

TO: Planning Commission
FROM: Ron Whisenand, Community Development Director
SUBJECT: Circulation Element Update and Draft Environmental Impact Report
DATE: December 14, 2010

NEEDS: For the Planning Commission to consider and accept comments on the Circulation Element Update and Draft Environmental Impact Report (DEIR).

- FACTS:**
1. The current Circulation Element of the General Plan was adopted in 2003. The 2003 Plan was based on a traffic model developed in the year 2000 for an update of the 1991 Circulation Element.
 2. In accordance with the 2003 Circulation Element of the General Plan, the City's adopted threshold for Level of Service is LOS "D". Draft EIRs for both the Chandler Ranch and Olsen-Beechwood Specific Plans indicate LOS will deteriorate below LOS "D" at many intersections and street segments as a result of implementation of these plans.
 3. Improvements recommended to resolve the deficiencies identified in the specific plan draft EIRs are neither affordable nor in character with the small town character of today's Paso Robles.
 4. The 2008 Caltrans 46E Comprehensive Corridor Study (CCS) provides an updated analysis of Caltrans concerns and recommendations for Highway 46E they expressed in 2007. The CCS looks at the highway in terms of its context within the City and in terms of realistic expectations of its improvement potential and carrying capacity.
 5. The 2010 update of the Circulation Element EIR also provides an analysis of Highway 46E and a new look at all other significant City streets. It also incorporates improvement mitigations in the 2008 CCS.
 6. The 2010 Circulation Element uses a new metric for determining street capacities beyond the traditional LOS method. Measures consider all users of the streets including pedestrians (including children, persons with disabilities, and seniors), bikes and public transit, and it considers the impacts on the character of the City resulting from street widening.

**ANALYSIS &
CONCLUSION:**

Circulation Element

The 2010 update of the Circulation Element is based upon the development of a new traffic model. Based on recent traffic counts, the new model provides updated traffic projections on all major City streets and Highway 46E. The projections assume the implementation of recommendations from the 2008 Caltrans Comprehensive Corridor Study including the relocation of access to 46E from Airport Road (2003 Plan) to Union Road, and routes parallel to 46E not accounted for in the 2003 model.

The fundamental approach to the update of the Circulation Element employs a different 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

The conventional method of using the "Level of Service" methodology is based on measuring "peak hour" traffic. This is the method that was used in the 2003 Circulation Element. Peak hour traffic that causes delays below the adopted threshold would result in an environmental determination of "significant" impacts that must be mitigated. For instance, it may be that 95 percent of the day is not congested, but the 5 percent peak hour exceeds adopted thresholds which therefore would need to be mitigated. This tends to result in over-built streets and roads which are wider, and more expensive to meet the mitigation requirements of the worst case scenario. Additionally, it's been demonstrated that widening roads encourage faster speeds and presents more safety hazards than slower traffic on narrower roads.

Examples of improvements outlined in the 2003 Circulation Element that have been determined to be unnecessary, unfeasible and inconsistent with community character, and therefore are not in the 2010 Circulation Element Update 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 updated Element provides alternative ways to reduce traffic impacts than those noted above. Thus, the approach in the updated Circulation Element to avoid costly, unnecessary improvements is to look at the big picture of streets and roads, and consider the capacity of traffic flow that occurs most of the time on any given day. If a road functions smoothly for most of the day, with short term congestion during the peak hour, and there is no objective safety concern (i.e. traffic backing up on a freeway exit lane), then it may be reasonable to accept a little slower traffic flow.

To reduce delay at intersections, the Circulation Element proposes policies that lead to consideration of roundabouts, which have been demonstrated the world over to function well at keeping high capacity roads moving smoothly. Additionally, the Element incorporates numerous routes that parallel Highway 46E to relieve local traffic pressure from the State highway. The focus on providing better pedestrian, bicycle and transit facilities is integrated into the Element to provide additional means to reduce automobile usage and congestion. All of these policies combined are intended to reduce traffic impacts, and make smoother functioning, safer roads that cost less 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 City's Draft Circulation Element will be consistent with the requirements of State Assembly Bill 1358, the California Complete Streets Act. The Act amends the General Plan Guidelines and requires agencies to include complete streets policies in their next Circulation Element update.

Circulation Element EIR

The Circulation Element EIR provides an environmental analysis on all required environmental topics. It is a "program EIR" which means that it does not evaluate impacts that will result from any one specific improvement project. It identifies the extent to which implementation of the overall Circulation Element will likely result in environmental impacts. For instance, specific projects such as a new parallel road extension will likely result in impacts to existing agricultural resources, which may or may not be able to be mitigated to a less than significant level. The exact impacts are not known at this time, but identification of the potential for significant impacts to agricultural resources is a "Class I" impact and is identified in the report. Specific impacts from individual projects will be evaluated during improvement project environmental review.

The EIR 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 EIR Executive Summary provides a listing of all environmental impacts, mitigation measures, and their relative significance.

An important chapter to review in the EIR is Chapter 3.14, which evaluates Traffic and Circulation from implementing the Circulation Element. This section finds that Class I impacts would result from City traffic that would exceed 10 percent of the total amount of traffic on roadway segments in adjacent jurisdictions. It also identifies a Class I impact due to an increase in vehicle miles traveled (VMT). While the City requires a fair-share contribution to roadway improvements in other jurisdictions, the impacts would still be considered significant. Additionally, even with all the measures included in the Element to reduce VMT, overall growth in the City is anticipated to outpace the ability of the Element to reduce VMT to a less than significant level.

The City may adopt an EIR that indicates environmental impacts may result in Class I impacts, however, in doing so it would be required that the City adopt a "Statement of Overriding Considerations". This would mean that even though the project may result in significant environmental impacts, there are other specific benefits from the project that outweigh the potential environmental impacts.

The EIR does provide an analysis on Alternatives to the project. Given the circumstances, only one alternative was evaluated - Alternative 1, to maintain the Adopted 2003 General Plan or the "No Project" alternative. 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 necessary to evaluate additional alternatives.

The public comment period for the DEIR is from November 3, 2010 through December 18, 2010. Comments received after the review period will still be a part of the public record. The City received comments on the Circulation Element and

DEIR from several agencies during the public review and comment period. These include: SLO County Public Works Department, RRM Design Group on behalf of Estrella Associates, 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

The public and Planning Commission may provide comments on the Circulation Element Update and the Draft EIR. The Commission may recommend modifications to the documents based on comments received, or no modifications to the City Council. The City Council will consider all comments received on the documents, and direct formal responses to the comments received be prepared in a Final Environmental Impact Report (FEIR). The Circulation Element can be approved by City Council once the Council certifies (by formal action) that the FEIR was prepared in compliance with the California Environmental Quality Act (CEQA).

The Draft Circulation Element and Draft Environmental Impact Report are available for public review in the City Library, at the Community Development Department, and on the City website at www.prcity.com. The Planning Commission was provided a copy of these documents on November 12, 2010. Given the length of the documents and cost for reproduction, additional (hard) copies of the documents may be requested at the Community Development Department, and the City will provide them for the cost of production.

Policy

Reference: City of Paso Robles General Plan Update and EIR, 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:

- a) Adopt Resolution No. 10-XX, certifying the Final EIR, adopting a Statement of Overriding Considerations, and adopting a Mitigation and Monitoring Program; and
- b) Adopt Resolution No. 10-XX approving the 2010 General Plan Circulation Element Update.
- c) Amend, modify or reject the foregoing option.

Staff Report Prepared By: Susan DeCarli, AICP, City Planner
John Falkentien, City Engineer

Attachments:

- 1 – Comment Letters
- 2 – Resolutions

Attachment 1

**Circulation Element and Draft EIR
Comment Letters**



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

County Government Center, Room 207 • San Luis Obispo, CA 93408 • (805) 781-5252

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email address: pwd@co.slo.ca.us

MEMORANDUM

RECEIVED

Date: November 24, 2010

NOV 29 2010

TO: Mr. John Falkenstien, City Engineer
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Engineering Division

FROM: Glenn Marshall, Development Services Engineer *GM*

SUBJECT: San Luis Obispo County Public Works Department Comments on the Draft Environmental Impact Report for the City of Paso Robles General Plan 2010 Circulation Element

Thank you for the opportunity to provide our comments on the Draft Environmental Impact Report for the subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

1. *Policy CE-1A, Action Item 4:*

- a. The policy should be reworded to instruct City staff to work with County staff on formulating a *Memorandum of Agreement (MOA)* between the two agencies that is mutually acceptable to both the City Council and County Board of Supervisors. The MOA would include expanding the city's AB1600 travel demand modeling so as to quantify the potential impacts of future city and county growth. This would provide fair share road improvement fee distribution as identified in this Action Item.

2. *Future Roads (Dry Creek Road and Wisteria Road):*

- a. Consider adding a policy or action item which addresses private properties within the county and fronting these future road segments be encouraged to annex into the City so that the City can regulate roadway improvements.
- b. Alternatively, development of these roads may be addressed in any future MOA between the City and County, as discussed in our above comment.

3. *Page CE-9 & 10, SR 46 East from US Highway 101 to Airport Road:*

- a. Since a grade separated intersection is the ultimate solution the Circulation Element should identify that as the preferred project over signalization. Additional funding discussions should be provided in this section, such as identification of this capital improvement project in the City's road improvement fee program.
- b. Stating that intersection signalization is expected to accommodate growth until 2025 may imply that 15-years is the study's time frame. Consider rewording for clarification.

Please contact me if you have any questions or concerns with our comments.

V:\DEVSERV Referrals\Referral Responses\Agency City of Paso Robles\Circulation Element Update\City of Paso Robles Circulation Element Update 2010\DEIR Cir Element Paso Robles.doc

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August 10, 2010

Mr. Joel Peterson, Chairman
Planning Commission
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Re: **Comments on Work Scope for DEIR City of Paso Robles
Circulation Element**

Dear Chairman Peterson:

We provided comments to the City on the draft Circulation Element in a letter to John Falkenstien dated March 22, 2010. We have attached a copy of that letter for your reference. In that letter (item under the heading Figure CE-1) we pointed out that River Oaks - The Next Chapter (RO-TNC) was apparently not included in the Circulation Element analysis and the associated traffic model at that time.

We believe strongly that this update of the City Wide Circulation Element should include circulation planning for RO-TNC as an integral part of the city, as RO-TNC is the subject of an accepted application for a General Plan Amendment (GPA) to change the land use and Specific Plan (SP) to guide further development. The application is still on file. Processing of the application is partially complete although not progressing at a priority pace. From a consistency standpoint RO-TNC has already been included in the draft Caltrans Comprehensive Corridor Study dated March 2009 (Figure 2.5, page 18 of Near-term Development Projects, attached). Failing to include RO-TNC as part of the Circulation Element update seems incongruous with prior City actions to accept and process the GPA/SP application.

The RO-TNC project represents a logical extension of the existing River Oaks project and a logical amendment and extension of the Borkey Specific Plan area. The RO-TNC planning area is within the existing city limits.

For purposes of analyzing RO-TNC for circulation purposes the basic project description would be as follows:

- A. Phase I - Residential - Approximately 260 units, age restricted to 55 years of age or older (projected occupancy of 1.8 person/du) and approximately 12 market rate dwelling units (projected occupancy of 2.6 persons/du) expected to be implemented during a period from 2011 through 2016 (approximately 5 years).
- B. Future Phases - Residential - A maximum of 950 residential units being a mixture of single family attached, single family detached and multi-family dwellings to be built out over approximately 10 years after Phase I.
- C. Future Phases - Commercial - A hotel with approximately 130 rooms, meeting facilities and spa to start build out at such time as approximately 600 total residential units have been completed on site.
- D. Future Phases - Commercial - Approximately 60,500 sf of retail space to be built out after completion of the hotel.
- E. Future Phases - Recreational - Incorporated in the residential and commercial phases will be the construction of a variety of recreational amenities including Sustainable Vineyards, Neighborhood Recreation Facilities, Amphitheater, Community Conference

Chairman Joel Peterson
August 10, 2010
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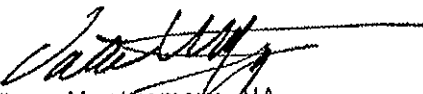
Center, Sports Practice Fields, Hiking and Recreational trails and enhancement of the existing golf course.

We have attached a conceptual layout map for the entire 270 acres (subject to change as staff works with us to complete a Specific Plan draft) showing the potential locations of these uses. In total we expect build out to occur over a period of approximately 15 years. If additional information is needed for the consultant (Fehr & Peers) to include RO-TNC we are happy to provide such information. If, due to the preliminary nature of the planning for RO-TNC, the consultant determines there is insufficient information.

As a current applicant for a GPA and SP we recognize that we may be asked along with other applicants to pay a fair share portion of the cost of the Circulation Element, especially if revision to accommodate RO-TNC is required. We also recognize that we will be required along with other applicants to pay a fair share portion of the cost of the EIR, and be happy to do so.

The City Circulation Element will guide improvement to the city circulation systems during the next 15 years. RO-TNC has made clear its desire to be an integral part of planning for the future of the city and to be a willing partner in paying for a fair share of the circulation studies and infrastructure improvements needed to keep the city and RO-TNC a wonderful place to live, work and play. We urge you to include RO-TNC in the Circulation Element and in the scope of work for this EIR. We are available to answer questions or provide additional information at any time.

Sincerely,
RRM DESIGN GROUP


Victor Montgomery, AIA
RO-TNC Team Leader

cc: Jim App, City Manager, City of Paso Robles
Ron Whisenand, Community Development Director, City of Paso Robles
Paso Robles Planning Commission Members
Paso Robles City Council Members
Tim Walters, RRM Design Group

Attachments: Letter to John Falkenstien, 3/22/09
Conceptual Layout Map
Near-term Development Projects, 3/2009



COUNTY OF SAN LUIS OBISPO
Department of Agriculture/Weights and Measures

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ROBERT F. LILLEY (805) 781-5910
AGRICULTURAL COMMISSIONER/SEALER FAX: (805) 781-1035
www.slocounty.ca.gov/agcomm AgCommSLO@co.slo.ca.us

DATE: August 23, 2010

TO: John Falkenstien, Paso Robles City Engineer

FROM: Michael Isensee, County Department of Agriculture

SUBJECT: City of El Paso de Robles General Plan Circulation Element Update EIR

The County Department of Agriculture appreciates the opportunity to review and provide feedback on the proposed Circulation Element Update and associated Environmental Impact Report (EIR) for the City of El Paso de Robles. The Department's input focuses on issues related to potential impacts to agricultural resources and operations. Department feedback is in the following areas: soils; Williamson Act; compatibility issues; farmland conversion; and growth inducing impacts. Potential mitigation measures are also identified.

Comments and recommendations are based on policies in the San Luis Obispo County General Plan, the California Environmental Quality Act (CEQA), and on current departmental policy to conserve agricultural resources and to provide for public health, safety and welfare while mitigating negative impacts of development to agriculture.

If I can be of further assistance, please call 781-5753.

Soils Information

In discussing farmland and soils, the Department recommends utilization of the most recent information from the Natural Resources Conservation Services (NRCS) found online at <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>. This site includes information about various soil types and their agricultural capabilities and limitations.

Williamson Act

It appears that a number of parcels potentially affected by implementation of the proposed Circulation Element are currently encumbered with a Williamson Act contract or are located within a preserve, or both. The Williamson Act, or Land Conservation Act of 1965, requires that public agencies conduct a specific process with regard to the acquisition of any lands under contract. This process is intended to commence at the time an agency first determine it may be required to obtain such land for public improvement. If any parcels identified in the proposed Circulation Element are under preserve or contract, the City should contact the State Department of Conservation and the County

Terry Wahler
County Planning and Building Department
County Government Center
San Luis Obispo, CA 93408

California Government Code specifies the information to provide to both the state and local government which has entered into the contract with the property owner. Further details can be found at CA Gov't Code 51290 *et seq.* or http://www.conservation.ca.gov/dlrp/lca/basic_contract_provisions/Pages/public_acquisitions.aspx

Compatibility

The development of new roads through or adjoining agricultural areas has the potential to generate impacts to neighboring agricultural operations. Impacts may occur during construction (short term) and continue for the life of a new road (long term). Impacts can include:

- problems accessing property during construction
- increased or concentrated runoff
- increased dust and particulates
- increased trespass or theft
- the division or bisecting of agricultural parcels, fields or operations
- impacts to agricultural infrastructure such as irrigation lines.

Specific measures to address each of these potential impacts should be evaluated and incorporation of mitigation measures to avoid or reduce compatibility concerns should be identified. Mitigation may include:

- identifying road corridors that avoid or do not divide existing parcels or agricultural operations

- coordinating construction with planting, crop maintenance and harvesting schedules
- fencing along roads
- adequately controlling and infiltrating stormwater within the public right of way
- regular street cleaning
- proactively assisting growers with infrastructure relocation prior to road improvements.

Farmland Conversion

The development or expansion of roads in areas where public roads currently does not exist will result in the conversion of capable agricultural lands to non-agricultural uses. Capable agricultural lands can generally be considered NRCS soils with an irrigated capability classification of 1, 2, 3 or 4.

Measures should be evaluated which would avoid, limit or preclude the conversion of agricultural land to non-agricultural uses. Adoption of a farmland conservation program which would protect an equal or larger area of agricultural land near the areas being impacted should be evaluated as potential mitigation for the direct and indirect conversion of agricultural lands.

Growth Inducing Impacts

The expansion of road networks is likely to foster both economic and population growth, and create demand by adjoining property owners for changes to zoning and development entitlement. It is likely that new or expanded roadways will likely result in additional housing and commercial development and the conversion of additional agricultural land adjoining new or expanded roadways. New bridges or stream crossings will also likely foster the expansion of growth areas and loss of farmland.

The conversion of farmland to serve new non-agricultural uses will result in directing additional water resources toward serving non-agricultural uses and would be considered a potential additional impact to agricultural resources and operations which rely on limited groundwater resources.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



August 24, 2010

John Falkenstien
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
General Plan Circulation Element 2010
SCH# 2010071065

Dear Mr. Falkenstien:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The transportation/circulation section of the DEIR needs to specifically consider traffic safety issues to the at-grade railroad crossings. In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians.

Measures to reduce adverse impacts to rail safety need to be considered in the DEIR. General categories of such measures include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption
- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains

John Falkenstien
City of Paso Robles
SCH # 2010071065
August 24, 2010
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- Installation of pedestrian-specific warning devices, channelization and sidewalks
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

Thank you for your consideration of these comments. We look forward to working with the City on this project. If you have any questions in this matter, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov.

Sincerely,

Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2936

NATIVE AMERICAN HERITAGE COMMISSION

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RECEIVED

AUG 02 2010



Engineering Division

July 29, 2010

John Falkenstien
 City of Paso Robles
 1000 Spring Street
 Paso Robles, CA 93446

RE: SCH#2010071065 General Plan Circulation Element 2010; San Luis Obispo County.

Dear Mr. Falkenstien:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
 Program Analyst
 (916) 653-4040

CC: State Clearinghouse

San Luis Obispo Council of Governments

Copy - REC



Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency
Metropolitan Planning Organization
Rideshare Program / Census Data Affiliate
Service Authority for Freeways and Expressways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

May 13, 2010

John Falkenstein
City of Paso Robles Community Development Department
1000 Spring Street
Paso Robles, CA 93462

Subject: Comments on City of Paso Robles Administrative Draft Circulation Element

Dear Mr. Falkenstein

SLOCOG is grateful to have the opportunity to review the April 6, 2010 draft of the Administrative Draft Circulation Element (Draft CE). The goals, policies, and actions presented in the Circulation Element are clear, comprehensive and concise. The document is progressive in its approach and embraces best practice techniques in "Complete Streets" and "Smart Mobility" transportation and community circulation planning.

We strongly support the direction and focus of this revised circulation element. We offer the following comments and recommendations for your consideration.

1. Goals, Policies and Action Element. These policies and actions are comprehensive and well developed. We strongly support their adoption and offer the following suggestion:
 - o Policy CE-1A Action Item 1. SLOCOG staff recommends expanding this policy or adding an additional policy to include the following language. " *Set conditions of development for large scale commercial projects to require an onsite transportation coordinator that will oversee trip reduction measures and programs recommended by a Trip Reduction Plan, developed in partnership with the Air Pollution District and San Luis Obispo Regional Rideshare Program.*"
 - o Policy CE-1A Action Items 5, 8, and 11 suggest the consultant discuss suggested changes contemplated to the aforementioned standards and guidelines that are more consistent with the revised focus of this circulation element.
 - o Policy CE-1B. Reduce Vehicle Miles Traveled. We strongly support this policy and its Action items. This policy moves the city progressively, addressing AB32, the Global Warming Act, and SB375 goals. The recommended Action items are progressive strategies recommended and endorsed by recent research including Caltrans Smart Mobility 2010 and the Partnership for Sustainable Communities consisting of the U.S. Environmental Protection Agency, the U.S. Department of Transportation, and the US Department of Housing and Urban Development.
 1. Action item 1: All the bullets refer to 'new development' and 'mix of uses' (to reduce VMT). An additional bullet that supports redevelopment in core areas and mixed use land uses would also reduce VMT and provide residential options in areas of existing transit and proximity to destinations.
 2. Action Item 1: sixth bullet. We suggest adding language: "*including park and ride lots where appropriate*" after "well connected".

3. Action Item 1: Suggest a new bullet addressing Transportation Demand Management (TDM) Strategies – move the TDM discussion on p. E-12 and convert to Action items. Expand to also discuss the provision of Park-N-Ride lots and employer-mandated shuttles as mitigation measures.
- Policy CE-1C Airport, Action Item 3. Include language; *“Install bike lockers for long term bike parking where appropriate and enforceable.”*
 - Policy CE-1D Transit. Consider the following amendments:
 1. Action Item 5. Add: *shuttle stops and park and ride lots.*
 2. Action Item 6. Add: *Cuesta College.*
 3. Provide another action item to: *support a public bus traffic signal preemption system along the Spring Street, Niblick Road and 13th Street corridors given the high utilization rates of these corridors to enhance schedule adherence.*
 - Policy CE-1F. Pedestrian and Bicycle Access.
 1. Action Item 1. Add a new bullet: *Develop an ongoing program to address American Disabilities Act (ADA) improvements.*
 2. Action Item 3. Add: *public transit.*

2. Circulation Master Plan.

We support the suggested re-focus of performance measures from auto centric (level of service) towards measures that reflect more effective use of resources and enhance mobility for all system users. SLOCOG has not supported the typical (existing) level of service “D” standard in the adopted Regional Transportation Plan for the specific reasons identified in this section.

We also concur with the recommended 2010 Circulation Element update map that removes a number of infrastructure improvements and reduces the number of lanes of most arterials and collectors. This road “diet” has been suggested nationwide and has been used successfully in our region over Highway 227 (South Street) in San Luis Obispo and Foothill Boulevard in San Luis Obispo. On new facilities or modified facilities, this could also reduce costs enormously.

- Page CE-10, SLOCOG staff suggests the City also consider extension of Dallons Drive east to provide additional parallel route benefits off the state highway system Dallons extension (if practical) as a parallel route improvement to provide additional parallel route benefit off the state highway system.
 - Figure CE-1. Circulation Element Map.
 1. Add extension of Dallons Drive east of Golden Hill.
 2. Add realignment of Vine Street and Theatre Drive near the Rt 46W/101 Interchange.
3. SR46 East from US 101 (p. CE-9).

The proposed Circulation Element findings and recommendations are consistent with the recently adopted RT 46 Comprehensive Corridor Study: (1) widening is ineffective without a revised interchange and capacity improvements (widening) to US 101 mainline, and (2) improve a parallel route system of local roads with a focus on the Union Road intersection with Highway 46. We recommend the city place a high priority on conducting advance development studies, installation of an interim traffic signal and preservation of right-of-way for a long-term interchange.

4. Circulation Standards.

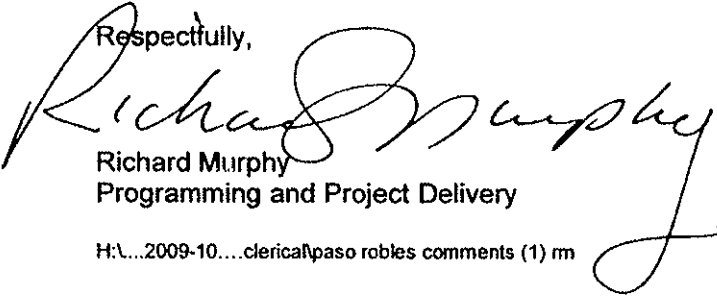
- We recommend the consultant assess and recommend changes to current street standards that are more consistent with the re-focus of the circulation element and address the state mandate for "complete streets" as required by AB1387 – The Complete Streets Act of 2007
- We strongly support the language included under traffic signals to assess roundabouts as an alternative to signals where warrants are met (except for RT 46) due to their high capacity; reduce accidents and free flow characteristics.

5. Paso Robles Event Center.

- Include language that demonstrates the value of using shuttle services for event center activity.
- Investigate the opportunity to secure a Park-N-Ride and downtown shuttle stop.

Once again thank you for the opportunity to provide comments on the Administrative Draft Circulation Element. If you have any questions, feel free to contact me at 781-5754.

Respectfully,



Richard Murphy
Programming and Project Delivery

H:\...2009-10....clerical\paso robles comments (1) rm

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*'Flex your power'
Be energy efficient'*

December 8, 2010

Susan DeCarli
City of El Paso de Robles
100 Spring Street
Paso Robles, CA 93446

Subject: City of El Paso de Robles General Plan 2010 Circulation Element and Draft Environmental Impact Report

Dear Ms. DeCarli:

Thank you for the opportunity to provide comments on the subject project and Draft Environmental Impact Report (DEIR). These comments are Caltrans' initial impressions from review of the Circulation Element – Administrative Draft February 10, 2010 and DEIR. A second comment response may be provided by the end of the comment period after staff has the opportunity to review the technical appendix.

With this 2010 Circulation Element it is clear that the City is moving toward those concepts set forth in Smart Mobility 2010. The goals, policies and actions in the Element support a circulation system based on multiple modes and multiple performance measures and attempts to build a network that supports commerce, mobility, and public health. Caltrans looks forward to partnering with City, as appropriate, to ensure we are best serving the public together. With respect to Caltrans' review of the Circulation Element, the following comments are offered:

1. Policy CE-1A (f) discusses impact mitigation on the transportation network. Just to be clear, does the network specifically include US 101 and SR 46 and their associated facilities such as ramps, interchanges, and signals? There is much discussion within the element about SR 46 which indicates it is implicitly included, however, solutions to US 101 mainline through the City appear vague.
2. Policy CE-1A, Action Item 1. Caltrans is fully supportive of connecting multimodal improvements to an updated Mitigation Fee program.

"Caltrans improves mobility across California"

3. Action Item 3. Preserving right of way now is crucial to implementing improvements envisioned in the Plan. A good example is the opportunity available for right of way at the intersection of SR 46 and Paso Robles Avenue. Caltrans fully supports this action item.
4. Action Item 4. The long term effects and opportunities implicit in this action item cannot be emphasized enough. Caltrans urges the City to begin outreach with the County as soon as possible and requests to be a partner in this effort. Perhaps a multi-agency standing committee could be formed to accomplish this task. It should be understood, however, that this is a "two-way street" and that the County will undoubtedly expect reciprocity.
5. Action Items 12 and 13. In addition to the detail and attention given to SR 46, the Circulation Element should include US 101. The DEIR projects capacity will be exceeded on US 101 between Spring Street and SR46W. Capacity is expected to be reached or exceeded on US 101 between SR46W and Main Street. Caltrans is charged with, among other things, to ensure that mobility is maintained or improved on State highways, particularly with respect to strategic focus routes. It appears that increasing US 101 mainline capacity is no longer being supported at the regional level. Opportunities do exist through Transportation System Management strategies, such as ramp metering, to preserve traffic throughput on the US 101 freeway. A coordinated partnership between the City and Caltrans to address US 101 congestion should be included in Action Item 12. Action Item 13 should acknowledge that signal optimization efforts should anticipate integration with a range of ITS strategies that would include ramp metering on US 101. Caltrans would encourage the City to include an analysis within the Circulation Element that anticipates a ramp metering system and its interface with City facilities.

This would be consistent with the highway utilization scenarios on page CE-9 and investing in improvements.

An example to be discussed within the circulation element could be to discuss the proposed ramp meter on the US 101SB Spring Street on-ramp and its efficacy at other nodes as traffic volumes increase over time.

6. Policy CE-1B, Action Item 1, 5th bulleted item. Requiring new development to provide continuous paths of travel for bikes and pedestrians is fully supported by Caltrans. To the extent Caltrans can assist in plan development, please contact the District's bicycle coordinator, Adam Fukushima. He can be reached at (805) 549-3131.

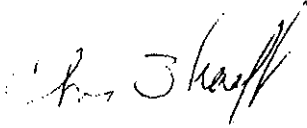
7. Policy CE-1C, Action Item 3. Please be more specific about transit improvement at the airport. Is there a planned major transit hub at the airport which would encourage commerce or passenger growth? Or perhaps business park growth? In connection with Policy CE-1D, will transit be integrated with the pending prison project or with the local viticulture industry?
8. Policy CE-1E, Rail. Is there implicit with any of these action items a vision of grade separations as appropriate? Perhaps these types of structures could be integrated into the Town Centre Plan.
9. Policy CE-1F, Action Item 3. Does improving Cuesta College access, transit access and usage include inter-campus transit between the Paso Robles and San Luis Obispo campuses? If so, does this include accommodating all students, i.e., day, night and weekends?
10. Circulation Issues, Circulation Master Plan. The circulation element anticipates certain improvements which are to emphasize network efficiency, not necessarily widening. A discussion between the City and Caltrans about system efficiencies and system management on US 101 would be consistent with this portion of the Element. With respect to widening for capacity, perhaps a distinction should be made within the discussion between the local road network, the statewide system, and that a jurisdiction's transportation network vision shouldn't unduly constrain statewide mobility needs. US 101 widening may not occur within the Circulation Element's time horizon, but the Element shouldn't work against it.
11. Circulation Issues, Circulation Master Plan, performance measures. The Plan emphasizes the City's move away from performance measurements based on Level of Service (LOS). As mentioned above, this is consistent with Smart Mobility 2010. Please ensure however, when impact analysis is conducted with respect to US 101 and SR 46 intersections and segments, that LOS is the principal performance measure to date. This may change at some point in time, but currently, Caltrans will still require that development based impact analysis upon the State Highway System be centered on LOS.
12. SR 46E between US 101 and Airport Road. Both the circulation element and the DEIR appear to be insistent that the 46E/Paso Robles Avenue/Union intersection is to be signalized. This would be a premature conclusion and should be removed from the discussion. Caltrans requests that a specific solution or improvement not be identified until after the Project Study Report is completed.

13. Figure CE-1 and DEIR Figure 3.14-2 and Table 3.14-4. The referenced table and figures appear to be the Plan's project list. Why isn't the US 101/46W interchange project identified in the Element or the DEIR? The environmental phase of the project is complete and realignment of Theater Drive appears to be moving forward.
14. SR46 in the vicinity of Mill Road. The City boundary includes parcels located south of SR 46 off of the local Mill Road. Mill Road to SR46 currently provides the only ingress /egress for these land uses. The intensification of the land uses in this vicinity is expected to increase significantly, however, the circulation element does not include alternatives to accessing these parcels. Alternative access opportunities such as parallel routes to SR 46 or connections to Union Road should be identified that would provide additional service to this area.
15. The City network and US 101 interface at numerous points. Some nodes are standard and others appear to be non-standard. Does the City have a vision for these interface connections? In particular, this would include the off-ramps at Pine Street, Paso Robles Street, and 36th & Spring; and the on-ramps at Paso Robles Street and NB US 101 at 46E.
16. Please ensure that as time moves forward, the Circulation Element and SR46 Corridor Plan remain completely consistent.
17. DEIR, page 3.14-19, adjacent jurisdiction roadways. Caltrans would suggest caution prior overlaying thresholds of significance upon roadways owned by other jurisdictions or not within the geographical boundaries of the City.
18. DEIR, page 5.0-8, Table 5.0-1. This table indicates that Alternative 1 (essentially the 2003 circulation element) would have greater impacts on traffic and circulation than the proposed project. With respect to US 101, this requires some clarification. The proposed project anticipates that US 101 south of Spring Street will be LOS F, volume will exceed capacity. On US 101 south of 46W, the proposed project anticipates LOS E/F, or 99% capacity. According to Alternative 1 (2003 circulation element, Table CE-3) it appears that US 101 was anticipated to operate at LOS D at 2025.

Thank you for considering these comments. Perhaps City staff and Caltrans staff can meet to discuss prior to approval of the subject project. We look forward to hearing from you. I can be reached at (805) 549-3632.

Susan DeCarli
December 8, 2010
Page 5

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Shaeffer". The signature is written in a cursive, slightly slanted style.

Chris Shaeffer
Development Review Coordinators
Caltrans District 5

cc. J. Falkenstien
L. Newland
F. Boyle
P. Mcclintic

"Caltrans improves mobility across California"



August 25, 2010

John Falkenstein
City of Paso Robles
1000 Spring Street
Paso Robles CA 93446

SUBJECT: APCD Comments Regarding the Paso Robles General Plan Circulation Update NOP
Program Level

Dear Mr. Falkenstein,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project that would update the Paso Robles city-wide Circulation Element that was part of the 2003 comprehensive General Plan update for the city. The previous Circulation Element used a traditional level of service (LOS) threshold to measure roadway function and suggested transportation improvements that would widen roadways and increase speed, both of which are inconsistent with the city's small town character. The proposed update to the Circulation Element would resolve peak traffic problems with "Complete Streets" policies that emphasize bicycle, pedestrian, and transit systems and focuses on increasing the efficiency of vehicle networks as opposed to street widening. Alternative improvements such as narrower streets, roundabouts, and other design features would be encouraged to mitigate traffic flows, with an emphasis on better connectivity, multi-modal movement and speed control. *The following are APCD comments that are pertinent to this project.*

1. Contact Person:

Andy Mutziger
Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-5912

2. Permit(s) or Approval(s) Authority for Projects Developed Under this Plan:

Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). **If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified

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info@slocleanair.org • www.slocleanair.org

ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

Asbestos / Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD.** If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.php>.

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Operational sources may also require APCD permits.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2009 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers
- Portable generators and equipment with engines that are 50 hp or greater
- Electrical generation plants or the use of standby generator
- Internal combustion engines
- Rock and pavement crushing
- Unconfined abrasive blasting operations
- Tub grinders
- Trommel screens
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc)

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

3. Environmental Information:

The potential air quality impacts from construction and operational phases of the Circulation Plan Update should be assessed in the EIR. The proposed Circulation Plan Update has the potential for significant impacts to local air emissions, ambient air quality, sensitive receptors, and the implementation of the Clean Air Plan (CAP). A complete air quality analysis should be included in the DEIR to adequately evaluate the overall air quality impacts associated with implementation of the proposed Circulation Plan Update. This analysis should address both short-term (construction) and long-term (operational) emissions impacts (including traditional air pollutants and greenhouse gas emissions). The following is an outline of items that should be included in the analysis:

- a) A description of existing air quality and emissions in the impact area, including the attainment status of the APCD relative to State and Federal air quality standards and any existing regulatory restrictions to development. The most recent CAP should be consulted for applicable information and the APCD should be consulted to determine if there is more up to date information available.
- b) A detailed quantitative air emissions analysis at the project scale is not relevant at this time.
- c) A qualitative analysis of the air quality impacts should be conducted. A consistency analysis with the CAP will determine if the emissions resulting from development under the Circulation Element Update will be consistent with the emissions projected in the CAP, as described in item 6 of this letter. The qualitative analysis should be based upon criteria such as prevention of urban sprawl and reduced dependence on automobiles. A finding of Class I impacts could be determined qualitatively. The DEIR author should contact the APCD if additional information and guidance is required. All assumptions used should be fully documented in an appendix to the DEIR.
 - To aid in the air quality analysis, the traffic study should include the total daily traffic volumes projected. The traffic study results can be used in the qualitative analysis by providing a tool for comparing trip generation between different alternatives and evaluating effectiveness of mitigation methods for reducing traffic impacts.
- d) Mitigation measures to reduce or avoid significant air quality impacts should be recommended. (or) Mitigation measures to reduce air quality impacts from construction and operational phases to a level of insignificance should be specified.

If you would like to receive a copy of an example of a recommended format for the qualitative analysis section on air emissions impacts, contact the APCD Planning Division at 781-5912.

4. Alternatives:

The DEIR should include a range of alternatives that could effectively minimize air quality impacts. A consistency analysis should be performed for each of the proposed alternatives

identified, as described above. A qualitative analysis of the air quality impacts should be generated for each of the proposed alternatives. Examples include, but are not limited to:

- Flexible zoning to promote mixed use and design standards that protect mixed use.
- Increase the amount of neighborhood scale mixed use.
- Additional density beyond proposed zoning allowances.
- Design standards that require narrow streets and minimum front setbacks on structures.
- Limiting the size of each arterial through the development. This reduces the need for noise barriers such as cinder block walls along roadways, decreases roadway widths, and slows the speed of traffic, creating an atmosphere that encourages walking and bicycling.

Any alternatives described in the DEIR should involve the same level of air quality analysis as described in bullet items 3.c and 3.d listed above.

5. Reasonably Foreseeable Projects, Programs or Plans:

The most appropriate standard for assessing the significance of potential air quality impacts for Circulation Element Update EIRs is the preparation of a consistency analysis where the proposed project is evaluated against the land use goals, policies, and population projections contained in the CAP. The rationale for requiring the preparation of a consistency analysis is to ensure that the attainment projections developed by the APCD are met and maintained. Failure to comply with the CAP could result in long term air quality impacts. Inability to maintain compliance with the state ozone standard could bear potential negative economic implications for the county's residents and business community. The APCD's CEQA Air Quality Handbook provides guidance for preparing the consistency analysis and recommends evaluation of the following questions:

- a) Are the population projections used in the plan or project equal to or less than those used in the most recent CAP for the same area?
- b) Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?
- c) Have all applicable land use and transportation control measures from the CAP been included in the plan or project to the maximum extent feasible?

The land use and circulation policy areas contained in Appendix E of the APCD's CAP are crucial to the consistency analysis and should be specifically addressed in the DEIR. Implementation of these land use planning strategies is the best way to mitigate air quality impacts at the Community Plan scale.

These land use planning strategies are:

- Planning Compact Communities
- Providing for Mixed Land Use
- Balancing Jobs and Housing
- Circulation Management Policies and Programs
 - Promoting Accessibility in the Transportation System
 - Promoting Walking and Bicycling
 - Parking Management
 - Transportation Demand Management
 - Communication, Coordination and Monitoring

The formation of compact, pedestrian friendly and more economically self-sufficient communities will reduce automobile trip generation rates and trip lengths.

6. Relevant Information:

It is recommended that you refer to the “CEQA Air Quality Handbook” (the Handbook). If you do not have a copy, it can be accessed on the APCD web page (www.slocleanair.org/business/pdf/2010/CEQA/CEQA_Handbook_Final_2009_v03.pdf), or a hardcopy can be requested by contacting the APCD. The Handbook provides information on mitigating construction and operational phase emissions (Sections 2 & 3 respectively) which should be referenced in the DEIR.

7. Further Comments:

The following are additional air quality issues that the EIR shall need to address:

GENERAL COMMENTS

Support for Complete Streets Approach for the Proposed Circulation Element Update
The APCD supports Paso Robles proposed shift from a Level of Service prioritization for their Circulation Element to an approach utilizing “Complete Streets” to manage the efficient mobility of people. This new proposed approach is consistent with the land use goals and policies of the APCD’s Clean Air Plan (CAP). Supporting this kind of efficient multi-modal circulation planning shall provide safe, effective options to driving the private automobile, thus minimizing vehicle miles traveled and the associated exhaust emissions which account for over 50% of the County’s air pollution.

Air Quality Impacts & Mitigation for Projects Subject to the Circulation Element Update
Projects that are subject to the existing and future Circulation Element Update will need quantitative evaluation of their construction and operational phase air quality impacts for criteria air pollutants, greenhouse gases (GHG), and toxics. If project impacts are expected to exceed the APCD’s CEQA Significance Thresholds as identified in the current CEQA Air Quality Handbook, then mitigation will need to be implemented to reduce the impacts

to below the thresholds. In the case of GHGs, until a threshold of significance is defined, then impacts need to be defined and feasible mitigation needs to be implemented.

SPECIFIC COMMENTS

The Draft Circulation Element provided in the NOP referral was well organized and looks to provide the tool necessary to shift to the implementation of a Complete Streets approach to the mobility of people. The following are APCD suggestions to enhance/clarify this draft:

1. Fourth Item Under Action Item 1 Under Policy CE-1B: Reduce Vehicle Miles Traveled:

The APCD suggests bolstering the transit component of this item with the following language change:

... and transit stop amenities, such as shelters, turnouts, and coordination with transit system providers to integrate new transit stop locations, etc.

2. Add the follow Action Item to Policy CE-1B: Reduce Vehicle Miles Traveled:

The APCD suggests the following additions under this policy:

- *Work with SLO Regional Rideshare to expand participation in their Transportation Choices Program that helps employers incentive their employees to use alternative work commute options thus reducing trips driven and vehicle miles traveled.*
- *Work with SLO Car Free (<http://slocarfree.org>) to expand opportunities for residents and tourists to reduce their vehicle miles traveled by having good options and benefits to choosing to go car free. Link the revenue received from tourist fees to the promotion of SLO Car Free.*

3. Second Item Under Action Item 3 Under Policy CE-1D: Transit. Improve and expand transit services: The APCD suggests enhancing this item that focuses on requirements for new development with following language:

Work with local transit agencies to determine feasible ways to locate or expand transit routes on streets serving medium-high density development ~~whenever feasible~~.

4. Add the following Eighth Action Item Under Policy CE-1D: Transit. Improve and expand transit services: The APCD suggests the following addition under this policy:

Enhance the Paso Robles and Regional transit stops with Smart Transit Signs and or other advanced technology that help riders assess the real time status of buses they are waiting to ride.

5. Add the following Ninth Action Item Under Policy CE-1D: Transit. Improve and expand transit services: The APCD suggests the following addition under this policy:

Ensure transit oriented development that involves diesel buses is located in areas that minimizes exposures to sensitive receptors (e.g. residential, schools, parks) from toxic diesel exhaust.

6. Expand Policy CE-1E: Rail. Promote rail transportation for inter- and intra-state rail service travel, along with rail service travel within the City: This section should be expanded to include Action Items to support SLO Car Free to reduce vehicle miles driven by area tourists by arriving by train.
7. Order to the Draft Circulation Plan
It seems like the section on "Circulation Issues" identifies the issues and "Goals, Policies, and Action Items" section identifies solutions to those issues. The APCD suggests placing the "Circulation Issues" section before the "Goals, Policies, and Action Items" section.
8. Circulation Standards & Development Policies section
To ensure that there is no confusion between the Policies in the "Goals, Policies, and Action Items" section and in the "Circulation Standards & Development Policies" section, the APCD suggests changing the latter to "Circulation Standards & Requirements for Developments."

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,



Andy Mützigler
Air Quality Specialist

AJM/AAG/arr

cc: Ron Whisenand, Community Development Director
Tim Fuhs, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD

Attachment 2
Resolutions And Exhibits

RESOLUTION NO: 10-XX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE
2010 GENERAL PLAN CIRCULATION ELEMENT UPDATE;
ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT (CEQA); ADOPTING A STATEMENT OF OVERRIDING
CONSIDERATIONS; AND ADOPTING A MITIGATION MONITORING
AND REPORTING PROGRAM**

WHEREAS, an Environmental Impact Report (EIR) was prepared for the 2010 General Plan Circulation Element Update; and

WHEREAS, on July 26, 2010 a Notice of Preparation (NOP) was distributed to the State Office of Planning and Research. In addition, 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 the 45-day public comment period required by Guidelines Section 15105, from November 3, 2010 to December 18, 2010; and

WHEREAS, the City received a total of eight comment letters on the DEIR during the 45-day public comment period, and the City prepared written responses to all comments received on the DEIR, and those responses are incorporated into the Final Environmental Impact Report (FEIR). The responses to comments were distributed to all public agencies that submitted comments on the DEIR at least 10 days prior to certification of the FEIR; and

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

WHEREAS, public hearings on this FEIR were held before the Planning Commission on December 14, 2010, and the City Council on January 18, 2011 and February 15, 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 Final EIR 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

WHEREAS, the potential for environmental impacts from implementation of the Project, the 2010 Circulation Element Update, have been evaluated in accordance with the California Environmental Quality Act (CEQA) and the City's Rules and Procedures for Implementation of CEQA; and

WHEREAS, the City Council has duly considered all evidence, including public testimony and other interested parties, and the evaluation and recommendations by staff, presented at said hearing(s).

NOW, THEREFORE BE IT RESOLVED the City Council makes the following Findings:

SECTION 1. The Final EIR 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. Environmental impacts identified in the Final EIR that are found to have less than significant and do not require mitigation include: Mineral Resources and Population and Housing.

SECTION 4. Environmental impacts identified in the Final EIR as potentially significant, but that can be reduced to less than significant levels with mitigation measures applied include: Aesthetic and Visual Resources; Agricultural Resources; Air Quality; Biological Resources; Cultural Resources; Geology and Geologic Hazards; Hydrology and Water Quality; Land Use and Planning; Public Services and Utilities; Noise; and Traffic and Circulation. The Mitigation Monitoring and Reporting Program for affected resources is provided in Exhibit A, and is hereby incorporated by reference.

SECTION 5. The 12 environmental impacts identified in the Final EIR as significant and unavoidable despite the imposition of all feasible mitigation measures are described in Exhibit B, and is hereby incorporated by reference.

SECTION 6. The Alternative to the project that may eliminate or reduce significant environmental impacts is described in Exhibit C, and is hereby incorporated by reference.

SECTION 7. A discussion of the Project benefits and a Statement of Overriding Considerations for the environmental impacts that cannot be fully mitigated to a less than significant level are described in Exhibit D, and is hereby incorporated by reference.

SECTION 8. Public Resources Code, Section 21081.6 requires the City to prepare and adopt a

Mitigation Monitoring and Reporting Program (MMRP) for any project for which mitigation measures have been imposed to assure compliance with the adopted mitigation measures. The MMRP is provided in Exhibit A, and is hereby incorporated by reference.

SECTION 9. Prior to taking action, the City Council 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 Final EIR is adequate and was prepared in full compliance with CEQA.

SECTION 10. The City Council of the City of El Paso de Robles hereby certifies the Final EIR, adopts Findings pursuant to the California Environmental Quality Act, adopts the Statement of Overriding Considerations set forth in Exhibit D, and imposes mitigation measures as set forth in the Mitigation Monitoring and Reporting Program in Exhibit A.

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 15th day of February, 2011, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

EXHIBIT A
to Resolution No. 10-XX
General Plan 2010 Circulation Element Update
Final Environmental Impact Report
Mitigation Monitoring and Reporting Program

DRAFT 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

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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.

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| 3.1 AESTHETICS AND VISUAL RESOURCES | | | | | | |
| 3.1.1a | <p>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.</p> <ul style="list-style-type: none"> • 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 hillside 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 | | |

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| | <p>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.</p> <ul style="list-style-type: none"> 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 | <p>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:</p> <ul style="list-style-type: none"> 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 final approval | | |

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| 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 | | |

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| 3.2.2c | production at the margins of lost property, based on the amount of land decided as road right-of-way, as a function of the total amount of production on the property. 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: <ul style="list-style-type: none"> • 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 | | |

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| | <p>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.</p> <ul style="list-style-type: none"> • 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. | | | <p>construction of roadway or circulation improvements</p> | | |

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| | <ul style="list-style-type: none"> 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 | | |

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| | <ul style="list-style-type: none"> 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 | | |

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| 3.4.2a | <p>The following measures may be used by the implementing agencies to reduce modification of watercourses, wetlands, and riparian habitat:</p> <ul style="list-style-type: none"> 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 | | |

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| | <p>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.</p> <ul style="list-style-type: none"> • 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 | <p>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.</p> | City | City/Army Corps of Engineers/ CDFG | Prior to modification of watercourses, wetlands, and riparian habitat associated with individual projects | | |
| 3.4.3 | <p>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).</p> | City | City/USFWS/ NMFS/CDFG | At the time of specific project-level environmental review for projects located in wildlife movement corridors | | |

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| <p>3.5 CULTURAL RESOURCES</p> | <p>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:</p> <ul style="list-style-type: none"> 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 | At the time of specific project-level environmental review; prior to substantial earth disturbance associate with circulation improvements | | |

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| | <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> - 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. • 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: <ul style="list-style-type: none"> - Due to the possibility that significant buried cultural resources might be found during construction, the | City | Certified archaeologist/paleontologist | | | |
| | | City | Qualified archeologist | | | |

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| | <p>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."</p> <p>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</p> | City/ Contractor | County Coroner | | | |

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| | <p>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 Commission fails to provide measures acceptable to the landowner."</p> | | | | | |
| 3.6 GEOLOGY AND GEOLOGY HAZARDS | | | | | | |
| 3.6.1 | <p>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.</p> | City | City | At the time of specific project-level environmental review, prior to final design approval of circulation improvements | | |
| 3.6.2a | <p>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.</p> | City | City | At the time of specific project-level environmental review, prior to final design approval of circulation improvements | | |

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| 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: <ul style="list-style-type: none"> • 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 | | |

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| | <p>used to minimize erosion on slopes and siltation into waterways during grading and construction activities.</p> <ul style="list-style-type: none"> • 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 | | | | | |

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| | <p>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:</p> <ul style="list-style-type: none"> • 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. | | | | | |
| <p>3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE (NONE REQUIRED)</p> | | | | | | |

MITIGATION MONITORING AND REPORTING PROGRAM

| MM # | Mitigation Measure (MM) | Responsible Party | Monitoring/Reporting | Timing/Frequency | Final Clearance | Comments |
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| 3.8 HAZARDS AND HAZAROUS 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 | <p>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:</p> <ul style="list-style-type: none"> 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 | | |

MITIGATION MONITORING AND REPORTING PROGRAM

| MM # | Mitigation Measure (MM) | Responsible Party | Monitoring/Reporting | Timing/Frequency | Final Clearance | Comments |
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| 3.9.2 | <ul style="list-style-type: none"> 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. | City | City | Prior to the issuance of grading permits and final design approval and during construction of circulation improvements | | |
| | <ul style="list-style-type: none"> The City shall implement the following measures to mitigate impacts to drainage and flooding. <ul style="list-style-type: none"> 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 | | |

*General Plan 2010 Circulation Element
Draft MMRP*

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| | <p>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.</p> <ul style="list-style-type: none"> • 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. | | | | | |

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| MM # | Mitigation Measure (MM) | Responsible Party | Monitoring/Reporting | Timing/Frequency | Final Clearance | Comments |
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| 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 UTILITIES | | | | | | |
| 3.11.1 | <p>The City shall implement the following measures to mitigate impacts to water supply and demand.</p> <ul style="list-style-type: none"> 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 | <p>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.</p> <ul style="list-style-type: none"> 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 | | |

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| MM # | Mitigation Measure (MM) | Responsible Party | Monitoring/Reporting | Timing/Frequency | Final Clearance | Comments |
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| 3.11.4 | <ul style="list-style-type: none"> • 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. <p>The City shall implement the following measure to mitigate impacts to public services.</p> <ul style="list-style-type: none"> • 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 | | |

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| | <p>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.</p> | | | | | |
| 3.12 NOISE ASSESSMENT | | | | | | |
| 3.12.1a | <p>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.</p> | City | City | At the time of specific project-level environmental review | | |
| 3.12.1b | <p>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.</p> | City | City | At the time of specific project-level environmental review | | |
| 3.12.2 | <p>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:</p> <ul style="list-style-type: none"> • 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 | | |

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| 3.12.3 | <p>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.</p> <ul style="list-style-type: none"> • 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). <p>Implementation of mitigation measures MM 3.12.1b and MM 3.12.2.</p> | City | City | At the time of specific project-level environmental review | | |
| 3.13 RECREATION (NONE REQUIRED) | | | | | | |
| 3.14 TRAFFIC AND CIRCULATION | | | | | | |
| 3.14.2 | <p>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.</p> | City | City | Periodically at a minimum of every 3 to 5 years during project operation | | |
| 3.14.6 | <p>The City shall adopt the following policy as part of the proposed Circulation Element Update in order to maintain acceptable emergency response times:</p> <p><i>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).</i></p> | City | City | Upon adoption of the Circulation Element | | |

EXHIBIT B
to Resolution No. 10-XX
General Plan 2010 Circulation Element Update
Final Environmental Impact Report
Significant and Unavoidable Environmental Impacts

**General Plan 2010 Circulation Element Update
Final Environmental Impact Report – Class 1, Significant Unavoidable
Environmental Impacts**

The following resources will result in significant unavoidable environmental impacts as a result of this project.

Aesthetics and Visual Resources

Impact 3.1.1 Important visual resources in the City such as gateways, visual corridors, natural landmarks, and open space viewsheds may be affected by the construction of specific circulation improvements over time. In addition, the eastern portion of Paso Robles includes rural areas/landscapes, wineries/vineyards, equestrian properties and visual resources such as prominent oak trees that could be altered by the introduction of new facilities.

Cumulative Impact. Construction of improvements identified in the proposed Circulation Element Update combined with improvements identified to occur in adjacent jurisdictions' planning documents, including the RTP-PSCS, would result in the development of improvements within visual corridors. New and/or expanded roadway facilities in visual corridors with views to or within visually sensitive locations could adversely impact these resources.

Agricultural Resources

Impact 3.2.2 Farm and conservation (Williamson Act) lands could be converted to other uses by the construction of circulation improvements.

Cumulative Impact. Growth and development in Paso Robles and adjacent jurisdictions would lead to irreversible conversion of important farmland and/or farmland protected under the Williamson Act. Implementation of the proposed Circulation Element Update will contribute to the cumulative conversion of farmland when analyzed within the City and as a regional issue.

Biological Resources

Impact 3.4.1 Circulation improvements could adversely impact natural habitat areas that support special-status species and/or plant communities of special concern.

Impact 3.4.2 Circulation improvements could adversely impact watercourses and riparian habitat.

Impact 3.4.3 Circulation improvements could adversely impact wildlife corridors.

Cumulative Impact. Circulation improvements identified to occur in Paso Robles and adjacent jurisdictions would adversely impact natural habitat areas, including but not

limited to, watercourses, wetland and riparian habitat, and wildlife corridors. These natural habitat areas may support special-status species and/or be considered plant communities of special concern. Implementation of mitigation measures would reduce potentially significant impacts to special-status species and plant communities to the extent feasible. However the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time.

Noise

Impact 3.12.2 Various transportation improvement projects, including road extension projects, could potentially expose sensitive receptors to noise in excess of standards established in the local general plan or noise ordinance and applicable standards of other agencies.

Cumulative Impacts

Anticipated growth in Paso Robles and in adjacent jurisdictions, combined with the implementation of the proposed Circulation Element update and other applicable planning documents for adjacent jurisdictions, would increase motor vehicle traffic and congestion. It is anticipated that cumulative growth would result in roadway capacity utilization exceeding 100 percent by the year 2025. Paso Robles would contribute more than 10 percent toward total traffic on two roadway segments in adjacent jurisdictions (US 101 between Spring Street and SR 46 West; and SR 46 East between US 101 and Union Road.)

Overall growth in Paso Robles is anticipated to occur primarily along the edges of the City, which would result in increased destination choices and influence travel patterns not only in the city but also in other localities in San Luis Obispo County. Implementation of the proposed Circulation Element Update would increase vehicle miles traveled citywide. Adoption of the proposed Circulation Element Update would include many policies and actions that seek to reduce the City's VMT per service population.

EXHIBIT C
to Resolution No. 10-XX
General Plan 2010 Circulation Element Update
Project Alternative

5.1 GENERAL CEQA REQUIREMENTS

The California Environmental Quality Act (CEQA) requires that a reasonable range of alternatives to the proposed project be described and considered within an environmental impact report (EIR). The alternatives considered should represent scenarios that could feasibly attain most of the basic objectives of the project, but will avoid or substantially lessen any of the significant environmental effects. The feasibility of an alternative may be determined based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines, Section 15126.6(f)(1)).

The purpose of this process is to provide decision-makers and the public with a discussion of viable development options and to document that other options to the proposal were considered within the application process (CEQA Guidelines, Section 15126.6).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Where a lead agency has determined that even after the adoption of all feasible mitigation measures, a project as proposed will still cause significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA.

CEQA provides the following guidelines for discussing project alternatives:

- An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation (CEQA Guidelines, Section 15126.6(a)).
- An EIR is not required to consider alternatives which are infeasible (CEQA Guidelines, Section 15126.6(a)).
- The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project (CEQA Guidelines, Section 15126.6(b)).
- The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects (Section 15126.6(c)).
- The EIR should briefly describe the rationale for selecting the alternatives to be discussed (Section 15126.6(c)).
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project (Section 15126.6(d)).

CEQA Guidelines Section 15126.6(e) requires that the No Project Alternative and its impacts be evaluated. The no project analysis shall "discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The EIR must also identify the environmentally superior alternative.

5.0 ALTERNATIVES

5.2 RELATIONSHIP TO PROJECT OBJECTIVES

Project objectives are used as the basis for considering other potential alternatives, evaluating the No Project Alternative, and determining the extent that the objectives would be achieved relative to the proposed project. The objectives of the proposed Circulation Element Update (proposed project) are to:

- Provide mobility to people and goods.
- Develop an efficient system allowing travel by multiple modes.
- Use facilities to their maximum economic extent possible.
- Emphasize alternate modes of transportation.
- Increase the efficiency of the vehicle network.

It is important to note that these objectives are consistent with the vision of the Draft 2010 Regional Transportation Plan and Preliminary Sustainable Communities Strategy (RTP-PSCS) prepared by the San Luis Obispo Council of Governments (SLOCOG). The vision of the RTP-PSCS is to provide for "a fully integrated and intermodal transportation system which facilitates the safe movement of people, goods, and information within and through the region" (SLOCOG 2010a). The RTP-PSCS is a vehicle for implementation of the state's efforts to realize the goals of Assembly Bill (AB) 32 and Senate Bill (SB) 375.

5.3 PROJECT ALTERNATIVES

CEQA Guidelines identifies the purpose of providing an alternative analysis for a proposed project is to avoid or substantially lessen any significant effects of the project (CEQA Guidelines Section 15126.6(b)). There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason (CEQA Guidelines Section 15126.6(a)).

As stated in the CEQA Guidelines (Section 15126.6(f)):

The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.

The CEQA Guidelines (Section 15126.6(b)) identify the purpose of providing an alternative analysis for a proposed project as follows:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resource Code 21002.1), the discussion of alternatives shall focus on those alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project . . .

ALTERNATIVES CONSIDERED BUT NOT SELECTED

Reasons for eliminating an alternative from further consideration included a determination that the alternative is infeasible, a finding that the alternative does not attain the basic objectives of the proposed Circulation Element Update (see Subsection 5.2 above), and/or identification that the alternative does not avoid or substantially lessen one or more of the significant effects. Many of the physical impacts associated with the proposed Circulation Element Update would be associated with the construction of the proposed improvements, and since the specifics of construction are unknown at this time, the degree of significance is unknown in many cases. Therefore, the determination of whether or not an alternative would lessen an impact was based on whether or not the alternative would reduce the area of disturbance during construction of improvements.

The proposed Circulation Element Update process began with evaluating the adopted Circulation Element with respect to current anticipated growth in the City of El Paso de Robles (Paso Robles). The adopted Circulation Element provides a different approach for analyzing transportation impacts and identifies a substantial number of roadway improvements outside the city's previous (2002) and current city limits as shown in **Figure 5.0-1**. The adopted Circulation Element focuses on level of service thresholds as the standard for identifying the need for roadway improvements, which typically involves costly road widening. In contrast, the proposed Circulation Element Update focuses on capacity utilization and vehicle miles traveled (VMT). In addition, the proposed Circulation Element Update emphasizes pedestrian, bicycle, and transit systems and focuses on increasing the efficiency of the vehicle network, with a de-emphasis on expensive roadway widening.

The level of service approach used in the adopted Circulation Element warrants improvements, typically widening of roadways, to accommodate congestion at peak periods. These roadway improvements can be very costly and provide only limited relief to only a fraction of the users. The proposed Circulation Element Update's approach minimizes the number of necessary roadway improvements to accommodate growth anticipated by the General Plan Land Use Map and increases improvements to other modes of transportation in the network. This approach increases vehicle congestion during peak hours but provides better utilization of the transportation network overall. This approach is consistent with the RTP-PSCS, which delineates a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in the region and integrate new requirements of state law to address the interrelationship of transportation and land use policies and practices. In taking this approach, the Circulation Master Plan (CMP) included in the proposed Circulation Element Update reduces and slightly modifies the roadway improvements included in the adopted Circulation Element to primarily those that were anticipated within the city limits. It should be noted that the proposed Circulation Element Update does include a few improvements outside the city limits; however, fewer improvements are proposed outside the city limits as part of the proposed Circulation Element Update than under the adopted Circulation Element.

Alternatives considered would either change the number of improvements included in the CMP or change policies that identify the standards by which improvements are determined necessary. Since the CMP included in the proposed Circulation Element Update provides the minimum roadway improvements necessary to accommodate anticipated growth, other alternatives considered would include more roadway improvements. The addition of more roadway improvements would increase physical impacts compared to the proposed project and may impede alternate modes of transportation, which would be inconsistent with the project objective to develop an efficient system allowing travel for multiple modes. Therefore, alternatives that included more improvements would not lessen any identified significant impacts and were not selected.

5.0 ALTERNATIVES

Alternatives that provide different policies for identifying the standards for determining necessary improvements would likely be a hybrid policy document that incorporates the two approaches depending on the type of roadway. A hybrid approach that analyzes certain types of roadways based on the level of service standard and other types on the capacity utilization/VMT approach would likely identify the need for additional roadway improvements, including road widening, and/or additional roadways based on the level of service standard. This type of alternative would likely result in more physical impacts compared to the proposed project associated with construction and implementation of additional roadway improvements (air quality impacts, impacts to agricultural land, etc.), would not likely be consistent with the project objective to use facilities to their maximum economical extent, and would be inconsistent with the regional transportation planning efforts. Therefore, alternatives that provided different policies were not selected. Since the alternatives considered would not lessen significant impacts identified associated with the proposed Circulation Element or be consistent with the primary objectives of the proposed Circulation Element (which would subsequently be inconsistent with the RTP-PSCS and AB 32), these alternatives were rejected from further analysis.

ALTERNATIVES ANALYZED IN THIS DRAFT EIR

Based on the above discussion and CEQA requirements (CEQA Guidelines Section 15126.6) only the adopted General Plan (No Project Alternative) was considered to be a feasible alternative for analysis chosen for further review.

Alternative 1 – Adopted General Plan (No Project Alternative)

CEQA requires the evaluation of the comparative impacts of the No Project Alternative (CEQA Guidelines Section 15126.6(e)(1)). The No Project Alternative refers to the consequences of not implementing the proposed Circulation Element Update and continuing to rely on the adopted General Plan, as is. This analysis of the No Project Alternative is consistent with the requirements of CEQA Guidelines Section 15126.6(e)(3)(A), which specifically identifies that when the project under evaluation is the revision of an existing land use or regulatory plan, the No Project Alternative will be the continuation of the existing plan.

The proposed project is the adoption and subsequent implementation of the proposed Circulation Element Update for the City of El Paso de Robles. The proposed Circulation Element Update revises the existing goals, policies, and programs in the Circulation Element of the General Plan. New circulation policies and strategies proposed attempt a different approach to mobility than traditional circulation planning. The proposed Circulation Element Update considers all aspects of the movement of people and goods, and respects Paso Robles' small-town character and neighborhoods, while enabling residents and travelers to move about town at safe speeds and by various means. The proposed Circulation Element Update emphasizes pedestrian, bicycle, and transit systems and focuses on increasing the efficiency of the vehicle network, with a de-emphasis on roadway widening. Alternative improvements such as narrower streets, roundabouts, and other design features are encouraged to mitigate traffic flows, with an emphasis on better connectivity, multimodal movement, and controlling traffic speeds consistent with Paso Robles' small-town character.

Under the No Project Alternative, no update of the Circulation Element would occur. The City would rely on circulation and mobility policies identified in the adopted General Plan, which focuses on level of service thresholds as the standard for identifying the need for roadway improvements rather than the capacity utilization/VMT approach included in the proposed Circulation Element Update. The adopted Circulation Element (2003) includes a citywide target of level of service (LOS) D for all roadways during the a.m. and p.m. peak hours of travel. Level of service measures driver comfort and convenience, and LOS D reflects utilization substantially below the roadway's capacity during the majority of the day. This is an inefficient usage of infrastructure, which results in costly roadway widening to accommodate only brief periods of high traffic levels (i.e., the worst minutes or hours of the day). Roadway widening projects also have secondary impacts of encouraging higher rates of vehicular speed, degrading mobility for pedestrians and cyclists, and affecting the overall quality of life in surrounding areas. Roadway improvements included in the adopted Circulation Element would have included widening State Route 46 East to six lanes, which subsequently would have required widening U.S. Highway 101 to six lanes.

Analysis of Alternative 1

Under Alternative 1, more roadway improvements would be required and allowed than the under the proposed Circulation Element Update. These improvements would increase the area converted from primarily undeveloped land to more urban uses. This conversion of land to roadways would increase the potential for impacts to 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. Under Alternative 1, the increase in the roadway network would result in more short-term construction impacts and long-term operational impacts to scenic corridors, character, light and glare, emissions, loss of protected farmland, special-status species, wildlife corridors, short-term erosion, greenhouse gas emissions, the transport of hazardous materials, stormwater quality, noise exposure and generation, and stormwater infrastructure. However, impacts associated with historic and archaeological resources, geological features, and unstable soils would be evaluated on a case-by-case basis, and implementation adopted policies would serve to protect/preserve these resources similar to the proposed Circulation Element Update. Various roadways would continue to operate at unacceptable levels and vehicle miles traveled would increase with and without improvements planned in the adopted Circulation Element. However, the road widening improvements under Alternative 1 may result in secondary impacts to other modes of transportation, such as by impeding pedestrian and/or bicycle travel. In addition, the adopted policies that focus on level of service standards would result in the construction of costly roadway improvements, such as road widening or additional roadways, which would be inconsistent with the project objectives ("use facilities to their maximum economic extent possible" and "emphasize alternate modes of transportation") and subsequently the RTP-PSCS. Therefore, the No Project Alternative would not meet the primary objectives of the proposed project. As such, this alternative is considered inferior to the proposed project.

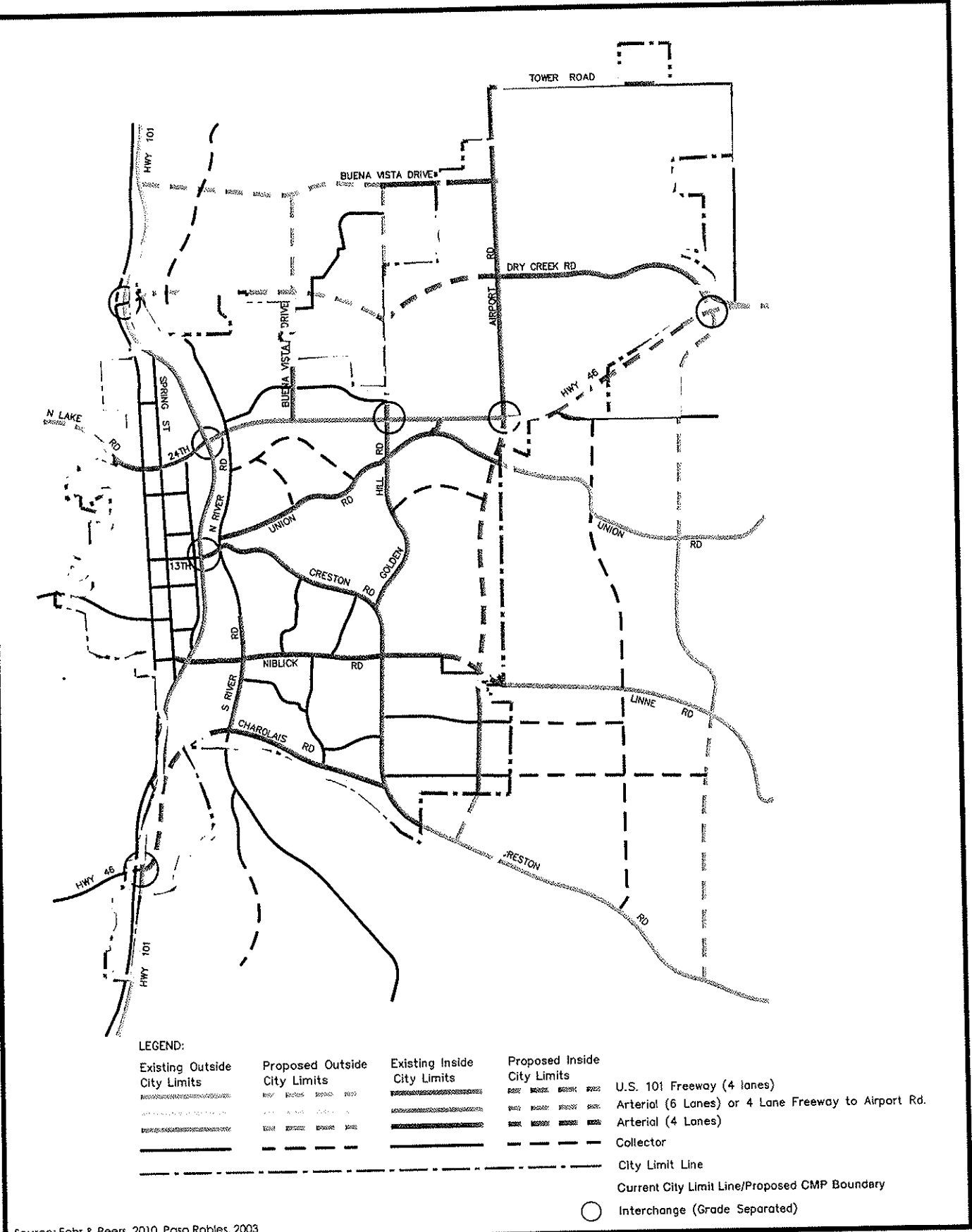
5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 5.0-1, below, provides a summary of the potential impacts of the alternative evaluated in this section, as compared with the potential impacts of the proposed project. As identified in **Table 5.0-1**, impacts in most environmental categories would be worse under the No Project Alternative. Therefore, the proposed Circulation Element Update is considered environmentally superior to the No Project Alternative.

5.0 ALTERNATIVES

TABLE 5.0-1
SUMMARY OF ALTERNATIVES IMPACTS COMPARED TO THE PROPOSED PROJECT

| Environmental Resource | Alternative 1 (No Project) Impacts |
|---|---|
| Aesthetics and Visual Resources | Greater |
| Agricultural Resources | Greater |
| Air Quality | Greater |
| Biological Resources | Greater |
| Cultural Resources | Similar |
| Geology and Geologic Hazards | Similar to Greater |
| Greenhouse Gas Emissions and Climate Change | Greater |
| Hazards and Hazardous Materials | Greater |
| Hydrology and Water Quality | Greater |
| Land Use and Planning | Greater |
| Public Services and Utilities | Greater |
| Noise Assessment | Greater |
| Traffic and Circulation | Greater |



Source: Fehr & Peers, 2010, Poso Robles, 2003

Not to Scale

Figure 5.1
Adopted Circulation Master Plan
PMC

EXHIBIT D
to Resolution No. 10-XX
General Plan 2010 Circulation Element Update
Final Environmental Impact Report
Statement of Overriding Considerations

**General Plan 2010 Circulation Element Update
Final Environmental Impact Report**

Statement of Overriding Considerations

As set forth in the 2010 Circulation Element Final Environmental Impact Report, the City Council's approval of this project will result in significant unavoidable, adverse environmental impacts that cannot be reduced to a less than significant level, even with adoption of all feasible mitigation measures. Despite the occurrence of these effects, however, the City Council chooses to approve this project because it is the Council's determination that the economic, social, and other benefits that would occur as a result of this project outweigh the significant environmental impacts that would result from it.

The City Council finds that the 2010 Circulation Element would have the following economic, social and environmental benefits:

1. **Consistency with Other City Policies.** The Circulation Element is consistent with several City policies including the 2003 General Plan, 2006 Economic Strategy, and the 2009 Bicycle Transportation Master Plan.

2003 General Plan. The 2010 Circulation Element is consistent with numerous policies in the 2003 General Plan. The Element would support meeting specific goals and policies, including:

***Overall City Goals – Goal 1:** In order to enhance Paso Robles' unique small town character and high quality of life, the City Council supports the development and maintenance of a balanced community where the great majority of the population can live, work and shop.*

The Circulation Element integrates circulation planning for all segments of the community, with varying types of mobility, and with a prime objective of maintaining the small town character.

***Policy LU-2D - Neighborhoods:** Strive to maintain and create livable, vibrant neighborhoods and districts with: attractive streetscapes; a pedestrian friendly setting; a recognizable and high quality design aesthetic.*

Policies within the Circulation Element support a livable community integrated with pedestrian-oriented mobility. Narrower streets and streetscape amenities will encourage more vibrant neighborhoods, and result in attractive safe, quality street design.

***Action Item 2 (Quality of Life).** Preserve health and safety, and strengthen the integrity of distinct and identifiable neighborhoods and districts, by protecting local streets from cut through traffic, speeding, parking intrusion,*

and traffic congestion and by implementing traffic calming measures: Maintain/enhance traffic flow of arterial streets bordering residential neighborhoods; develop neighborhood traffic management plans.

and

Action Item 3 (Traffic Calming). *Develop safety and traffic calming measures to be incorporated into the design of streets to ensure that they are compatible with the character of the residential neighborhood and other districts with pedestrian activity. These measures are to include, but not be limited to: narrow lanes, landscaped parkways, traffic circles, textured crosswalks, angled parking, and/or other measures.*

The Circulation Element integrates both quality of life measures noted above with context sensitive transportation improvements, etc.

Goal C-2: Air Quality. *Seek to maintain air quality by taking actions to reduce traffic congestion, vehicle miles traveled, and air pollutant emissions.*

Policy C-2A: Traffic Congestion Reduction. *Implement circulation system improvements to reduce congestion and associated air contaminant emissions.*

Policy C-2-B: VMT Reduction. *Implement programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles, including providing opportunities for mixed-use projects.*

Action Item 1. *Provide bikeways, pedestrian paths, and transit turn-outs/stops as requirements of development applications.*

Action Item 2. *Encourage the development of transit facilities.*

The Circulation Element incorporates specific policies and programs to reduce air pollution through reducing traffic congestion and Vehicle Miles Traveled (VMT), with an emphasis on integrating bikeways, pedestrian paths and transit.

2006 Economic Strategy.

Compact Development. *To minimize economic, social and environmental costs and efficiently use resources and infrastructure, new development should take place in existing urbanized areas before using more agricultural land or open space.*

Livable Communities. *To protect the natural environment and increase land use patterns that ensure a mix of land uses, minimize the impact of cars, and promote walking, bicycling, and transit access to employment, education, recreation, entertainment, shopping, and services. Economic development and transportation investments should reinforce these land use patterns and the ability to move goods by non-automobile alternatives wherever possible.*

The Circulation Element strongly supports minimizing costs and efficient use of resources and infrastructure through not “over-building”. Additionally, the element is designed with an integrated approach to mobility with an emphasis on minimizing the use of cars and promoting walking, bicycling, and transit access, and the ability to move goods by non-automobile alternatives wherever possible.

Implement development policies to achieve more efficient use of infrastructure.

Policies of the Circulation Element place an emphasis on infrastructure improvements to be based on the level of efficiency and capacity of infrastructure which encourages more efficient use of infrastructure.

Bicycle Master Plan

Overall Program Goals

Goal 1- *Develop a comprehensive system of bicycle facilities to provide a safe, fun, convenient, healthy and environmentally-friendly mode of travel throughout the City.*

Goal 2 – *Develop bike facilities that are accessible to commercial and employment centers, neighborhoods, and schools to provide a viable alternative for transportation to reduce vehicle miles traveled and traffic congestion.*

***Complete Bicycle System:
Policies***

- *The City shall actively forecast future bicycle travel needs for different riding groups and as funding becomes available, plan, upgrade, and expand bike routes and bike facilities to meet those needs.*
- *The City shall design new and rehabilitated streets consistent with the “Complete Streets” program of the City’s General Plan Circulation Element, addressing a variety of transportation needs including vehicle, bicycle and pedestrian.*
- *The City shall develop an integrated multi-modal public transportation system that has an emphasis on the ability to use bicycles as a viable means for commuting so that commuters are not reliant on use of automobiles.*

The Circulation Element integrates policies and programs intended to achieve the goals of the Bikeway Master Plan for a comprehensive system of bicycle

facilities and bicycle accessibility. Additionally, the element is designed to specifically implement and support the “complete streets” program and multi-modal transportation with a strong emphasis on the importance of integrating bicycle facilities.

2. **Consistency with Caltrans Policies and Regulations.**

The Circulation Element is consistent with new State and Regional policies for mobility planning.

Caltrans – “Smart Mobility” Policy.

The Circulation Element incorporates specific policies and programs that implement and support Caltrans’ policies for “Smart Mobility”. It is supported through the multi-modal approach for planning for all aspects of mobility including pedestrians, bicyclists, transit, cars, persons with mobility aids, handicap accessibility, seniors, and children. The element also incorporates policies for roads that are narrower, slower, but keep traffic moving at a slower, safer pace.

Assembly Bill 1358 – “Complete Streets” legislation.

The element is consistent with Assembly Bill 1358, the “Complete Streets” legislation through the approach of planning for streets to be designed to meet all mobility needs, including pedestrians, bicyclists, transit, cars, persons with mobility aids, handicap accessibility, seniors, and children.

San Luis Obispo Council of Governments Regional Transportation Plan 2010. (SLOCOG RTP)

The SLOCOG 2010 RTP includes multi-modal projects throughout the County, including Paso Robles. The Circulation Element is consistent with the policy direction of the RTP through focused planning for “complete streets”.

3. **Economic Benefits.** The Circulation Element will result in significant economic benefits to the City through implementation of improvement projects and programs that reduce the need to build and maintain costly, unnecessary infrastructure.

Use Infrastructure Efficiently. The traffic model produced for the element measures utilization in terms of percent of capacity. This is in contrast to measuring the level-of-service of roads, which emphasizes how free-flowing traffic moves. Therefore, through more efficient use of infrastructure the City will have economic benefits from implementation of the 2010 Circulation Element.

More Economically Feasible Infrastructure Cost and Maintenance.

Planning of transportation improvements based on full utilization capacities as opposed to reduced delays at peak hours will result in a financially feasible and context sensitive circulation system.

4. **Social Benefits.** The Circulation Element incorporates specific policies that will result in numerous social benefits.
- **Community character.** The Circulation Element supports maintaining Paso Robles’ small town community character through context sensitive transportation improvements. These improvements will reduce speed, and encourage walking and bicycling to their destinations.
 - **“Livable” Community.** Some of the indicators of “livable” communities includes an abundance of people walking or riding to their destinations, use of safe off-street pathways systems, and well used, easily accessible transit systems. These measures support a broad range of mobility so that people with varying mobility needs can live comfortably in the community. The element has a strong policy emphasis that encourages facilities and conditions to make Paso Robles a more “livable” community.
 - **Quality of Life.** Community character and livable community facilities add to the measures of “quality of life”. The element incorporates policies that support implementation of measures to meet these objectives including, complete streets, narrower/slower streets for safer vehicle traffic, pedestrian enhancements, etc., which significantly contribute to a community’s quality of life.
 - **Healthier community.** Through implementation of the Circulation Element, especially multi-modal transportation, benefits to community health are anticipated through increased exercise from being able to walk or ride bicycles to destinations. Indicators of healthy communities include reduced rates of obesity, heart and respiratory illnesses, and stress. Additionally, with an emphasis on reduced VMT and the ability to walk or bicycle, air quality will be improved than would otherwise occur under conventional circulation planning.
 - **Safety.** The element includes policies to reduce traffic speeds through narrower roads, roundabouts and other solutions. These measures will increase safety for pedestrians, bicyclists, and vehicles.

RESOLUTION NO: 10-XX

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EL PASO DE ROBLES
ADOPTING THE
2010 GENERAL PLAN CIRCULATION ELEMENT**

WHEREAS, the 2010 Circulation Element is one of the seven State mandated “elements” of the General Plan; and

WHEREAS, the 2010 Circulation Element is an update to the previously adopted 2003 Circulation Element; and

WHEREAS, the 2010 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 2010 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 2010 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 2010 Circulation Element provides traffic solutions that are fundable and feasible; and

WHEREAS, the Planning Commission held a duly noticed public hearing on December 14, 2010, and the City Council held public meetings on January 18, 2011 and February 15, 2011 to accept public testimony on the 2010 Circulation Element and associated environmental document; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City’s Procedures for Implementing CEQA, an environmental analysis was conducted for the 2010 Circulation Element, and a Draft Environmental Impact Report (DEIR) and a Final Environmental Impact Report (FEIR) was prepared for this project, which is included under a separate resolution; 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 2010 Circulation Element is consistent with the City of El Paso Robles General Plan, and other adopted plans and policies.
2. The 2010 Circulation Element policies and implementation measures are based on updated traffic data and modeling, and traffic growth projections to the year 2025.
3. The 2010 Circulation Element advances use of street utilization capacities beyond the traditional Level-of-Service criteria.

4. The 2010 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 2010 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 adopt the 2010 Circulation Element.

PASSED AND ADOPTED THIS 15th day of February, 2010 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DUANE PICANCO, MAYOR

ATTEST:

CARYN JACKSON, DEPUTY CITY CLERK