

TO: JAMES L. APP, CITY MANAGER

FROM: BOB LATA, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: MUNICIPAL CODE AMENDMENT; REGULATIONS OF TRUCK ROUTES, WEIGHT LIMITS AND TRUCK PARKING (CITY INITIATED)

DATE: SEPTEMBER 7, 2004

- Needs: For the City Council to consider the Planning Commission's recommendation and related options relative to a proposed update to the City's regulations on truck routes, truck weight limits, and truck parking.
- Facts:
1. Chapter 12.146.010 of the Paso Robles Municipal Code deals with Truck Routes, and Chapter 12.38.040 addresses Parking Commercial Vehicles and Commercial Equipment in Residential, Commercial and Industrial Zones.
  2. City Council discussions with regards to truck traffic and truck weight limits have been pending since at least October 2001. For an extended period of time there was pending litigation at the State level that precluded the City from moving forward with a code amendment; that litigation was resolved and is no longer an impediment to the City updating its Municipal Code.
  3. The City's current code provisions relating to parking of commercial vehicles are inconsistent with the weight threshold for Truck Routes. A maximum weight of three tons (6,000 pounds) is established for truck route purposes whereas the commercial vehicle parking restrictions have a threshold of 10,000 pounds. This is consistent with standards applied in many communities elsewhere in the State of California. Current City code provisions relating to Truck Routes establish the means to designate such routes. No truck routes have, however, ever been designated.
  4. The reasons for considering updates to the City's Truck Route and Truck Parking provisions include both public complaints and City Council adopted General Plan policy provisions.
  5. The public complaints relate to driving and parking of commercial vehicles in residential neighborhoods when these vehicles have no legitimate business or purpose being in the area.

6. The General Plan policies deal with both the broader issues of traffic calming and the more specific focus of truck traffic. A summary of these provisions is attached. Particularly relevant are the provisions in Policy CE-3 that call for the City to “Use traffic calming strategies to respond to requests by neighborhoods for traffic calming measures, including appropriate limitations on commercial vehicles in residential areas and truck routes that balance neighborhood preservations with community access needs” and Policy CE-4 that explicitly calls for the City to “consider establishing limitations on unnecessary truck traffic in residential areas, including truck routes”.
7. The range of truck related concerns include but are not limited to:
  - The impact of truck traffic on roads that were not designed to carry heavy vehicles on a routine basis, resulting in increased but unreimbursed maintenance, potholes, and a premature need to reconstruct streets (please see the attached graphic that illustrates the differential impacts on City streets as created by different types of vehicles);
  - Protection of residents / children from safety hazards of truck traffic;
  - Noise and air pollution related to truck traffic in primarily residential areas of the City;
  - Use of City streets for the storage of vehicles that should be located in a truck terminal or other commercial vehicle parking areas;
  - Placing vehicles and/or trailers with advertising messages on City streets in locations that have no relation to a specific business (i.e.: for general marketing purposes).
8. The Planning Commission held two public hearings on the proposed code amendment.
9. At the Planning Commission meeting of July 27, 2004, the Planning Commission:
  - Expressed support for avoiding unnecessary intrusions of trucks into residential neighborhoods;

- Heard concerns from businesses that utilize trucking but do not have locations on proposed truck routes;
  - Requested staff to refine the language in the proposed ordinance to more clearly state protections for businesses that use trucks;
  - Suggested that there be language to facilitate trucks using non-truck route roads during construction of the 13<sup>th</sup> Street Bridge;
  - Asked that a map of proposed truck routes be included in the next staff report.
10. At the Commission meeting of August 10, 2004 the Commission recommended, on a vote of four (4) to three (3) that the City Council defer consideration of establishment of truck routes for a two (2) year period, but that the Council approve the proposed amendments to control on-street truck parking.

#### Analysis

and

Conclusion:

Establishing Truck Routes is provided for in the Paso Robles Municipal Code, is consistent with the General Plan, and is a common practice throughout the State of California.

The purpose of establishing a Truck Route map is to help insure that unnecessary truck traffic does not intrude into areas that are not designed or intended to handle trucks on a routine basis. Local streets are not designed to have the same weight bearing capacity as collector and arterial streets. In addition, there are collector and arterial streets that serve primarily residential neighborhoods, where through truck traffic is not necessary or warranted.

Truck routes provide designated roads over which truck traffic that may or may not be related to businesses in the City can pass through the City. Truck Routes are not intended to preclude truck traffic or restrict legitimate access to all City neighborhoods (e.g. for pickup or delivery of merchandise, local construction activities, or other activities that provide service to residents or businesses in those specific neighborhoods / districts).

Commercial vehicle parking weight limits should be consistent with Truck Route thresholds. A sample of regulations from other communities indicates that 3 tons / 6,000 pounds is a common threshold for precluding unnecessary truck traffic off of designated Truck Routes. It would seem reasonable to have the same weight threshold for parking of commercial vehicles.

Attached and labeled Exhibit “B” is a Draft Truck Route Map and a list of streets that would be proposed as Truck Routes (and those Arterial and Collector streets on which unnecessary truck traffic would be prohibited); these are the drafts discussed at the August 10, 2004 Planning Commission meeting. A copy of the accompanying draft code amendment is Exhibit “C”.

At their meeting of August 10, 2004, the Planning Commission heard testimony from Paul Viborg, Ole Viborg, and Doug Troesh expressing concerns that the proposed limitations on trucks would impact their businesses. There were, however, expressions of support for the proposed restrictions on on-street truck parking.

Based on comments from different Commission members there were also concerns regarding truck travel limitations on:

- Union Road between Golden Hill and North River Road;
- Golden Hill Road between Union Road and Creston Road;
- South River Road;
- The future Airport Road extension to the south and along Charolais Road

At the conclusion of their discussion, the Commission majority favored deferring consideration of establishing truck routes until after the 13<sup>th</sup> Street Bridge project is complete; a two-year deferral should be more than adequate.

The dissenting Commissioners appeared to support establishing truck routes at this time, but also seemed to favor including more streets as truck routes than those illustrated on the attached draft truck route plan. At the same, the Commission expressed apparently unanimous support for the code amendment to restrict on-street parking of commercial vehicles.

The attached Exhibit “A” is the existing Municipal Code for both Truck Routes and Commercial Vehicle Parking. The changes proposed by the Planning Commission are reflected in the form of underlined additions and ~~strikeouts~~ for deletions.

The attached Exhibits “B” and “C” are the draft Truck Route Map and Code Amendment that were presented to the Planning Commission but which were not recommended for adoption by the Planning Commission.

Policy

Reference:

General Plan policies (in Particular Circulation Element CE-3 and CE-4); Municipal Code Provisions 12.46.010 and 12.38.040

Fiscal Impact:	If the City Council determines that it would be appropriate to establish truck routes at this time, truck route signage would be required; each sign would cost approximately \$100 installed; there would also be staff time costs making the public and businesses aware of the provisions of the code.
Options:	<ul style="list-style-type: none"> <li>a. (1) Adopt Resolution No. 04-xx adopting a Negative Declaration for the Code Amendment 01-004 revising the City's regulations regarding truck routes, truck weight limits and commercial vehicle parking.</li> <li>(2) Consider the recommendation of the Planning Commission to the City Council that the City not establish a Truck Route map at this time (deferring consideration for a two (2) year period) but to revise the text of Section 12.38.040 in accordance with the attached Exhibit "A"; introduce for first reading the Ordinance No. XXX N.S. and set September 21, 2004, as the date for second reading of said Ordinance; and direct staff to provide public information to communicate the new Commercial Vehicle Parking requirements.</li> <li>b. (1) Adopt Resolution No. 04-xx adopting a Negative Declaration for the Code Amendment 01-004 revising the City's regulations regarding truck routes, truck weight limits and commercial vehicle parking.</li> <li>(2) Consider adoption of truck routes based on the attached Exhibit "B", along with the related Municipal Code Amendment illustrated as Exhibit "C"; introduce for first reading Ordinance No. XXX N.S. revising the content of Sections 12.46.010 and Section 12.38.040 and adopting the draft Truck Route Map, and set September 21, 2004, as the date for second reading of said Ordinance; and direct staff to provide public information to communicate the new Truck Route and Commercial Vehicle Parking requirements.</li> <li>c. Amend, modify, or reject the above options.</li> </ul>

Attachments:

1. Current Code Provisions for Truck Routes and Commercial Vehicle Parking
2. Graphic of Vehicle Weights and Pavement Damage
3. Resolution to approve Negative Declaration
4. Ordinance with Planning Commission Recommended Exhibit "A" (Option "a")
5. Truck Route Map and List (Exhibit "B" / Option "b")
6. Code Amendment presented to the Planning Commission (Exhibit "C" / Option "b")

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