

RESOLUTION NO. 02-221

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
APPROVING THE DOWNTOWN PARKING AND CIRCULATION ANALYSIS
AND ACTION PLAN

WHEREAS, revitalization of Downtown Paso Robles has been a major focus of the City, Main Street, and the Chamber of Commerce; and

WHEREAS, the City's Economic Strategy was prepared and adopted in part to provide guidance on the types of actions to ensure the continued revitalization of Downtown Paso Robles; and

WHEREAS, the City's Economic Strategy envisions that Downtown Paso Robles will be developed into a Commercial/Entertainment Center that caters to tourists, that accommodates a Governmental Center (e.g. Public Safety Center, County Courts, etc), and that provides professional office space; and

WHEREAS, The objectives of the revitalization efforts are to generate new investment in the Downtown and to create constant pedestrian activities and events that will attract youth and families to the Downtown; and

WHEREAS, in order achieve these objectives, the City's Economic Strategy indicates that the following actions should be taken:

- Development and implementation of a plan to optimize parking, including a parking plan for the Downtown;
- Support of "eased" parking restrictions;
- Begin planning for a city parking facility; and,
- Development of a detailed circulation plan that is based on a citywide traffic study of the Westside and retail core (i.e., Vine Street to Riverside Avenue; 1st Street to 24th Street).

WHEREAS, the City has retained the services of Kimley-Horn and Associates to prepare an independent study reviewing parking and circulation in the Downtown; and

WHEREAS, based upon the facts and analysis presented in the staff report, and public testimony received, the City Council finds that the project qualifies for adoption of a Mitigated Negative Declaration and approval of a Monitoring/Reporting Program; and

WHEREAS, a public workshop was held on May 1, 2002 to receive input and suggestions on the Parking and Circulation Analysis and Action Plans; and

WHEREAS, an ad-hoc Parking and Circulation Committee comprised of representatives of the City Council, the Planning Commission, Main Street, and the Chamber of Commerce was formed to review and provide input on the Draft Downtown Parking and Circulation Analysis and Action Plan; and

WHEREAS, the ad-hoc Parking and Circulation Committee has recommended to the Planning Commission that the Draft Parking and Circulation Analysis and Action Plan be approved; and

WHEREAS, the Planning Commission reviewed the Draft Parking and Circulation Analysis and Action Plan at its September 24, 2002 meeting and the Commission's recommendations have been verbally presented to the City Council at its October 1, 2002 meeting; and

WHEREAS, the City Council held a duly noticed public hearing on October 1, 2002, to consider the facts as presented in the staff report and to accept public testimony; and

WHEREAS, the City Council continued the noticed hearing to an additional public workshop / adjourned meeting scheduled for October 29, 2002, to consider additional information as presented in the staff report and to accept further public testimony; and

WHEREAS, based upon the facts and analysis presented in the staff report and public testimony received, the City Council finds that the Draft Downtown Parking and Circulation Analysis and Action Plan properly identifies the steps to be taken to address the needs of the Downtown and to ensure its continued vitality.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles does hereby:

1. Approve the Draft Downtown Parking and Circulation Analysis.
2. Approve specific components of the Recommended Action Plan described in the attached Exhibit "A", to include angled parking, signage, public information, and include contacting the construction workers across the street and a request from the City Manager to our City Employees to see if they would opt to park outside of the City downtown core. This option would also direct staff to prepare a budget proposal for consideration during the next budget cycle in Fiscal Year '03-'04, which would pursue increasing the supply of new parking spaces in the downtown core area including researching the components of a shuttle service between either the transit center or Robbins field, directing the City Manager to contact the Fair to see if we can use their parking facilities and appoint a City Council ad hoc committee to actually pursue long term options for further increase in the supply of parking spaces in the downtown area and implementing the balance of the action suggested in the attached draft program.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 29th day of October 2002 by the following vote:

AYES: Finigan, Heggarty, Nemeth, Picanco and Mecham
NOES: None
ABSTAIN: None
ABSENT: None

Frank R. Mecham, Mayor

ATTEST:

Sharilyn M. Ryan, Deputy City Clerk

EXHIBIT A

Paso Robles Downtown Parking Options

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

- Provide angled on-street parking where feasible.
- Propose a budget in FY 03-04 for new/additional signs for parking lots.
- In cooperation with Main Street, mark curb faces in selected blocks to designate on-street parking spaces “for customers”.
- Allow loading zones to be established by the Streets & Utilities Committee.
- 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.
- Direct staff to prepare the appropriate paperwork to extend the current favorable parking ratio that expires in December 2003 to December 2005.
- 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.)
- 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; 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.

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.
- 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.