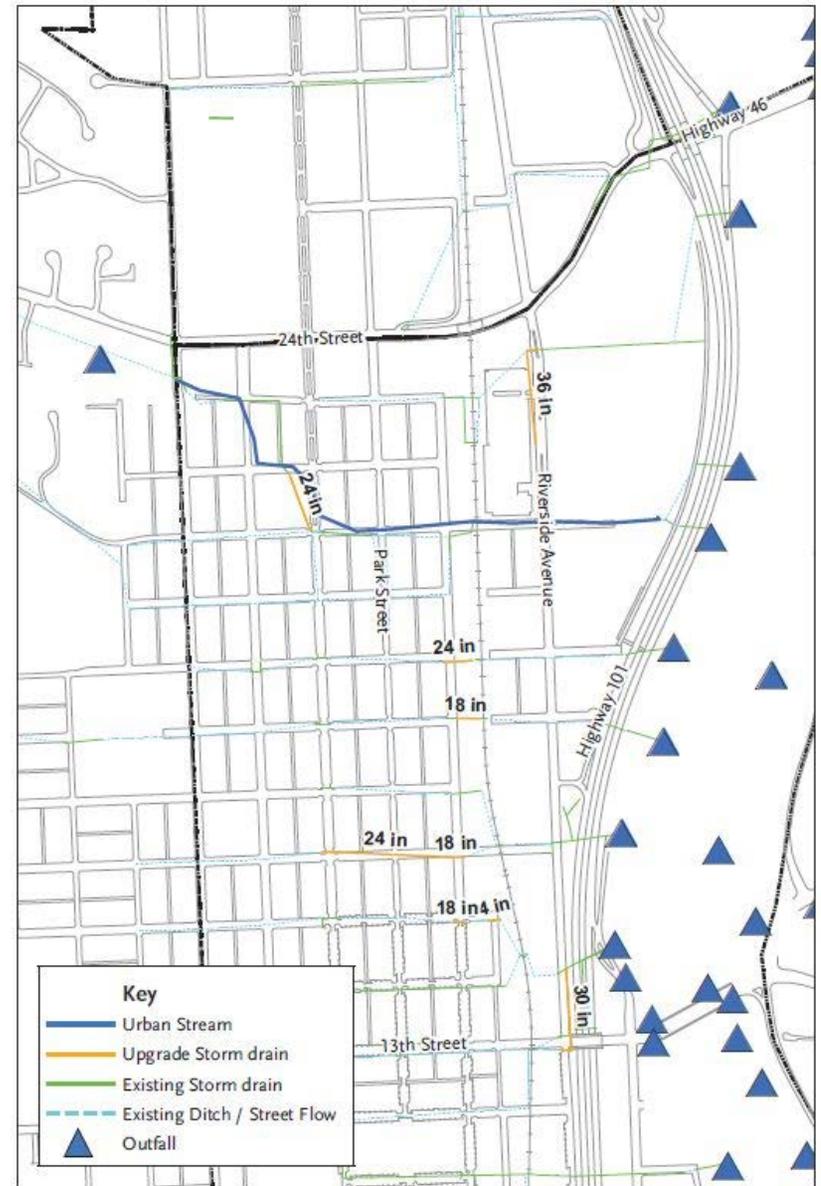


C. Storm drain Improvements

MIDTOWN INFRASTRUCTURE



A. Sanitary Sewer Improvements



C. Storm drain Improvements

3.5.3 Downtown

Minor upgrades are recommended for the Downtown Zone, which is bound by 15th Street to the north, Spring Street to the west, 10th Street to the south and the railroad tracks to the east. Previous master plans developed for the City have identified these minor infrastructure deficiencies in the Downtown Zone. Proposed upgrades consist mainly of replacing existing pipes that are undersized and the addition of larger stormwater pipes to mitigate flooding.

- A. Domestic Water Distribution Improvements.** Upgrades are minor with few new water mains needed to accommodate build-out of the Downtown Zone. (Please see map on Page 3-38.)
- B. Sanitary Sewer Improvements.** In general the sanitary sewer network in the Downtown Zone is in good condition. No significant upgrades are required to improve performance of the system or to accommodate build-out. (Please see map on Page 3-38.)
- C. Storm Drain Improvements.** Existing drainage conditions in the Downtown Zone are fair, with some areas experiencing flooding during large storm events. These improvements will be complimented by the Low Impact Development techniques described in the infrastructure and code section of this document. Additionally, the City is currently developing a City-Wide LID Manual and ordinance focused on reducing localized flooding and improving the water quality of stormwater runoff prior to its discharge to the Salinas River or its tributaries. As a result, stormwater improvements in this area will be focused primarily on surface flow and infiltration rather than piped solutions. (Please see map on Page 3-38.)

3.5.4 South of Downtown

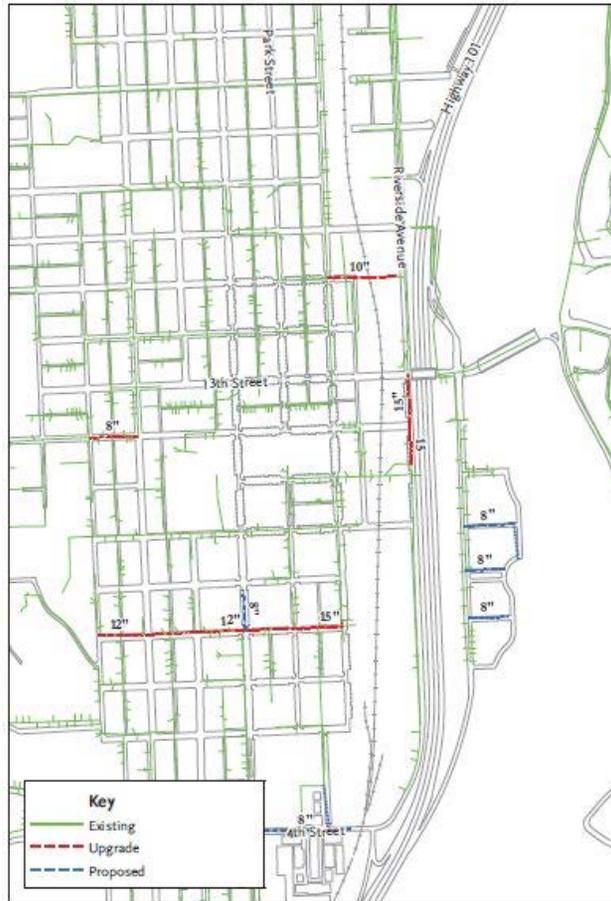
Minor upgrades are recommended for the Water and Sewer networks in the South of Downtown Zone, however significant stormwater management upgrades are recommended in this flood prone area. The South of Downtown Zone is bounded by 10th Street to the north, Vine Street to the west, 1st Street to the south and the railroad tracks to the east. This zone has experienced consistent flooding in the past and minor deficiencies have been identified in previous master planning efforts for the City's water and sewer network. 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.

- A. Domestic Water Distribution Improvements.** Upgrades are relatively minor with new pipes required to accommodate redevelopment and build-out. Other upgrades include replacing 8" water mains in Spring Street as specified by the Master Plan for Water Distribution. (Please see map on Page 3-39.)
- B. Sanitary Sewer Improvements.** The collection network is in fair condition in the South of Downtown Zone. Proposed upgrades are relatively minor with new pipes required to accommodate redevelopment and build-out. Other upgrades include replacing undersized sewer mains in the northern portion of the Zone. (Please see map on Page 3-39.)
- C. Storm Drain Improvements.** Drainage conditions in the South of Downtown Zone are poor, with large portions of the zone experiencing frequent flooding during storm events. Visible pavement damage in this area indicates water damage from poor drainage and the need for more advanced stormwater management. Portions of the South of Downtown Zone area are indicated on the FEMA maps as high priority flood insurance zones and previous master planning efforts have identified multiple storm drain structures in need of retrofit and/or replacement. 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 storm drain. Also proposed along one of these historic drainages is the use of open space bounded by Fourth Street, Oak Street, Third Street and Vine Street as a bio-retention area to mitigate flooding and improve the quality of the stormwater flowing into the river during storm events. The City is currently developing a City-Wide LID Manual and ordinance focused on reducing localized flooding and improving the water quality of stormwater runoff prior to its discharge to the Salinas River or its tributaries. As a result, stormwater improvements in this area will be focused primarily on surface flow and infiltration rather than piped solutions. (Please see map on Page 3-39.)

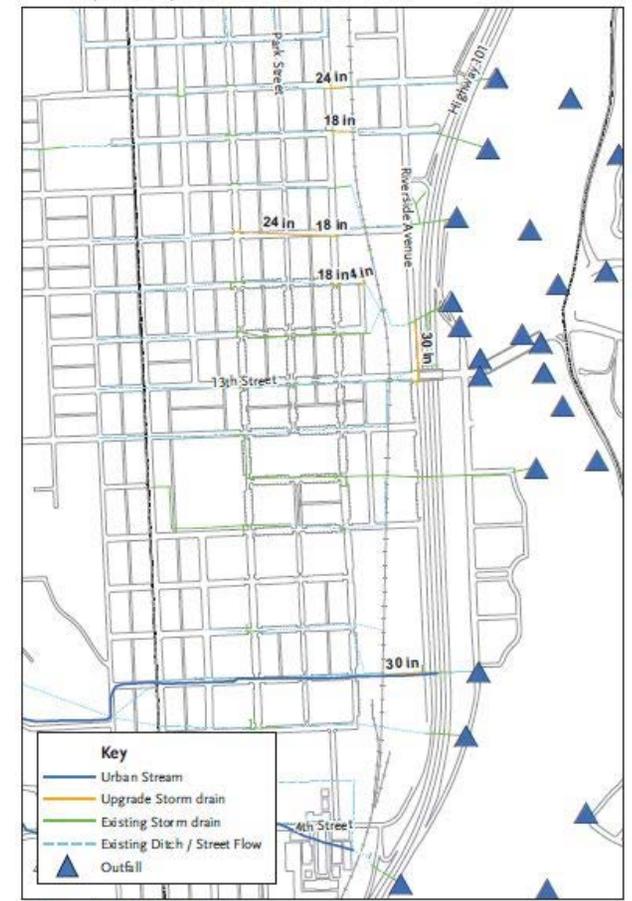
DOWNTOWN INFRASTRUCTURE



A. Domestic Water Distribution Improvements

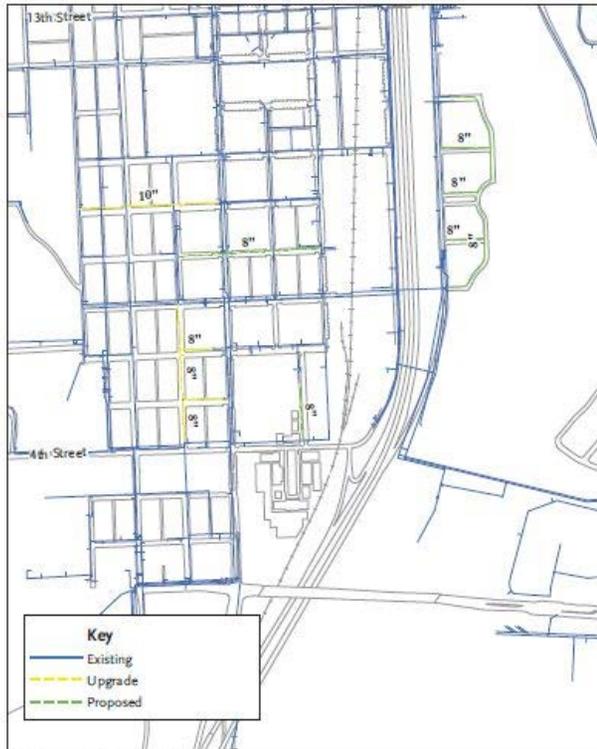


B. Sanitary Sewer Improvements



C. Storm drain Improvements

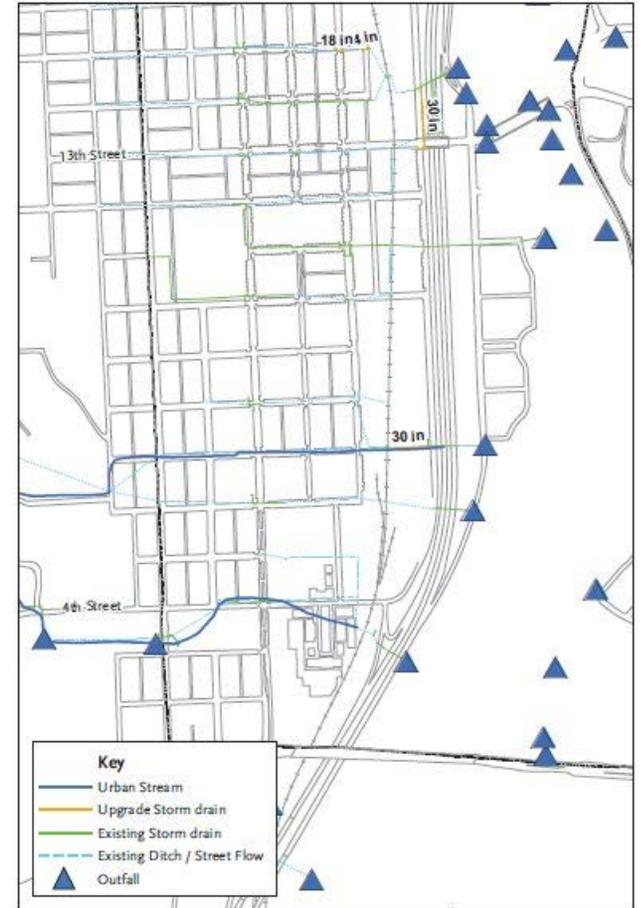
SOUTH OF DOWNTOWN INFRASTRUCTURE



A. Domestic Water Distribution Improvements



B. Sanitary Sewer Improvements



C. Storm drain Improvements

3.5.5 Riverside Avenue Corridor

Minor upgrades are recommended for the Water and Sewer networks in the Riverside Avenue Zone, however major improvements related to storm water management are recommended. The Riverside Avenue Zone is bound by Salinas River to the east, the city limits to the north and south, and the railroad tracks to the west. This zone has experienced flooding in the past and includes the outlets to most of the stormwater networks in the city. 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.

- A. Domestic Water Distribution Improvements.** Upgrades are relatively minor with new pipes required to accommodate redevelopment and build-out, mainly in the area south of 13th Street and east of Highway 101.
- B. 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 build-out mainly in the area south of 13th Street and east of Highway 101.
- C. Storm Drain Improvements.** Drainage conditions in many areas of the Riverside Avenue Zone are poor, with portions of the zone experiencing frequent flooding during storm events. Visible pavement damage in these areas indicates water damage from poor drainage and the need for more advanced stormwater management. Portions of the Riverside Avenue Zone area are indicated on the FEMA maps as high priority flood insurance zones and previous master planning efforts have identified multiple storm drain structures in need of retrofit and/or replacement. Similar to the Mid-town 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 storm drain. Also proposed along one of these historic drainage paths is the use of open space at the Event Center as a bio-retention area to mitigate flooding and improve the quality of the stormwater flowing into the river during storm events.



A. Domestic Water Distribution Improvements

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B. Sanitary Sewer Improvements



C. Storm drain Improvements

3.6 - Sustainable Stormwater

- A. Purpose:** The Uptown and Town Center 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 and 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 storm drain 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 storm drains 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 this document.

- B. Applicability.** This Section describes appropriate techniques and mitigation measures for both the public and private realms. The below table shows appropriate stormwater facilities for the public realm. Please refer to the Section 5.5.1 (Building Types) for appropriate stormwater facilities for the private realm.

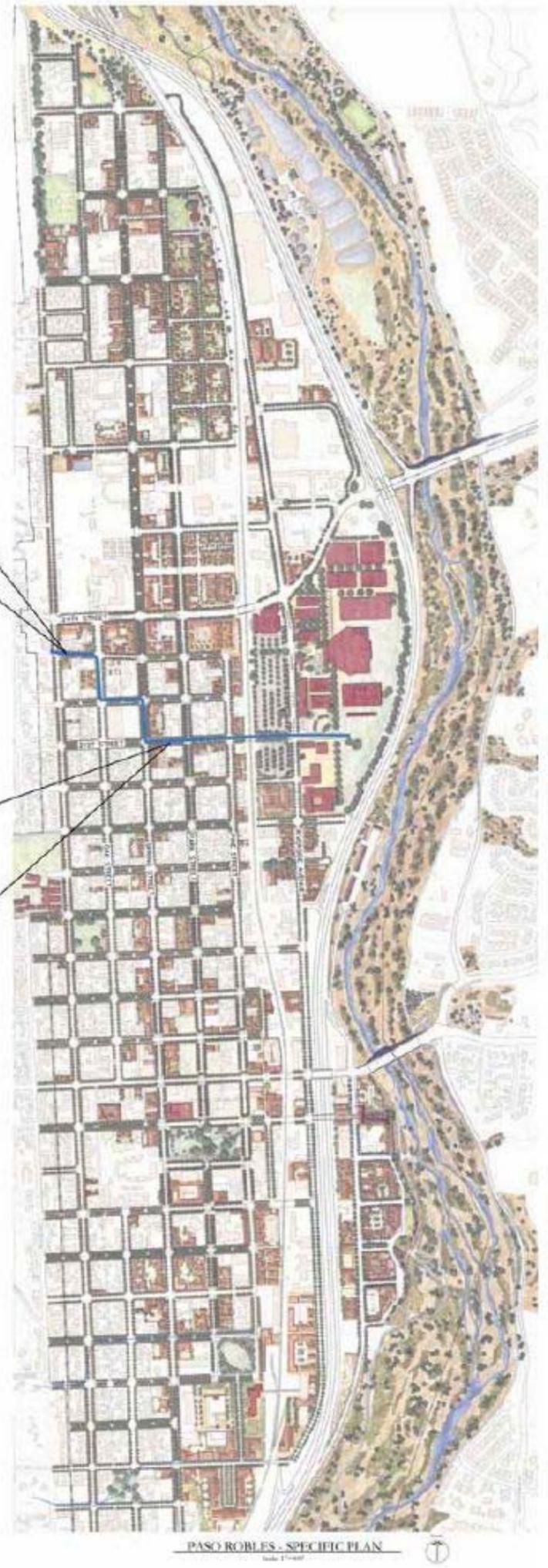
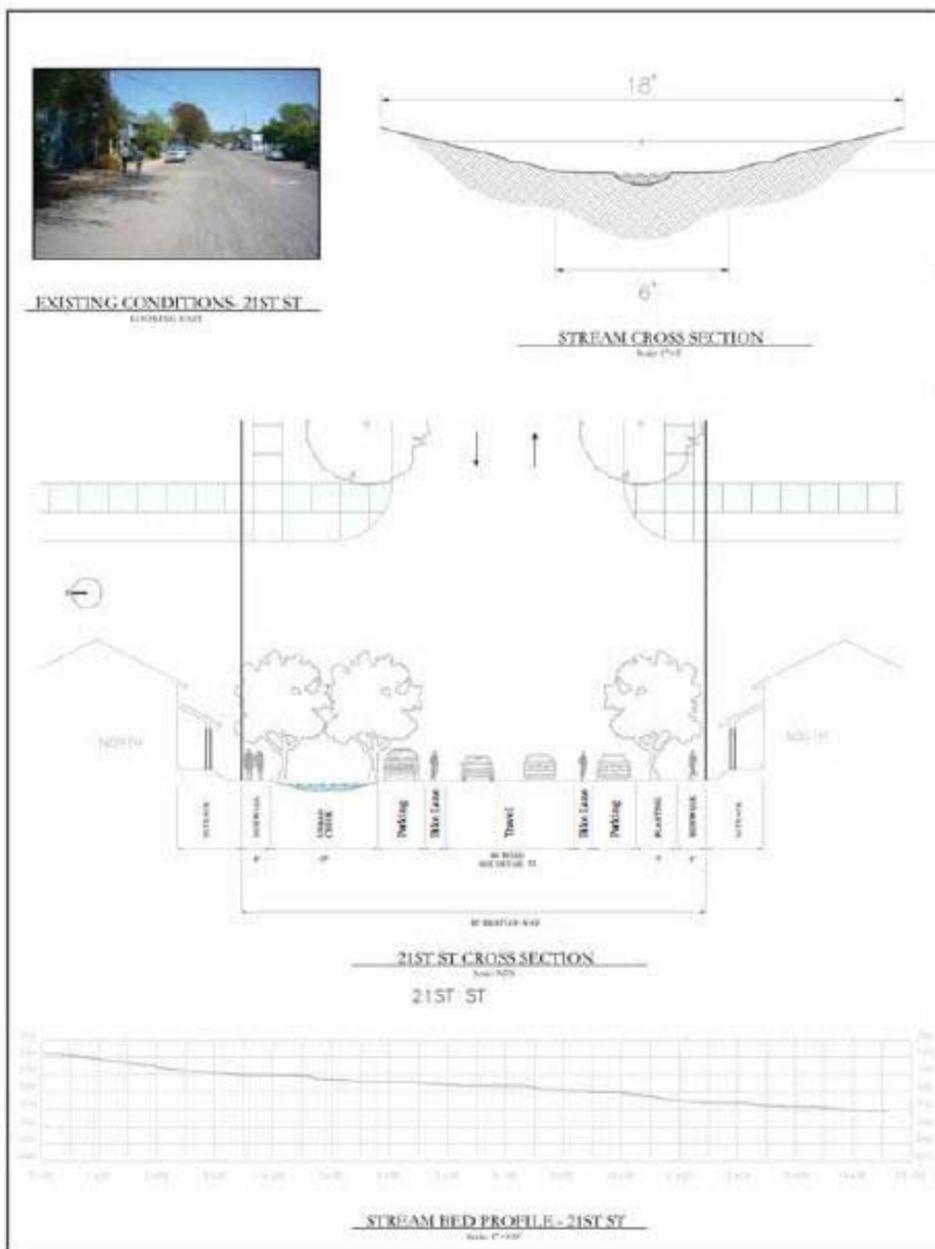
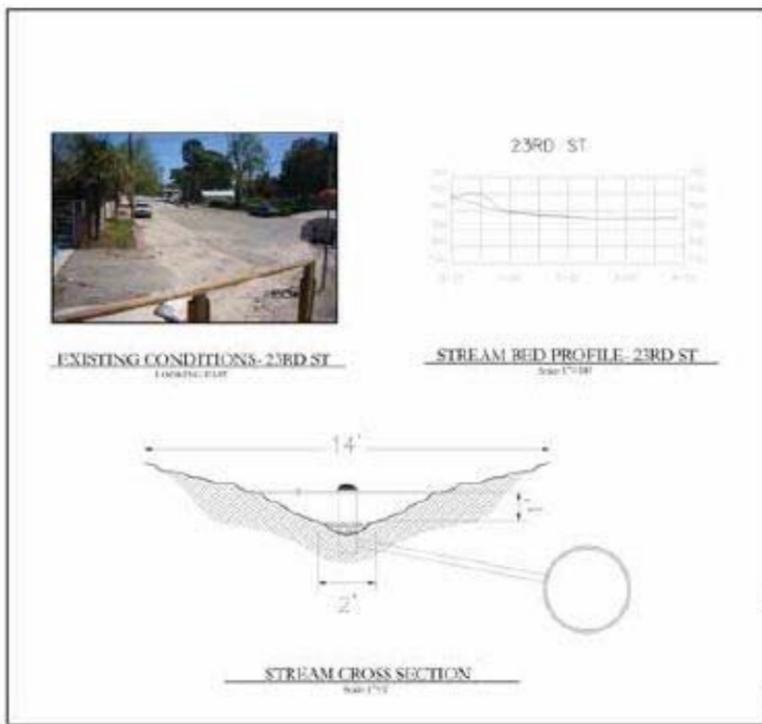


Table 3.1: Appropriate Public Realm Stormwater Facilities by Planning Area

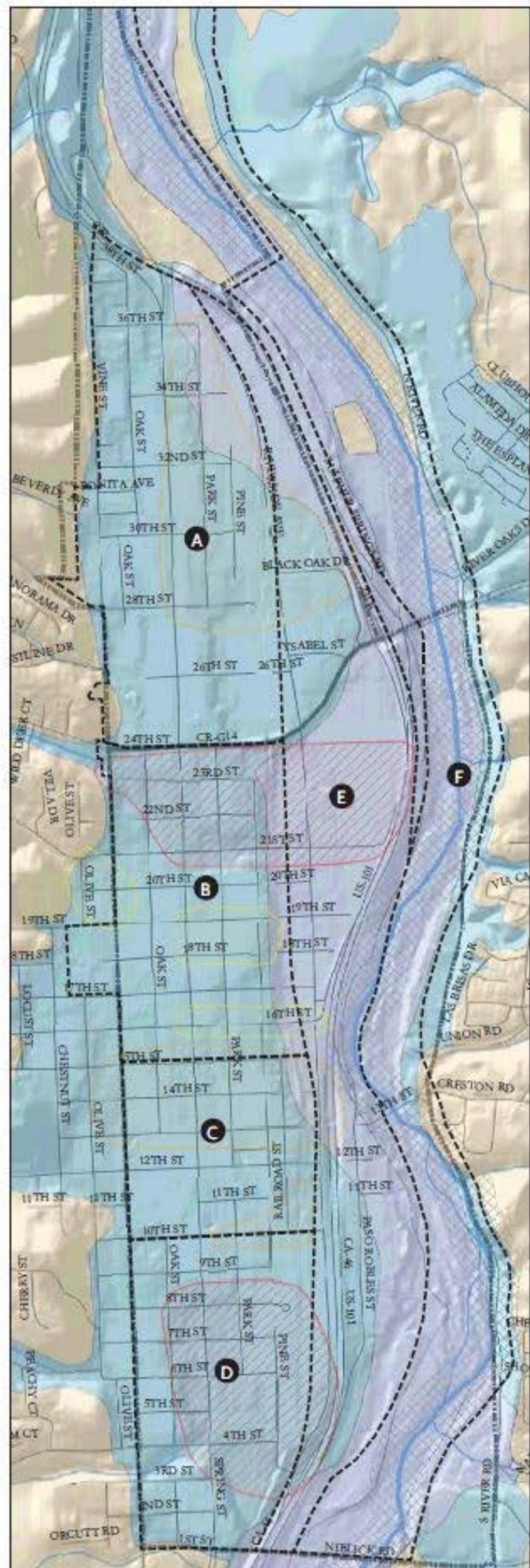
Stormwater Type	Planning Area						
	Uptown	Midtown	Downtown	South of Downtown	Riverside Avenue	Event Center	Salinas River
1. Swales	■	■	■	■	■	■	■
2. Infiltration and Soakage Trench	□	□	-	-	-	■	-
3. Rain Gardens	-	-	-	■	-	■	■
4. Infiltration Boardwalks	-	-	-	-	-	■	■
5. Permeable Paving	□	-	□	-	-	■	-
6. Channels and Runnels	■	■	■	■	■	-	■
7. Flow-Through and Infiltration Planters	■	■	■	■	■	-	-

■ Appropriate
 □ Appropriate with infiltration test



Stormwater control strategies are heavily dependent on soil properties of the tributary drainage area. There is a fairly wide variation of soil types and properties within the project boundaries. A sudden transition occurs between the Salinas River and the surrounding hillsides with riverine alluvium straddling the river and clayey, rocky soil in the hillsides. The river's point bar is located to the west of its left bank inside the project boundaries, and this area presents a great opportunity for stormwater infiltration. Further west inside Oak Park infiltration opportunities are marginal.

The distribution of stormwater infiltration potential within the project area (excluding a 300' buffer on each side of the river) shows that 2/3 of the area has marginal potential, while almost 1/3 has excellent potential, and a small fraction has low potential.



Infiltration Potential Map

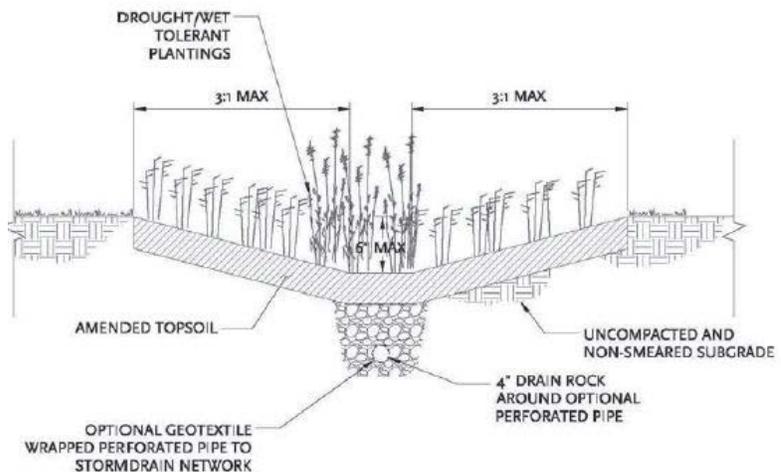
C. Stormwater Facility Types

Public Realm

- 1. Swales.** Swales are long, narrow landscaped depressions that are gently sloped along their length. They are primarily used to collect and convey stormwater while slowing down and filtering runoff. Infiltration is an option where soil conditions are favorable. Swales provide natural treatment to stormwater and add landscaping to street corridors. The most common form of swales are vegetated, depressed linear features with appropriate plantings and amended soils. Swales can also be combined with infiltration trenches in areas with good infiltration. Swales are appropriate for most soil types; however, under-drains should generally be included in areas with poor infiltration. Swales should be 5 to 11 feet wide, where possible, and steep side slopes should be avoided. Swales should also be kept fairly shallow, generally less than 6 inches deep. Soil stabilization measures should be applied to the full length of the swale, and check dams should be installed for swales with slopes greater than 6%. Drought tolerant ground cover should be planted along side slopes, and drought/wet tolerant grasses, shrubs and trees should be planted in the bottom channel. Swales are ideal for long, uninterrupted linear spaces, such as along arterial streets, in parking lots, between buildings, in planting strips and in medians.

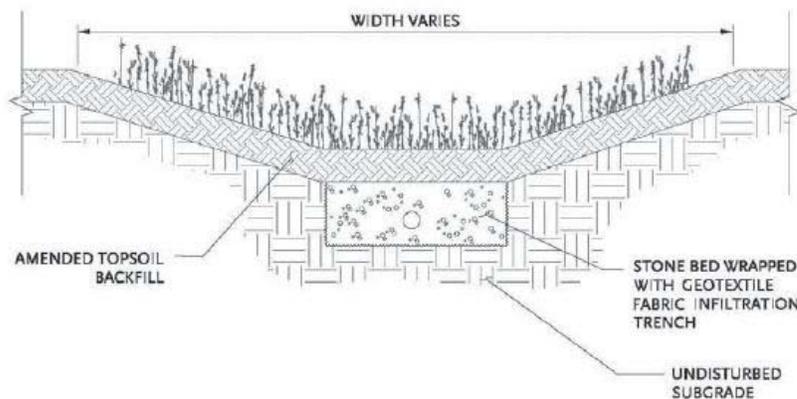


Example of swale.



Conceptual detail of swale installation.

- 2. Infiltration Trenches.** Infiltration trenches are subsurface facilities designed to provide on-site stormwater retention in areas of good infiltration by collecting and recharging stormwater runoff into the ground. Trenches are generally 2 to 5 feet deep, located underneath swales, backfilled with sand or coarse drain rock, and lined with filter fabric. The surface can be planted, covered with grates or boardwalks, or consist of the exposed drainage material. Trenches are effective at volume reduction and may retain the majority of minor storm events. Major storm events should be directed towards a storm drain network once the infiltration trench is at capacity. Trenches filter pollutants to improve water quality and contribute towards groundwater recharge. Infiltration trenches are relatively low maintenance and can be easily retrofitted into existing sidewalk areas and medians. Pre-treatment sediment basins can also cut down on maintenance requirements. Infiltration trenches should be located a minimum of 5 to 10 feet from a building. The slope of the trench should be as close to level as possible, not to exceed 1%.

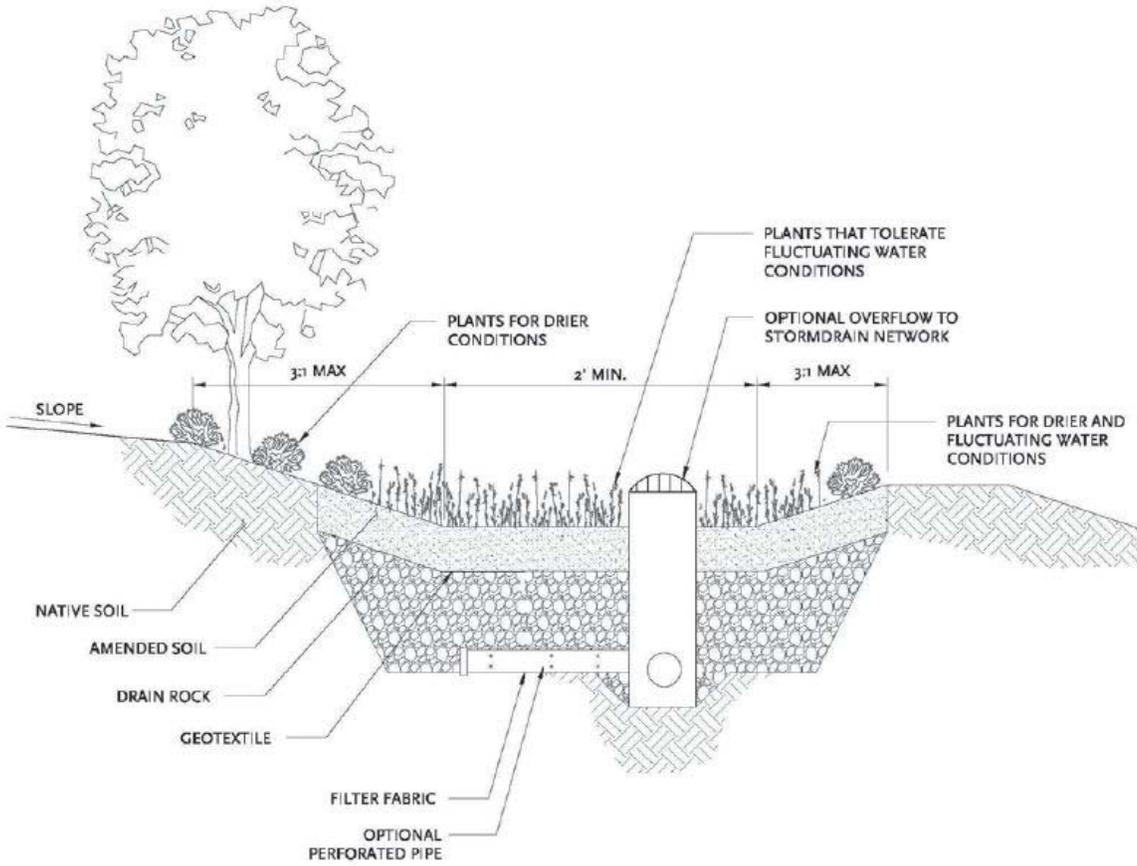


Conceptual detail of infiltration trench.

- 3. Rain Gardens.** Rain gardens are landscaped detention or bio-retention facilities designed to slow down and treat stormwater. Runoff is directed to shallow, landscaped depressions which retain minor storm events, allowing stormwater to infiltrate through soil for groundwater recharge. Pollutants are filtered out by soil and plant material. Larger storm events are detained before overflowing the rain garden and discharging into the storm network. Uncompacted soils and good infiltration rates are ideal for rain gardens; however they can be incorporated in areas with moderate to low infiltration rates with the addition of an underdrain. Rain gardens designed to infiltrate stormwater should be separated from bedrock and high water table to prevent contamination. Also, within 10 feet of a building foundation soils should be lined and drained by an underdrain. A distributed network of smaller facilities is preferred to one large centralized facility, and the recommended ratio of impervious area to infiltration area is 5:1, dependent upon soil conditions. Rain gardens should be designed to drain within 72 hours. Plantings should be deep rooted and drought/wet tolerant. Rain gardens are often used in conjunction with other stormwater facilities, such as swales, channels, planting strips, infiltration boardwalks, and infiltration trenches. Maintenance can be reduced by incorporating swales or similar facilities to filter out coarse sediments prior to runoff reaching the rain garden. Rain gardens can be implemented in many different geometries and are easily integrated into the left over landscape design. Rain gardens are often found in the public realm located within curb extensions, medians, traffic circles, and parking lane planters. Rain gardens can also be used in front of homes or buildings to capture rooftop runoff from disconnected downspouts.



Example of rain garden.



Conceptual detail of rain garden installation.

- 4. Infiltration Boardwalks.** Infiltration boardwalks can provide pedestrian access over exposed stormwater facilities, such as swales and infiltration trenches. Boardwalks reduce impervious surface while integrating stormwater management with pedestrian space. Boardwalks should be flush with existing sidewalk level and should have gaps of less than ¼ inch. Flat streets and pathways through naturalized areas are the ideal locations for boardwalks. They can also be used over new curb extensions that are not within the main path of travel, but are not recommended adjacent to transit stops.



Example of infiltration boardwalk.

- 5. Permeable Paving Systems.** Permeable paving systems can provide the structural integrity necessary for cars, trucks, and pedestrian areas while reducing direct runoff by absorbing rainfall and providing temporary storage. These systems are designed to allow rain water to pass through them and be stored temporarily in a rock base before being discharged through subdrains or soaking into the soil. It is important that the subbase be prepared properly and the native soils be evaluated to determine how well they will drain. Pervious paving is best suited for parking lots and parking lanes, low-traffic and low-speed roadways, alleys, patios, driveways and emergency access roadways; however, under the right conditions it can also be applied to roadways with higher traffic and speeds. Permeable surfaces require routine street sweeping using vacuum sweepers every 6 months as well as scheduled vacuum removal of gap pea-stones and joint re-filling every 5 to 10 years.

Types of Permeable Paving Systems:

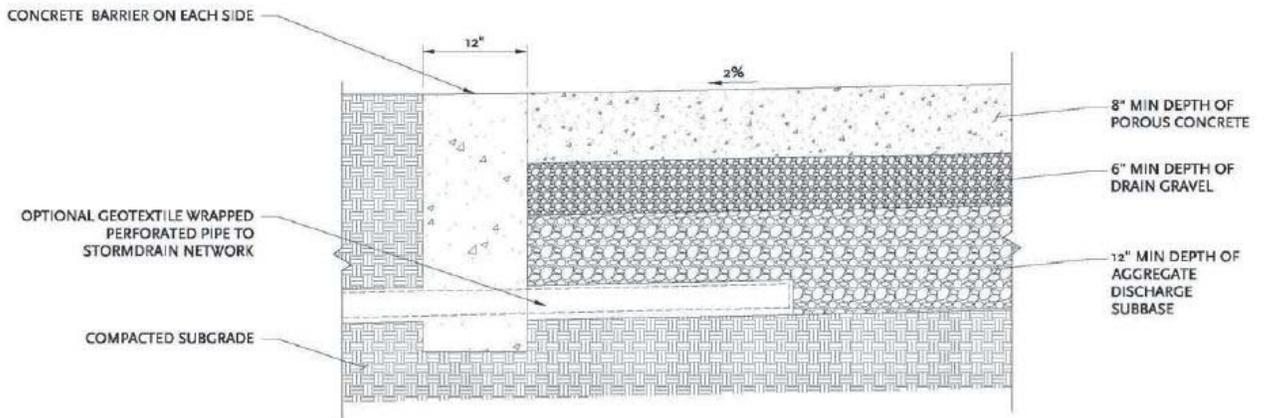
- a. **Pervious Asphalt and Concrete.** Pervious asphalt and concrete are lacking the fines that are added to standard asphalt and concrete which allows water to drain through small holes in the surface. Pervious asphalt is less expensive than pervious concrete; however it is not appropriate for installations where there will be a lot of stopping, starting, and tire turning. Pervious asphalt has been successfully used on high speed roads that have no turning vehicles and even reduces water ponding and hydroplaning.
- b. **Permeable Pavers.** All permeable pavers have spaces between them and are underlain by pervious materials. Spaces can be filled with sand or another material that will allow water to drain through. Interlocking concrete pavers come in a variety of colors, styles, and patterns; however, they are generally more costly to install than pervious asphalt or concrete. Permeable pavers should not be installed on slopes over 5%.
- c. **Reinforced Gravel Paving.** Areas experiencing low traffic can use a gravel paving system rather than standard asphalt or concrete. These systems incorporate gravel without the fines and some sort of grid support to create a rigid surface.
- d. **Reinforced Grass Paving.** A grass paving system combines planting and a structural grid, generally constructed of plastic or concrete. Used in the right low-traffic situations, these systems allow plants to grow and water to soak into the soil.



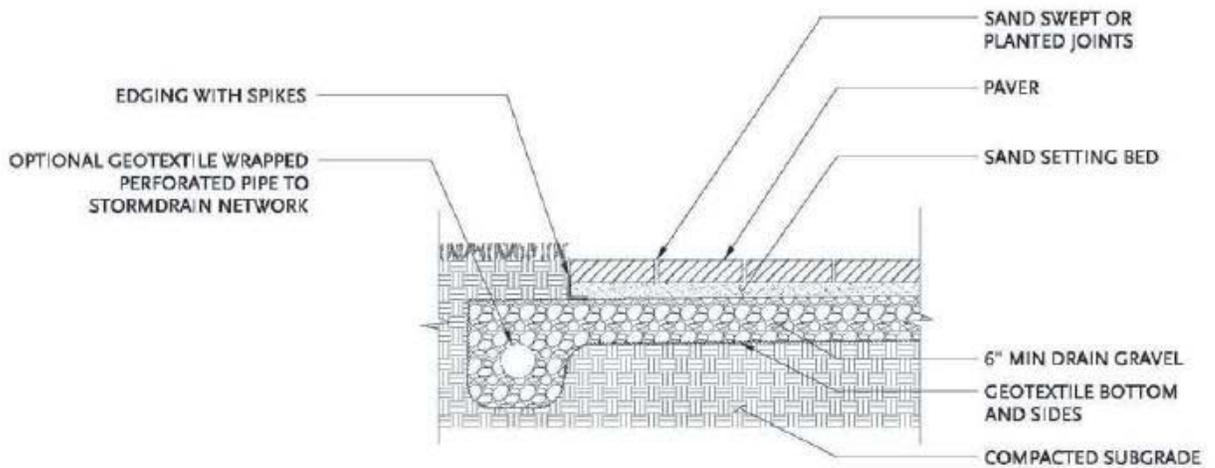
Example of permeable paver installation in parking lanes.



Example of reinforced grass paving.



Conceptual detail of porous concrete installation.



Conceptual detail of permeable paver installation.

6. **Channels and Runnels.** Channels and runnels are concrete or stone lined rainwater conveyance systems. They reduce the need for buried drain pipe by conveying surface water to other stormwater facilities. Channels can vary in depth depending on the application and can include aesthetic, artistic and educational features. Channels and runnels can be constructed of any durable, impermeable material and are appropriate for most street and open space types. Runnels are typically 10 to 36 inches wide with depths less than 2 to 2-1/2 inches, while channels are typically deeper with vertical hard sides and a hard or natural bottom. Channels should be set back a minimum of 2 feet from the sidewalk or curb. Runnels should also have a gentler slope than channels, which should not be steeper than 6%. Channels or runnels can be used across pedestrian paths by installing a smooth ADA compliant cover.

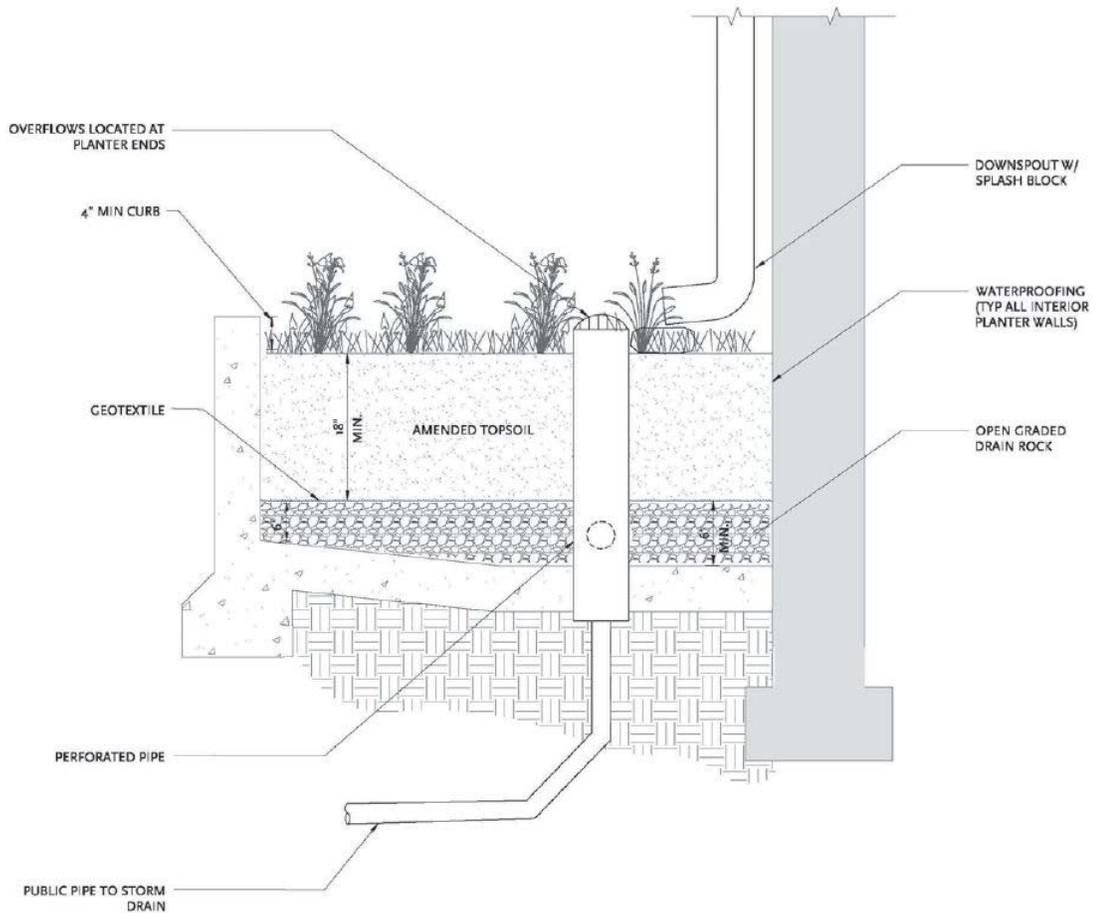


Example of Runnel.

7. **Flow-Through and Infiltration Planters.** Flow-through and infiltration planters are landscape features that also provide stormwater runoff control and treatment. Flow-through planters are sealed on all sides and fitted with an under-drain. They only absorb as much water as soil and plants in the planter can accommodate. Once the planter is at capacity, water is then discharged through the under-drain. Flow-through planters slow down stormwater discharge and provide bio-filtration. They are ideal for receiving roof runoff from downspouts and can be incorporated into foundation walls. Infiltration planters are similar to flow-through planters except they are open on the bottom, allowing runoff to soak into the native soil. Infiltration planters are used to collect, filter, and infiltrate runoff from roofs, streets, sidewalks, driveways and patios. Planters should be designed to have standing water for a maximum of 48 hours and should be at least 2 feet wide to accommodate under-drain systems.



Example of infiltration planter.



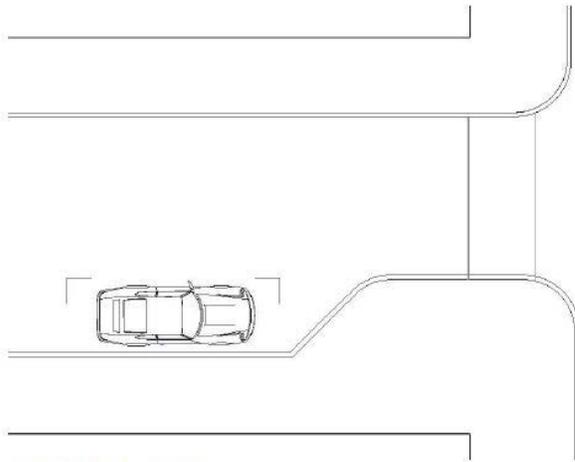
Conceptual detail of flow-through planter installation.

- 8. Hollywood Driveway.** Hollywood driveways reduce the amount of impervious area by removing the center strip of the driveway. Tire tracks should be approximately 2 feet wide, and the center strip should be comprised of a porous material.



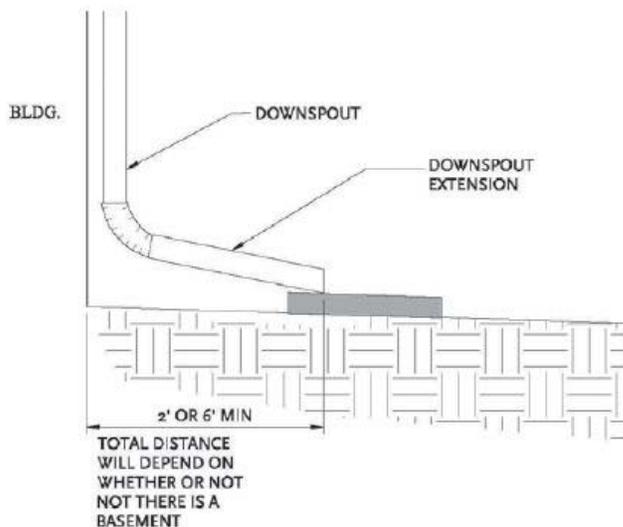
Example of Hollywood driveway.

9. **Curb Extensions.** Curb extensions are an extension of the street edge into the street. They are often used to promote traffic calming but can provide stormwater benefits as well. Stormwater flowing along the street is slowed, filtered, and allowed to infiltrate before reaching storm drain networks. Curb extensions should generally limit ponding water to depths less than 6 inches and include drought/wet tolerant landscaping. Curb extensions can be added to existing streets with minimal disturbance and also provide an aesthetic improvement to the street. Curb extensions come in many different shapes and sizes and can take on the characteristics of bio-retention areas, swales, or planters depending on the application. Wide streets with under-used parking areas and planted landscapes are ideal opportunities for adding curb extensions.



Example of curb extension.

10. **Disconnected Downspouts.** Disconnected downspouts prevent roof runoff from entering directly into the storm drain network. Roof water can drain to lawns and gardens where plants and soils filter out pollutants. Downspouts should be directed to a splash block to reduce the velocity and impact of falling water. Downspouts should also be directed towards an area that slopes away from the building (at least 2%), and water must discharge at least 6 feet from a structure's basement and at least 2 feet from a slab foundation.



Conceptual detail of disconnected downspout.

- 11. Rain barrels.** Rain barrels are connected directly to downspouts to capture and store runoff for future use. Stormwater discharge is slowed down and water can be reused for irrigation. 50 gallons of storage is suggested as a minimum. Barrels must also have a cover to prevent insect and debris collection.



Example of rain barrel.

- 12. Cisterns.** Cisterns function similar to rain barrels by collected stormwater and storing it for reuse, but on a much larger scale. Cisterns can be stored above ground, buried below ground, or located inside of buildings. They typically store rainwater for reuse in irrigation, mechanical uses, toilet flushing, and fire prevention. Rainwater harvesting is becoming a more common and encouraged practice as strain on the state's water supply is ever increasing.



Example of cistern.

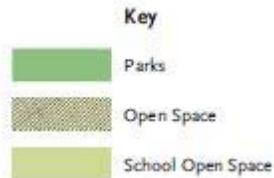
3.7 Parks and Open Space

Currently much of the Specific Plan area is deficient in the amount of open space that it can provide its residents. This 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 neighborhoods.

Existing and proposed open space is as follows:

Existing Conditions			
Open Space Type		Location	Area (Acres)
Parks	A	Pioneer Park	5.06
	B	Paso Robles City Park	4.61
	C	Robbins Field	2.05
	Total		11.72
Open Space	D	Salinas River	1,531
School Open Space	E	Georgia Brown Elem.	3.20
	F	Flamson Middle	8.65
	G	Bauer-Speck Elem.	3.72
Total		15.57	

Proposed Conditions			
Open Space Type		Location	Area (Acres)
Parks	H	Oak Park	1.50
	J	24 th St. Park	6.16
	K	Playing Field or Park	2.13
	B	Paso Robles City Park	4.61
C	Robbins Field	2.05	
Total		16.45	
Open Space	D	Salinas River	1,531
School Open Space	E	Georgia Brown Elem.	3.20
	F	Flamson Middle	8.65
	G	Bauer-Speck Elem.	3.72
Total		15.57	



Planning Area Diagram