TO: **Planning Commission**

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

SUBJECT: **Final Circulation Element and Final Environmental Impact Report**

DATE: **March 8, 2011**

NEEDS: For the Planning Commission to consider the draft Circulation Element and Final Environmental Impact Report (FEIR), and to provide a recommendation to City Council for their adoption.

FACTS:

1. The Planning Commission considered the Circulation Element and Final EIR on December 14, 2010 and February 22, 2011. The Planning Commission continued the hearing to March 8, 2011. (For further background see Attachments, Planning Commission Staff Reports of 12/14/10 and 2/22/11.)

2. Comments were received on the Figures, Tables and context of the Circulation Element document. These comments are addressed in this report and/or incorporated into the text of the Element, as appropriate.

3. No comments were received on the Final Environmental Impact Report. The FEIR incorporates comment letters received and verbal comments made by the public and Commissioner's at the Planning Commission hearing of December 14. A formal response to all comments received is included in the FEIR.

ANALYSIS & CONCLUSION: As noted above, the Commission is requested to consider the draft Circulation Element and Final EIR before forwarding them to City Council for approval. The Commission should determine if the issues and correspondence brought forth at prior hearings have been adequately addressed in the responses, and/or incorporated into the Circulation Element.

At the last Planning Commission meeting, clarification was requested in relation to Table CE -1 and how it has changed since its first public draft in February of 2010. Table CE – 1 is an outcome of the Traffic Model. The Traffic Model is incorporated into the Circulation Element by reference in the appendices. Table CE – 1 lists average daily traffic (ADT) in road segments throughout the City both in the existing condition and as projected by development resulting from implementation of the Land Use Element of the General Plan.

The concept of utilization is described on Page CE – 11 of Circulation Element document. Utilization percentages are calculated by applying traffic volumes to the capacity of certain arterial street segments. Figure CE-1 establishes the projected character and capacity of the arterial street segments. A "divided arterial" includes lanes for turning movements thereby allowing a greater capacity than an "undivided arterial".

The utilization calculation for the 2025 scenario assumes that all projected street improvements and new routes have been completed. This would include a grade

separated intersection at 46E-Union Road with a connection north to Airport Road as indicated on Figure CE – 1.

Many iterations of the Table have been produced since February, 2010. Segments of SR 101 and other regional routes were added to the Table in response to comments received last December.

Concerns were raised regarding the need for a list of transportation projects to be included in the Circulation Element so that the City is positioned well for transportation improvement grants. The 2003 Circulation Element included a list of "Potential Circulation Improvements" that subsequently proved to be both infeasible and cumbersome, resulting in an impediment to the completion of Specific Plans and other land development proposals.

A specific list of "potential circulation improvements" should be an outcome of policy review, rather than set in the General Plan. Should a proposed development provide a study that suggests mitigations inconsistent with the list, a General Plan update may be required.

Given the continued concerns, we have attached Exhibit 2 as a short list of projects. Most of these improvements have been thoroughly vetted in past Council policy and all are consistent with the policies outlined in the 2011 Circulation Element update. The focus of the list is projects where grant funding will be needed and conceivably could be available. This list is by no means comprehensive and is not to be construed as either a prioritization for accomplishment or basis for an impact fee program.

As an option, the Commission may recommend Council to include this list, attached as Exhibit 3, within the context of the 2011 Circulation Element of the General Plan.

Staff suggests the Planning Commission make a recommendation to the City Council to adopt the Final EIR and Final Circulation Element, and also adopt a resolution recommending staff be directed to prepare a transportation infrastructure needs list similar to Exhibit 3.

The Final Circulation Element and Final 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. 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 opening the public hearing and taking public testimony, the Planning Commission is requested to take one of the actions listed below:

a. By separate motions: 1) recommend approval of the Final EIR; and 2) recommend approval of the Final Circulation Element.

b. Amend, modify, or reject the above-listed action.

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

Exhibits:
1 - Planning Commission Staff Report, December 14, 2010
2 – Planning Commission Staff Report, February 22, 2011
3 – Example List of Transportation Improvement Needs
4 – Resolutions
5 – Final Circulation Element
6 – Circulation Element FEIR

Exhibit 1
Planning Commission Staff Report
December 14, 2010

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

TO: **Planning Commission**

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

SUBJECT: **Final Circulation Element and Final Environmental Impact Report**

DATE: **February 22, 2011**

NEEDS: For the Planning Commission to consider the Final Circulation Element and Final Environmental Impact Report (FEIR), and to provide a recommendation to City Council for their adoption.

FACTS:

1. The Circulation Element Update (CE) is based upon the development of a new traffic model. The approach to the update uses a different method of mobility planning. It considers all aspects of mobility and respects Paso Robles' small town character. It enables travelers to move through town at safe speeds and by various means. (For further background see Exhibit 1, Planning Commission Staff Report, 12/14/10.)

2. The Planning Commission considered the Draft Circulation Element and Draft EIR at their meeting on December 14, 2010, and commented on the documents.

3. A Final Circulation Element and Final EIR have been completed for the Commission's consideration. The FEIR incorporates comment letters received and verbal comments made by the public and Commissioner's at the previous Planning Commission hearing. A formal response to all comments received is included in the FEIR. Most comments received were regarding the Circulation Element, and not the content or analysis in the FEIR.

4. Several comments provided were regarding a "transportation project list", and potential opportunities for future improvement project funding, and corresponding effects to the City's Development Impact Fee program.

5. Other comments from the Commission and public were relatively minor clarifications and were responded to during the hearing and/or incorporated into the text of the Element, EIR responses or both as appropriate.

ANALYSIS & CONCLUSION: As noted above, the Commission is requested to consider the Final Circulation Element and Final EIR before forwarding them to City Council for approval. The Commission should determine if the issues raised at the prior hearing and correspondence have been adequately addressed in the responses, and/or incorporated into the Circulation Element, as appropriate.

The Circulation Element addresses comments from Caltrans regarding reference to operational improvements for Highway 101, and improvements specifically relating to Highway 46E/Union Road. The Element now includes reference to transportation constraints and barriers such as Highway 101, Salinas River and railroad tracks on page CE-11.

At the previous Planning Commission meeting, it was suggested that a list of transportation projects be included in the Circulation Element. The Circulation Element is a visioning and policy document that is designed to guide the planning

and implementation process. It will provide the framework needed to establish the purpose and need of specific transportation improvements. It is not intended to provide firm conclusions as to the scope of needed improvements.

Figure CE-1 of the Circulation Element sets the general configuration of existing and planned arterial street segments within the City. It is designed to respond to the Land Use Element of the General Plan. While key intersections projected to need improvement are identified on CE-1; a specific list of projects would be an outcome of policy review. It would be cumbersome to have to update the General Plan should a proposed development or needed transportation project not conform to a list included in the Circulation Element.

We have attached Exhibit 2 as an example of a list of transportation projects that reference previously established policy and also reflect policy offered in the updated Circulation Element. This list is by no means comprehensive. A true representation of the updated Circulation Element must include bicycle and pedestrian trails as well. Bicycle projects are referenced in the Bicycle Master Plan adopted by City Council in December, 2009. The updated Circulation Element cites the need to develop a Master Trails Plan as an action item.

As an option, the Commission may recommend Council to direct staff to prepare a comprehensive list of potential transportation projects, including bike and pedestrian trails. The list would be used as a reference for Council consideration of specific projects to include in capital improvement programs and impact fee needs lists.

The Final Circulation Element and Final 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. 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 2003 General Plan Update and EIR, 2009 Bicycle Master Plan, 2006 Economic Strategy, CEQA, and Caltrans "Complete Streets" Policy/AB 1358.

Fiscal Impact: No fiscal impacts identified.

Options: After opening the public hearing and taking public testimony, the Planning Commission is requested to take one of the actions listed below:

a. By separate motions: 1) recommend approval of the Final EIR; and 2) recommend approval of the Final Circulation Element to the City Council.

b. Amend, modify, or reject the above-listed action.

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

Exhibits:
1 - Planning Commission Staff Report, December 14, 2010
2 – Example List of Transportation Deficiencies and Planned Improvements
3 – Resolutions
4 – Final Circulation Element
5 - Circulation Element FEIR (on CD)
6 – Newspaper Affidavit

Exhibit 3
Example List of
Transportation Improvement Needs

2011 Circulation Element of the General Plan – "Potential Circulation Improvements"

Road Segments

Union Road	**Kleck Road to East City Limits**
Deficiency:	Poor vertical alignment
	Side street access
	Bicycle and pedestrian safety
Improvement:	Profile improvement
	Bike lanes
	Sidewalks
Policy Background:	Adopted Union Road Plan Line
	Bike and pedestrian safety

Creston Road	**Niblick Road to Scott Street**
Deficiency:	Bicycle and Pedestrian safety
	Access to side streets
	Access to frontages
	Access to Sherwood Park
Improvement:	Reduce to two-lane divided arterial
Policy Background:	Motorist mobility
	Bicycle and pedestrian safety

Theatre Drive	**Target Center to South City Limits**
Deficiency:	Access to businesses
	Bicycle and pedestrian safety
Improvement:	Widening to accommodate center turn lane
	Bike lanes
	Sidewalks
Policy Background:	Adopted Theatre Drive standard
	Bike and pedestrian safety

Intersections

US 101 - SR 46E

Deficiency:	Existing delays, particularly Fridays and Holidays
Improvement:	Dual left turn project
Policy Background:	Adopted Project Study Report
	Caltrans PAED

US 101 – 17th Street

Deficiency:	Left turn movements at 13th Street to southbound Riverside Avenue contribute to delays at the intersection
Improvement:	Add southbound 101 on-ramp at 17th Street
Policy Background:	Adopted Project Study Report
	Caltrans PAED

US 101 – SR 46W

Deficiency:	Intersection delays
	Southbound off-ramp capacity
Improvement:	Relocation of Theatre Drive
	Relocation of S. Vine Street
	West side roundabout for freeway ramps
	East side roundabout for Ramada Drive and freeway ramps
Policy Background:	Adopted Project Study Report
	Caltrans PAED

SR 46E – Union Road

Deficiency:	Access to and across the highway
Improvement:	Grade separated interchange
	Needs study of interim intersection improvements
Policy Background:	Parallel Routes Study
	Caltrans Corridor Study

Union Road – Golden Hill Road

Deficiency:	Existing and projected delays
	Air quality and noise due to stops
	Pedestrian and bicycle safety
Improvement:	Council adopted roundabout with Union Road Plan Line
Policy Background:	Signal versus roundabout analysis
	Establish safe bicycle and pedestrian paths
	Speed moderation

Charolais Road – S. River Road

Deficiency:	Delays at peak hours
	Air quality and noise due to stop signs
	Bicycle and pedestrian safety
Improvement:	Roundabout
Policy Background:	Council adopted signal versus roundabout analysis
	Pedestrian and bicycle safety
	Speed moderation

Pedestrian and Bike Connections

24th Street Bridge over Railroad

Deficiency:	Inaccessible for bicycles and pedestrians, ADA compliance
Improvement:	Pedestrian and bicycle bridge
Policy Background:	Town Centre Plan
	Bicycle Master Plan
	Improve bicycle and pedestrian facilities

Creston Road Ped Crossing at Lana Street

Deficiency:	Pedestrian safety in a school zone
	Side street access
Improvement:	Channelization
	Curb Extensions
	Traffic Signal
Policy Background:	Bicycle and pedestrian safety
	Creston Road plan line

EXHIBIT 4
RESOLUTIONS

RESOLUTION NO: 11-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PASO ROBLES RECOMMENDING APPROVAL OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2010 GENERAL PLAN CIRCULATION ELEMENT UPDATE INCLUDING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND RECOMMENDATION TO ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS AND 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); 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, a public hearing on the DEIR was held before the Planning Commission on December 14, 2010 and two public hearings were held on the FEIR on February 22, 2011 and March 8, 2011; and

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

WHEREAS, information and evidence set forth in the 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 Planning Commission 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 Planning Commission 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 Planning Commission 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 Planning Commission of the City of El Paso de Robles hereby recommend the City Council certify the Final EIR, adopt Findings pursuant to the California Environmental Quality Act, adopt the Statement of Overriding Considerations set forth in Exhibit D, and impose mitigation measures as set forth in the Mitigation Monitoring and Reporting Program in Exhibit A.

PASSED AND ADOPTED by the Planning Commission of the City of El Paso de Robles this 8th day of March, 2011, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT

_____
Steve Gregory, Chairman

ATTEST:

_____
Ron Whisenand, Secretary of the Planning Commission

EXHIBIT A
to Resolution No. 11-XX
General Plan 2010 Circulation Element Update
Final Environmental Impact Report
Mitigation Monitoring and Reporting Program

PROGRAM CONTENTS

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

LEGAL BASIS AND PURPOSE OF THE MMRP

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

MONITORING MATRIX

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

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

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

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

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

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

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

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

NONCOMPLIANCE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EXHIBIT B
to Resolution No. 11-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, water courses, wetland and riparian habitat, and wildlife corridors. These natural habitat areas may support special-status species and/or be considered plan 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. 11-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.

5.2 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 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.

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.

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.

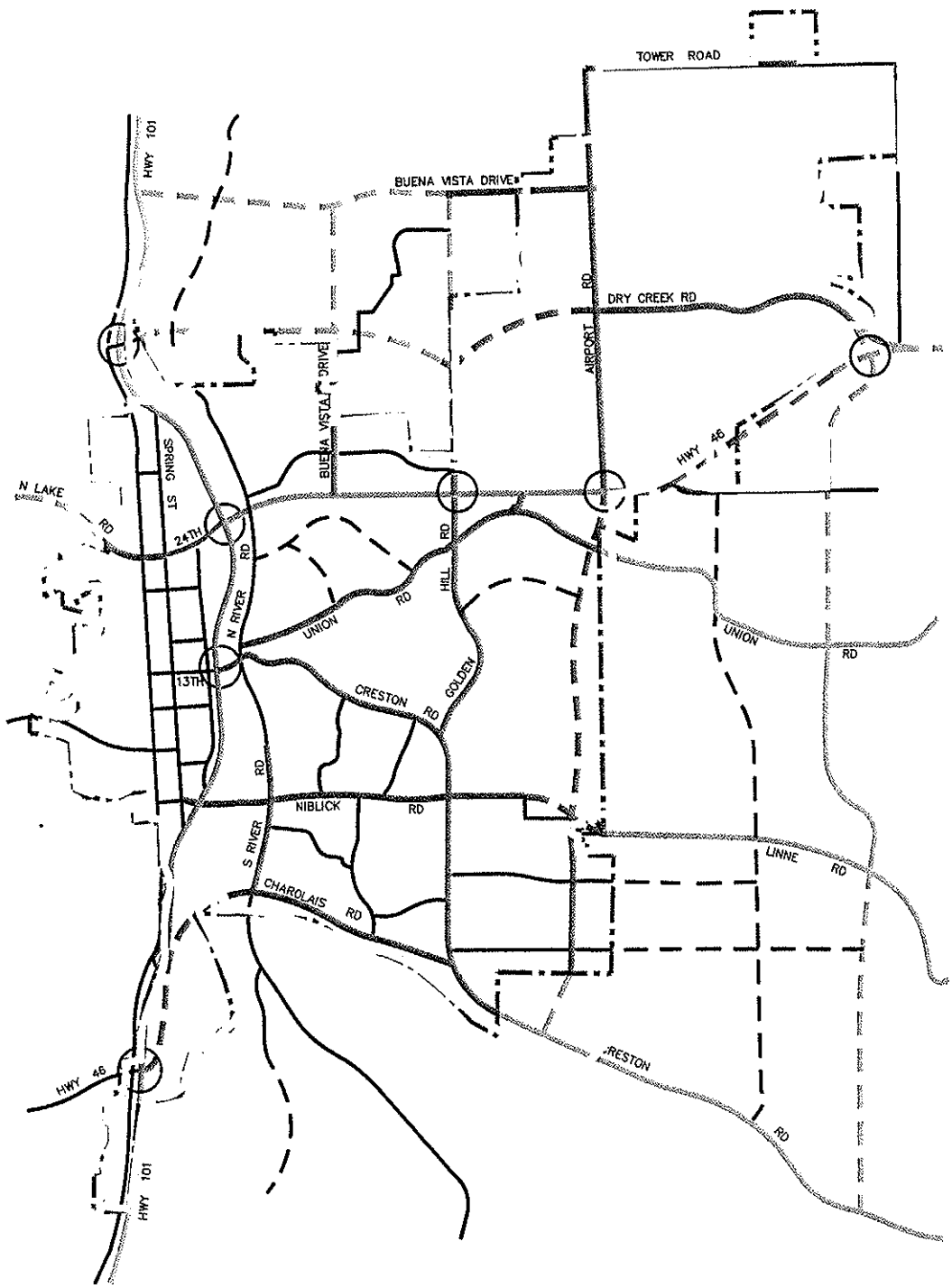
5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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.

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

T:_CS\Work\Paso Robles, City of\Circulation Element EIR\Figures



LEGEND:

Existing Outside City Limits	Proposed Outside City Limits	Existing Inside City Limits	Proposed Inside City Limits	
				U.S. 101 Freeway (4 lanes)
				Arterial (6 Lanes) or 4 Lane Freeway to Airport Rd.
				Arterial (4 Lanes)
				Collector
				City Limit Line
				Current City Limit Line/Proposed CMP Boundary
				Interchange (Grade Separated)

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

Not to Scale

N

Figure 5.1

Adopted Circulation Master Plan

PMC

EXHIBIT D
to Resolution No. 11-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, people 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: 11-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES RECOMMENDING TO THE CITY COUNCIL TO ADOPT 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 duly noticed public hearings on December 14, 2010, February 22, 2011 and March 8, 2011 to accept public testimony on the 2010 Circulation Element and associated environmental document; and

WHEREAS, 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 Planning Commission 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 Planning Commission of the City of El Paso de Robles does hereby recommend the City Council adopt the 2010 Circulation Element.

PASSED AND ADOPTED THIS 8th day of March, 2011 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Steve Gregory, Chairman

ATTEST:

_____
Ron Whisenand, Secretary of the Planning Commission

EXHIBIT 5
FINAL CIRCULATION ELEMENT

City of El Paso de Robles

General Plan 2011
Circulation Element

Prepared for:

Prepared by:

FEHR & PEERS
TRANSPORTATION CONSULTANTS

160 W. Santa Clara Street
Suite 675
San José, CA 95113

February 2011

Final

City of El Paso de Robles
General Plan 2011

Circulation Element

Prepared for:

City of El Paso de Robles
Community Development Department

Prepared by:

Fehr & Peers

Prepared: February 2011

SJ07-1015

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CIRCULATION ELEMENT

This document has been developed to emphasize that the first priority of the circulation system is to provide mobility to people. This emphasis, along with the high costs and quality of life impacts of roadway widening, supports the development of an efficient system allowing travel by multiple modes. Efficiency in this context is defined as using facilities to their maximum extent possible, e.g. the efficiency as viewed from an economic perspective.

GOALS, POLICIES, AND ACTION ITEMS

GOAL CE-1: Establish a safe, balanced, efficient, and multimodal circulation system, focusing on the mobility of people, and preserving the City's small town character and quality of life.

POLICY CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows:

a. Improve the circulation network on a prioritized basis;
b. Provide adequate access for emergency vehicles and evacuation;
c. Improve mobility through and access to Downtown Paso Robles by implementing City Council adopted Town Center and Uptown Plans;
d. Establish safe pedestrian and bicycle paths, for children and their parents to schools and other major destinations such as downtown, retail and job centers;
e. Maintain mobility for all modes by encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public outreach as to the availability and benefit of alternative modes of travel;
f. Require new development to mitigate its impact on the transportation network.

Action Item 1. Develop a multimodal transportation mitigation fee program so that new development contributes to improvements that offset cumulative impacts to mobility. The impact fee program will list needed improvements to automobile, pedestrian, bicycle, and transit facilities. To encourage the reduction of City-wide VMT (Vehicle Miles Traveled), the mitigation fee program will recognize and support Transportation Demand Management (TDM) strategies associated with new development. Fees shall be assessed in relation to cumulative impacts and shall be proportional to the number of auto trips generated by the development.

Action Item 2. Set conditions of approval of development applications to provide access for all modes of travel and to make appropriate improvements to the transportation system serving subject sites including frontage improvements and all improvements needed to mitigate transportation impacts.

Action Item 3. Preserve right-of-way in accordance with the Circulation Master Plan and all adopted Plan Lines.

Action Item 4. Request the County to mitigate transportation impacts to City facilities by requiring participation by County development projects in the City's transportation impact fee program as appropriate.

Action Item 5. Update the Zoning, Subdivision, Streets and Sidewalk chapters of the Municipal Code, as well as the Standard Conditions of Approval and Standard Specifications and Details. These updates shall reflect a ”complete street” approach where all modes of travel are routinely accommodated.

Action Item 6. Implement the City’s Traffic Calming Program as funding is available. Neighborhood preservation and context shall be a factor in the consideration of community mobility objectives.

Action Item 7. Continue to actively seek federal, state, and regional grants and funding.

Action Item 8. Construct roundabouts in lieu of traffic signals where appropriate conditions exist to maximize the efficiency of streets, maintain continuous but moderate traffic flow, reduce accident severity, and enhance pedestrian and cyclist activity.

Action Item 9. Install all transportation improvements in accordance with current accessibility standards.

Action Item 10. Establish limitations on truck traffic in residential areas and adopt designated truck routes.

Action Item 11. Develop and adopt transportation impact study guidelines that specify the process by which new development impacts are identified. These guidelines shall include specific performance measures and thresholds for the identification of impacts and mitigation measures in accordance with the goals herein, including person mobility, the reduction in VMT and the development of a balanced transportation network for all modes. Street widths and consideration of additional traffic lanes shall be evaluated in the context of potential impacts to community character, convenience for non-auto modes, safety and cost/benefit.

Action Item 12. The City will coordinate with Caltrans on planning and implementation of congestion management strategies on SR 46 and US 101. These strategies will include improved connectivity for all modes of transportation across these corridors and in areas on either side of these facilities. The City and Caltrans will work in concert with the most recent Regional Transportation Plan.

Action Item 13. The City shall monitor the performance of the transportation network on a regular basis. The City will optimize traffic signals to maximize the efficiency of the existing network. The City shall explore the feasibility of coordinating all traffic signals with a centralized traffic signal control system.

Action Item 14. Maintain and/or improve emergency vehicle access on all existing streets. New development and redevelopment projects shall provide emergency vehicle access as required by all applicable codes and the Emergency Services Department.

Action Item 15. Integrate the City’s traffic model with City land use planning and the regional traffic model produced by the San Luis Obispo Council of Governments.

Action Item 16. View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Action Item 17. Transportation polices should link transportation planning and land use planning.

Action Item 18. Transportation systems and facilities should be planned, designed and constructed so as not to serve as barriers to community resources.

Action Item 19. Transportation improvements shall improve accessibility and promote physical activity.

POLICY CE-1B: Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.

Action Item 1. New developments or redeveloped areas shall conform to the following guidelines to the maximum extent possible:

- New streets and intersections shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less. Higher order roadways shall be designed for 35 mph or less with stable flows. Roundabouts shall be considered in lieu of traffic signals for intersection control as needed.
- To the extent practical, new residential streets shall provide a grid roadway system with block lengths of 300 feet or more and not longer than 600 feet. Cul-de-sac streets shall be discouraged. Street widths shall be no greater than as needed to accommodate emergency service vehicles. Design standards compatible with traditional neighborhood shall be developed.
- Lane configurations for new intersections shall be limited to provide for moderate speeds and pedestrian and cyclist safety. Congestion during certain time periods shall be accepted in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs and preservation of small town character.
- Circulation systems shall provide for all modes of travel, and shall typically include sidewalks, bicycle lanes, and transit stop amenities. Continuous paths of travel shall be established and connected for walking and bicycling from and throughout the development area to downtown and other key destinations. As appropriate and practical, all development shall conform to the most current Bike Master Plan adopted by the City Council and the most current trail system plan. Impact fees shall be assessed to mitigate impacts and to contribute to the development of the bike and pedestrian master plans.
- New specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled.

Action Item 2. Develop well connected routes for bicycles throughout the City in accordance with the most current council adopted Bike Master Plan.

Action Item 3. The City shall make the travel demand model available to consultants of land development applications to verify traffic generation assumptions in accordance with the General Plan. The model will be used to estimate the change in VMT resulting from proposed development.

Action Item 4. To the extent feasible, maintain a general plan that provides for a reasonable, ongoing balance between jobs and housing units of various types to maximize the potential for residents to live in the community in which they work. This approach reduces the potential for longer vehicle commutes and reduces City-generated and Countywide VMT.

POLICY CE-1C: Airport. Improve/expand transportation to and from the Paso Robles Municipal Airport as set forth in the Airport Master Plan.

Action Item 1. Establish policy and actions items as part of the Airport Master Plan and Airport Land Use Plan Updates.

Action Item 2. Pursue federal and state grants for airport improvement projects.

Action Item 3. Enhance bicycle, pedestrian and transit access to allow employees and passengers to use non-automobile modes of travel to and from the Airport.

POLICY CE-1 D: Transit. Improve and expand transit services.

Action Item 1. Continue operation of local bus service including inter-connectivity with regional transit.

Action Item 2. Coordinate with the San Luis Obispo Regional Transit Authority to improve information available on transit options and support advertising/outreach programs for transit.

Action Item 3. Develop Park and Ride Lots at convenient locations.

Action Item 4. Establish a Master Plan of transit routes within the City coordinated with regional routes. Require new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan such as locating sheltered bus stops near neighborhood focal points shopping and service destinations.

Action Item 5. Locate transit routes on streets serving medium and high density development where feasible.

Action Item 6. Link neighborhoods to transit stops and park-and-ride lots by providing direct bicycle and pedestrian access.

Action Item 7. Support the development of a transit/trolley loop serving the Downtown area to encourage a park-once strategy.

Action Item 8. Support and improve the existing multimodal facility on Pine Street. Consider establishment of a similar facility on the east side of the City.

Action Item 9. Support convenient transit service to employment, education, and government centers as funding allows. Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate.

Action Item 10. Develop a plan to monitor transit system performance and evaluate expansions to transit service.

POLICY CE-1E: Rail. Promote regional, interstate and intra-state rail service.

Action Item 1. Maintain adequate freight rail service (to the extent freight service does not conflict with the Town Centre Plan).

Action Item 2. In conjunction with the San Luis Obispo Council of Governments, support expanding Amtrak rail service.

Action Item 3. Promote the Amtrak bus feeder link, which provides connections to trains in the Central Valley.

POLICY CE-1F: Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access to all areas of the city.

Action Item 1. Develop a Pedestrian Master Plan (PMP) identifying and prioritizing improvements to the pedestrian network to support walking as a viable primary mode of travel within Paso Robles. At a minimum, the PMP should include the following components:

- A crosswalk policy to address warrants for installation and enhancements to crosswalks.
- A sidewalk and trail master plan with an inventory of existing and missing sidewalks and a list of projects to ensure pedestrian connections to downtown, employment centers, shopping and services.
- An on-going program to identify and eliminate hazardous conditions to pedestrians and to provide a sidewalk or formal path on every City-controlled street.

Action Item 2. Maintain and update as needed the Bicycle Master Plan (BMP) identifying and prioritizing improvements to the bicycle network to support biking as a viable primary mode of travel within Paso Robles. The BMP shall provide bike facilities on or parallel to all major arterials (including bridges) and a network of off-street paths to facilitate commute and recreational bicycle travel. The BMP should identify bicycle priority streets, bicycle boulevards, and bicycle routes that create a fully connected network throughout the City.

Action Item 3. Provide safe and convenient pedestrian, bicycle and vehicle access to the Cuesta College North County Campus, through the following means:

- Incorporate access to and from the campus in City circulation, pedestrian, bicycle, and transit planning.
- Implement appropriate signage and vehicle speed controls to ensure safety to pedestrians near the campus.
- Encourage distribution of trip reduction information, including transit and ridesharing information, to Cuesta College students, faculty, and staff.
- Work with Caltrans and SLOCOG to construct bicycle-pedestrian under-crossings of State Route 46E per the adopted BMP and the Caltrans Corridor Study.

Action Item 4. Establish a formal Safe Routes to School Program and pursue grant funding to encourage children to safely walk and bike to school.

Action Item 5. Collect pedestrian and bicycle volumes with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network.

Action Item 6. Improve streetscapes and install curb extensions at intersections where appropriate to reduce driving speeds and shorten pedestrian crossing distances.

Action Item 7. Support lighted LED cross-walks where pedestrian traffic volumes are high or safety considerations warrant implementation.

Action Item 8. Update and expand the American Disabilities Act (ADA) City Transition Plan to include public street right-of-way Improvements.

CIRCULATION ISSUES

Circulation Master Plan (CMP)

To provide safe and efficient mobility, both within the City and between the City and surrounding areas, a master system of transportation facilities is needed to serve residential, commercial, industrial, and tourist needs.

The system of key arterial routes is mapped on the 2011 Circulation Master Plan Map (Figure CE-1). The character of these routes is established in terms of numbers of lanes required. The locations of planned intersection and/or interchange improvements are also identified. Figure CE-1 is designed to respond to the Land Use Element of the General Plan. If land is not developed, or uses change, the entire network of planned facilities may not be needed or it may change to suit future land use modifications.

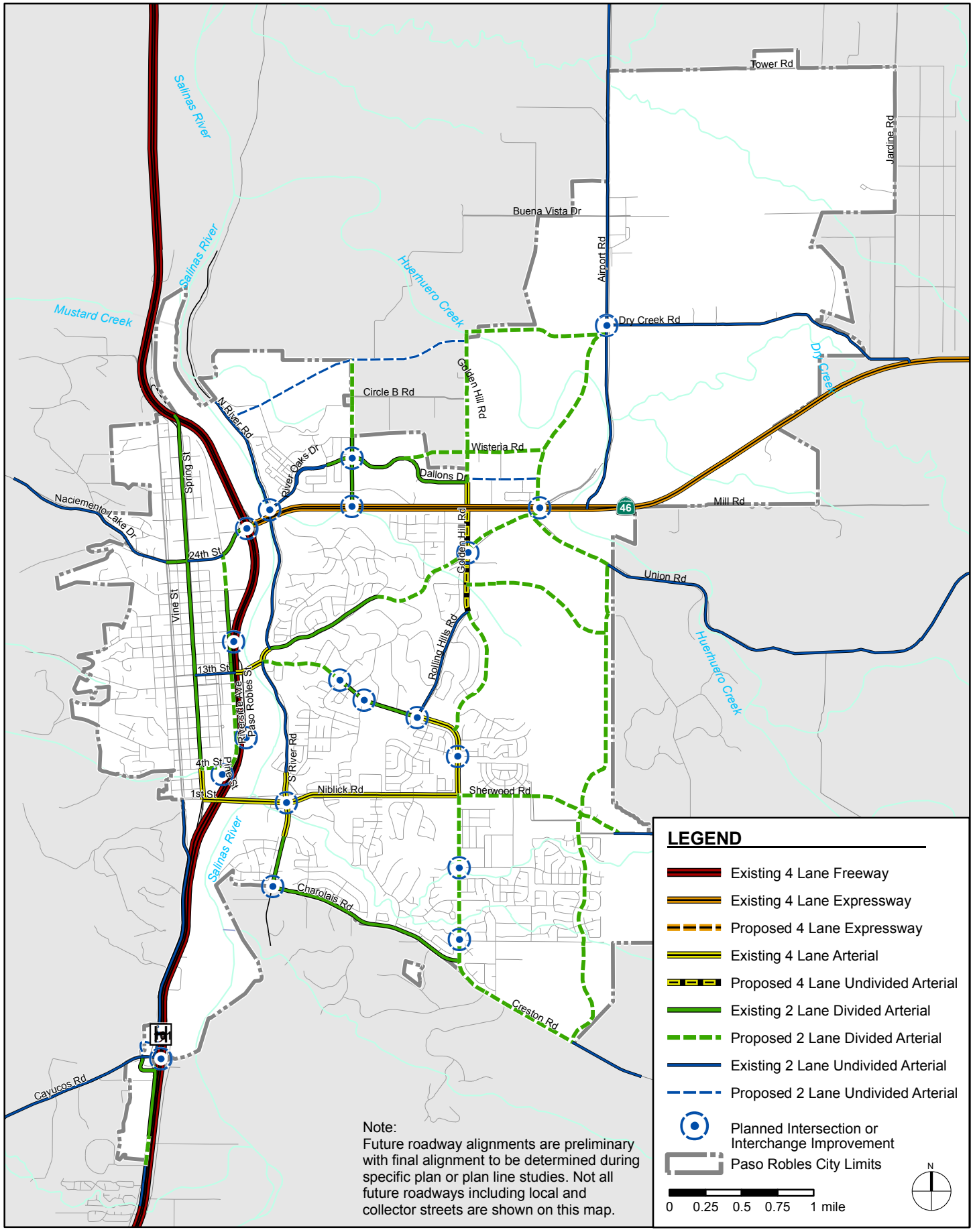
Assignment of main streets, boulevards, parkways, rural, and hillside streets, as well as bicycle and pedestrian paths, is determined at the time of approval of Specific Plans, subdivision maps (including parcel maps) and development plans. The Circulation Element anticipates that as the City develops, selected transportation facilities will need to be improved. Continued growth and development of the community will be supported by holistic improvements that will increase the efficiency of the vehicle network as well as bicycle, pedestrian, and transit systems.

The purpose of the circulation system is to maintain and enhance safe and efficient person mobility in the City (per Goal CE-1). To support this goal, the 2011 Circulation Element Update changes how the performance of the transportation network is measured de-emphasizing an auto-centric measure (level of service or LOS) in favor of measures that represent a more efficient use of resources, support the mobility of people, quality of life and small town feel desired by residents. In addition, measures supporting person mobility will offer more travel choices, support public health goals by encouraging more walking and biking, and reduce greenhouse gas emissions.

The 2003 Circulation Element included a citywide target of LOS D for all roadways during the peak hours of travel. Level of service measures driver comfort and convenience, and LOS D reflects a utilization substantially below the roadway's capacity during the majority of the day. This is an inefficient usage of infrastructure, one which results in costly roadway widening to accommodate only brief periods of higher traffic levels (i.e., the worst minutes or hours of the day). These widening projects 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. With this in mind, future traffic projections are presented in terms of capacity utilization, or the extent to which the roadway's capacity is being used on a daily basis.

The 2011 Circulation Element Update Map is generally consistent with the 2003 Circulation Element Map, but it removes a number of infrastructure recommendations due to revised traffic projections and changes to the City's Circulation Element Goals, Policies, and Action Items. Figure CE-1 illustrates both the existing and future City street system. Compared to the 2003 Circulation Element, this Circulation Element update identifies 34.5 fewer lane miles by Year 2025. This is the equivalent to removing a two-lane roadway from downtown Paso Robles to more than halfway to downtown San Luis Obispo. The pattern and location of future facilities are not precise and will warrant periodic study updates to confirm their appropriateness and feasibility. The map presents the network needed to serve key circulation demands to the Year 2025 planning horizon, while accommodating the City's multi-modal and community goals for the transportation network.

Fehr & Peers developed a Citywide Traffic Model to assist in the Circulation Element update process. The traffic model is an important transportation planning tool that is used to forecast travel in the City based on expected land use and/or roadway network changes. The traffic model can be used to test the effects of alternative land use scenarios and potential roadway network improvements, and to estimate the resultant traffic levels.



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Circulation Master Plan Map

February 2011

Figure CE-1

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Circulation Element Update Analysis

This 2011 Circulation Element Update applied the land use projections in the currently adopted Land Use Element of the General Plan to determine future mobility needs. The model development process, as well as the initial data collection and assumptions that are a part of this Circulation Element update process, are fully documented in a separate Technical Appendix report. This appendix includes the following:

- Initial data collection, including traffic counts and land use data files,
- Baseline assumptions, including trip generation, distribution, land use, growth,
- Model development process, including calibration and validation process
- 2025 travel forecasts

Future Corridor Operations

Using the 2025 travel forecasts, the capacity utilization for major arterials and collectors within Paso Robles is summarized in Table CE-1, which includes the proposed improvements presented in Figure CE-1. The capacity utilization represents the projected volume divided by the roadway's calculated capacity. These are "planning level" capacities and forecasts, intended to predict the need for improvements.

TABLE CE-1
EXISTING AND 2025 ROADWAY SEGMENT UTILIZATION

Roadway Segment		Existing Conditions		Year 2025 Conditions[1]	
		ADT	Capacity Utilization	ADT	Capacity Utilization
City Segments					
24th Street	Spring Street to US 101	15,700	89%	14,100	80%
Airport Road	SR 46 to Dry Creek Road	5,400	30%	4,000	23%
Charolais Road	S. River Road to Rambouillet Road	7,100	33%	11,500	53%
	Rambouillet Road to Creston Road	4,700	22%	9,000	41%
13th Street	Spring Street to Riverside Avenue	8,600	49%	11,200	63%
	Riverside Avenue to S. River Road	25,400	68%	32,200	86%
Creston Road	S. River Road to Golden Hill Road	15,800	73%	19,800	91%
	Golden Hill Road to Niblick Road	17,700	47%	25,200	67%
	Niblick Road to Charolais Road	5,500	15%	8,000	37%
	Charolais Road to East City Limit	4,200	19%	7,400	34%
Dallons Drive	Buena Vista Road to Golden Hill Road	1,300	8%	2,600	15%
Golden Hill Road	Dallons Drive to SR 46 East	2,200	13%	12,800	34%
	Creston Road to Rolling Hills Road	9,300	43%	13,800	64%
	Rolling Hills Road to Union Road	11,200	51%	17,100	46%
	Union Road to SR 46 East	7,100	40%	11,100	30%

TABLE CE-1
EXISTING AND 2025 ROADWAY SEGMENT UTILIZATION

Roadway Segment		Existing Conditions		Year 2025 Conditions[1]	
		ADT	Capacity Utilization	ADT	Capacity Utilization
Linne Road	Fontana Road to East City Limit	4,100	23%	10,700	60%
Nacimiento Lake Drive	West City Limit	7,300	41%	9,700	55%
Niblick Road	Spring Street to S. River Road	30,100	80%	38,100	**102%**
	S. River Road to Melody Drive	19,400	52%	25,400	68%
	Melody Drive to Creston Road	14,100	38%	19,700	53%
N. River Road	Union Road to SR 46 East	2,700	20%	4,200	31%
	SR 46 East to North City Limit	1,200	9%	1,300	10%
Rolling Hills Road	Creston Road to Golden Hill Road	2,800	16%	3,600	20%
Paso Robles Street	Freeway Off-Ramp to Creston Road	5,800	61%	5,600	58%
River Oaks Drive	N. River Road to Buena Vista Road	1,900	11%	2,600	15%
Riverside Avenue	13th Street to 24th Street	11,800	67%	13,700	63%
Sherwood Road	Creston Road to Fontana Road	10,000	56%	16,200	75%
S. River Road	South City Limit to Charolais Road	2,300	17%	2,600	19%
	Serenade Road to Niblick Road	12,800	34%	17,400	47%
	Niblick Road to Navajo Road	13,400	36%	15,100	40%
Spring Street	10th Street to 11th Street	13,900	64%	15,000	69%
	16th Street to 17th Street	13,800	64%	17,900	82%
	28th Street to 30th Street	4,900	23%	6,900	32%
Union Road	N. River Road to Walnut Drive	5,500	26%	9,000	41%
	Walnut Drive to Golden Hill Road	5,300	30%	9,100	51%
	Golden Hill Road to SR 46 East	7,800	44%	14,100	65%
	SR 46 East to East City Limit	3,300	18%	4,600	21%
Buena Vista Drive	SR 46 East to Experimental Station Road	4,400	20%	6,800	31%
	North of Cuesta College	2,600	12%	3,500	16%
Dry Creek Road	Airport Road to SR 46 East	1,300	7%	3,800	21%
Nickerson Drive	Niblick Road to Creston Road	2,000	15%	2,400	18%
Pine Street	6th Street to 13th Street	3,400	35%	3,000	31%
Ramada Drive	SR 46 West to Calle Propane	1,700	18%	4,700	49%
	SR 46 West to South City Limit	3,100	33%	6,100	64%
Rambouillet Road	Charolais Road to Niblick Road	1,600	12%	1,500	11%
S. River Road	Navajo Road to Creston Road	11,200	63%	13,700	77%

TABLE CE-1
EXISTING AND 2025 ROADWAY SEGMENT UTILIZATION

Roadway Segment		Existing Conditions		Year 2025 Conditions[1]	
		ADT	Capacity Utilization	ADT	Capacity Utilization
Theatre Drive	SR 46 West to South City Limit	9,600	44%	12,300	57%
S. Vine Street	SR 46 West to 1st Street	4,800	27%	12,700	72%
Vine Street	3rd Street to 4th Street	4,000	30%	5,500	41%
	30th Street to 32nd Street	300	3%	1,200	9%
Spring Street	3rd Street to 4th Street	19,300	89%	**22,700**	**105%**
	6th Street to 7th Street	15,600	72%	16,700	77%
Adjacent Jurisdictions					
US 101	Wellsona Road to Spring Street	22,700	28%	50,400	63%
	Spring Street to SR 46 East	20,000	25%	47,800	60%
	SR 46 East to 13th Street	35,500	44%	67,000	84%
	Spring Street to SR 46 West	64,000	80%	**93,300**	**117%**
	SR 46 West to Main Street	53,000	66%	79,000	99%
SR 46 East	US 101 to Union Road	26,000	59%	**48,900**	**109%**
	Union Road to Airport Road	24,000	34%	38,000	52%
	Airport Road to Jardine Road	19,700	54%	34,400	47%
Dry Creek Road	Aerotech Center Way to Prairie Road	1,300	7%	1,600	9%
Union Road	Airport Road Ext. (future) to Penmen Springs Road	3,300	19%	4,600	26%
Linne Road	Hanson Road to Penmen Springs Road	4,100	23%	7,000	40%
Creston Road	Airport Road Ext. (future) to Neal Springs Road	4,200	24%	8,500	48%
S. River Road	Santa Ysabel Avenue to Pin Oak Lane	2,300	17%	2,600	19%
Ramada Drive	Volpi Ysabel Road to Easy Street	3,100	32%	6,100	64%
Theater Drive	Nutwood Cir to Rancho Paso Road	9,600	54%	13,600	77%
SR 46 West	Gahan Pl to Del Sol Pl	7,200	20%	19,400	53%
Nacimiento Lake Drive	Mustang Springs Road to Adelaida Road	7,300	41%	9,700	55%

Notes:
[1] Year 2025 with proposed improvements shown on Figure CE-1.
Reductions in utilization can occur with a reduction in volume due to changes in travel patterns or with an increase in capacity.
ADT = Average Daily Traffic during a typical weekday.
High utilization locations are indicated in **bold**.
Source: Fehr & Peers, January 2011.

- **Over 100 percent utilization** results in forced or breakdown conditions for motorists frequently throughout the day. This situation exists when the volume of traffic exceeds the capacity of the roadway and queues can form behind these bottleneck points with traffic traveling in a stop-and-go fashion. These conditions warrant more investment in roadway capacity improvements, or another strategy to reduce traffic and/or improve mobility through a particular road segment or intersection.
- **90 to 100 percent utilization** represents operating conditions at or near capacity for motorists. The transportation infrastructure is fully utilized. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver for motorists may be difficult. Unstable operation can occur at certain times of day and minor disturbances in traffic flow can cause breakdown conditions. However, justification for additional lanes and/or road widening is not met, particularly in light of other community goals and environmental impacts.
- **70 to 90 percent utilization** represents high-density, but stable flow for motorists. While some temporary congestion can occur at selected times of day, operations are reasonable for most drivers throughout the day. Motorists experience some restriction in speed and maneuverability, with reduced levels of convenience during peak travel hours. The transportation infrastructure is well-utilized. Additional investment in road widening is not warranted.
- **50 to 70 percent utilization** provides stable operating conditions for motorists and limited delays throughout most of the day. The roadway is only partially utilized. No consideration should be made for road widening. The maneuverability of individual motorists is affected by the interaction with other motorists in the traffic stream. These conditions are less attractive for bicycles, pedestrians, and transit users because of typically higher auto vehicle speeds.
- **30 to 50 percent utilization** provides stable operating conditions for motorists throughout the day. The investment in transportation infrastructure is realized on a very limited basis. Road widening improvements are not warranted. The presence of other motorists causes a noticeable, though slight, reduction in maneuverability. These conditions are always conducive to speeding and typically very discouraging to travel by bicyclists and pedestrians.
- **Less than 30 percent utilization** represents free-flow travel with a high level of maneuverability for motorists at all times of day. The investment in transportation infrastructure is not efficiently utilized. Here vehicle operations are almost always counterproductive for bicycles, pedestrians, and transit users.

The information in Table CE-1 conveys that: 1) most of the City's roadways operate well below their capacity on a daily basis, with a couple of exceptions, and 2) in year 2025 only a handful of streets are projected to have a demand that exceeds their capacity on either city or adjacent jurisdiction roadways. Specifically, the volume on four study segments is projected to exceed the capacity and two of these are on SR 46E and US 101. In addition, only two other segments are projected to have a utilization of between 90 and 100 percent. This indicates that major new capacity enhancements across the City are not justified given the City's goals.

The operations in key corridors in the City are discussed below beginning with US 101 and followed by the three primary east/west corridors. These east/west corridors must traverse the Salinas River, the freeway and the railroad; natural and physical barriers that separate the east and west sides of the City. These barriers are significant constraints on the transportation network. The Spring Street and Creston Road corridors are also discussed. The City should monitor and manage traffic operations along these corridors as development occurs to ensure that the system is optimized for steady, safe, and orderly traffic flow.

US 101 from Wellsona Road to Main Street – Degradation of US 101 mainline operations by Year 2025 and beyond is anticipated due to future growth within and outside San Luis Obispo County, as well as the addition of traffic from proposed land uses in Paso Robles' General Plan. Already planned increases in land use and changes to regional travel patterns will contribute to these unacceptable operations.

Traditionally, traffic-related impacts or substantial increases in automobile trips on roadway segments are mitigated by increasing roadway capacity through construction or payment toward additional lanes or other new facilities. US 101 would require widening to six lanes to improve traffic operations to acceptable levels of service. The widening of US 101 is not included in the Regional Transportation Plan (RTP) or 2011 constrained regional transportation list prepared by SLOCOG. However, the Route 101 North County Corridor Study identifies widening of US 101 as a beyond 2035 improvement. The study also describes the need for auxiliary lanes and other capacity enhancements prior to Year 2035. These enhancements would improve operations and reduce the capacity utilization but would not fully eliminate the projected deficient roadway operations.

The Circulation Element contains several policies that seek to reduce automobile travel. Implementation of these policies and associated actions would help reduce the magnitude of traffic impacts on US 101. Ultimately, SLOCOG and Caltrans are the responsible agencies for planning for and implementing improvements within the US 101 corridor. Payment of traffic impact fees or a fair share contribution would fulfill the City's obligations for mitigating regional traffic impacts; however, unless other funding sources (e.g., State Transportation Improvement Program funds for projects identified in the RTP, San Luis Obispo County fees, and/or a future regional impact fee) are made available, implementation of the necessary improvements is not feasible and implementation of the proposed Circulation Element Update would not improve US 101 operations. The City of Paso Robles would support and participate in development of a regional fee should it be proposed by regional agencies, such as SLOCOG.

SR 46 East from US Highway 101 to Airport Road – Future traffic volumes along the SR 46 East corridor are expected to exceed the capacity of this roadway during certain times of day, typically the morning and afternoon two-hour commute periods. The 2008 Caltrans Comprehensive Corridor Study (CCS) establishes that widening SR 46E to accommodate this forecasted demand would be ineffective without substantial capacity and operational improvements to the US 101 mainline and the interchange with SR 46E. SR 46E presents a barrier to connections between areas of the City north and south of the highway. The CCS recognizes that capacity improvements to SR 46E such as six-lane widening conflicts with the City's goals of small town character and mobility associated with non-auto modes. To mitigate impacts on the highway, the CCS endorses the development of a parallel route system of local roads north and south of SR 46E between Jardine Road and River Road that will serve to reduce the demand for travel on SR 46. These routes have been identified in the City's Parallel Routes Study. The alignment of parallel route(s) shall be studied by the City, and constructed with development of the land uses north and south of SR 46. Specific recommendations of the Parallel Routes Study include: A connection between Airport Road and Golden Hill Road via the Wisteria Road corridor, including a bridge over Huer Huero Creek.

- A connection between the northern terminus of Golden Hill Road and the western terminus of Dry Creek Road, including a bridge over Huer Huero Creek.
- Improvements to the intersection of SR 46E and Union Road. The City shall monitor traffic levels and plan for a grade separated interchange and interim improvements as needed. The improvement of this intersection will require that the north leg be extended to connect to Airport Road, so that access to uses in the Airport area would be provided via the new intersection at SR 46E-Union Road.
- Improvement to facilities serving non-auto modes of travel will also reduce the auto demand along this corridor.

13th Street from Riverside Avenue to Union Road – As one of the three major crossings of the Salinas River and the US 101 freeway, the demand for travel across this segment is forecasted to increase to a daily capacity utilization of 95%. This corresponds to increased congestion during the typical commute periods and likely other times of day, but does not justify the widening of this segment by 2025. Improvements within this corridor should focus on operational efficiencies (i.e., signal coordination, modified timings) and enhancements to improve bicycle and pedestrian travel as needed. The construction of the 17th Street-Riverside Avenue on-ramp to southbound US 101, scheduled for construction in 2012, will improve operations at the intersection of 13th Street and Riverside Avenue.

Niblick Road from Spring Street to South River Road – This segment serves as the third major crossing of the Salinas River in the City, and is projected to have a daily capacity utilization of 104% in Year 2025. This corresponds to increased congestion, particularly during commute periods, as well as potential route changes to parallel routes and/or changes to the times people travel to avoid congestion. The projected capacity utilization of slightly more than 100% does not justify the widening of this roadway by 2025 but should be re-evaluated during the next Circulation Element update. If the bridge were widened, congestion would continue to occur at the intersections on either side of the bridge during some portion of the commute periods. Furthermore, widening the bridge to a 6-lane arterial would result in a capacity utilization of 71%, which would reduce vehicle delays, but would also support higher vehicle speeds and would conflict with the City's multi-modal goals and desire to maintain its small town character.

Spring Street from Niblick Road to 24th Street – Spring Street is the most heavily utilized corridor in the City to the west of Highway 101. This area is characterized by a well-developed grid network offering numerous routes of travel to most destinations. Grid systems are effective at distributing traffic and provide a more pedestrian- and bicycle-friendly environment. Given the grid system's ability to distribute traffic, and the desire to maintain mobility for all modes, no widenings in the Downtown area are proposed. Potential operational improvements, such as signal timing and coordination and improved ramp access to Highway 101, should be studied by the City, as should the need to signalize intersections in the area.

Creston Road – In 2007 a draft Plan Line was developed for Creston Road from Riverside Avenue to Niblick Road/Sherwood Road. The study proposed a two-lane divided arterial section from River Road to Rolling Hills Road with use of roundabouts to improve pedestrian safety, bike safety and school access. The City should strive to adopt a Plan Line and incorporate recommended improvement projects into the capital improvement and impact fee programs.

CIRCULATION STANDARDS AND DEVELOPMENT POLICIES

Standards and Specifications:
The City maintains standards and specifications for the dedication (right of way width) and improvement of City streets. These standards are adopted by the City Council. The City's set of adopted engineering standards contains various street types and helps to define the City roadway system.

Plan Lines:

- Plan lines should be established where necessary, to protect and implement the Circulation Element of the General Plan. Plan Lines provide: For safe, efficient and effective multi-modal transportation within the City.
- A source of information for residents, property owners and business owners.
- A basis of planning for building setbacks and development of adjacent properties.
- A basis for regulation and direction regarding the extension of existing and new arterial streets.

Private Streets:
Private streets are those which are not owned or maintained by the City. The City should discourage private streets where future growth patterns could call for full City standard streets. Appropriate applications for private streets include development in multifamily residential projects where traffic is limited to internal circulation needs. Private streets should provide equivalent structural integrity of public streets constructed from Standard Specifications.

Traffic Signals:
The City uses a warrant system to set priorities for installing traffic signals at intersections. The purpose of the warrant analysis is to provide a rational basis for identifying and prioritizing intersections with the greatest need for signal installation. At all intersections where warrants are met, an analysis shall be conducted to determine if a roundabout is a feasible or preferred alternative.

Bridges:
The Circulation Master Plan Map identifies all proposed bridge crossings of the Salinas River and Huer Huero Creek. The Parallel Routes Study focuses on Huer Huero crossings, and the City will determine the priority of bridges as development occurs. The City is not planning to widen any existing bridges prior to 2025. The City will update development fees so that new development will pay for its share of the need for new bridges.

Sidewalks:
Sidewalks or paths are required to be constructed on all public streets. LED lighted crosswalks are encouraged, particularly on routes to schools and/or public destinations where enhanced visibility is needed.

Railroad Crossings:
The City should coordinate with the San Luis Obispo Council of Governments and railroad operators to secure funding to improve all existing railroad crossings in the City for bicycle, pedestrian, and vehicular safety. And to secure funding for the development of additional grade separated crossings at strategic locations.

Bike Lanes and Related Facilities:
To further encourage bicycle travel as a means of reducing Vehicle Miles Traveled (VMT,) the City has established a system of bike lanes via adoption of a Bike Master Plan in 2009. The Bikeways Plan should be updated periodically to: 1) review system performance, 2) ensure that that the City qualifies for all potential grant opportunities, and 3) update implementation priorities.

Transportation Demand Management (TDM):
The City should encourage firms located within the City limits to use flexible work hours (flex-time) and other traffic demand management strategies to reduce traffic congestion during typical commute periods. To the extent possible, companies should also be encouraged to share parking facilities with other adjacent uses through easement agreements. The City should also encourage residential developers to design and build project elements that support TDM such as car-share and bike-share facilities, neighborhood electric vehicle (NEV) operation, transit stop amenities, and neighborhood transportation centers. TDM elements can be required through the development agreement process and as optional mitigation to reduce anticipated traffic impacts.

Paso Robles Event Center:
The City should continue to coordinate with the Paso Robles Event Center, Highway Patrol, and private property owners to provide safe, efficient, and effective traffic flow and parking during the Midstate Fair in July and August and during other major special events. The City should encourage regional transit service (e.g., bus, shuttle, park and ride facilities, etc.) from southern communities in the County to the Paso Robles Event Center.

Emergency Evacuation Routes:
The City should continue to coordinate with the County, Highway Patrol, and other agencies to provide effective emergency evacuation routes for local, Countywide, and Statewide emergencies. The City should address emergency evacuation routes as part of the development of a community-wide Disaster Response Plan.

Development Policies:
As conditions of approval of Subdivision (Tract and Parcel Maps) and Development Plans (Planned Developments, Conditional Use Permits, and as applicable, Building Permits,) developers should be responsible for the following:

1. Incorporating circulation design elements that keep traffic "calm", encourage walking and bicycling and enhance the overall livability of the community. Circulation design elements may include, differing pavement types, night lighting and traffic calming measures, such as, but not limited to, landscaped traffic circles, medians, and narrow streets.
2. Dedication of a minimum of one half of the right of way of adjacent streets, as indicated by the Standard Details and Specifications adopted by the City Council. An adopted Plan Line will also provide direction for required dedications and building setbacks.
3. Improvement of any and all streets and alleys that border development sites, to the centerline plus 12-feet or beyond if necessary, to provide safe access in the judgment of the City Engineer. Medians should also be installed in accordance with the direction of the City Engineer.
4. Improvement of all interior and adjacent streets and alleys to City standards and specifications.
5. Provision of adequate access to all parcels, whether existing, proposed, or potential (from future subdivision) this may entail planning street extensions beyond the boundaries of a project.
6. Provision of adequate access for emergency vehicles and for emergency evacuation for each development phase.
7. Design of local streets and access to parcels in such a manner as to minimize impacts to safe and efficient traffic flow.
8. Design of streets to minimize grading.
9. Provision of off-site improvements where necessary to mitigate traffic impacts that may be created by a development project.
10. Construction of required street improvements prior to occupancy of new development.
11. Provision of shared driveways and parking lots where necessary to reduce the number of driveways into a street in order to reduce potential traffic conflicts.
12. Limited access on all arterials.
13. Payment of traffic mitigation fees adopted by the City Council, or as required for mitigation identified through an environmental review process.

APPENDIX A:
ROADWAY CAPACITY UTILIZATION ANALYSIS

The following tables provide supporting details in the roadway capacity utilization analysis summarized in Table CE-1 for the base (2008) and future (2025) analysis years.

APPENDIX B:
CITY OF EL PASO DE ROBLES
TRAVEL DEMAND FORECASTING
FINAL MODEL DEVELOPMENT REPORT

The City of El Paso de Robles chose to update its travel demand forecasting (TDF) model to support long-range planning efforts and to provide a mechanism for evaluating the potential effects of future land development and transportation improvement projects. The TDF model was used as a tool to support the development of the City's Circulation Element Update.

The attached Final Model Development Report describes the model development process, including the sources of data used to develop key model inputs and check them for reasonableness, and presents model validation results, which measure the model's accuracy.

EXHIBIT 6
CIRCULATION ELEMENT
FINAL ENVIRONMENTAL IMPACT REPORT

Document provided to Planning Commission. A complete copy is available in the Library or can be viewed on the City's web site at http://www.prcity.com/government/departments/commdev/index.asp#CircDEIR