



Paso Talks – Growth & Traffic

Frequently Asked Questions

Q: Can I view the Growth and Traffic presentation on your website?

A: Yes, it is posted here: <http://www.prcity.com/711/Growth-and-Traffic>

GROWTH

Q: Why is the city growing?

A: Paso Robles is a growing and vibrant community. When our community leaders put the 2003 General Plan in place it addressed state requirements as well as projected industry growth. The State of California requires a certain amount of housing growth from each community every year. The Paso Robles community formulated our General Plan in 2003 to manage those requirements thoughtfully through 2045. The General Plan takes into account the State requirements for housing, available space and existing land uses (zoning), economic development and other factors. The full buildout in the General Plan is for Paso Robles to reach a population of 44,000 by 2045. All proposed growth fits within those parameters, with proposed housing increases happening slowly over time. The ideal rate of growth would be about 400 new homes per year.

Q: What are the State requirements for housing in Paso Robles?

A: The State of California assigned all cities a housing production target through the Regional Housing Needs Allocation process. The City's current housing allocation for 2014 -2019 is shown in the following table.

Table H-23. Target Housing Unit Distribution

Income Category	Dwelling Units (Target)
Above Moderate	205
Moderate	87
Low	77
Very Low	123
TOTAL	492

Source: SLOCOG, April 2013

The City is not required to build the units, but must provide appropriate zoning and remove barriers to encourage the private sector to create these 492 units over a 5-year period.

Q: We are an expensive place to live. Do we have the jobs available to support new housing?

A: The city is required to have different types of housing options - various price points – within each individual Specific Plan. Our strategy is working to address a balanced economy. We are

working to recruit businesses with head-of-household jobs to help create a balanced, growing community.

Q: What is the process for adopting hotels, development, etc.?

A: Most hotels and commercial projects are subject to the City's Development Plan approval process, also known as the PD or Planned Development process. Development Plans are reviewed by the City's Development Review Committee and then approved by the Planning Commission during a public hearing. Certain projects may also be required to obtain a Conditional Use Permit (CUP), which follows the same approval process by the Planning Commission.

Q: Does the General Plan address growth of vacation rentals?

A: Vacation rentals/short term stays are a recent issue. A short-term rental task force has prepared recommendations. We are still working through this issue and anticipate having to address it with the updated housing element if not an ordinance.

Q: With the growth of the community will we be adding more parks?

A: Yes, the General Plan keeps this in balance. New developments - Beechwood and Olson - are looking and evaluating options for pads, oak trees, trails, etc.

Q: What are we doing about additional fire or law enforcement in the city?

A: New development projects are required to determine their impact on public safety services as part of the Environmental Review process the City requires prior to approving any projects. Outside of any new developments, there are plans for a fourth fire station and additional personnel as funding allows.

Q: Are there plans for more schools?

A: The School District is responsible for planning and building schools within the City of Paso. The City actively works with the School District to ensure the District is aware of upcoming projects that may affect enrollment numbers in different areas of the City. The School District is currently looking for an elementary school site near the Olsen/Chandler and Beechwood Specific Plan areas. The City will continue to work with the School District as the two developments move forward.

Q: Are there any plans for commercial airline service at our airport?

A: No, the airport is not designed for commercial service and we are too close to the SLO Airport to support further commercial service. However, the airport commission has an updated strategic plan and the City is working diligently with the Chamber of Commerce Economic Development Director to attract more businesses to take advantage of the amenities provided by a municipal airport. In addition, there are a number of charter jets and private jets that use the airport every day.

CONTINUED

TRAFFIC

Q: Is tourism traffic included in your traffic studies?

A: The California Department of Transportation (CalTrans) requires us to track Friday, Saturday, Sunday peak hours to measure traffic impacts prior to approving any new hotel project. Hotels generally have an off-hour impact, meaning their travel times do not conflict with our commute times.

Q: The proposed Charolais bridge was removed from the General Plan but we didn't reduce the population or housing numbers. How will traffic circulate around the proposed Beechwood project?

A: There is an Environmental Impact Review underway for the Beechwood project to look at impacts and solutions for how to optimize and address these concerns. The public will be invited to give input prior to approval of any proposed housing project to ensure the needs of residents are being met.

Q: How much impact does tourism traffic have on street wear and tear and maintenance?

A: An estimated 1.2 million visitors passed through Paso Robles in 2017. Visitors may have stayed anywhere from 1-2 hours up to 1-3 nights. That is about 3,300 visitors per day which translates to roughly 1,600 cars per day on city streets and county roads. Visitors paid about 34% of the city's budget last year through bed tax and sales taxes – over \$5.7 million in Transient Occupancy (bed) Tax and 40% of the sales tax total. Passenger cars provide a small amount of wear and tear on streets when compared to heavy truck traffic.

Q: What are the plans for the intersection at Golden Hill and Union?

A: This intersection has been studied extensively and will be addressed within the next five years, depending on available funding. The solution that best addresses the particular challenges at this location (limited space, high volume, uneven traffic flow) is a modified roundabout.

Q: Why are the roads in such bad shape?

A: There are a few reasons – the extended recession, the lapse in state funds that were our main source of road repair funding, the amount of money it takes to repair streets and the number of streets that need repairs are just some of the reasons. Our hot and sunny weather also creates significant deterioration of the asphalt pavement over time. That fact, plus heavy truck traffic, provides significant damage to roads.

Q: What are the priorities on fixing roads?

A: Here is a [Street Repairs FAQ Sheet and map](#). Streets will be addressed in more detail during the City Finances and Tax Measures forum on September 26, 2018 at 6:30PM in the City Council Chamber at 1000 Spring Street.

Q: I'm not a fan of roundabouts, are there any other options to help traffic flow?

A: Roundabouts are used at road intersections to control the flow of traffic and establish right of way for motorists. Many drivers who haven't used a roundabout have concerns, but once they have used them a couple times the concerns go away. Roundabouts are one type of intersection control that can be used on City Roads. Other types of intersection control includes stop signs, traffic signals, and over/underpasses. Traffic Engineers will perform an intersection control evaluation to determine the type of intersection control that is required. Sometimes roundabouts are the best choice and sometimes signals or stop signs turn out to be the best control. The type chosen depends on many factors including intersection geometry, available land, traffic volumes on each road segment, sight distance, proximity to other traffic signals and many other factors. The City also considers the long-term operation and maintenance costs in order to insure that the chosen option is fiscally responsible. The City will perform these evaluations when intersection control is required.

Q: What about the taxes residents and visitors currently pay to fix the roads – property tax, supplemental tax, and gas tax?

A: **Property tax:** The City only receives \$0.2422 for every \$1.00 of property taxes collected on Paso Robles parcels – the rest goes to a variety of other government agencies including the School District (\$0.3864), SLO County (\$0.2660), and SLO County Community College (\$0.0334); **Supplemental tax:** The Supplemental Tax has raised \$23,744,918 since 2012 and has allocated the entire funding towards road repairs and improvements; **Gas tax:** The City generates approximately \$500,000 from the State's gas tax and approximately \$550,000 from the SB 1 tax. All of which is restricted and can only be used for road repairs and improvements. The funds that have been collected and then expended and allocated to street repairs to date are:

- 2013: \$578,836
- 2014: \$4,420,460
- 2015: \$4,600,283
- 2016: \$4,526,680
- 2017: \$4,596,531
- 2018: \$5,022,128
- Total: \$23,744,918

Q: What is the status of the Creston Road project in general and the stoplight at Bolen specifically?

A: The light at Bolen Drive is being added as part of the Creston Road corridor improvements, scheduled to begin summer 2020. The traffic signal at Bolen will be installed and coordinated with a light at Walnut.