RESOLUTION NO:11-031

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 7. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the City adopts the findings and conclusions regarding impacts and

mitigation measures that are set forth in the FEIR. The City ratifies, adopts and incorporates the analysis, explanation, findings, responses to comments and conclusions of the FEIR. The City adopts the reasoning of the FEIR, staff reports and presentations provided by the staff as may be modified by this Resolution.

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

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

A. Aesthetic and Visual Resources

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

B. Agricultural Resources

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

C. Air Quality

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

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

D. Cultural Resources

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

E. Geology and Geologic Hazards

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

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

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

F. Hazards and Hazardous Materials

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

G. Hydrology and Water Quality

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

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

H. Land Use and Planning:

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

I. Public Services and Utilities

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

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

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

J. Noise Assessment

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

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

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

K. Traffic and Circulation

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

SECTION 10. Under Public Resources Code section 21081(a) and CEQA Guidelines section

15091 and 15092, the City finds that the following impacts of the Project remain significant and unavoidable notwithstanding the imposition of all feasible mitigation measures as set forth below and are acceptable in light of the Statement of Overriding Considerations below:

A. Aesthetics and Visual Resources

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

B. Agricultural Resources

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

C. Biological Resources

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

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

3. Impact 3.4.3: Circulation improvements could adversely affect wildlife corridors. Mitigation Measure 3.4.3, which calls for conducting biological field investigations to assess potential impacts and developing roadway alignments to minimize disturbance, or adopt

project-specific measures in consultation with appropriate agencies, is hereby adopted and will be imposed. However, notwithstanding imposition of this mitigation measure, the City finds that this impact remains significant and unavoidable.

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

D. Noise Assessment

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

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

E. Traffic and Circulation

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

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

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

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

SECTION 11. For the reasons discussed in the FEIR, the only alternative to the Project is the No

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

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

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

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

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

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

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

SECTION 14. The City Council of the City of El Paso de Robles hereby certifies the FEIR is adequate to support approval of the Project, and the alternative in the FEIR. The City recognizes that the FEIR incorporates information obtained and produced after the DEIR was completed, and that the FEIR contains additions, clarifications, and modifications. The City has reviewed and considered the FEIR and all of this information. The FEIR does not add significant new information to the DEIR that would require recirculation of the FEIR under CEQA. The new information added to the FEIR does not involve a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure considerably different from others previously analyzed that the City declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates

that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the DEIR.

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

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

AYES: Steinbeck, Strong, Gilman, Hamon, Picanco
NOES:
ABSTAIN:
ABSENT:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the DEIR.

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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).	City	City	At the time of specific project-level environmental review; prior to substantial earth disturbance associate with circulation improvements		
	• 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/OHP/ NAHC			

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 HAZAROUS MATERIALS						
3.8.3	The City shall, where appropriate, investigate the potential for improvement projects to be located at or in the vicinity of (1) identified Department of Toxic Substances Control (DTSC) hazardous material sites, or (2) areas that contain aerially deposited lead, naturally occurring asbestos, transmission lines (areas of high voltage and/or of high electro-magnetic fields or other hazardous materials. Site-specific evaluation shall include a historical assessment of past uses, and soil sampling shall be conducted when determined appropriate by the City. In those instances where a specific project site is found to be contaminated by hazardous materials, the site shall, where appropriate, be cleaned up to the standards of the appropriate responsible agency, e.g., DTSC and/or SLOAPCD. Appropriate remediation measures to ensure worker safety during construction shall, where appropriate, be identified prior to the commencement of earth-moving activities, subject to the review and approval of DTSC.	City	City/DTSC	At the time of specific project-level environmental review; prior to final design approval of circulation improvements		
3.9 HYDROLOGY AND WATER QUALITY						
3.9.1	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		