RESOLUTION NO: 11-004

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:	Commissioners Barth, Garcia, Holstine, Treatch, Peterson, Vanderlip and Chair Gregory
NOES:	None
ABSTAIN:	None
ABSENT:	None

Steve Gregory, Chairman

ATTEST:

Ron Whisenand, Secretary of the Planning Commission

EXHIBIT A
to Resolution No. 11-004
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. 11-004
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. 11-004
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 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.

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

ALTERNATIVES ANALYZED IN THIS DRAFT EIR

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

Alternative 1 – Adopted General Plan (No Project Alternative)

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

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

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

Analysis of Alternative 1

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

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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

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

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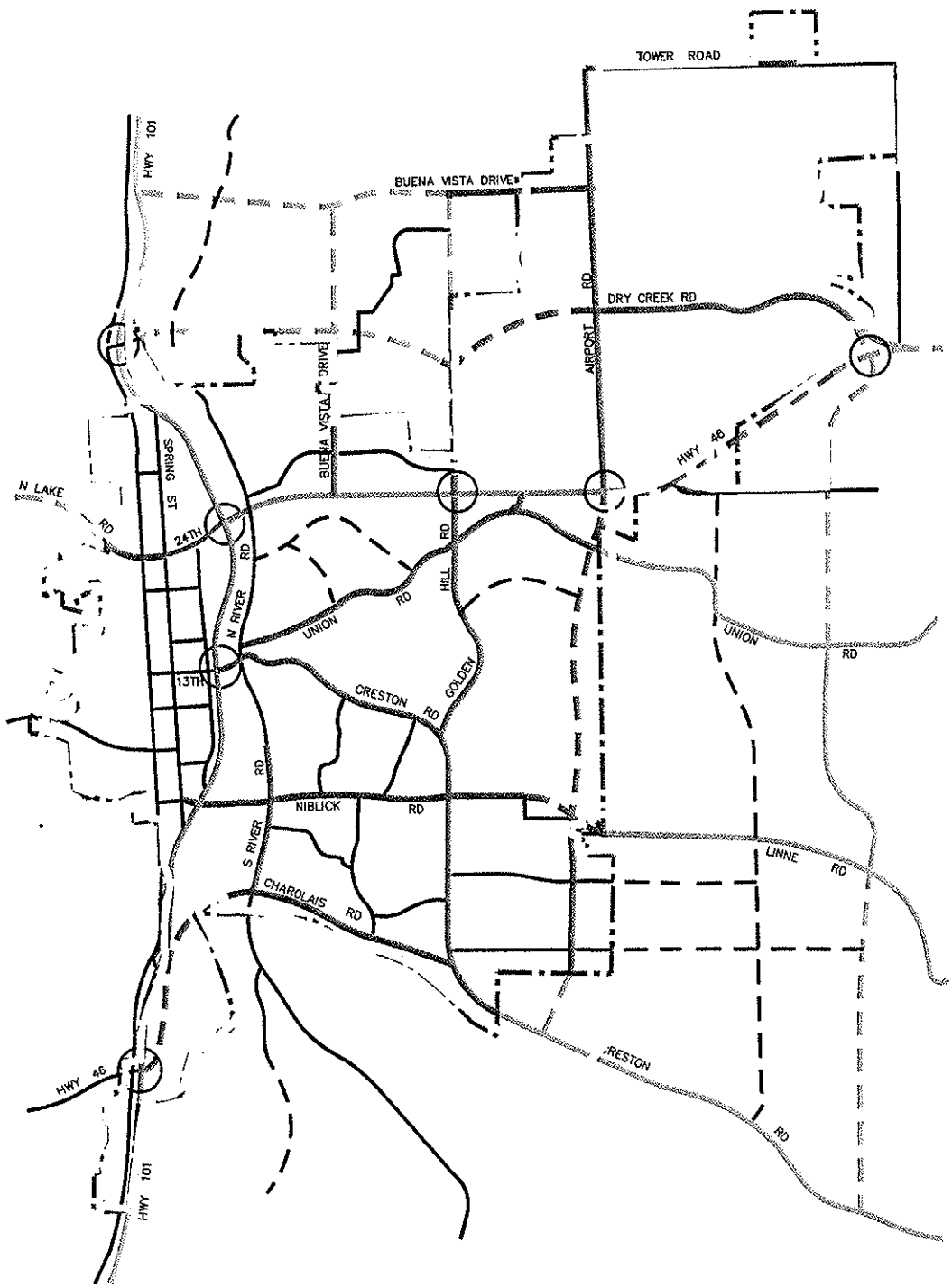

LEGEND:

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. 11-004
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.