


TO: JAMES L. APP, CITY MANAGER
FROM: BOB LATA, COMMUNITY DEVELOPMENT DIRECTOR 
SUBJECT: ZONING CODE AMENDMENT 2005-004;
DOWNTOWN PARKING REQUIREMENTS
DATE: DECEMBER 20, 2005

Needs: For the City Council to consider the Planning Commission's recommendation to the City Council regarding whether or not to extend the current parking code which provides incentives for investment in Downtown Paso Robles.

- Facts:
1. Chapter 21.22 of the Zoning Code, and, in particular, Sections 21.22.030 and 21.22.035 (copies attached and labeled Attachment "A") establish parking requirements for a defined area of Downtown Paso Robles. A map illustrating Downtown Paso Robles is Attachment "B".
 2. The City-wide parking code that calculates off-street parking requirements based on different levels of demand assumes that parking needs will be met by on-site parking. In contrast, the Downtown Parking Code recognizes the compact, traditional urban form of Downtown Paso Robles and its primary reliance on public parking facilities (both on-street and off-street). On-street and public parking lots are supplemented by parking spaces off of alleys and limited private parking areas.
 3. The Downtown Parking Requirements adopted in 1994 were intended to encourage both investment and a pedestrian orientation in the Downtown Area. The parking provisions implement these goals:
 - a. General Plan Policy LU-2H, Downtown; copy attached and labeled Attachment "C";
 - b. Economic Development Strategy provisions related to Retail / Commercial Development; attached and labeled Attachment "D".
 4. Under Section 21.22.035.C, the current provisions for Downtown Parking will automatically expire on December 31, 2005 unless the City Council acts affirmatively to extend their validity.

5. The purpose of this staff report is to present options related to extension of the Downtown Parking Code provisions and to discuss their implications. The Planning Commission's recommendation that is the result of their hearing on December 13, 2005 will be presented verbally at the City Council meeting of December 20, 2005.

Analysis
and

Conclusion:

To encourage an active, pedestrian oriented downtown, a City needs to promote a compact urban form. Examples of this compact urban form include portions of Downtown Paso Robles (especially north of City Park), much of Downtown San Luis Obispo, Pasadena, and other successful downtown areas.

Applying suburban off-street parking standards that encourage surface level parking lots will discourage an active, pedestrian-oriented downtown area. One can look at many communities in Southern California for examples of dysfunctional downtowns.

The success of Paso Robles Downtown revitalization efforts over the last decade have been a direct result of the Downtown Parking Code that was established by the City Council in 1994.

Without the current parking code, Downtown Paso Robles would not have the Park Cinemas, the number of restaurants, and the level of economic investment that has been experienced in recent years.

The Downtown Parking code has "sunset" provisions. The code was extended by the City Council in 1998 and again in 2003. The policy question before the City Council is whether or not to further extend the incentives for investment in Downtown Paso Robles.

Whether or not there is a "parking problem" today in Downtown Paso Robles is a matter of debate. What is clear is that if Downtown Paso Robles is going to continue to grow and develop to an increasingly active downtown, there will be a future need for more off-street parking facilities.

In 2002 the City Council adopted a Downtown Parking Action Plan. A copy of the adopted three-phase program to address parking needs is attached and labeled Attachment "E".

The City has successfully implemented elements of the first phase of the adopted Action Plan, creating 115 new diagonal parking spaces and 71 new spaces around Robbins Field.

In order to address the longer-term off-street parking needs, the City Council authorized preparation of a Downtown Parking Financing Plan. That plan is currently in preparation and is expected to recommend options for financing of future parking facilities.

A key (but not the only) component of the financing of future off-street parking is a proposal for an “in lieu” parking fee. The intent of that fee is to significantly off-set the cost of providing future off-street parking facilities that would be needed to address demands created by new buildings and additions to existing buildings in the Downtown area.

Options and Implications:

1. Extending the current parking requirements for the Downtown Area would continue to encourage the compact urban form that is directly associated with active, pedestrian oriented downtowns. Establishing a condition of approval on any new buildings or expansions of existing buildings to pay an “in lieu” parking fee and participate in any other established programs for the financing of Downtown parking would preserve the compact urban design and, at the same time, help finance future off-street parking facilities.
2. Allowing the current parking provisions for Downtown Paso Robles to “sunset” would mean that the Downtown Area would be subject to the suburban, auto-oriented parking code requirements. The likely outcomes:
 - a. Little to no new building activity / expansion of existing buildings in the Downtown since there are no places to put off-street parking spaces, and/or
 - b. Pressure to provide parking interspersed among buildings in the Downtown area, thereby adversely impacting the compact urban form and discouraging the current pedestrian orientation.

Successful, pedestrian-oriented Downtowns have found ways to finance off-street parking facilities and structures that meet the needs of future commercial land uses without sacrificing the compact urban core. San Luis Obispo and Pasadena provide but two examples.

The Downtown Parking Financing Plan will not be completed and ready for adoption before December 31, 2005 and will be the subject of a separate staff report at a later date. Because of the pending “sunset provisions” of the parking code, it is necessary to consider whether or not to extend the current code requirements before the financing plan is completed.

In order to preserve the incentives for investment in Downtown Paso Robles and at the same time take steps to provide for future off-street parking needs, it is suggested in Option "a" below that the City support a further extension of the current Downtown Parking provisions with a condition that any new buildings or additions to existing buildings would be subject to paying a City Council adopted "in lieu" parking fee and entering into agreements to participate in any other program for financing of future off-street parking facilities. Under this option, any Planning Commission entitlement and/or Building Permit within the defined Downtown Area would be conditioned to participate in the financing of future off-street parking facilities, whether or not the fee and other program components are adopted by December 31, 2005.

Policy

Reference: General Plan; Zoning Code; Economic Development Strategy

Fiscal

Impact: Extension of the current Parking Code provisions for the Downtown Area would not have a direct, short term, fiscal impact on the City, particularly if a condition of approval of new development is payment of an "in lieu" fee to help address the increased demand for off-street parking spaces. In the long term it will, however, be necessary to formulate a more comprehensive financing plan that goes beyond "in lieu" fees and addresses the full cost of new parking facilities. That more comprehensive financing plan may well have fiscal impacts for the City and/or the Redevelopment Agency.

Options:

- a. Subject to consideration of public testimony and the Planning Commission's recommendation, that the City Council introduce for first reading Ordinance No. XXX N.S. that will amend the City's Zoning code and have the effect of extending the current Downtown Parking Code Provisions that are set to expire on December 31, 2005. The extension would be for an additional five (5) years to December 31, 2010, conditioned on a requirement that all new development (i.e.: new buildings or additions to existing buildings) pay an "in lieu" parking fee, in an amount to be established by the City Council, and that the property owner agree to participate in other financing programs as may be established for property owners and/or tenants of new buildings; and set January 3, 2006, as the date for adoption of said Ordinance. The proposed draft Ordinance is attached and labeled Exhibit "B." The effective date of payment of in-lieu fees and participation in financing programs would be new projects approved as of January 1, 2006.
- b. Amend, modify or reject the foregoing option.

Chapter 21.22

OFF-STREET PARKING AND LOADING REGULATIONS

Sections:

- 21.22.010 Purpose.
- 21.22.020 Application.
- 21.22.030 Definitions.
- 21.22.035 Downtown area parking space requirements.
- 21.22.040 Parking space requirements.
- 21.22.050 Parking requirements for uses not specified.
- 21.22.060 Development standards.
- 21.22.070 Parking lot permits required.
- 21.22.080 Setbacks and usable areas.
- 21.22.090 Location of parking facilities.
- 21.22.100 Computing parking for mixed occupancies in a building.
- 21.22.110 Common facilities.
- 21.22.120 Computation of required parking spaces.
- 21.22.130 Joint use parking.
- 21.22.140 Maintenance of parking facilities.
- 21.22.150 Reductions of requirements within parking districts.
- 21.22.160 Limitations.
- 21.22.170 Off-street loading requirements.

21.22.010 Purpose.

The purpose of the off-street parking regulations are to alleviate and prevent congestion of the public streets and so promote the safety and welfare of the public by establishing minimum off-street parking requirements for every land use permitted by this code. (Ord. 536 N.S. § 1 Exh. A (part), 1987)

21.22.020 Application.

A. Parking Facilities Required for New Uses. Off-street parking and loading facilities shall be provided for any new building, structure or land use established after the effective date of this code or any subsequent amendments to this code. Such off-street

parking and loading facilities shall be designed and constructed in accordance with this code.

B. Parking Facilities Required for More Intensive Use. When the intensity of use of any building, structure or premises is increased through the addition of dwelling units, floor area, seating capacity or other units of measurement specified in this code section, the additional required parking and loading facilities for such increase shall be provided. In addition, the required parking and loading facilities existing cannot be reduced unless substitute spaces are provided in accordance with this chapter.

C. Additional Parking Facilities. Nothing in this code shall prevent the voluntary establishment of off-street parking facilities in excess of those required; provided, that all regulations governing the location, design and operation of such facilities are adhered to. (Ord. 536 N.S. § 1 Exh. A (part), 1987)

21.22.030 Definitions.

"Downtown parking assessment district" means the boundaries of the district in effect on July 1, 1987.

"Downtown area" means the geographical area generally bounded by 7th Street on the south, 17th Street on the north, Oak and Vine Streets on the west, and State Highway 101 on the east; the more precise boundaries are illustrated in Figure 21.22-4.

"Fixed seats" means two lineal feet of pews, benches or other stationary seating.

"Freestanding" means one land use or combination of land uses, subject to a single business license, on one parcel of land. Except as specifically noted, all off-street parking standards apply to freestanding land uses.

"Multitenant" means multiple land uses (subject to multiple business licenses) on one parcel of land.

"Spaces" means off-street parking spaces, open or enclosed, developed in accordance with the provisions of this chapter. (Ord. 669 N.S. § 1, 1994; Ord. 536 N.S. § 1 Exh. A (part), 1987)

Attachment "A"

21.22.035 Downtown area parking space requirements.

A. Commercial, service and office land uses located within the downtown area shall be required to provide off-street parking spaces at the ratio of one space per one thousand seven hundred fifty square feet of land area, in order to encourage economic investment and a pedestrian oriented development pattern.

B. Exceptions to the downtown area parking space requirements:

1. Within the downtown area, buildings existing as of November 1, 1992, shall have no requirement to provide off-street parking spaces for commercial, service and office land uses.

2. There are no off-street parking requirements for the class and nature of land uses that includes movie theaters, theatrical productions, restaurants and other assembly type land uses that typically, but not exclusively, are in operation after usual business hours (i.e., after five p.m.); the applicability of this standard shall be determined by the planning commission.

3. The planning commission shall have the authority to waive the one space per one thousand seven hundred fifty square foot off-street parking requirement in the downtown area when such waiver would support the city's economic development strategy, dated May 18, 1993, and no health or safety concerns would be adversely impacted by such waiver.

* C. Effective Dates. The off-street parking requirements and exemptions from said requirements that are provided for in this section shall apply from the effective date of the ordinance codified in this chapter through December 31, 2005. Prior to December 31, 2005, the city council may, by ordinance, determine to extend the effective period of said requirements and/or exemptions. In the absence of an affirmative action by the city council to extend the requirements and/or exemption provided for in this chapter, on January 1, 2006 off-street parking requirements for new constructions within the downtown area, as defined in Section 21.22.030 et seq. of the Paso Robles Municipal Code, shall revert to the

off-street parking requirements contained in Section 21.22.040 of the Paso Robles municipal code. Even if the city council does not extend the off-street parking requirements and/or exemptions provided for by this chapter, any buildings and structures, existing as of January 1, 2006, shall continue to be exempt from off-street parking requirements. (Ord. 868 N.S., 2003; Ord. 756 N.S., 1999; Ord. 669 N.S. § 3, 1994)

21.22.040 Parking space requirements.

Except as provided for in Section 21.22.035, the minimum number of required spaces shall be determined by the following criteria:

A. Residential Land Uses.

1. Single-family dwellings, including condominiums:

a. R-1 or R-A zoning district: two covered spaces per dwelling unit, which may be covered (i.e., in a garage or carport),

b. R-2, R-3, R-4 or R-5 zoning district: two spaces per dwelling unit, which may be covered (i.e., in a garage or carport) or uncovered;

2. Two-family dwellings: two parking spaces per dwelling unit, which may be covered (i.e., in a garage or carport) or uncovered;

3. Multi-family dwellings:

a. One and one-half spaces for each studio unit, which may be covered (i.e., in a garage or carport) or uncovered,

b. Two spaces for each unit with one or more bedrooms, which may be covered (i.e., in a garage or carport) or uncovered;

4. Mobilehome parks:

a. Two spaces on each mobilehome site shall be provided. Such spaces may be in tandem with a dimension of ten feet by forty feet,

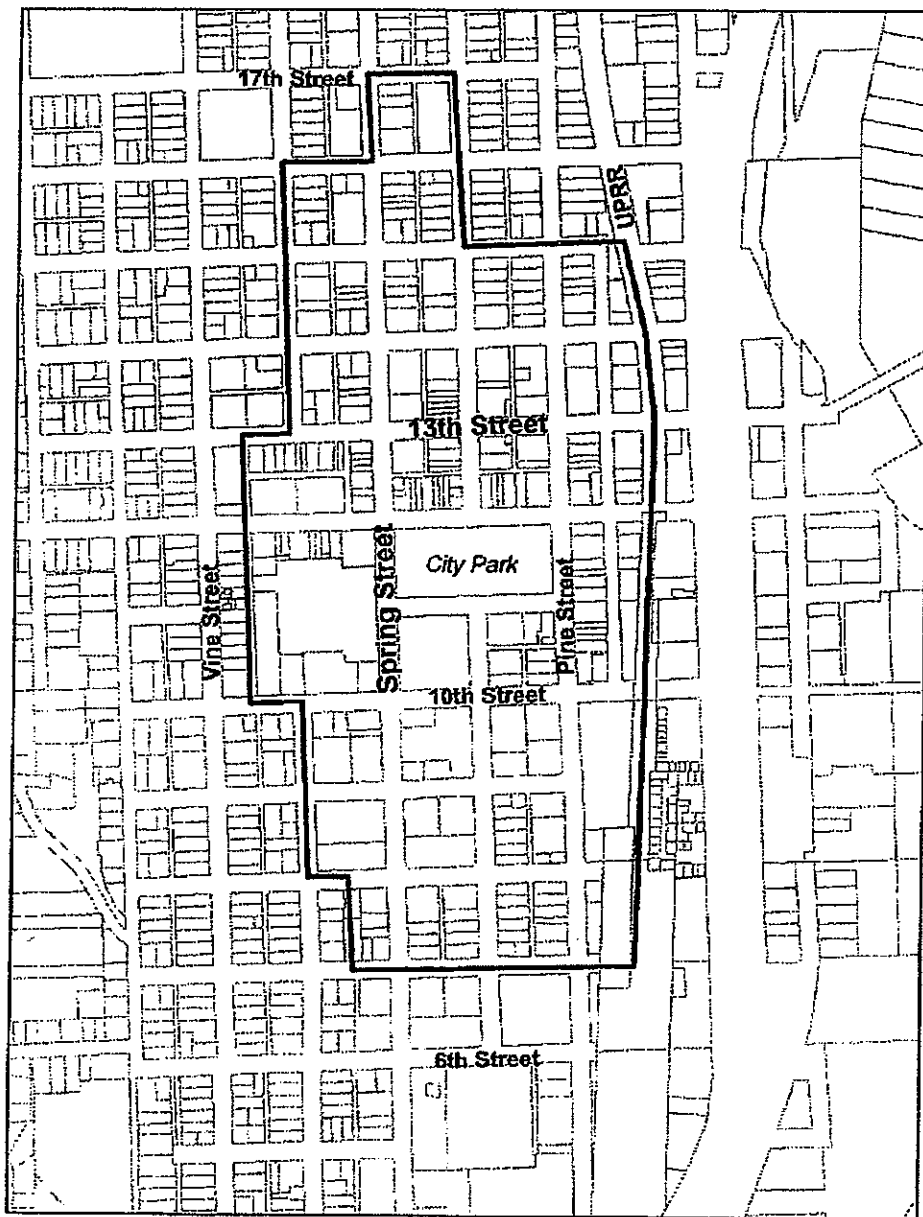
b. Guest parking shall be on the basis of one parking space for each five mobilehome pads. Such spaces shall be distributed throughout the park in a reasonable manner,

c. One parking space is required for each two hundred fifty square feet of gross floor space in the recreational, laundry or community building;

5. Elderly housing: in elderly housing (either federally assisted or private market housing subject

Exhibit "A"
Figure 21.22-4

GEOGRAPHIC BOUNDARIES OF THE DOWNTOWN AREA



Attachment "B"

Address community-wide issues on a comprehensive basis, including:

- Fiscal impacts
- Infrastructure phasing and financing
- Parks and Trails
- Project Amenities
- Coordinated Architecture

Action Item 1. Encourage establishment of Specific Plans for other areas where it would be appropriate to:

- a) Retain unique site features.
- b) Insure a cohesive development pattern for the area (A Specific Plan could establish site planning, design and architectural parameters that could integrate the uses of the different parcels in the area).
- c) Lend themselves to long-term development and infrastructure phasing;
- d) Allow for flexibility in site planning in order to encourage creative and higher quality design and to ensure compatibility with surrounding land uses.

Action Item 2. As part of the environmental review of new Specific Plans, require preparation of fire station analysis identifying staffing requirements, station location, and response times.

*** POLICY LU- 2H: Downtown.** Continue to revitalize the historic Downtown. Focus efforts on developing Downtown Paso Robles as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.

Action Item 1. Continue requiring new projects to implement the adopted Downtown Design Guidelines and to adhere to the development standards of the Zoning Ordinance.

Action Item 2. Promote a vibrant Downtown using the following methods:

- Implement the City's Economic Development Strategy.
- Continue to support Main Street and Chamber of Commerce efforts to use media, publications and technology to encourage retailers and entrepreneurs to locate and build in downtown.
- Encourage Main Street to recruit specialty stores to the Downtown
- Promote special events in the downtown developed by the City, Farmer's Market, Main Street, Chamber of Commerce and other community groups.
- Accommodate and encourage special festivals and events, and public art in the Downtown area.

POLICY LU- 2I: Infill. Encourage infill development as a means of accommodating growth, while preserving open space areas, reducing vehicle miles traveled, and enhancing livability/quality of life. Infill includes:

1. Mixed use development in the Downtown and/or in areas within walking distance to transit, employment centers, and commercial services where the environmental impacts of the development would be minimized;
2. Residential infill in/near established neighborhoods;
3. Increased densities on sites which can accommodate the increases without having an adverse effect on adjacent properties;
4. Targeted residential infill to help address the needs of Cuesta College students and employees, City and school district employees, seniors, lower income households and other special needs groups; and rehabilitation of older apartment complexes.

Action Item 1. Amend the Zoning Ordinance to allow mixed-use projects in the Downtown and other suitable locations (near transit, multi-modal transportation facilities, commercial services, and/or employment centers).

Action Item 2. Prior to or concurrent with consideration of any mixed use projects, stringent design and construction standards shall be established.

POLICY LU-2J: Public Art. Art in public places is an essential element of the Community's quality of life, contributing to what makes Paso Robles a special place to live, work and shop.

Action Item 1. Public and private development projects shall be required to contribute toward the establishment and maintenance of art in public places, based on a formula and process to be established by the City Council.

GOAL LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.

POLICY LU-4A: Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available. These standards are summarized as follows:

Police	Maintain a ratio of 0.5 non-sworn personnel per 1,000 population. Maintain a ratio of 1.4 to 1.6 sworn personnel per 1,000 population.
Emergency Services	Strive to achieve a 4 minute response to 90% of the calls for service. Maintain a ratio of 0.8 to 1.3 Firefighters per 1,000 population.
Public Works (Water, Sewer, Storm Drainage, Solid Waste)	Public facilities to be designed to meet the current and planned land uses, provisions to be made for continued operation, maintenance, and upgrades as necessary.
Library	Maintain 0.5 square feet per capita of library facilities.

Action Item 1. Direct City revenues towards continuing to fund the public services and on-going maintenance/operation of public facilities and utilities provided by the City (water, sewer, storm drains, police, emergency services, library, recreational services, and solid waste).

III. RETAIL/COMMERCIAL DEVELOPMENT

Since the original *Economic Strategy* was adopted, there have been a great many accomplishments. Walmart has opened, and the store is reported to be exceeding original sales projections. Phase II of the Woodland Plaza II project has begun, and the store openings are having a similar success story. Target has opened in the Target Center at Highway 101 and 46 West. Development of these shopping centers has established Paso Robles as a regional commercial center.


The Paso Robles downtown area has experienced a revitalization and is thriving. The City Hall/Library has opened. A new multi-screen movie theater has opened. The North County Transportation Center has been constructed. A number of quality restaurants have opened in the downtown. All this has helped reinvigorate the downtown into a vibrant and "happening" place.

One of the prior *Strategy's* goals was to achieve a 60% increase in sales tax by the Year 2010. With the success already achieved, this goal is close to being achieved in a five- to six-year period. The annual sales tax revenue generated by the retail commercial businesses remains a vital part of the City's overall revenue and needs to remain healthy by aggressive marketing and retention programs. The regional shopping centers that have begun within the city are not yet fully developed. Attracting good quality businesses to these centers is important not only to increase the sales tax revenues, but to diversify the options available in the centers while remaining competitive with surrounding areas.

The downtown area still needs to have additional professional office space, and commercial areas need to be built or the second floors of buildings need to be utilized for commercial or residential purposes.

The City needs to seriously consider a revision of its General Plan in order to build a blueprint of Paso Robles by the Year 2010. An updated traffic circulation plan should be a major part of this process along with planning for additional shopping centers.

GOALS AND OBJECTIVES

 **GOAL #1: CONTINUE TO REVITALIZE DOWNTOWN PASO ROBLES AS A COMMERCIAL/ENTERTAINMENT CENTER THAT ACCOMMODATES A GOVERNMENT CENTER (e.g. PUBLIC SAFETY CENTER, COUNTY COURTS, ETC.), CATERS TO THE TOURISTS, AND PROVIDES PROFESSIONAL OFFICE SPACE**

OBJECTIVE A

- o Seek to retain and expand the North County Municipal Courts in the downtown.

IMPLEMENTATION

- I. Work with the County to find a suitable site for the courts in the vicinity of the new Public Safety Center.
- II. Develop financial incentives.

OBJECTIVE B

- o Continue to create an atmosphere of entertainment and enjoyment in the downtown.

IMPLEMENTATION

- I. Facilitate the establishment of downtown wine tasting venues which will feature the local wines and wine industry.
- II. Support Farmers' Markets in the downtown.
- III. Facilitate the development of more entertainment opportunities downtown and continue to support CAT Theater, encourage development of other entertainment venues, and support the renovation of the International Order of Odd Fellows (IOOF) Ballroom.
- IV. Develop the historic Railroad Station into a commercial center.

OBJECTIVE C

- o Generate new investment in the downtown to create constant pedestrian activities and events that will attract youth and families to the downtown. Encourage the use of the second floor of downtown buildings.

IMPLEMENTATION

- I. Seek local, state and federal funds that can be used to finance necessary repairs and facade improvements and facilitate greater usage of CDBG funds for seismic retrofit, ADA compliance, etc.
- II. Develop and implement plans to optimize parking and develop a parking plan for downtown.
 - A. Strongly support the "eased" parking restrictions for an additional five (5) years with regard to the development of upstairs buildings and restaurants within downtown, and request the City Council review the off-street parking ordinance and grant an extension of the associated sunset clause expiring in December 1998.

- B. Begin planning for a city parking facility.
- III. Develop a detailed circulation plan based on a city-wide traffic study for the westside and retail core (i.e., Vine Street to Riverside; 1st Street to 24th Street).
- IV. Create a marketing theme consistent with future uses that will include entrance/gateway signage, and historic lighting and landscaping in the downtown (i.e., Pine Street to Spring Street and 6th Street to 16th Street).
 - A. Develop a downtown vision plan which provides consistency with developed guidelines.
 - B. Support working with Main Street Design Committee, Project Area Committee (PAC), and Planning Commission to adopt guidelines for Historic Districts A, B, Spring Street, Vine Street and Riverside Avenue.
 - C. Continue financial support of the Main Street Program in planning promotions and improving/revitalizing the downtown.
- V. Explore the feasibility of establishing a permanent European-styled open-air marketplace with ongoing activities. Become one of the first in California to establish.
- VI. Promote the establishment of art galleries in the downtown.
- VII. Encourage and provide financial incentives for professional office space.

GOAL #2: DIRECT AND INCREASE THE NUMBER OF SITES FOR RETAIL OUTLETS AND COMMERCIAL SPACE WITHIN THE CITY LIMITS TO PROVIDE AN INCREASE IN SALES TAX REVENUES

OBJECTIVE A

- o Create additional regional commercial centers along the Highway 46W corridor, Theater Drive, Ramada Drive, and along Highway 46E.

IMPLEMENTATION

- I. Annexations of property at both the southeast and northwest corridors of Highway 101/46W in order to assemble the necessary acreage.

OBJECTIVE B

- o Provide for neighborhood shopping in residential areas.

Paso Robles Downtown Parking Action Plan

(and Status Report as of December 2005)

Short-Term (2002-2005); current / projected demand for 100 spaces:

- Provide angled on-street parking where feasible. **(Done; created 115 spaces)**
- Propose a budget in FY 03-04 for new/additional signs for parking lots. **(Done)**
- In cooperation with Main Street, mark curb faces in selected blocks to designate on-street parking spaces “for customers”. **(Was concluded to be not feasible / effective)**
- Allow loading zones to be established by the Streets & Utilities Committee. **(Done)**
- Establish a City Council ad hoc Committee to review options for ways to provide more off-street parking spaces (particularly in the form of parking lots that could later be used for parking structures). Considerations shall include potential locations and costs for the City to lease and improve vacant properties as interim locations for additional off-street parking. **(Done; preparation of a financing study which is now underway)**
- Direct staff to prepare the appropriate paperwork to extend the current favorable parking ratio that expires in December 2003 to December 2005. **(Done)**
- Encourage Main Street to work with downtown merchants to formulate and implement programs that provide incentives for employees to park outside of the downtown core area. (To the extent that these programs are successful, it may not be necessary to pursue less attractive and more expensive measures to free up customer parking in the downtown core area.) **(City staff understands Main Street made efforts but with limited success)**
- Do one of the following:
 - a. Determine to rely on business owners to control the parking of their employees, thereby freeing up additional on and off-street parking spaces for customers, for a three-year period (ending December 31, 2005). Prior to the close of the three year period, review the potential need for time restricted parking; **(Done; little perceived success)** or
 - b. Direct staff to prepare a FY 03-04 budget proposal to enforce parking time limits. The time limits would restrict parking between 10 AM and 2 PM weekdays and would apply to areas identified in the Kimley-Horn study:
 - i. No time limits in public parking lots at 12th & Railroad, Spring between 12th and 13th, and south of City Hall, and along 11th Street and outside of the core area defined below in ii, iii, iv.
 - ii. A time limit of 4 hours on Spring and Pine Streets south of 12th.
 - iii. A time limit of 2 hours on Park & Pine Streets from 12th to 14th Street and in the parking lot east of Marv’s Pizza.

EXHIBIT A

Paso Robles Downtown Parking Options

- iv. A time limit of 4 hours on 12, 13, and 14th Streets.
- When development occurs at the NE and SE corners of 4th and Spring Streets, propose a budget for modifying lane configurations to channel a lane of traffic east on 4th Street and north on Pine Street. **(May be implemented with new Development plans)**

Mid-Term (2006-2009); projected demand for 350 additional spaces:

- Reevaluate the need for time-restricted parking (if not established in the short-term program or if there is a perceived need to consider expansion of either the time limits or geographic area to which they apply).
- Consider whether or not to further extend the favorable parking ratio for new development in the downtown area. **(Will be considered before 12/31/05)**
- Budget funds for acquisition and design of a facility to expand the number of off-street parking spaces within Area IV (as defined in the Kimley-Horn report). The location of the additional off-street parking would be based on opportunity for purchase of land. Property would be improved for surface level parking as an interim measure, with future structured parking as a long-range plan.
- Once the 13th Street bridge project is complete, as a trial measure, close off 13th Street for a two-week period in the block between Railroad and Park Streets, installing traffic counting devices elsewhere to determine the patterns of traffic that result from the change. This trial would include installing directional signs at 10th and 16th Streets, designed to channel traffic to Riverside and Creston Roads. Depending upon the outcome of the trial (measured in terms of reasonable success in redirecting traffic), consider the budget for a permanent barrier.

Long-Term (2010 and beyond); projected demand for 550 more spaces:

- Reevaluate the need for time-restricted parking (if not established in the short-term program or if there is a perceived need to consider expansion of either the time limits or geographic area to which they apply).
- Consider whether or not to further extend the favorable parking ratio for new development in the downtown area.
- Design and construct one or more multi-level parking lots to service Area IV as defined by the Kimley-Horn Report.
- Plan for and implement measures to direct Spring Street traffic east to the Riverside Avenue corridor, based on a new rail underpass or overpass being constructed at 4th and Pine / Riverside.

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL
PROJECT NOTICING


Newspaper: Tribune

Date of Publication: November 23, 2005

Meeting Date: December 13, 2005
(Planning Commission)
December 20, 2005
(City Council)

Project: Code Amendment 05-004
Off-Street Parking & Loading
Regulations and Financing of
Downtown Parking Facilities
(City initiated)

I, Lonnie Dolan, employee of the Community Development Department, Planning Division, of the City of El Paso de Robles, do hereby certify that this notice is a true copy of a published legal newspaper notice for the above named project.

Signed: 
Lonnie Dolan

NOTICE OF PUBLIC HEARINGS;
NOTICE OF INTENT TO ADOPT
NEGATIVE DECLARATION

Zoning Code Amendment 2005-004
Amendment to Chapter 21.22
Off-Street Parking and Loading Regulations
And Financing of Downtown Parking Facilities
(City Initiated)

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing to consider making recommendations regarding adoption of a Negative Declaration and approval of Zoning Code provisions that regulate Off-Street Parking and Loading. The focus of discussion will be whether or not to extend the current parking requirements for the Downtown Area and, if so, in what form and for what period of time. In conjunction with the Zoning Code Amendment, the Planning Commission will also be scheduled to consider making a recommendation with regard to financing of Downtown Parking Facilities.

The Planning Commission's hearing will take place in the Conference Room of the Library / City Hall at 1000 Spring Street, Paso Robles, California, at the hour of 7:30 PM on Tuesday, December 13, 2005 at which time all interested parties may appear and be heard.

NOTICE IS ALSO HEREBY GIVEN that the City Council of the City of El Paso de Robles will hold a Public Hearing to consider the same Zoning Code Amendment. The City Council's hearing will take place in the Conference Room of the Library / City Hall at 1000 Spring Street, Paso Robles, California, at the hour of 7:30 PM on Tuesday, December 20, 2005 at which time all interested parties may appear and be heard. In conjunction with the Zoning Code Amendment, the City Council will also consider the Planning Commission's recommendation with regard to financing of Downtown Parking Facilities.

As part of the noticed Public Hearing, the City Council will consider adoption of a Negative Declaration of Environmental Impact (statements that there will be no significant environmental effects) in accordance with the provisions of the California Environmental Quality Act (CEQA). The proposed Negative Declaration will be available for public review from November 23, 2005 through December 13, 2005. Copies of the staff report and draft Negative Declaration will be available for the cost of reproduction at the Community Development Department, City Hall, 1000 Spring Street, Paso Robles, CA 93446. Please write to this address or call the Planning Division at (805) 237-3970 should you have questions or comments regarding this notice or related matters.

If you challenge the ordinance in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

Bob Lata, Community Development Director
Nov. 23, 2005 6284058

RESOLUTION NO. 05-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
ADOPTING A NEGATIVE DECLARATION FOR THE CODE AMENDMENT 05-004
AMENDING THE ZONING CODE WITH REGARD TO DOWNTOWN PARKING FACILITIES
AND THE FINANCING OF DOWNTOWN PARKING

WHEREAS, in 1994 the City Council of the City of El Paso de Robles adopted an Amendment to the City's Municipal Code to provide a special set of off-street parking standards for the Downtown Area as defined by Figure 21.22-4 of the Zoning Code; and

WHEREAS, in 1998 and 2003 the City Council approved extensions of time under which the special parking code provisions would apply; and

WHEREAS, under the most current code provisions found in Section 21.22.035.C, the special off-street parking requirements are scheduled to expire December 31, 2005 unless they are extended by the City Council; and

WHEREAS, Municipal Code Amendment 2005-004 proposes to consider a further extension of the Downtown Parking Provisions, in conjunction with establishment of a Parking Financing Program; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, at its December 13, 2005 meeting, the Planning Commission held a duly noticed public hearing on the proposed Code Amendment to accept public testimony on the proposal, including the environmental determination therefor; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission recommended to the City Council that the proposed Code Amendment be approved and that a Negative Declaration be adopted.

WHEREAS, public notice of intent to adopt a Negative Declaration was given as required by Section 21092 of the Public Resources Code; and

WHEREAS, based on the information and analysis contained in the Initial Study and the attachments thereto, a determination has been made that the proposed Code Amendment qualifies for adoption of a Negative Declaration.

NOW, THEREFORE, the City Council of the City of El Paso de Robles, using its independent judgment and analysis, does hereby:

1. Find and determine that the proposed Code Amendment will not have a significant impact on the environment.

This finding and determination was made based upon the substantial evidence presented at the public hearing, including the whole record before the City Council (including the Initial Study, the Staff Report, the proposed Code Amendment, and any public comments or testimony received thereon); and,

2. Adopt a Negative Declaration for the proposed Code Amendment.

ADOPTED by the City Council of the City of El Paso de Robles at a regular meeting of said Council held on 20th December 2005 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Sharilyn M. Ryan, Deputy City Clerk

**CITY OF PASO ROBLES – PLANNING DIVISION
INITIAL STUDY FOR MUNICIPAL CODE AMENDMENT
CODE AMENDMENT 05-004**

1. GENERAL PROJECT INFORMATION

PROJECT TITLE: Code Amendment 05-004, Extension of Downtown Parking Code and Adoption of Parking Financing Program

LEAD AGENCY: City of Paso Robles - 1000 Spring Street, Paso Robles, CA 93446

Contact: Bob Lata, Community Development Director
Telephone: (805) 237-3970

PROJECT LOCATION: Downtown Area, Figure 21.22-4 of the Zoning Code

PROJECT PROPONENT: City Initiated

**LEAD AGENCY CONTACT/
INITIAL STUDY PREPARED BY:** Bob Lata, Community Development Director

Telephone: (805) 237-3970
Facsimile: (805) 237-3904
E-Mail: bob@prcity.com

GENERAL PLAN DESIGNATION: N/A

ZONING: N/A

2. PROJECT DESCRIPTION

An Amendment to the Municipal Code to extend the effective dates of the current Downtown Parking Code Provisions and to consider adoption of a Downtown Parking Financing Program.

3. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (For example, issuance of permits, financing approval, or participation agreement):

None.

4. EARLIER ENVIRONMENTAL ANALYSIS AND RELATED ENVIRONMENTAL DOCUMENTATION:

None.

5. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR THE PROJECT:

This Initial Study is applies to the Zoning Code defined Downtown Area.

6. PURPOSES OF AN INITIAL STUDY

The purposes of an Initial Study for a Development Project Application are:

- A. To provide the City with sufficient information and analysis to use as the basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration for a site specific development project proposal;
- B. To enable the City as lead agency to modify a project, mitigating adverse impacts before an Environmental Impact Report is required to be prepared, thereby enabling the proposed Project to qualify for issuance of a Negative Declaration or a Mitigated Negative Declaration;
- C. To facilitate environmental assessment early in the design of a project;
- D. To eliminate unnecessary EIRs;
- E. To explain the reasons for determining that potentially significant effects would not be significant;
- F. To determine if a previously prepared EIR could be used for the project;
- G. To assist in the preparation of an Environmental Impact Report if one is required; and
- H. To provide documentation of the factual basis for the finding of no significant effect as set forth in a Negative Declaration or a Mitigated Negative Declaration prepared for the project.

7. EXPLANATION OF ANSWERS FOUND ON THE ENVIRONMENTAL CHECKLIST FORM

A. Scope of Environmental Review

This is a code amendment that would apply “city-wide”. The intent is to refine provisions in the existing ordinance to improve the quality and consistency of Arborist reports and to address issues related to diseased trees and other oaks that should be removed in order to implement good forestry practices.

B. Evaluation of Environmental Impacts

- 1. A brief explanation is required for all answers to the questions presented on the following Environmental Checklist Form, except where the answer is that the proposed project will have “No Impact.” The “No Impact” answers are to be adequately supported by the information sources cited in the parentheses following each question or as otherwise explained in the introductory remarks. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors and/or general standards. The basis for the “No Impact” answers on the following Environmental Checklist Form is explained in further detail in this Initial Study in Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 10 (Context of Environmental Analysis for the Project).
- 2. All answers on the following Environmental Checklist Form must take into account the whole action involved with the project, including implementation. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
- 4. “Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant

level. Mitigation Measures from Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) may be cross-referenced.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). See Section 4 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 11 (Earlier Analysis and Background Materials) of this Initial Study.
6. References to the information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the Environmental Checklist Form. See Section 11 (Earlier Analysis and Related Environmental Documentation). Other sources used or individuals contacted are cited where appropriate.
7. The following Environmental Checklist Form generally is the same as the one contained in Title 14, California Code of Regulations; with some modifications to reflect the City's needs and requirements.
8. Standard Conditions of Approval: The City imposes standard conditions of approval on Projects. These conditions are considered to be components of and/or modifications to the Project and some reduce or minimize environmental impacts to a level of insignificance. Because they are considered part of the Project, they have not been identified as mitigation measures. For the readers' information, the standard conditions identified in this Initial Study are available for review at the Community Development Department.
9. Certification Statement: The statements made in this Initial Study and those made in the documents referenced herein present the data and information that are required to satisfy the provisions of the California Environmental Quality Act (CEQA) – Statutes and Guidelines, as well as the City's Procedures for Implementing CEQA. Further, the facts, statements, information, and analysis presented are true and correct in accordance with standard business practices of qualified professionals with expertise in the development review process, including building, planning, and engineering.

8. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The proposed project may potentially affect the environmental factors checked below, and may involve at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," if so indicated on the following Environmental Checklist Form (Pages 8 to.15)

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Land Use & Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Energy & Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| | <input type="checkbox"/> Mandatory Findings of Significance | |

9. ENVIRONMENTAL DETERMINATION: On the basis of this initial evaluation: I find that:


The proposed project could not have a significant effect on the environment; and, therefore, a **NEGATIVE DECLARATION** will be prepared.

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.

The proposed project may have a significant effect on the environment; and, therefore an **ENVIRONMENTAL IMPACT REPORT** is required.

The proposed project may have a significant effect(s) on the environment, but one or more effects (1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) have been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or is "potentially significant unless mitigated."

Therefore, an **ENVIRONMENTAL IMPACT REPORT** is required, but it will analyze only the effect or effects that remain to be addressed.

Signature: 

Date: November 18, 2005

Bob Lata, Community Development Director

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the Proposal:

- a) Conflict with general plan designation or zoning?
(Sources: 1 & 8)

Discussion: Adoption of an extension to the current Downtown Parking Code provisions would continue the existing land use patterns. Allowing the current provisions to expire on 12-31-05 would result in decreased focus on downtown investment, thereby channeling development to other areas of the City. The environmental impact on the downtown would not be significant and the impacts elsewhere in the City would need to be evaluated on a project basis. Impacts of development of parking facilities would be on a project-by-project basis.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?
(Sources: 1 & 3)

Discussion: N/A

- c) Be incompatible with existing land uses in the vicinity?
(Sources: 1 & 3)

Discussion: N/A

- d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)?

Discussion: N/A

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?
(Sources: 1 & 3)

Discussion: N/A (not a land use issue)

II. POPULATION AND HOUSING. Would the proposal:

- a) Cumulatively exceed official regional or local population projections? (Sources: 1 & 3)

Discussion: N/A

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? (Sources: 1 & 3)

Discussion: N/A

- c) Displace existing housing, especially affordable housing?
(Sources: 1, 3, & 5)

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: N/A

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

a) Fault rupture? (Sources: 1, 2, & 3)

Discussion: N/A

b) Seismic ground shaking? (Sources: 1, 2, & 3)

Discussion: N/A

c) Seismic ground failure, including liquefaction?
(Sources: 1, 2 & 3)

Discussion: N/A

d) Seiche, tsunami, or volcanic hazard? (Sources: 1, 2, & 3)

e) Landslides or Mudflows? (Sources: 1, 2, & 3)

Discussion: N/A

f) Erosion, changes in topography or unstable soil conditions
from excavation, grading, or fill? (Sources: 1, 2, 3, & 4)

Discussion: N/A

g) Subsidence of the land? (Sources: 1, 2, & 3)

Discussion: N/A

h) Expansive soils? (Sources: 4)

Discussion: N/A

i) Unique geologic or physical features? (Sources: 1 & 3)

Discussion: N/A

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. WATER. Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources: 1, 3, & 7)

Discussion: N/A

b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 3, & 7)

Discussion: N/A (not a land use issue)

c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 3, & 7)

Discussion: N/A

d) Changes in the amount of surface water in any water body? (Sources: 1, 3, & 7)

Discussion: N/A

e) Changes in currents, or the course or direction of water movement? (Sources: 1, 3, & 7)

Discussion: N/A

f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? (Sources: 1,3, & 7)

Discussion: N/A

g) Altered direction or rate of flow of groundwater? (Sources: 1, 3, & 7)

Discussion: N/A

h) Impacts to groundwater quality? (Sources: 1, 3, & 7)

Discussion: N/A

i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (Sources: 1, 3, & 7)

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: N/A

V. AIR QUALITY. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The extension of the Downtown Parking Code would help encourage a pedestrian oriented downtown development patterns which would have a positive impact on Air Quality.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Expose sensitive receptors to pollutants? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Alter air movement, moisture, or temperature? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|--------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Create objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increased vehicle trips or traffic congestion? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: A pedestrian oriented downtown would help minimize vehicular trips.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Inadequate emergency access or inadequate access to nearby uses? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Insufficient parking capacity on-site or off-site? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The Parking Financing Program would be intended to fund a proportionate share of new off-street parking facilities.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Hazards or barriers for pedestrians or bicyclists?
(Source: 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
(Sources: 1 & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Rail, waterborne or air traffic impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A.

BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Locally designated species (e.g., heritage trees)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Wetland habitat (e.g., marsh, riparian and vernal pool)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Wildlife dispersal or migration corridors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

Discussion: N/A

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

- a) Conflict with adopted energy conservation plans? (Sources: 1 & 7)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A

- b) Use non-renewable resource in a wasteful and inefficient manner? (Sources: 1 & 7)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A

- c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (Sources: 1 & 7)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A

IX. HAZARDS. Would the proposal involve:

- a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A..

- b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1 & 7)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A.

- c) The creation of any health hazard or potential hazards?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A..

- d) Increased fire hazard in areas with flammable brush, grass, or trees?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: N/A

X. NOISE. Would the proposal result in:

- a) Increases in existing noise levels? (Sources: 1, 7, & 8)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion N/A.

- b) Exposure of people to severe noise levels? (Source: 3)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

10 Environmental Checklist Form

Potentially Significant

Unless Mitigation Incorporated

Less Than Significant Impact

No Impact

Potentially Significant Impact

ISSUES (and Supporting Information Sources):

Discussion: N/A.

XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? (Sources: 1, 3, 6, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police Protection? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Maintenance of public facilities, including roads?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other governmental services? (Sources: 1,3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: N/A.

XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Communication systems? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Sewer or septic tanks? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Storm water drainage? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Solid waste disposal? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Local or regional water supplies? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: N/A

XIII. AESTHETICS. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Affect a scenic vista or scenic highway? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a demonstrable negative aesthetic effect?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Create light or glare? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

XIV. CULTURAL RESOURCES. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Disturb paleontological resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Disturb archaeological resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Affect historical resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Restrict existing religious or sacred uses within the potential impact area? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

XV. RECREATION. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Affect existing recreational opportunities? (Sources 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1 & 3)</p> <p><i>Discussion: N/A.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1 & 3)</p> <p><i>Discussion: N/A.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1 & 3)</p> <p><i>Discussion: N/A.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1 & 3)</p> <p><i>Discussion: N/A.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

11. EARLIER ANALYSIS AND BACKGROUND MATERIALS

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). The earlier documents that have been used in this Initial Study are listed below.

Reference Number	Document Title	Available for Review At
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
2	Seismic Safety Element for City of Paso Robles	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
3	Final Environmental Impact Report City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
4	Soil Survey of San Luis Obispo County, California Paso Robles Area	USDA-NRCS, 65 Main Street-Suite 108 Templeton, CA 93465
5	Uniform Building Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
6	City of Paso Robles Standard Conditions of Approval For New Development	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
7	City of Paso Robles Zoning Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
8	City of Paso Robles, Water Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
9	City of Paso Robles, Sewer Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
10	Federal Emergency Management Agency Flood Insurance Rate Map	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446

Attachments:

- 1 – SLOAPCD Emissions Data
- 2 – Traffic Mitigation Measures
- 3 – Project Plans

ORDINANCE NO. XXX N.S.
AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
AMENDING SECTION 21.22 et seq. AND RELATED PROVISIONS OF THE
MUNICIPAL CODE (MUNICIPAL CODE AMENDMENT 2005-004 – DOWNTOWN PARKING)

WHEREAS, in 1994 the City Council of the City of El Paso de Robles adopted an Amendment to the City's Municipal Code to provide a special set of off-street parking standards for the Downtown Area as defined by Figure 21.22-4 of the Zoning Code; and

WHEREAS, in 1998 and 2003 the City Council approved extensions of time under which the special parking code provisions would apply; and

WHEREAS, under the most current code provisions found in Section 21.22.035.C, the special off-street parking requirements are scheduled to expire December 31, 2005 unless they are extended by the City Council; and

WHEREAS, Municipal Code Amendment 2005-004 proposes a further extension of the Downtown Parking Provisions, in conjunction with establishment of a Parking Financing Program which is the subject of a separate City Council consideration; and

WHEREAS, at its meeting of December 13, 2005, the Planning Commission took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. Recommended that the City Council approve the proposed ordinance; and

WHEREAS, based on consideration of information received at its meetings of December 20, 2005, the City Council took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. Considered the Commission's recommendation from the Planning Commission's December 13, 2005, public meeting;
- e. Introduced said ordinance for first reading; and

WHEREAS, on January 3, 2006, the City Council held second reading of said ordinance.

NOW, THEREFORE, BE IT KNOWN that the Paso Robles City Council, based upon the substantial evidence presented at the above referenced public hearing, including oral and written staff reports, finds as follows:

1. The above stated facts of this ordinance are true and correct.

2. This code amendment is consistent with the City's General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES DOES ORDAIN AS FOLLOWS:

Section 21.22 et seq. is hereby amended to replace the current text with the text of the code amendment attached and labeled Exhibit "A" (Downtown Area Parking Space Requirements).

SECTION 1. Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with Section 36933 of the Government Code.

SECTION 2. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared unconstitutional.

SECTION 3. Inconsistency. To the extent that the terms or provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof and such inconsistent and conflicting provisions of prior ordinances, motions, resolutions, rules, and regulations are hereby repealed.

SECTION 4. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

Introduced at a regular meeting of the City Council held on December 20, 2005, and passed and adopted by the City Council of the City of El Paso de Robles on the 3rd day of January 2006 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Frank R. Mecham, Mayor

ATTEST:

Sharilyn Ryan, Deputy City Clerk

Exhibit "A" to Zoning Code Amendment 2005-004
21.22.035 Downtown area parking space requirements.

A. Commercial, service and office land uses located within the downtown area shall be required to provide off-street parking spaces at the ratio of one space per one thousand seven hundred fifty (**1,750**) square feet of land area, in order to encourage economic investment and a pedestrian oriented development pattern.

B. Exceptions to the downtown area parking space requirements:

1. Within the downtown area, buildings existing as of November 1, 1992, shall have no requirement to provide off-street parking spaces for commercial, service and office land uses.
2. There are no off-street parking requirements for the class and nature of land uses that includes movie theaters, theatrical productions, restaurants and other assembly type land uses that typically, but not exclusively, are in operation after usual business hours (i.e., after five p.m.); the applicability of this standard shall be determined by the planning commission.
3. The planning commission shall have the authority to waive the one space per one thousand seven hundred fifty (**1,750**) square foot off-street parking requirement in the downtown area when such waiver would support the city's economic development strategy, dated May 18, 1993, and no health or safety concerns would be adversely impacted by such waiver.

C. Conditions on the applicability of the Downtown area parking space requirements: Any incremental increase in usable building area as a result of new construction (e.g. a new building or adding additional floors to an existing building) shall be subject to payment of an "in lieu" parking fee of an amount to be established by Resolution of the City Council and shall be based on the difference between the number of new off-street parking spaces that are provided on-site and the City-wide off-street parking requirements of Section 21.22.040 of the Paso Robles Municipal Code or any other Parking Code requirement subsequently adopted for the Downtown Area. In addition, as a condition of the granting of any entitlement for an increase in building area, the property owner shall enter into an agreement in a form to be approved by the City Attorney, committing the property owner and his or her tenants to participating in a proportionate share in the financing of off-street parking facilities in the Downtown Area in a form and amount specified by City Council Resolution. Exception: Replacement for demolished structures (e.g. as a result of the 2003 Earthquake or property owner decision to replace a structure) shall receive credit for pre-existing square footage.

D. Effective Dates. The off-street parking requirements and exemptions from said requirements that are provided for in this section shall apply from the effective date of the ordinance codified in this chapter through **December 31, 2010**. Prior to **December 31, 2010**, the city council may, by ordinance, determine to extend the effective period of said requirements and/or exemptions. In the absence of an affirmative action by the city council to extend the requirements and/or exemption provided for in this chapter, on **January 1, 2011** off-street parking requirements for new constructions within the downtown area, as defined in Section 21.22.030 et seq. of the Paso Robles Municipal Code, shall revert to the off-street parking requirements contained in Section 21.22.040 of the Paso Robles municipal code. Even if the city council does not extend the off-street parking requirements and/or exemptions provided for by this chapter, any buildings and structures, existing as of January 1, 2006, shall continue to be exempt from off-street parking requirements. ***Payment of in lieu fees and participation in financing public parking shall apply to any projects approved by the Planning Commission or Development Review Committee after January 1, 2006, with the above noted exception.*** (Ord. ____ N.S.2006; Ord. 868 N.S., 2003; Ord. 756 N.S., 1999; Ord. 669 N.S. 3, 1994)