



AGENDA SUMMARY
DOWNTOWN PARKING ADVISORY BOARD SPECIAL MEETING
FRIDAY, MARCH 11, 2016
8:00 A.M.
CITY HALL 2ND FLOOR CONFERENCE ROOM
300 E. BRANCH STREET, ARROYO GRANDE

1. CALL TO ORDER

2. ROLL CALL

3. FLAG SALUTE

4. AGENDA REVIEW:

The Board may revise the order of agenda items depending on public interest and/or special presentations. It is recommended to move staff communications as the first item.

5. COMMUNITY COMMENTS AND SUGGESTIONS:

This public comment period is an invitation to members of the community to present issues, thoughts, or suggestions. Comments should be limited to those matters that are within the jurisdiction of the City Council. The Brown Act restricts the Downtown Parking Advisory Board from taking formal action on matters not published on the Agenda.

6. WRITTEN COMMUNICATIONS:

Correspondence or supplemental information for the Downtown Parking Advisory Board received after Agenda preparation. In compliance with the Brown Act, the Board will not take action on correspondence relating to items that are not listed on the Agenda, but may schedule such matters for discussion or hearing as part of future agenda consideration.

7. CONSENT AGENDA:

8. DISCUSSION ITEMS:

8.a. Consideration Of Installing Electrical Vehicle (EV) Charging Stations Within The Olohan Alley Parking Area

Recommended Action: It is recommended that the Downtown Parking Advisory Board approve the installation of two (2) EV charging stations within the Olohan Alley parking area

Documents: [DPAB 08.a. EV Stations in Olohan Alley.pdf](#)

8.b. Consideration Of Car Corral Drainage Improvements, Project PW 2015-18

Recommended Action: It is recommended that the Downtown Parking Advisory Board appropriate \$24,000 from the Downtown Parking Fund for the Car Corral Drainage Improvements capital project.

Documents: [DPAB 08.b. Car Corral Drainage - PW 2015-18.pdf](#)

8.c. Consideration Of A Request To Restrict Parking In The Car Corral And Adjacent Lots To Two-Hours

Recommended Action: It is recommended that the Downtown Parking Advisory Board reconsider a request to implement 2-hour parking restrictions in the Car Corral and adjacent lots.

Documents: [DPAB 08.c. Car Corral 2 Hour Parking.pdf](#)

8.d. Consideration Of Methods To Address Public Parking In Private Lots

Recommended Action: It is recommended that the Downtown Parking Advisory Board consider methods of addressing conflicts arising from public parking in private parking lots.

Documents: [DPAB 08.d. Village Private Parking.pdf](#)

9. BOARD COMMUNICATIONS:

Correspondence/Comments as presented by the Advisory Board.

10. STAFF COMMUNICATIONS:

Correspondence/Comments as presented by staff.

11. ADJOURNMENT

All staff reports or other written documentation, including any supplemental material distributed to a majority of the Downtown Parking Advisory Board within 72 hours of a regular meeting, relating to each item of business on the agenda are available for public inspection during regular business hours in the Community Development Department, 300 East Branch Street, Arroyo Grande. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act. To make a request for disability-related modification or accommodation, contact the Legislative and Information Services Department at 805-473-5414 as soon as possible and at least 48 hours prior to the meeting date.

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MEMORANDUM

TO: DOWNTOWN PARKING ADVISORY BOARD

FROM: TERESA MCCLISH, COMMUNITY DEVELOPMENT DIRECTOR

BY: KELLY HEFFERNON, ASSOCIATE PLANNER

SUBJECT: CONSIDERATION OF INSTALLING ELECTRICAL VEHICLE (EV) CHARGING STATIONS WITHIN THE OLOHAN ALLEY PARKING AREA

DATE: MARCH 11, 2016

RECOMMENDATION:

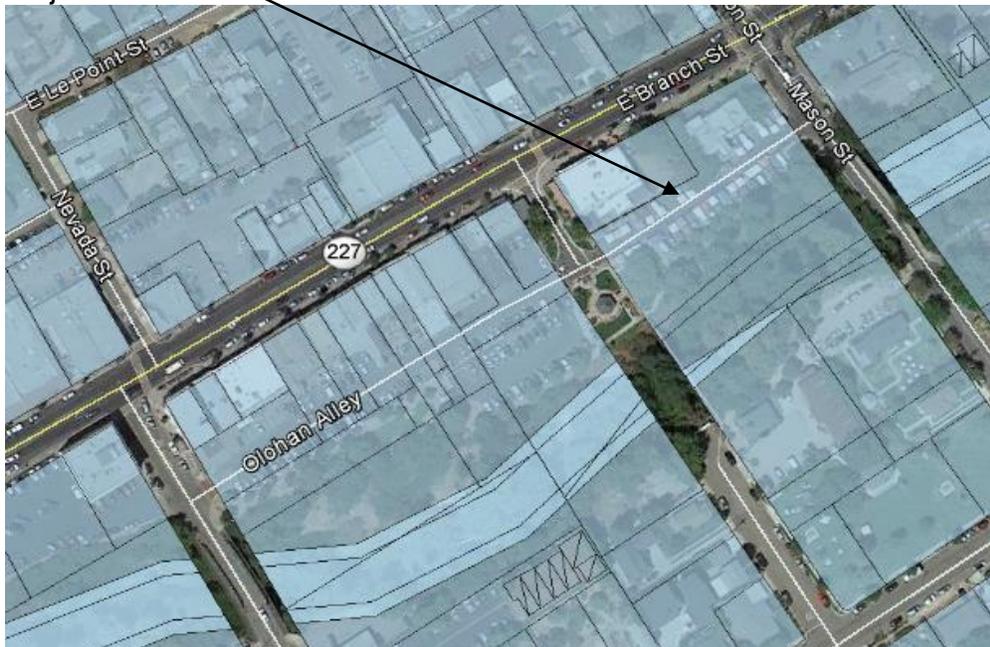
It is recommended that the Downtown Parking Advisory Board (DPAB) approve the installation of two (2) EV charging stations within the Olohan Alley parking area.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

It is estimated that there will be matching funds of approximately \$4,000 required to secure the contract agreement for the approved grant project. These funds are required for a two-year ChargePoint network services agreement and an extended warranty for the parts. These matching funds will not be paid through the Downtown Parking Fund.

BACKGROUND:

Project Location



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In November 2014, the California Energy Commission (CEC) released a Grant Solicitation and Application Package entitled "Electric Vehicle Charging Infrastructure" under the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This grant solicitation was an offer to fund electric vehicle charging infrastructure in four categories to support growth of electric vehicles as a conventional method of transportation and adoption of plug-in electric vehicles over a wide range of California's population and socio-economic classes. The grant solicitation announced that a total of \$6.0 million would be available.

The EV Communities Alliance (EVA), which is a public/private partnership focused on accelerating the development of EV charging infrastructure, approached jurisdictions within San Luis Obispo, Santa Barbara and Ventura Counties for participation in a joint application for the CEC ARFVTP Grant funds. Representatives of EVA contacted the City of Arroyo Grande in 2014 to participate in this multi-jurisdictional grant proposal to install EV charging infrastructure for "destination" charging sites (i.e. publicly accessible locations near center cities, commerce or major tourism areas for medium to long travel distances). The CEC approved \$498,475 in grant funds for the project, entitled "Central Coast Charge Ahead", which will install a total of 39 dual port Level 2 chargers (which equals 78 charge ports) throughout the tri-county area.

As a participant in this grant opportunity, the City of Arroyo Grande identified the Le Point Street parking lot as an ideal location given its proximity to the Village Core area where people can shop, eat or conduct business while they charge their vehicle. Two (2) EV charging stations have been installed and are operational at this location, which can charge up to four (4) vehicles at one time. The grant paid for the infrastructure (retail cost is about \$14,000) while the City is responsible for funding a network services agreement and warranty for parts (approximately \$4,000). No parking stalls were lost as a result of this project; however, priority is given to electric vehicle charging.

ANALYSIS OF ISSUES:

One of the jurisdictions previously approved to participate in this grant program has dropped out and therefore additional charging stations are available to other grant participants. The EVA has asked if the City of Arroyo Grande would like to take advantage of this opportunity and install additional charging stations elsewhere in the City. City staff identified Olohan Alley as a candidate location for the same reasons outlined above for the Le Point Street parking lot. This process is on a fast track since the grant cycle is almost at an end.

The location within Olohan Alley (on the north side of the parking area between Jaffa Café and the old City Hall building, now Remax) was selected because of cost and convenience. There is an existing electrical pedestal at this site that the chargers can easily access. There can either be two (2) chargers installed (4 parking spaces), or one (1) charger (two parking spaces). Similar to the existing chargers at the Le Point Street

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parking lot, no net loss of parking would occur, although priority would be given to electric vehicle charging.

ALTERNATIVES:

Staff has identified the following alternatives for consideration:

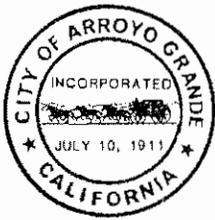
- Make a recommendation to the Community Development Director supporting installation of two (2) EV chargers within Olohan Alley at either the location behind Jaffa Cafe or another location within Olohan Alley;
- Make a recommendation to the Community Development Director supporting installation on one (1) EV charger within Olohan Alley at either the location behind Jaffa Cafe or another location within Olohan Alley;
- Make a recommendation to the Community Development Director to not support the installation of EV chargers within Olohan Alley; or
- Provide other direction to staff.

ENVIRONMENTAL REVIEW:

Staff has reviewed this project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and has determined that the project is categorically exempt pursuant to Section 15301 of the CEQA guidelines regarding minor modifications to existing facilities.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda was posted in front of City Hall and posted on the City's website on Wednesday March 9, 2016



MEMORANDUM

TO: DOWNTOWN PARKING ADVISORY BOARD

FROM: TERESA MCCLISH, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: CONSIDERATION OF CAR CORRAL DRAINAGE IMPROVEMENTS,
PROJECT PW 2015-18

DATE: MARCH 11, 2016

RECOMMENDATION:

It is recommended that the Downtown Parking Advisory Board (DPAB) appropriate \$24,000 from the Downtown Parking Fund for the Car Corral Drainage Improvements capital project.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

The \$24,000 from the Downtown Parking Fund will fund the construction costs for the Car Corral Drainage Improvements Project.

BACKGROUND:

The Car Corral ADA Improvements Project, PW 2015-01 that was presented to the Board in March 2015 has been completed. The project created three ADA spaces on the west side of the current Bill's Dry Cleaners in the southeastern area of the Car Corral parking lot, along with a separate pedestrian pathway leading from the spaces to the sidewalk on East Branch Street.

ANALYSIS OF ISSUES:

The installation of the ADA spaces and creation of berm did not improve drainage at the rear of the building that houses the current Bill's Dry Cleaners. In order to improve drainage and prevent flooding into the adjacent building, the installation of a drain and basin was required. Because of the history of flooding, the improvements were installed in anticipation of this winter's storms. Work was completed by JG Contracting and the system proved to be effect during the most recent storm event.

ALTERNATIVES:

Staff has identified the following alternatives for consideration:

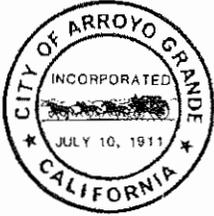
- Approve staff's recommendation to allocate the requested funds;
- Do not approve staff's recommendation and make a recommendation to the Community Development Director regarding the allocation of funds; or
- Provide direction to staff.

ENVIRONMENTAL REVIEW:

The project is categorically exempt from CEQA pursuant to Section 15301(c).

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda was posted in front of City Hall and posted on the City's website on March 9, 2016.



MEMORANDUM

TO: DOWNTOWN PARKING ADVISORY BOARD

FROM: TERESA MCCLISH, COMMUNITY DEVELOPMENT DIRECTOR

BY: MATTHEW DOWNING, ASSOCIATE PLANNER

SUBJECT: CONSIDERATION OF A REQUEST TO RESTRICT PARKING IN THE CAR CORRAL AND ADJACENT LOTS TO TWO-HOURS

DATE: MARCH 11, 2016

RECOMMENDATION:

It is recommended that the Downtown Parking Advisory Board (DPAB) reconsider a request to implement 2-hour parking restrictions in the Car Corral and adjacent lots.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

Impacts to financial and personnel resources would result from the restriction of parking in the Car Corral and adjacent lots to 2-hours. Although estimates have yet to be made regarding the full costs associated with the request, the impacts would result from the following:

- Public outreach necessary to gain broader public input on the proposed restriction;
- New signage indicating restricted hours;
- Ticketing, enforcement, and towing; and
- Community follow-up regarding effectiveness of changes.

BACKGROUND:

On October 25, 2011, after receiving a recommendation from the DPAB, the City Council adopted a Resolution to: 1) eliminate restricted parking in the Village except on West and East Branch Streets between Traffic Way and Mason Street and on Bridge Street between W. Branch Street and the Bridge Street Bridge; and 2) to make all the restricted parking 2-hour parking and thus eliminate the 30-minute parking area on one section of E. Branch Street adjacent to the Car Corral. On September 10, 2013, after receiving a second recommendation from the DPAB, the City Council adopted a Resolution eliminating the 2-hour parking restrictions in the Car Corral entirely.

On July 1, 2014, the Planning Commission approved Conditional Use Permit 14-006 for the expansion of an existing commercial structure on Nevada Street. On April 21, 2015, near the end of project construction, the City received a request from the Village Improvement Association (VIA) identifying an issue with vehicles associated with the business parking in the Car Corral for extended periods of time, increasing parking needs

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in the vicinity. The VIA has requested 2-hour parking limitations be reinstated at the Car Corral and areas adjacent to it, as far as Apropos.

On June 24, 2015, the DPAB considered the VIA's request and recommended not to pursue the 2-hour parking limitations. Instead, the DPAB recommended allowing more time for the construction activities to cease and to monitor the parking lots. Since the end of construction and the opening of the business to normal operations, the VIA has continued to notice long-term employee parking habits in the lot. As a result, the VIA is again requesting the lots be limited to 2-hour parking.

ANALYSIS OF ISSUES:

Parking is an important component in many land use decisions. It affects trip generation, mode choice, urban design and form, economic viability, and personal mobility. In an automobile dependent state, region, and county, the character, competitive capability, and commercial convenience of the Village is largely determined by the quantity and quality of parking availability for both short-term and long-term uses.

The request for limiting parking in the Car Corral identifies a new business in the vicinity as a source for increased parking needs. Complaints regarding business owners and employees parking in prime parking spaces for extended periods of time are a continuing issue in the Village. The City has traditionally encouraged business owners to instruct employees to park in public lots if parking for extended periods of time. When previous 2-hour parking limitations were implemented in the Village, the City utilized Neighborhood Services Technicians from the Police Department for enforcement. If 2-hour parking limitations were reinstated for the Car Corral area, enforcement could be difficult given increased workloads of the Neighborhood Services Technicians.

ALTERNATIVES:

The following alternatives are provided for the Board's consideration:

- Direct staff to further analyze the requested 2-hour parking limitations for a recommendation to the City Council;
- Direct staff to analyze 2-hour parking limitations for more than the parking lots requested for a recommendation to the City Council; or
- Provide other direction to staff.

ADVANTAGES:

Advantages of parking restrictions in the Car Corral area would be ensuring a rotating stock of prime parking in the Village, which could have economic benefits to merchants. Additionally, time restrictions would help encourage business owners/employees to park in areas more suitable for long-term parking.

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DISADVANTAGES:

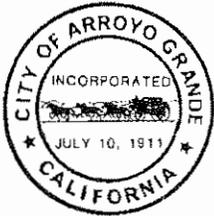
Changing of parking limitations will require an upfront learning curve for those parking in these specific lots and could result in unhappy visitors as a result of enforcement. It would also increase staff workload and City costs associated with enforcement, signing, and public education.

ENVIRONMENTAL REVIEW:

No environmental review is required for this item.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda and staff report were posted in front of City Hall and on the City's website on Wednesday, March 9, 2016. No public comments were received.



MEMORANDUM

TO: DOWNTOWN PARKING ADVISORY BOARD

FROM: TERESA MCCLISH, COMMUNITY DEVELOPMENT DIRECTOR

BY: MATTHEW DOWNING, ASSOCIATE PLANNER

SUBJECT: CONSIDERATION OF METHODS TO ADDRESS PUBLIC PARKING IN PRIVATE LOTS

DATE: MARCH 11, 2016

RECOMMENDATION:

It is recommended that the Downtown Parking Advisory Board (DPAB) consider methods of addressing conflicts arising from public parking in private parking lots.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

No impacts are associated with consideration of the item. Impacts to financial and personnel resources would result depending upon the method selected to address the parking issue.

BACKGROUND:

On June, 24, 2015, the DPAB considered additional locations for the installation of directional parking signs. At that time, the DPAB advised that updated parking maps would be a better option to directing people to public parking lots, due to a tendency for motorists to disregard signage. Since that time, complaints from private property owners regarding people treating their private lots as public parking lots have increased, resulting in the reignited interest in educating the public on public lot locations.

ANALYSIS OF ISSUES:

Since the June 24, 2015 meeting, an updated Village Parking Map has been created using the City's Geographic Information System (Attachment 1). The map identifies public parking areas and time limits associated with those locations. While the map does not identify private parking lots, these lots could be added if specific areas of concern are identified.

While additional directional signage was discouraged by the DPAB, additional signage could help visitors to the Village find their way to the public parking lots and make it easier for them to enjoy the Village. The original nine (9) locations were identified in an effort to provide the maximum information to motorists based on existing signage and pole

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infrastructure. Depending upon the location of additional directional signs, and increase in visual clutter would be anticipated.

ALTERNATIVES:

The following alternatives are provided for the Board's consideration:

- Review the updated Village Parking Map and provide a recommendation to the Community Development Director regarding appropriate modifications to the map and/or additional directional signage locations;
- Do not make a recommendation regarding appropriate modifications to the Village Parking Map and/or additional direction signage locations; or
- Provide other direction to staff.

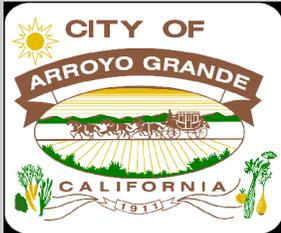
ENVIRONMENTAL REVIEW:

No environmental review is required for this item.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda and staff report were posted in front of City Hall and on the City's website on Wednesday March 11, 2016. No public comments were received.

Attachment



Village Parking

ATTACHMENT 1

