TO: **James L. App, City Manager**

FROM: **Ron Whisenand, Community Development Director**

SUBJECT: **Circulation Element Update and Certification of Final Environmental Impact Report**

DATE: **April 5, 2011**

NEEDS: For the City Council to consider and accept comments on the Circulation Element Update and certify the related Final Environmental Impact Report (FEIR).

FACTS:

1. Council directed the update of the City's Circulation Element to better address the transportation needs of the community. The 2011 Circulation Element broadens existing General Plan policy by taking into account all users of streets including pedestrians (children, persons with disabilities, and seniors), bicyclists and public transit vehicles. These new policies are advocated by the State Office of Planning and Research (OPR) 2011 Update to General Plan Guidelines, Assembly Bill 1358 (The Complete Streets Act) and Caltrans Complete Streets Policy.

2. The 2011 Circulation Element defines street capacities in terms of utilization percentages rather than relying on traditional Level of Service ("LOS") methodology. Utilization provides a measure of benefit to be weighed against cost and environmental impacts when considering transportation improvement options.

3. The 2003 Circulation Element set a threshold for LOS "D". Transportation improvements necessary to achieve LOS "D" raise concerns with additional environmental impacts and the effect of these "improvements" upon the small town character of the community. Furthermore, use of the LOS standard results in inefficient use of our street network.

4. The 2011 update of the Circulation Element incorporates the parallel routes and other recommendations from the 2008 Caltrans Comprehensive Corridor Study (CCS) and provides better connections without the need to access the State highway system.

5. The 2011 Circulation Element is consistent with the objectives of the Draft 2010 Regional Transportation Plan and Preliminary Sustainable Communities Strategy ("RTP-PSCS") prepared by the San Luis Obispo Council of Governments, which is aimed at providing "a fully integrated and intermodal transportation system which facilitates the safe movement of people, goods and information within and through the region."

ANALYSIS & CONCLUSION:

Circulation Element

The 2011 Circulation Element includes a new traffic demand model (TDM). The model projects utilization percentages of arterial streets based on assumptions of build-out from the Land Use Element and on the completion of routes and intersection improvements indicated on Figure CE – 1.

Using the TDM as a guide, the 2011 Circulation Element employs a new approach to mobility planning; one that considers all aspects of the movement of people and goods, respects Paso Robles' small town character and neighborhoods, while enabling residents and travelers to move about and through town at safe speeds and by various means. The draft policies are intended to:

- Increase safety with designs that reduce speeds where appropriate
- Enhance person mobility, not just auto
- Expand pedestrian and bicycle networks
- Improve connectivity
- Complement neighborhoods
- Reduce vehicle miles traveled
- Maximize infrastructure investment

In the past, "Level of Service" has been the conventional methodology used to determine where traffic deficiencies occurred. Peak hour traffic projected to cause delays below the adopted LOS threshold would result in an environmental determination of "significant" impacts. Expensive street widening is then implemented to accommodate worst case scenarios occurring over very limited time frames. Wider streets in turn encourage faster speeds and present more safety hazards than slower traffic moving on fewer lanes.

Examples of "potential" improvements listed in the 2003 Circulation Element that have since been determined to be unnecessary, infeasible and inconsistent with community character, include the following:

- *46E, six-lane arterial or four-lane freeway*
- *24th Street, four lanes from Spring to 101*
- *Creston Road, four lanes S. River to Golden Hill*
- *Charolais Road four lane bridge over Salinas River*

The 2011 Circulation Element incorporates numerous routes that parallel Highway 46E to relieve local traffic pressure from the State highway consistent with the Parallel Routes Study and the Caltrans Comprehensive Corridor Study. To reduce delay at local intersections, the Circulation Element advocates consideration of roundabouts, which have been demonstrated to keep high volume streets moving smoothly. The Plan advocates improving pedestrian, bicycle and transit facilities to encourage reduction of automobile use. These policies combined are intended to induce the development of smoother functioning, safer streets, less costly to build and maintain.

The City's approach is not unique. These principles are founded in Caltrans recently published *Smart Mobility 2010: A Call to Action for the New Decade and Complete Streets Implementation Action Plan.* Further, the 2011 Circulation Element is consistent with the requirements of State Assembly Bill 1358 and the California Complete Streets Act. The Complete Streets Act amends General Plan Guidelines to mandate complete streets policies in all City's and County's Circulation Element updates.

Circulation Element FEIR

The Final Environmental Impact Report provides analysis on all CEQA-required topics. It is a "program EIR" which means that it does not evaluate impacts that will result from any one specific transportation improvement project. The FEIR identifies the extent to which implementation of the overall Circulation Element will likely result in environmental impacts.

The FEIR identifies 12 "Class I", significant and unavoidable environmental impacts. Mitigation measures are provided to reduce those impacts; however, significant impacts will remain even with mitigation measures applied. The FEIR Executive Summary provides a listing of all environmental impacts, mitigation measures, and their relative significance. The City may certify an FEIR that identifies Class I impacts; however, a "Statement of Overriding Considerations" is needed.

The FEIR provides an analysis of Project Alternatives. Given the circumstances, only the "No Project" alternative is evaluated; which is to maintain the existing 2003 General Plan. Any other alternative would likely be a hybrid of the existing 2003 Circulation Element and the proposed Update. Any blending of circulation planning with the existing 2003 Element or use of conventional methodology would likely result in more environmental impacts than what is proposed. Therefore, it is not appropriate to evaluate additional alternatives.

The public comment period for the DEIR extended from November 3, 2010 through December 18, 2010. Comments were also received at the Planning Commission meetings of December, 14, 2010, February 22 and March 8, 2011. Several agencies have provided comments including: SLO County Public Works Department, RRM Design Group on behalf of Estrella Associates, North Coast Engineering, SLO County Agricultural Department, State Public Utilities Commission, California Native American Heritage Commission, SLOCOG, Caltrans, and the SLO County Air Pollution Control District.

Planning Commission Action

On March 8, 2011, the Planning Commission adopted a resolution recommending approval of the Final EIR and Circulation Element by a vote 6 to 1 with Commissioner Garcia dissenting, based on the inclusion of a list of "potential circulation improvements" within the Circulation Element. Commissioners Treatch and Peterson also voiced concerns with the list, but voted with the majority.

List of "Potential Circulation Improvements"

In response to public comment and the recommendations of the Planning Commission a list of "Potential Circulation Improvements" has been prepared and attached to this report. The Commission recommends the list be incorporated into the Circulation Element.

While adoption of a list of improvements may serve to identify needs that can be translated to grant applications, inclusion in the General Plan raises concerns. Changes to the list which may be warranted by design of new development or any other number of causes, would require a cumbersome General Plan Amendment. Debate over content of the list could delay the Circulation Element adoption process.

Furthermore, the Council historically has kept infrastructure details out of the General Plan preferring to include these details in the master plan documents that implement the General Plan element.

Based on the above, it is recommended that the list of "Potential Circulation Improvements" be adopted by separate resolution as a guidance document for a prioritized capital improvement program and as a reference for consideration of projects to be included in an updated impact fee program.

Policy Reference: City of Paso Robles General Plan Update and FEIR, 2003 Zoning Ordinance, 2006 Economic Strategy, CEQA, and Caltrans "Complete Streets" Policy/AB 1358.

Fiscal Impact: No fiscal impacts identified.

Options: After considering the public testimony received, the Planning Commission recommends the City Council consider one of the following options:

1. Approve the 2011 Circulation Element program by three separate actions:

    a) Adopt Resolution No. 11-XX, certifying the Final EIR, adopting a Statement of Overriding Considerations, and adopting a Mitigation and Monitoring Program;

    b) Adopt Resolution No. 11-XX approving the 2011 General Plan Circulation Element Update; and

    c) Adopt Resolution No. 11-XXX adopting a list of potential circulation improvements.

2. Amend, modify or reject the foregoing option.

Attachments:
1 – Update to State General Plan Guidelines: Complete Streets and the Circulation Element
2 – Resolution Certifying FEIR
3 – Resolution of adoption of the 2011 Circulation Element
4 – Resolution of adoption of a list of Potential Circulation Improvements
5 – Exhibit "A" List of Potential Circulation Improvements

Update to the General Plan Guidelines: Complete Streets and the Circulation Element

SECTION I: PURPOSE AND BACKGROUND

PURPOSE

This update to the Circulation Element section of the 2003 General Plan Guidelines meets the requirements of Assembly Bill 1358, The California Complete Streets Act. The Act requires the Governor's Office of Planning and Research (OPR) to amend the General Plan Guidelines to assist city and counties in integrating multimodal transportation network policies into the circulation elements of their general plans. Starting January 2011, all cities and counties, upon the next update of their circulation element, must plan for the development of multimodal transportation networks.[1]

To support cities and counties in meeting the requirements of AB1358, this update provides guidance on general plan circulation element goals, policies, data collection techniques, and implementation measures related to multimodal transportation networks. The goal of this update is to provide information on how a city or county can plan for the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets which are designed and constructed to serve all users of streets, roads, and highways whether they are driving, walking, biking, or taking transit. Complete streets recognize that users have varying ability levels that also need to be considered.

AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. These networks should allow for community residents to effectively travel by foot, bicycle, and transit to reach key destinations within their community and the larger region. OPR recommends that local jurisdictions view all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of their transportation system. The standard practice should be to construct complete streets while prioritizing project selection and project funding so that jurisdictions accelerate development of a balanced, multimodal transportation network that allows residents to choose a variety of modes to reach daily destinations such as transit hubs, schools, job centers, and retail outlets.

Understanding the existing resources, location and design of a local jurisdiction is imperative to successfully implement a multimodal transportation network. The planning, design, construction, and operating of a multimodal transportation network will be different for each community. Complete streets will look different in rural, suburban, or urban communities. The focus should be on crafting a complete network of travel options that allows for mobility and access to important community and regional resources. A list of selected references with more information on multimodal transportation networks is provided at the end of this update.

[1] Assembly Bill 1358, Chapter 657, Statutes 2008.

BACKGROUND

THE CALIFORNIA COMPLETE STREETS ACT (AB 1358)

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."[2] These benefits and others will be discussed in more detail later.

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (b)(2)(B):

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan;

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

RELATED FEDERAL AND STATE POLICIES

U.S. Department of Transportation (DOT) Bicycle and Pedestrian Policy:

The *United States Department of Transportation (DOT) Policy Statement on Bicycle and Pedestrian Transportation Accommodations Regulations and Recommendations* supports "fully integrated active transportation networks," that include accommodations for bicyclists and pedestrians.[3] The DOT's bicyclist and pedestrian accommodation regulations and recommendations are consistent with California's complete street policies and AB 1358. The DOT encourages all transportation agencies and local governments to adopt similar policies to ensure all users of streets, roads, and highways are taken into consideration when developing new or retrofitting existing transportation systems.

The *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* can be found at the following website: http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm

California Department of Transportation (Caltrans) Complete Streets Policy:

The *California Department of Transportation Deputy Directive 64-Revision #1: 'Complete Streets: Integrating the Transportation System'* (DD-64-R1) was released on October 2, 2008. DD-64-R1directs Caltrans staff to support increased mobility and access for all Californians on Caltrans built and maintained roads.

[2] Assembly Bill 1358, Chapter 657, Statutes 2008.

[3] U.S. Department of Transportation Federal Highway Administration, *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations,* March 2010 http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm (Accessed July 2010).

DD-64-R1 states that Caltrans will:

- "Provide for the needs of travelers of all ages and abilities in all planning, programming, design construction, operations, and maintenance activities and products on the State Highway System;
- View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system;
- Develop integrated multimodal projects in balance with community goals, plans, and values; addressing the safety and mobility needs of bicyclists, pedestrians and transit users in all projects, regardless of funding;
- Facilitate bicycle, pedestrian, and transit travel by creating 'complete streets' beginning early in system planning and continuing through project delivery and maintenance and operations; and,
- Collaborate among all (Caltrans) department functional units and stakeholders to develop a network of complete streets."[4]

DD-64-R1 is limited to state owned and maintained streets, roads, and highways and focuses on the planning, construction, and maintenance of complete streets and, when possible given the Caltrans's limited jurisdiction, on the creation of multimodal networks. Nonetheless, the goals of DD-64-R1 provide important guidance for the design of the streets that make up a local integrated multimodal transportation network.

The Caltrans *Complete Streets Implementation Action Plan* and other information on Caltrans complete street policies can be found at the following website:
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

Safe Routes to School

In 2005 the United States Congress passed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU). This transportation reauthorization bill included funding for the Federal Safe Routes to School (SRTS) program. The objective of the SRTS program is to support the use of safe, active transportation modes (i.e. walking and bicycling) for children to and from schools. The availability of active transportation modes can increase children's activity levels and decrease the likelihood of childhood diseases. This is especially important as childhood obesity rates and other illnesses related to inactivity are rapidly increasing both nationally and in California.

The SRTS program is administered by the Federal Highway Administration (FHWA), which distributes program funds to individual State Departments of Transportation. In California, Caltrans distributes the federal funding to eligible cities and counties for local SRTS projects through a competitive grant program. In addition, Caltrans administers its own SR2S grant program, which expands the eligibility of the federal program to include high schools as well as K-8 schools. These funds are available on a competitive basis, with each Caltrans District having an allotted amount available for cities and counties.

Federal and State funding criteria vary slightly, but typically funds are allocated for:

(1) "The planning, design, and construction of infrastructure-related projects within approximately two miles of a primary or middle school (high schools per Caltrans funding) that will improve the ability of students to walk and bicycle to school;

[4] California Department of Transportation, *Deputy Directive 64-R1,* (2008) http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf (Accessed June 2010).

(2) Non infrastructure-related activities that encourage walking and bicycling to school, including awareness campaigns and outreach to the press and community leaders, traffic education and enforcement, student training; and,
(3) SRTS program capacity building including training and hiring of state program volunteers, and managers."[5]

Eligible projects can include pedestrian facilities, traffic calming, traffic control devices, bicycle facilities, and public outreach and education.

Local multimodal transportation networks should address the needs of parents and children by providing safe alternate transportation options (i.e. walking and bicycling) to and from schools. Doing so can reduce vehicle trips, reduce congestion, and improve road safety near schools, and increase children's activity rates. While the general plan itself is not eligible for funding, SRTS programs can help implement part of a connected, safe multimodal transportation network. Schools are an important node to include in the development of a local multimodal transportation network.

Additional information on SRTS and SR2S can be found at the following web sites:
http://www.saferoutesinfo.org
http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm.

MULTIMODAL TRANSPORTATION NETWORKS

What are Multimodal Transportation Networks?

Multimodal transportation networks allow for all modes of travel including biking, walking and transit to be used to reach key destinations in a community and region safely and directly. By using complete streets design, jurisdictions can construct networks of safe streets that are accessible to all modes and all users no matter their ability level. Complete streets are defined below.

The National Complete Streets Coalition defines complete streets as follows:

> Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.
>
> Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users.[6]

The American Planning Association (APA) describes complete streets as follows:

> Complete streets serve everyone – pedestrians, bicyclists, transit riders, and drivers – and they take into account the needs of people with disabilities, older people, and children. The complete streets movement seeks to change the way transportation agencies and communities approach every street project and ensure safety, convenience, and accessibility for all.[7]

[5] Safe Routes to School, *Safe Routes to School Guide*, http://www.saferoutesinfo.org/guide/index.cfm (Accessed Aug. 2010).
[6] California Complete Streets Coalition, www.completestreets.org (Accessed July 2010).
[7] Barbara McCann and Suzanne Rynne, *Complete Streets: Best Policy and Implementation Practices*, American Planning Association, Report No. 559:1.

The California Department of Transportation (Caltrans) defines complete streets as follows:

> A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.[8]

POTENTIAL BENEFITS OF MULTIMODAL TRANSPORTATION NETWORKS

Safety

Multimodal transportation networks, using complete streets best practices, can promote safer travel for all roadway users. Designing streets and travel routes that consider safe travel for all modes can reduce the occurrence and severity of vehicular collisions with pedestrian and bicyclists. Streets and other transportation facility design considerations that accommodate a variety of modes and user abilities can contribute to a safer environment that makes all modes of travel more appealing.

Health

Multimodal transportation networks that allow people to walk or bike as a viable transportation option can promote an active lifestyle by encouraging travelers to walk or ride bicycles instead of driving. These active transportation modes increase physical activity rates. Frequent exercise is known to reduce obesity rates and lower the risk of heart disease and diabetes.[9] A comprehensive transportation network that allows safe biking and walking to multiple destinations, including transit, promotes better health.

Multimodal transportation networks provide opportunities for community residents to walk, bike, or take transit instead of driving. Reducing the amount that people drive by increasing the opportunity for walking and biking also reduces vehicle emissions. Emissions from vehicles are a major contributor to poor air quality, which in turn, is a major contributor to health ailments such as asthma. Although poor air quality is not always the cause of asthma, vehicle emissions are a major contributor to asthma related illnesses.[10]

Multimodal transportation networks provide options and increase mobility for people who cannot or do not drive to stay connected to their communities. This is especially important for people with disabilities and for all people as they age. Without alternatives to the automobile, these individuals can easily become socially isolated; unable to access essential resources such as grocery stores, houses of worship, and medical care. Social isolation and a lack of access to essential resources can impact people's physical and mental well-being.

Greenhouse Gas Emission Reduction

Land use patterns and existing transportation infrastructure play a direct role in the rate and growth of vehicle miles traveled (VMT); influencing the distance that people travel and the mode of travel they choose. The need to reduce transportation-related GHG emissions created by the burning of fossil fuels

[8] California Department of Transportation, *Complete Streets Implementation Action Plan*, Feb. 2010 http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf (Accessed July 2010).
[9] California Department of Public Health, *The Burden of Cardiovascular Disease in California, A Report of the California Heart Disease and Stroke Prevention Program*, 2007 http://www.cdph.ca.gov/programs/cvd/ Documents/CHDSP-BurdenReport-HighRes.pdf (Accessed June 2010).
[10] California Department of Health Services, *The Burden of Asthma in California: A Surveillance Report,* 2007 http://www.californiabreathing.org/images/stories/publications/asthmaburdenreport.pdf (Accessed June 2010).

was highlighted in the California Air Resources Board's (CARB) *2008 AB 32 Climate Change Scoping Plan.*[11] Transportation accounts for 38 percent of California's greenhouse gas (GHG) emissions.[12] Studies show that even with aggressive state and federal vehicle efficiency standards and the use of alternative fuels, meeting the State's GHG reduction goals will require a reduction in how much the average Californian drives.[13] Reducing the number of automobile trips can reduce fuel consumption and GHG emissions.

SECTION II: REGIONAL PLANNING

ASSEMBLY BILL 32 AND SENATE BILL 375

The Legislature passed Assembly Bill 32, The Global Warming Solutions Act of 2006.[14] AB32 requires the State of California to reduce its GHG emissions to 1990 levels no later than 2020. According to the California Air Resources Board (CARB), passenger vehicles are the number one emitter of GHG emissions in California.[15] Senate Bill 375 (SB 375) builds on the existing regional transportation planning process undertaken by the state's 18 Metropolitan Planning Organizations (MPOs) to connect the reduction of greenhouse gas (GHG) emissions from cars and light trucks to regional land use and infrastructure planning.[16] SB 375 asserts that "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32."[17]

The main objectives of SB 375 are:

(1) To use the regional transportation planning process to direct funding to transportation projects that reduce GHG emissions by coordinating land use and transportation planning;
(2) To use the California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential development projects which help achieve AB 32 GHG emission reduction goals; and,
(3) To coordinate the state's requirements for regional housing development and planning with the regional transportation planning process.[18]

REGIONAL TRANSPORTATION PLANS (RTPs)

Each regional transportation planning agency, including federally recognized Metropolitan Planning Organizations (MPOs) and state recognized Regional Transportation Planning Agencies (RTPAs), is required to prepare and adopt a regional transportation plan (RTP). The RTP's goal is to achieve "a coordinated and balanced regional transportation system." The system plan should consider all transportation systems, as well as their users and associated facilities and services including, but not limited to: mass transit, highways, railroads, bicycle, walking, goods movement, maritime, and aviation. The plan is meant to be "action-oriented and pragmatic" and to consider both short-term and long-term

[11] California Air Resources Board, *AB 32 Climate Change Scoping Plan*, (2008): http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm (Accessed Sept. 2010).
[12] California Climate Change Portal, "Greenhouse Gas Emissions Inventory," 2004 http://www.climatechange.ca.gov/inventory/index.html (Accessed June 2010).
[13] California Air Resources Board, *AB 32 Climate Change Scoping Plan.*
[14] Assembly Bill 32, Chapter 488, Statutes 2006.
[15] California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2008- by Category as Defined in the Scoping Plan*, (May 2010): http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf (Accessed Sept. 2010).
[16] Senate Bill 375, Section 1(c), 2008.
[17] Senate Bill 375, Section 1(c), 2008.
[18] Senate Bill 375, Section 1(c), 2008.

system issues. An RTP establishes the region's priorities for funding transportation infrastructure projects and other transportation programs.

The *2010 Regional Transportation Plan Guidelines* approved by by the California Transportation Commission and prepared by Caltrans, summarize RTP requirements in both federal and state law. State law directs the RTP to "present clear, concise policy guidance to local and state officials" and to "consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies"[19] A RTP must be consistent with the *RTP Guidelines*.

Although it is not legislatively required of MPOs and RTPAs, the *RTP Guidelines* suggest that MPOs and RTPAs should include local multimodal transportation policies in their plans. The *RTP Guidelines* recommend that regional transportation agencies integrate multimodal transportation network policies into their RTPs, identify the financial resources necessary to accommodate such policies, and consider accelerating programming for projects that retrofit existing roads to provide safe and convenient travel by all users. The guidelines also encourage MPOs and RTPAs to work with jurisdictions and agencies within their region to ensure that general plan circulation elements and local street and road standards include the necessary planning, design, construction, operations, and maintenance procedures, to support all transportation system users.[20]

Federal transportation law emphasizes the need for the coordination of regional and local plans by requiring a RTP to be based on the most recent local planning assumptions including local general plans and other relevant factors. Any decisions about the allocation of transportation funds must be consistent with the RTP."[21] Some MPO's have taken the initiative to develop planning assumptions beyond local general plans.

SUSTAINABLE COMMUNITIES STRATEGY

SB 375 requires each of the state's 18 MPO to include a Sustainable Communities Strategy (SCS) in its RTP. RTPAs are not required to develop a SCS as part of their RTP. SB 375 also directs the California Air Resources Board (CARB) to develop regional GHG emission reduction targets for each MPO in consultation with the MPOs. MPO's must develop a SCS as part of its RTP that explains what feasible land use patterns and transportation system improvements would be necessary to meet CARB targets. An SCS must be adopted whether or not it meets CARB targets; however, if an MPO cannot meet these targets through its SCS, it must develop an alternative plan called an Alternative Planning Strategy (APS). An APS is not required to be part of the RTP and therefore does not impact RTP transportation funding decisions.

The SCS is expected to set forth a growth strategy that integrates land use, regional housing needs allocations, and the region's transportation infrastructure plan consistent with the goal of meeting CARB's regional GHG reduction targets. The SCS does not supersede a local general plan, specific plan, or zoning ordinance. SB 375 does not require that a local general plan, specific plan, or zoning ordinance be consistent with an SCS. However, a RTP must be internally consistent, so regional transportation funding and policy decisions need to be consistent with the SCS.

[19] California Government Code §65080(a).
[20] California Transportation Commission, *2010 California Regional Transportation Plan Guidelines*, (April 2010): http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf (Accessed Sept. 2010).
[21] Part 450 of Title 23of, and Part 93 of Title 40 of, the Code of Federal.

An SCS should perform the following tasks:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house all economic segments of the regional population, taking into account migration patterns, population growth, etc.;
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best available scientific information regarding the region's resource areas and farmland;
- When feasible, forecast a development pattern for the region, which when integrated with the transportation network, and other transportation measures and policies, reduces GHG emissions from passenger vehicles to achieve, the CARB GHG emissions reduction targets; and
- Quantify the GHG emissions reduction projected by the SCS. If the SCS does not achieve the SB 375 targets, the SCS must identify the difference between its projected GHG emissions reduction and the CARB identified target for the region.[22]

To see a full description of what is required of an SCS please see G.C §65080(b)(2)(B).

By updating general plans to include multimodal transportation network policies, cities and counties can support the MPOs in developing an RTP and SCS and reaching regional GHG emission reduction targets. Once and SCS is adopted, establishing multimodal transportation network policies in the general plan that are consistent with the RTP and SCS potentially increases the likelihood of funding for local priority projects through the RTP process. A city or county whose general plan is consistent with the regional SCS may be better situated to use the CEQA exemption and streamlining included in SB 375. The applicability of the SB375 CEQA exemption is the sole realm of the city and county, MPOs cannot require a city or county to use an exemption for any particular site or project.

Section III: Circulation Element Update

This section is an update to the *2003 General Plan Guidelines* section on the Circulation Element (Chapter 4, pages 55-61). This amended and reformatted section of the *Guidelines* contains new information related to goals, policies, data collection and implementation measures that will assist local governments in modifying the circulation element to plan for a balanced multimodal transportation network and the safe and convenient travel of all users of streets, roads, and highways.

CIRCULATION ELEMENT

The circulation element is not limited to transportation network issues. For the purpose of the Circulation Element, circulation includes all systems that move people, goods, energy, water, sewage, storm drainage, and communications. As a result, the circulation element should contain objectives, policies, and standards for transportation systems, including multimodal transportation networks, airports and ports, military facilities and operations, and utilities.

By statute, the circulation element must correlate directly with the land use element.[23] Land use patterns can have a significant impact on the effectiveness of a multimodal transportation network, since trip

[22] California Government Code §65080(b)(2)(B); Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal.

distance is the strongest determinant of whether pedestrians and bicyclists, as well as transit users walking or biking to and from terminals, can reach a given destination. The land use plan and transportation network should be complementary so that investments in transportation can reinforce the desired locations and intensity of development. To make walking and bicycling viable travel choices, land uses need to be located in close proximity. If sufficient density is provided, the close proximity of land uses can also facilitate effective transit service. Multimodal transportation policies should link transportation planning and land use planning to support effective multimodal transportation networks that connect people with desired destinations. This means that although AB 1358 only requires cities and counties to modify the circulation element to plan for a balanced, multimodal transportation network, jurisdictions will need to examine, and amend as necessary, the land use element. Jurisdictions should also consider the housing, open space, noise, conservation, and safety elements.

A key factor in creating a successful multimodal transportation network is making sure the planning objectives, policies, and standards reflect the rural, suburban, and/or urban context of a community within the planning area. Rural, suburban, and urban areas have different growth and development patterns and therefore have different opportunities and challenges when designing a multimodal transportation network.

A rural jurisdiction may require large shoulders to accommodate pedestrian, bicycle, or equestrian travel. A jurisdiction with an urban or suburban context may accommodate pedestrian and bicycle travel with the inclusion of sidewalks and bicycle lanes along with controlled intersections. Rural and suburban areas where there are greater distances between destinations may consider benches, covered resting areas, and other amenities that allow for people to successfully walk or ride a bicycle to frequently visited destinations. Jurisdictions that include all or a combination of rural, suburban, or urban areas should consider different policies, standards, and implementation measures specific for those areas when modifying the circulation element to plan for a well-balanced multimodal transportation network. When considering context issues such as needs of all users, needs of the community, traffic demand, impacts on alternate routes, impacts on safety, funding feasibility, and maintenance feasibility; relevant laws and regulations should be addressed.

The provisions of a circulation element can affect a community's environment as follows:

Physical—The circulation system is one of the chief determinants of physical settlement patterns and the system's location, design, accessibility, and mode varieties have major impacts on air, water, and soil quality, plant and animal habitats, environmental noise, energy use, community appearance, and the placement of land uses.

Social—The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves because of its potential to both provide accessibility and act as a barrier. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled. Transportation systems and facilities should not serve as barriers to community resources.

Health and Safety—The circulation system through design and accessibility of multiple modes of transportation can either promote or deter physical activity. Physical inactivity is linked to such health ailments as heart disease, diabetes, and obesity. The availability of multiple modes can also reduce automobile use and air pollution reducing other negative health impacts. Circulation design can also influence travel safety by increasing or decreasing vehicle collision risks.

[23] California Government Code §65302(b)(1).

Economic—Economic activities normally require circulation of materials, products, ideas, and employees, so the efficiency of a community's circulation system has a direct effect on its economic productivity. The efficiency of a community's circulation system can either contribute to or adversely affect its economy and economic sustainability.

Circulation Element Checklist

The following is a checklist of legislative requirements for a general plan circulation element.

Requirements	***Statute***	***Check***
The general plan requires the inclusion of a circulation element.	*§65302(b)*	
A circulation element shall consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.	*§65302(b)*	
Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.	*§65302(b)(2)(A)*	

Mandatory Circulation Element Issues:

The circulation element shall contain objectives, policies, principles, plan proposals, and/or standards for planning the infrastructure to support the circulation of people, goods, energy, water, sewage, storm drainage, and communications. Mandatory circulation element issues as defined in statute include: major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities.[24] Additionally, the statute requires the circulation element be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. The statute defines "all users of streets, roads, and highways" as "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."[25] Circulation elements shall also take into consideration the provision of safe and convenient travel that is suitable to the rural, suburban, or urban context of a local jurisdictions general plan. This could include policies and implementation measures for both retrofitting and developing streets to serve multiple modes and the development of multimodal transportation network design standards based on street types.

In addressing these mandatory issues, cities and counties may wish to consider the following:

No city or county can ignore its regional setting. Local planning agencies should coordinate their circulation element provisions with applicable state and regional transportation plans.[26] In addition, funding for new infrastructure and the maintenance of existing infrastructure can benefit from a regional

[24] California Government Code §65302(b).
[25] California Government Code §65302(b)(2)(A).
[26] California Government Code §65103(f) and §65080.

approach. Likewise, the state must coordinate its plans with those of local governments.[27] The federal government is under similar obligations.[28]

Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas should be considered:

- Coordination of planning efforts between local agencies and Caltrans districts;
- Preservation of transportation corridors for future multimodal system improvements;
- Development of coordinated transportation system management plans that include multimodal and transportation system demand strategies to achieve the maximum use of present and proposed infrastructure; and,
- Identification of complete streets and multimodal improvements on State highway routes.

These areas of emphasis are addressed through Caltrans' Intergovernmental Review (IGR), Regional Planning, and System Planning programs.[29] Caltrans Planning's goal is to resolve transportation problems early enough in the planning process so as to avoid costly delays to development. Coordinating state and local transportation planning is a key to the success of a circulation element.

Considerations, Possible Policy Areas, and Data Collection Techniques:

The following suggestions are examples of considerations, possible policy areas, and data collection techniques that could go into preparing or amending a circulation element. Suggestions are generally categorized based on the statutorily required portions of the circulation element as described in G.C. 65302(b). Not all of these suggestions will be relevant in every jurisdiction. Suggestions pertaining to multimodal transportation networks (i.e. complete streets) are marked with a ✶.

Major Thoroughfares

<u>Streets, Roads, and Highways</u>

Possible Policy Areas:

- The availability of a mix of transportation modes to meet community needs.✶
- The development and improvement of major thoroughfares, including future acquisitions and dedications, based on proposed land use patterns and projected demand. This may include a street, road, and highway classification system.
- The consideration of street patterns; curvilinear, grid, modified grid, etc.✶
- The design of local streets (including, but not limited to, width, block size, etc.)
    - The consideration of sidewalks and curbs as a standard street design principle.✶
    - The consideration of bicycle lanes and/or shared lanes as a standard street design principle.✶
    - The consideration of transit accessibility as a standard street design principle.✶

[27] California Government Code §65080(a).
[28] Title 23 USC 134
[29] California Department of Transportation, *Local Development-Intergovernmental Review (LD-IGR)*, (2007): http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html (Accessed Sept. 2010).

- The consideration of traffic calming measures (roundabouts, raised medians, etc.).✶
- The safety of the traveling public, including pedestrians and bicyclists.✶
- The accessibility and accommodation of bicycle and pedestrian traffic on major thoroughfares.✶
- The design of intersections and public-right-of-ways to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.✶
- The development of a connected system of streets, roads, and highways that provides continuous, safe, and convenient travel for all users.✶
- The consideration of separate performance and level-of-service standards for bicycle and pedestrian traffic or integrated level-of-service standards that include multiple modes.✶

Data Collection Techniques:

- Identify existing and proposed modes of transportation.✶
- Assess all thoroughfares to determine if they are providing sufficient multimodal transportation options.✶
- Assess the number and distribution of households without an automobile.✶
- Assess the transportation needs of special groups within the population and the extent to which such needs are being met by existing street, road, and highways. (e.g., children, persons with disabilities, and the elderly).✶
- Project future modal split by estimating the percentage of trips by transit, passenger car, van pools, etc.
- Assess the adequacy of the existing streets, roads, and highway systems and the need for expansion, improvements, and/or transportation operations management as a result of traffic generated by planned land use changes. Consider that the need for expansion should recognize economic principles such as cost effectiveness and efficiency as well as environmental and social consequences.✶
- Analyze existing street, road, and highway traffic conditions for all transportation modes to determine current levels of use throughout the entire 24-hour day. Assess whether existing travel demand or transportation network supply could be better managed to limit the need for expansion of streets, roads, and highways.✶
- Analyze existing performance and levels of service of existing streets, roads, and highways for all transportation modes. Compare projected with desired performance and level of service standards for all transportation modes.✶
- Project future traffic volumes for all modes on existing and planned streets, roads, and highways by accounting for the effects of changes in the following built environment characteristics:✶
    - Density of land uses;
    - Diversity of land uses;
    - Design of network;
    - Destinations (regional accessibility);
    - Distance to transit;

  - Demographics;
  - Development scale; and,
  - Demand management (i.e. pricing, etc.)

- Determine the effects of projected traffic volumes for all transportation modes on existing street, road, and highway capacities.✶
- Identify constraints that prevent or inhibit use or access by all modes.✶
- Analyze historical data and trends with regard to collisions involving all modes of travel.✶
- Identify problem locations by analyzing injury severity and determining collision frequency relative to exposure by conducting motor vehicle, pedestrian, and bicycle counts.
- Review traffic projects pertinent to local planning that are proposed within neighboring jurisdictions.
- Review pertinent regional transportation plans and project funding priorities under the regional transportation improvement program.
- Analyze the potential effects of alternative plan proposals and implementation measures (related to transportation and/or land use) on desired projected performance and levels of service.
- Analyze the potential effects of alternative plan proposals and implementation measures (related to transportation and/or land use) on residential land uses.

<u>Transit</u>

Possible Policy Areas:

- The development and improvement of transit and Paratransit services.✶
- The accessibility and accommodation of all transit users.✶
- The review and/or development of Paratransit plan proposals for jitneys, car pooling, van pooling, taxi service, dial-a-ride, etc.✶
- The adoption of technology that creates a more effective usage of existing transit such as real time monitors and personalized automatic notification arrivals.✶

Data Collection Techniques:

- Analyze existing public transit demand on transit capacity and services.✶
- Assess the adequacy of existing transit services and the need for expansion and improvements.✶
- Examine trends in transit use and estimates of future demand.✶
- Assess the needs of people who depend on public transit.✶
- Determine the effects of projected public transit demand on transit capacity and services.✶
- Determine existing and projected performance and levels-of-service standards for transit.✶

- Evaluate the transportation needs that are or are not being met by public or private bus companies.*
- Examine private bus company plans to provide bus services in the future.*
- Inventory existing Paratransit services, uses, and routes.*
- Inventory the needs served by Paratransit.*
- Determine future Paratransit needs.*

Railroads

Possible Policy Areas:

- The development and improvement of railroad facilities and services.
- The preservation and repositioning of abandoned railroad right-of-ways for future transportation corridor use, including bicycle paths and trails, or new passenger rail or bus services.*

Data Collection Techniques:

- Inventory rail lines and facilities and assess plans for expansion and improvements.
- Determine transportation needs that are not being met by railroads.
- Identify abandoned railroad right of ways which could be preserved for future transportation corridor use, including bicycle paths and trails, or new passenger rail or bus service.*

Navigable Waterways

Possible Policy Areas:

- The maintenance and improvement of navigable waterways.

Data Collection Techniques:

- Assess the adequacy of navigable waterways, including the need for expansion and improvements.
- Assess current and future land uses and communities near navigable waterways, ports, and harbors.
- Project future needs for navigable waterways.

Transportation Operations Management

Possible Policy Areas:

- The development of transportation operations management policies.
- The scheduling and financing of circulation operations maintenance projects.

Data Collection Techniques:

- Analyze the projected effects on the transportation system of construction improvements versus the projected effects of transportation operation management.
- Compare the costs of construction improvements versus the costs of transportation operation management.

Transportation Routes

- Forecast the routes to be used and trips to be generated by proposed land uses using accepted travel demand model procedures such as those contained in the latest version of the *California Regional Transportation Guidelines*.✶

Truck Routes

Possible Policy Areas:

- The development of proposed truck routes and policies supporting truck route regulations.✶

Data Collection Techniques:

- Identify existing truck routes and determine needed changes. ✶

Bicycle and Pedestrian Routes

Possible Policy Areas:

- The development and improvement of pedestrian and bicycle routes. Consider special accommodations such as car-free zones or bicycle boulevards.✶
- The connectivity of pedestrian and bicycle routes between homes, job centers, schools and facilities, and other frequently visited destinations.✶
- The development of Safe Routes to School programs that address pedestrian and bike safety for a two mile radius around all elementary, middle, and high school facilities.✶
- The development of pedestrian and bicycle facilities along routes that support the use of these routes such as benches, shelters, trees, bicycle parking, etc.✶
- The development of performance and level-of-service standards for bicycle and pedestrian routes and intersections.✶

Data Collection Techniques:

- Assess the adequacy of existing bicycle and pedestrian route access, accommodations, and the need for improvements or additional infrastructure, considering connectivity to other transportation modes.✶
- Identify gaps in bicycle and pedestrian access routes and determine how future projects can improve pedestrian and bicycle circulation.✶
- Assess the adequacy of existing bicycle and pedestrian routes to and from school facilities in regards to the accessibility and safety of children.✶

- Assess the adequacy of existing pedestrian routes to determine if all routes meet Americans with Disabilities Act (ADA) Accessibility Guidelines.✶
- Examine trends in bicycle usage.✶
- Study pedestrian activity and patterns.✶
- Assess historical data and trends with regard to vehicle, bicycle, and pedestrian collisions.✶
- Inventory availability of bicycle parking at major land use destinations and along transit routes.

Transit Routes

Possible Policy Areas:

- The development and improvement of public and private transit routes.✶
- The development and improvement of access to and from transit routes by walking and bicycling and by people with disabilities.✶
- The development of performance and level-of-service standards for transit routes and intersections that consider all transportation modes.✶

Data Collection Techniques:

- Assess the adequacy of existing transit routes and the need for expansion or improvements.✶
- Identify public and private bus routes within the local jurisdiction and determine need for expansion or improvements.✶
- Assess access to transit stops by walking or bicycling and by people of all abilities.✶

Emergency Routes

Possible Policy Areas:

- The identification, development, and maintenance of evacuation and emergency access routes.

Data Collection Techniques:

- Analyze the adequacy of emergency access and evacuation routes.

Terminals

General and Commercial Airports

Possible Policy Areas:

- The development and improvement of aviation facilities found in Airport Master Plans and/or Airport Layout Plans.
- The consistency of the general plan with the provisions of any Airport Land Use Compatibility Plan (§65302.3).
- The mitigation of aviation-related hazards including hazards to aircraft and hazards posed by aircraft.

- The access to and from aviation facilities by all modes of transportation.*

Data Collection Techniques:

- Assess the adequacy of and safety hazards associated with existing aviation facilities and the need for expansion and improvements.
- Inventory potential noise and safety hazards posed by airport activities to surrounding land uses.
- Inventory potential safety hazards to aircraft passengers posed by existing or proposed land uses near airports.
- Assess the provisions of any Airport Land Use Compatibility Plan prepared pursuant to Public Utilities Code §21675.
- Assess the adequacy of access by all transportation modes to and from airports, based on existing and projected passenger and cargo loads.

Ports and Harbors (deep-draft and small boat)

Possible Policy Areas:

- The development and improvement of port, harbor, and waterway facilities.
- The provision of the movement of goods to and from ports and harbors.

Data Collection Techniques:

- Assess the adequacy and accessibility of port and harbor facilities, including the need for expansion and improvements.
- Assess the adequacy and accessibility of goods movement to and from ports and harbors.
- Assess current and future land uses and communities near ports and harbors.
- Project future needs for port and harbor facilities.
- Review plans for improvements by harbor and port districts.

Railroad Depots

Possible Policy Areas:

- The development and improvement of railroad depots.
- The provision of the movement of goods to and from railroad depots.

Data Collection Techniques:

- Assess the adequacy of existing railroad depots including the need for expansion or improvements.
- Assess the adequacy and accessibility of goods movement to and from railroad depots.

Public and Private Transit Terminals

(e.g. for public or private buses, light rail systems, rapid transit systems, commuter railroads, high-speed rail, ferryboats, etc.)

Possible Policy Areas:

- The location and characteristics of transportation terminals to maximize accessibility.✶
- The development and improvement of both public and private transit terminals and stops.✶
- The development of intermodal transfer facilities, such as bicycle parking and bus transfer stations.✶
- The provision of adequate and safe transit facilities including covered shelters, lighting, safe crossings, and locations that support eyes on the street.✶
- The provision of safe and efficient multimodal access to and within transit terminals, complying with ADA standards.✶

Data Collection Techniques:

- Identify all public transit terminals.✶
- Assess the adequacy and accessibility of all public transit terminals. Ensure that all terminals are accessible by and accommodate for all potential users.✶
- Evaluate public and private bus company terminal services and facilities; conditions, locations, and capital improvement plans.✶
- Identify transportation nodes suitable for future transit-oriented development, including passenger rail.✶
- Inventory and assess the need for bicycle parking improvements at all terminal types.✶

Freight Truck Terminals and Warehouses

Possible Policy Areas:

- The development and improvements of freight trucking terminals and warehouses.✶
- The provision of the movement of goods to and from freight truck terminals and warehouses.

Data Collection Techniques:

- Project future needs for future freight trucking terminals and warehouses.✶
- Assess the adequacy and accessibility of goods movement to and from freight truck terminals and warehouses.

Military Facilities

Military Airports, Ports and Harbors, and Accessible Routes to and from Military Operations

Possible Policy Areas:

- The inclusion of all military transportation thoroughfares and infrastructure in the planning area as part of the overall circulation system.
- The consideration of the needs of military installations and training needs when planning transportation and infrastructure projects.
- The reassurance that community and military transportation corridors maintain viability.
- The consideration of all military terminals including airports, ports, and harbors.

Data Collection Techniques:

- Consult with neighboring military planners to ensure that military installations, infrastructure, and training activities are considered in the circulation system.
- Assess major streets, roads, and highways near or surrounding all military facilities, including the need for development and maintenance of adequate ingress and egress routes.
- Assess all military terminals in the same manner as general and commercial terminals.

Utilities

Sewer, Water and Drainage Lines and Facilities, Oil and Natural Gas Pipelines, Power Plants, Transmission Lines and Corridors, Proposed or State Identified Transmission Line Corridors, Renewable and Non-Renewable Energy, and Energy Storage

Possible Policy Areas:

- The acquisition of necessary public utility rights-of-way.
- The development of standards for transportation and utility-related exactions.
- The development, improvements, timing, and location of community sewer, water, and drainage lines and facilities.
- The current and future locations of :
    - Oil and natural gas pipelines;
    - Power plants;
    - Major electric transmission lines and corridors;
    - Utility scaled and distributed energy generation; and,
    - Telecommunication cables and equipment.
- The development of preferences for financing measures to expand and improve public facilities.
- The availability of assistance to those who cannot afford utility services.

Data Collection Techniques:

- Assess the adequacy and availability of existing community water, sewer, energy, and drainage facilities, and the need for expansion and improvements.
- Assess existing and projected capacity of treatment plants and trunk lines.
- Determine the location of existing and proposed power plants, oil and gas pipelines, and major electric transmission lines and corridors.
- Assess potential future development of power plants, transmission lines, and renewable and non renewable energy. Consider such factors as the demand for transmission facilities, the transport and storage of hazardous materials, and local transportation impacts of current and future power plant developments.
- Determine the locations of utility infrastructure that may be blocking the pedestrian right-of-way such as utility poles.✶
- Determine the locations of utility infrastructure that may create hazardous conditions for bicyclists.✶

Other Issues

Land Uses and Transportation Integration

Possible Policy Areas:

- The development of transit-oriented development standards, including the appropriate mix of density and intensity of land uses near transit stations, parking requirements, and service and delivery requirements.✶
- The creation of land use patterns, such as mixed-use overlay districts, that allow frequently visited destinations to be accessible by multiple transportation modes.✶
- The availability of transportation infrastructure needed to accommodate increased density and transit oriented development.✶
- The determination of multimodal traffic performance and level-of-service requirements around transit-oriented developments that may promote transit ridership.✶

Data Collection Techniques:

- Assess needed land uses, facilities, and structures that will enhance pedestrian, bicycle, and transit travel.✶

Parking Facilities

Possible Policy Areas:

- The provision of bicycle parking.✶
- The development of strategies for the control of parking demand such as improved transit services, amenities for bicyclists, and subsidized rideshare vehicles.✶

- The development of strategies for the management of parking supply such as increased parking fees, graduated parking fees, shared parking, metered on-street parking, and staggered work schedules.

Data Collection Techniques:

- Assess the adequacy of existing on- and off-street parking, particularly in urban and commercial areas.
- Assess the effects of parking policies (i.e. off-street parking standards, on-street parking restrictions, graduated parking fees, etc.) on congestion, energy use, air quality, and public transit ridership.*
- Assess the need for and types of bicycle parking.*
- Analyze existing bicycle parking standards or requirements including parking requirements for commercial buildings, retail complexes, schools, etc.*

Air Pollution

Possible Policy Areas:

- The development of measures that would reduce motor vehicle air pollution, consistent with regional air quality and transportation plan policies.*

Data Collection Techniques:

- Assess existing air quality pursuant to air quality district plans.
- Analyze air quality trends.
- Estimate air quality impacts of motor vehicle trips generated by land use changes and new thoroughfares based on regional air quality and transportation plans.
- Identify and evaluate measures that will reduce the air quality impacts of motor vehicle trips that are consistent with regional air quality and transportation plans.

Electric and Non-Carbon Emitting Vehicles

Possible Policy Areas:

- The development of infrastructure implementation strategies focused on supporting the use of electric and other non-carbon emitting vehicles.

Data Collection Techniques:

- Analyze the demand for electric and non-carbon emitting supportive infrastructure along streets, roads, and highways.

Green Streets

Possible Policy Areas:

- The development of street tree, green median, and landscape standards for pedestrian and bicycle paths and trails.*

- The inclusion of trees as a street design standard.✶

Data Collection Techniques:

- Assess current tree canopy conditions on existing streets, roads, and highways, as well as at existing transit terminals.✶
- Assess future tree canopy conditions for proposed future streets, roads, and highways, as well as at proposed future transit terminal sites.✶

Technical Assistance:

Useful Definitions

Air Installation Compatible Use Zone (AICUZ): A land use compatibility plan prepared by the U.S. Department of Defense for military airfields. AICUZ plans serve as recommendations to local government bodies having jurisdiction over land uses surrounding these facilities.

Airport: An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its building and facilities, if any.

Airport Land Use Compatibility Plan: A plan adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them.

All Users: Users of streets roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.[30]

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Bicycle Boulevard: The Bicycle Boulevard Design Guidebook defines a Bicycle Boulevard as "low-income and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments.

Bus Rapid Transit (BRT): The Federal Transit Administration defines BRT as a "combination of facility, systems, and vehicle investments that convert conventional bus services into a fixed-facility transit service, greatly increasing their efficiency and effectiveness to the end user."

Collector: A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Complete Street: The National Complete Streets Coalition defines complete streets as follows:

"Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

[30] California Government Code §65302(b)(2)(B).

Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users."[31]

The American Planning Association (APA) describes complete streets as follows:

"Complete streets serve everyone – pedestrians, bicyclists, transit riders, and drivers – and they take into account the needs of people with disabilities, older people, and children. The complete streets movement seeks to change the way transportation agencies and communities approach every street project and ensure safety, convenience, and accessibility for all."[32]

The California Department of Transportation (Caltrans) defines complete streets as follows:

"A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas."[33]

Connectivity: A well connected circulation system with minimal physical barriers that provides continuous, safe, and convenient travel for all users of streets.

Conventional Highway: According to the California Highway Manual, a conventional highway is, "a highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations."

Expressway: A highway with full or partial control of access with some intersections at grade.

Freeway: A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade). Streets and Highways Code §23.5, in part, states that "Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access."

Heliport: A facility used for operating, basing, housing, and maintaining helicopters.

Local Scenic Highway: A segment of a state or local highway or street that a city or county has designated as "scenic."

Local Street: A street providing direct access to properties and designed to discourage through traffic.

Level-of-Service: According to the Transportation Research Board's 2000 Highway Capacity Manual Special Report, Level-of-Service is a qualitative measure describing the efficiency of a traffic stream. It also describes the way such conditions are perceived by persons traveling in a traffic stream. Level-of-Service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety. Measurements are graduated, ranging from level-of-Service A (representing free flow and excellent comfort for the motorist, passenger, or pedestrian) to Level-of-Service F (reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, sidewalks, etc.). Level-of-Service can be determined for freeways, multi-

[31] California Complete Streets Coalition, www.completestreets.org (Accessed July 2010).
[32] Barbara McCann and Suzanne Rynne, *Complete Streets: Best Policy and Implementation Practices*, American Planning Association, Report No. 559:1.
[33] California Department of Transportation, *Complete Streets Implementation Action Plan*, Feb. 2010 http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf (Accessed July 2010).

lane highways, two-lane highways, signalized intersections, intersections that are not signalized arterials, and transit, bicycle, and pedestrian facilities.

Major Thoroughfare: A major passageway such as a street, highway, railroad line, or navigable waterway that serves high traffic volumes.

Multimodal Transportation Network: A well balanced circulation system that includes multiple modes of transportation that meets the needs of all users of streets, roads, and highways. §65302(b)(2)(A).
National Scenic Byway: A segment of a state or interstate highway route that the United States Forest Service has designated as a scenic byway or which another federal agency has designated as a national scenic and recreational highway.

Official County Scenic Highway: A segment of a county highway the Director of Caltrans has designated as "scenic."

Official State Scenic Highway: A segment of a state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designations and designated by the Director of Caltrans.

Paratransit: Transportation systems such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

Recreational Trails: Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by persons with disabilities, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

Route: A sequence of roadways, paths, and/or trails that allow people to travel from place to place.

Scenic Highway Corridor: The visible area outside the highway's right-of-way, generally described as "the view from the road."

Terminal: A station, stop, or other transportation infrastructure along or at the conclusion of a transportation route. Terminals typically serve transportation operators and passengers by air, rail, road, or sea (i.e., airports, railroad depots, transit stops and stations, and ports and harbors).

Transit-Oriented Development: Mixed-use development designed to allow easy access to nearby public transportation. Transit-oriented development is typically centered around a transit station.

Utilities: A set of services provided by local public utilities such as electricity, natural gas, water, and **se**wage.

Walkability: The measurement of how walkable a community is. Walkable communities typically include footpaths, sidewalks, street crossing, or other pedestrian oriented infrastructure.

Case Law

The following case law summaries are correlated with general plan circulation elements:

Californians for Disability Rights, Inc. v. California Dept. of Transportation (2006-08)

A class action lawsuit brought about by the Californians for Disability Rights Inc. against the California Department of Transportation (Caltrans) on the basis that Caltrans was in violation of the Americans with Disabilities Act (ADA). The said violation was due to the lack of accessibility for persons with mobility and/or vision disabilities along and at Caltrans owned and maintained sidewalks and park and ride facilities. The suits settlement included a Caltrans agreement to spend $1.1 billion over the next 30 years to retrofit existing state owned sidewalks and park and ride facilities for accessibility by persons of all abilities, including the retrofit and installation of ADA compliant curb ramps. In addition, all new and temporary Caltrans street and park and ride facilities are held to the same standards.

Darlene Bonanno v. Central Contra Costa Transit Authority (2003)

A liability suit brought about by Darlene Bonanno, a disabled resident of Contra Costa County injured while crossing a street at an unprotected crosswalk while attempting to access a bus terminal, against the Central Contra Costa Transit Authority (CCCTA) on the basis of hazardous pedestrian crossing conditions and lack of adequate access to and from a bus terminal. It is stated that a public entity is "liable for injury caused by a dangerous condition of its property if the plaintiff establishes that the property was in a dangerous condition at the time of injury, that the injury was proximately caused by the dangerous condition, that the dangerous condition created a reasonably foreseeable risk of the kind of injury which was incurred, and the public entity had actual or constructive notice of the dangerous condition under Section 835.2 a sufficient time prior to injury to have taken measures to protect against the dangerous condition." It was concluded that the CCCTA created a hazardous condition based on the placement and maintenance conditions of its bus terminal and therefore were held partially liable for incurred injuries.

Joan Barden et al. v. City of Sacramento (2002)

A class action law suit brought about by a group of various individuals with mobility and/or visual disabilities against the City of Sacramento on the basis that they believed the city had violated the Americans with Disabilities Act (ADA) by failing to install curb ramps in new and retrofitted sidewalks and additionally failed to maintain existing sidewalks to ensure accessibility for persons with disabilities. Title II of the ADA provides that "no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." Since sidewalks are a normal function of a city it was decided that sidewalks are considered to be a "public service, program, or activity," as defined by the ADA and therefore are subjected to all ADA compliance standards.

Robert Rohn et al. v. City of Visalia (1989)

This case discusses the limits on road exactions related to the circulation element. In *Rohn*, the court overturned a street dedication requirement on the basis of inadequate nexus evidence, based on the U.S. Supreme Court's *Nollan* decision on regulatory "takings" *(Nollan v. California Coastal Commission (1987) 107 SCt. 3141).* The City required Rohn to dedicate additional street right-of-way despite the fact that the proposed project would not contribute any additional traffic to the street. Since the dedication requirement was supported in part by the city's general plan, but not by empirical evidence of a need for the required dedication, this case shows that the general plan by itself is not armor against a takings claim.

If the circulation element is to be an effective basis for exactions, it must be based upon traffic studies that are sufficiently detailed to link land uses and related demand to future dedications. Additionally, ad hoc road exactions must be roughly proportional to the project's specific impacts on the road system *(Erhlich v. City of Culver City (1996) 12 C4th 854 and Dolan v. City of Tigard (1994) 114 SCt. 2309)*. The circulation element alone may be an insufficient basis for exactions otherwise.

Concerned Citizens of Calaveras County v. Board of Supervisors (1985)

The Calaveras County Board of Supervisors adopted a new general plan which included an update to the County's general plan land use and circulation elements. A petition for writ of mandate was filed by the Concerned Citizens of Calaveras County accusing the County's general plan to be legally inadequate since the land use and circulation elements were internally inconsistent. Specifically, the County's circulation element's plan to physically and financially maintain and construct new roads and highways did not reflect the County's projected growth designated in its land use element. California Government Code Section 65300.5 reads, "In construing the provisions of (article 5, on the scope of general plans), the legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." In addition, California Government Code Section 65302(b) reads that, "the circulation element-including existing and proposed major thoroughfares and transportation routes-be 'correlated' with the land use element." "'Correlated' means 'closely, systematically, or reciprocally related . . .' [Webster's Third New International Dictionary (1981) p. 511]."

It was concluded that the County's general plan could not identify future circulation problems or funding sources necessary for maintenance and improvements. The circulation element failed to provide feasible remedies for the predicted traffic congestion caused by the population increase. The county addressed this internal conflict by stating that it would lobby for funds to solve the future traffic problems. The court held that this vague response was insufficient to reconcile the conflicts in the plan. The circulation element was deemed legally inadequate and the Calaveras County Board of Supervisors were asked to amend both the land use and circulation elements for adequacy and consistency prior to further adoption.

Twain Harte Homeowners Association v. Tuolumne County (1982)

The Twain Harte Homeowners Association filed for a writ of mandate and injunctive relief against Tuolumne County over the certification of an environmental impact report (EIR) prepared in connection with the adoption of the County's general plan. The association declared that the County's general plan land use, circulation, and housing elements were legally inconsistent and did not comply with California Government Code Section 65302. Specifically, the association said the circulation element addressed all factors required by subdivision (b) which states a circulation must consist of, "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities;" however, the circulation element failed to correlate with the land use element. The circulation element's mentioned "facilities" were not reflected in the land use element. It was concluded that since the land use element was deficient in itself, that the circulation element too was deficient.

The *Twain Harte* case indicates that courts may look beyond the circulation element to supporting documents (e.g., other sections of the general plan) when such evidence is not readily apparent. To be on the safe side, local governments should provide explicit evidence of correlation in both their circulation and land use elements. The *Twain Harte* case indicates that the courts will not automatically presume the existence of correlation simply because a local government has adopted both its circulation and land use elements. Although general plans, as legislative enactments of the police power, will be presumed valid

by the courts (if they are reasonably related to promoting or protecting the health, safety, or welfare, and are not arbitrary and capricious), such plans must nevertheless be in substantial compliance with state law. In other words, the courts will review a plan for its actual compliance with the requirements of the state's general plan statutes. In this case, the court used the *General Plan Guidelines* to help determine compliance.

State Agency Resources

Below is a non-exhaustive list of state agencies that can provide information and assistance to local governments in order to develop or update a circulation element.

California Air Resources Board
http://www.arb.ca.gov/homepage.htm

California Department of Transportation (Caltrans)
http://www.dot.ca.gov/

Division of Aeronautics
http://www.dot.ca.gov/hq/planning/aeronaut/

Division of Local Assistance
http://www.dot.ca.gov/hq/planning/Local Programs/

Division of Mass Transportation
http://www.dot.ca.gov/hq/MassTrans/

Division of Transportation Planning
http://www.dot.ca.gov/hq/tpp/

California Energy Commission
http://www.energy.ca.gov/

California Department of Public Health
http://www.cdph.ca.gov/

California Public Utilities Commission
http://www.cpuc.ca.gov/puc/

Association of Metropolitan Planning Organization (MPO)
http://www.ampo.org/

Appendix A: General Plan Basics

This section (taken from the *2003 General Plan Guidelines*, with minor changes) is a primer that describes the basic general plan requirements in state law. This appendix does not replace Chapter 1 of the *General Plan Guidelines*, but rather is provided to give an overview of general plans to those with little or no knowledge of how general plans work and what they require. In addition this appendix provides supplementary information and provides examples of how this information can be put into the context of multimodal transportation networks.

All statutory references are to the California Government Code unless otherwise noted.

California state law requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning."[34] The California Supreme Court has called the general plan the "constitution for future development." The general plan expresses the community's vision and goals for its future focusing on public policy related to the distribution of future land uses, both public and private.

Policies in the general plan are intended to guide most city and county land use decisions. Pursuant to state law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. In counties and general law cities, zoning, and specific plans are also required to conform to the general plan.

Preparing, adopting, implementing, and maintaining the general plan does more than guide future development and land uses. The general plan process serves to:

- Identify the community's circulation, environmental, economic, and social goals, and policies as they relate to land use and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;
- Provide opportunities for community residents to participate in the planning and decision-making processes of their communities; and,
- Inform community residents, developers, decision-makers, other cities and counties, regional and state government and special districts of how that community intends to grow in the future.

COMPREHENSIVENESS

Every city and county must adopt "a comprehensive, long term general plan."[35] The general plan must cover a local jurisdiction's entire planning area and address the broad range of issues associated with a city's or county's future development and growth.

Geographic Comprehensiveness

The general plan must cover the land within the boundaries of the adopting city or county as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning."[36]

[34] California Government Code §65300.
[35] California Government Code §65300.
[36] California Government Code §65300.

For cities, this means at the minimum they must address all the land within the city limits, both public and private. Cities should also consider any land they foresee annexing in the future. Counties must address all unincorporated areas. A county should also consider the general plans of every city within its boundaries when developing its own plan.

Since many important issues are not confined to political boundaries, the law provides for planning outside a city or county's boundaries, such as transportation, air quality, watershed, and habitat and hazard mitigation. Cooperative extraterritorial planning can be used to guide the orderly and efficient extension of services and utilities; ensure the preservation of open space, agricultural, and resource conservation lands; establish consistent standards for development in the plans of adjoining jurisdictions, and provide for mobility throughout a region and between jurisdictions.

Regional Comprehensiveness

Viewing the goals and future development pattern of a local general plan in its regional context has become increasingly important. State law recognizes that local governments have regulatory authority over land use decisions in their communities; however, the cumulative impacts of land use decisions have far reaching impacts on many areas of state wide and national importance like transportation, air quality, hazard mitigation, water availability, and energy production and transmission, to name a few. The federal government and the State of California have either required or asked for more collaboration planning between local, regional, and state governments. Economic and quality of life issues have always been important to California residents, but with increased state population growth and a competitive global market, the delivery of effective policy and programs in these areas has become increasingly challenging. Many cities and counties have recognized the benefits of collaboration amongst themselves to leverage resources, improve economic competitiveness, and provide high levels of service and safety to residents.

Issue Comprehensiveness

A general plan must address a broad range of issues. The plan must address the jurisdiction's physical development, such as general locations, appropriate mix, timing, and extent of land uses, and supporting infrastructure. The broad scope of physical development issues may range from appropriate areas for building factories to open space for preserving endangered species. This may include not only those issues described in the state's planning statutes, but regional issues as well, including multimodal transportation networks and regional mobility. In addition, jurisdictions are free to include other issues that reflect relevant community issues and the concerns of their residents.

INTERNAL CONSISTENCY

The concept of internal consistency holds that no policy conflicts can exist, either textual or diagrammatic, between the components of an otherwise complete and adequate general plan. Different policies must be balanced within the plan. The internal consistency requirement has five dimensions, described below.

I: Equal Status Among Elements

All elements of the general plan have equal legal status. For example, the land use element policies do not over-ride the policies in the open space element.[37] No element is legally subordinate to another; the

[37] *Sierra Club v. Board of Supervisors of Kern County* (1981) 126 Cal.App.3d 698).

general plan must resolve potential conflicts among the elements within the document through clear language and policy consistency.

II: Consistency Between Elements

All elements of a general plan, whether mandatory or optional, must be consistent with one another. This was illustrated in the court decision *Concerned Citizens of Calaveras County v. Board of Supervisors (1985) 166 Cal.App.3d 90*. In that case, the county land use element contained proposals expected to result in increased population. The circulation element, however, failed to provide feasible remedies for the predicted traffic congestion caused by the population increase. The county addressed this internal conflict by stating that it would lobby for funds to solve the future traffic problems. The court held that this vague response was insufficient to reconcile the conflicts in the plan.

III: Consistency Within Elements

Each element's goals, policies, data analyses, and implementation measures must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. For example, if one portion of a circulation element indicates that county roads are sufficient to accommodate the projected level of future traffic, while another section of the same element describes a worsening traffic situation aggravated by continued subdivision activity, the element is not internally consistent.[38]

IV: Area Plan Consistency

All principles, goals, objectives, policies, and proposals set forth in an area or community plan must be consistent with the overall general plan. The general plan should explicitly discuss the role of area plans if they are to be used. Similarly, each area plan should discuss its specific relationship to the general plan.

V: Text and Diagram Consistency

The general plan's text and its accompanying diagrams are integral parts of the plan. All general plan text and diagrams must be consistent with one another.

Without consistency in all five of these areas, the general plan cannot effectively serve as a clear guide to future development. Inconsistencies in the general plan can expose the jurisdiction to expensive and lengthy litigation.

LONG-TERM PERSPECTIVE

Since the general plan affects the welfare of current and future generations, state law requires that the plan have a long-term perspective.[39] The general plan analyzes current policies and programs and projects their outcomes into the future as a basis for determining the future needs of the community. The plans long-term perspective establishes policy, programs, and guidelines for day-to-day decision making in order to achieve these long term objectives. Most jurisdictions select 15 to 20 years as the long-term horizon for their general plan. The horizon does not mark an end point, but rather provides a general context in which to make shorter-term decisions. The general plan should be amended as needed to accurately reflect conditions in the jurisdiction.

[38] *Concerned Citizens of Calaveras County v. Board of Supervisors* (1985) 166 Cal.App.3d 90).
[39] California Government Code §65300.

ELEMENTS, ISSUES, AND FLEXIBILITY

In statute, the general plan is presented as a collection of seven elements, or subject categories.[40] These elements, and their required content, are briefly summarized below.

Land Use: The land use element designates the type, intensity, and general distribution of uses for land including housing, business, industry, open space and parks, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.

Circulation: The circulation element is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities. Starting January 1, 2011, upon a jurisdiction's next general plan revision, the circulation element must be modified to plan for a balanced, multimodal transportation network that meets the need of all users.

Housing: The housing element is a comprehensive assessment of current and projected housing needs for all economic segments of the community. In addition, it embodies policies for providing adequate housing and includes action programs for that purpose. State law requires the housing element to be updated in accordance with certain deadlines.[41] Generally, the next updates of the housing element are due between 2013 and 2016. For more information, see the Department of Housing and Community Development's website at http://www.hcd.ca.gov/hpd/hrc/plan/he/.

Conservation: The conservation element addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers, mineral deposits, and other resources.

Open Space: The open space element details plans and measures for the long-range preservation and conservation of open-space lands, including open space for the preservation of natural resources, the managed production of resources (including agricultural lands), outdoor recreation, and public health and safety.

Noise: The noise element identifies and appraises existing and potential noise problems within the community.

Safety: The safety element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, wildfire, and other hazards.

The level of discussion given to each issue in the general plan depends upon local conditions and the relative local importance of that issue. When a city or county determines that an issue specified in the law is not locally relevant, the general plan may briefly discuss the reason for that decision, but does not otherwise have to address that issue.[42]

A local general plan may also include other topics of local interest. For instance, a city or county may choose to incorporate a detailed program for financing infrastructure and timing capital improvements in its land use element. The safety element of a city or county that suffers from wildfire hazards may contain strategic fire protection planning policies to mitigate such hazards.

[40] California Government Code §65302.
[41] California Government Code §65588.
[42] California Government Code §65301.

In the statutory descriptions of the elements, a number of issues appear in more than one element. In order to minimize redundancies or internal conflicts in the general plan, combining elements or organizing the plan by issue often makes practical sense. This is becoming common practice. It is advised that cities and counties do what best reflects the needs of their communities. As long as a plan addresses all the required issues, they may choose the format of their liking.

In addition to the mandatory elements, a city or county may adopt any other "optional" elements that relate to its physical development.[43] Once adopted, these optional elements become an integral part of the general plan with the same force and effect as the mandatory elements. Accordingly, zoning, subdivisions, public works, specific plans, and other actions that must be consistent with the general plan must be consistent with any optional elements.

DEFINING THE PARTS OF A GENERAL PLAN

A general plan is made up of text describing goals and objectives, principles, standards, and plan proposals, as well as a set of maps and diagrams. Together, these components paint a picture of the community's vision for its future development. The following discussion of these different components clarify the meanings of these and other important terms.

Development Policy

A development policy is a general plan statement that guides action. In a broad sense, development policies include goals and objectives, principles, policies, standards, and plan proposals.

Diagram

A diagram is a graphic expression of a general plan's development policies, particularly its plan proposals. Many types of development policies lend themselves well to graphic treatment, such as the distribution of land uses, urban design guidance, and the location of infrastructure, multimodal transportation networks and geologic and other natural hazards. A diagram must be consistent with the general plan text and should have the same long-term planning perspective as the rest of the general plan.[44]

Goal

A goal sets a general direction. It is an ideal future outcome related to the public health, safety, or general welfare. A goal is a general expression of community values; therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time-dependent.

Although goals are not mentioned in the description of general plan contents, they are included here for several reasons.[45] First, defining goals is often the initial step of a comprehensive planning process, with more specific objectives defined later. Second, goals are specifically mentioned in the statutes governing housing element contents.[46] Third, while the terms "goal" and "objective" are used interchangeably in some general plans, many plans differentiate between broad, unquantifiable goals and specific objectives. Either approach is allowable, as flexibility is a characteristic of the general plan.

[43] California Government Code §65303.
[44] California Government Code §65300.5.
[45] California Government Code §65302.
[46] California Government Code §65583.

Examples of goals:

- A diversified economic base for the city.
- A connective multimodal transportation network that serves the needs of all users of streets, roads, and highways.

Goals should be expressed as ends, not actions. For instance, the first example above expresses an end, namely, "a diversified economic base." It does not say, "establish a diversified economic base, constituting an action."

Objective

An objective is a specified end, condition, or state that is an intermediate step toward attaining a goal. It should be achievable, and when possible, measurable and time-specific. An objective may pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.

Examples of objectives:

- The addition of bicycle lanes on all major streets over the next five years.
- A stated amount of reduction in storm water runoff from streets and parking lots.

Principle

A principle is an assumption, fundamental rule, or doctrine guiding general plan policies, proposals, standards, and implementation measures. Principles are based on community values, generally accepted planning doctrine, current technology, and the general plan's objectives. In practice, principles underlie the process of developing the plan, but seldom need to be explicitly stated in the plan itself.

Examples of principles:

- Multimodal transportation can provide safe and convenient travel for all users of streets, roads, and highways.
- The residential neighborhoods within a city should be within a convenient and safe walking distance of an elementary school.

Policy

A policy is a specific statement that guides decision-making. It indicates a commitment of the local legislative body to a particular course of action. A policy is based on and helps implement a general plan's objectives. A policy is carried out by implementation measures.

For a policy to be useful as a guide to action it must be clear and unambiguous. Clear policies are particularly important when it comes to judging whether or not zoning decisions, subdivisions, public works projects (street improvements), etc., are consistent with the general plan.

When writing policies, be aware of the difference between "shall" and "should." "Shall" indicates an unequivocal directive. "Should" signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations. Use of the word "should" to give the impression of more commitment than actually intended is a common, but unacceptable practice.

Solid policy is based on solid information. The analysis of data collected during the planning process provides local officials with the knowledge about trends, existing conditions, and projections that they need to formulate policy. If projected community conditions are not in line with a general plan's objectives, local legislative bodies may adopt policies that will help bring about a more desirable future.

Examples of policies:

- The city shall include bike lanes on major streets at the time of re-surfacing.
- The city shall not approve plans for the downtown shopping center until an independently conducted market study indicates that the center would be economically feasible.

Standard

A standard is a rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Standards define the abstract terms of objectives and policies with concrete specifications.

The Government Code makes various references to general plan standards. For example, §65302(a) states in part that the land use element must "...include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan." Other examples of statutory references to general plan standards include those found in §66477, The Quimby Act, and §66479, reservations of land within subdivisions. Of course, a local legislature may adopt any other general plan standards it deems desirable. When developing standards jurisdictions should consider their rural, suburban, or urban context.

Examples of standards:

- Levels of service standards shall include the consideration of all transportation modes; vehicle, pedestrian, bicycle, and transit traffic.
- High-density residential means 15 to 30 dwelling units per acre and up to 42 dwelling units per acre with a density bonus.

Implementation Measure

An implementation measure is an action, procedure, program, or technique that carries out general plan policy. Each policy must have at least one corresponding implementation measure. Depending on the goal and policy implementation measures can take a variety of forms. Each implementation measure should be feasible and attainable and should include mechanisms for ensuring they are carried out and achieve the intended outcome. Jurisdictions with rural, suburban, and urban areas or a mixture there of may need to develop varied implementation measures in order to provide appropriate accommodations to the variety of users in the varied regions of a jurisdiction.

Examples of implementation measures:

- The city shall use tax-increment financing to pay the costs of replacing old sidewalks and incorporating other walking or bicycling improvements in the redevelopment area.
- The city shall adopt a pedestrian and/or bicycle plan for the downtown area.

Linking Objectives to Implementation

The following examples show the relationships among objectives, policies, and implementation measures. The examples are arranged according to a hierarchy from the general to the specific from goals to

implementation measures. In an actual general plan, there might be more than one policy under each objective, and more than one implementation measure under each policy.

Goal:
A connective multimodal transportation network.

Objective:
Develop a well-connected circulation system with multiple modes of transportation to meet the needs of all users of streets, roads, and highways.

Policy:
The city shall consider pedestrian, bicycle, and transit traffic needs and accommodations equal to those of motor vehicle traffic.

Implementation Measures:

- Consider pedestrian, bicycle, and transit traffic when developing and adopting performance and level of service standards.
- Develop and adopt a pedestrian and/or bicycle master plans to ensure applicable streets, roads, and highways include sidewalks and ensure safe non motorized travel.
- Ensure that all transit terminals and stops are accessible by foot, bike, and vehicle.
- Work with all community school districts to develop safe and accessible routes to and from school facilities.
- Require all existing and future street, road, and highway developments to comply with or exceed all ADA design standards.

APPENDIX B

It is essential that each jurisdiction adopt goals, policies, and implementation measures that are suitable for their individual communities and general plan. This appendix includes various local and out of state examples of multimodal transportation goals, policies, and implementation measures adopted by local jurisdictions. **These are only examples** and may or may not address all components of multimodal transportation networks. This list is not exhaustive.

CALIFORNIA CITIES AND COUNTIES with Multimodal Transportation Goals and Policies in their General Plans	
CA Jurisdiction	**Document Location**
City of Arroyo Grande	http://www.arroyogrande.org/city-hall/city-departments/community-development/planning/general-plan/circulation.pdf
City of Brisbane	http://www.ci.brisbane.ca.us/Upload/Document/D240001033/ChapterVITransportationAndCirculation.pdf
City of Calistoga	http://www.ci.calistoga.ca.us/Index.aspx?page=519
City of Cloverdale	http://cloverdale.net/DocumentView.aspx?DID=381
City of Encinitas	http://www.cityofencinitas.org/NR/rdonlyres/56B20F5C-9B4D-4126-BFF5-2206C09A547F/0/circulation.pdf
City of Fairfax	http://www.town-of-fairfax.org/html/gpac_progress.html
City of Highland	http://www.ci.highland.ca.us/GeneralPlan/PDFs/03-Circulation_Element.pdf
City of Hughson	http://hughson.org/files/Complete%20Final%20GP.pdf\
City of Lemon Grove	http://www.ci.lemon-grove.ca.us/DocumentCenterii.aspx?FID=33
City of Live Oak	http://www.liveoakcity.org/index.php?option=com_docman&Itemid=200
City of Napa	http://74.205.120.199/images/CDD/planningdivisiondocs/generalplan/2009/chapter%203%20-%20transportation.pdf
City of Oakland	http://www2.oaklandnet.com/Government/o/CEDA/o/PlanningZoning/s/GeneralPlan/DOWD009015
City of Oakley	http://www.ci.oakley.ca.us/UserFiles/file/GeneralPlan/03%20Circulation%20Element.pdf
City of Orland	http://cityoforland.com/govt/dept/planning/documents/CurrentGeneralPlanMarch2003.pdf
City of Rohnert Park	http://www.ci.rohnert-park.ca.us/index.aspx?page=86
City of Sacramento	http://www.sacgp.org/documents/04_Part2.04_Mobility.pdf
City of San Diego	http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelemfv.pdf
City of San Jacinto	http://www.ci.san-jacinto.ca.us/city-govt/development/general-plan/Circulation%20Element.pdf
City of San Leandro	http://www.sanleandro.org/civica/filebank/blobdload.asp?BlobID=3816
City of Sanger	http://www.ci.sanger.ca.us/devserv/planning/2025%20GENERAL%20PLAN.pdf
City of Santa Barbara	http://www.santabarbaraca.gov/Government/General_Plan/
City of Solano Beach	http://www.ci.solana-beach.ca.us/csite/cms/app_engine/assets/images/cd_circulationelement.pdf
City of Turlock	http://www.ci.turlock.ca.us/pdflink.asp?pdf=documents/developmentservices/planning/generalplan/5-01.pdf?o=o&title=Turlock%20General%20Plan
Contra Costa County	http://contra.napanet.net/depart/cd/current/advance/GeneralPlan/General%20Plan.pdf
Inyo County	http://inyoplanning.org/general_plan/goals/ch7.pdf

Marin County	http://www.co.marin.ca.us/depts/cd/main/fm/cwpdocs/CWP_CD2.pdf
Napa County	http://countyofnapa.org/GeneralPlan/
Riverside County	http://www.rctlma.org/genplan/content/gp.aspx
Yolo County	http://www.yolocounty.org/Index.aspx?page=1528

CALIFORNIA CITIES AND COUNTIES with Multimodal Transportation Implementation Examples		
CA Jurisdiction	**Document Tile**	**Document Location**
City of Elk Grove	Rural Road Improvement Standards	http://www.egplanning.org/rural_roads/files/adopted_documents/Rural%20Road%20Improvement%20Standard_11.20.07.pdf
City of Sacramento	Best Practices for Complete Streets	http://www.cityofsacramento.org/transportation/dot_media/engineer_media/pdf/bp-CompleteStreets.pdf
City of San Diego	Street Design Manual	http://www.sandiego.gov/planning/documents/pdf/trans/complete.pdf
City and County of San Francisco	Better Streets Plan	http://www.sacog.org/complete-streets/toolkit/files/docs/SF%20Controller_Better%20Streets%20Plan%20Recommendations%20for%20Improved%20Streetscape%20Project%20Planning,%20Design,%20Review%20and%20Approval.pdf
City of Sanger	Standard Details	http://www.ci.sanger.ca.us/Public%20works/standard%20details/Cover-Indexcmpt.pdf
City of Stockton	Pedestrian Safety and Crosswalk Installation Plan	http://www.stocktongov.com/publicworks/publications/PedGuidelines.pdf
Sacramento County	Street Improvement Standards	http://www.msa2.saccounty.net/ce/dss/ldsir/pages/improvementstandards.aspx

MULTIMODAL TRANSPORTATION EXAMPLES FROM OUT OF STATE		
Jurisdiction	**Document Title**	**Document Location**
Fort Collins, CO	Master Street Plan	http://www.fcgov.com/transportationplanning/msp.php
Town of Basalt, CO	Complete Street Design	http://www.basalt.net/planningPdf/StreetsFinal.pdf
Decatur, GA	Community Transportation Plan	http://www.decaturga.com/cgs_citysvcs_dev_transportationplan.aspx
Louisville, KT	Complete Streets Manual	http://services.louisvilleky.gov/media/complete_streets/complete_streets_manual.pdf
Rochester, MN	Complete Streets Policy	http://www.co.olmsted.mn.us/departments/docs/CompleteStreetsResolution__2_.pdf
Oxford, MS	Creating a Walkable, Bikeable Community Through Complete Streets	http://oxfordms.net/docs/reports/pathwaysfinalreport.pdf
Charlotte, NC	Charlotte NC Urban Street Design Guidelines	http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm
	Transit Station Area Principles	http://ww.charmeck.org/Planning/Land%20Use%20Planning/Transit_Station_Area_Plans/TransitStaionAreaPrinciples.pdf

Columbus, OH	Complete Streets	http://pubserv.ci.columbus.oh.us/transportation/NewsRelease/Complete_Streets.pdf
Eugene, OR	Multi Modal Street Design	http://www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_282993_0_0_18/Multi%20Modal%20Street%20Design.pdf
Kirkland, WA	2001 Kirkland Nonmotorized Transportation Plan	http://www.ci.kirkland.wa.us/Assets/Public+Works/Public+Works+PDFs/Transportation/Non-Motorized+Transportation+Plan.pdf
Seattle, WA	Seattle Complete Street Ordinance	http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&s1=115861.cbn.&Sect6=HITOFF&l=20&p=1&u=/~public/cbor2.htm&r=1&f=G

APPENDIX C

ADDITIONAL RESOURCES

LEGISLATION AND POLICIES

Assembly Bill 1358 California Complete Streets Act (Leno)
http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351- 1400/ab_1358_bill_20080930_chaptered.pdf

Assembly Bill 32 California Global Warming Solutions Act of 2006 (Nunez)
http://www.climatechange.ca.gov/publications/legislation/ab_32_bill_20060927_chaptered.pdf

Senate Bill 375 Regional Targets (Steinberg)
http://info.sen.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080902_enrolled.pdf

Executive Order # S-3-05 Est. GHG Emissions Reduction Targets
http://gov.ca.gov/index.php?/executive-order/1861/

Caltrans Deputy Directive 64-R1
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf

Caltrans' Complete Street Implementation Plan
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf

U.S. Department of Transportation Federal Highway Administration
Policy Statement on Bicycle and Pedestrian Accommodations, Regulations, and Recommendations
http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm

SUPPORTING ORGANIZATIONS

AARP
www.aarp.org

America Bikes
www.americabikes.org

America Walks
www.americawalks.org

American Planning Association
www.planning.org

American Public Transportation Association
www.apta.com

Association of Pedestrian and Bicycle Professionals
www.apbp.org

California Bicycle Coalition
www.calbike.org/completestreets.htm

Institute of Transportation Engineers
www.ite.org

National Center for Bicycling and Walking
www.bikewalk.org

National Complete Streets Coalition
www.completestreets.org

Pedestrian and Bicycling Information Center
www.walkinginfo.org

Safe Routes to School
http://www.saferoutesinfo.org/

Smart Growth America
www.smartgrowthamerica.org

RESOURCES FOR POLICY DEVELOPMENT

AARP Public Policy Institute
Planning Complete Streets for an Aging America
http://www.aarp.org/home-garden/livable-communities/info082009/Planning_Complete_Streets_for_an_Aging_America.html

American Disabilities Act
ADA Standards for Accessible Design
http://www.ada.gov/adastd94.pdf

Alliance for Biking and Walking

Bicycling and Walking in the US 2010 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/C529

Guide to Complete Streets Campaigns
http://www.sacog.org/completestreets/toolkit/files/docs/Alliance%20for%20Biking%20&%20Walking_Guide%20to%20Complete%20Streets%20Campaigns%202010.pdf

American Planning Association
Complete Streets Best Policy and Implementation Practices
http://www.planning.org
(In print only)

California Climate Change Portal
California's Resource for Global Climate Change Information
http://www.climatechange.ca.gov

California Department of Health Services
The Burden of Asthma in California: A Surveillance Report
http://www.californiabreathing.org/images/stories/publications/asthmaburdenreport.pdf

California Department of Public Health
The Burden of Cardiovascular Disease in California: A Report of The California Heart Disease and Stroke Prevention Program
http://www.cdph.ca.gov/programs/cvd/Documents/CHDSP-BurdenReport-HighRes.pdf

California Department of Transportation (Caltrans)

Bicycle Transportation Account
http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

California Highway Design Manual
http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm

California Manual on Uniform Traffic Control Devices
http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/

California Safe Routes to School Program
http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Design Information Bulletin (DIB) 80: Roundabouts
http://www.dot.ca.gov/hq/oppd/dib/dib80-01.htm

Design Information Bulletin (DIB) 82: Pedestrian Accessibility Guidelines for Highway Practices
http://www.dot.ca.gov/hq/oppd/dib/dibprg.htm

Smart Mobility Framework 2010: A Call to Action for the New Decade
http://www.dot.ca.gov/hq/tpp/offices/ocp/smf_files/SmMblty_v6-3.22.10_150DPI.pdf

California Office of Traffic Safety
California Traffic Safety Report Card
http://www.ots.ca.gov/OTS_and_Traffic_Safety/Report_Card.asp

California School Boards Association

Safe Routes to School: Program and Policy Strategies
http://www.sacog.org/complete-streets/toolkit/files/docs/CSBA_SRTS%20Program%20and%20Policy%20Strategies.pdf

Sample Safe Routes to School Board Policy and Administrative Regulation
http://www.sacog.org/complete-streets/toolkit/files/docs/CSBA_Sample%20Admin%20Regulation%20and%20Board%20Policy.pdf

California Transportation Commission
2010 Regional Transportation Plan Guidelines
http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf

Center for Clean Air Policy
Cost-Effectiveness Greenhouse Gas Reductions through Smart Growth and Improved Transportation Choices
http://www.ccap.org/docs/resources/677/CCAP%20Smart%20Growth%20-$%20per%20ton%20CO2%20(June%202009)%20FINAL%202.pdf

Institute for Transportation Engineers (ITE)
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
http://www.ite.org/css/

Metropolitan Transportation Commission

Complete Streets Checklist
http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist.pdf

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area
http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_Study.pdf

National Cooperative Highway Research Program – Transportation Research Board of the National Academies

Accessible Pedestrian Signals: A Guide to Best Practices
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w117a.pdf

Improving Pedestrian Safety at Unsignalized Crossings
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf

Report 616: Multimodal Level of Service Analysis for Urban Streets
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf

Rails to Trails Conservancy
Active Transportation for America
http://www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf

Sacramento Area Council of Governments (SACOG)
Complete Streets Resource Tool Kit
http://www.sacog.org/complete-streets/toolkit/START.html

Sprinkle Consulting

Bicycle Level of Service for Arterials
http://pubsindex.trb.org/view.aspx?id=801673

Bicycle Level of Service for the Roadway Segment
http://www.sprinkleconsulting.com/bp_downloads.html

Intersection Level of Service for Bicycling Through Movement
http://www.sprinkeconsulting.com/bp_downloads.html

Modeling the Roadside Walking Environment: A Pedestrian Level of Service
http://www.sprinkleconsulting.com/bp_downloads.html

Real-Time Human Perceptions: Toward a Bicycle Level of Service
http://trb.metapress.com/content/n118452647112qg6/fulltext.pdf

University of California Berkeley – Center for Resource Efficient Communities
Building Energy Efficient Communities: A Research Agenda for California
http://crec.berkeley.edu/crec.whitepaper.pdf

University of California Berkeley – Institute of Transportation Studies
A Technical Guide for Conducting Pedestrian Safety Assessments for California Cities
http://www.techtransfer.berkeley.edu/pedsafety/psa_handbook.pdf

U.S. Architectural and Transportation Barriers Compliance Board
Accessible Rights-of-Way: A Design Guide
http://www.access-board.gov/prowac/guide/PROWguide.pdf

U.S. Department of Transportation – Federal Highway Administration

ADA Standards for Transportation Facilities
http://www.access-board.gov/ada-aba/ada-standards-dot.cfm

Designing Roads for Multimodal Safety and Access
www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/Multimodal_01_Introduction_7-2007.ppt

Designing Sidewalks and Trails for Access
http://www.fhwa.dot.gov/environment/sidewalk2/index.htm

Detectable Warning in Transit Facilities: Safety and Negotiability
http://accessforblind.org/publications/ProjectAction/Detectable%20Warnings%20in%20Transit%20Facilities%20-%20Safety%20and%20Negotiability.pdf

Detectable Warning Surfaces: Color, Contrast, and Reflectance
http://accessforblind.org/publications/USDOT/dws-ccr.pdf

Manual on Uniform Traffic Control Devices
http://mutcd.fhwa.dot.gov/

Pedestrian Road Safety Audit Guidelines and Prompt Lists
http://drusilla.hsrc.unc.edu/cms/downloads/PedRSA.reduced.pdf

Roundabouts: An Informational Guide
http://www.tfhrc.gov/safety/00-067.pdf

Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations
http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf

Visual Detection of Detectable Warning Materials by Pedestrians with Visual Impairments
http://www.access-board.gov/research/dw-fhwa/report.pdf

RESOLUTION NO:11-xxx

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2011 CIRCULATION ELEMENT OF THE GENERAL PLAN AND ADOPTING FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, pursuant to the California Environmental Quality Act (Pub. Res. Code sections 21000 *et seq*.) ("CEQA") and the CEQA Guidelines (14 Cal. Code of Regulations sections 15000 *et seq*.), the City determined that an Environmental Impact Report ("EIR") would be prepared for the 2011 General Plan Circulation Element Update (the "Project"); and

WHEREAS, on July 26, 2010 a Notice of Preparation ("NOP") was distributed to the State Office of Planning and Research and a public "Scoping Meeting" was held on August 10, 2010 to provide information on the Project and to receive input on issues to be addressed in the EIR; and

WHEREAS, a Draft Environmental Impact Report ("DEIR") was prepared for the Project, and on November 3, 2010, a Notice of Availability ("NOA") was distributed and noticed in accordance with the provisions and requirements of CEQA; and

WHEREAS, the City circulated the DEIR and Appendices for the project to the public, interested parties and the State Office of Planning and Research for a 45-day comment period consistent with Section 15105 of the CEQA Guidelines, from November 3, 2010 to December 18, 2010; and

WHEREAS, the City received a total of nine comment letters on the DEIR during the 45-day public comment period, and the City has prepared written responses to all comments and made changes to the Draft EIR, and those comments, responses to comments and changes have been incorporated into the Final Environmental Impact Report ("FEIR"); and

WHEREAS, the FEIR is comprised of the DEIR (dated November 2010), and all appendices thereto, the comments, responses to comments on the DEIR and certain textual changes; and

WHEREAS, a public hearing on the DEIR was held before the Planning Commission on December 14, 2010 and two public hearings were held on the FEIR on February 22, 2011 and March 8, 2011; and

WHEREAS, notices of said public hearing(s) were made at the time and in the manner required by State law; and

WHEREAS, information and evidence set forth in the FEIR and upon other substantial evidence that has been presented at the hearings and in the record of the proceedings. The documents, staff reports, technical studies, appendices, and other materials are on file for public review at the City of El Paso de Robles, Community Development Department, located at 1000 Spring Street, Paso Robles, CA 93446 and on the City's website; and

WHEREAS, the potential for environmental impacts from implementation of the Project have been evaluated in accordance with CEQA and the City's Rules and Procedures for Implementation of CEQA; and

WHEREAS, at its meeting of March 8, 2011, the Planning Commission duly considered all evidence, including public testimony from interested parties, and the evaluation and recommendations by staff, presented at said hearings and, by a vote of 6 to 1, adopted Resolution No. 11-004 recommending that the City Council certify the FEIR and adopt a Statement of Overriding Considerations and the Mitigation and Monitoring Plan.

NOW, THEREFORE BE IT RESOLVED the City Council of the City of El Paso De Robles makes the following Findings:

SECTION 1. The FEIR on the Project has been completed in compliance with CEQA and was considered by the City prior to any approvals of the Project.

SECTION 2. Section 15091 of the State CEQA Guidelines requires that if the project will cause significant unavoidable adverse impacts, the City must adopt a Statement of Overriding Considerations prior to approving the project. A Statement of Overriding Considerations states that any significant adverse project effects are acceptable if expected project benefits outweigh unavoidable adverse environmental impacts.

SECTION 3. Public Resources Code section 21081.6 and CEQA Guidelines section 15097 require the City to adopt a monitoring or reporting program to ensure that the mitigation measures for the Project identified in the FEIR are implemented. The Mitigation Monitoring and Reporting Program ("MMRP") is included as Exhibit A and is hereby adopted by the City. The MMRP satisfies the requirements of CEQA.

SECTION 4. The mitigation measures set forth in the MMRP are specific and enforceable. As appropriate, some mitigation measures define performance standards to ensure no significant environmental impacts will result. The MMRP adequately describes implementation procedures, monitoring responsibility, reporting actions, compliance schedule, noncompliance sanctions, and verification of compliance in order to ensure that the Project complies with the adopted mitigation measures. The MMRP ensures that the mitigation measures are in place, as appropriate, throughout the life of the Project.

SECTION 5. The mitigation measures contained in the MMRP will be imposed as enforceable conditions of approval as portions of the Project are implemented. The City has adopted measures to substantially lessen or eliminate all significant effects where feasible.

SECTION 6. The mitigation measures contained in the MMRP will not have new significant environmental impacts that were not analyzed in the FEIR. In the event a mitigation measure recommended in the FEIR has been inadvertently omitted from the MMRP, that mitigation measure is adopted and incorporated from the FEIR into the MMRP by reference and adopted as part of the MMRP.

SECTION 7. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the City adopts the findings and conclusions regarding impacts and mitigation measures that are set forth in the FEIR. The City ratifies, adopts and incorporates the analysis, explanation, findings, responses to comments and conclusions of the FEIR. The City adopts the reasoning of the FEIR, staff reports and presentations provided by the staff as may be modified by this Resolution.

SECTION 8. The FEIR identified the following environmental impacts of the Project that would be less than significant and do not require mitigation: Air Quality, (Impacts 3.3.1, 3.3.3, 3.3.4 and 3.3.6); Greenhouse Gas Emissions and Climate Change (Impact 3.7.1); Hazards and Hazardous Materials (Impacts 3.8.1, 3.8.2, 3.8.4 and 3.8.5); Land Use and Planning (Impact 3.10.2); Public Services and Utilities (Impact 3.11.2); Recreation (Impacts 3.13.1 and 3.13.2); Traffic and Circulation (Impacts 3.14.1a, 3.14.3, 3.14.4, and 3.14.5).

SECTION 9. Under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b), and to the extent reflected in the FEIR, the City finds that changes or alterations have been required in, or incorporated into, the Project that mitigates to a less than significant level or avoid the following potentially significant effects on the environment:

A. Aesthetic and Visual Resources

1. Impact 3.1.2: Possible increased lighting and glare from street lighting, and other light sources from increased vehicle capacity or reflection from pavement. This impact will be mitigated through Mitigation Measure 3.1.2a, which calls for incorporating design features to minimize reflection and glare, and Mitigation Measure 3.1.2b, which calls for using lighting that conforms to Vehicle Code section 21466.5.

B. Agricultural Resources

1. Impact 3.2.1: Possible conflicts with agricultural use, operations or zoning. This impact will be mitigated through Mitigation Measure 3.2.1, which calls for minimizing impacts to agricultural land consistent with the City's Right to Farm Ordinance and incorporating design features; as well as Mitigation Measures 3.3.2b, 3.3.2c; and 3.101, which are described below.

C. Air Quality

1. Impact 3.3.2: Construction activity could generate temporary increases in pollution. This impact will be mitigated through Mitigation Measure 3.3.2a, which calls for requiring that construction equipment meet certain emissions standards; Mitigation Measure 3.3.2b, which would require certain measures be followed to minimize dust during construction; and Mitigation Measure 3.3.2c, which regulates how stockpiled materials should be maintained and transported.

2. Impact 3.3.5: Possible creation of stationary or semi-stationary emissions sources that could expose sensitive receptors to pollutants, such as diesel exhaust. This impact will be mitigated through Mitigation Measure 3.3.5, which requires that transit stations improvements be designed and operated in a manner to reduce emissions of pollutants to sensitive receptors.

D. Cultural Resources

1. Impact 3.5.1: Construction activities could disturb previously unknown cultural and paleontological resources. This impact will be mitigated through Mitigation Measure 3.5.1, which requires that certain procedures be followed for individual projects to assess and minimize the potential impacts on such resources.

E. Geology and Geologic Hazards

1. Impact 3.6.1: Future seismic events could impact construction workers or residents. This impact will be mitigated through Mitigation Measure 3.6.1, which requires that all structures shall be constructed in accordance with the latest geotechnical standards.

2. Impact 3.6.2: Future seismic events could result in unstable soils, possibly affecting construction workers or residents. This impact will be mitigated through Mitigation Measure 3.6.2a, 3.6.2b; and 3.6.2c, which requires that certain soils studies be performed and construction techniques be employed depending on soils conditions.

3. Impact 3.6.3: Future seismic events could result in landslides and/or erosion, potentially affecting construction workers or residents. This impact will be mitigated through Mitigation Measure 3.6.3.a , which requires that in certain circumstances, a geotechnical engineer conduct slope stabilization studies; and Mitigation Measure 3.6.3b, which requires in certain circumstances that grading and erosion control plans be prepared prior to the issuance of grading permits.

F. Hazards and Hazardous Materials

1. Impact 3.8.3: Possible disturbance of contaminated property during project implementation may create hazard for the public or the environment. This impact will be mitigated through Mitigation Measure 3.8.3, which calls for the investigation of sites, where appropriate, for hazardous materials and remediation, where appropriate.

G. Hydrology and Water Quality

1. Impact 3.9.1: Construction activities may erode soil. This impact will be mitigated through Mitigation Measure 3.9.1, which requires that certain measures be followed for projects that could lead to a significant amount of erosion.

2. Impact 3.9.2: Circulation improvements may impede floodwater flow and construction activities may alter drainage patterns. This impact will be mitigated through Mitigation Measure 3.9.2, which calls for a variety of measures to mitigate impacts to drainage and flooding. These include coordinating with the Federal Emergency Management Agency ("FEMA") for projects in areas with high flooding potential; designing improvements to keep floodways free from encroachments; ensuring adequate drainage infrastructure is in place prior to grading; complying federal and water quality standards for projects near stream channels; and incorporating Low Impact Development techniques.

H. Land Use and Planning:

1. Impact 3.10.1: Construction activities can result in temporary lane closures or restrict access, affecting residents and businesses, and affecting pedestrians, bicycle and transit routes. This impact will be mitigated through Mitigation Measure 3.10.1, which requires implementing temporary access plans to assure safe and continued access during construction.

I. Public Services and Utilities

1. Impact 3.11.1: Project does not accommodate for greater population (and therefore water demand) than anticipated in City General Plan. This impact will be mitigated through Mitigation Measure 3.11.1, which calls for using reclaimed or desalinated water when possible, allowing for groundwater percolation and requiring low water use landscaping where appropriate.

2. Impact 3.11.3: Project could affect demand for solid waste service and disposal. This impact will be mitigated through Mitigation Measure 3.11.3, which calls for the City to evaluate and mitigate demands on solid waste services as needed.

3. Impact 3.11.4: Increased congestion or use along certain roadways may temporarily constrain emergency service providers. This impact will be mitigated through Mitigation Measure 3.11.4, which requires the City to consult with affected emergency service providers, utility companies, and schools and to post advance warning signs and clearly mark detours.

J. Noise Assessment

1. Impact 3.12.1: Construction activity can temporarily increase noise level. This impact will be mitigated through Mitigation Measure 3.12.1a, which requires that restrictions be placed on construction activities if near residences or other noise-sensitive receptors; and Mitigation Measure 3.12.1b, which calls for modification of pile-driving techniques if near noise-sensitive receptors.

2. Impact 3.12.2: Individual projects could potentially expose sensitive receptors to noise above standard levels. This impact will be mitigated through Mitigation Measure 3.12.2, which requires that mitigation measures be implemented to reduce noise and groundborne vibration of construction activities.

3. Impact 3.12.3: Construction activity could create temporary vibration levels. This impact will be mitigated through Mitigation Measure 3.12.3, which consists of Mitigation Measures 3.12.1b and 3.12.2, described above.

K. Traffic and Circulation

1. Impact 3.14.6: Implementation of the Project would result in increased traffic congestion and therefore increased emergency response times. This impact will be mitigated through Mitigation Measure 3.14.6, which requires the City to monitor emergency response times and consider appropriate measures if necessary to maintain response time standards.

SECTION 10. Under Public Resources Code section 21081(a) and CEQA Guidelines section 15091 and 15092, the City finds that the following impacts of the Project remain significant and unavoidable notwithstanding the imposition of all feasible mitigation measures as set forth below and are acceptable in light of the Statement of Overriding Considerations below:

A. Aesthetics and Visual Resources

1. Impact 3.1.1: Important visual resources, such as gateways, visual corridors and open space viewsheds may be affected. In addition, Project may alter eastern portions of City, including rural areas, vineyards and visual resources. This impact can be reduced, but not to a less than significant level, through implementation of Mitigation Measure 3.1.1a, which calls for a detailed visual assessment for each transportation improvement project and incorporation of project specific mitigation measures. In addition, Mitigation Measure 3.1.1b will require landscape plans to be developed and incorporated as part of individual transportation projects. Both mitigation measures are hereby adopted and will be imposed; however, the City finds that this impact remains significant and unavoidable.

B. Agricultural Resources

1. Impact 3.3.2 Farm and conservation lands may be converted to other uses. Mitigation Measure 3.2.2a, which calls for the consideration of alternative alignments to reduce impacts to agricultural lands, Mitigation Measure 3.2.2b, which calls for following property lines to the extent feasible to minimize impacts to agricultural lands and payment of compensation to farmers; and Mitigation Measure 3.3.2c, which calls for the dedication of open space/purple belt easements, are hereby adopted and will be imposed. However, notwithstanding imposition of these mitigation measures, the City finds that this impact remains significant and unavoidable.

C. Biological Resources

1. Impact 3.4.1: Circulation improvements could adversely impact natural habitat areas and/or critical habitat for special status species and/or plant communities of special concern. Mitigation Measure 3.4.1a, which calls for conducting habitat surveys as early as feasible and consulting with the appropriate agencies; Mitigation Measure 3.4.1b, which calls for using conservation banks, if available; and Mitigation Measure 3.4.1c, which calls for preparation of an Oak Tree Impact Evaluation Report if oak trees must be removed, are hereby adopted and will be imposed. However, notwithstanding imposition of these mitigation measures, the City finds that this impact remains significant and unavoidable.

2. Impact 3.4.2: Circulation improvement could adversely impact watercourses, wetlands and riparian habitat. Mitigation Measure 3.4.2a, which calls for designing improvements to avoid modifying watercourses, wetlands and habitat if feasible, or if not, obtaining necessary permits from the appropriate regulatory agencies and complying with permit conditions; and Mitigation Measure 3.4.2b, which calls for the use of mitigation banks or in-lieu fees, where such mechanisms exist, are hereby adopted and will be imposed. However, notwithstanding imposition of these mitigation measures, the City finds that this impact remains significant and unavoidable.

3. Impact 3.4.3: Circulation improvements could adversely affect wildlife corridors. Mitigation Measure 3.4.3, which calls for conducting biological field investigations to assess potential impacts and developing roadway alignments to minimize disturbance, or adopt project-specific measures in consultation with appropriate agencies, is hereby adopted and will be imposed. However, notwithstanding imposition of this mitigation measure, the City finds that this impact remains significant and unavoidable.

4. Cumulative Impact: Circulation improvements will have an adverse impact on natural habitat areas, and the mitigation measures will reduce those impacts. However, the actual magnitude of the impacts and the feasibility of mitigation for individual projects cannot be determined at this time.

D. Noise Assessment

1. Impact 3.12.2: Various transportation improvement projects could expose sensitive receptors to noise in excess of local standards. Mitigation Measure 3.12.2, which calls for analyzing projects for potential noise and vibration impacts and implementing mitigation measures to reduce identified impacts, is hereby adopted and will be imposed. However, notwithstanding imposition of this mitigation measure, the City finds that this impact remains significant and unavoidable.

2. Cumulative Impact: Under future cumulative conditions, projected increases in population are anticipated to result in increased traffic volumes and associated noise levels, particularly along certain roadway segments, may exceed local standards in determining land use compatibility.

E. Traffic and Circulation

1. Impact 3.14.1b: Implementation of the circulation improvements will increase motor vehicle traffic and congestion on portions of Highway 101 and SR 46 East and West. Additional sources of funding are required in order to reduce these significant impacts, however until they are available, the necessary improvements are not feasible. Therefore the City finds that this impact remains significant and unavoidable.

2. Impact 3.13.2: Implementation of the circulation improvements will result in increased daily land-use based vehicle miles of travel. Mitigation Measure 3.14.2, which calls for staff to establish a modes share target to monitor effectiveness of proposed policies and comparing survey data to the target, is hereby adopted and will be imposed. However, notwithstanding imposition of this mitigation measure, the City finds that this impact remains significant and unavoidable.

3. Cumulative Impact: Anticipated growth in the City and adjacent areas combined with the implementation of the Project, will increase motor vehicle traffic and congestion, which will likely result in certain roadways exceeding traffic capacity on certain roads. This impact cannot be mitigated to a less than significant level.

4. Cumulative Impact: Implementation of the Project and anticipated growth in population will increase the total vehicle miles traveled throughout the City and other parts of the County. This impact cannot be mitigated to a less than significant level.

SECTION 11. For the reasons discussed in the FEIR, the only alternative to the Project is the No Project alternative. However, the No Project alternative, which means the existing Circulation Element, would have greater environmental impacts than the proposed Project. This is because the existing Circulation Element would require more roadway improvements than allowed under the Project, thus increasing the impacts on aesthetics and visual resources, air quality, agricultural resources, biological resources, cultural resources, land use, geology and geologic hazards, greenhouse gas emissions and climate change, hazards and hazardous materials, hydrology and water quality, noise and public services and utilities. The proposed Project increases improvements to other modes of transportation and provides better utilization of the transportation network overall, which is consistent with the Regional Transportation Plan – Preliminary Sustainable Community Strategy ("RTP-PSCS").

SECTION 12. The City finds that each of the specific economic, legal, social, technological, environmental, and other considerations described below and the benefits of the Project summarized below independently outweigh the remaining significant adverse impacts of the Project (as set forth in Section 10., above) and is an overriding consideration independently warranting approval of the Project. The remaining significant adverse impacts are acceptable in light of each of these overriding considerations:

a. Implementation of the Project will have fewer and lesser environmental impacts than the existing Circulation Element.

b. The Project increases improvements to other modes of transportation and provides better utilization of the transportation network overall. This approach is consistent with the RTP-PSCS, which will help guide development of the planned regional multimodal transportation system.

c. The Project will help preserve the City's small-town character and neighborhoods by emphasizing pedestrian, bicycle and transit systems and controlling traffic speeds.

d. The Project will improve traffic and circulation systems throughout the City and to adjacent areas in the County.

SECTION 13. Prior to taking action, the City Council has reviewed, considered and has exercised its independent judgment on the Final EIR and all the information and data in the administrative record, and all oral and written testimony presented to it during meetings and hearings, and finds that the FEIR is adequate and was prepared in full compliance with CEQA.

SECTION 14. The City Council of the City of El Paso de Robles hereby certifies the FEIR is adequate to support approval of the Project, and the alternative in the FEIR. The City recognizes that the FEIR incorporates information obtained and produced after the DEIR was completed, and that the FEIR contains additions, clarifications, and modifications. The City has reviewed and

considered the FEIR and all of this information. The FEIR does not add significant new information to the DEIR that would require recirculation of the FEIR under CEQA. The new information added to the FEIR does not involve a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure considerably different from others previously analyzed that the City declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the DEIR.

SECTION 15. Based on the above finding, the City finds that the changes and modifications made to the DEIR after it was circulated for public review and comment do not individually or collectively constitute significant new information within the meaning of Public Resources Code section 21092.1 9 or CEQA Guidelines section 15088.5.

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 5th day of April, 2011, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

Exhibit A

MITIGATION MONITORING AND REPORTING PROGRAM

PROGRAM CONTENTS

This Mitigation Monitoring and Reporting Program (MMRP) includes a brief discussion of the legal basis and purpose of the MMRP, a key to understanding the monitoring matrix, and the mitigation monitoring and reporting matrix itself.

LEGAL BASIS AND PURPOSE OF THE MMRP

Public Resources Code (PRC) 21081.6 requires public agencies to adopt MMRPs whenever certifying an environmental impact report (EIR) or mitigated negative declaration (MND). This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process. The Governor's Office of Planning and Research advisory publication, *Tracking CEQA Mitigation Measures*, provides local governments basic information and practical advice concerning compliance with mitigation monitoring and reporting programs. As such, this document incorporates the suggestions contained within the advisory publication and from research on similar monitoring programs.

MONITORING MATRIX

The following pages provide a series of tables identifying the mitigation measures proposed specifically for the City of El Paso de Robles Circulation Element Update (proposed project). These mitigation measures are derived from the General Plan 2010 Circulation Element Update, adopted and certified by the lead agency, the City of El Paso de Robles (the City), on *(date to be inserted upon Circulation Element Update adoption and Circulation Element Update EIR certification)*. The columns in the table have the following meanings:

Mitigation Measure: Provides the text of the mitigation measures identified in the Draft Environmental Impact Report.

Responsible Party: References the person, party, or agency responsible for monitoring and verifying compliance of the identified mitigation measure. The agencies listed are responsible for clearing the mitigation measure.

Monitoring/Reporting: Identifies by whom the monitoring or reporting will be done.

Timing/Frequency: Identifies at what point in time, review process, or phase of the project the measure will be completed.

Final Clearance: These columns will be initialed and dated by the individual designated to verify adherence to project-specific mitigation.

Comments: This column is reserved for any additional explanation or notes made during compliance monitoring, if necessary.

The mitigation measures in the matrix represent the final version of the measures to be considered by the City Council.

NONCOMPLIANCE

Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the project. The complaint shall be directed to the City in written form providing specific information on the asserted violation. The City shall initiate an investigation

and determine the validity of the complaint; if noncompliance with a mitigation measure has occurred, the City shall initiate appropriate actions to remedy any violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue.

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.1 AESTHETICS AND VISUAL RESOURCES						
3.1.1a	The City shall conduct a detailed visual assessment during the environmental review process for transportation improvement projects and mitigate for significant visual impacts. Through this process of analysis and evaluation, it may be possible to identify mitigation measures or alternatives that would reduce project-specific visual impacts. Project-specific mitigation shall include the following standards as determined by the City and be consistent with the Gateway Design Standards and guidelines for rural entrances as applicable. Any projects that may affect scenic resources shall be designed to minimize impacts on existing vegetation to the extent feasible, landscape architecture, and natural scenic views and to avoid or minimize the removal of significant stands of trees and damage to rock outcroppings to the maximum extent feasible. • Should architectural features, such as sound walls, medians, berms, and/or other similar structures that could obstruct views, be necessary for project implementation, these structures shall incorporate offsets, accents, and landscaping to prevent visual monotony. These features shall be designed in accordance with the City's architectural review requirements. • The City shall design transportation project alignments to avoid or minimize substantial physical alteration of the land due to large amounts of cut and fill. Where a particular improvement project would affect adjacent landforms, the City shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade. Where hillsides cannot be totally avoided, consideration shall be given to dividing the roadway to better fit the topography or to lengthening the alignment to follow existing contours. Where significant cuts and fills cannot be avoided, plans shall be developed and implemented to mitigate identified impacts to the surrounding scenic resources (e.g., extensive landscaping with mature plants, rounding natural portions of cut and fill areas, regrading to the approximate previous visual grade, and designing	City	City	At the time of specific project-level environmental review		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	and placing landscaping and signs to preserve and create scenic views for the motorist). Visual disruption shall be minimized by regrading to the approximate natural grades, rounding natural portions of cut and fills, and using retaining walls and compatible with existing surrounding land uses. • The City shall prepare grading plans that minimize the removal of scenic resources such as trees, rock outcroppings, and historic buildings. • The City shall confirm whether or not the Gateway Design Standards or guidelines for rural entrances are applicable to a transportation project and apply those standards/guidelines to the project as necessary.					
3.1.1b	A Landscape Plan shall be developed as part of specific subsequent transportation project design and approval. The Landscape Plan must be approved by the City and Caltrans as applicable, prior to final project approval and shall include, but not be limited to, the following: • Non-native vegetation that would require removal shall be replaced with native and drought-tolerant plants when feasible. When this is not feasible, removed non-native vegetation should be replaced at a rate and size determined by the City or, for Caltrans-related projects, by the Caltrans Landscape Architecture Branch. • For projects not affected by or in the Caltrans right-of-way, the City shall ensure that native, drought-tolerant plants and other landscape materials enhance landform variation, provide erosion control, and blend with the surrounding natural setting. Native vegetation that would require removal shall be replaced with native and drought-tolerant plants species, as outlined in General Plan Policy C-3B. The plant list shall be identified on the landscape plans and shall be subject to approval by the City and/or Caltrans Landscape Architecture Branch, if applicable. Appropriate non-native plants may be allowed for design flexibility, if approved by the City and/or Caltrans.	City	City	At the time of specific project-level environmental review; Landscape Plan approval prior to Prior to final approval		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.1.2a	The City shall ensure that all lighting associated with transportation system improvement projects is designed to minimize spillover onto adjacent properties and meets the architectural review and lighting requirements of the City. Lighting that accompanies any proposed project shall be minimized to the extent feasible, consistent with safety requirements. Plans for individual projects shall incorporate design features such as hooded light shields (to direct lighting to the ground or toward the facility and away from adjacent residential and other uses), the use of dense landscaping to block light and glare from spilling over into adjacent uses, the use of unobtrusive signage that does not reflect light or glare onto nearby occupied properties, and the use of white reflective paint in lieu of reflective materials to the extent feasible. The plans shall be designed in accordance with City of Paso Robles and Caltrans policies.	City	City /Caltrans	At the time of specific project-level environmental review; prior to final approval of circulation improvement projects		
3.1.2b	Lighting shall conform to Vehicle Code restrictions per California Vehicle Code Section 21466.5.	City	City	Prior to final approval of circulation improvement projects		
3.2 AGRICULTURAL RESOURCES						
3.2.1	When construction of new or expanded roadways would result in conflicts with agricultural uses or operations (due to division of agricultural land, or proximity of roadway to active agricultural uses resulting on potential dust, pollution, security issues) a land use buffer shall be incorporated into the design of the specific project to reduce possible conflicts from adjacent agricultural uses.	City	City	Prior to final approval of circulation improvement		
3.2.2a	When new roadway extensions are planned, the City shall consider alternative alignments that reduce or avoid impacts to agricultural lands, such as avoiding alignments that would bisect agricultural lands or result in conflicts with agricultural operations.	City	City	Prior to final approval of circulation improvement		
3.2.2b	Rural roadway alignments shall follow property lines to the extent feasible to minimize impacts to farmlands, lands under agricultural production, and Agriculture-zoned lands. Farmers shall be compensated for the loss of agricultural	City	City	At the time of specific project-level environmental review		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	production at the margins of lost property, based on the amount of land deeded as road right-of-way, as a function of the total amount of production on the property.					
3.2.2c	Where conversion of agricultural land cannot be avoided through implementation of the mitigation measures MM 3.2.2a and MM 3.2.2b, the City shall dedicate open space/purple belt easements consistent with Policy OS-1A of the General Plan and the Paso Robles Purple Belt Action Plan (Paso Robles 2009).	City	City	At the time of specific project-level environmental review		
3.3 AIR QUALITY						
3.3.2a	All construction equipment for subsequent transportation projects shall be properly maintained and tuned according to manufacturer specifications. All off-road and portable diesel-powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, and auxiliary power units, shall be fueled exclusively with CARB-approved motor vehicle diesel fuel. At least 20 percent of the diesel-fueled equipment used for project construction shall be model year 1996 or newer. The City shall require the installation of catalytic soot filters on at least 20 percent of the pre-1996 diesel-fueled equipment, targeting the equipment projected to generate the greatest emissions. Where catalytic soot filters are determined to be unsuitable, the owner shall install and use an oxidation catalyst. Suitability is to be determined by an independent California Licensed Mechanical Engineer who will submit, for SLOAPCD approval, a suitability report identifying and explaining the particular constraints to using the preferred catalytic soot filter. These measures shall be implemented consistent with the California Verified Diesel Emission Control Strategies (CARB 2010c), which can be found on the Internet at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm.	City	City	Identification of construction equipment at the time of specific project-level environmental review; monitoring to take place at the onset and periodically during construction		
3.3.2b	The following measures shall be implemented for all applicable transportation facility improvements in order to reduce PM_{10} emissions during project construction: • Reduce the amount of the disturbed area where feasible. • Use water trucks or sprinkler systems in sufficient	City	City/ SLOAPCD	Prior to the start of any grading, earthwork, or demolition; periodically during		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	quantities to prevent airborne dust from leaving the site. Water shall be applied as soon as feasible whenever wind speeds exceed 15 miles per hour. Reclaimed (nonpotable) water should be used whenever feasible. • All dirt-stockpile areas shall be sprayed daily as needed. • Permanent dust control measures shall be identified on a project-by-project basis in the approved project revegetation and landscape plans and implemented as soon as feasible following completion of any soil-disturbing activities. • Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast-germinating native grass seed and watered until vegetation is established. • All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by SLOAPCD. • All paving activities (roadways, driveways, sidewalks, etc.) shall be completed as soon as feasible. In addition, building pads shall be laid as soon as feasible after grading unless seeding or soil binders are used. • Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. • All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114. • Wheel washers shall be installed where vehicles enter and exit unpaved roads onto streets, or trucks and equipment leaving the site shall be washed off. • Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.			construction of roadway or circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	• All fugitive dust mitigation measures of subsequent development projects shall be shown on grading and building plans. • The contractor or builder of all subsequent projects shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork, or demolition.					
3.3.2c	If importation, exportation, or stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be covered with a tarp from the point of origin.	City	City	During construction of roadway or circulation improvements		
3.3.5	Proposal of a transit station improvement project that is demonstrated to significantly impact sensitive receptors shall design the project so that impacts are reduced to the extent feasible. This design may involve a reduction in the size of the project, relocation of the project, or reconfiguration of project facilities so that stationary sources (e.g., idling buses) are not located adjacent to sensitive receptors. If modifications to an impacting project are not feasible due to physical, economic, technological, or other constraints, the City shall prohibit bus engine idling for periods greater than one minute and/or utilization of the facility by buses shall be sequenced such that multiple buses do not utilize the facility at the same time.	City	City	Prior to design approval of transit station		
3.4 BIOLOGICAL RESOURCES						
3.4.1a	Where habitat modification is anticipated for circulation improvements, the following measures may be used by the City to reduce modification of areas that currently provide habitat for candidate, sensitive, or special-status species and to decrease interference with the movement of resident or migratory fish or wildlife species:	City	City	During development and of transportation project design; prior to habitat modification		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	• As early as feasible in the development of subsequent transportation project design, the area in which the project is proposed shall be thoroughly surveyed to determine the presence or absence of habitat for special-status plant and wildlife species and to determine the extent to which project construction and implementation may interfere with the movement of any resident or migratory fish or wildlife species. If special-status species are known to occur or have the potential to occur, appropriate resource agency contacts shall, where appropriate, be made and mitigation developed in consultation with a qualified biologist and the resource agencies. • If initial biological assessments for a circulation improvement determine the presence or potential presence of a state or federally listed species on the site, the implementing agency shall, where appropriate, consult with the CDFG, National Marine Fisheries Service (NMFS), and/or the USFWS for guidance on whether or not the project can avoid impacts to special-status species. The project shall, where appropriate, avoid impacts through re-design or realignment, wherever feasible.			associated with circulation improvements		
3.4.1b	Where avoidance of impacts is not feasible through design, the City shall mitigate impacts to habitat modification through the use of conservation banks, where such mechanisms exist. Where individual projects would modify habitat, the project is required to purchase credits from a conservation bank as approved by the appropriate resource agencies. If mitigation banks are not available, the project will mitigate for the loss of habitat with conservation easements within the watershed as approved by the consulting resource agency.	City	City	At the time of specific project-level environmental review		
3.4.1c	If removal of one or more oak trees is required, then an Oak Tree Impact Evaluation Report (Paso Robles 2005a) shall be required. The report shall be prepared by a City-approved and ISA-certified arborist and submitted to the City, as required by the City's Oak Tree Ordinance No. 835 N.S. (Paso Robles 2002a).	City	City	At the time of specific project-level environmental review; prior to removal of any oak trees		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.4.2a	The following measures may be used by the implementing agencies to reduce modification of watercourses, wetlands, and riparian habitat: • The proposed projects shall be designed to avoid construction in watercourses, wetlands, and riparian habitat to the extent feasible. • In those instances where it is not feasible to avoid watercourses, wetlands, and riparian habitat through design measures, the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Regional Water Quality Control Board, and CDFG shall, where appropriate, be contacted in order to achieve compliance with the appropriate regulations and to obtain all required permits prior to project approval. The granting of the required permits may be conditioned on the implementation of site-specific measures designed to mitigate any modification of watercourses, wetlands, and riparian habitat that may result from construction of the projects to ensure no net loss of habitat. • Implementing agencies shall, where appropriate, ensure that all removed and excess material is disposed of off-site and away from the floodplain, outside areas subject to ACOE and CDFG jurisdiction. Implementing agencies shall, where feasible, ensure that construction activities in drainages occur during the dry season (generally May to October) when channels are at low flow. • Implementing agencies shall ensure that no fueling or maintenance of equipment takes place in any channel. Mechanical equipment shall, where appropriate, be serviced in designated staging areas located outside of any creek bed and associated wetland habitat. Water from equipment washing or concrete wash-down shall be prevented from entering any channel. • Implementing agencies shall, where appropriate, ensure that any equipment adjacent to any channel is checked and maintained daily to prevent leaks of materials that if (eventually) introduced to water could be deleterious to aquatic life. Petroleum products and other substances	City	City/U.S. Army Corps of Engineers/U.S. Environmental Protection Agency/ Regional Water Quality Control Board/ CDFG	Prior to modification of watercourses, wetlands, and riparian habitat associated with circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	that could be hazardous to aquatic life shall be prevented from contaminating the soil and/or entering the adjacent waters. Affected permitting agencies shall be notified immediately of any spills and shall, where appropriate, be consulted regarding cleanup procedures. • Implementing agencies shall ensure that construction activities minimize increases in turbidity to the maximum extent feasible. • Implementing agencies shall, where appropriate, ensure that, following construction, disturbed banks are revegetated using locally occurring, native species and erosion control grass seed, in consultation with a qualified biologist.					
3.4.2b	Where avoidance of impacts is not feasible through design, the city shall mitigate impacts to watercourses, wetlands, and riparian habitat through the use of mitigation banks or in-lieu fees, where such mechanisms exist. Where individual projects would modify watercourses, wetlands, and riparian habitat, project sponsors would be required to purchase credits from a mitigation bank as approved the ACOE and CDFG, as appropriate. If mitigation banks are not available, the project applicant will mitigate for the loss of habitat (at a no net loss of habitat ratio) with conservation easements within the watershed as approved by the consulting resource agency.	City	City/Army Corps of Engineers/ CDFG	Prior to modification of watercourses, wetlands, and riparian habitat associated with individual projects		
3.4.3	During site-specific environmental review for projects located in wildlife movement corridors, implementing agencies shall conduct biological field investigations to document existing conditions and assess site-specific impacts upon wildlife that may be affected by the project. Implementing agencies shall develop new roadway alignments and extensions to avoid or minimize disturbance of wildlife movement corridors to the maximum extent feasible. If impacts cannot be avoided, project-specific mitigation measures shall, where appropriate, be developed in consultation with responsible agencies (USFWS, NMFS, and/or CDFG, as appropriate).	City	City/USFWS/ NMFS/CDFG	At the time of specific project-level environmental review for projects located in wildlife movement corridors		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.5 CULTURAL RESOURCES						
3.5.1	For subsequent transportation projects involving substantial earth disturbance, the removal or disturbance of existing buildings, or the construction of permanent aboveground structures or roadways, the City shall ensure that the following elements are included in the project's environmental review: • A map defining the Area of Potential Effects (APE) shall be prepared for transportation system improvements that involve substantial earth disturbance, the removal or disturbance of existing buildings, or construction of permanent aboveground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known cultural resources are located in the impact zone. • A preliminary study of each project area, as defined in the project's Area of Potential Effect, shall be completed to determine whether or not the project area has been studied under an earlier investigation and to determine the impacts of the previous project. • If the results of the preliminary studies indicate additional studies are necessary, development of field studies and/or other documentary research shall be completed (Phase I studies). Negative results would necessitate no additional studies for the project area. • Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/significance of the resources (Phase II studies). • Phase III mitigation studies shall be coordinated with the Office of Historic Preservation (OHP), as the research design will require review and approval from OHP. In the case of prehistoric or Native American related resources, the Native American Heritage Commission (NAHC) and/or local representatives of the Native American population shall, where appropriate, be contacted and permitted to respond to the testing/mitigation programs.	City City	City City/OHP/ NAHC	At the time of specific project-level environmental review; prior to substantial earth disturbance associate with circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	• If development of a specific project requires the presence of an archaeological monitor, the City shall ensure that a certified archaeologist/paleontologist monitors the grading and/or other ground-altering activities. The schedule and extent of monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by City during individual environmental review. • The City shall ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled, and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the City during individual environmental review. • The City shall ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following: – Realignment of the project right-of-way (avoidance is the most preferable method); – Capping of the site and leaving it undisturbed; – Addressing structural remains with respect to NRHP guidelines (Phase III studies); – Relocation of structures per NRHP guidelines; – Creation of interpretive facilities; and/or – Development of measures to prevent vandalism.	City	Certified archaeologist/ paleontologist			
	• A qualified archaeologist shall monitor all earth-moving activities in native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented. • As required under CEQA Guidelines Section 15064.5, to prepare for the possibility of an accidental discovery of significant buried cultural resources during transportation system improvement project construction, the following measures shall be taken: – Due to the possibility that significant buried cultural resources might be found during construction, the	City	Qualified archeologist			

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	following language shall be included in any permits issued for the project site, including (but not limited to) building permits for future development, subject to the review and approval of the City: "If archaeological resources or human remains are discovered during construction, work shall be halted at a minimum of 200 feet from the find and the area shall be staked off. The project developer shall notify a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented." - Due to the possibility that an accidental discovery or recognition of human remains in a location other than a dedicated cemetery may occur, the City shall ensure that the following language is included in all permits in accordance with CEQA Guidelines Section 15064.5(e): "If human remains are found during construction, there shall be not further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent of the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating and disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further	City/ Contractor	County Coroner			

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	disturbance if (a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; (b) the descendent identified fails to make a recommendation; or (c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."					
3.6 GEOLOGY AND GEOLOGY HAZARDS						
3.6.1	The City shall ensure that all structures, including, but not limited to, roadway improvements, bridges, and pedestrian/bike facilities, are designed and constructed to the latest geotechnical standards, per Title 24 of the California Building Codes to limit potential hazards to the public after project completion. This requirement will necessitate site-specific geologic and soils engineering investigations, as required by the City's Grading Code, Title 20, to exceed the conditions for zones with high potential for ground shaking. Where transportation system improvement projects involve bridges or passenger stations, the City shall, where appropriate, ensure that such structures are placed in areas outside of fault rupture zones. If avoidance is not feasible, detailed geologic and seismic studies must be completed to locate active or potentially active fault traces. Structures shall, where appropriate, be placed beyond an appropriate setback distance.	City	City	At the time of specific project-level environmental review; prior to final design approval of circulation improvements		
3.6.2a	If a particular Circulation Element improvement project is located in an area of moderate to high liquefaction potential, the City shall ensure that such improvements are designed based on appropriate soil studies. Feasible design measures include deep foundations, removal of liquefiable materials, and dewatering.	City	City	At the time of specific project-level environmental review; prior to final design approval of circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.6.2b	If a particular Circulation Element improvement project is located in an area of highly expansive, collapsible, or compressible soils, the City shall ensure that a site-specific investigation and appropriate design factors are implemented.	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		
3.6.2c	If a particular Circulation Element improvement project involving deep foundations or underground areas is located in an area of high groundwater potential, the City shall ensure that appropriate construction techniques (i.e., dewatering, special waterproofing, and deeper foundations) are included in the design of the facility.	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		
3.6.3a	If a particular Circulation Element improvement project involves cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, as determined by a certified geotechnical engineer, the City shall ensure that specific slope stabilization studies are conducted by a certified geotechnical engineer. Feasible stabilization methods include buttresses, retaining walls, and soldier piles.	City	City/certified geotechnical engineer	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		
3.6.3b	If a particular Circulation Element improvement project involving deep foundations or underground areas is located in an area of moderate or high erosion potential, the City shall prepare a grading and erosion control plan that minimizes erosion and sedimentation prior to the issuance of grading permits. The grading and erosion control plan must include the following: • Methods such as retention basins, drainage diversion structures, spot grading, silt fencing/coordinated sediment trapping, straw bales, and sand bags shall be	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	used to minimize erosion on slopes and siltation into waterways during grading and construction activities. • Graded areas shall, where appropriate, be revegetated within four weeks of grading activities with deep-rooted, native, drought-tolerant species to minimize slope failure and erosion potential. Geotextile binding fabrics shall be used, if necessary, to hold slope soils until vegetation is established. • Exposed areas shall be stabilized to prevent wind and water erosion using methods approved by the San Luis Obispo County Air Pollution Control District. These methods may include the importation of topsoil to be spread on the ground surface in areas having soils that can be transported by the wind and/or the mixing of highly erosive sand with finer-grained materials (silt or clay) in sufficient quantities to prevent its ability to be transported by wind. At a minimum, 6 inches of topsoil or silt/clay mixture is to be used to stabilize wind-erodible soils. • Landscaped areas adjacent to structures shall be graded so that drainage is away from structures. • Grading on slope steeper than 5:1 shall be designed to minimize surface water runoff. • Fills placed on slopes steeper than 5:1 shall be properly benched prior to placement of fill. • Brow ditches and/or berms shall be constructed and maintained above all cut and fill slopes, respectively. • Cut and fill benches shall be constructed at regular intervals. • Retaining walls shall be installed to stabilize slopes where there is a 10-foot or greater difference in elevation between the base of the proposed structure and adjacent lots. • Excavation and grading shall be limited to the dry season of the year (typically April 15 to November 1, allowing for variations in weather) unless an approved erosion control plan is in place and all measures identified					

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	therein are in effect. Additional measures which may be applied to reduce erosion during the construction of transportation system improvement projects include (but are not limited to) the following: • Limiting disturbance of soils and vegetation removal to the minimum area necessary for access and construction. • Confining all vehicular traffic associated with construction to the right-of-way or to designated access roads. • Limiting access routes and stabilizing access points. • Adhering to construction schedules designed to avoid periods of heavy precipitation or high winds. • Ensuring that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods. • Stabilizing denuded areas as soon as feasible with seeding, mulching, or other effective methods. • Protecting adjacent properties with vegetative buffer strips, sediment barriers, or other effective methods. • Delineating clearing limits, easements, setbacks, sensitive areas, vegetation, and drainage courses by marking them in the field. • Stabilizing and preventing erosion from temporary conveyance channels and outlets. • Using sediment controls and filtration to remove sediment from water generated by dewatering or collected on-site during construction. • Informing construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the grading and erosion control plans.					
3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE (NONE REQUIRED)						

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.8 HAZARDS AND HAZARDOUS MATERIALS						
3.8.3	The City shall, where appropriate, investigate the potential for improvement projects to be located at or in the vicinity of (1) identified Department of Toxic Substances Control (DTSC) hazardous material sites, or (2) areas that contain aerially deposited lead, naturally occurring asbestos, transmission lines (areas of high voltage and/or of high electro-magnetic fields or other hazardous materials. Site-specific evaluation shall include a historical assessment of past uses, and soil sampling shall be conducted when determined appropriate by the City. In those instances where a specific project site is found to be contaminated by hazardous materials, the site shall, where appropriate, be cleaned up to the standards of the appropriate responsible agency, e.g., DTSC and/or SLOAPCD. Appropriate remediation measures to ensure worker safety during construction shall, where appropriate, be identified prior to the commencement of earth-moving activities, subject to the review and approval of DTSC.	City	City/DTSC	At the time of specific project-level environmental review; prior to final design approval of circulation improvements		
3.9 HYDROLOGY AND WATER QUALITY						
3.9.1	The City shall implement the following measures to mitigate impacts to surface water and actions that have the potential to lead to a significant amount of erosion: • The City shall evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff volumes will significantly affect drainage capacities or increase flood hazards, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented. • The City shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of chemicals.	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	• The City shall ensure that circulation improvement projects direct runoff into subsurface percolation basins and traps that would allow for the removal of sediment, urban pollutants, fertilizers, pesticides, and other chemicals. • The City shall, for projects that would disturb more than 1 acre, prepare a stormwater pollution prevention plan (SWPPP) prior to the initiation of grading. The measures identified in the SWPPP shall, where appropriate, be implemented for all construction activity on the project site. The SWPPP shall, where appropriate, include specific best management practices (BMPs) to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers, and native erosion control grass seed.					
3.9.2	The City shall implement the following measures to mitigate impacts to drainage and flooding. • If a circulation improvement is located in an area with high flooding potential, the City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that the facility is designed to withstand a 100-year or 500-year flood event, as applicable, that feasible bank stabilization and erosion control measures are implemented along creek crossings, and that other measures acceptable to FEMA are implemented as appropriate. • The City shall ensure that projects located in areas with high flooding potential are designed to keep designated floodways free from encroachment as much as feasible. Encroachment into the floodplain can be accommodated with proper design, planning, and mitigation, as long as the resulting shift of floodwaters does not increase adjacent floodways or floodplains. • Prior to issuance of grading permits, the City shall ensure that adequate drainage infrastructure is in place to accommodate runoff from the project. If adequate	City	City	Prior to the issuance of grading permits and final design approval and during construction of circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	drainage infrastructure is not available, the City shall provide improvements to the drainage facilities such that drainage facilities affected by the project in question maintain an acceptable level of service. • The City shall ensure that if a particular improvement project is located within or adjacent to a stream channel, the placement of any fill will not violate federal or state water quality standards under Section 401 of the Clean Water Act. In addition, the City shall coordinate with the California Department of Fish and Game (CDFG) to identify any projects that would require a Streambed Alteration Agreement under Section 1603 of the Fish and Game Code prior to the start of construction for the specific improvement project. • The City shall incorporate Low Impact Development (LID) techniques, including best management practices (BMPs) and integrated management practices (IMPs), into the roadway improvements. LID techniques that infiltrate, filter, store, evaporate, and detain runoff shall be encouraged in order to reduce stormwater runoff, improve water quality, and increase recharge of the groundwater basin. • The City shall, where appropriate, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. The City shall consider leaving rural bicycle and other recreational trails unpaved. • The City shall thoroughly evaluate the drainage and groundwater recharge characteristics of the area in which a circulation improvement is proposed prior to the finalization of project design. In those instances where the capacity of the existing or planned stormwater drainage systems may be exceeded, it will be necessary to identify appropriate site-specific measures to control surface runoff and to detain surface water runoff on-site, if feasible. • Based on the results of the drainage/groundwater recharge evaluation, any proposed improvement project shall be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.					

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.10 LAND USE AND PLANNING						
3.10.1	For all circulation improvement projects that could result in temporary lane closures or block access during construction, a temporary access plan shall be implemented to ensure continued access to affected bicyclists, pedestrians, homes, and/or businesses. The plan shall include, but not be limited to, temporary signage directing traffic and providing safe access in and around construction zones, striping, crosswalks, and warning lights to slow traffic on streets in residential, school, or park areas where new roadways are proposed to reduce safety and noise impacts.	City	City	At the time of specific project-level environmental review; prior to lane closures or blocked access during construction of circulation improvements		
3.11 PUBLIC SERVICES AND UTILTIES						
3.11.1	The City shall implement the following measures to mitigate impacts to water supply and demand. • Ensure that, where economically and technically feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. • Ensure that low water use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed where appropriate. • Ensure that, where economically and technically feasible, landscaping associated with transportation system improvement projects is maintained using reclaimed and/or desalinated water. • Ensure that porous pavement materials are used, where feasible, to allow for groundwater percolation. Rural bicycle and other recreational trails shall be left unpaved, where appropriate.	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		
3.11.3	As part of any specific project design, the City shall evaluate the impacts of demand on solid waste services and shall implement the following measure to mitigate impacts as needed. • Projects requiring solid waste services will coordinate with the City's Public Works Department to ensure that the existing public services would be able to handle the increase. • Projects will comply with applicable regulations related to solid waste disposal.	City	City	Prior to final design approval of circulation improvements; periodically during project construction and operation		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	• Each improvement construction contractor will work with Paso Robles Waste Disposal, Inc. to ensure that source reduction techniques and recycling measures are incorporated into project construction plans as applicable. • The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal and/or recycling sites will be identified and used.					
3.11.4	The City shall implement the following measure to mitigate impacts to public services. • Prior to construction, the City shall consult with affected emergency providers to ensure that construction activities will not significantly affect response times. If necessary, emergency access lanes, or alternative routes shall be identified and provided to ensure providers are able to maintain emergency response times to the service area. • Prior to construction, the City shall consult with affected utility companies to ensure adequate protection of all existing utilities. Advance notice should be given to affected residents and businesses of any scheduled utility disruption. Underground Service Alert (USA) should be contacted at least one week prior to the initiation of any construction activities to allow utility companies and affected agencies adequate response time. • If construction is to take place in the vicinity of a school or on roadways that could affect access to a school facility, then the City shall, where appropriate, notify the school district superintendent or other appropriate representative of the affected school district prior to any road construction and road closures. School officials shall also be consulted, where appropriate, to determine whether any critical access routes would be affected or if construction would create specific safety problems. • For roadway construction projects that involve temporary lane or road closures, the City shall, where appropriate, post advance warning signs no more than 100 feet from the project site indicating when disruption would occur for a period of at least one week prior to project construction through the completion of	City	City	Prior to final design approval and during construction of circulation improvements		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	construction and shall provide clearly marked detours. Adequate access to all schools shall be maintained, where appropriate, during school hours throughout the construction period. During implementation of transportation system improvements that necessitate partial or total road closure, at least one lane shall, where appropriate, remain open to vehicles at all times, and/or alternative routes/detours around improvement areas with appropriate signage shall be provided.					
3.12 NOISE ASSESSMENT						
3.12.1a	The City shall ensure that, where residences or other noise-sensitive uses are located near construction sites, appropriate measures are implemented to reduce construction-related noise impacts to a less than significant level. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound control devices on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.	City	City	At the time of specific project-level environmental review		
3.12.1b	Projects involving pile driving that are located adjacent to sensitive receptors shall be required to modify drilling techniques to reduce the physical impact and associated noise generation from pile driving. This shall be accomplished through the placement of conditions on the project during its individual environmental review.	City	City	At the time of specific project-level environmental review		
3.12.2	The City shall ensure that proposed new transportation projects are analyzed in accordance with applicable CEQA requirements for potential noise and groundborne vibration impacts to nearby noise-sensitive land uses. Noise and groundborne vibration studies shall be conducted in accordance with applicable federal, state, and local requirements. Where significant impacts are identified, mitigation measures shall be implemented to reduce identified adverse impacts. Noise reduction measures may include, but are not necessarily limited to, the following: • Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that	City	City	At the time of specific project-level environmental review		

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	could block views from scenic highway or other view corridors shall be discouraged to the extent feasible. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Whenever feasible, a combination of construction elements should be used, including solid fences, walls, and landscaped berms. • Site/project redesign and use of buffers to ensure that future development is compatible with transportation facilities. • Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors. • Use of low-noise pavements (e.g., rubberized asphalt).					
3.12.3	Implementation of mitigation measures MM 3.12.1b and MM 3.12.2.	City	City	At the time of specific project-level environmental review		
3.13 RECREATION (NONE REQUIRED)						
3.14 TRAFFIC AND CIRCULATION						
3.14.2	City staff shall monitor progress on effectiveness of proposed policies by establishing a mode share target and periodically comparing survey data to the target. Data may be obtained from existing sources such as the U.S. Census, the American Community Survey, or other travel surveys.	City	City	Periodically at a minimum of every 3 to 5 years during project operation		
3.14.6	The City shall adopt the following policy as part of the proposed Circulation Element Update in order to maintain acceptable emergency response times: *The City shall work with emergency service providers to regularly monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).*	City	City	Upon adoption of the Circulation Element		

RESOLUTION NO: 11-XXX

A RESOLUTION OF THE CITY COUNCILOF THE CITY OF EL PASO DE ROBLES APPROVING AND ADOPTING THE 2011 GENERAL PLAN CIRCULATION ELEMENT

WHEREAS, State law requires that a city's general plan include seven elements, including one for Circulation; and

WHEREAS, the proposed 2011 Circulation Element updates the previously adopted 2003 Circulation Element; and

WHEREAS, the 2011 Circulation Element is consistent with the other Elements of the City General Plan, as well as other adopted plans including the 2006 Economic Strategy and the 2009 Bicycle Master Plan; and

WHEREAS, the 2011 Circulation Element is consistent with State legislation, Assembly Bill 1358, the Caltrans "Complete Streets' policies, and the 2008 Caltrans 46 East Comprehensive Corridor Study; and

WHEREAS, the 2011 Circulation Element is consistent with SLOCOG's Draft 2010 Regional Transportation Plan – Preliminary Sustainable Communities Strategy; and

WHEREAS, the 2011 Circulation Element includes goals, policies and actions to guide implementation of context sensitive transportation circulation improvements that are in keeping with maintaining the community character of Paso Robles; and

WHEREAS, the Planning Commission held duly noticed public hearings on December 14, 2010, February 22, 2011 and March 8, 2011 to accept public testimony on the 2010 Circulation Element and associated environmental document; and

WHEREAS, the Planning Commission, at its meeting of March 8, 2011 adopted Resolution No. 11-005 recommending to the City Council approval of the 2011 Circulation Element of the General Plan; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act (Pub. Res. Code sections 21000 *et seq*.) and CEQA Guidelines (14 Cal. Code Regs. Sections 15000 *et seq*.), and the City's Procedures for Implementing CEQA, an environmental analysis was conducted for the proposed Circulation Element, and a Final Environmental Impact Report (FEIR) was prepared and has been certified for the 2011 Circulation Element; and

WHEREAS, based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, the City Council makes the following findings:

1. The 2011 Circulation Element is consistent with the City of El Paso Robles General Plan, and other adopted plans and policies.

2. The 2011 Circulation Element policies and implementation measures are based on updated traffic data and modeling, and traffic growth projections to the year 2025.
3. The 2011 Circulation Element advances use of street utilization capacities beyond the traditional Level-of-Service criteria.
4. The 2011 Circulation Element considers all users of the streets including pedestrians (including children, persons with disabilities, and seniors); bicycles and public transit, and considers the impacts on the character of the City resulting from street widening.
5. The 2011 Circulation Element is consistent with State legislation, Assembly Bill 1358, the Caltrans "Complete Streets' policies, and the 2008 Caltrans 46 East Comprehensive Corridor Study.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles does hereby approve and adopt the 2011 Circulation Element for the City's General Plan.

PASSED AND ADOPTED THIS 5th day of April, 2011 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

RESOLUTION NO: 11-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES ADOPTING A LIST OF POTENTIAL CIRCULATION IMPROVEMENTS

WHEREAS, the 2011 Circulation Element of the General Plan includes goals, policies and actions to guide implementation of context sensitive transportation circulation improvements that are in keeping with maintaining the community character of Paso Robles; and

WHEREAS, the 2011 Circulation Element advocates transportation improvements that consider all users of streets including bicyclists, children, seniors, persons with disabilities, motorists, movers of commercial goods, pedestrians, and users of public transportation; and

WHEREAS, the 2011 Circulation Element advocates transportation solutions that are fundable and feasible; and

WHEREAS, the City Council desires to identify a list of transportation improvement projects for the purposes of pursuit of grant funding, collection of matching funds and for consideration of inclusion in an impact fee program; and

WHEREAS, the Planning Commission, at its meeting of March 8, 2011, recommended the establishment of a list of "Potential Transportation Improvement Projects" along with its recommendation of approval of the 2011 Circulation Element of the General Plan.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles does hereby adopt Exhibit "A" as a list of Potential Circulation Improvements that reflect the policies established in the 2011 Circulation Element of the General Plan

PASSED AND ADOPTED THIS 5th day of April, 2011 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Duane Picanco, Mayor

ATTEST:

_____
Caryn Jackson, Deputy City Clerk

EXHIBIT "A"

Potential Circulation Improvements

Potential Circulation Improvements (PCI) reflect routes and intersections depicted on Figure CE – 1 of the 2011 Circulation Element of the General Plan and the policies within. This list is neither comprehensive, nor does it limit responsibility for mitigation of transportation impacts by new development or other jurisdictions. The PCI represents a minimum list of transportation needs that should be considered for the purposes of pursuit of grant funding and for establishing an impact fee program but does not limit the array of transportation needs.

Road Segments

Union Road - Kleck Road to East City Limits	Two-lane divided arterial with bike lanes
Huer Huero Bridge	Bridge the Huer Huero Creek north of SR 46E to facilitate a connection between Airport Road and Golden Hill Road
Creston Road – River Road to Rolling Hills Road	Two-lane divided arterial with bike Lanes and pedestrian improvements
Creston Road - Niblick Road to Scott Street	Two-lane divided arterial with improved driveway access, bike lanes and pedestrian improvements
Theatre Drive - Target Center to South City Limits	Two-lane divided arterial with bike lanes and pedestrian improvements
4th Street – Spring Street to Riverside Avenue	Two-lane divided arterial with bike lanes and pedestrian improvements including underpass below railroad

Intersections

US 101 - SR 46E	Dual left turn lanes to southbound 101 and ramp addition at 17th Street
US 101 – SR 46W	Relocation of Theatre Drive and South Vine Street, roundabout control for ramp intersections
SR 46E – Union Road	Grade separated intersection
Union Road – Golden Hill Road	Roundabout
Creston Road – Rolling Hills Road	Roundabout
Charolais Road – S. River Road	Roundabout

Pedestrian and Bike Connections

24th Street Bridge over Railroad

Creston Road Pedestrian Crossing at Lana Street

Creston Road Pedestrian Crossing at Scott Street- Flay Way Potential Roundabout

Creston Road Pedestrian Crossing at Meadowlark Road